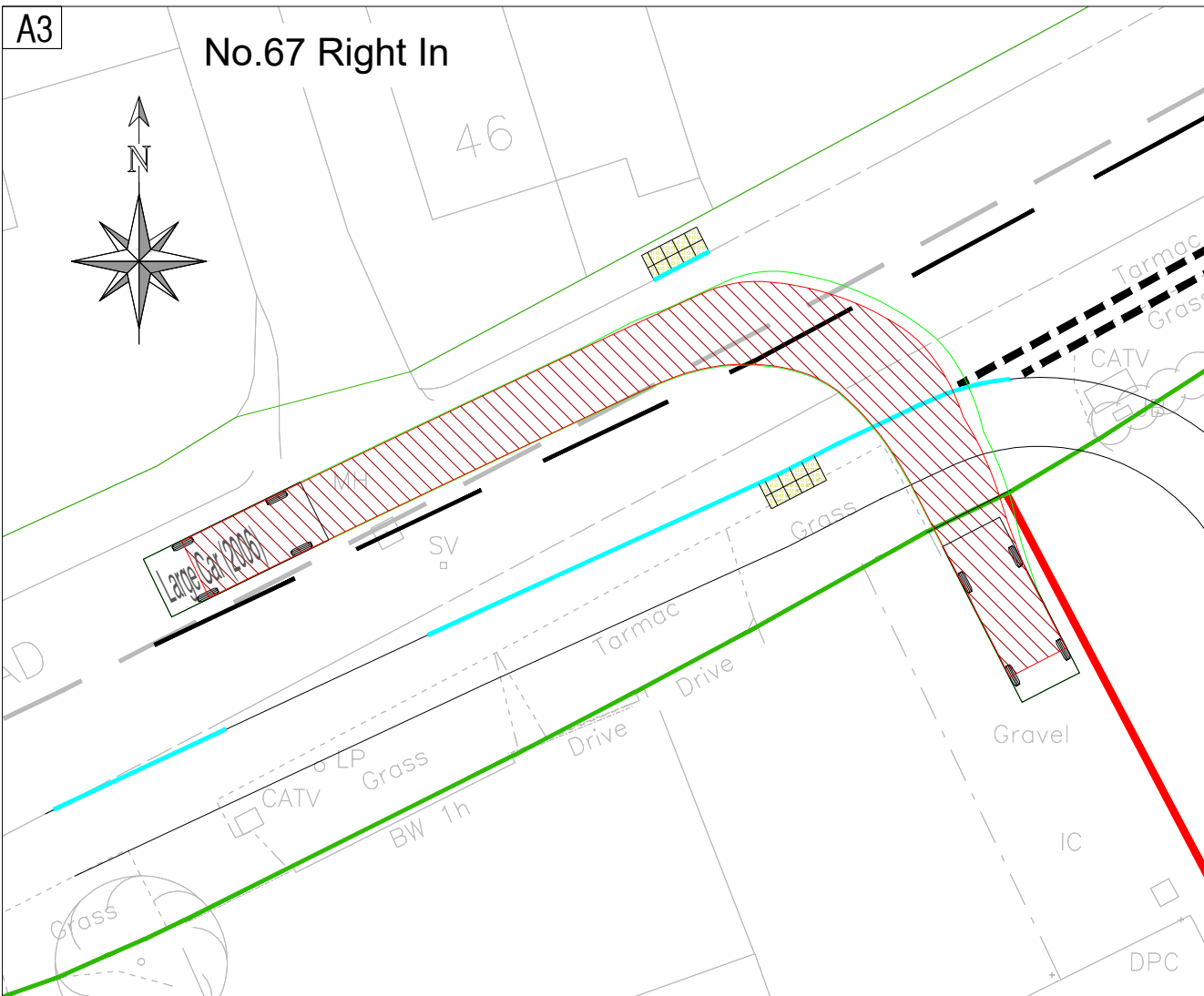
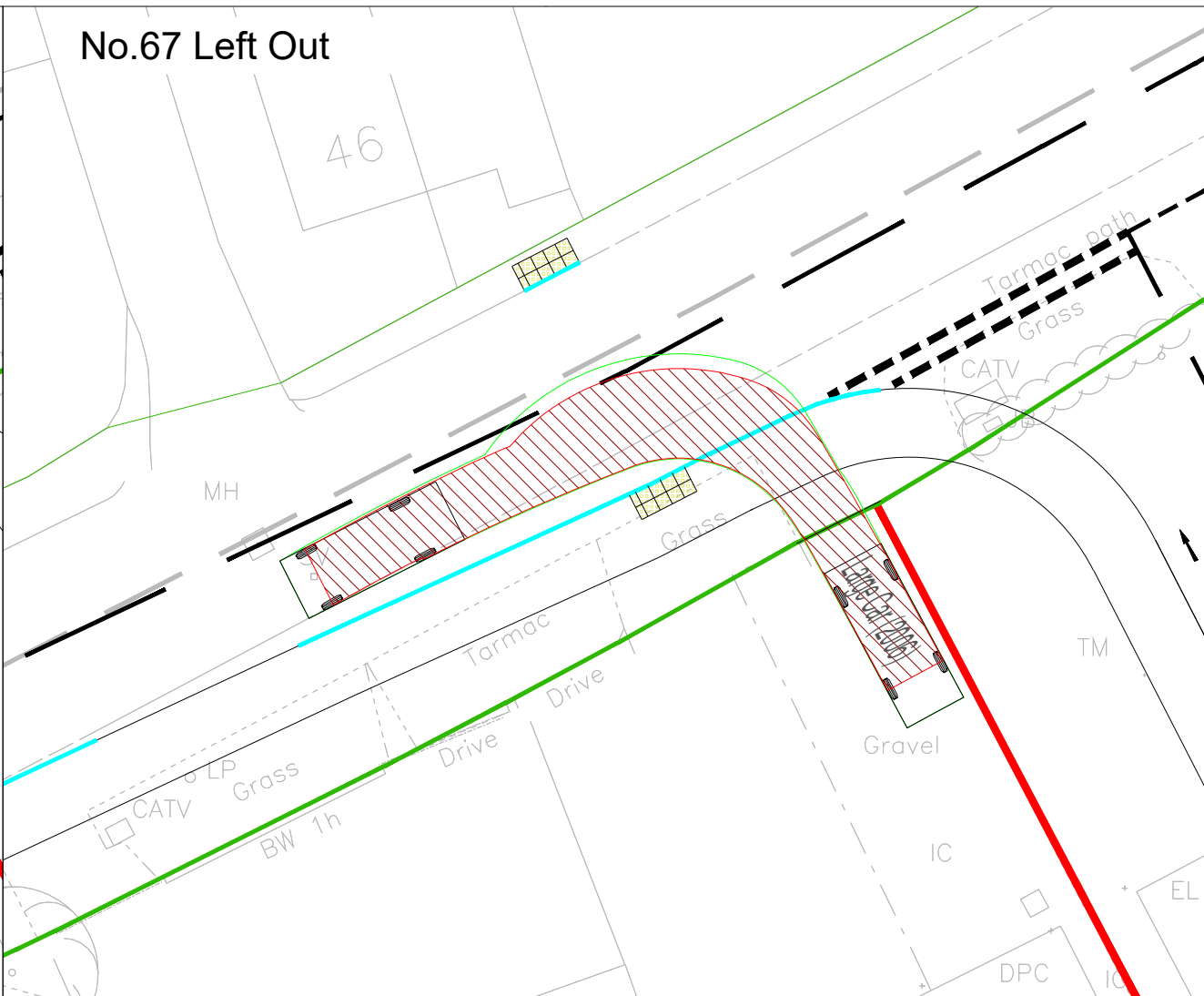

Appendix I: Swept Path Analysis Drawings

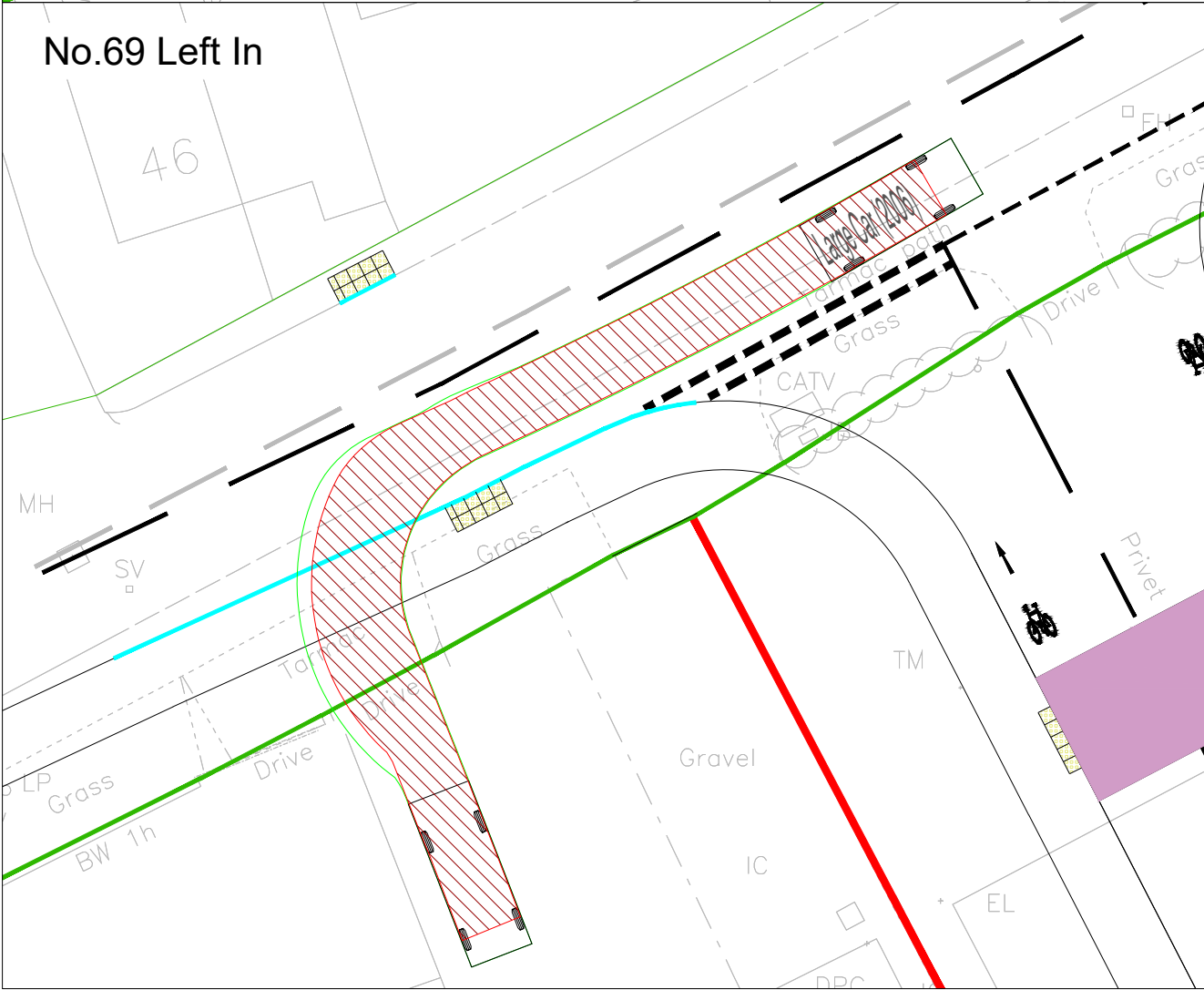
No.67 Right In



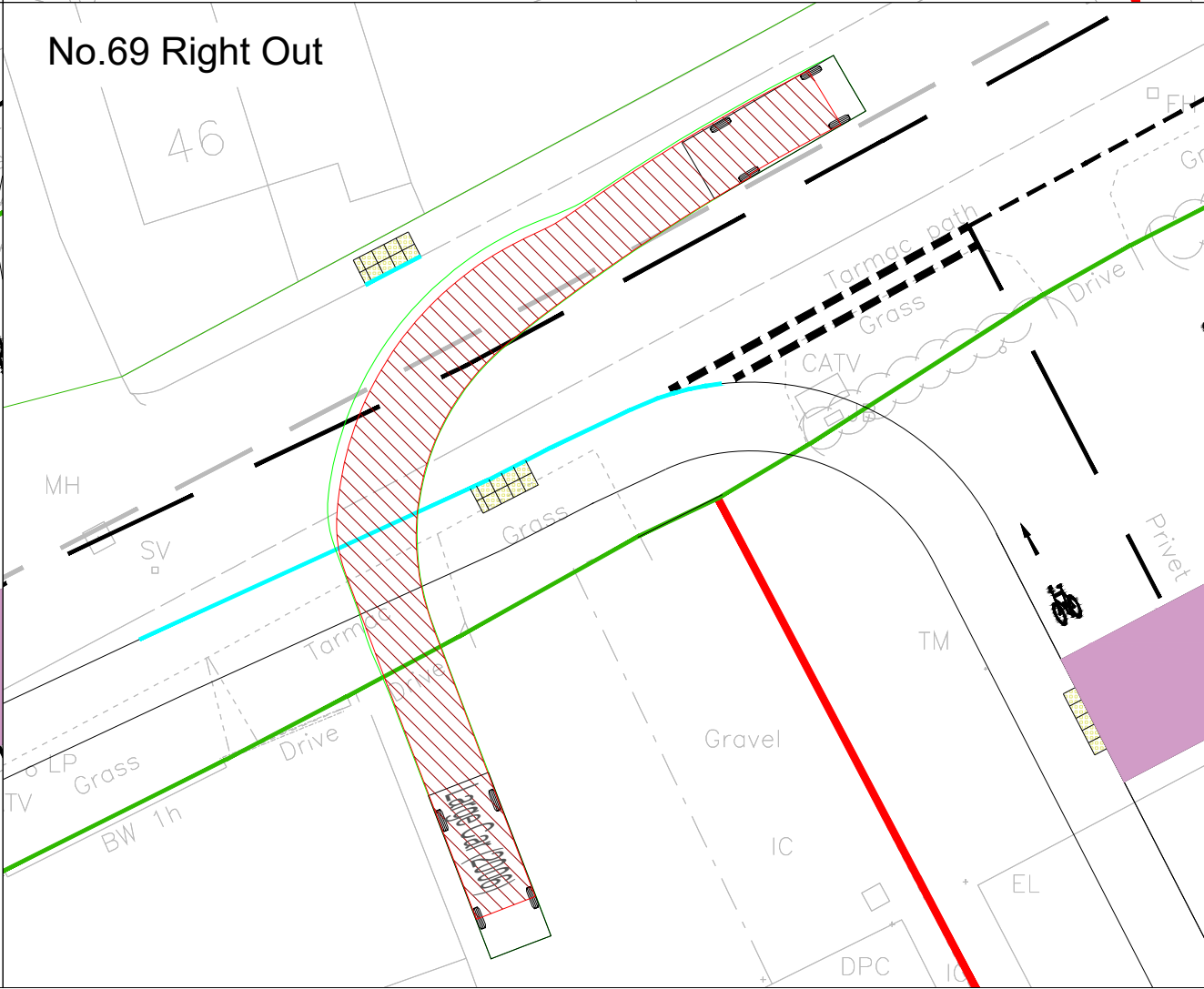
No.67 Left Out



No.69 Left In



No.69 Right Out



Legend:

5.079

0.816 3.035

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

Vehicle Wheelbase
Vehicle Overhang

RLRE

Client
Redrow Homes

Project
Land South of Burbage

Drawing Title
**Swept Paths of Vehicles
From Driveways Along
Coventry Road**

Status

For Information

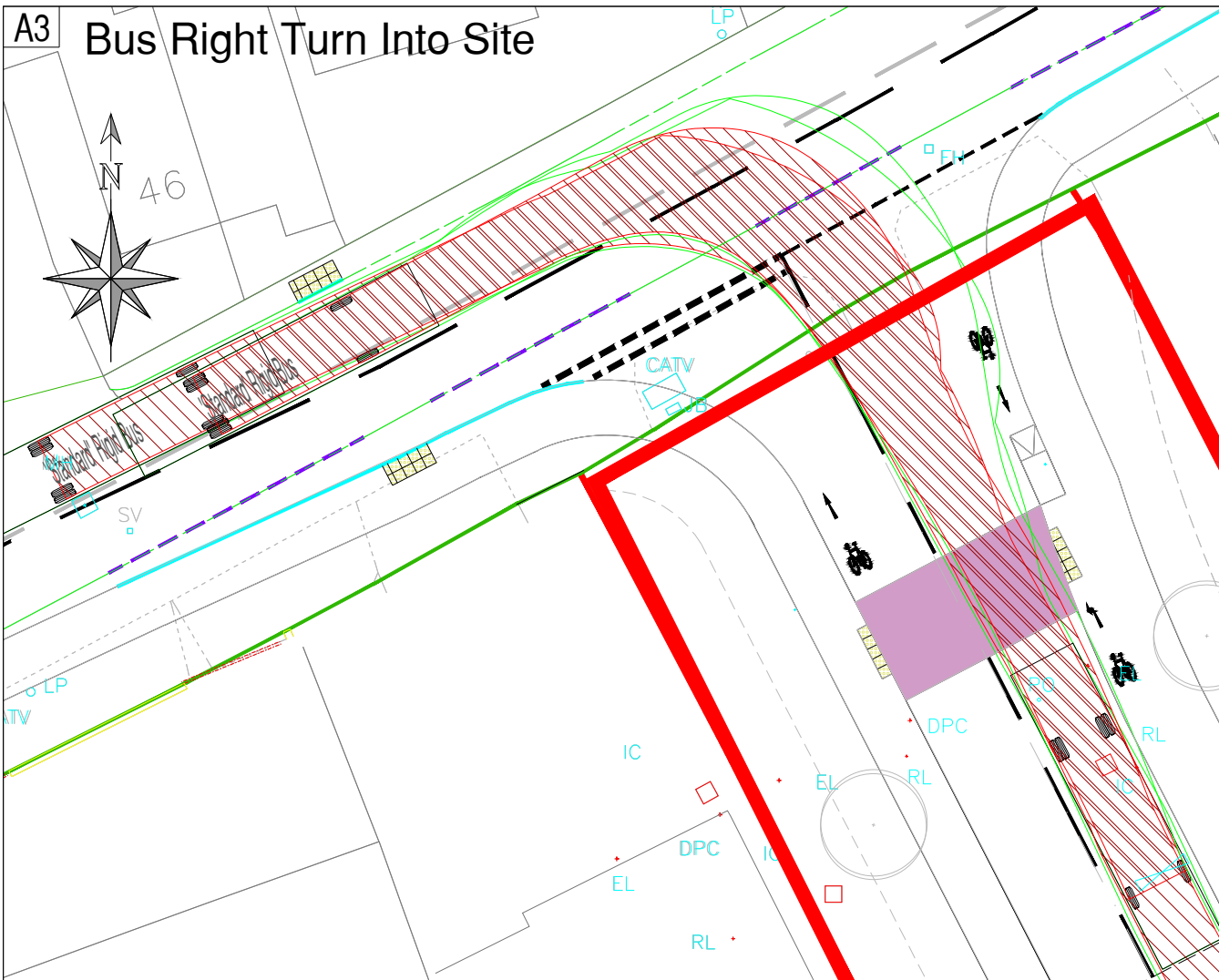
Scale	Drawn	Checked	Date
A3@ 1:200	JWB	ADM	25/06/24

Drawing No.	Rev.
21390-RLL-24-XX-DR-D-5020	#

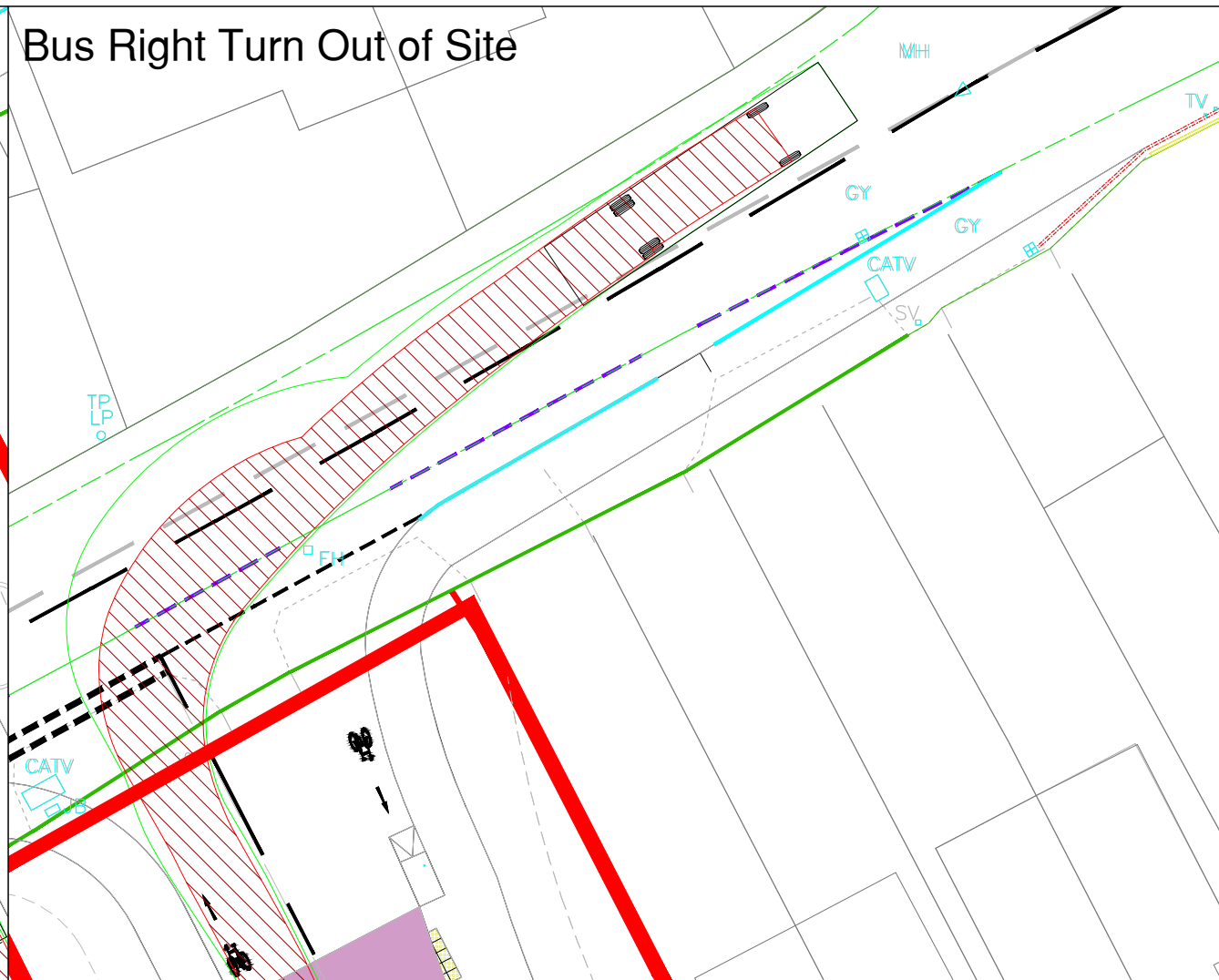
Scale Bar:
1:200 2 4 6 8 10 12 14

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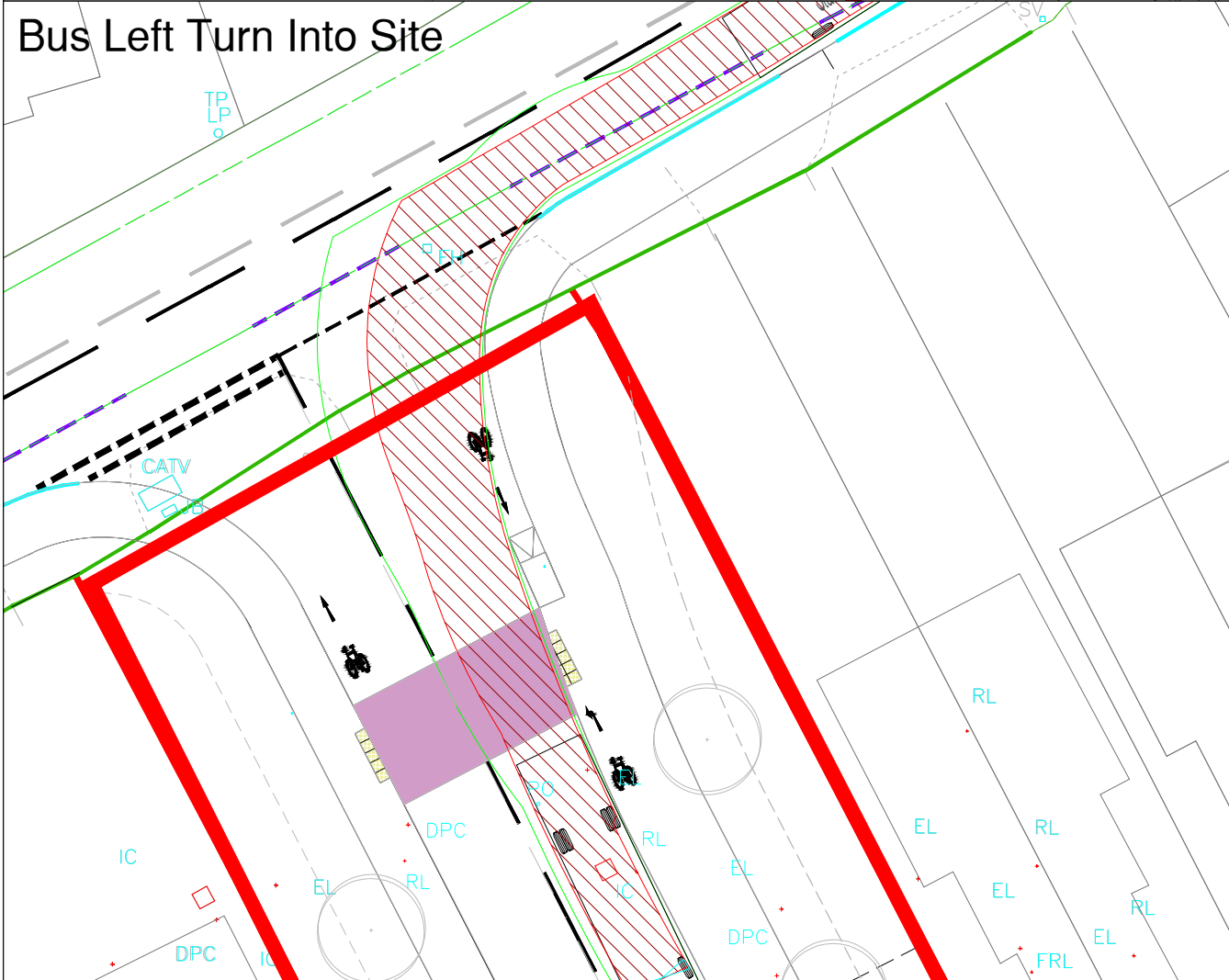
A3	Bus Right Turn Into Site
----	--------------------------



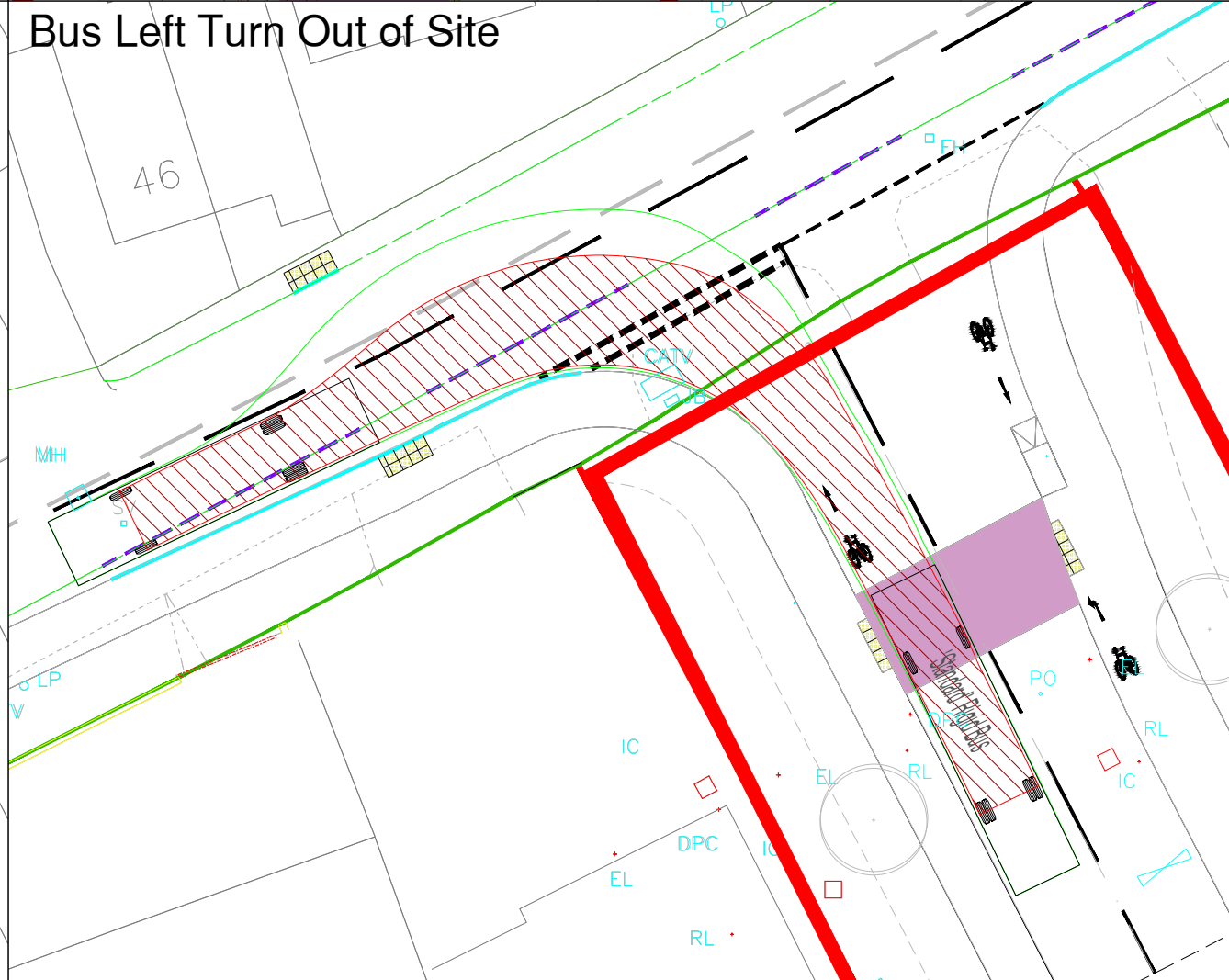
Bus Right Turn Out of Site



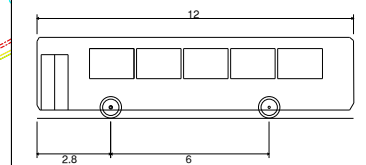
Bus Left Turn Into Site



Bus Left Turn Out of Site



Legend:



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m



Vehicle Overhang



NOTE

NOTE
Preliminary scheme only for
comment & review. Based upon
information provided / available at
the time.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.

P07	12/06/2024	Removed double yellow lines + new tactile paving crossing	JWB	ADM
P06	17/04/2024	New swept paths based on updated site access design and swept path analysis	JWB	ADM
P05	01/11/2023	New masterplan and revised kerb lines	JWB	ADM
P04	31/08/2023	Double Yellow Lines Added	JWB	ADM
P03	01/08/2023	Site Access Design Updated	JWB	ADM
P02	17/04/2023	2m Wide Internal Layout Verges Added	JWL	ADM
P01	12/04/2023	Amended Carriageway Alignment	JWL	ADM
Rev	Date	Amendments	By	Chk



Client

Redrow Homes

Project

Land South of Burbage

Drawing Title

Preliminary Site Access Junction Bus Movements

Status

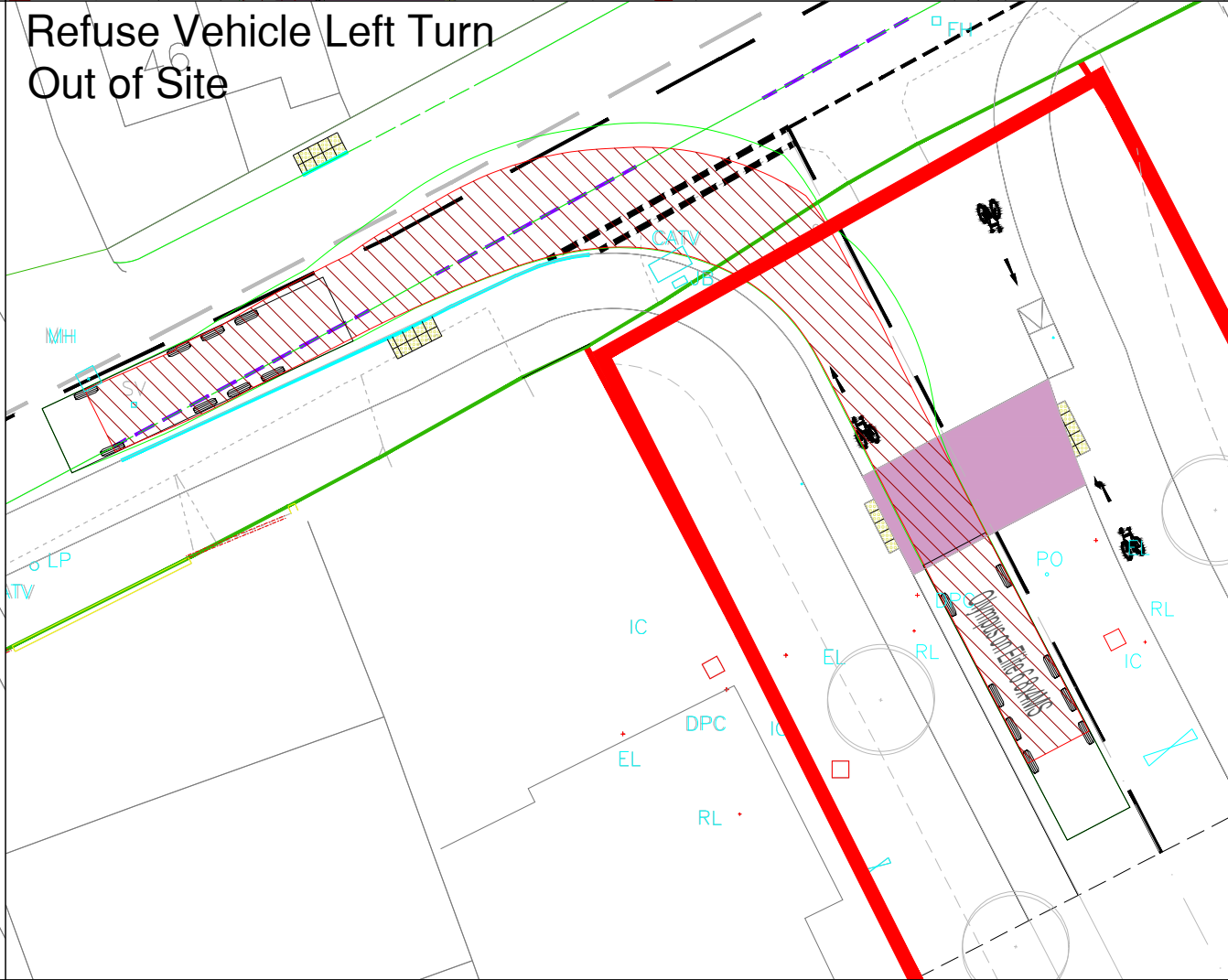
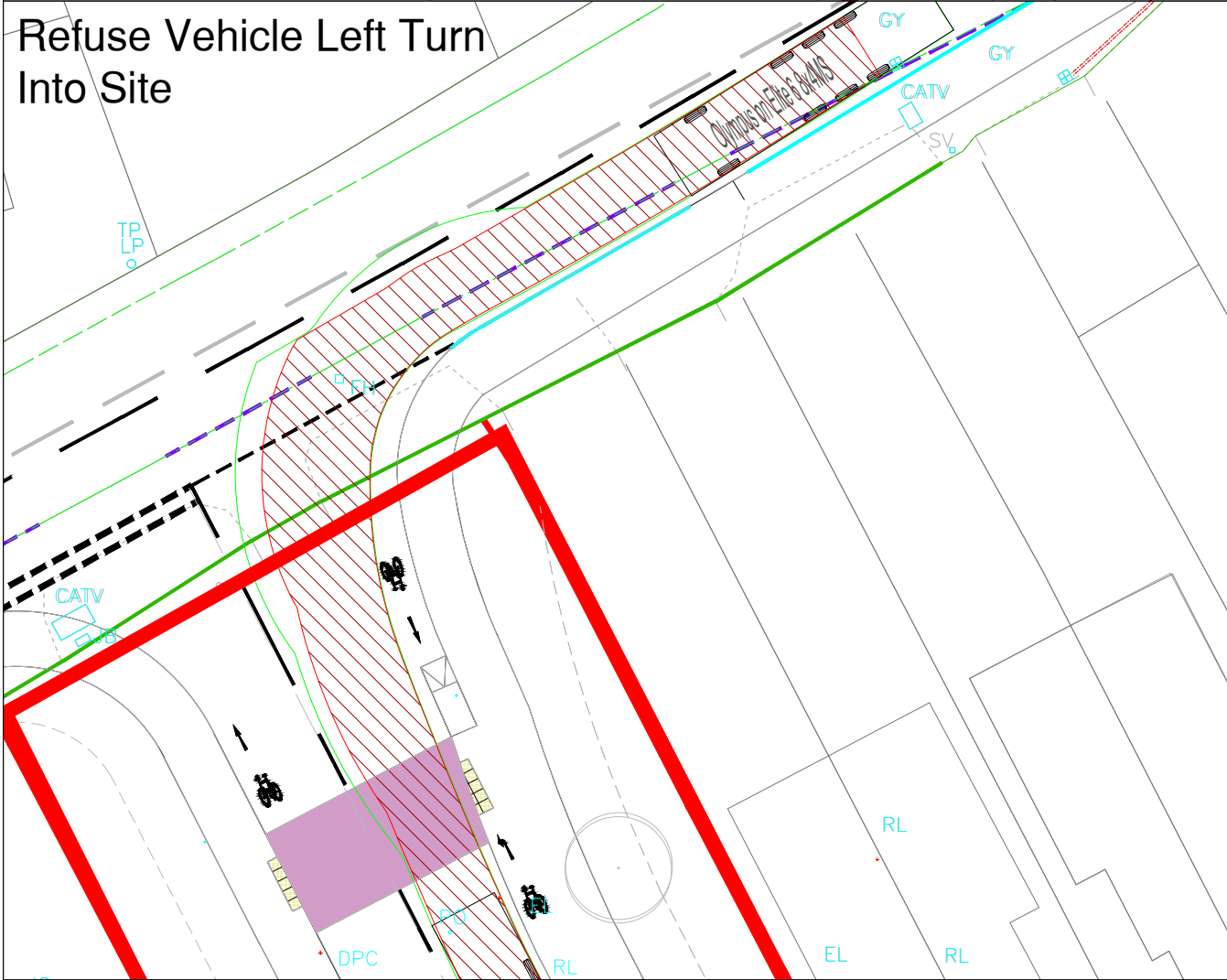
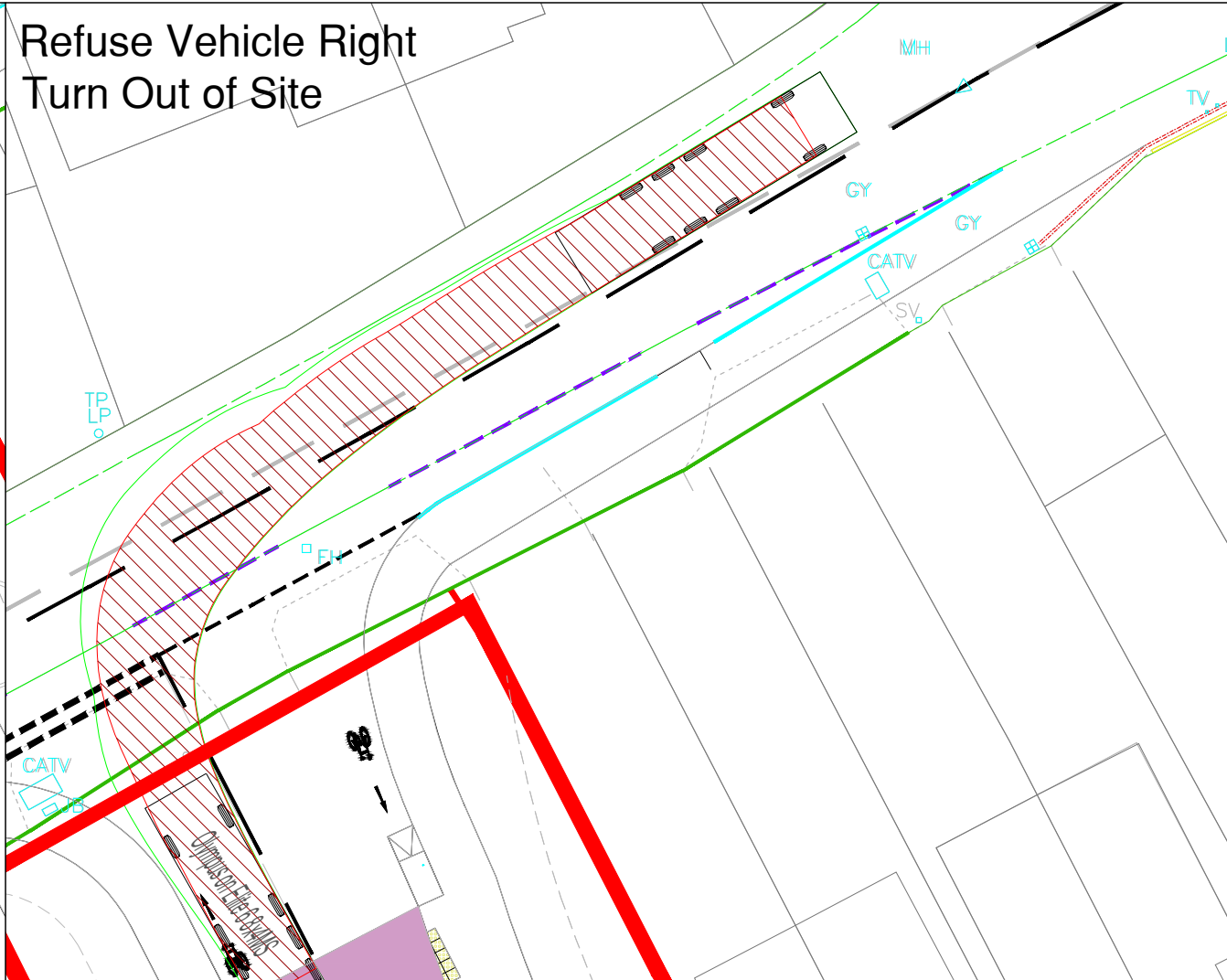
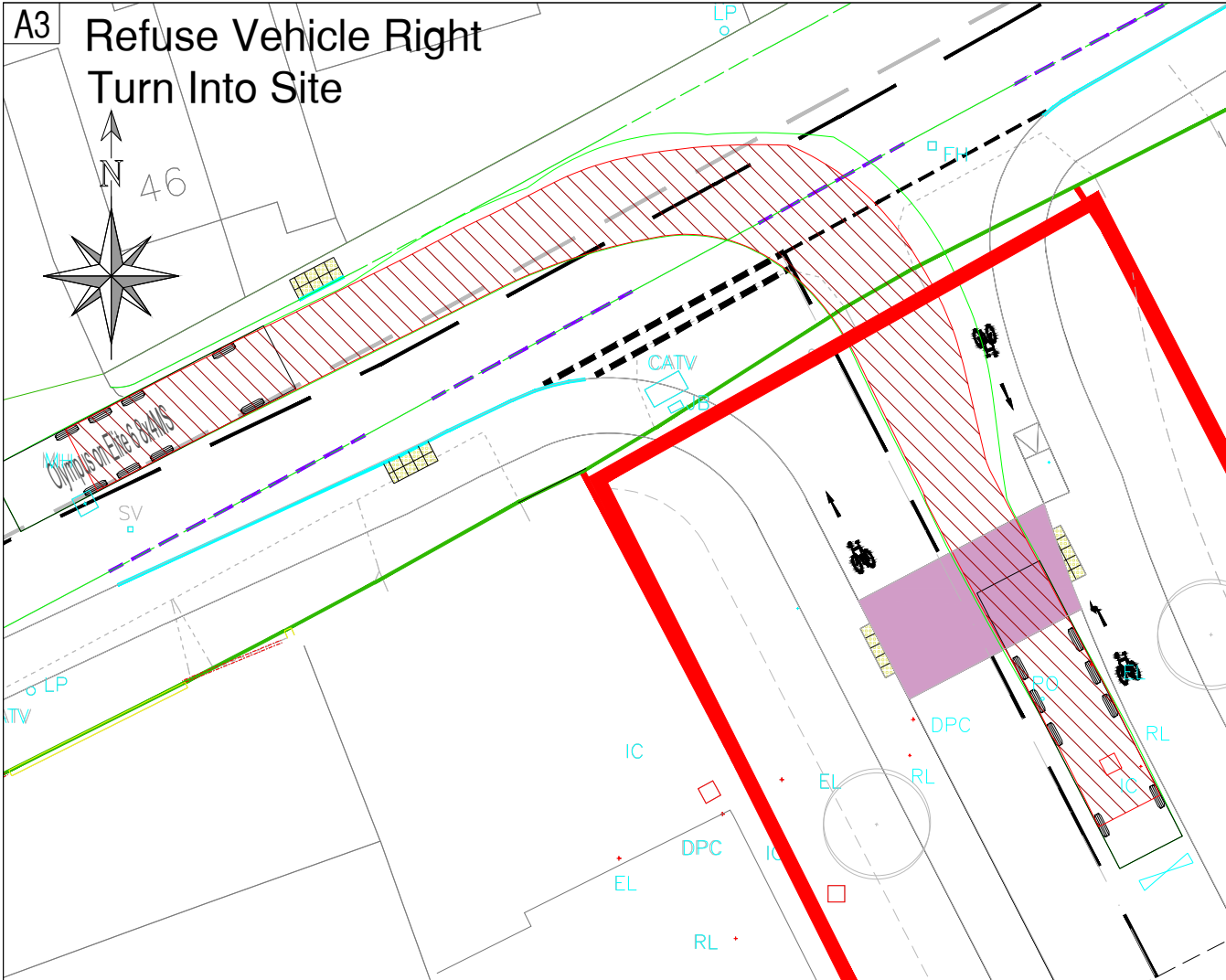
For Information

Scale	Drawn	Checked	Date
A3@ 1:250	JWL	ADM	04/04/23

Drawing No. _____ Rev. _____

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Legend:

Olympus on Elite 6 8x4MS
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 0.438m
Min Body Ground Clearance 0.438m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.329m

Vehicle Wheelbase

Vehicle Overhang

1:250 2 4 6 8 10 12 14 16 18

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk
P05	12/06/24	Removed double yellow lines + new tactile paving crossing	JWB	ADM
P04	17/04/2024	New swept paths based on updated site access design, new vehicle and swept path speed	JWB	ADM
P03	01/11/2022	New masterplan and revision to kerb lines	JWB	ADM
P02	31/08/2022	Double Yellow Lines Added	JWB	ADM
P01	01/08/2022	Site Access Design Changes	JWB	ADM

RLRE Consulting Engineers

Client
Redrow Homes

Project
Land South of Burbage

Drawing Title
Preliminary Site Access Junction Refuse Movements

Status

For Information

Scale	Drawn	Checked	Date
A3@ 1:250	JWB	ADM	24/04/23

Drawing No.	Rev.
21390-RLL-23-XX-DR-D-5012	P05

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Land South of Burbage

Drawing Title

Refuse Vehicle Accessing
the Site

For Information

Scale	Drawn	Checked	Date
A4@ 1:2500	JWB	ADM	24/04/23

Drawing No.	Rev.
21390-RL-23-XX-DR-D-5013	P03

Rev	Date	Amendments	By	Chk
P01	01/06/2023	Site Access Design Changes	JWB	ADM
P02	16/06/23	Colour Changes on Background Map	JWB	ADM
P03	05/07/2024	New Masterplan and Access	JWB	ADM

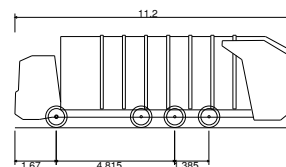
NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

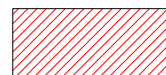
Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.



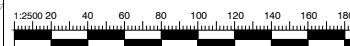
Olympus on Elite 6 8x4MS
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 0.438m
Min Body Ground Clearance 0.438m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.329m



Vehicle
Wheelbase



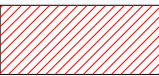
Vehicle
Overhang





A3

Legend:

**Vehicle Wheelbase**

**Vehicle Overhang**



1:500 10 20 30

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.

Vehicle Specifications:

Olympus on Elite 6 8x4MS	11.210m
Overall Length	2.550m
Overall Width	0.438m
Overall Body Height	0.438m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	10.329m
Wall to Wall Turning Radius	

PO3	05/07/202	Masterplan changes	JWB	ADM
PO2	16/06/202	Colour Changes on Background Map	JWB	ADM
PO1	01/08/202	Site Access Design Changes	JWB	ADM
Rev	Date	Amendments	By	Chk



Client
Redrow Homes

Project
Land South of Burbage

Drawing Title
Refuse Vehicle Accessing the North-East of the Site

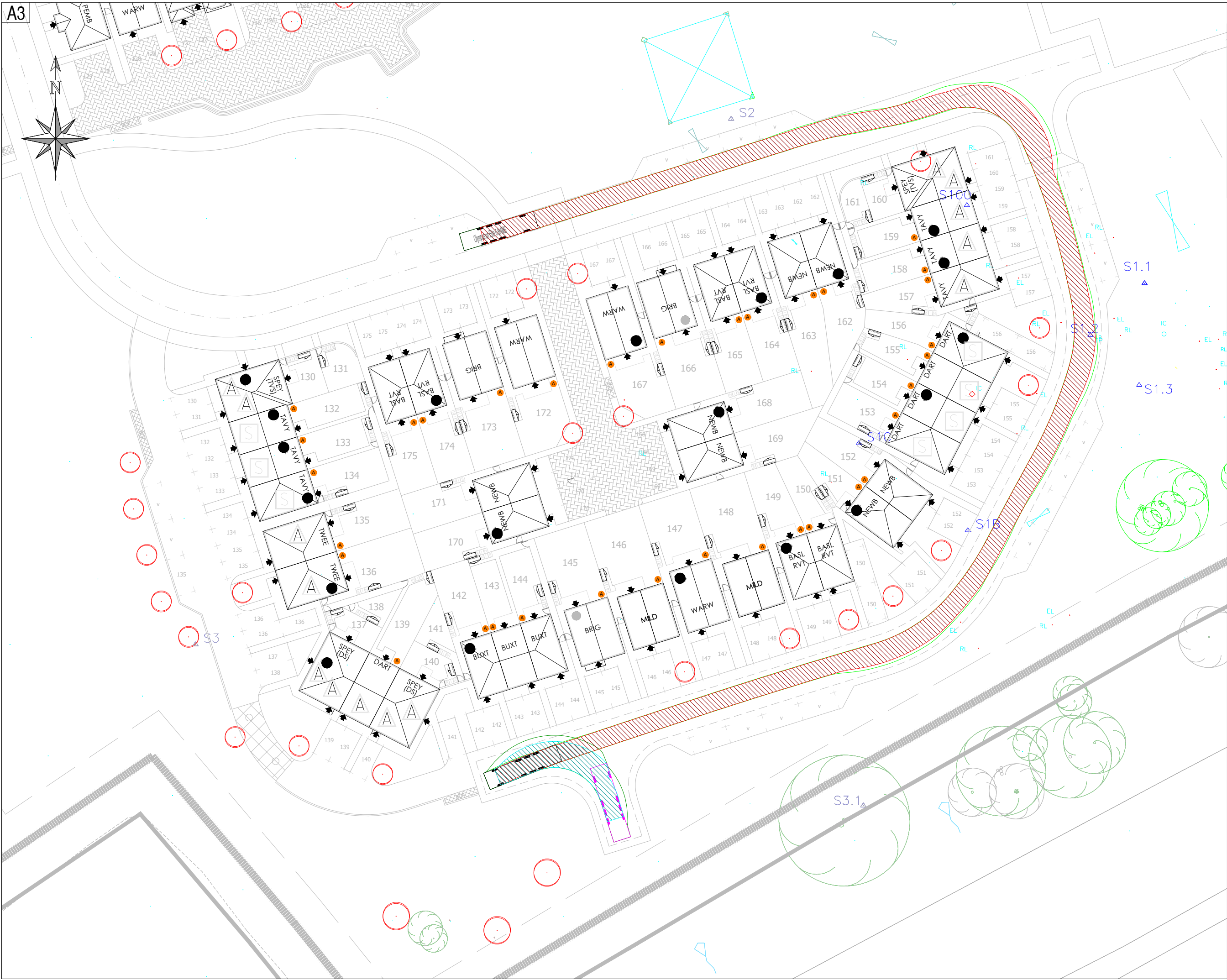
Status

For Information

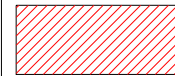
Scale	Drawn	Checked	Date
A3@ 1:500	JWB	ADM	24/04/23
Drawing No.	Rev.		
21390-RLL-23-XX-DR-D-5014	P03		

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Legend:

**Vehicle Wheelbase**

**Vehicle Overhang**

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.

P03	05/07/202	Masterplan changes	JWB	ADM
P02	16/06/202	Colour Changes on Background Map + Swept Path Amendments	JWB	ADM
P01	01/08/202	Site Access Design Changes	JWB	ADM
Rev	Date	Amendments	By	Chk

**RLRE**
Consulting Engineers

Client
Redrow Homes

Project
Land South of Burbage

Drawing Title
Refuse Vehicle Accessing the South-West of the Site

Status

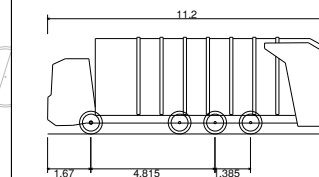
For Information

Scale	Drawn	Checked	Date
A3@ 1:500	JWB	ADM	24/04/23

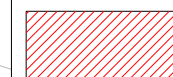
Drawing No. 21390-RLL-23-XX-DR-D-5015 P03

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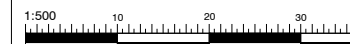


Olympus on Elite 6 8x4MS	
Overall Length	11.210m
Overall Width	2.550m
Overall Body Height	0.438m
Min Body Ground Clearance	0.438m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.329m



Vehicle
Wheelbase

Vehicle Overhang



NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

Do not scale from this drawing.

Rev	Date	Amendments	By	Ch



Client

Redrow Homes

Project

Land South of Burbage

Drawing Title

Refuse Vehicle Accessing the West of the Site

Status

For Information

Scale	Drawn	Checked	Date
A3@1:500	JWB	ADM	12/07/24

Drawing No. _____ Rev. _____

21390-RLL-23-XX-DR-D-5021 #

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Redrow Homes

Land South of Burbage

Drawing Title

Bus Route Accessing the Site

For Information

Scale	Drawn	Checked	Date
A4@ 1:2500	JWB	ADM	24/04/23
Drawing No.	Rev.		
21390-RL-23-XX-DR-D-5010	P04		

Rev	Date	Amendments	By	Chk
P01	01/06/2023	Site access design changes	JWB	ADM
P02	16/06/23	Colour changes on background map	JWB	ADM
P03	01/11/23	New masterplan	JWB	ADM
P04	05/07/24	New masterplan + access, and changed direction of travel	JWB	ADM

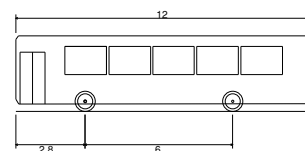
NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

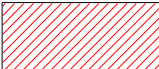
Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

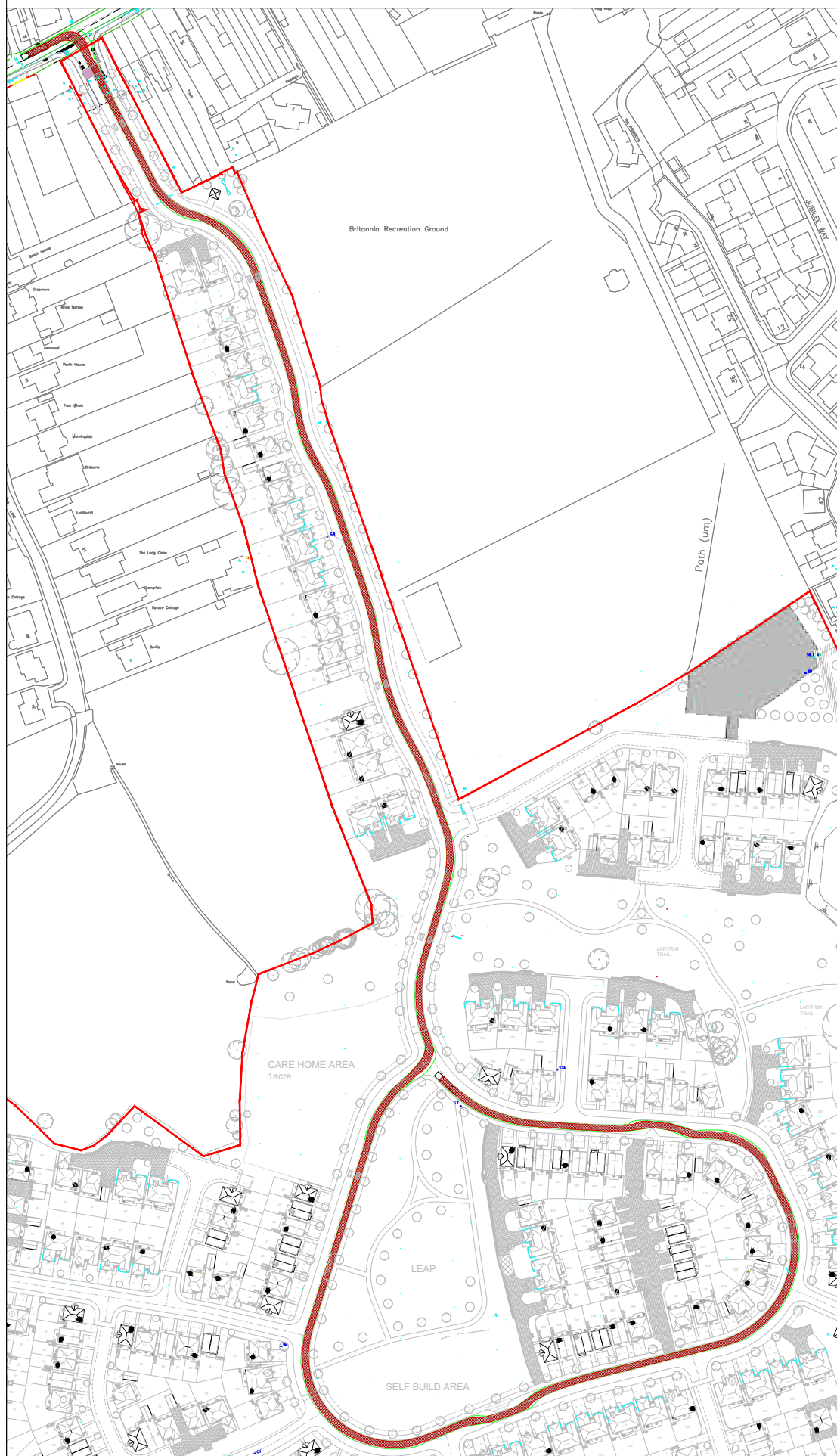
Do not scale from this drawing.



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

 Vehicle Wheelbase

 Vehicle Overhang



Appendix J: Parking Beat Survey

PARKING BEATS



JOB REF: 12650

DATE: 07/09/2023

JOB REF: BURBAGE

DAY: THURSDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES	TIME					
			07:00		13:00		20:00	
			PARKED	FREE	PARKED	FREE	PARKED	FREE
1	DOUBLE YELLOW LINES	0	0	0	0	0	0	0
	NO RESTRICTION	12	1	11	1	11	3	9
2	DOUBLE YELLOW LINES	0	0	0	0	0	0	0
	NO RESTRICTION	6	0	6	0	6	0	6
3	DOUBLE YELLOW LINES	0	0	0	0	0	0	0
	NO RESTRICTION	9	8	1	5	4	6	3
4	DOUBLE YELLOW LINES	0	0	0	0	0	0	0
	NO RESTRICTION - NARROW	0	0	0	0	0	0	0
5	DOUBLE YELLOW LINES	0	0	0	0	0	0	0
	NO RESTRICTION	19	1	18	0	19	2	17
6	NO RESTRICTION	12	5	7	3	9	5	7
7	NO RESTRICTION	7	6	1	4	3	6	1
8	NO RESTRICTION	8	0	8	1	7	0	8
9	NO RESTRICTION	10	0	10	1	9	0	10
10	NO RESTRICTION	12	0	12	0	12	2	10
11	NO RESTRICTION	8	0	8	0	8	1	7

PARKING BEATS



JOB REF: 12650

DATE: 09/09/2023

JOB REF: BURBAGE

DAY: SATURDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES				
			11:00		16:00	
			PARKED	FREE	PARKED	FREE
1	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	12	1	11	0	12
2	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	6	0	6	0	6
3	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	9	2	7	3	6
4	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION - NARROW	0	0	0	0	0
5	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	19	2	17	3	16
6	NO RESTRICTION	12	5	7	8	4
7	NO RESTRICTION	7	4	3	5	2
8	NO RESTRICTION	8	1	7	2	6
9	NO RESTRICTION	10	0	10	0	10
10	NO RESTRICTION	12	3	9	3	9
11	NO RESTRICTION	8	0	8	0	8

PARKING BEATS



JOB REF: 12650

DATE: 10/09/2023

JOB REF: BURBAGE

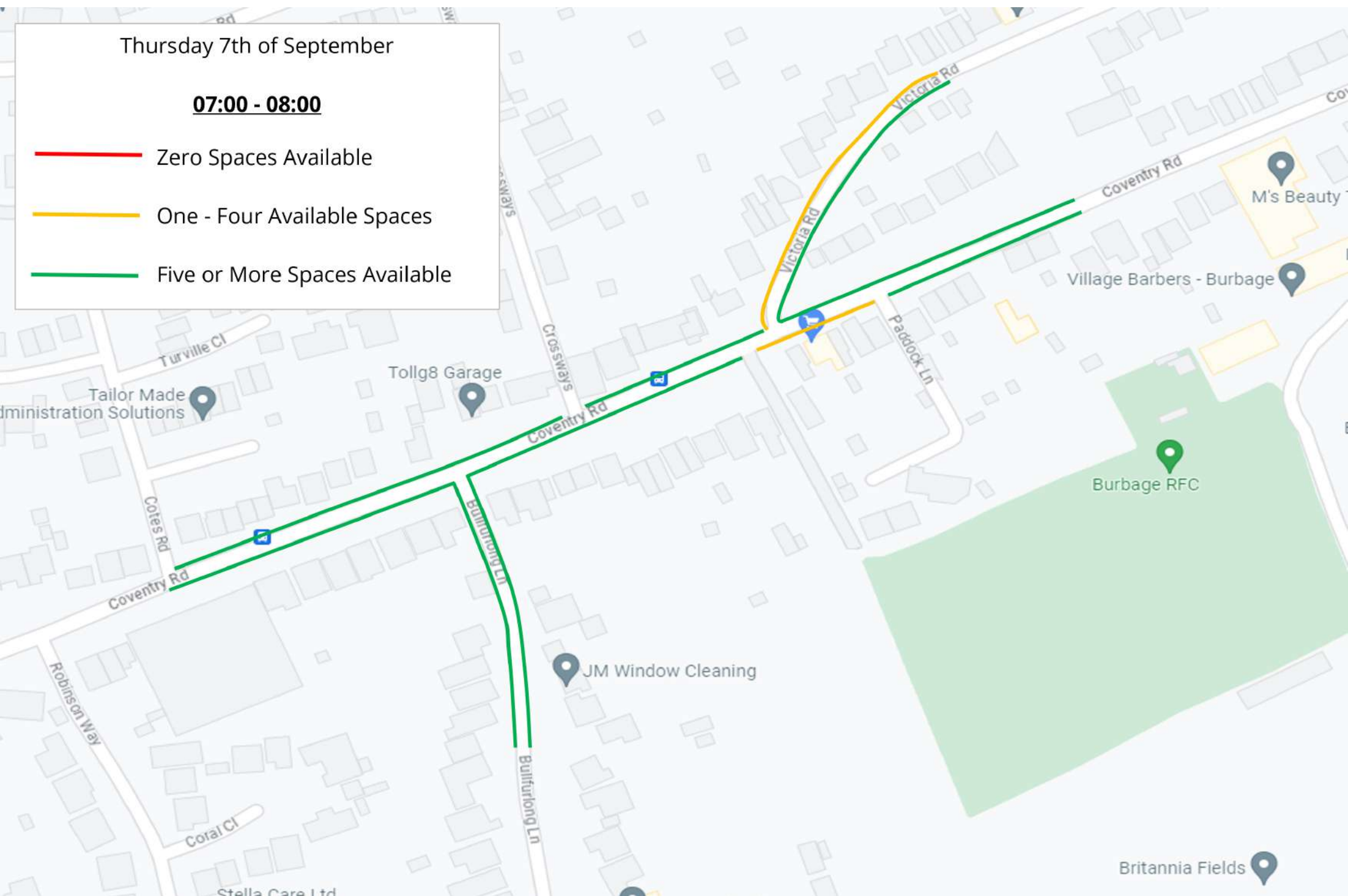
DAY: SUNDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES				
			11:00		16:00	
			PARKED	FREE	PARKED	FREE
1	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	12	2	10	0	12
2	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	6	0	6	0	6
3	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	9	3	6	5	4
4	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION - NARROW	0	0	0	0	0
5	DOUBLE YELLOW LINES	0	0	0	0	0
	NO RESTRICTION	19	2	17	1	18
6	NO RESTRICTION	12	3	9	3	9
7	NO RESTRICTION	7	5	2	3	4
8	NO RESTRICTION	8	2	6	1	7
9	NO RESTRICTION	10	0	10	0	10
10	NO RESTRICTION	12	4	8	3	7
11	NO RESTRICTION	8	0	8	0	8

Thursday 7th of September

07:00 - 08:00

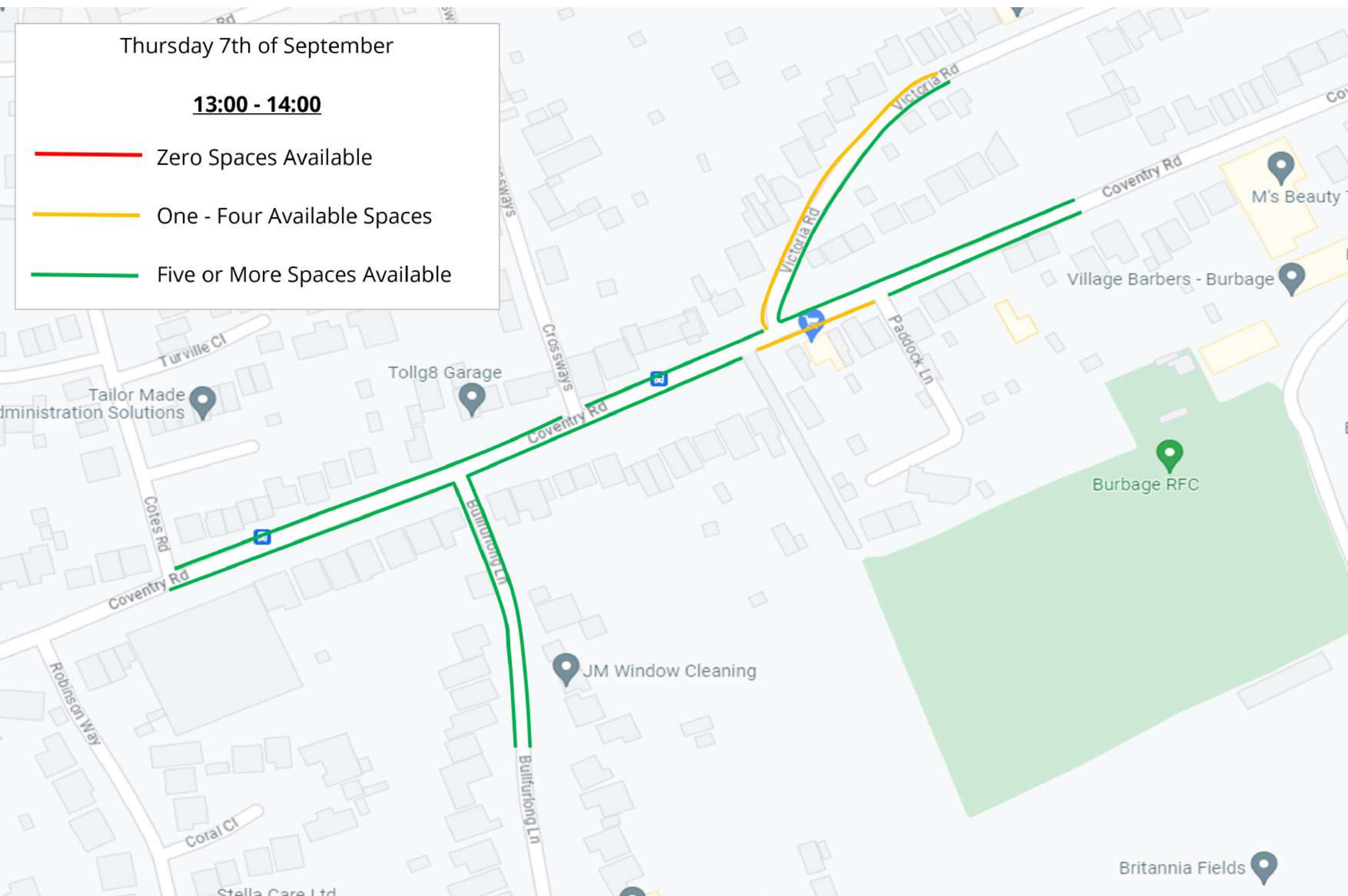
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



Thursday 7th of September

13:00 - 14:00

-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



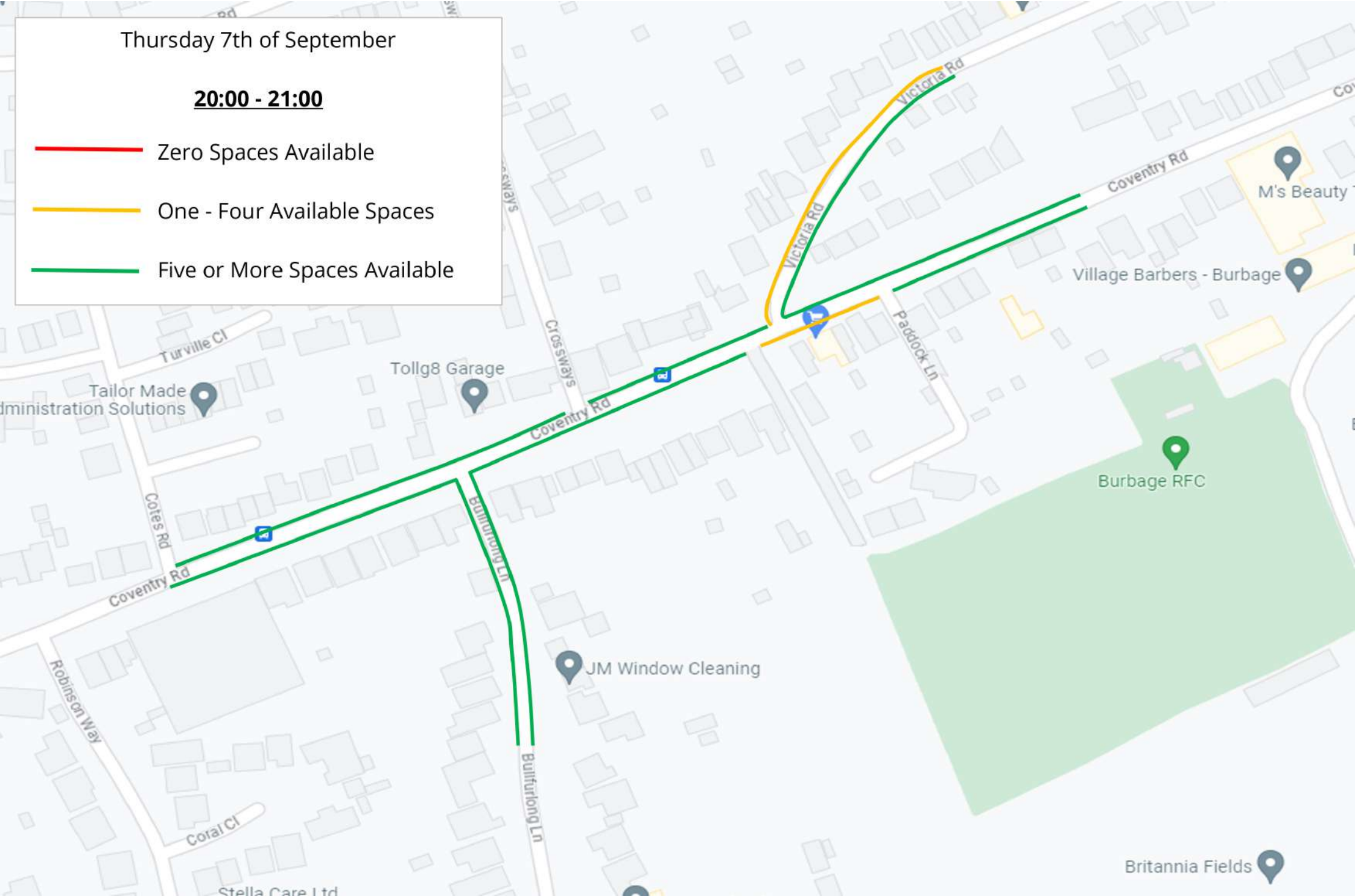
Thursday 7th of September

20:00 - 21:00

Zero Spaces Available

One - Four Available Spaces

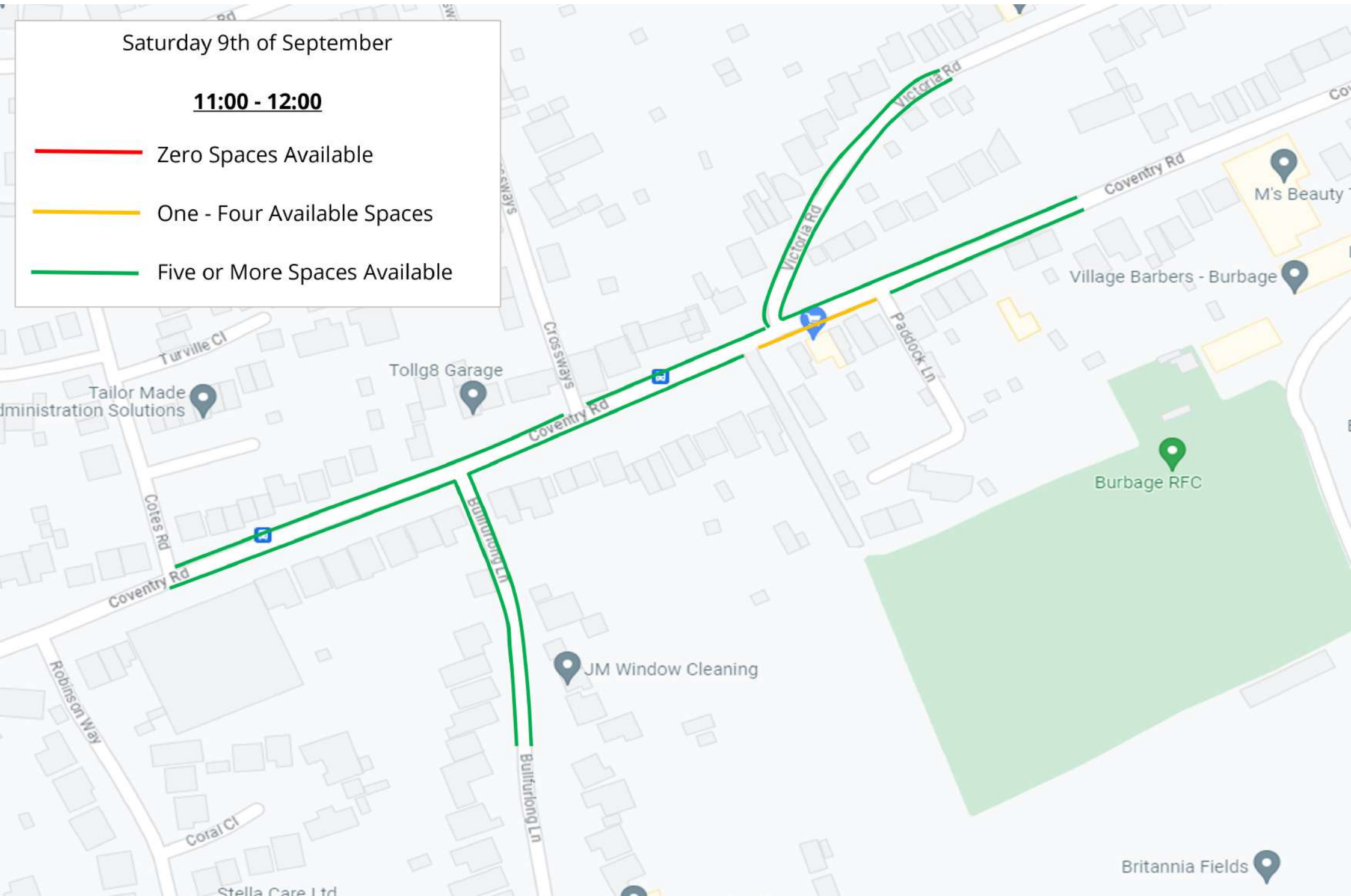
Five or More Spaces Available



Saturday 9th of September

11:00 - 12:00

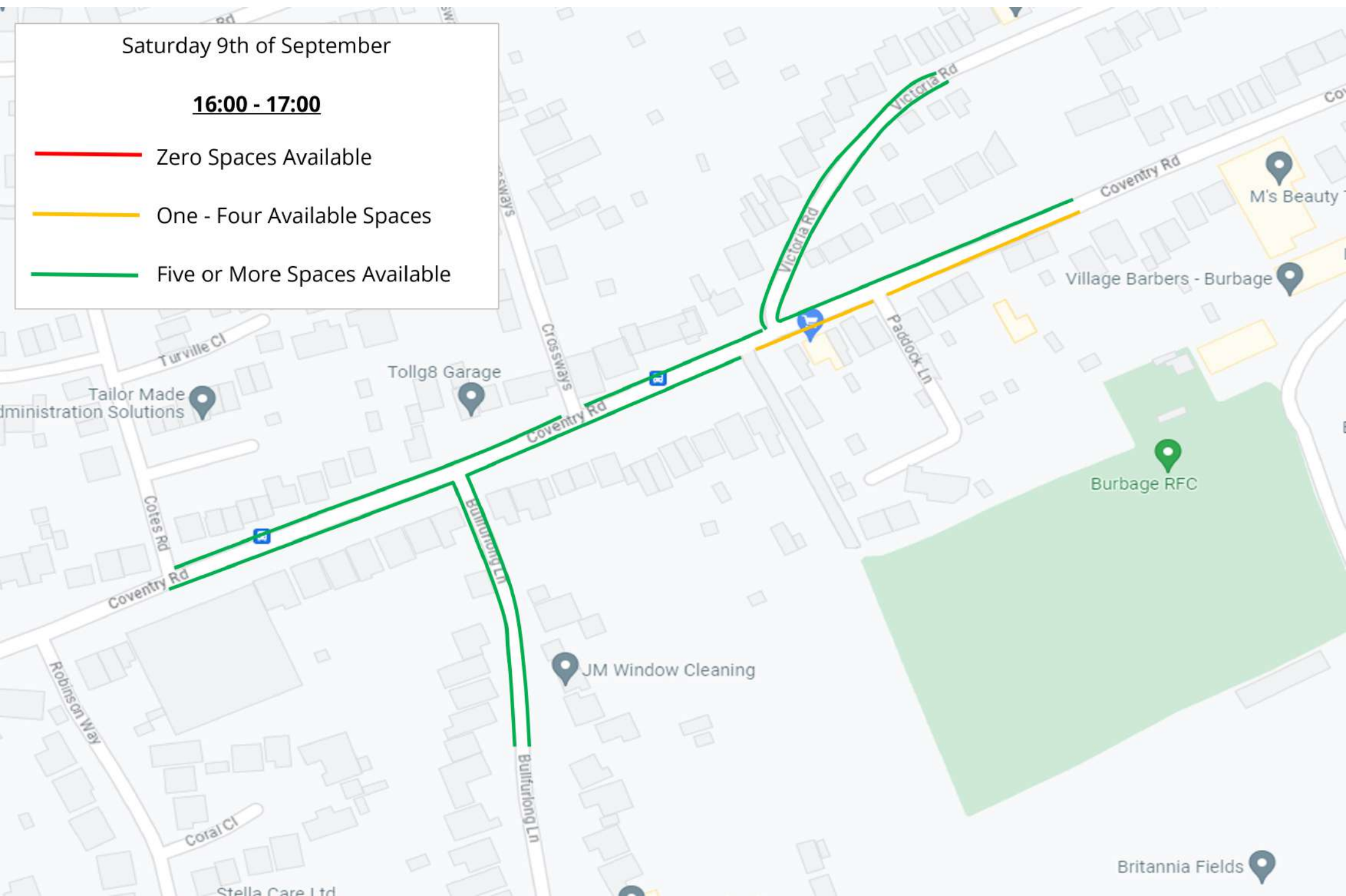
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



Saturday 9th of September

16:00 - 17:00

-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available

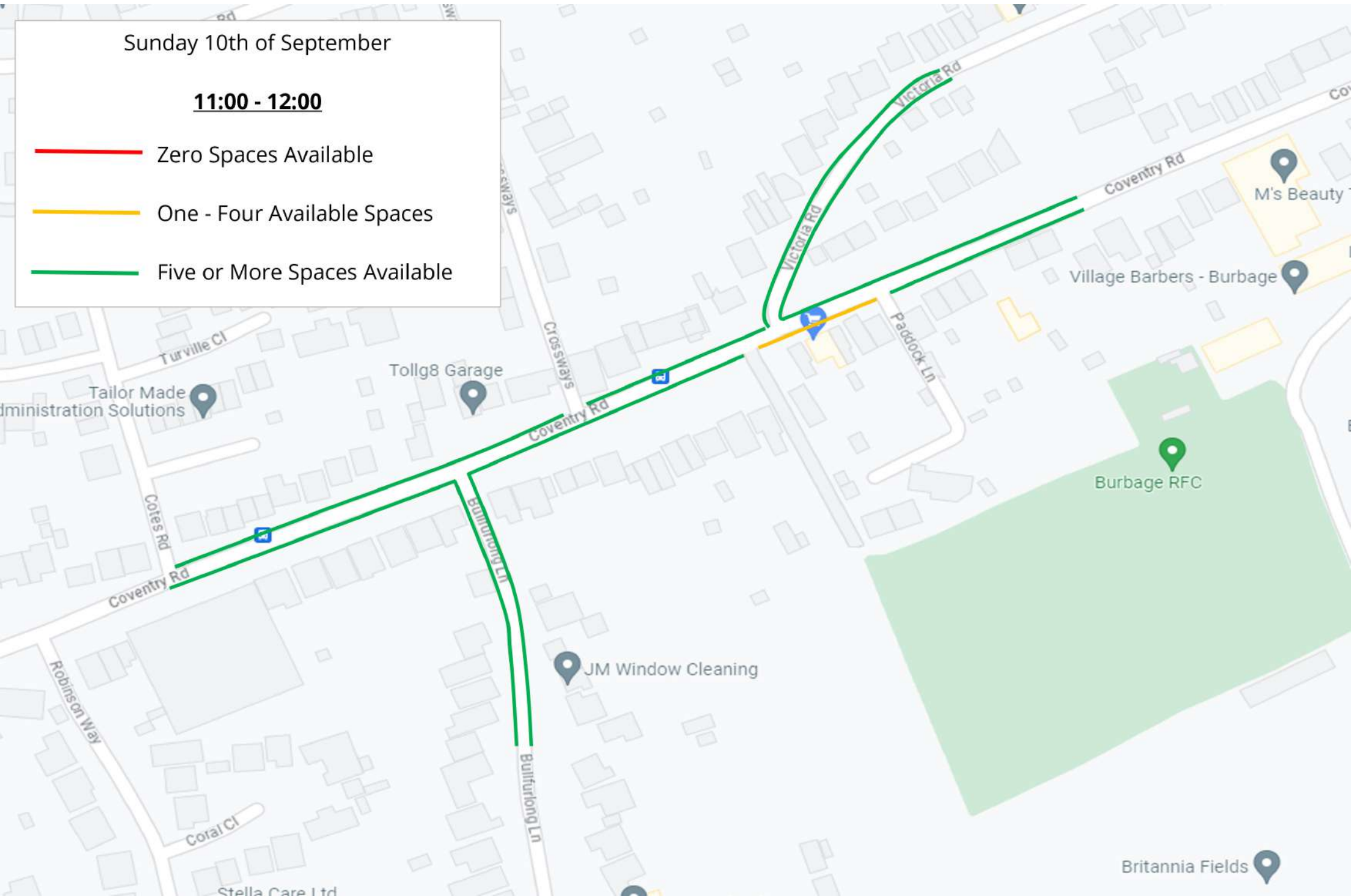


Britannia Fields 

Sunday 10th of September

11:00 - 12:00

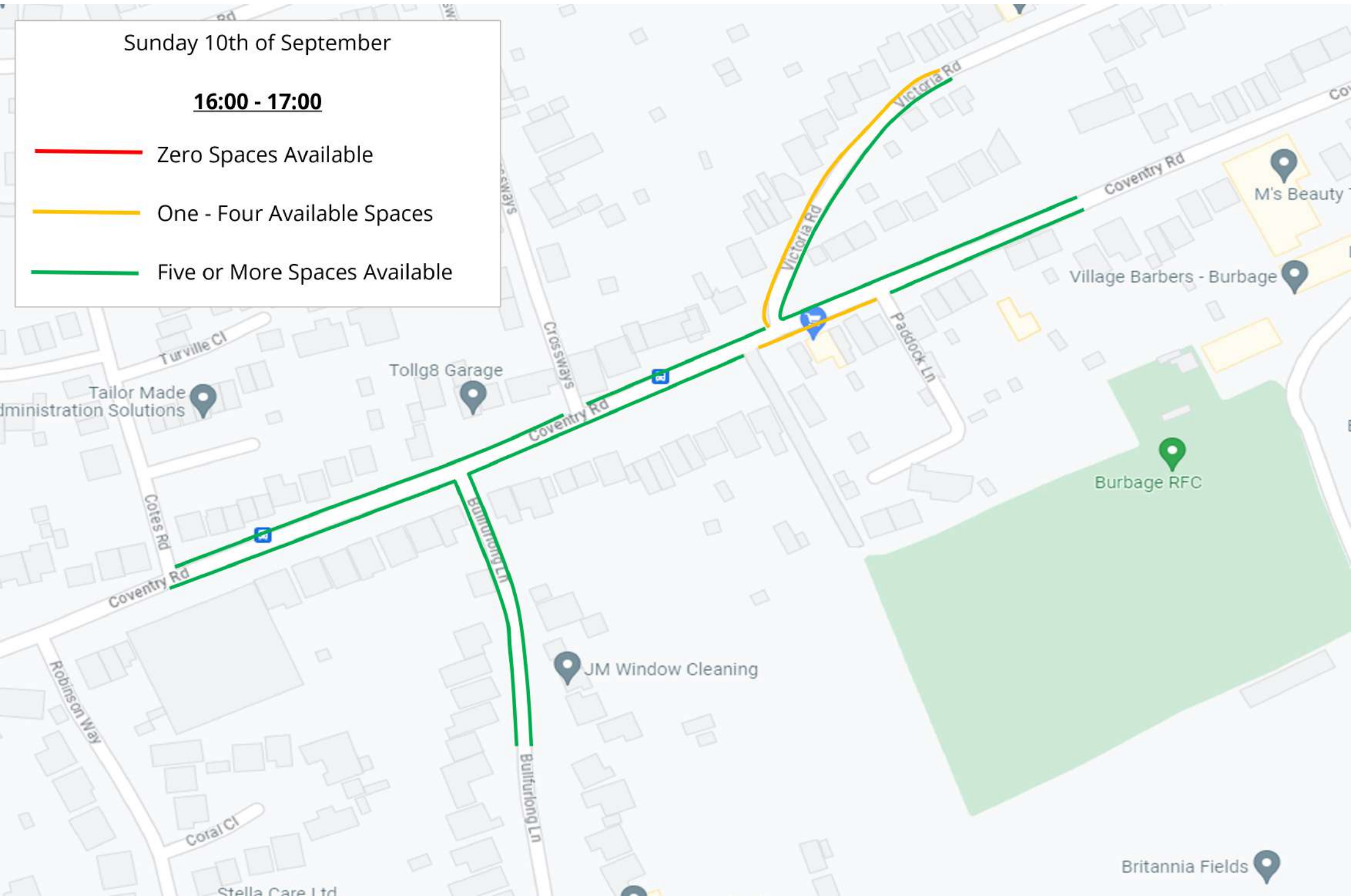
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



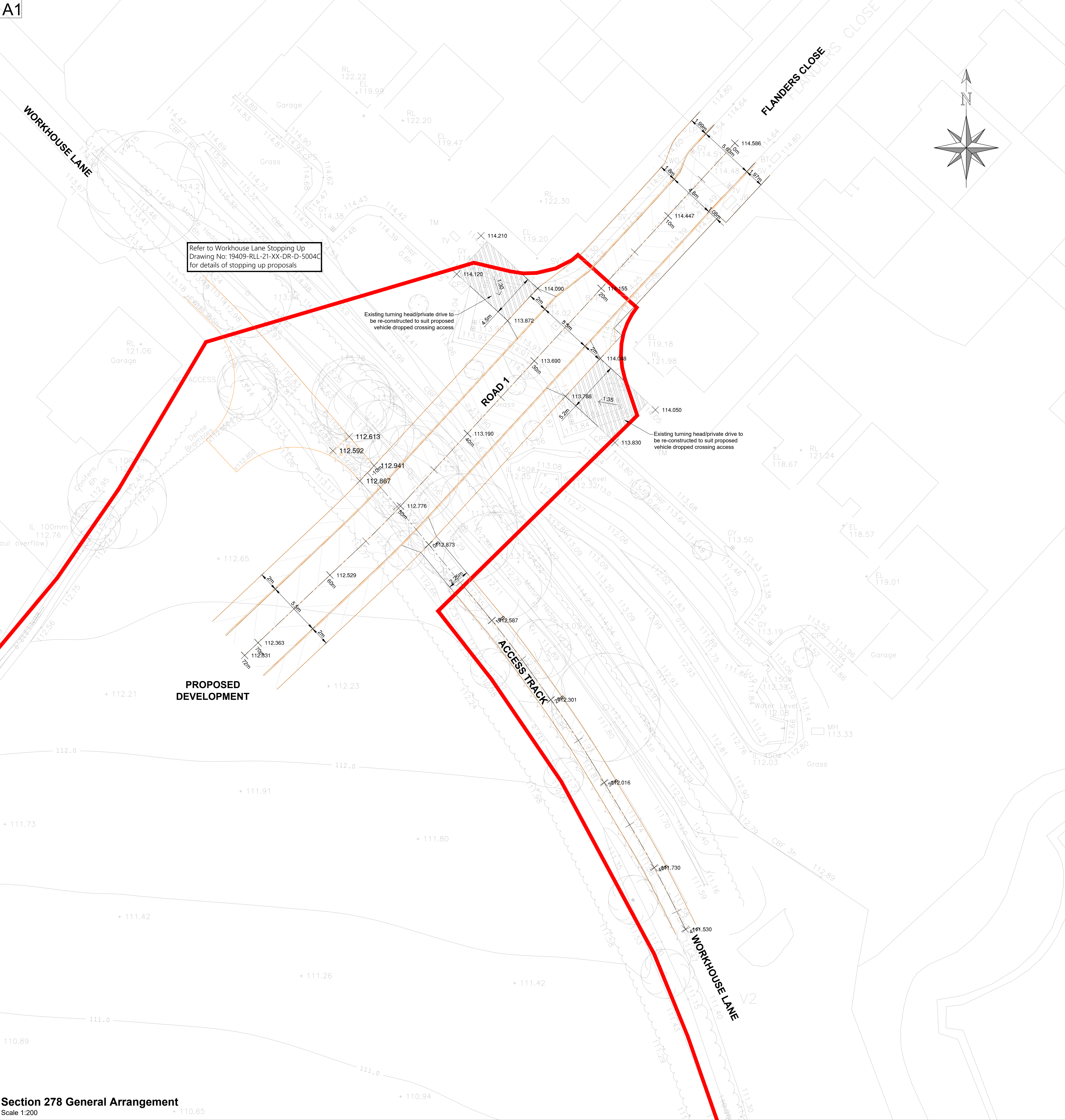
Sunday 10th of September

16:00 - 17:00

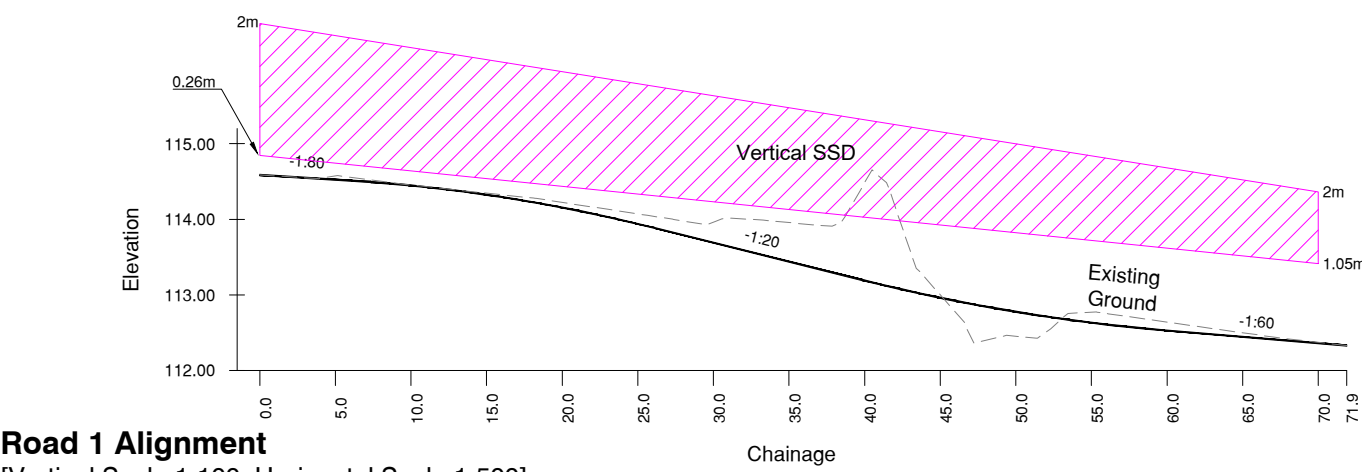
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



Appendix K: Flanders Close Site Access

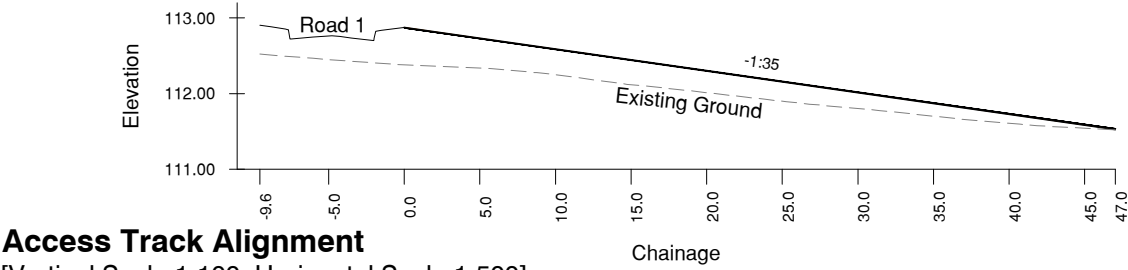


Section 278 General Arrangement
Scale 1:200



Road 1 Alignment
[Vertical Scale 1:100, Horizontal Scale 1:500]

Existing Ground Level	114.565	114.586	114.594	114.574	114.453	114.346	114.223	114.071	113.962	113.956	114.482	113.901	112.775	112.453	112.632	112.772	112.529	112.640	112.446	112.499	112.363	112.372	112.331	112.311
Proposed CL Level																								
Vertical Geometry	Length 20.00m Radius 333.33 K=5.333 Length 20.00m Radius 100.00 K=6.000 Length 20.00m Radius 100.00 K=6.000 Length 20.00m Radius 100.00 K=6.000																							
Horizontal Alignment	Length 48.98m Length 7.118m Radius 100.00m Length 15.73m																							
Cut & Fill Differential	0.00	-0.05	-0.01	-0.02	-0.07	-0.13	-0.27	-0.52	-1.29	-0.04	0.32	-0.14	-0.11	-0.05	-0.01	0.00								



Access Track Alignment
[Vertical Scale 1:100, Horizontal Scale 1:500]

Existing Ground Level	112.582	112.450	112.273	112.388	112.248	112.119	112.013	111.900	111.802	111.701	111.607	111.541	111.519
Proposed CL Level													
Vertical Geometry	Length 7.40m Radius 101.13m Length 7.40m Radius 101.13m Length 7.40m Radius 101.13m Length 8.00m Radius 101.13m												
Horizontal Alignment	Length 17.71m Length 13.01m Length 3.81m Length 7.47m Length 3.00m												
Cut & Fill Differential		0.49	0.39	0.34	0.33	0.29	0.26	0.21	0.17	0.12	0.05		

KEY:

Development Boundary

General Notes

- Do not scale this drawing. If in doubt, ask.
- This drawing is to be read in conjunction with all other relevant Engineers, Architects and specialist design drawings and details.
- All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the Engineer immediately.
- Traffic signs and road markings shall comply with the requirements of chapters 3, 4 & 5 of the Traffic Signs Manual as modified by the Traffic Signs Regulations and General Directions 2016.
- All road markings shall be laid in thermoplastic screed in line with LCC highway design specification
- Traffic signs and bollards shall be erected to give a minimum clearance of 600mm from the running carriageway edge. The exact position of all signs must be agreed with the local authority prior to installation.
- The Contractor shall check all tie-ins for line and level with existing before commencing any works. The Engineer shall be notified immediately in writing, should any errors be found.
- It is the responsibility of the Contractor to locate any service apparatus in the vicinity of the works. The client will accept no claims whatsoever in respect of any losses or damage caused in respect of such apparatus, however caused. Contractor to arrange necessary diversions to facilitate proposed works.
- It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the C.D.M. Regulations 2015.
- The Contractor is responsible for ensuring that all works are to the satisfaction of the Engineer, and shall be deemed to have included within his rates for any necessary testing.
- The Contractor will be responsible for providing all necessary de-watering and trench support to execute the works in a satisfactory manner, and shall be deemed to have allowed for the same within his rates.
- All units supplied should comply with BS EN 124 as supplemented by BS 7903 and they shall also be supplied and installed following the guidance of Highways Advice Note HA104/02 within the DMRB Volume 4.
- All Architects parcel layouts shown are indicative and are shown for illustrative purposes only. They are subject to change following detailed design.
- Any kerbs/channels and rear footway pin kerbs that are to remain in-situ and are either damaged or disturbed out of their horizontal or vertical alignment will need replacing or relaying on a ST4 concrete mix within the S278 limits area.
- Within the S278 scheme limits any damaged/polished manhole cover/frames will require replacing with 600x600x150mm size frame/cover depth D400 type and placed on a solid Class B engineering brick with a Class 1 (1:3) mortar bed to the finished surface course level.
- Within the carriageway or footway limits any existing IC's will need adjusting to the new Surface Course levels.
- All utility services to be laid in accordance with latest publications and Leicestershire County Council specification.

G	11.04.24	Included dimension and SSD labels as mentioned by LCC	JB	ADM
F	09.02.23	Updated Xref and updated reference to drawing 19409-RL-21-XX-DR-D-5004C	JB	ADM
E	29.10.21	Updated to suit LCC highways comments - Forward visibility SSD added to longsection	LH	BRM
D	30.07.21	Updated to suit RS&T comments: Carriageway narrowing taper length increased, dropped crossings to serve existing driveways indicated	LH	BRM
C	11.03.21	Boundary updated as requested and extents of road proposal amended to be within ownership. Development boundary updated	BRM	LH
B	01.03.21	and access track turning head location rotated as requested.	BRM	LH
A	15.02.21	Road alignments updated to suit amended proposals by Redrow and levels updated to suit.	BRM	LH
Rev	Date	Amendments	By	Chk



Client

Redrow Homes

Project

Land South of Burbage

Drawing Title

SECTION 278 ACCESS
GENERAL ARRANGEMENT

Status

PRELIMINARY

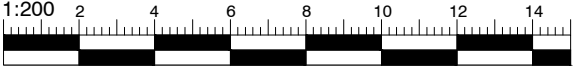
Scale Drawn Checked Date

A1@As Shown LH MJA 02.12.20

Drawing No. Rev.

19409-RL-20-XX-DR-C-2100 G

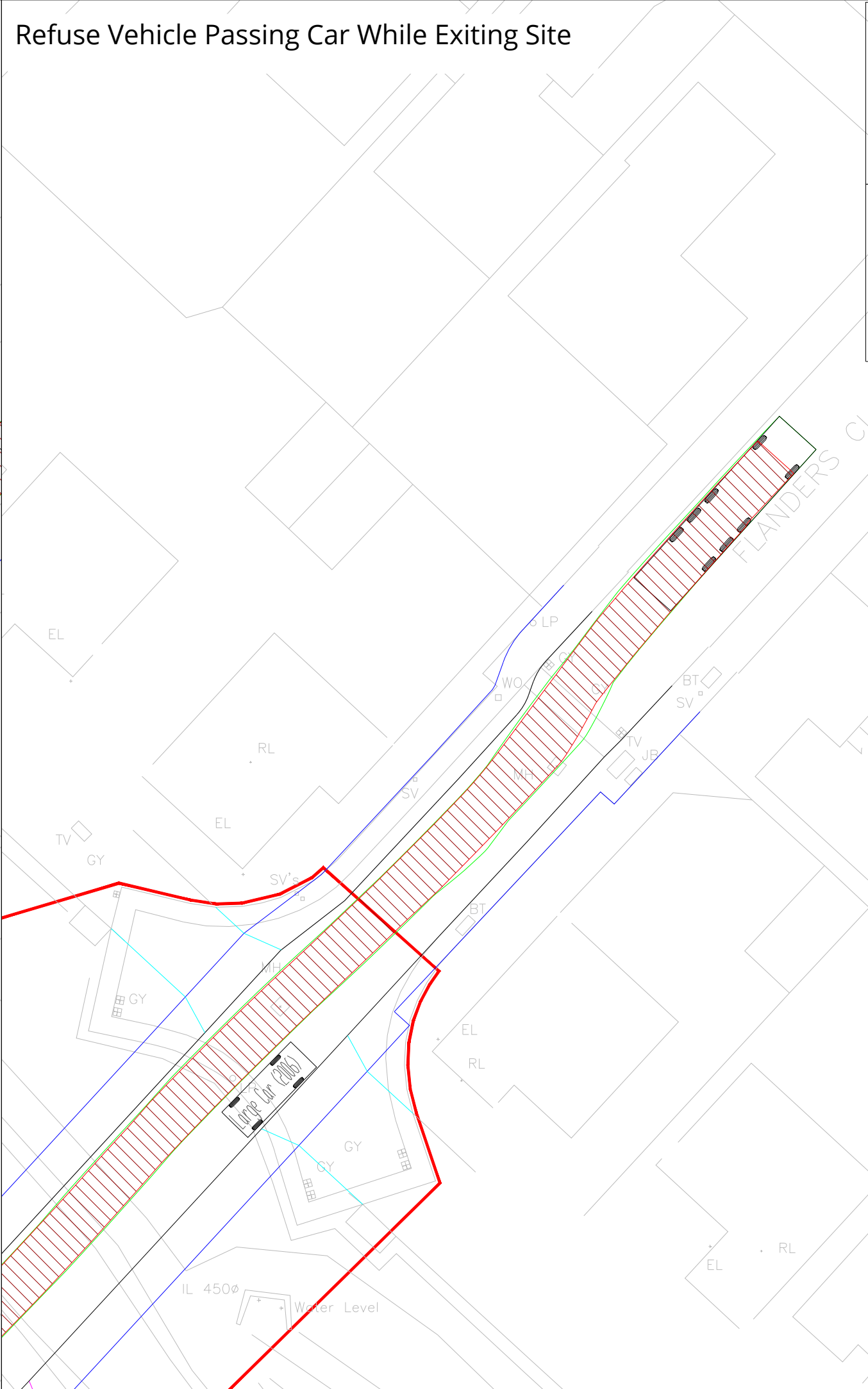
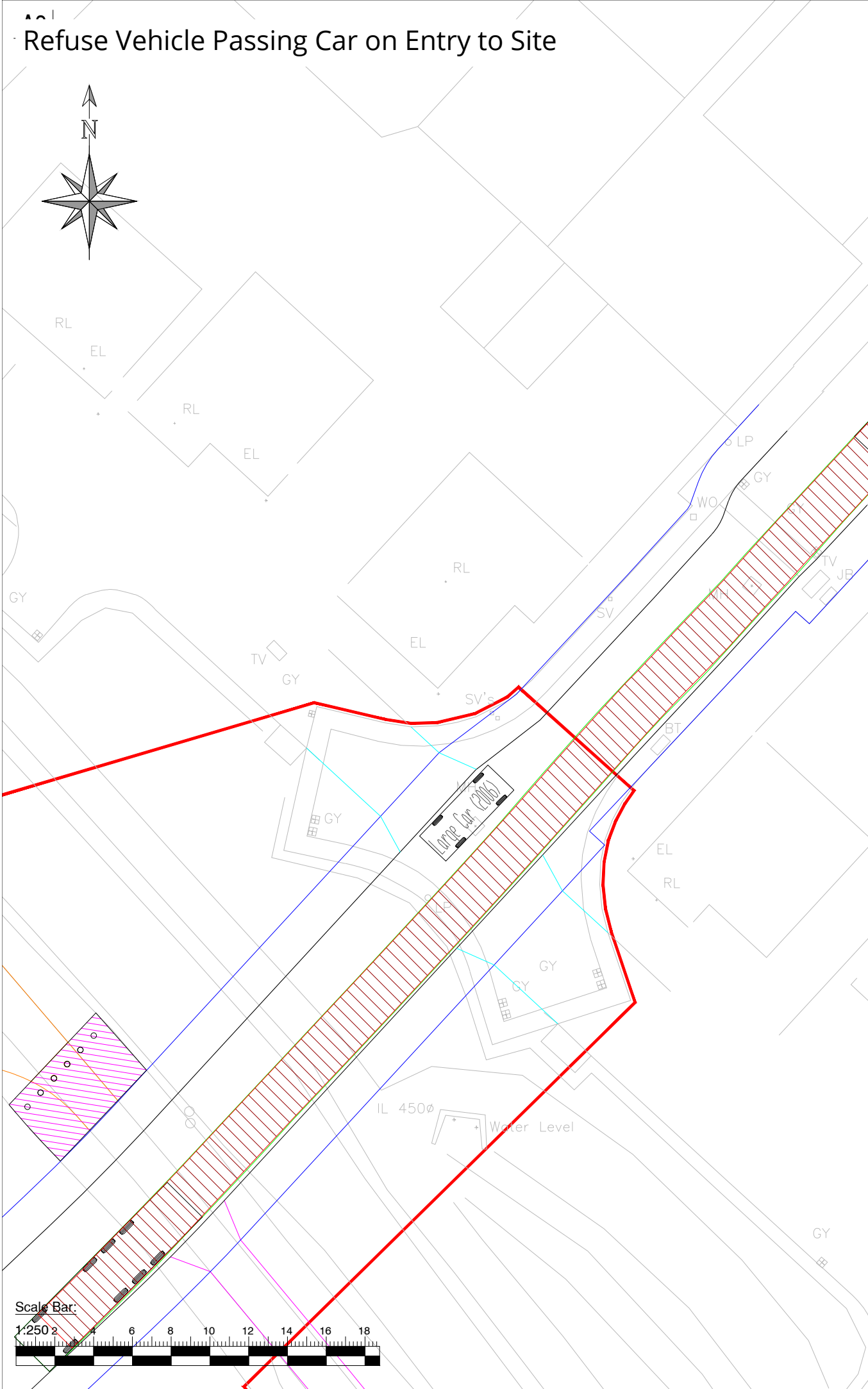
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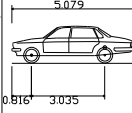


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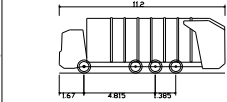
Refuse Vehicle Passing Car on Entry to Site

Refuse Vehicle Passing Car While Exiting Site





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



Dlynpus on Elite 6 8x4MS
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 0.438m
Min Body Ground Clearance 0.438m
Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.529m

-  Vehicle Wheelbase
-  Vehicle Overhang
-  Road Extension (Incl. Footway)
-  Workhouse lane Stopped up area

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Vehicle tracking has been undertaken using a vehicle speed of 15kph.

P02	17/04/202	4	New refuse vehicle used	JWB	ADM
A	03/02/202	3	Extended the bollards	JWB	ADM
Rev	Date		Amendments	By	Chk



Client
Redrow Homes

Project
Land South of Burbage

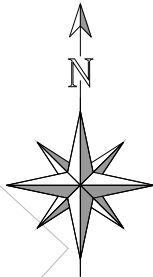
Drawing Title
REFUSE VEHICLE PASSING CAR ON ACCESS

Status

FOR INFORMATION

Scale	Drawn	Checked	Date
A3@ 1:250	PES	AM	25/10/21

Drawing No.	Rev.
19409-RLL-21-XX-DR-D-5005	P02



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

- Vehicle Wheelbase
- Vehicle Overhang
- Workhouse Lane Access Track Alignment
- Road Extension (Incl. Footway)
- New Shared Drive Alignment
- New Turning Head
- Extent of highway to be stopped up. Public rights to be retained for non-vehicular use

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Rev	Date	Amendments	By	Chk
C	15.02.22	Stopping up area expanded	PES	AM
B	28.10.21	Stopping up area highlighted	PES	AM
A	30.09.21	Labeling Changes	PES	AM



Client

Redrow Homes

Project

Land South of Burbage

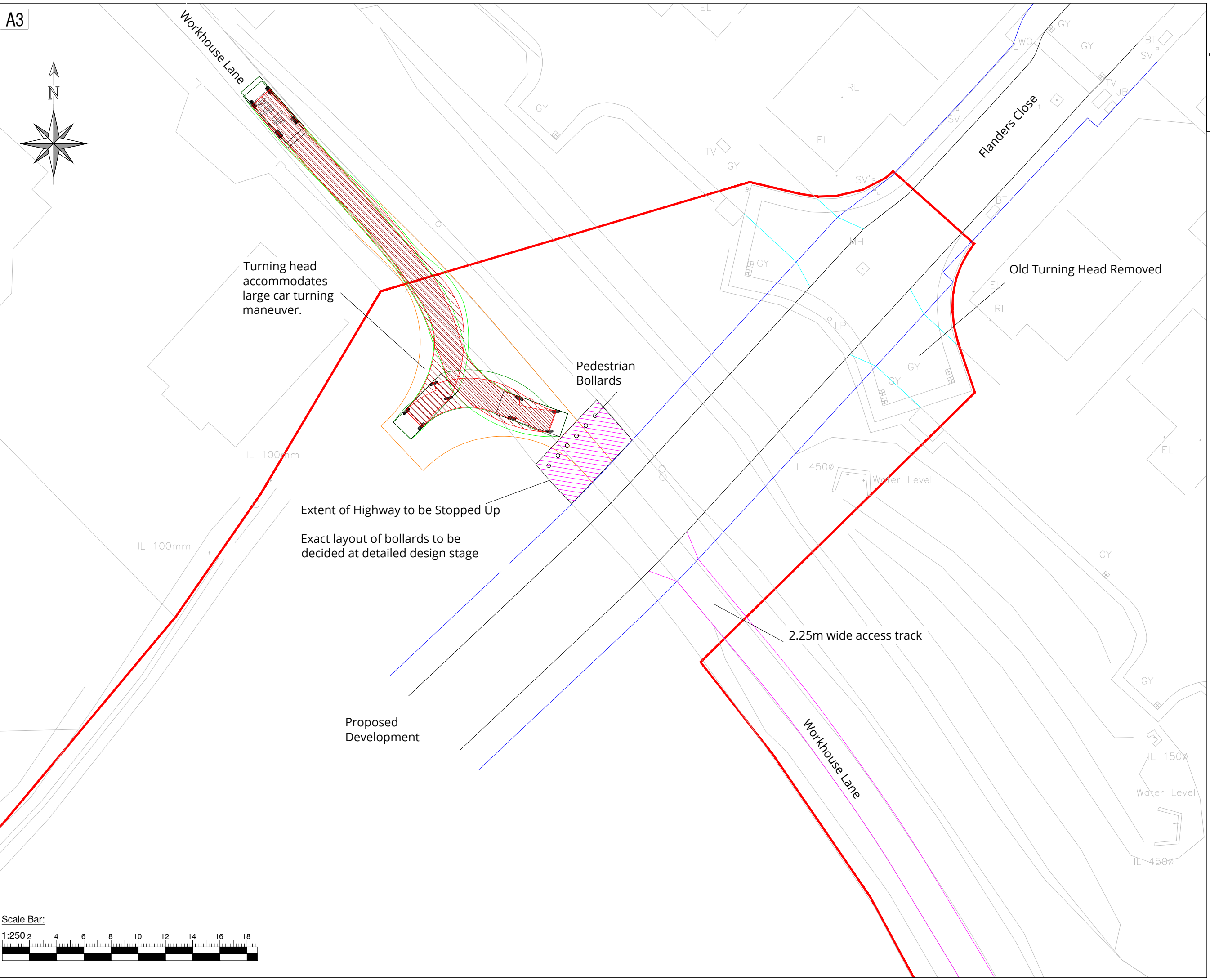
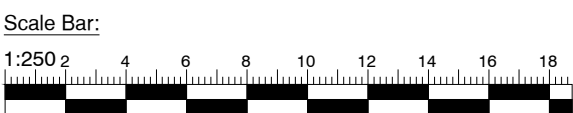
Drawing Title

Workhouse Lane Stopping up

Status

Scale	Drawn	Checked	Date
A3@ 1:250	PES	AM	24/09/21
FOR INFORMATION			
Drawing No.			
19409-RLL-21-XX-DR-D-5004			
Rev.			
C			

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Appendix L: Local Trip Rates

SITE: 1		DATE: 24/01/2023
LOCATION: PASSCHENDAELE DRIVE		DAY: TUESDAY



JOB TITLE: BURBAGE	JOB NUMBER: 11956
---------------------------	--------------------------

MANUAL CLASSIFIED COUNTS

JOB REF: 11956

JOB NAME: BURBAGE

SITE: 1

LOCATION: PASSCHENDAELE DRIVE



DATE: 24/01/2023

DAY: TUESDAY

TIME	MOVEMENT 1							MOVEMENT 2								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
06:30	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
06:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	1	0	12
07:00	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
07:15	3	0	0	0	0	0	0	3	13	2	0	0	0	0	0	15
07:30	1	1	0	0	0	0	0	2	9	1	0	0	0	0	0	10
07:45	4	0	0	0	0	0	0	4	10	2	0	0	0	0	0	12
H/TOT	11	1	0	0	0	0	0	12	39	5	0	0	0	0	0	44
08:00	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
08:15	9	1	1	0	0	0	0	11	8	1	0	0	0	0	0	9
08:30	1	0	0	0	0	0	0	1	7	0	1	0	0	0	0	8
08:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	18	1	1	0	0	0	0	20	28	2	1	0	0	0	0	31
09:00	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
09:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
09:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
09:45	3	3	2	0	0	0	0	8	3	1	0	0	0	0	0	4
H/TOT	15	2	2	0	0	0	0	17	18	1	0	0	0	0	0	19
10:00	3	2	0	0	0	0	0	5	2	2	0	0	0	0	0	4
10:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
10:30	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1
10:45	1	1	1	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	7	3	1	0	0	0	0	11	7	2	0	0	0	0	0	9
11:00	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
11:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
11:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:45	5	2	1	0	0	0	0	8	5	1	0	0	0	0	0	6
H/TOT	10	2	1	0	0	0	0	13	12	3	0	0	0	0	0	15
12:00	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	2
12:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
12:30	2	2	0	0	0	0	0	4	3	2	0	0	0	0	0	5
12:45	5	2	0	0	0	0	0	7	2	1	0	0	0	0	0	3
H/TOT	9	5	0	0	0	0	0	14	8	4	1	0	0	0	0	13
13:00	2	2	0	0	0	0	0	4	1	2	0	0	0	0	0	3
13:15	3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6
13:30	5	1	0	0	0	0	0	6	0	2	0	0	0	0	0	2
13:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
H/TOT	15	4	0	0	0	0	0	19	11	5	0	0	0	0	0	16
14:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
14:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
14:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
14:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	10	1	0	0	0	0	0	11	17	0	0	0	0	0	0	17
15:00	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
15:15	6	1	0	0	0	0	0	7	1	0	1	0	0	0	0	2
15:30	7	0	0	0	0	0	0	7	5	1	0	0	0	0	0	6
15:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	19	2	0	0	0	0	0	21	11	1	0	0	0	0	0	13
16:00	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
16:15	8	1	0	0	0	0	0	9	2	1	0	0	0	0	0	3
16:30	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4
16:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
H/TOT	24	2	0	0	0	0	0	26	10	2	0	0	0	0	0	12
17:00	8	2	0	0	0	0	0	10	5	0	0	0	0	0	0	5
17:15	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
17:30	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2
17:45	8	0	0	0	0	0	0	8	2	0	0	0	0	0	1	3
H/TOT	32	3	0	0	0	0	0	35	13	0	0	0	0	0	0	14
18:00	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
18:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	13	0	0	0	0	0	0	13	12	0	0	0	0	0	0	12
19:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
19:15	4	0	0	0	0	0	0	1	5	1	0	0	0	0	0	1
19:30	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6
19:45	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	13	0	1	0	0	0	0	15	7	1	0	0	0	0	0	8
20:00	6	0	0	0	0	0	0	6	1	0	1	0	0	0	0	2
20:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
20:30	1	0	0	0	0	0	0	1								

Ambion Way - Passchendaele Drive Traffic Count

PASSCHENDAELE DRIVE (24/01/2023)			
Time	Arrivals	Departures	2-Way
00:00 - 01:00	0	0	0
01:00 - 02:00	0	0	0
02:00 - 03:00	0	0	0
03:00 - 04:00	0	1	1
04:00 - 05:00	0	0	0
05:00 - 06:00	0	2	2
06:00 - 07:00	0	12	12
07:00 - 08:00	12	44	56
07:15 - 08:15	12	47	59
07:30 - 08:30	20	41	61
07:45 - 08:45	19	39	58
08:00 - 09:00	20	31	51
08:15 - 09:15	21	26	47
08:30 - 09:30	12	23	35
08:45 - 09:45	17	19	36
09:00 - 10:00	17	19	36
10:00 - 11:00	11	9	20
11:00 - 12:00	13	15	28
12:00 - 13:00	14	13	27
13:00 - 14:00	19	16	35
14:00 - 15:00	11	17	28
15:00 - 16:00	21	13	34
16:00 - 17:00	26	12	38
16:15 - 17:15	31	13	44
16:30 - 17:30	30	14	44
16:45 - 17:45	34	12	46
17:00 - 18:00	35	14	49
17:15 - 18:15	31	16	47
17:30 - 18:30	25	14	39
17:45 - 18:45	20	13	33
18:00 - 19:00	13	12	25
19:00 - 20:00	15	8	23
20:00 - 21:00	13	10	23
21:00 - 22:00	4	1	5
22:00 - 23:00	2	0	2
23:00 - 00:00	2	1	3
12-Hour	212	215	427
24-Hour	248	250	498

Dwellings

72

LOCAL TRIP RATES (CALCULATED)			
Time	Arrivals	Departures	2-Way
00:00 - 01:00	0.000	0.000	0.000
01:00 - 02:00	0.000	0.000	0.000
02:00 - 03:00	0.000	0.000	0.000
03:00 - 04:00	0.000	0.014	0.014
04:00 - 05:00	0.000	0.000	0.000
05:00 - 06:00	0.000	0.028	0.028
06:00 - 07:00	0.000	0.167	0.167
07:00 - 08:00	0.167	0.611	0.778
07:15 - 08:15	0.167	0.653	0.819
07:30 - 08:30	0.278	0.569	0.847
07:45 - 08:45	0.264	0.542	0.806
08:00 - 09:00	0.278	0.431	0.708
08:15 - 09:15	0.292	0.361	0.653
08:30 - 09:30	0.167	0.319	0.486
08:45 - 09:45	0.236	0.264	0.500
09:00 - 10:00	0.236	0.264	0.500
10:00 - 11:00	0.153	0.125	0.278
11:00 - 12:00	0.181	0.208	0.389
12:00 - 13:00	0.194	0.181	0.375
13:00 - 14:00	0.264	0.222	0.486
14:00 - 15:00	0.153	0.236	0.389
15:00 - 16:00	0.292	0.181	0.472
16:00 - 17:00	0.361	0.167	0.528
16:15 - 17:15	0.431	0.181	0.611
16:30 - 17:30	0.417	0.194	0.611
16:45 - 17:45	0.472	0.167	0.639
17:00 - 18:00	0.486	0.194	0.681
17:15 - 18:15	0.431	0.222	0.653
17:30 - 18:30	0.347	0.194	0.542
17:45 - 18:45	0.278	0.181	0.458
18:00 - 19:00	0.181	0.167	0.347
19:00 - 20:00	0.208	0.111	0.319
20:00 - 21:00	0.181	0.139	0.319
21:00 - 22:00	0.056	0.014	0.069
22:00 - 23:00	0.028	0.000	0.028
23:00 - 00:00	0.028	0.014	0.042
12-Hour	2.944	2.986	5.931
24-Hour	3.444	3.472	6.917

Appendix M: TRICS Trip Rates – Health, Care Home (Elderley Residential)

Calculation Reference: AUDIT-112302-231013-1056

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Rodgers Leask Woodlands Court Bristol

Licence No: 112302

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: Number of residents
 Actual Range: 31 to 60 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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:

Monday 2 days
 Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 5 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3

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:

Residential Zone 4
 No Sub Category 1

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 4 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:Use Class:

C2 5 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:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	2 days
1.1 to 1.5	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:

No	5 days
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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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-05-F-01	NURSING HOME		BLACKPOOL
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	31		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL
2	NN-05-F-01	NURSING HOME		NORTH NORTHAMPTONSHIRE
	MALHAM DRIVE			
	KETTERING			
	Edge of Town			
	No Sub Category			
	Total Number of residents:	60		
	Survey date: MONDAY	13/06/22		Survey Type: MANUAL
3	NY-05-F-05	NURSING HOME		NORTH YORKSHIRE
	SEAGRIM CRESCENT			
	RICHMOND			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	37		
	Survey date: MONDAY	04/03/19		Survey Type: MANUAL
4	TW-05-F-03	NURSING HOME		TYNE & WEAR
	MOORE STREET			
	GATESHEAD			
	FELLING SHORE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	52		
	Survey date: THURSDAY	02/05/19		Survey Type: MANUAL
5	WS-05-F-02	NURSING HOME		WEST SUSSEX
	WYKEHAM ROAD			
	WORTHING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	54		
	Survey date: TUESDAY	17/05/22		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.

Rodgers Leask Woodlands Court Bristol

Licence No: 112302

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.098	5	47	0.081	5	47	0.179
08:00 - 09:00	5	47	0.073	5	47	0.060	5	47	0.133
09:00 - 10:00	5	47	0.073	5	47	0.047	5	47	0.120
10:00 - 11:00	5	47	0.051	5	47	0.038	5	47	0.089
11:00 - 12:00	5	47	0.064	5	47	0.081	5	47	0.145
12:00 - 13:00	5	47	0.051	5	47	0.064	5	47	0.115
13:00 - 14:00	5	47	0.094	5	47	0.038	5	47	0.132
14:00 - 15:00	5	47	0.068	5	47	0.111	5	47	0.179
15:00 - 16:00	5	47	0.098	5	47	0.171	5	47	0.269
16:00 - 17:00	5	47	0.038	5	47	0.056	5	47	0.094
17:00 - 18:00	5	47	0.034	5	47	0.043	5	47	0.077
18:00 - 19:00	5	47	0.034	5	47	0.038	5	47	0.072
19:00 - 20:00	5	47	0.056	5	47	0.030	5	47	0.086
20:00 - 21:00	5	47	0.047	5	47	0.051	5	47	0.098
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.879			0.909			1.788

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.

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Parameter summary

Trip rate parameter range selected:	31 - 60 (units:)
Survey date date range:	01/01/15 - 13/06/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.000	5	47	0.000	5	47	0.000
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.000	5	47	0.000
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.004	5	47	0.004	5	47	0.008
12:00 - 13:00	5	47	0.004	5	47	0.000	5	47	0.004
13:00 - 14:00	5	47	0.009	5	47	0.009	5	47	0.018
14:00 - 15:00	5	47	0.000	5	47	0.004	5	47	0.004
15:00 - 16:00	5	47	0.000	5	47	0.000	5	47	0.000
16:00 - 17:00	5	47	0.004	5	47	0.004	5	47	0.008
17:00 - 18:00	5	47	0.004	5	47	0.000	5	47	0.004
18:00 - 19:00	5	47	0.000	5	47	0.004	5	47	0.004
19:00 - 20:00	5	47	0.004	5	47	0.004	5	47	0.008
20:00 - 21:00	5	47	0.000	5	47	0.000	5	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.004	5	47	0.004	5	47	0.008
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.009	5	47	0.009	5	47	0.018
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.004	5	47	0.004	5	47	0.008
12:00 - 13:00	5	47	0.000	5	47	0.000	5	47	0.000
13:00 - 14:00	5	47	0.000	5	47	0.000	5	47	0.000
14:00 - 15:00	5	47	0.000	5	47	0.000	5	47	0.000
15:00 - 16:00	5	47	0.004	5	47	0.004	5	47	0.008
16:00 - 17:00	5	47	0.000	5	47	0.000	5	47	0.000
17:00 - 18:00	5	47	0.000	5	47	0.000	5	47	0.000
18:00 - 19:00	5	47	0.000	5	47	0.000	5	47	0.000
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.000	5	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PSVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.000	5	47	0.000	5	47	0.000
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.004	5	47	0.004	5	47	0.008
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.000	5	47	0.000	5	47	0.000
12:00 - 13:00	5	47	0.000	5	47	0.000	5	47	0.000
13:00 - 14:00	5	47	0.000	5	47	0.000	5	47	0.000
14:00 - 15:00	5	47	0.004	5	47	0.004	5	47	0.008
15:00 - 16:00	5	47	0.004	5	47	0.004	5	47	0.008
16:00 - 17:00	5	47	0.000	5	47	0.000	5	47	0.000
17:00 - 18:00	5	47	0.000	5	47	0.000	5	47	0.000
18:00 - 19:00	5	47	0.000	5	47	0.000	5	47	0.000
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.000	5	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.030	5	47	0.000	5	47	0.030
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.000	5	47	0.000
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.004	5	47	0.000	5	47	0.004
12:00 - 13:00	5	47	0.013	5	47	0.004	5	47	0.017
13:00 - 14:00	5	47	0.004	5	47	0.000	5	47	0.004
14:00 - 15:00	5	47	0.000	5	47	0.021	5	47	0.021
15:00 - 16:00	5	47	0.004	5	47	0.000	5	47	0.004
16:00 - 17:00	5	47	0.000	5	47	0.004	5	47	0.004
17:00 - 18:00	5	47	0.004	5	47	0.004	5	47	0.008
18:00 - 19:00	5	47	0.000	5	47	0.009	5	47	0.009
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.046			0.109

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.120	5	47	0.077	5	47	0.197
08:00 - 09:00	5	47	0.085	5	47	0.064	5	47	0.149
09:00 - 10:00	5	47	0.094	5	47	0.064	5	47	0.158
10:00 - 11:00	5	47	0.060	5	47	0.043	5	47	0.103
11:00 - 12:00	5	47	0.085	5	47	0.090	5	47	0.175
12:00 - 13:00	5	47	0.064	5	47	0.081	5	47	0.145
13:00 - 14:00	5	47	0.128	5	47	0.038	5	47	0.166
14:00 - 15:00	5	47	0.085	5	47	0.158	5	47	0.243
15:00 - 16:00	5	47	0.111	5	47	0.222	5	47	0.333
16:00 - 17:00	5	47	0.051	5	47	0.073	5	47	0.124
17:00 - 18:00	5	47	0.038	5	47	0.056	5	47	0.094
18:00 - 19:00	5	47	0.047	5	47	0.051	5	47	0.098
19:00 - 20:00	5	47	0.060	5	47	0.030	5	47	0.090
20:00 - 21:00	5	47	0.030	5	47	0.051	5	47	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.058			1.098			2.156

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.051	5	47	0.004	5	47	0.055
08:00 - 09:00	5	47	0.021	5	47	0.017	5	47	0.038
09:00 - 10:00	5	47	0.013	5	47	0.000	5	47	0.013
10:00 - 11:00	5	47	0.009	5	47	0.004	5	47	0.013
11:00 - 12:00	5	47	0.009	5	47	0.004	5	47	0.013
12:00 - 13:00	5	47	0.004	5	47	0.009	5	47	0.013
13:00 - 14:00	5	47	0.026	5	47	0.038	5	47	0.064
14:00 - 15:00	5	47	0.004	5	47	0.038	5	47	0.042
15:00 - 16:00	5	47	0.030	5	47	0.026	5	47	0.056
16:00 - 17:00	5	47	0.017	5	47	0.017	5	47	0.034
17:00 - 18:00	5	47	0.009	5	47	0.013	5	47	0.022
18:00 - 19:00	5	47	0.013	5	47	0.021	5	47	0.034
19:00 - 20:00	5	47	0.004	5	47	0.038	5	47	0.042
20:00 - 21:00	5	47	0.004	5	47	0.043	5	47	0.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.272			0.486

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: **1 RESIDE**
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.013	5	47	0.000	5	47	0.013
08:00 - 09:00	5	47	0.013	5	47	0.000	5	47	0.013
09:00 - 10:00	5	47	0.013	5	47	0.004	5	47	0.017
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.004	5	47	0.000	5	47	0.004
12:00 - 13:00	5	47	0.004	5	47	0.004	5	47	0.008
13:00 - 14:00	5	47	0.000	5	47	0.000	5	47	0.000
14:00 - 15:00	5	47	0.000	5	47	0.009	5	47	0.009
15:00 - 16:00	5	47	0.000	5	47	0.000	5	47	0.000
16:00 - 17:00	5	47	0.009	5	47	0.004	5	47	0.013
17:00 - 18:00	5	47	0.000	5	47	0.000	5	47	0.000
18:00 - 19:00	5	47	0.013	5	47	0.013	5	47	0.026
19:00 - 20:00	5	47	0.004	5	47	0.013	5	47	0.017
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.051			0.128

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.000	5	47	0.000	5	47	0.000
08:00 - 09:00	5	47	0.000	5	47	0.000	5	47	0.000
09:00 - 10:00	5	47	0.000	5	47	0.013	5	47	0.013
10:00 - 11:00	5	47	0.000	5	47	0.000	5	47	0.000
11:00 - 12:00	5	47	0.000	5	47	0.000	5	47	0.000
12:00 - 13:00	5	47	0.000	5	47	0.000	5	47	0.000
13:00 - 14:00	5	47	0.000	5	47	0.000	5	47	0.000
14:00 - 15:00	5	47	0.013	5	47	0.000	5	47	0.013
15:00 - 16:00	5	47	0.013	5	47	0.000	5	47	0.013
16:00 - 17:00	5	47	0.000	5	47	0.000	5	47	0.000
17:00 - 18:00	5	47	0.000	5	47	0.000	5	47	0.000
18:00 - 19:00	5	47	0.000	5	47	0.000	5	47	0.000
19:00 - 20:00	5	47	0.000	5	47	0.000	5	47	0.000
20:00 - 21:00	5	47	0.000	5	47	0.000	5	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.013			0.039

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.013	5	47	0.000	5	47	0.013
08:00 - 09:00	5	47	0.026	5	47	0.000	5	47	0.026
09:00 - 10:00	5	47	0.017	5	47	0.021	5	47	0.038
10:00 - 11:00	5	47	0.004	5	47	0.000	5	47	0.004
11:00 - 12:00	5	47	0.009	5	47	0.000	5	47	0.009
12:00 - 13:00	5	47	0.004	5	47	0.009	5	47	0.013
13:00 - 14:00	5	47	0.004	5	47	0.000	5	47	0.004
14:00 - 15:00	5	47	0.013	5	47	0.009	5	47	0.022
15:00 - 16:00	5	47	0.017	5	47	0.004	5	47	0.021
16:00 - 17:00	5	47	0.013	5	47	0.013	5	47	0.026
17:00 - 18:00	5	47	0.004	5	47	0.009	5	47	0.013
18:00 - 19:00	5	47	0.013	5	47	0.017	5	47	0.030
19:00 - 20:00	5	47	0.004	5	47	0.017	5	47	0.021
20:00 - 21:00	5	47	0.000	5	47	0.009	5	47	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.141			0.108			0.249		

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.214	5	47	0.081	5	47	0.295
08:00 - 09:00	5	47	0.132	5	47	0.081	5	47	0.213
09:00 - 10:00	5	47	0.124	5	47	0.085	5	47	0.209
10:00 - 11:00	5	47	0.077	5	47	0.047	5	47	0.124
11:00 - 12:00	5	47	0.107	5	47	0.094	5	47	0.201
12:00 - 13:00	5	47	0.085	5	47	0.103	5	47	0.188
13:00 - 14:00	5	47	0.162	5	47	0.077	5	47	0.239
14:00 - 15:00	5	47	0.103	5	47	0.226	5	47	0.329
15:00 - 16:00	5	47	0.162	5	47	0.252	5	47	0.414
16:00 - 17:00	5	47	0.081	5	47	0.107	5	47	0.188
17:00 - 18:00	5	47	0.056	5	47	0.081	5	47	0.137
18:00 - 19:00	5	47	0.073	5	47	0.098	5	47	0.171
19:00 - 20:00	5	47	0.068	5	47	0.085	5	47	0.153
20:00 - 21:00	5	47	0.034	5	47	0.107	5	47	0.141
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.478			1.524			3.002

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.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.094	5	47	0.073	5	47	0.167
08:00 - 09:00	5	47	0.068	5	47	0.060	5	47	0.128
09:00 - 10:00	5	47	0.051	5	47	0.026	5	47	0.077
10:00 - 11:00	5	47	0.051	5	47	0.034	5	47	0.085
11:00 - 12:00	5	47	0.043	5	47	0.068	5	47	0.111
12:00 - 13:00	5	47	0.043	5	47	0.056	5	47	0.099
13:00 - 14:00	5	47	0.073	5	47	0.026	5	47	0.099
14:00 - 15:00	5	47	0.056	5	47	0.085	5	47	0.141
15:00 - 16:00	5	47	0.068	5	47	0.141	5	47	0.209
16:00 - 17:00	5	47	0.034	5	47	0.051	5	47	0.085
17:00 - 18:00	5	47	0.026	5	47	0.038	5	47	0.064
18:00 - 19:00	5	47	0.034	5	47	0.034	5	47	0.068
19:00 - 20:00	5	47	0.047	5	47	0.026	5	47	0.073
20:00 - 21:00	5	47	0.047	5	47	0.047	5	47	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.735			0.765			1.500

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	5	47	0.000	5	47	0.004	5	47	0.004
08:00 - 09:00	5	47	0.004	5	47	0.000	5	47	0.004
09:00 - 10:00	5	47	0.009	5	47	0.009	5	47	0.018
10:00 - 11:00	5	47	0.000	5	47	0.004	5	47	0.004
11:00 - 12:00	5	47	0.013	5	47	0.004	5	47	0.017
12:00 - 13:00	5	47	0.004	5	47	0.009	5	47	0.013
13:00 - 14:00	5	47	0.013	5	47	0.004	5	47	0.017
14:00 - 15:00	5	47	0.009	5	47	0.013	5	47	0.022
15:00 - 16:00	5	47	0.021	5	47	0.021	5	47	0.042
16:00 - 17:00	5	47	0.000	5	47	0.004	5	47	0.004
17:00 - 18:00	5	47	0.004	5	47	0.004	5	47	0.008
18:00 - 19:00	5	47	0.000	5	47	0.000	5	47	0.000
19:00 - 20:00	5	47	0.004	5	47	0.000	5	47	0.004
20:00 - 21:00	5	47	0.000	5	47	0.004	5	47	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.080			0.161

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.

Appendix N: 2011 Census Dataset “Method of Travel to Work”

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 5 April 2023]

population

units

area type

area name

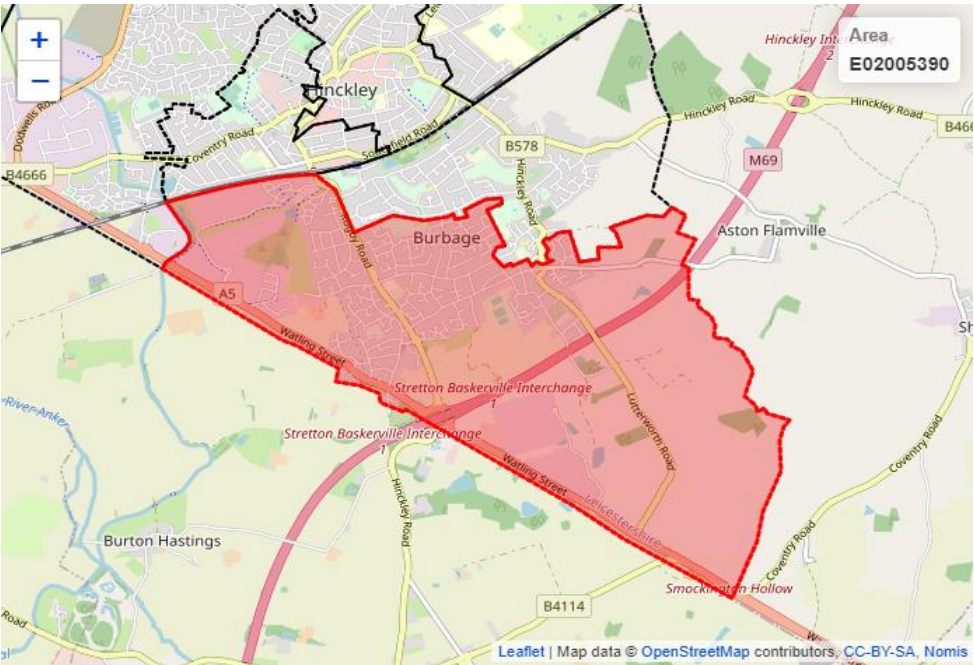
All usual residents aged 16 to 74

Persons

2011 super output areas - middle layer

E02005390 : Hinckley and Bosworth 014

Method of Travel to Work (2011)	Raw Data	Modal Split
All categories: Method of travel to work	6,565	4,327
Work mainly at or from home	265	
Underground, metro, light rail, tram	4	
Train	55	1.3%
Bus, minibus or coach	70	1.6%
Taxi	9	
Motorcycle, scooter or moped	32	0.7%
Driving a car or van	3,563	82.3%
Passenger in a car or van	211	4.9%
Bicycle	103	2.4%
On foot	293	6.8%
Other method of travel to work	17	
Not in employment	1,943	
Total		100.0%



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

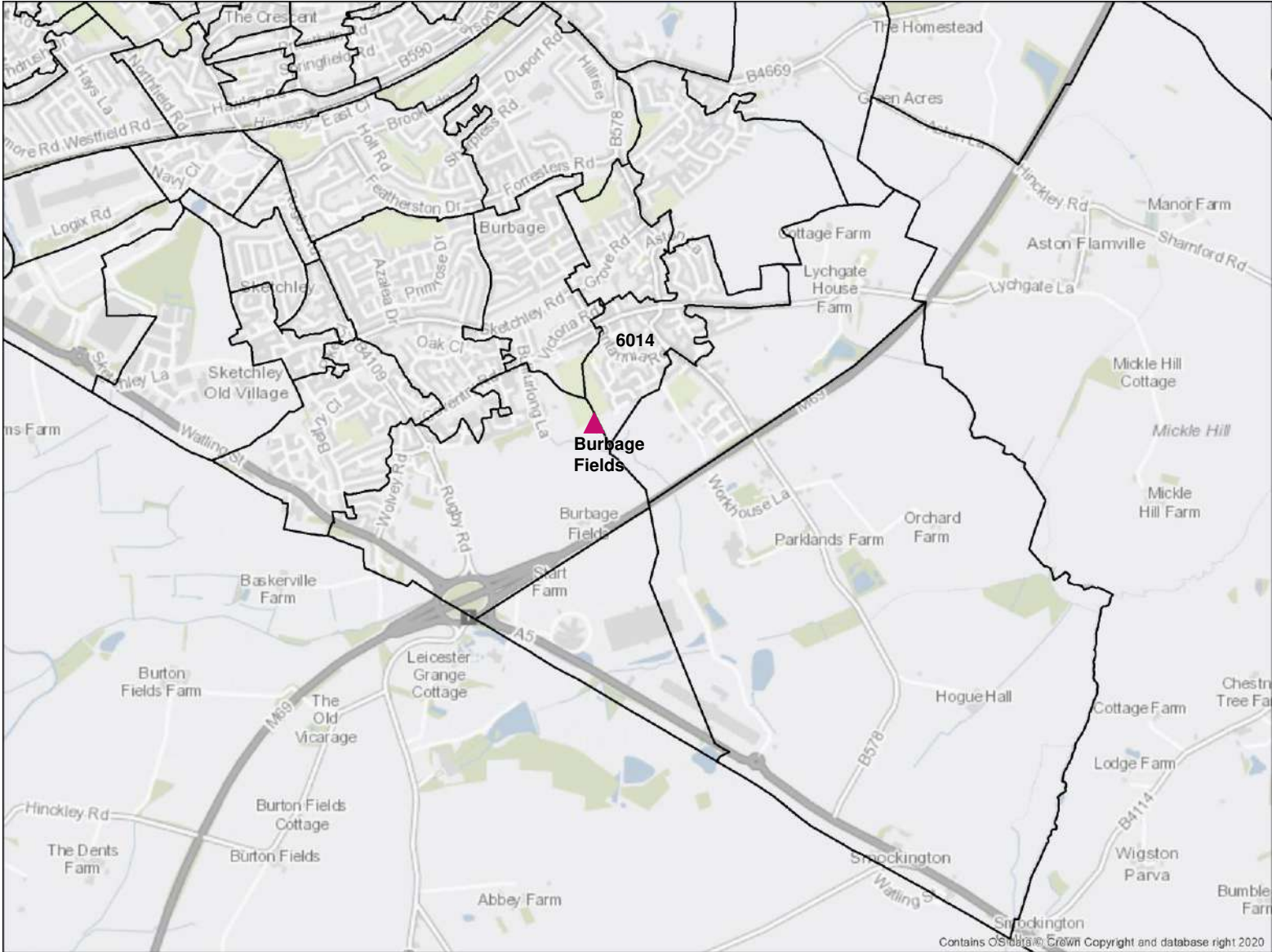
Appendix O: PRTM Reports

PRTM

Burbage Fields, Burbage Development Trip Distribution Plots

September 2022

Burbage Fields
Parent Zones – Zone 6014

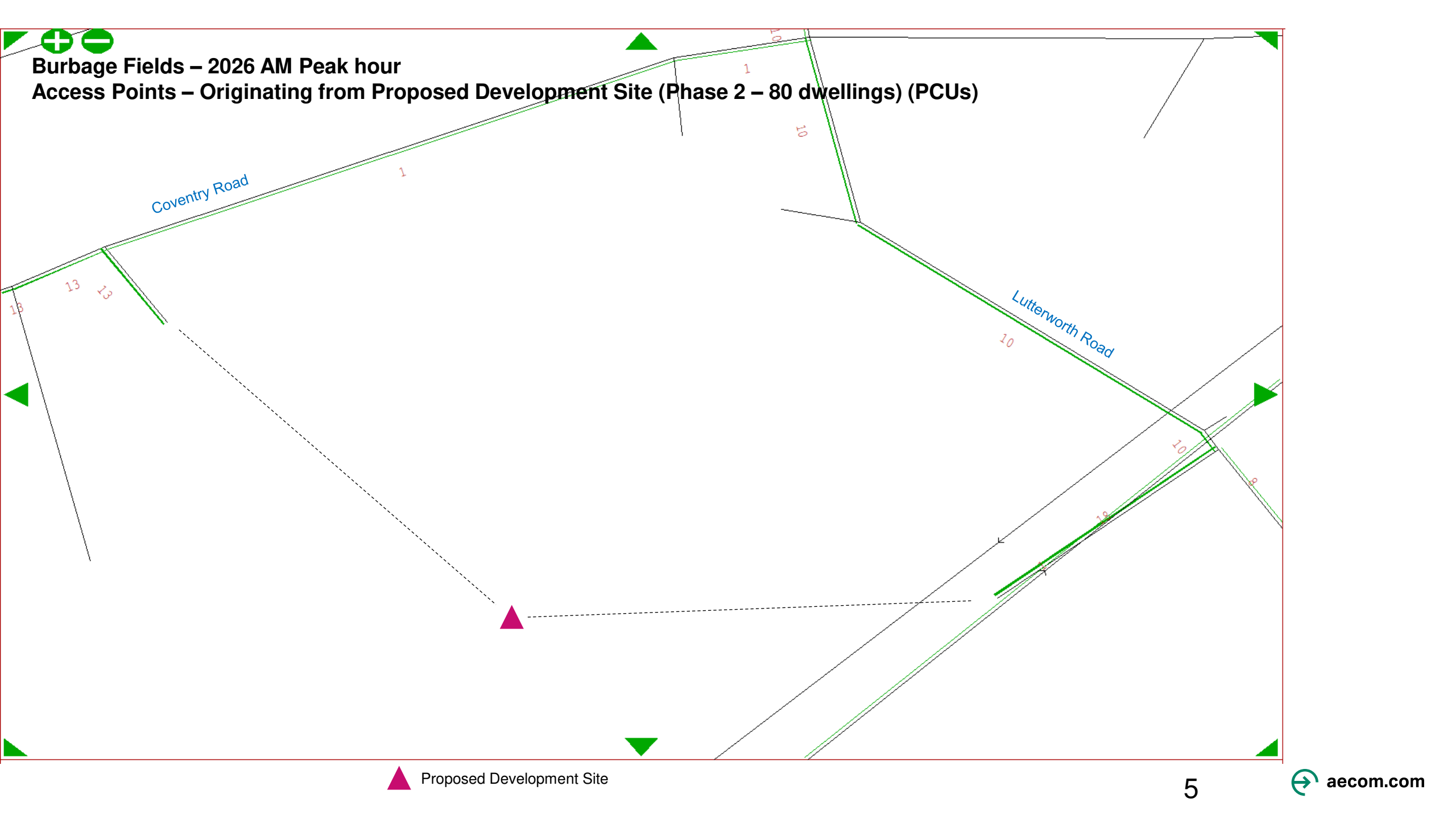


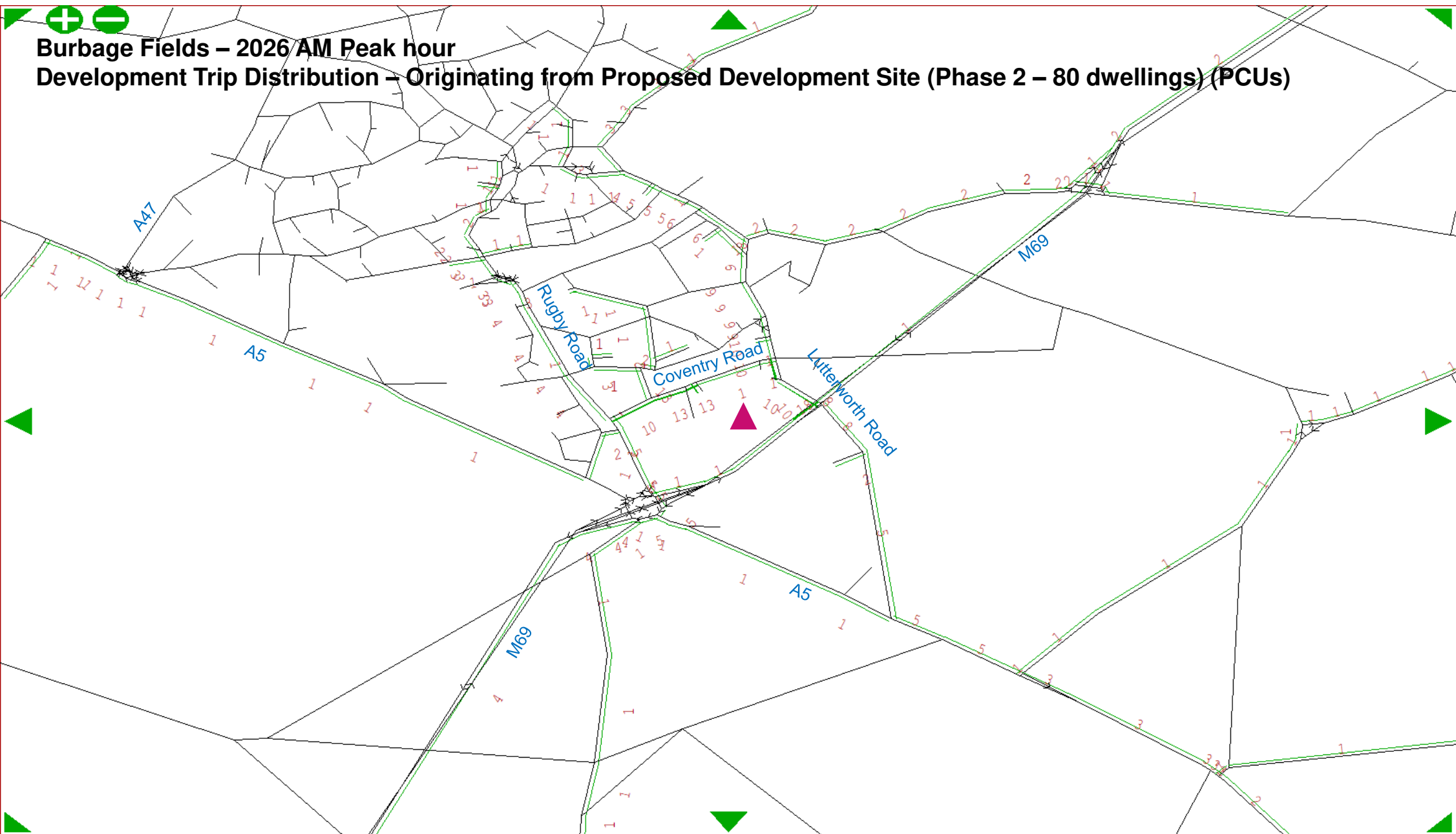
Burbage Fields

Development Trip Generation / Attraction

Car Trips	AM Peak hour (08:00 to 09:00)			PM Peak hour (17:00 to 18:00)		
	Departing (from site)	Arriving (to site)	Total	Departing (from site)	Arriving (to site)	Total
Phase 2 (80 dwellings)	31	11	42	13	29	42
Wider Site (370 dwellings)	147	50	197	59	134	193
Burbage Fields Development (450 dwellings)	178	61	239	72	163	235

2026 AM





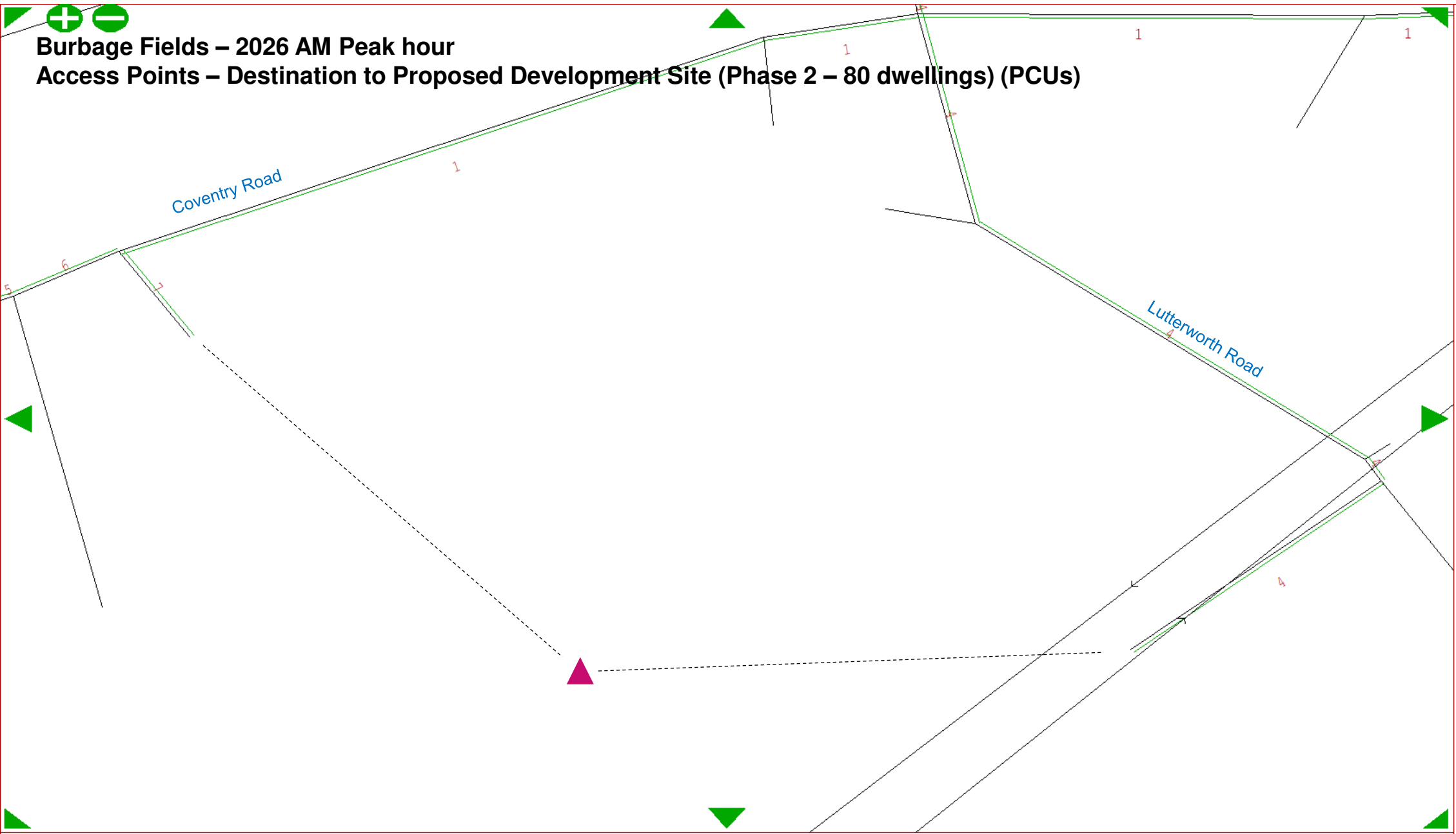
**Burbage Fields – 2026 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

▲ Proposed Development Site

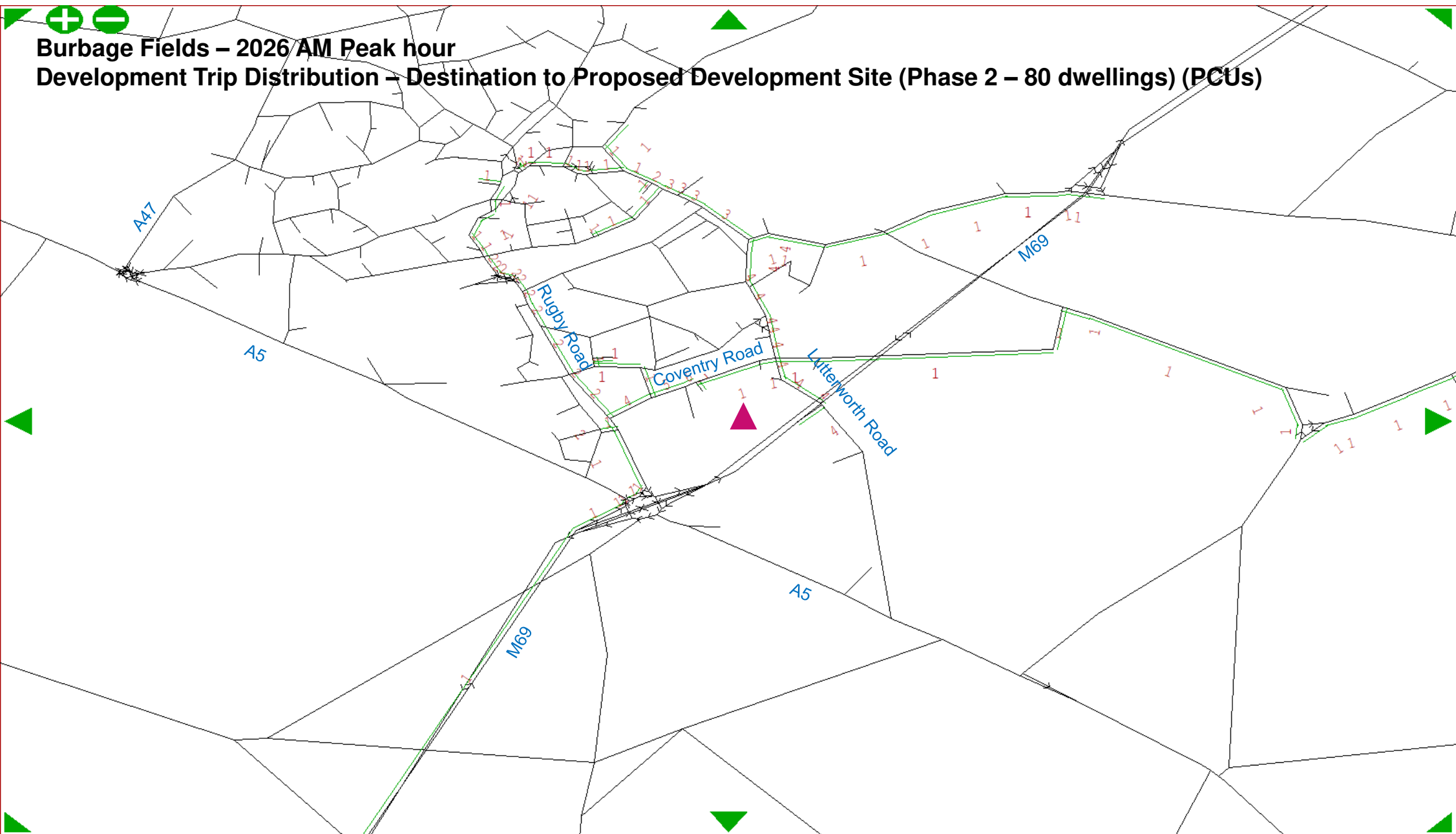


Burbage Fields – 2026 AM Peak hour

Access Points – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)



▲ Proposed Development Site



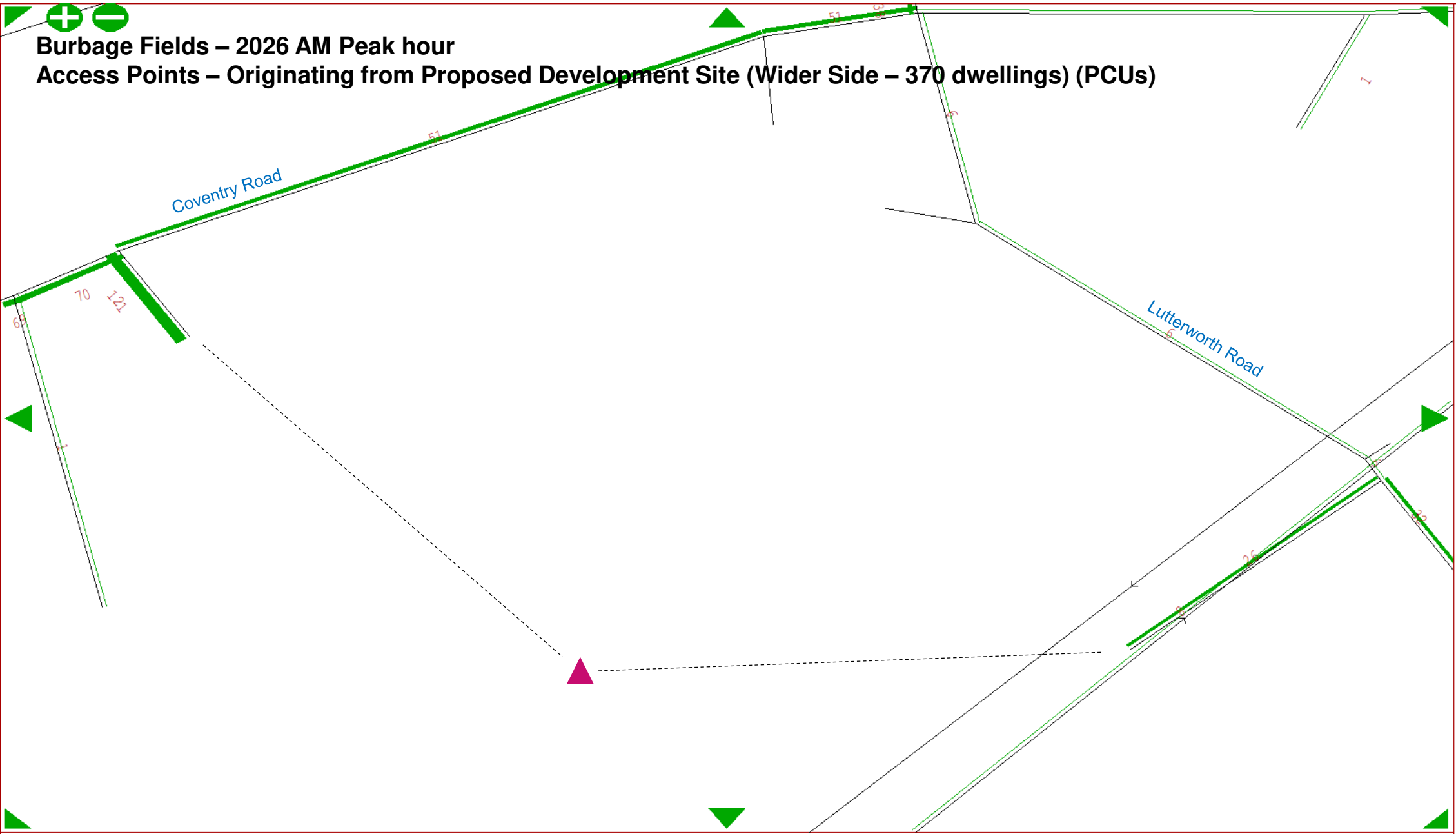
**Burbage Fields – 2026 AM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

 Proposed Development Site

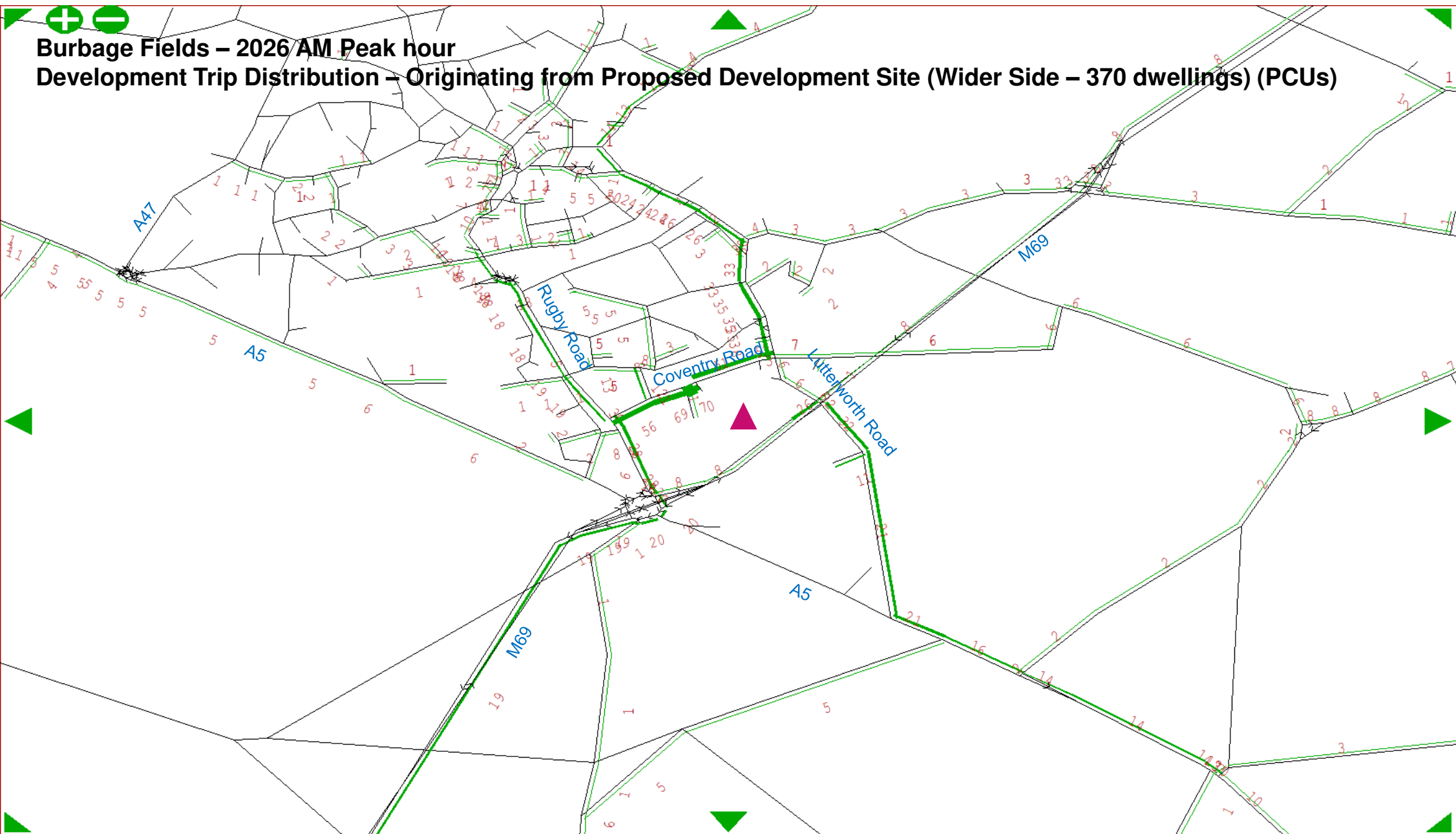


Burbage Fields – 2026 AM Peak hour

Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)

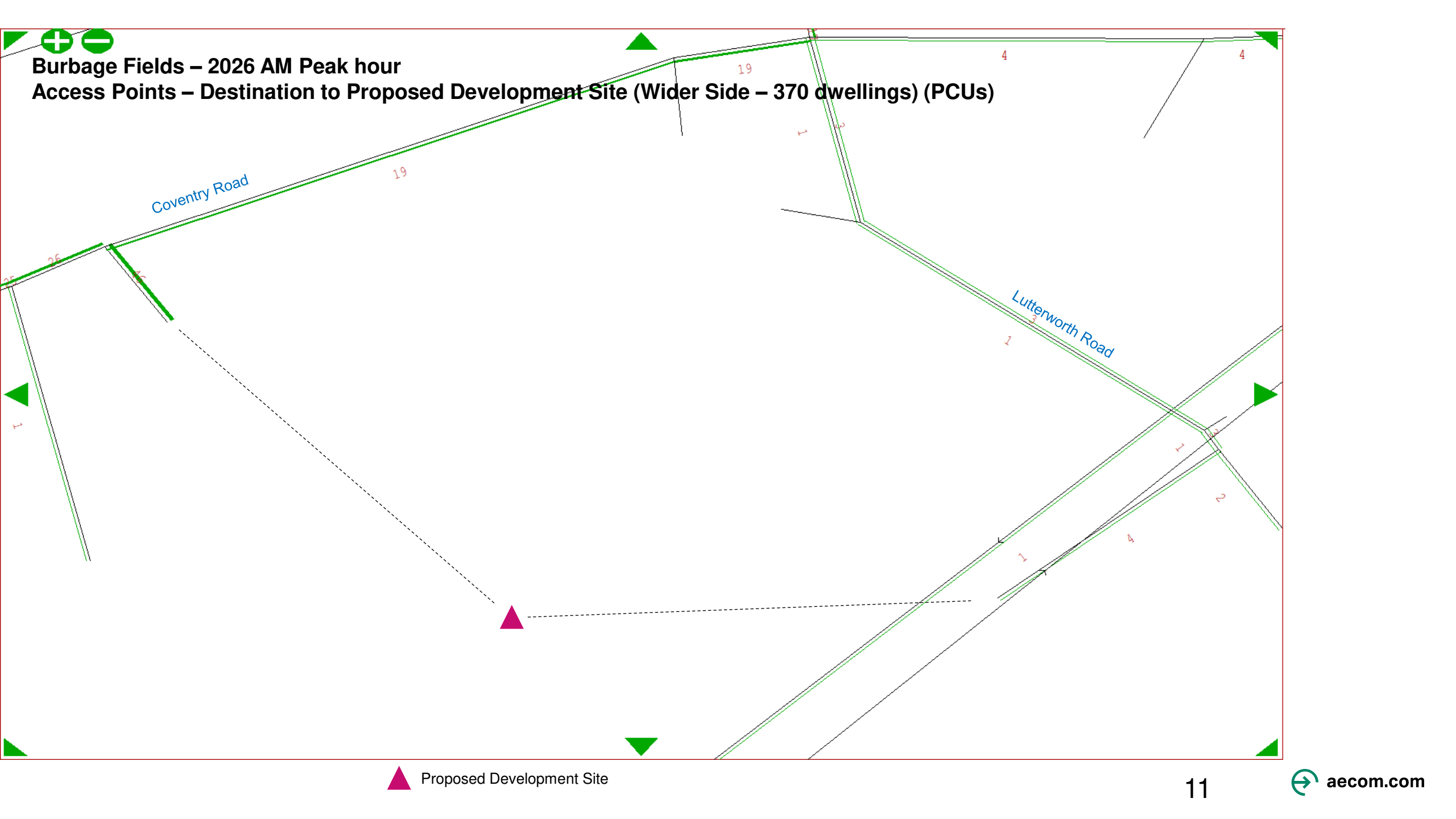


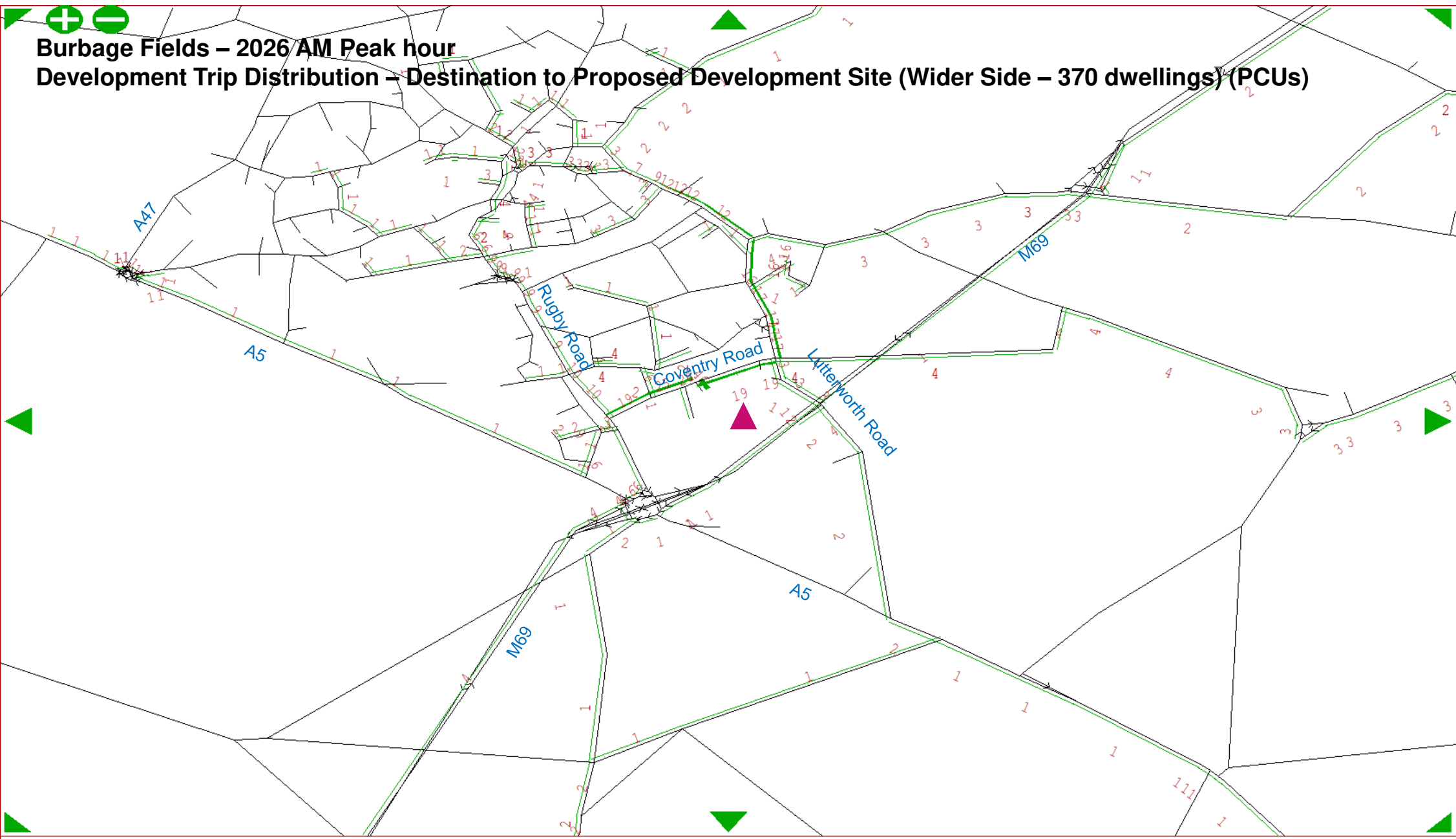
▲ Proposed Development Site



**Burbage Fields – 2026 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site





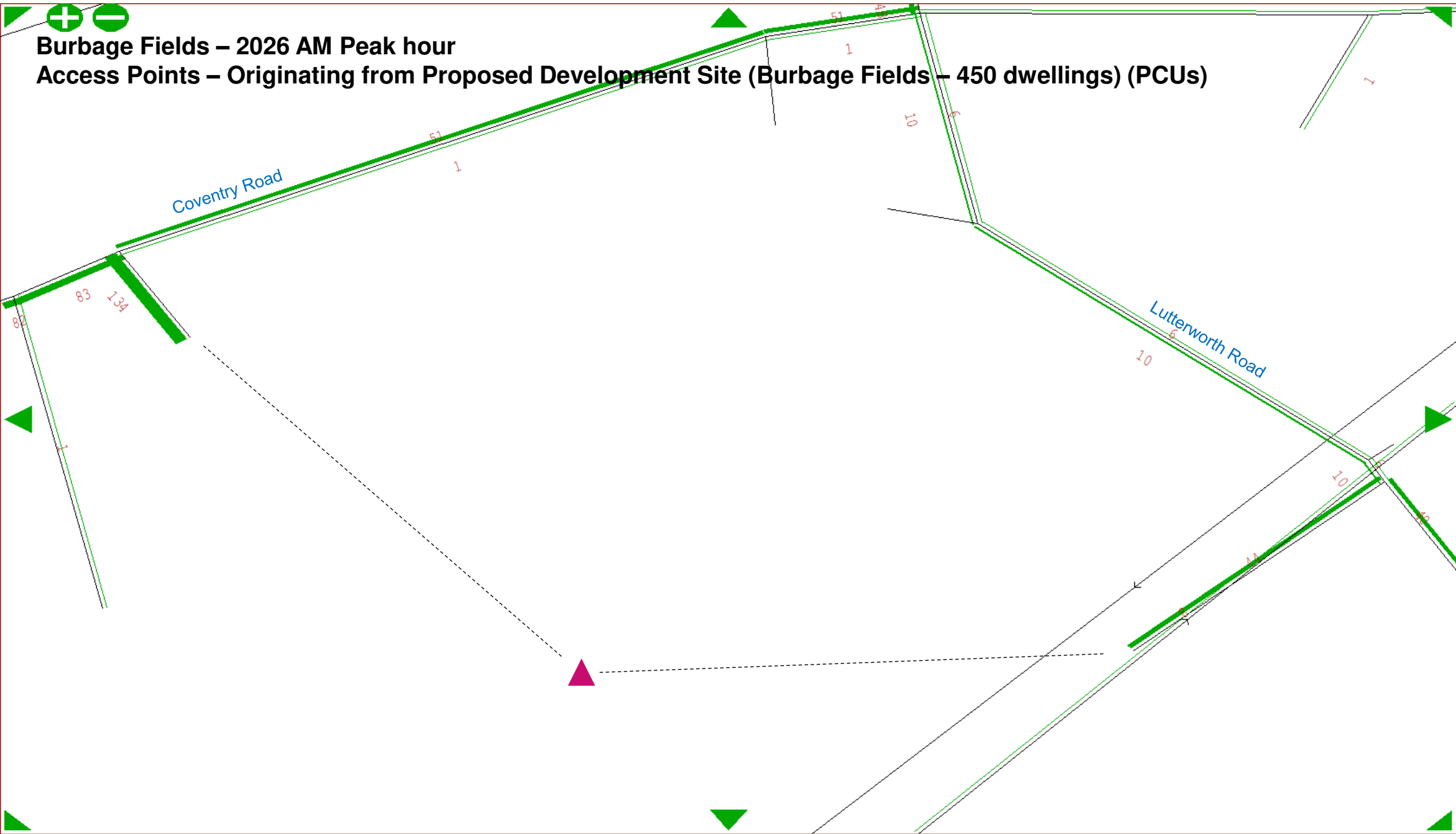
**Burbage Fields – 2026 AM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site

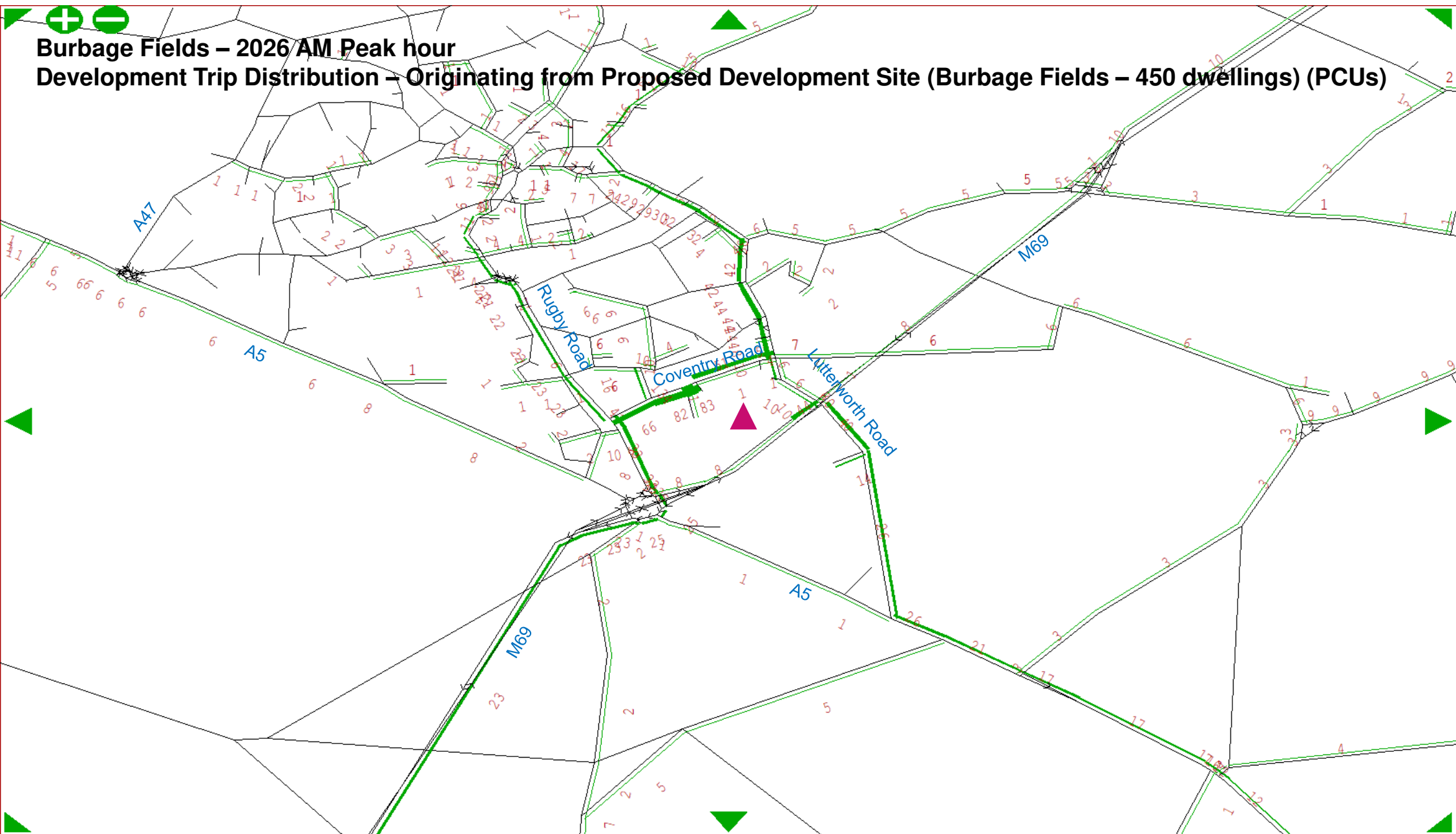


Burbage Fields – 2026 AM Peak hour

Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



 Proposed Development Site



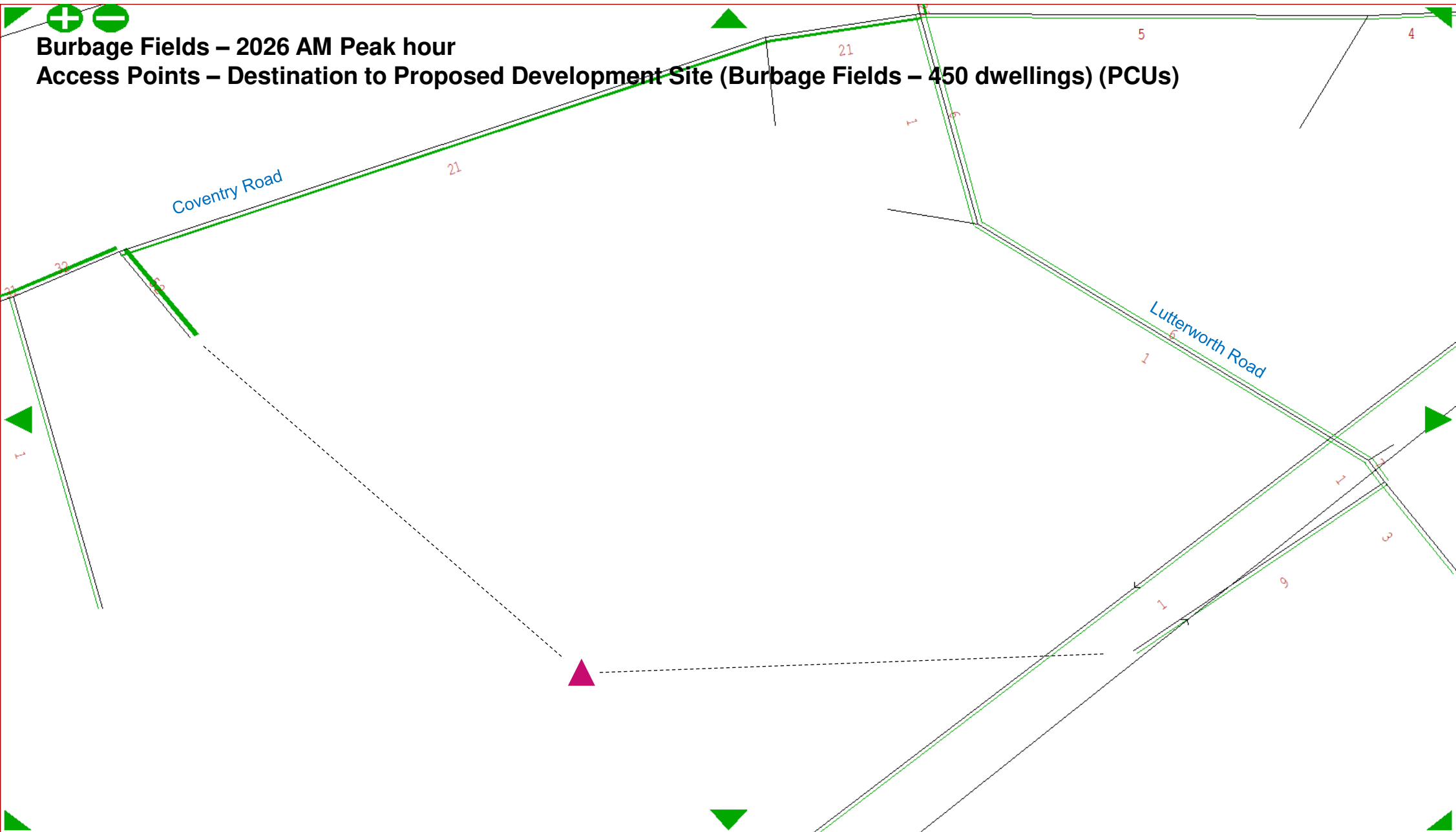
**Burbage Fields – 2026 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site

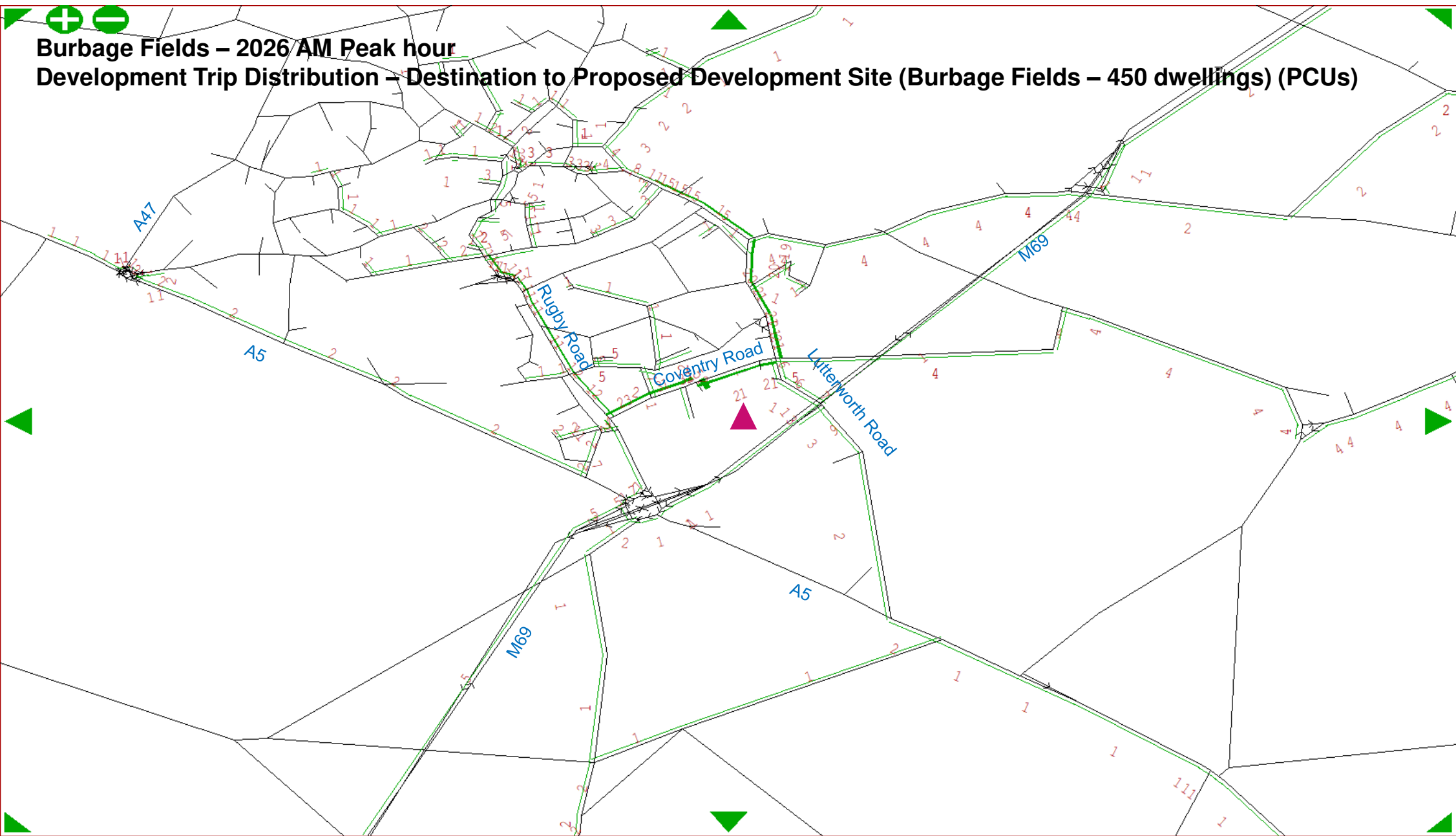


Burbage Fields – 2026 AM Peak hour

Access Points – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



▲ Proposed Development Site



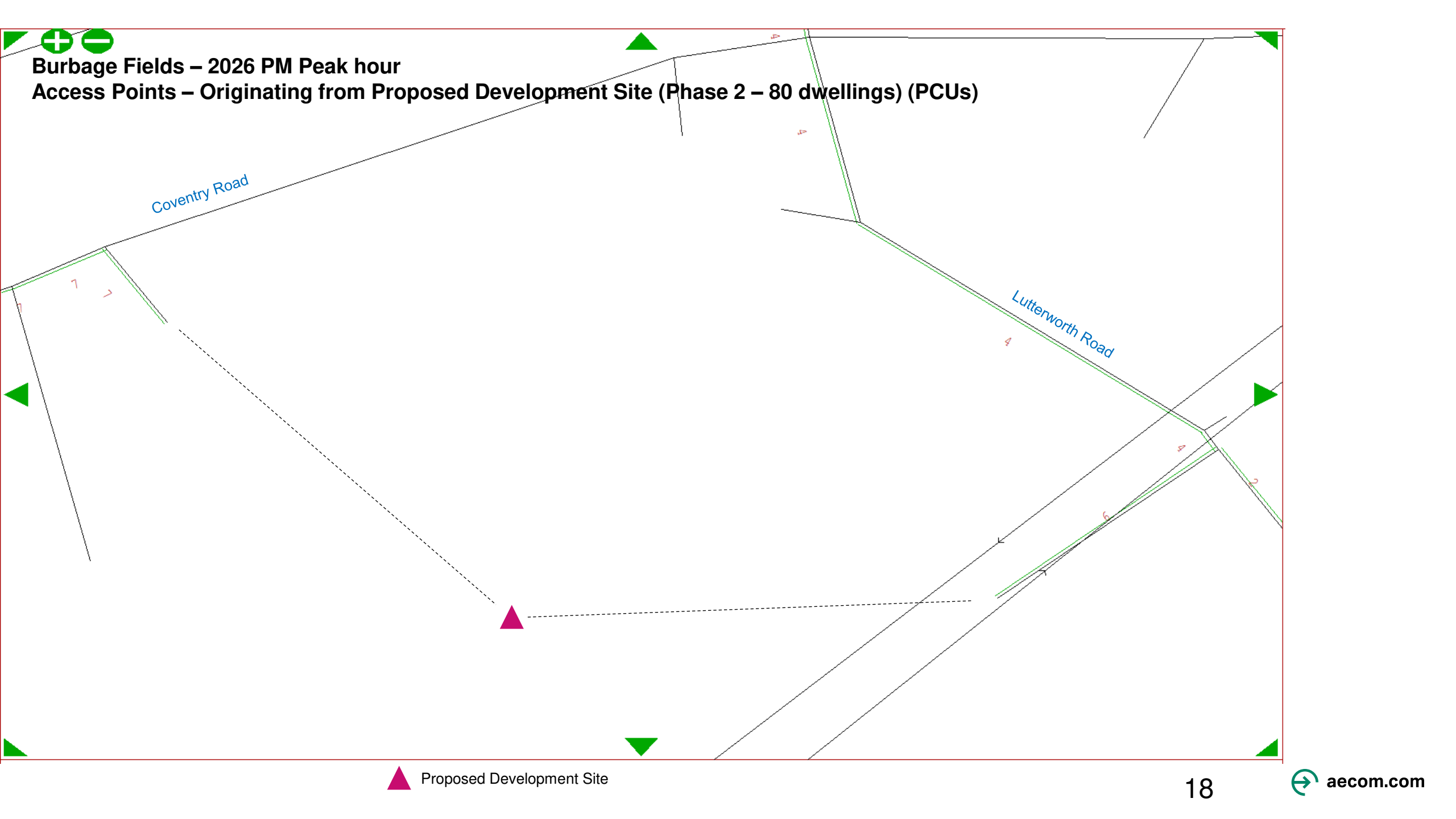
Burbage Fields – 2026 AM Peak hour

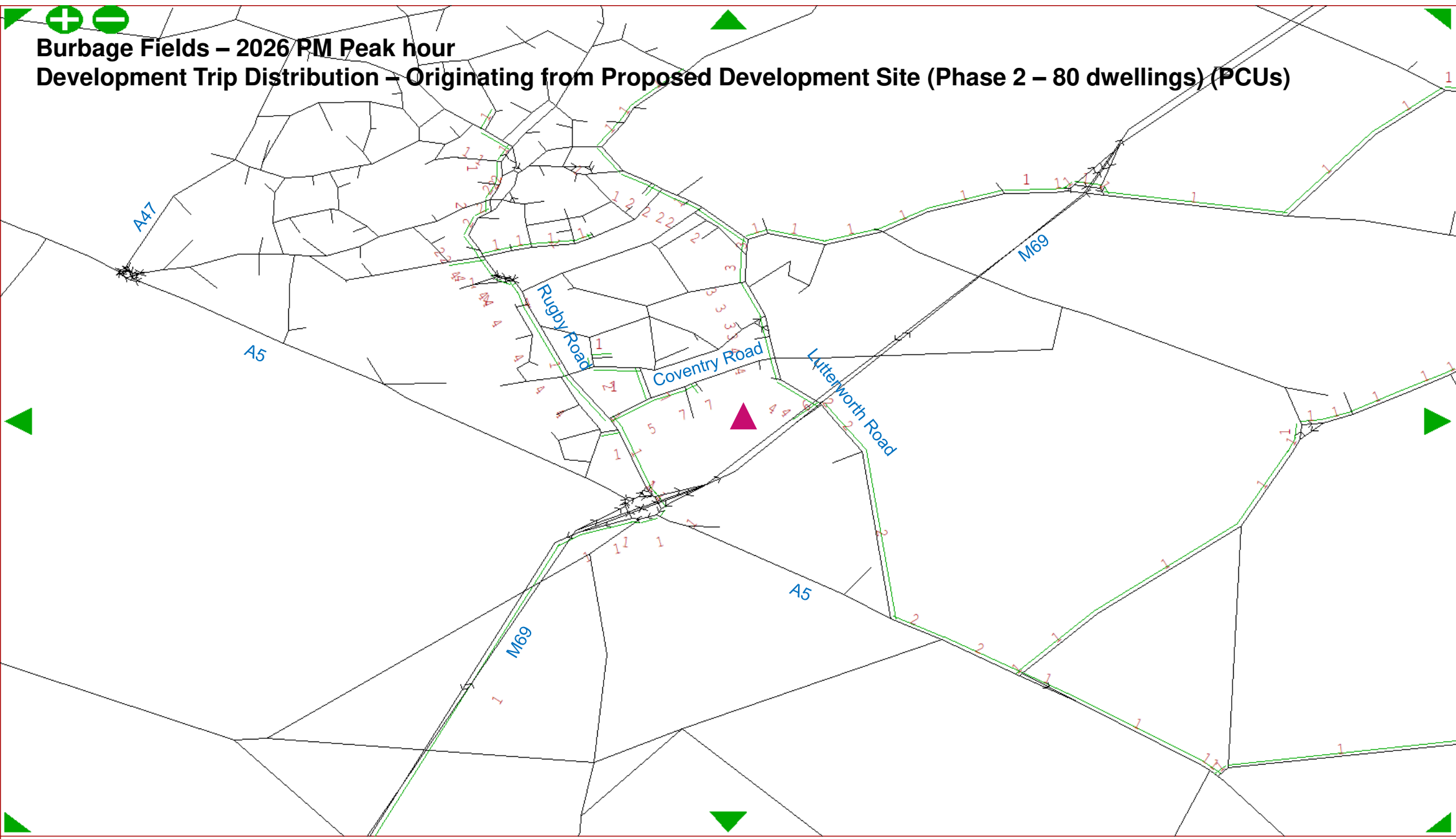
Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)

 Proposed Development Site



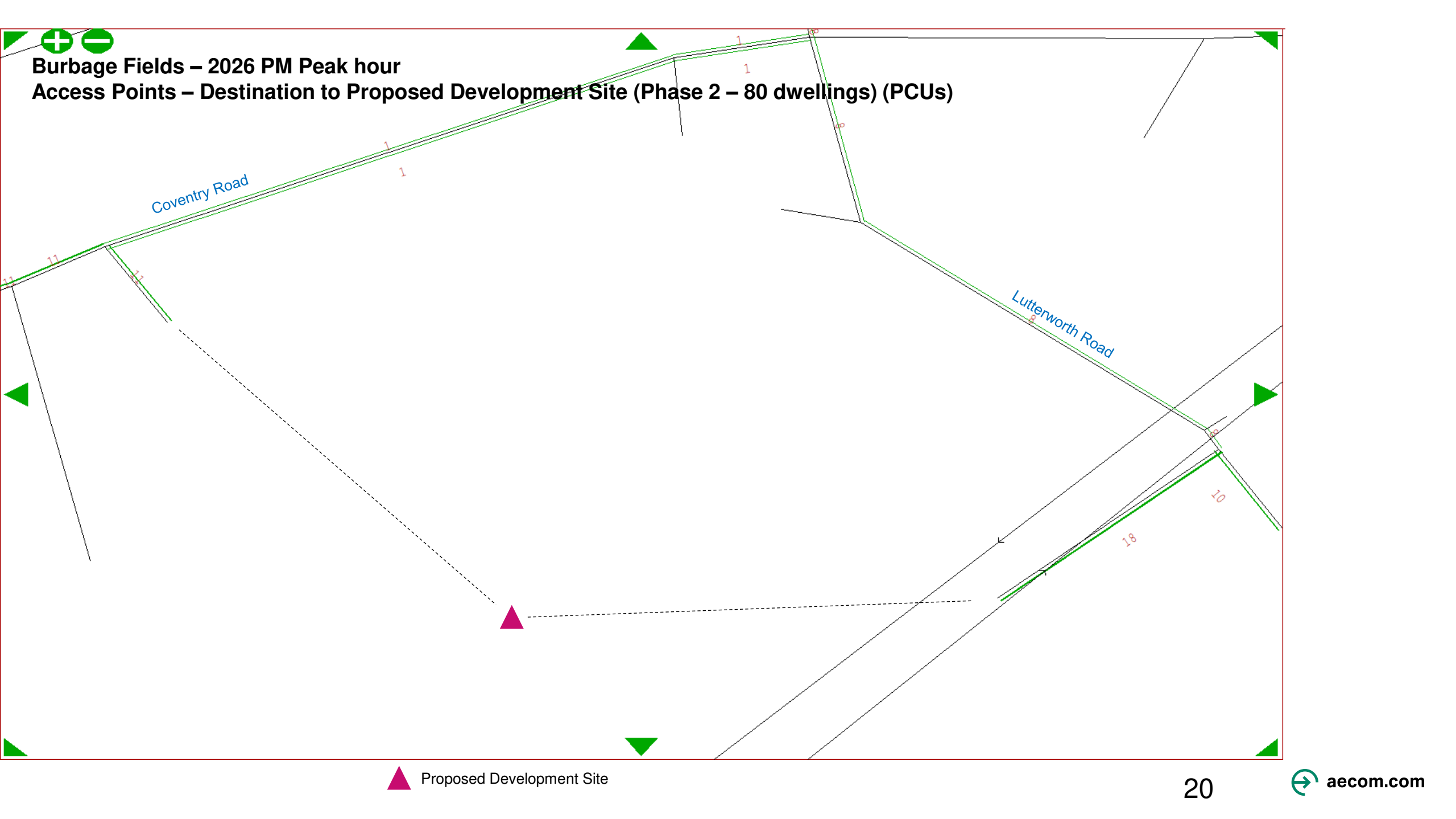
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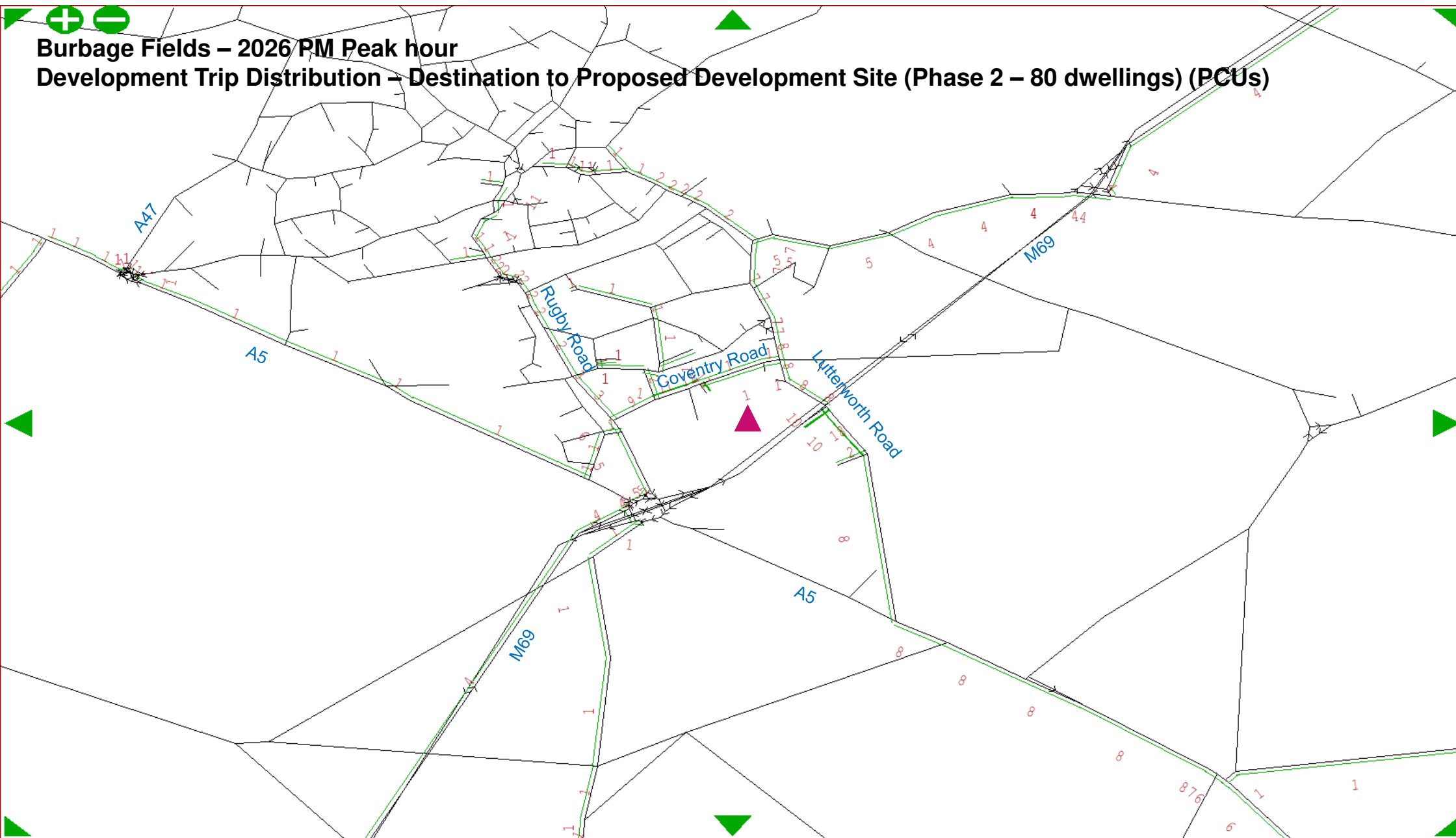




**Burbage Fields – 2026 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

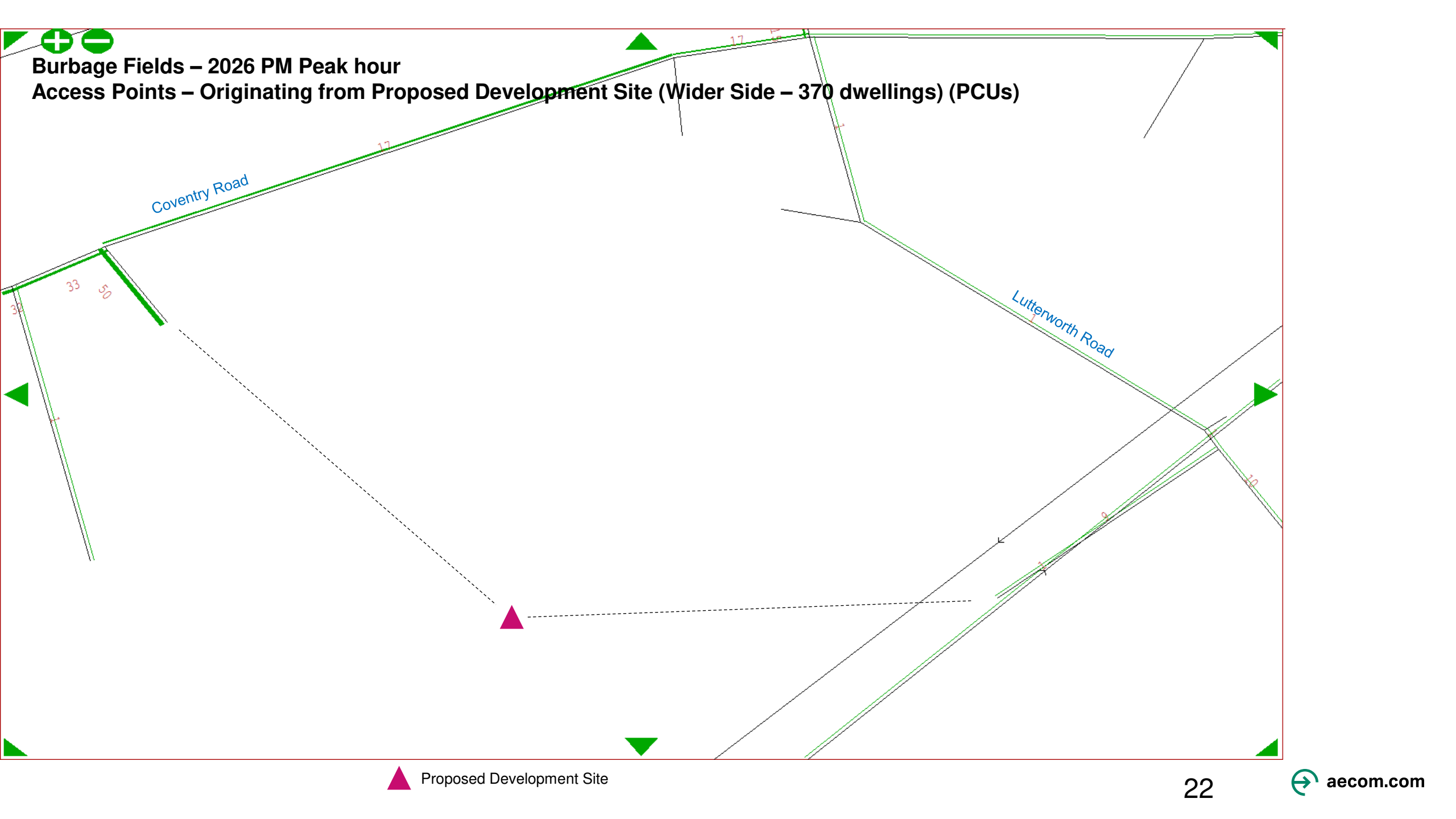
▲ Proposed Development Site

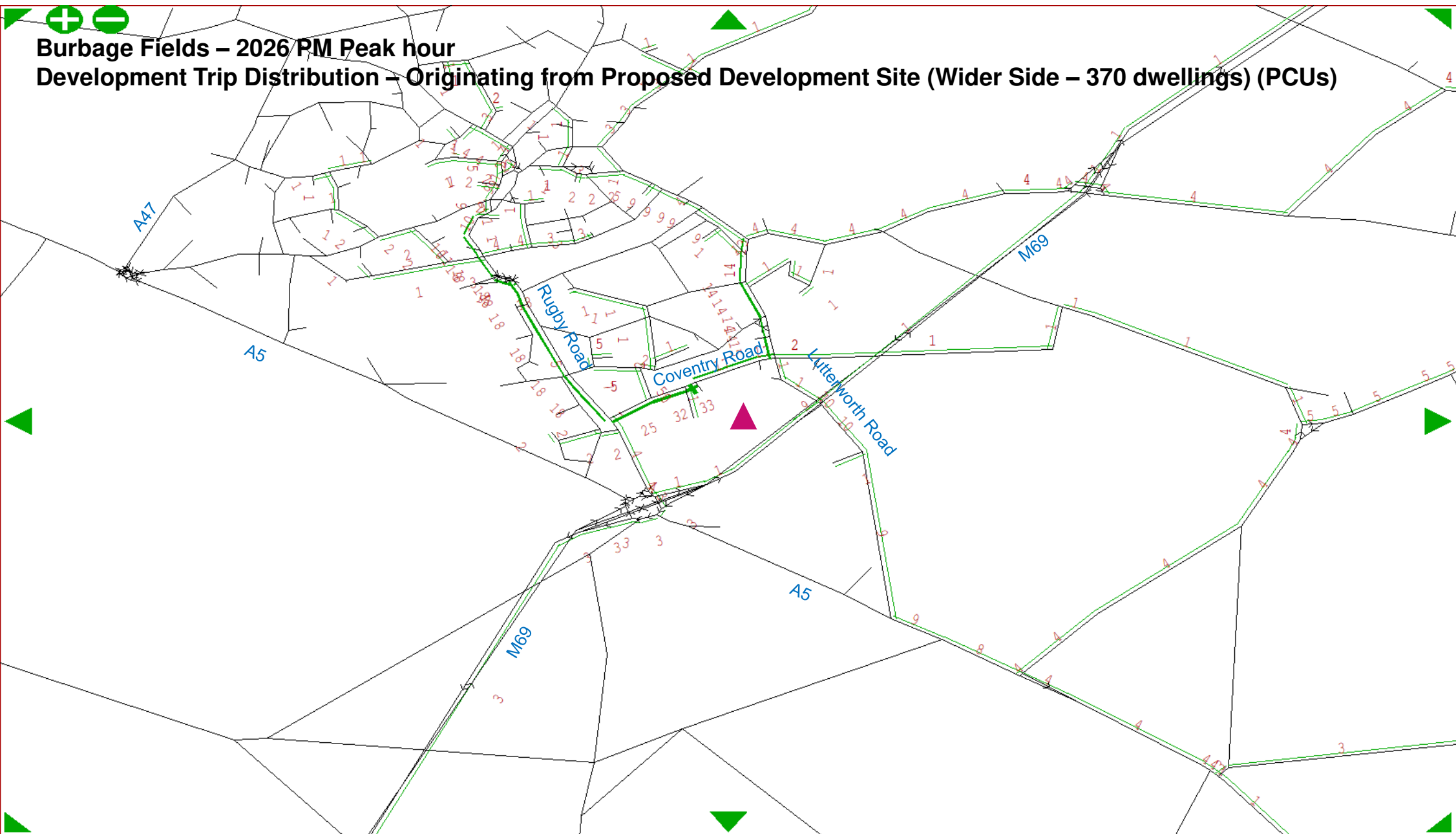




**Burbage Fields – 2026 PM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

 Proposed Development Site





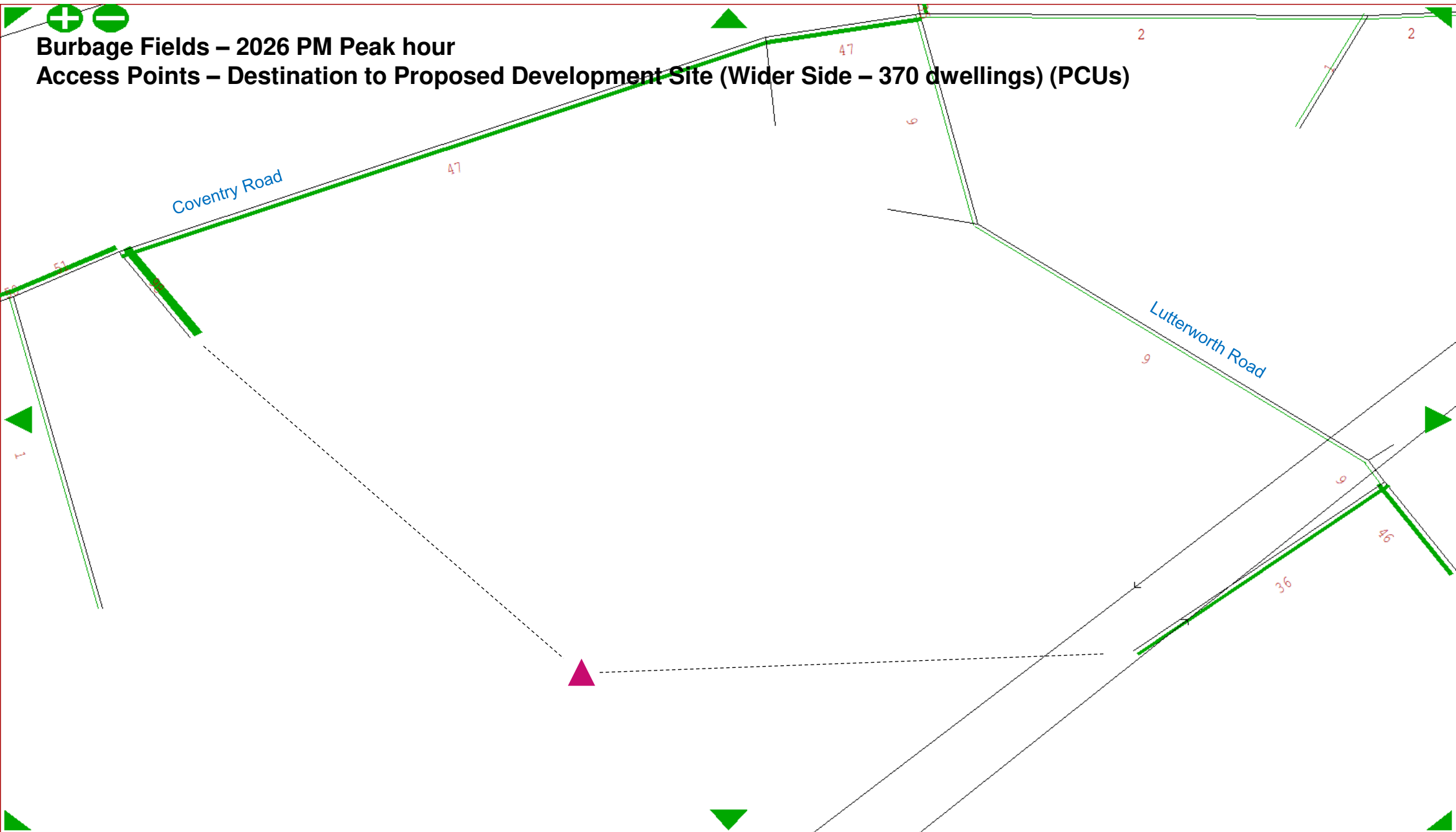
**Burbage Fields – 2026 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site

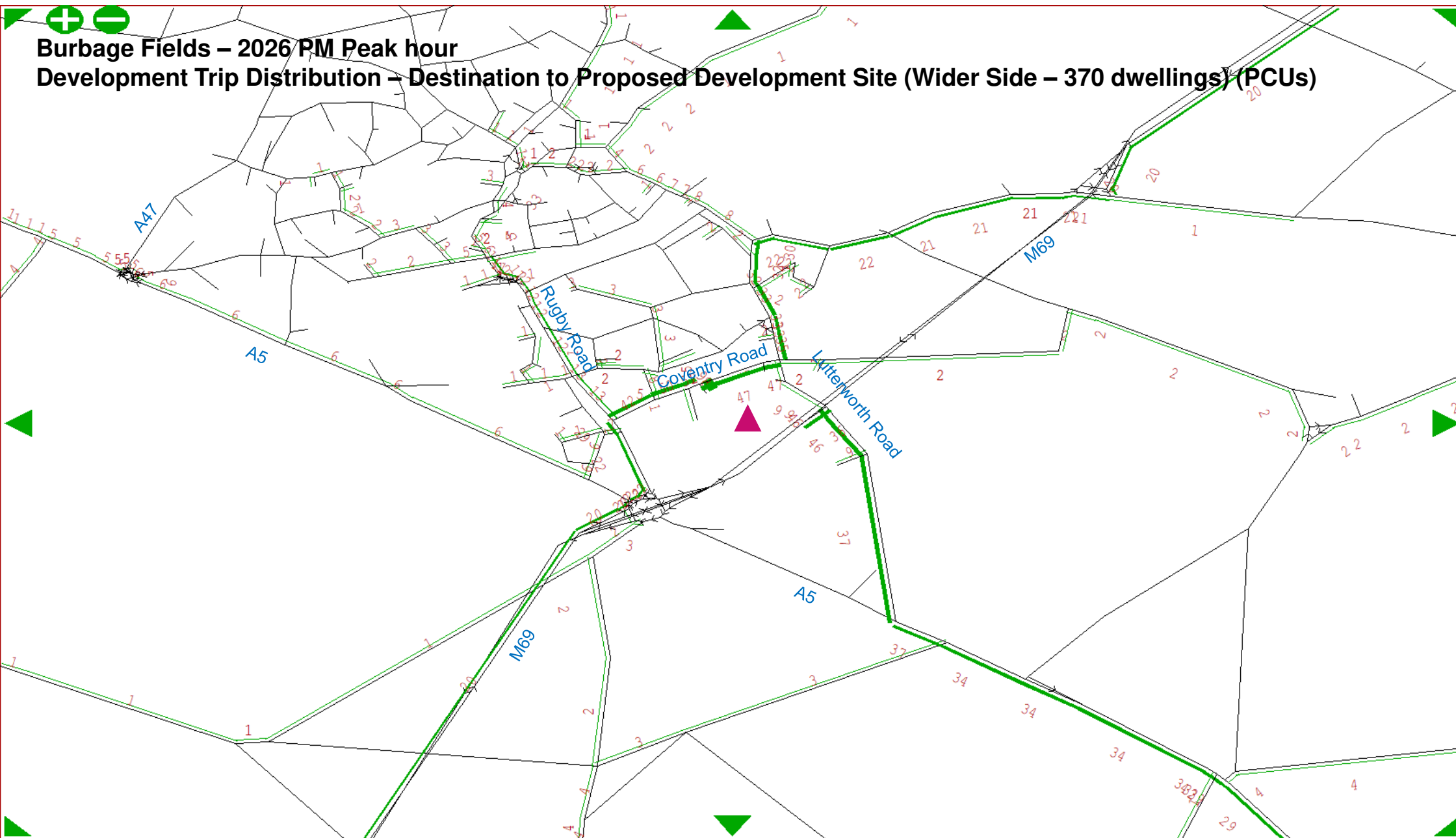


Burbage Fields – 2026 PM Peak hour

Access Points – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)



▲ Proposed Development Site



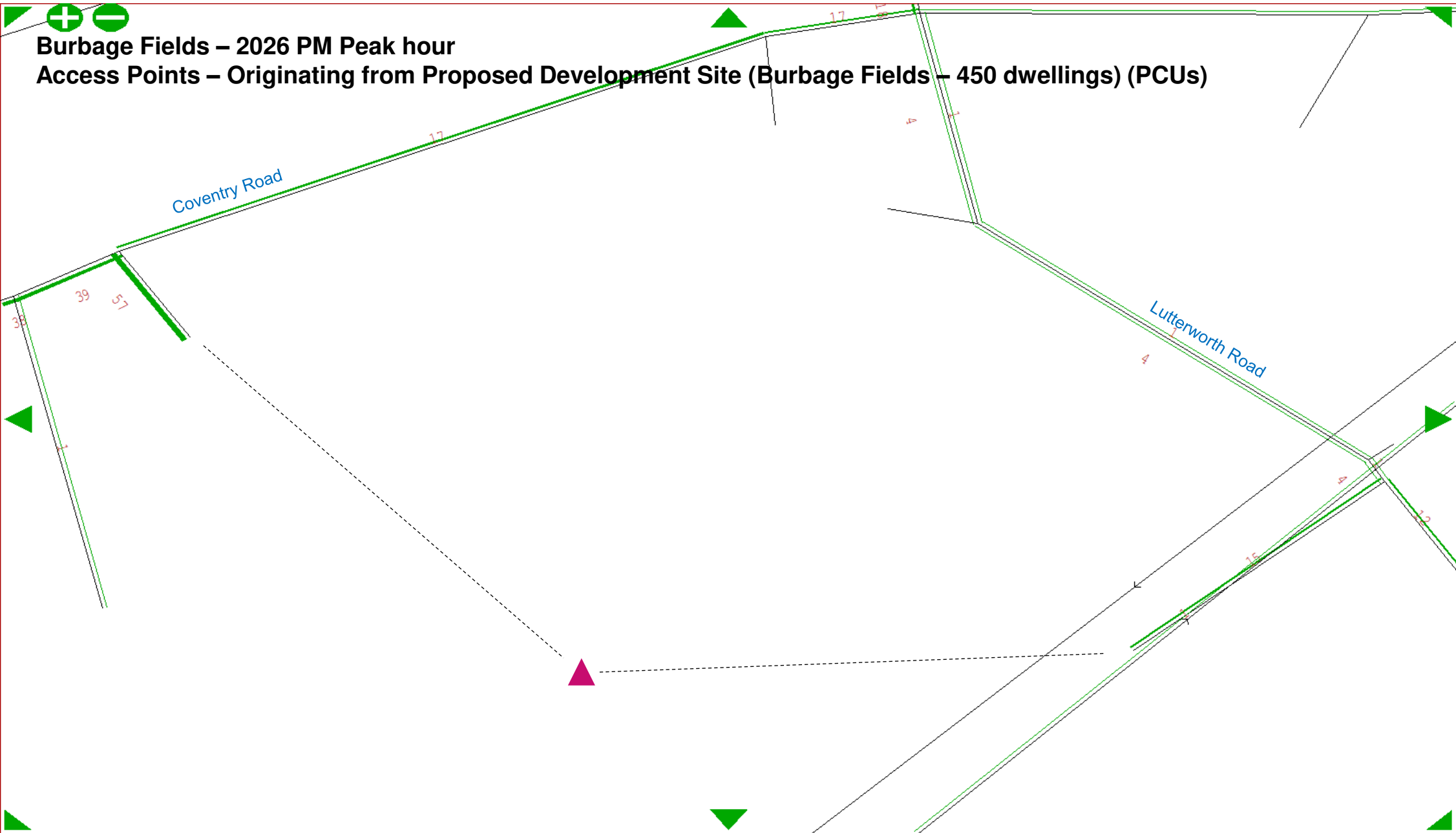
**Burbage Fields – 2026 PM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site

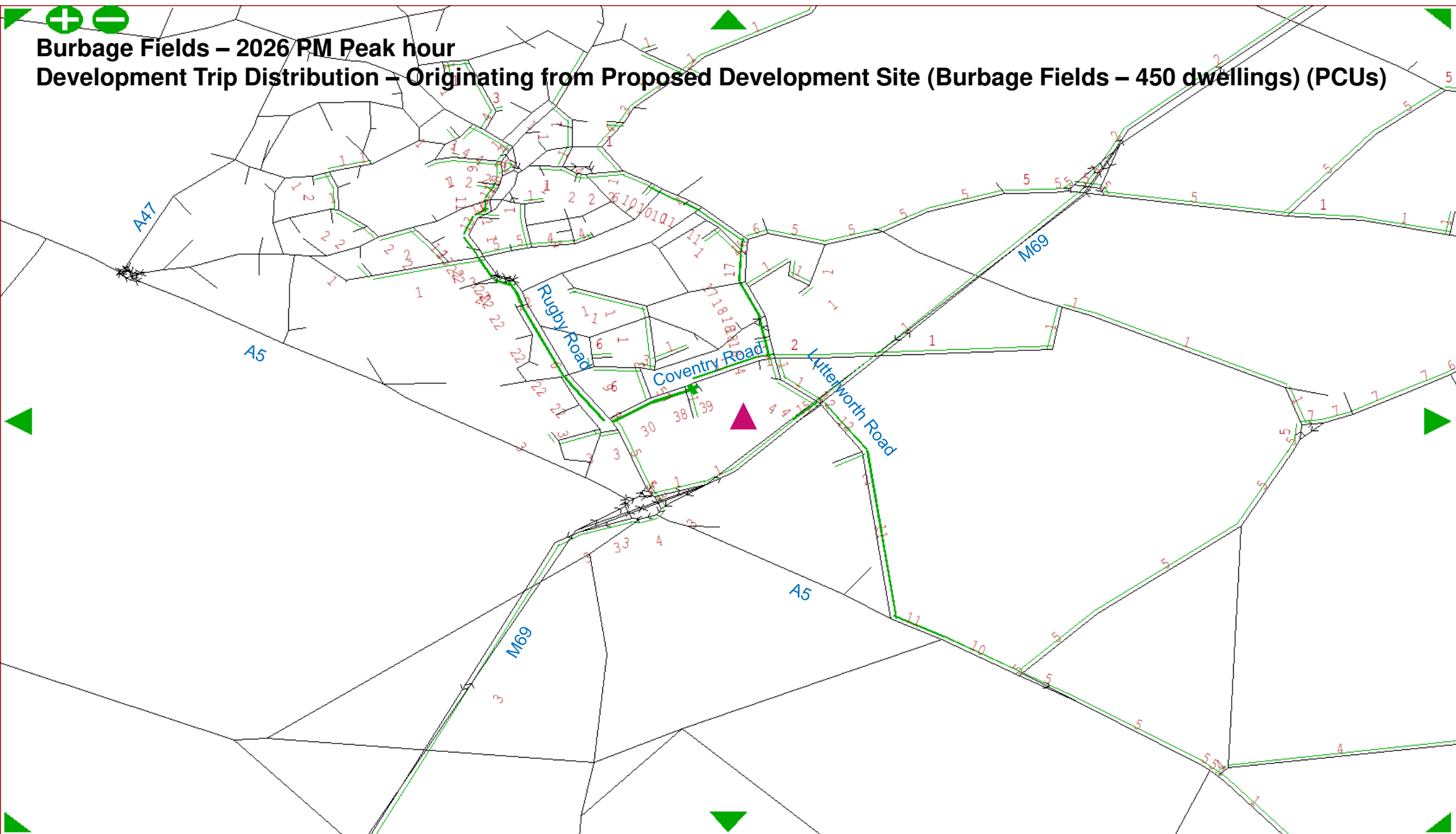


Burbage Fields – 2026 PM Peak hour

Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



 Proposed Development Site



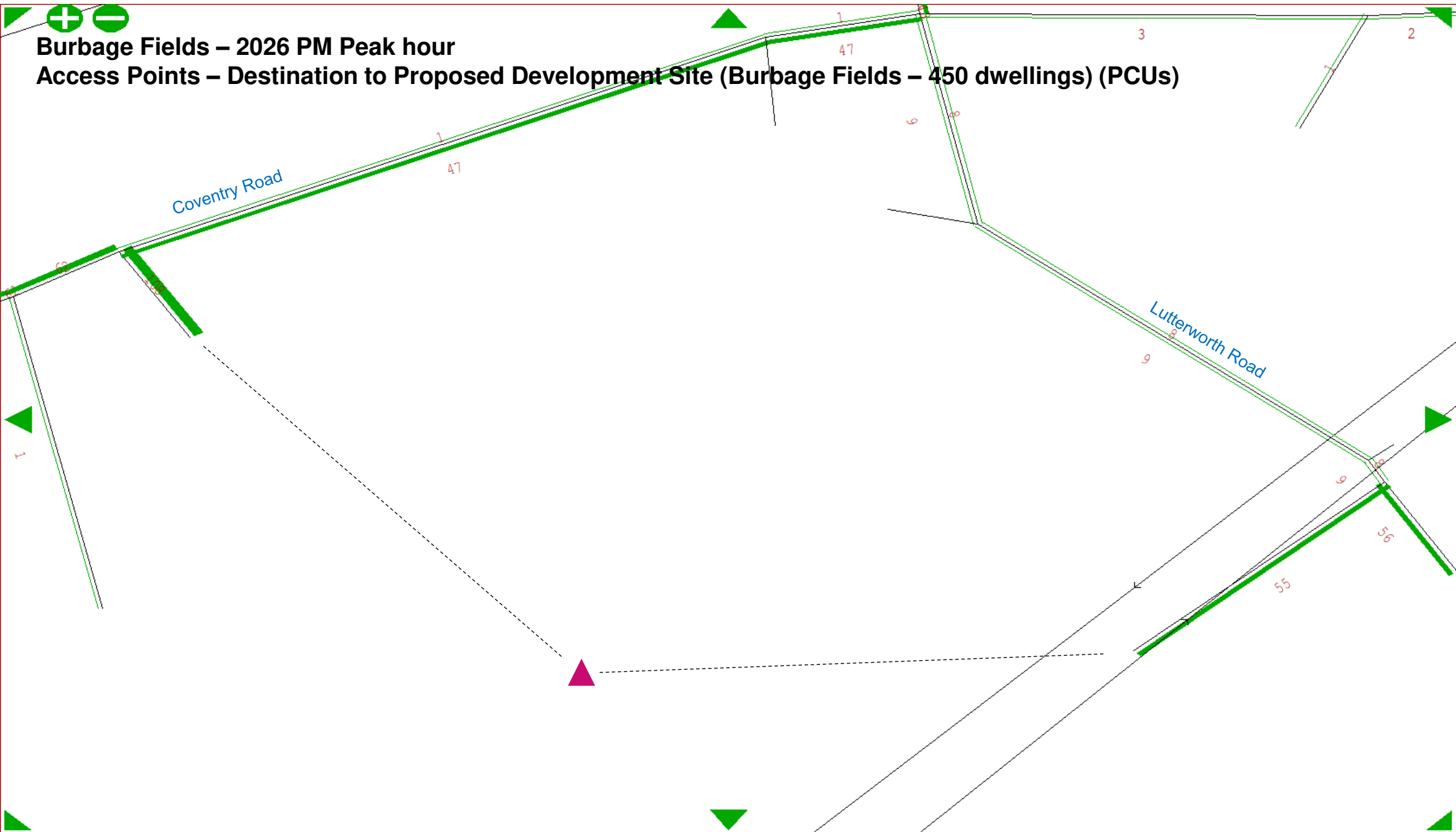
**Burbage Fields – 2026 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site



Burbage Fields – 2026 PM Peak hour

Access Points – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



▲ Proposed Development Site

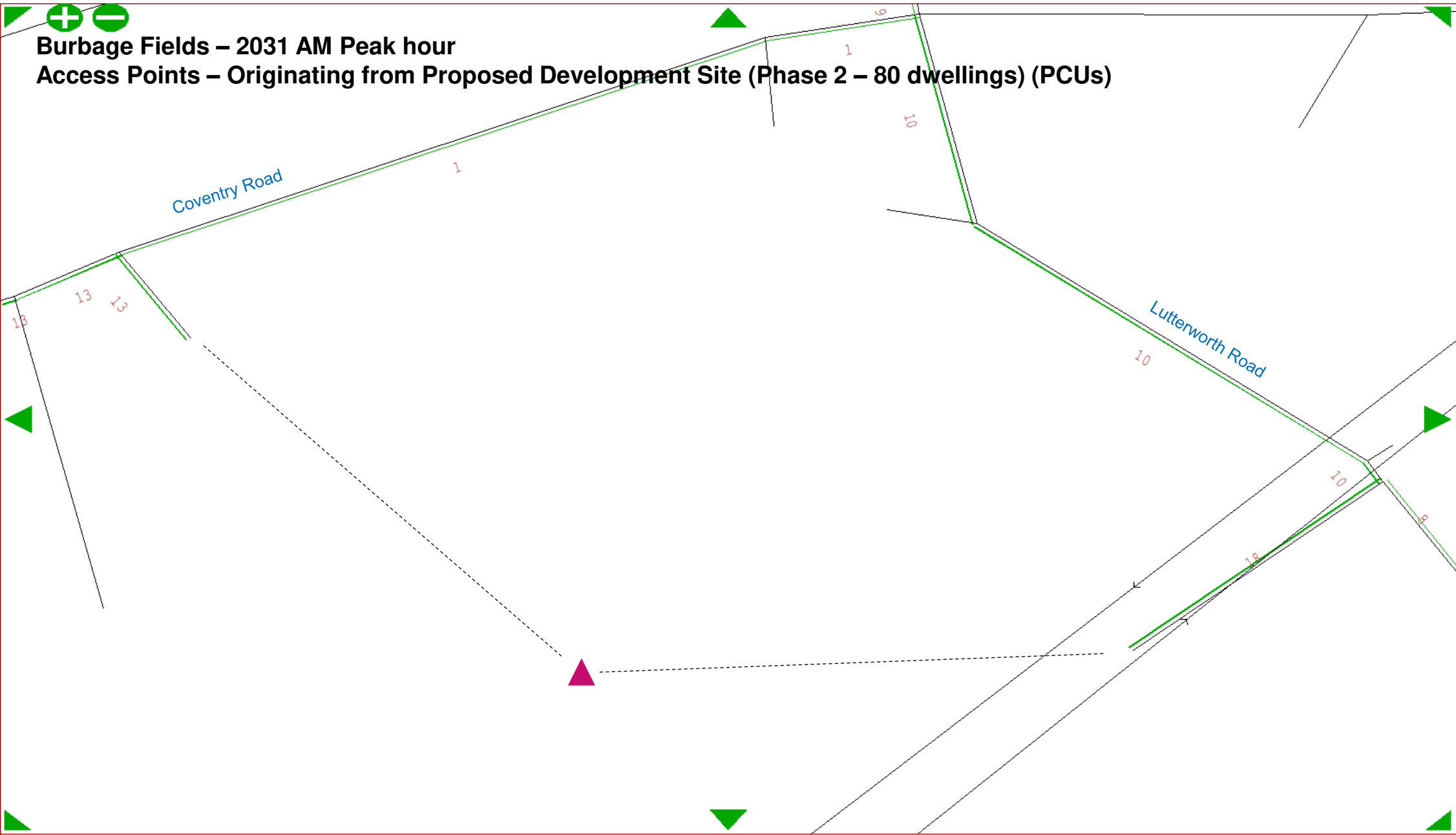
Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



2031 AM



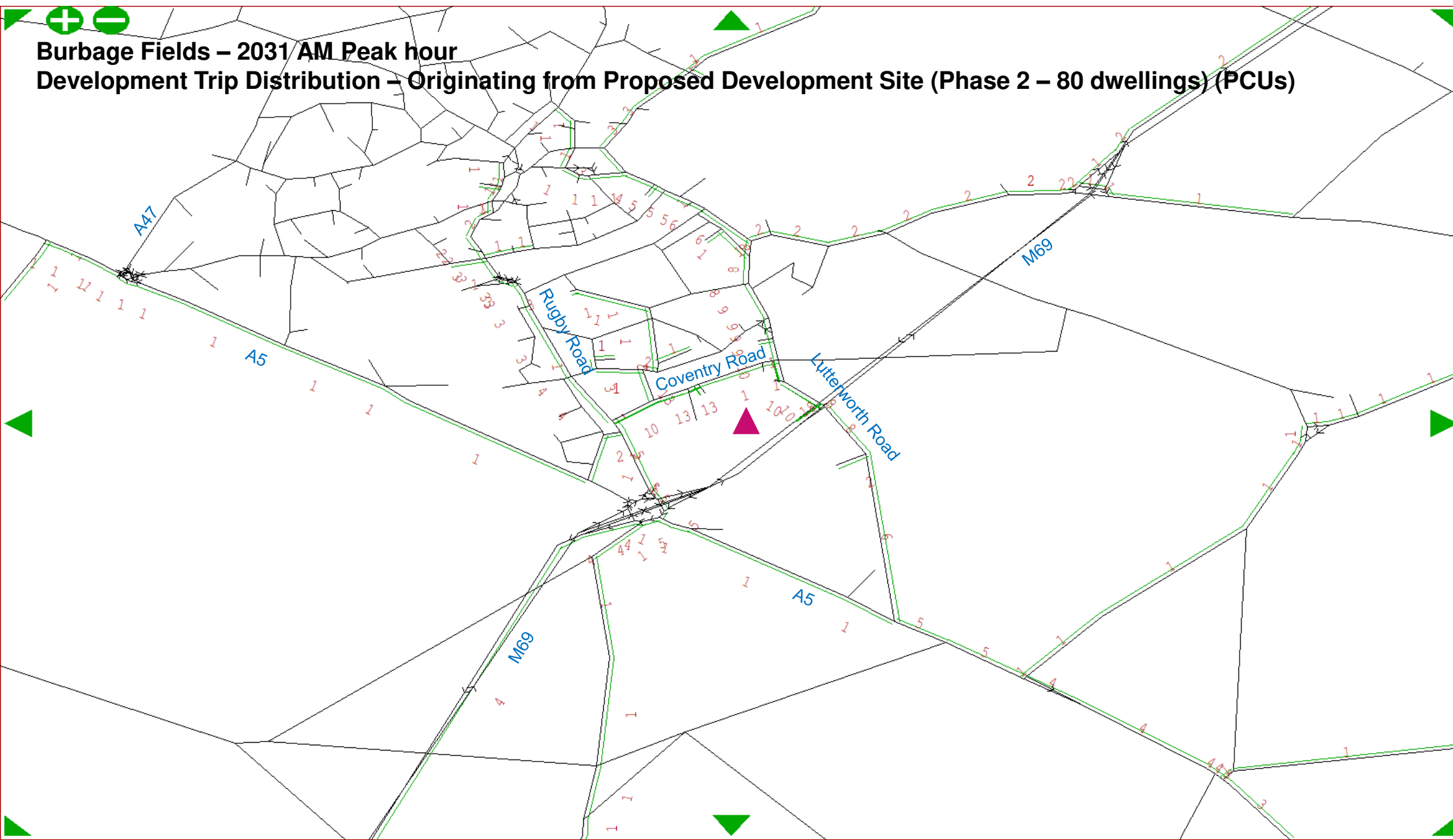
Burbage Fields – 2031 AM Peak hour
Access Points – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)



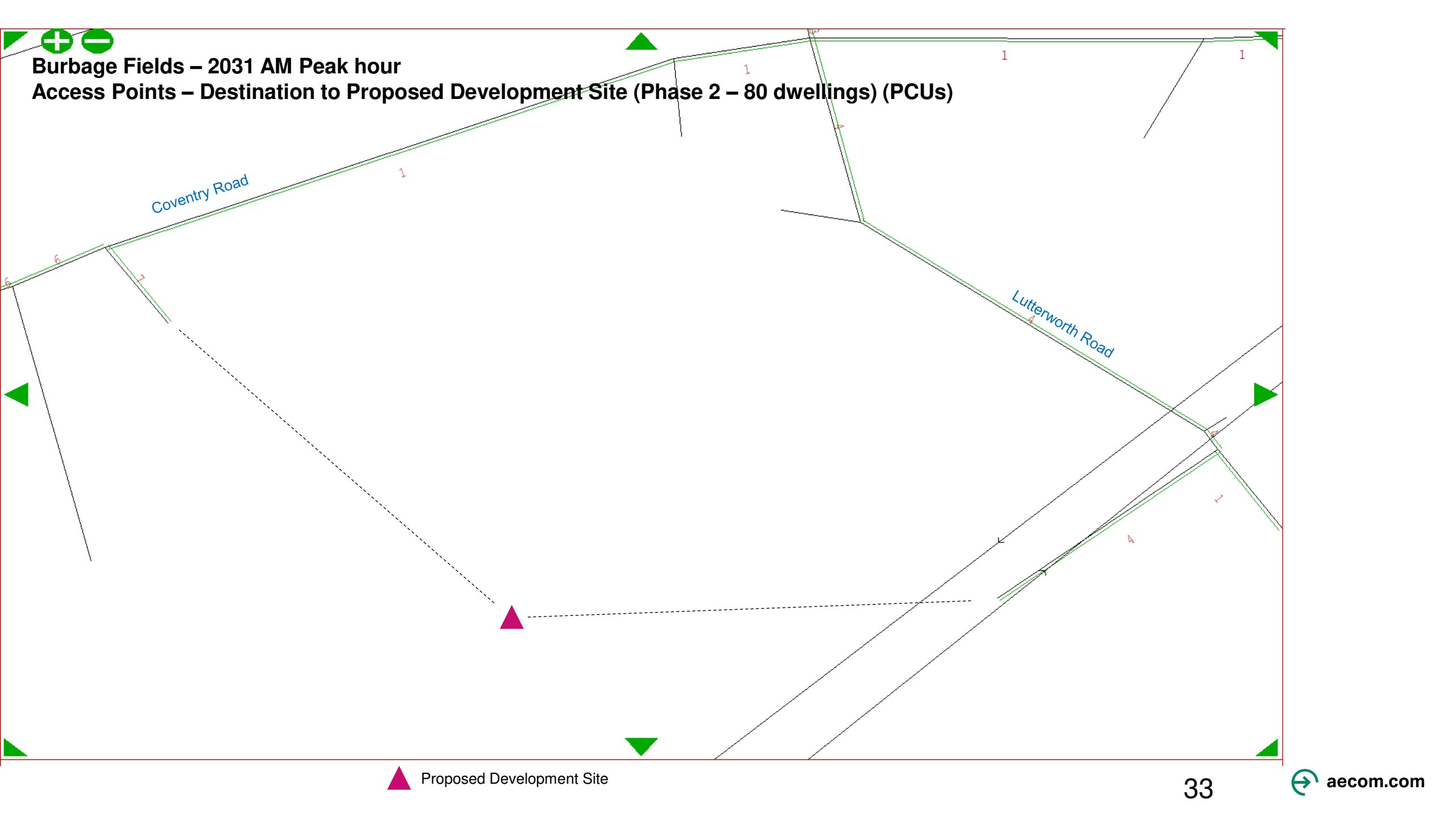
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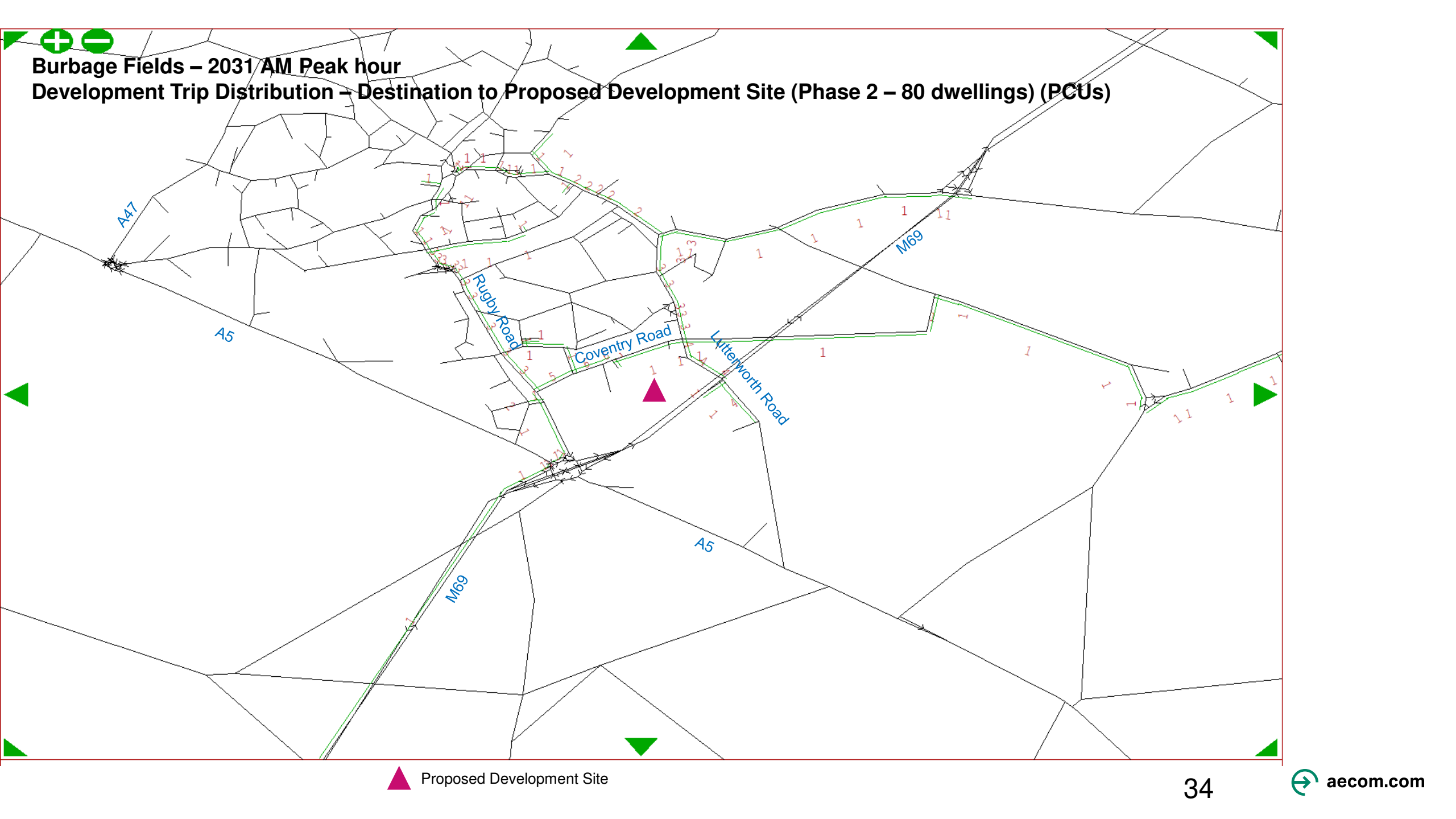
Burbage Fields – 2031 AM Peak hour

Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)



▲ Proposed Development Site

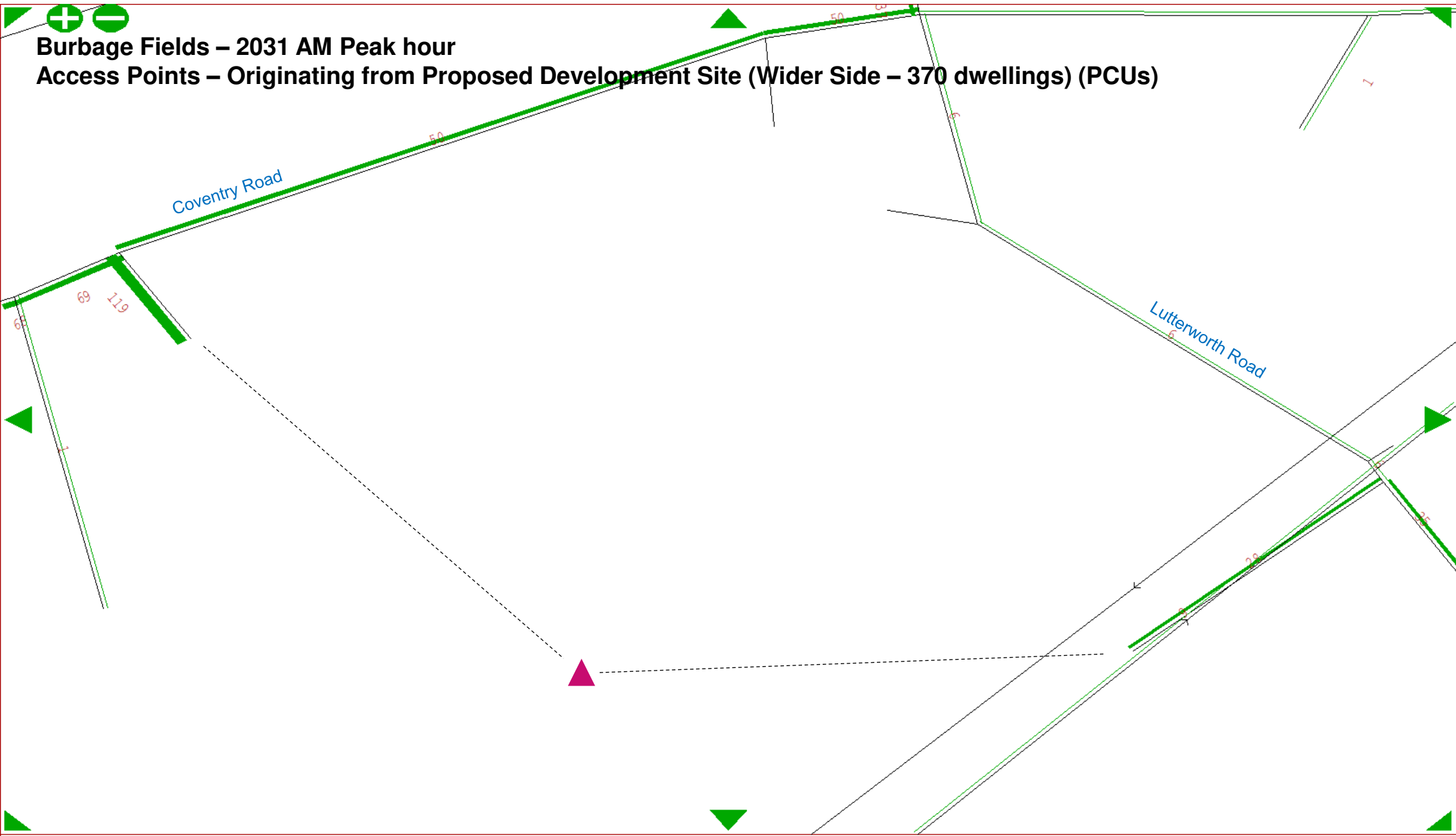




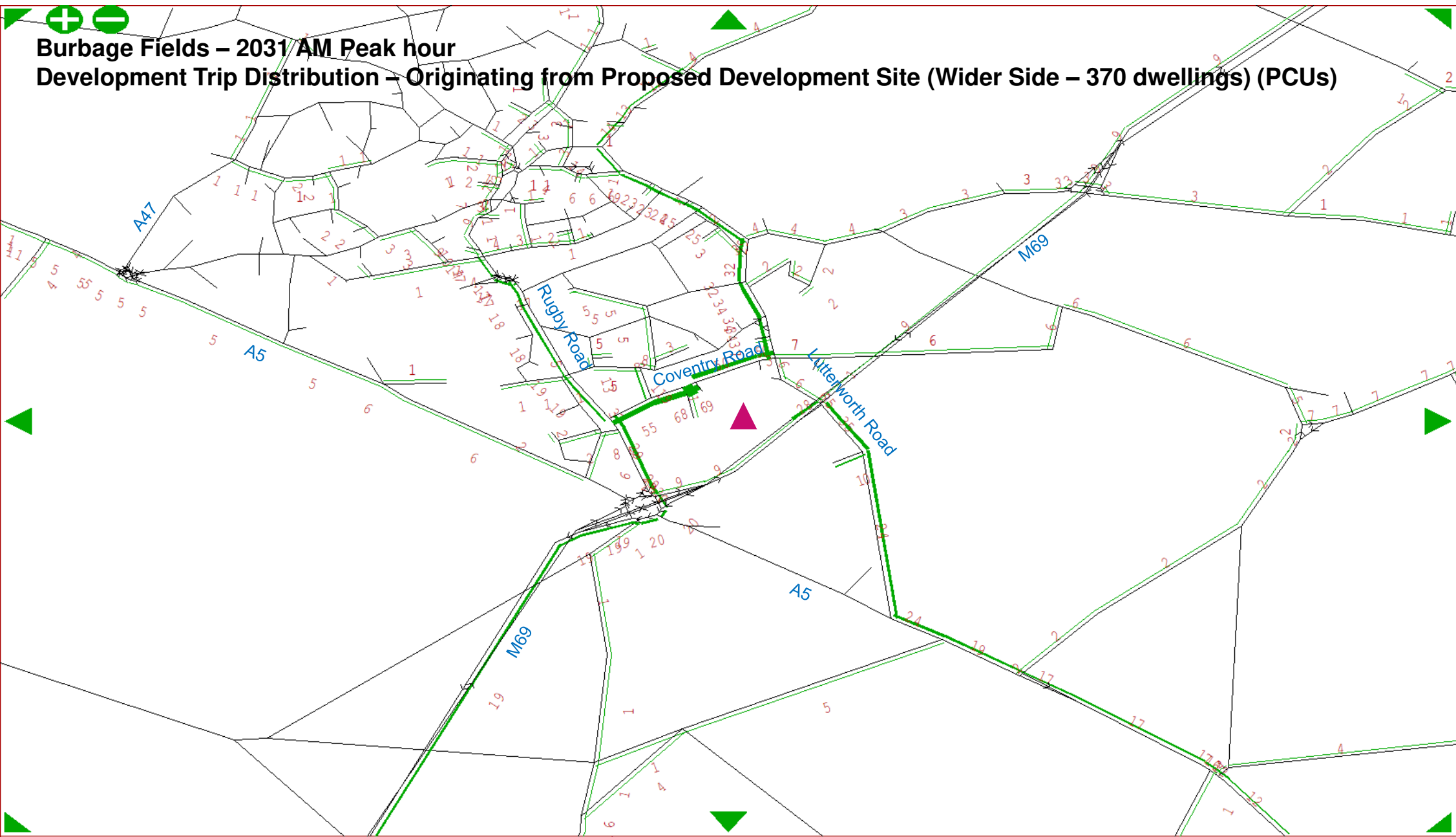


Burbage Fields – 2031 AM Peak hour

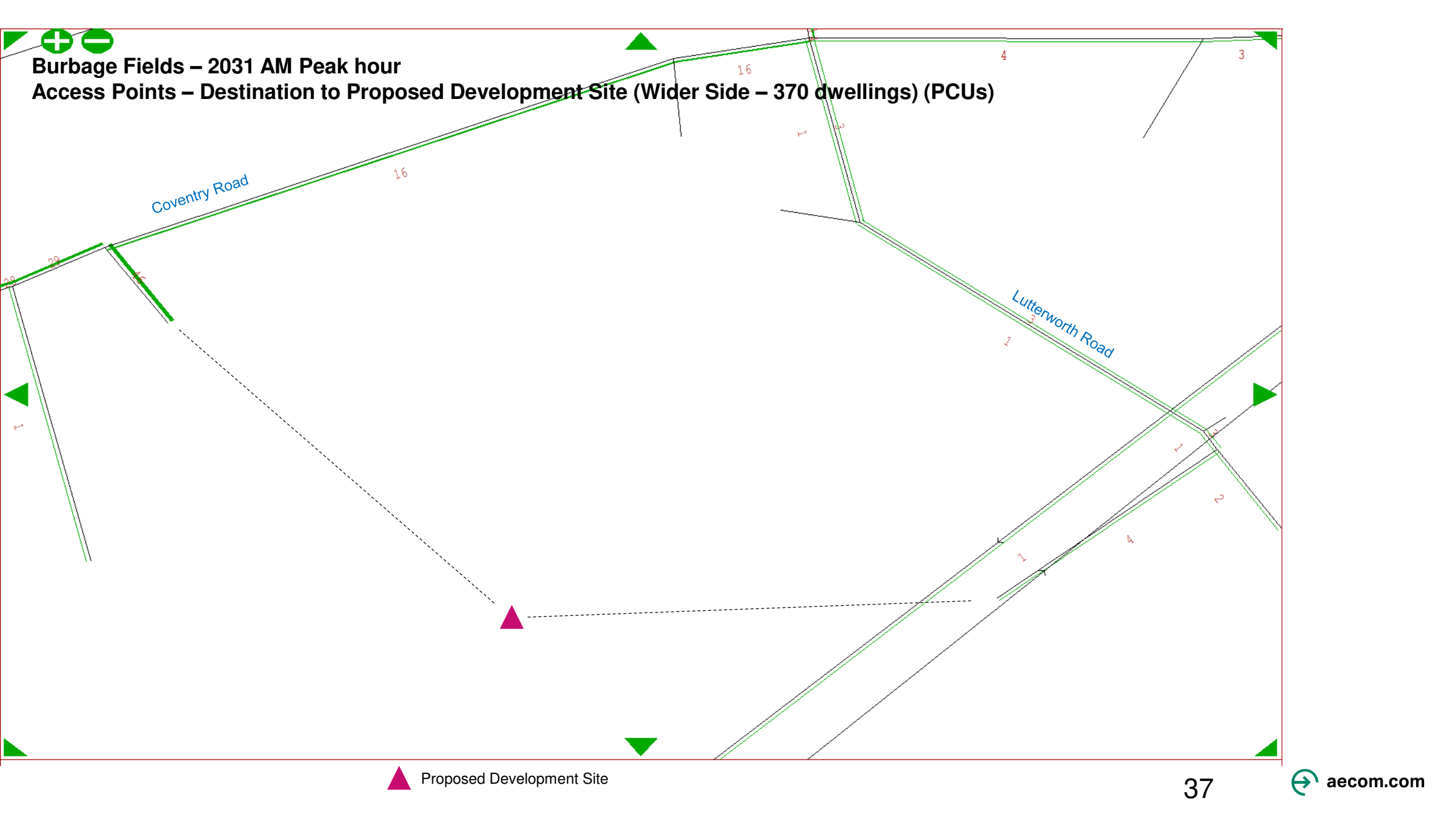
Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)

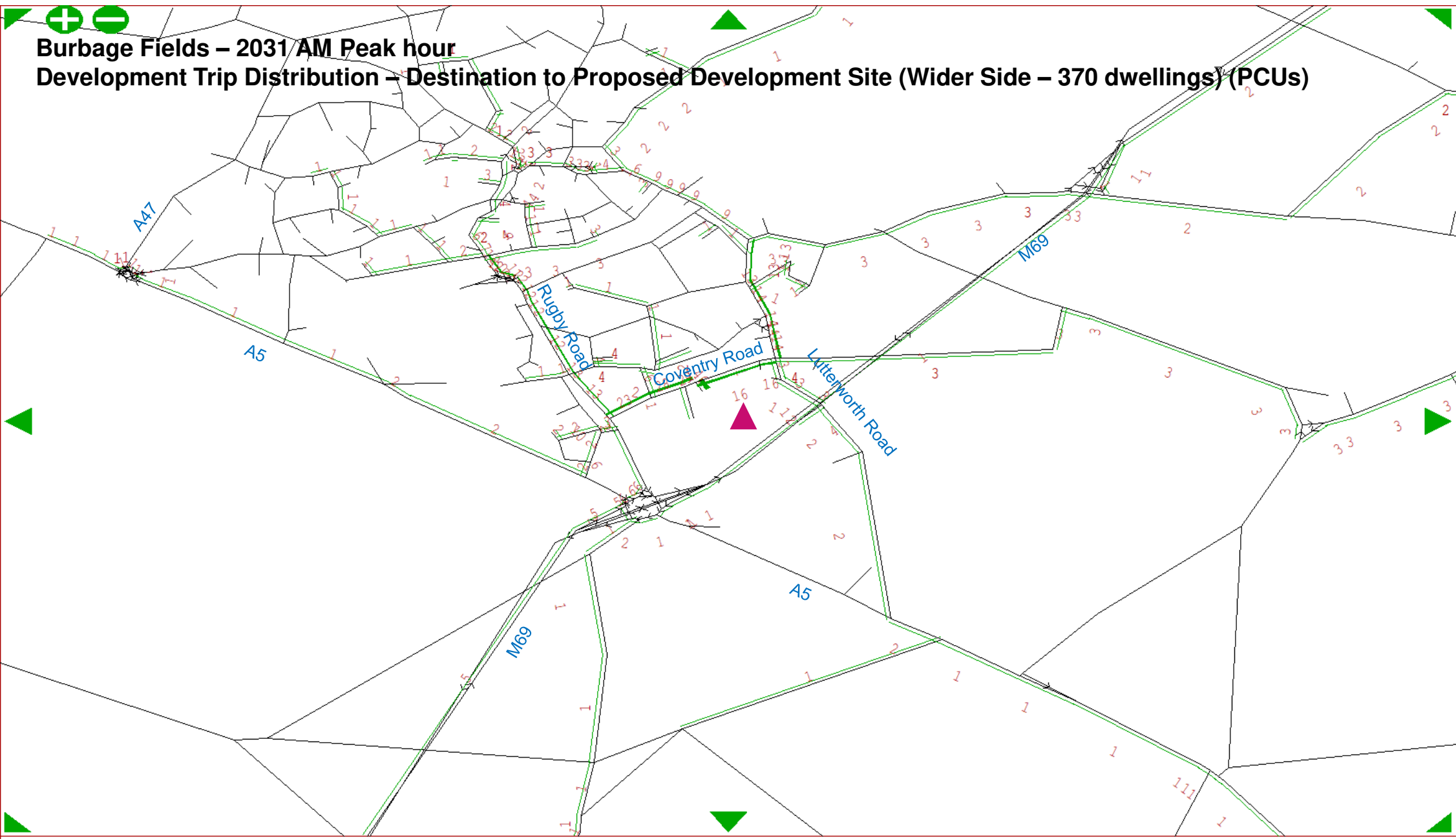


▲ Proposed Development Site



▲ Proposed Development Site





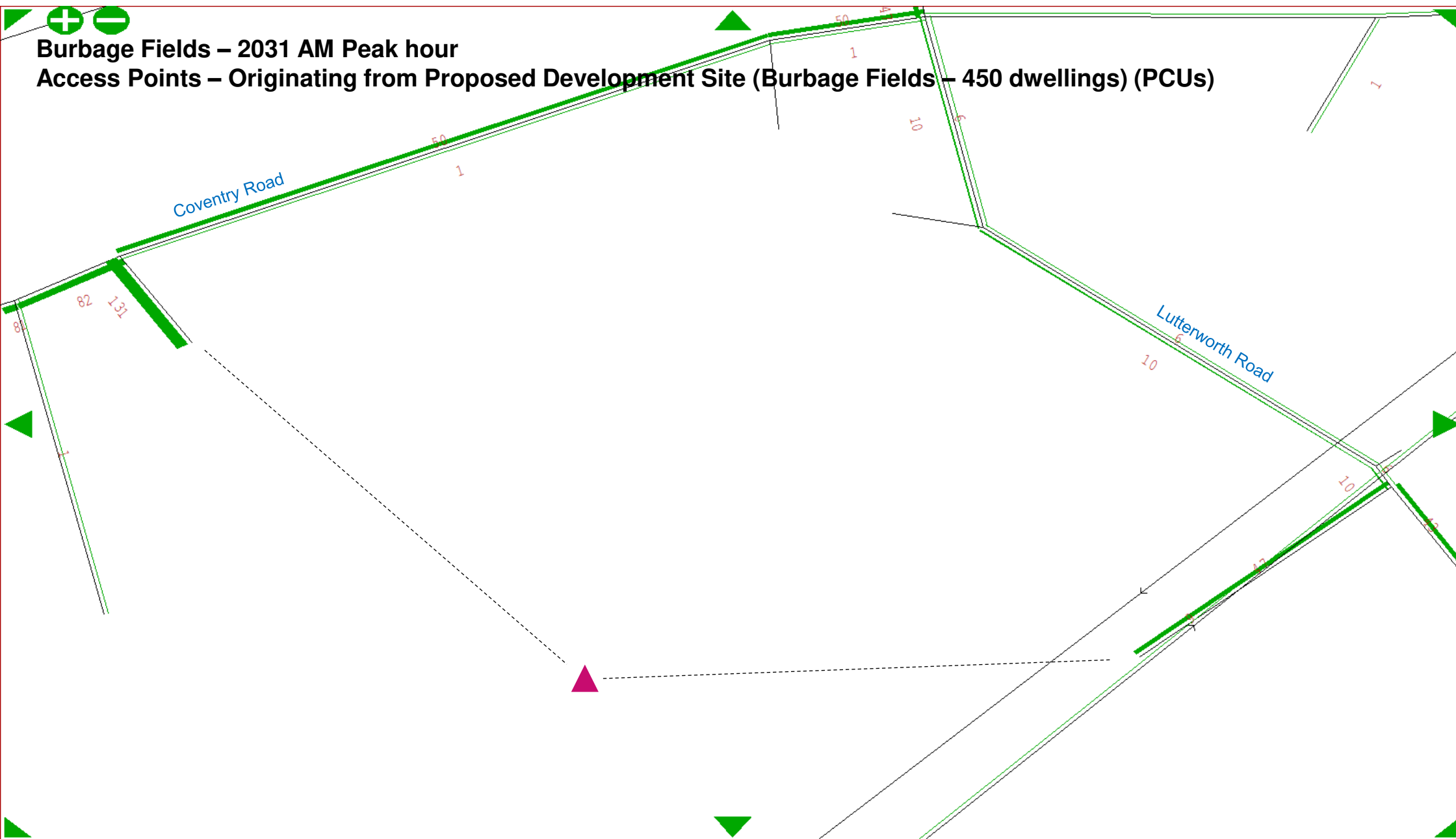
Burbage Fields – 2031 AM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)

▲ Proposed Development Site

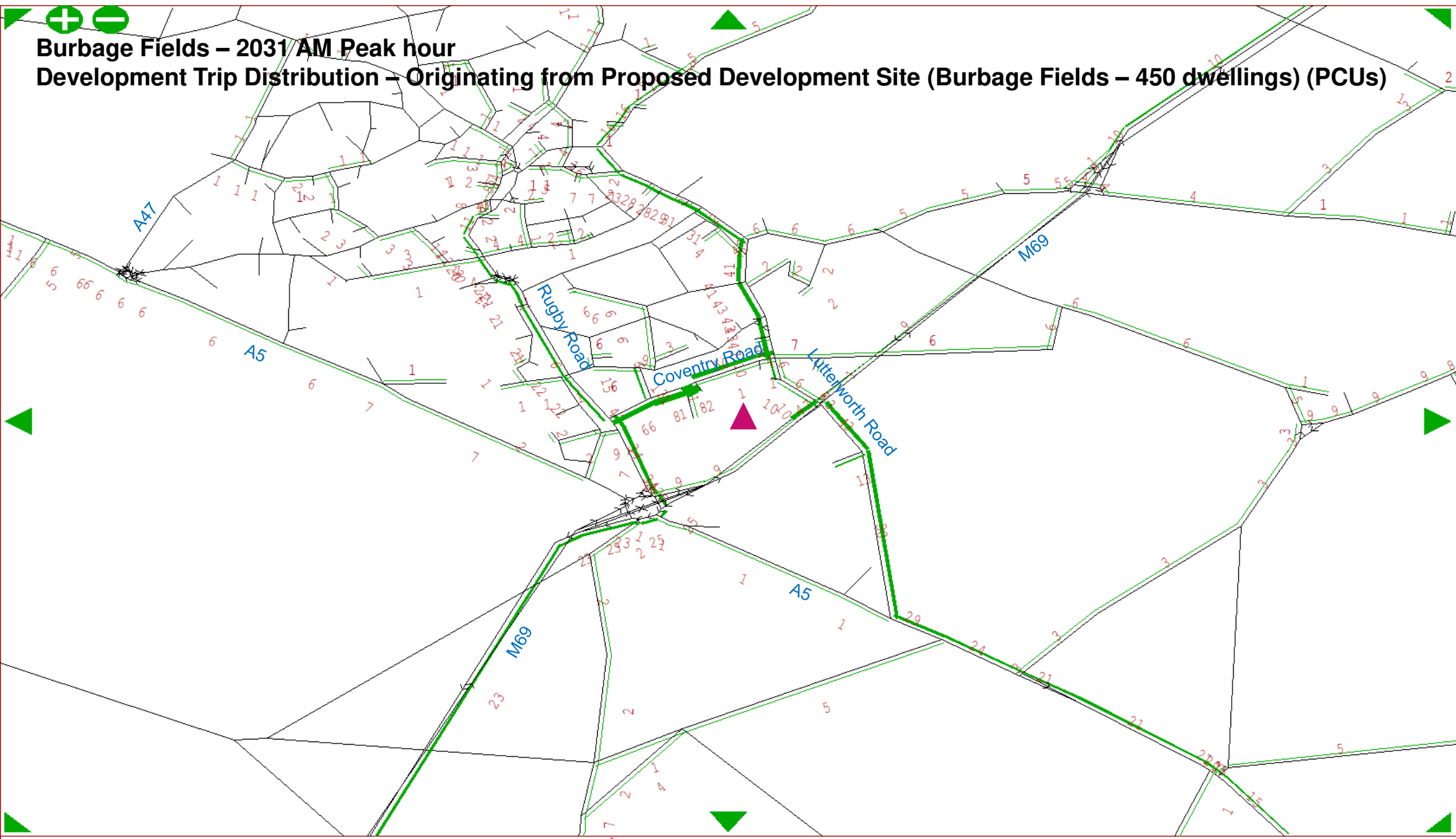


Burbage Fields – 2031 AM Peak hour

Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



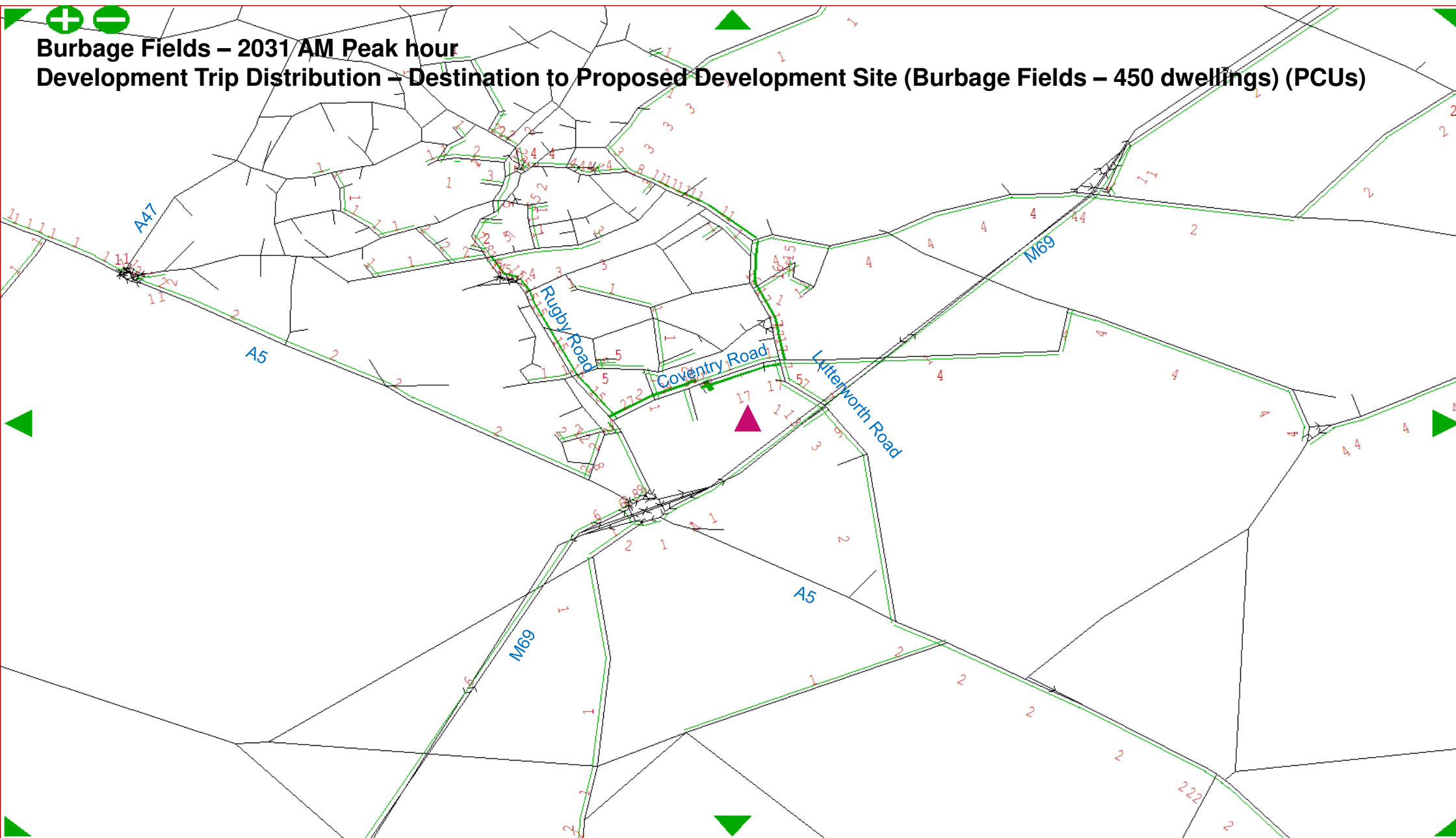
 Proposed Development Site



**Burbage Fields – 2031 AM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site





Burbage Fields – 2031 AM Peak hour

Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)

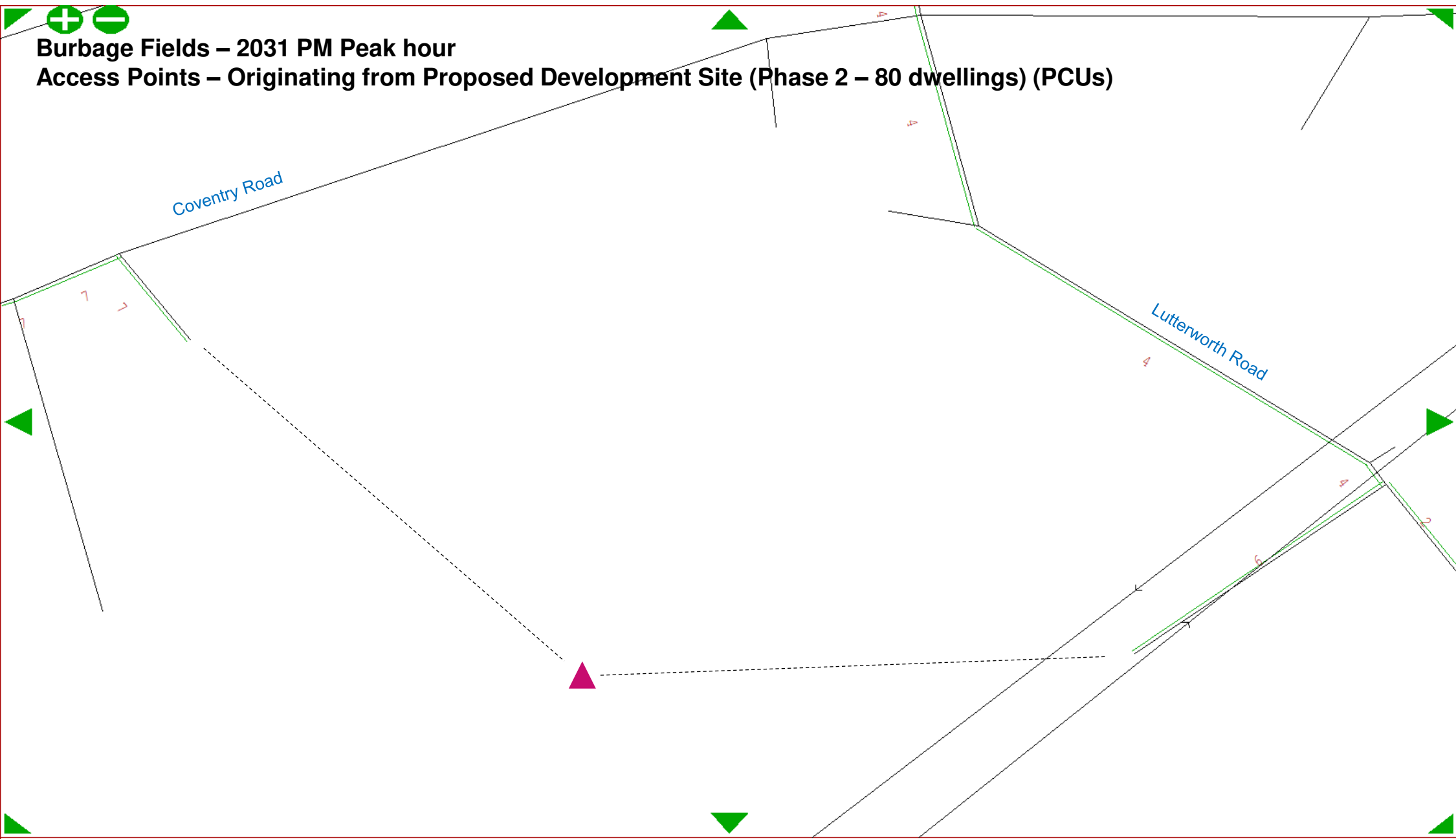
▲ Proposed Development Site

2031 PM



Burbage Fields – 2031 PM Peak hour

Access Points – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)

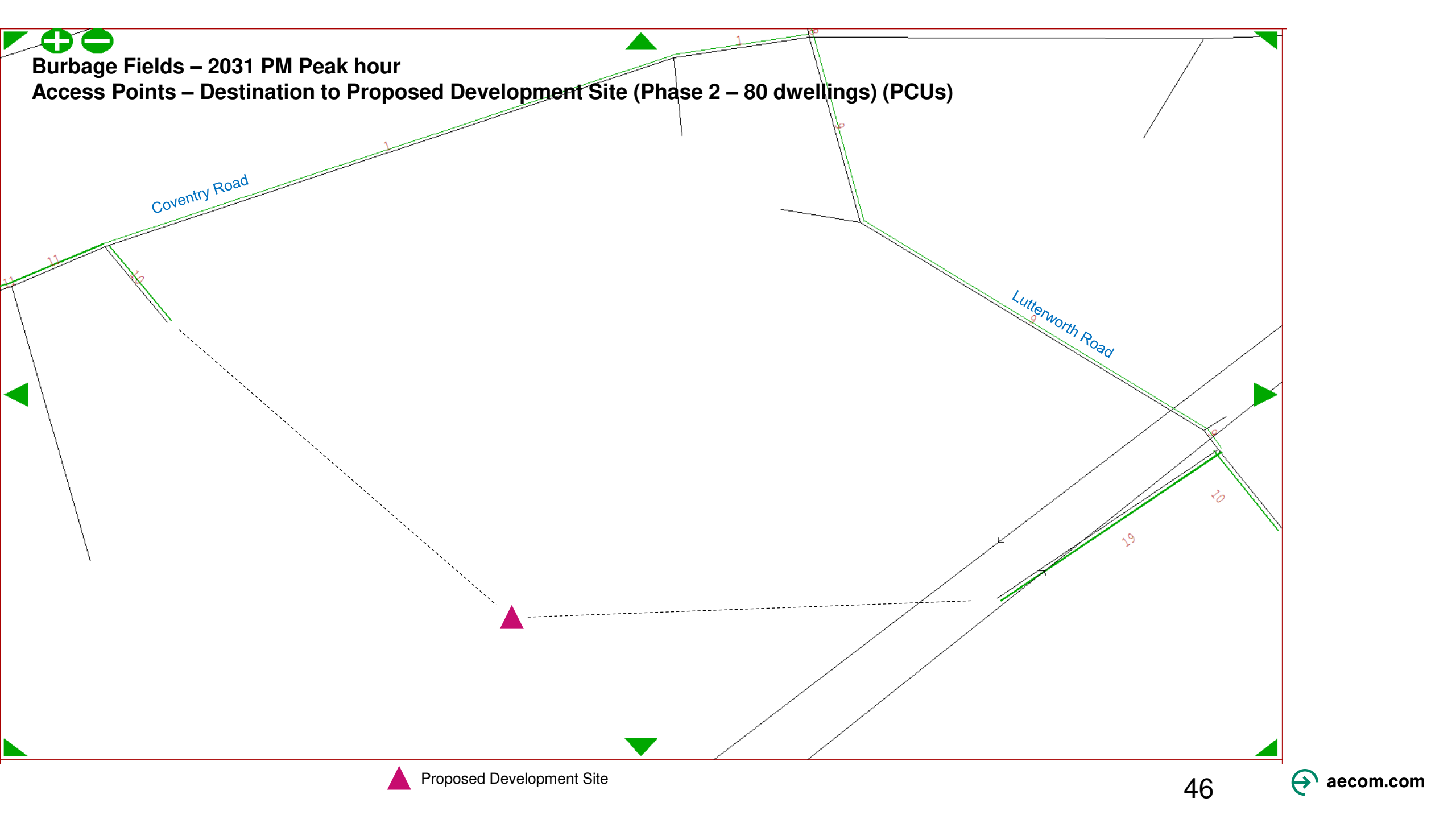


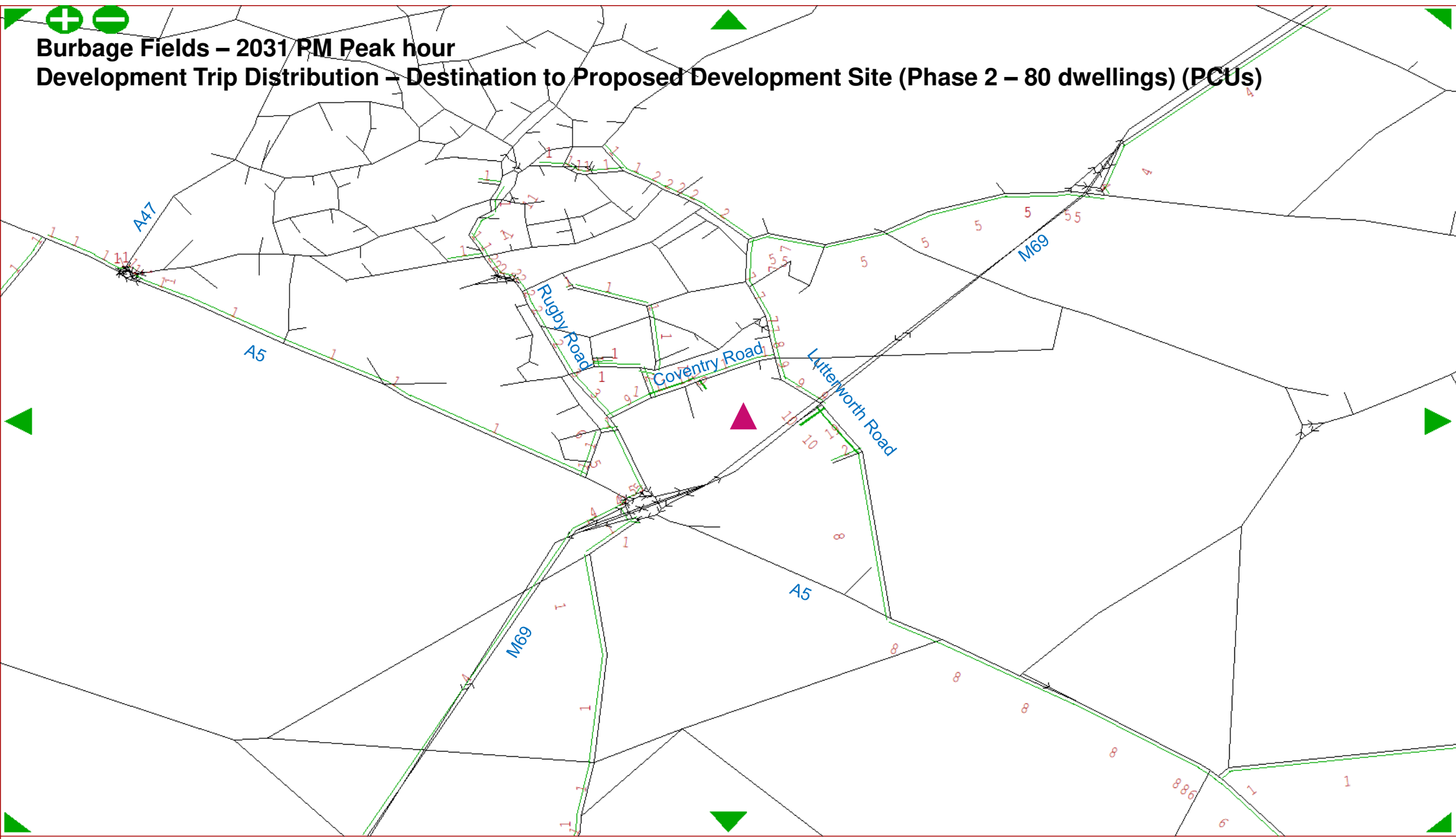
Proposed Development Site



Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)







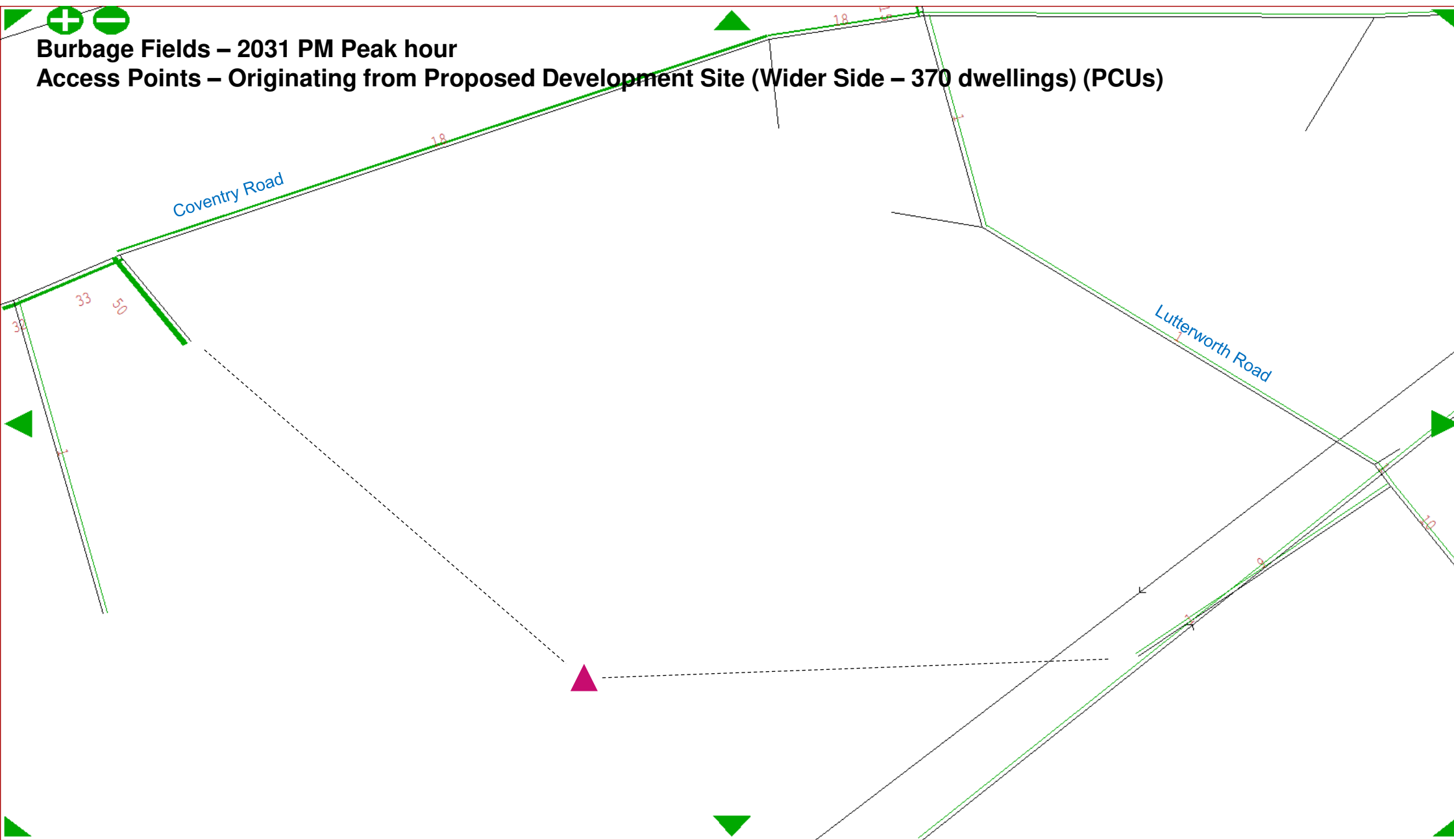
**Burbage Fields – 2031 PM Peak hour
Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

 Proposed Development Site

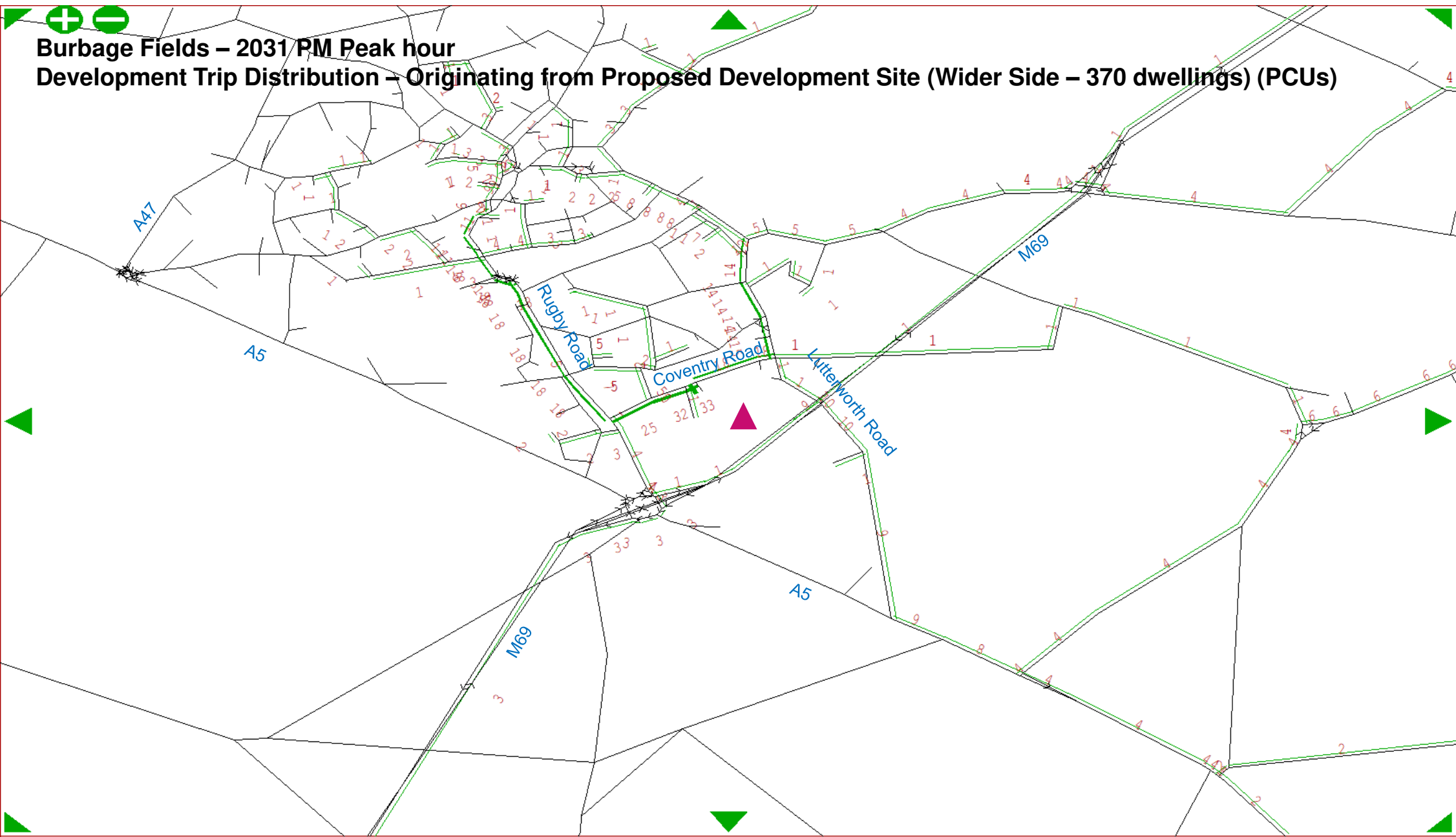


Burbage Fields – 2031 PM Peak hour

Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)



▲ Proposed Development Site

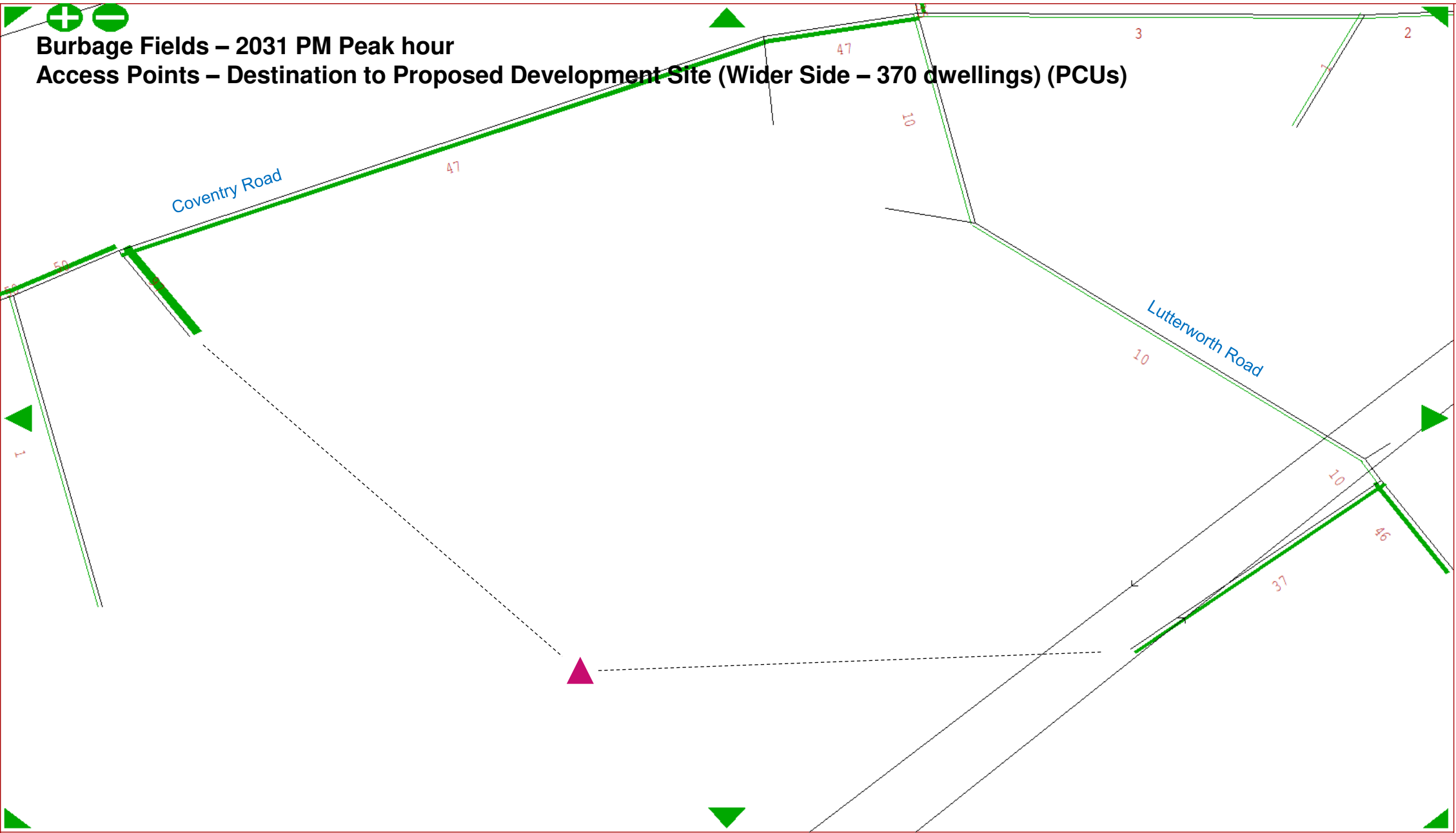


**Burbage Fields – 2031 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

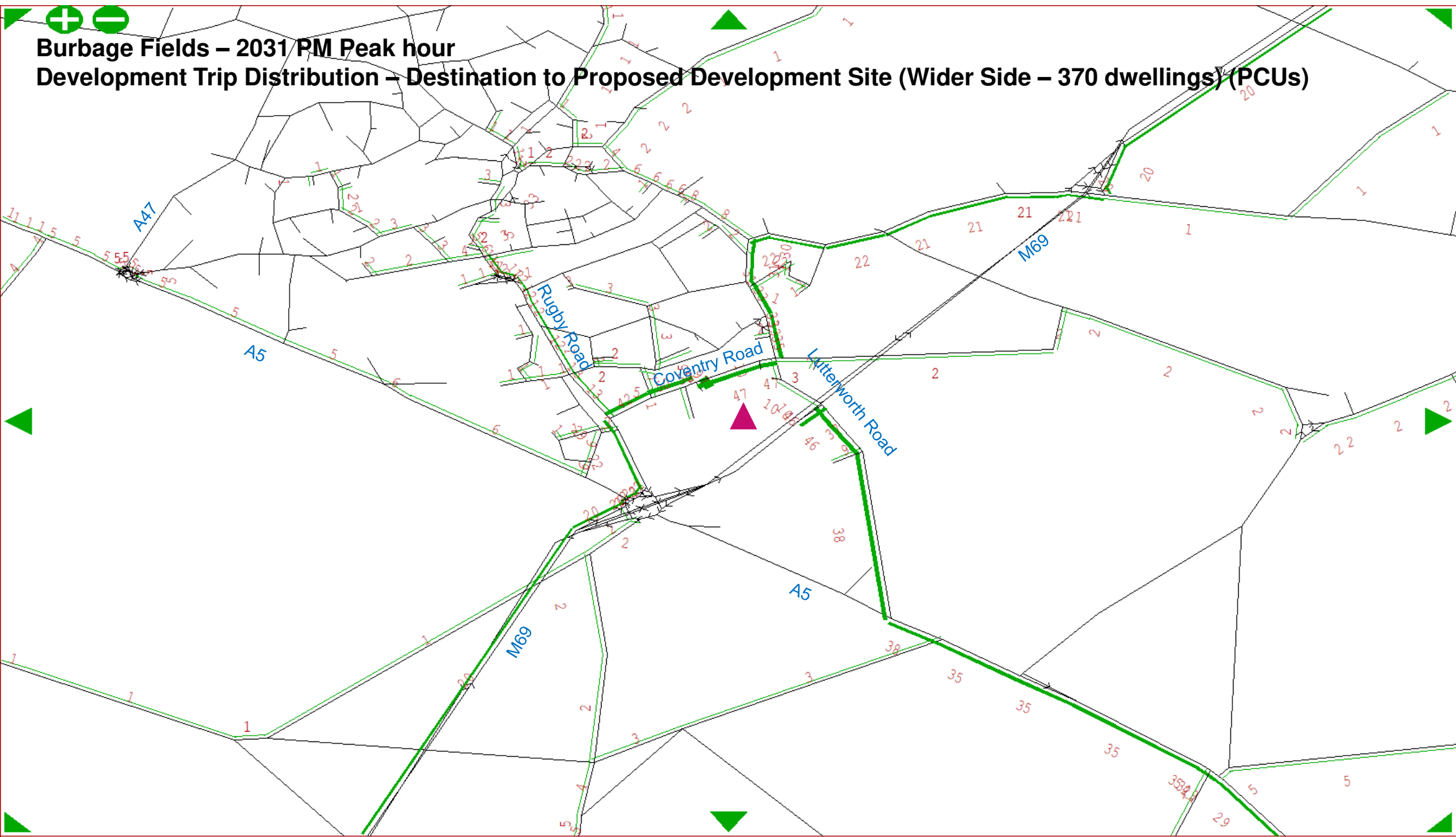
▲ Proposed Development Site



Burbage Fields – 2031 PM Peak hour
Access Points – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)



▲ Proposed Development Site

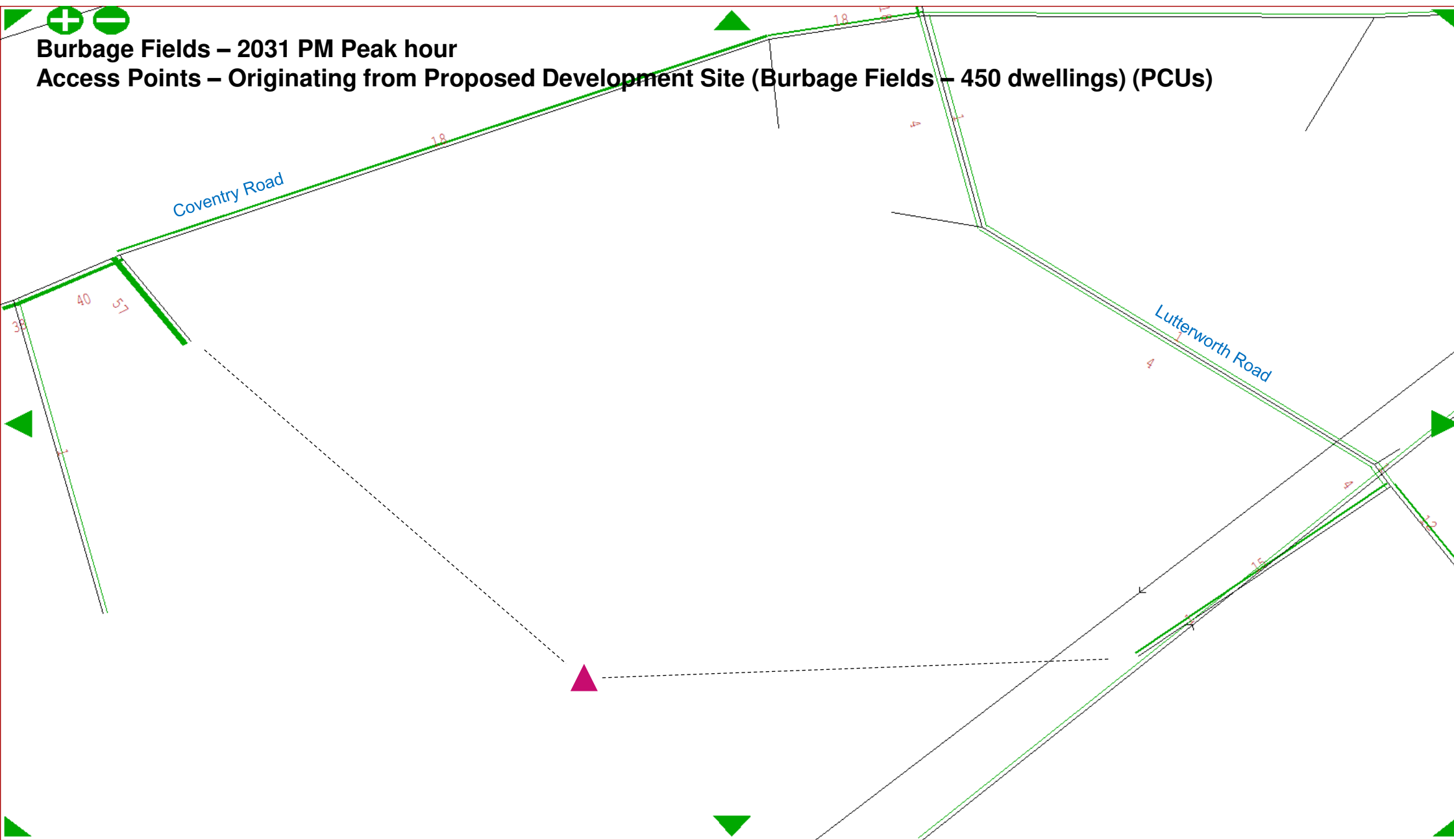


▲ Proposed Development Site

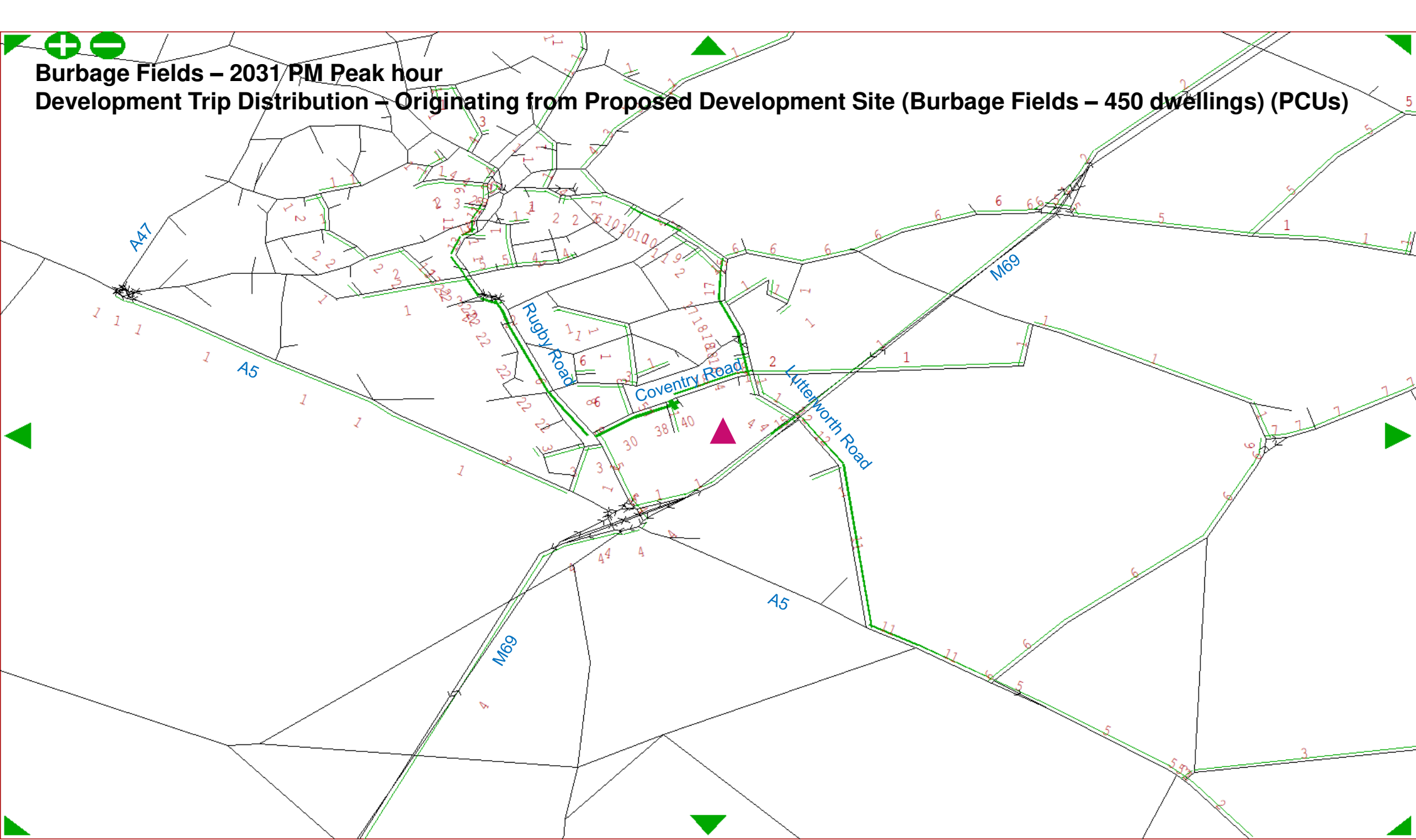


Burbage Fields – 2031 PM Peak hour

Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



▲ Proposed Development Site



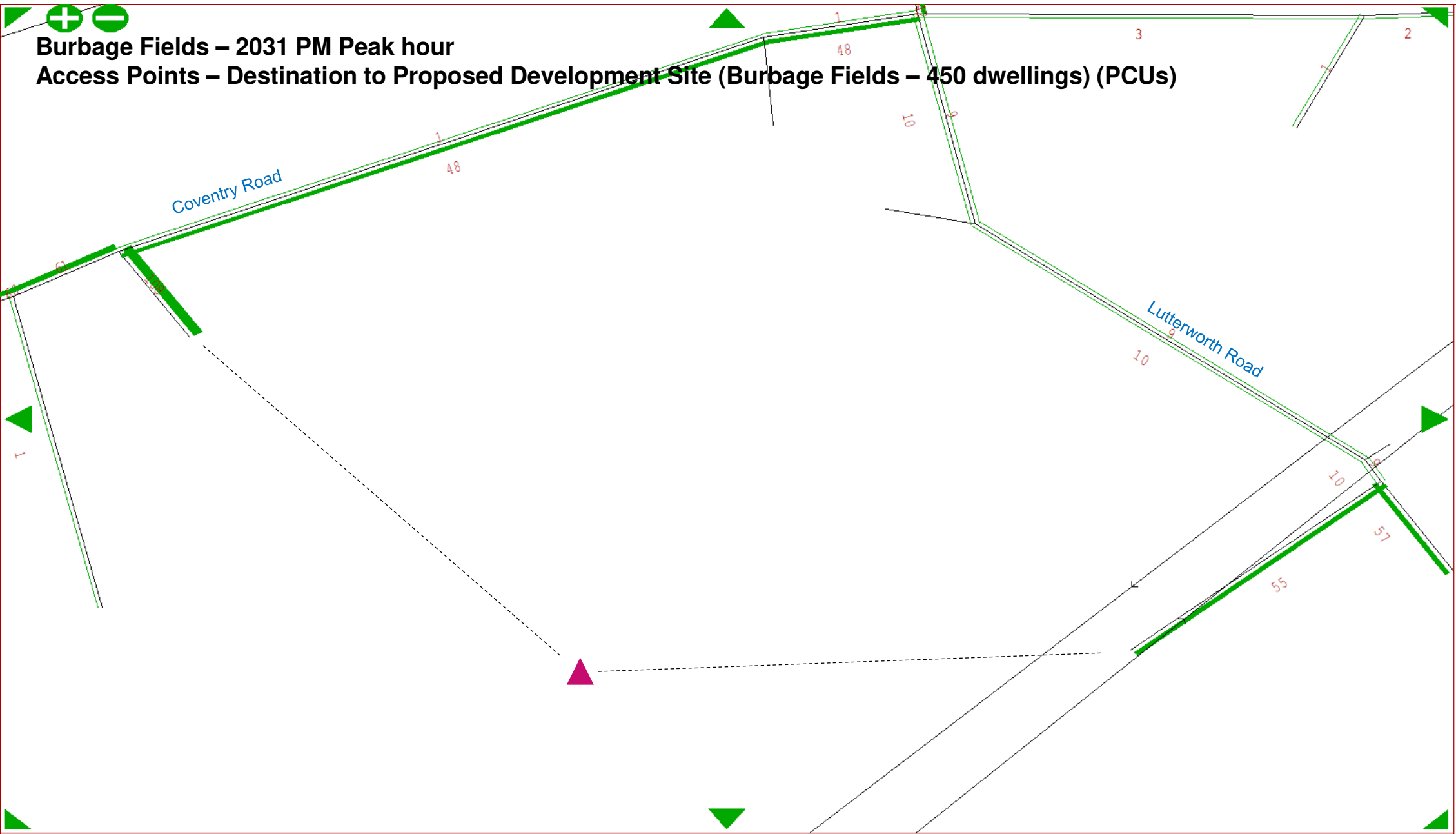
**Burbage Fields – 2031 PM Peak hour
Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site

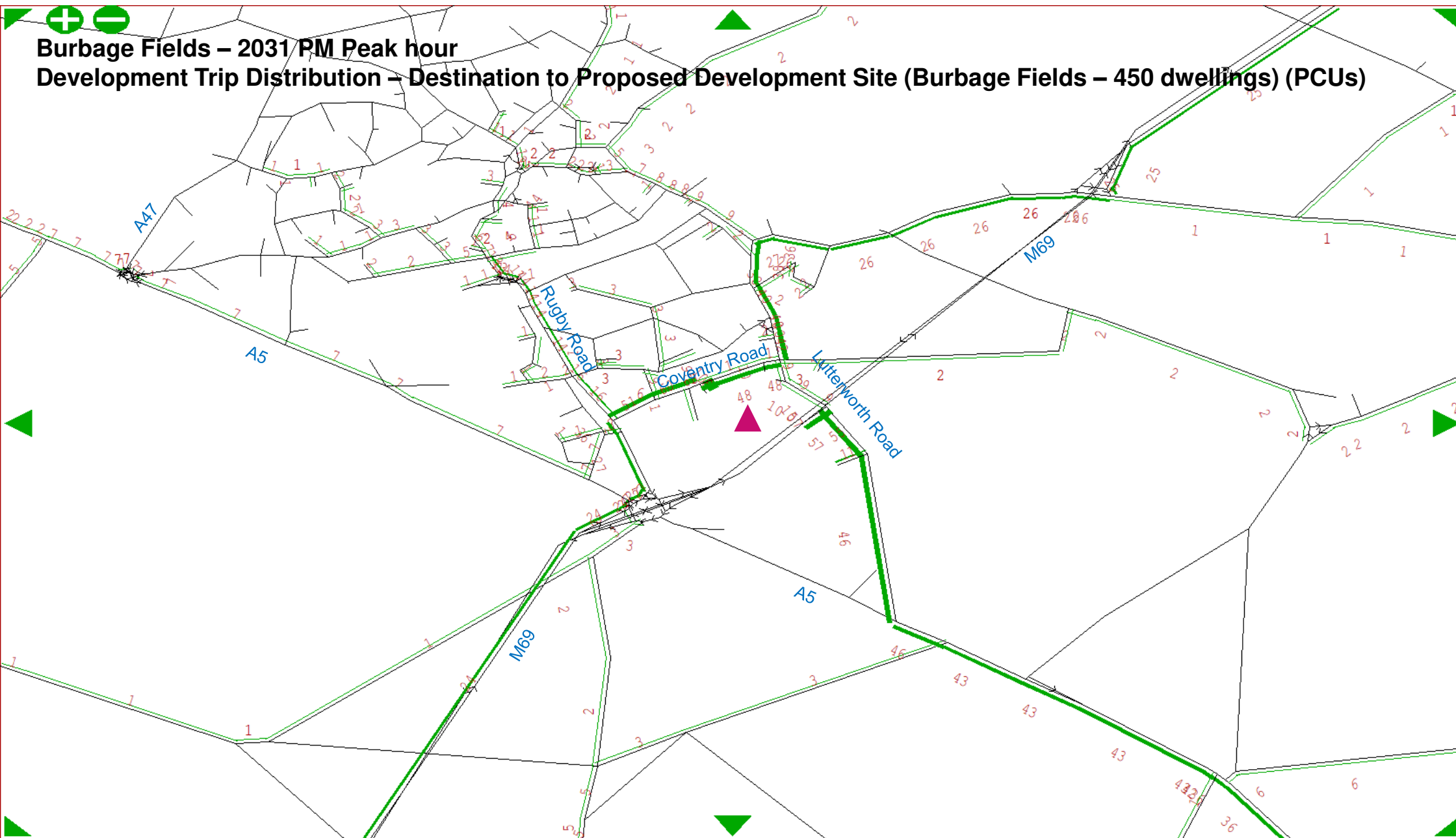


Burbage Fields – 2031 PM Peak hour

Access Points – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



▲ Proposed Development Site



▲ Proposed Development Site

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PRTM

Transport Modelling

Burbage Fields, Burbage

Forecasting Report

Quality Information

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Mark Dazeley

Regional Director

Revision History

Revision	Revision date	Details	Authorised	Name	Position
v1.0	2022-10-27	For Issue	Yes	Mark Dazeley	Regional Director

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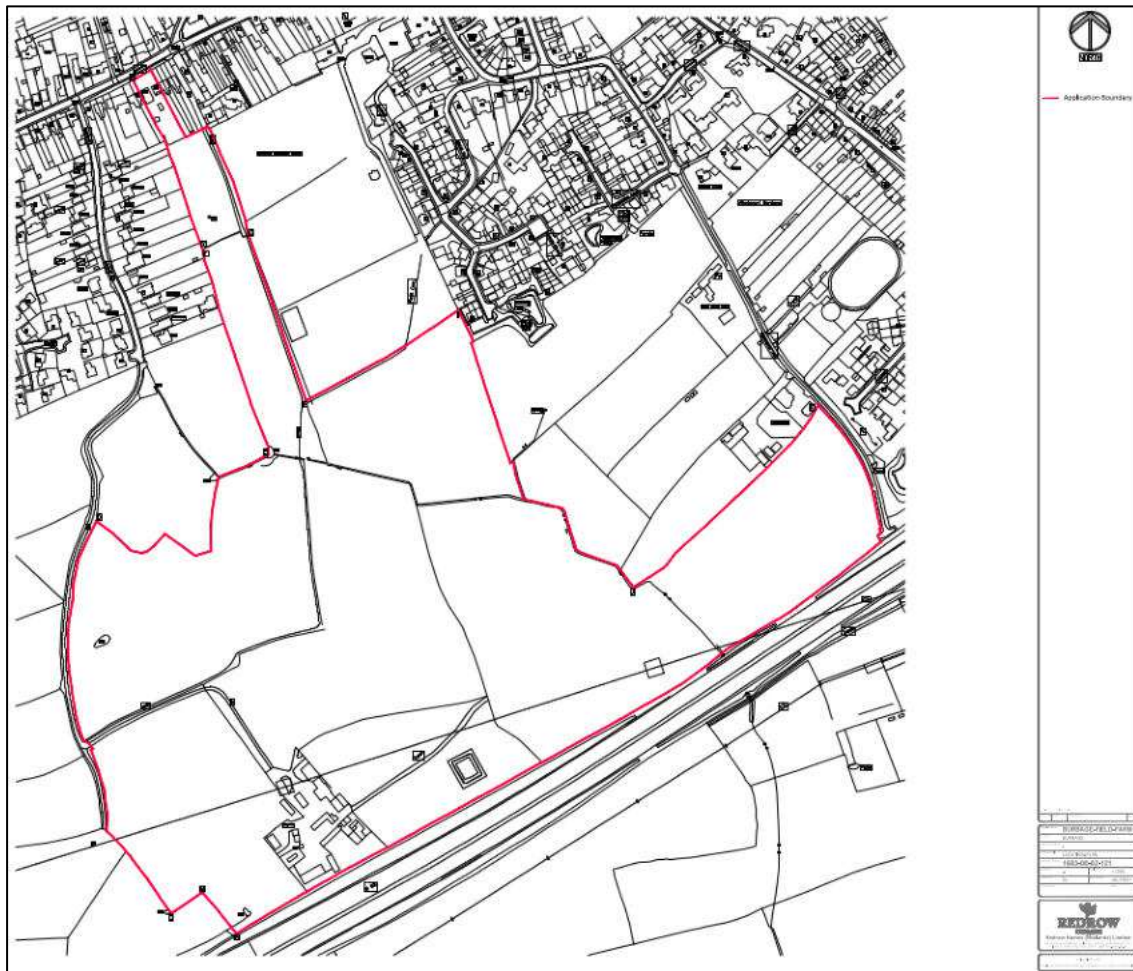
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Section 1 – Introduction

1.1 Background

- 1.1.1 The proposed Burbage Fields development is a residential development comprising 450 dwellings (Burbage Fields Phase 2 site (80 dwellings) and Burbage Fields Wider site (370 dwellings))¹. The development site is located on an area of land to the west of Workhouse Lane, in Burbage, Leicestershire. Figure 1.1 shows the location of the proposed development.
- 1.1.2 The proposed Burbage Fields development has two vehicular accesses. The development will connect to Flanders Close, thus providing highway access to the Passchendaele Drive / Lutterworth Road junction, as shown in Figure 1.2; and a new priority junction is proposed to the north of the development to connect to Coventry Road, as shown in Figure 1.3.
- 1.1.3 AECOM has been commissioned to undertake strategic modelling to assess the potential traffic impacts of the proposed development using the Pan-Regional Transport Model (PRTM v2.2) for the AM Peak and PM Peak hours.

Figure 1.1: Development Location³



¹ Table 2, Technical Note – Burbage Fields Farm Site Access Assignment (18/05/2022) (Rodgers Leask)

³ "Attachment 1 - Indicative Red Line Plan.pdf", received via email (22/12/2021)

[illegible]

Legend

- Indicative Site Boundary
- Highway Boundary
- Junction Visibility Splay
- Eastbound 2.0m splay
- Westbound 2.0m splay

Recorded Speed Survey 2019
 Proposed New Weather Speed
 Survey Results
 Oct October 2019 - 16 October
 2019

Westbound: 34.5mph
 Eastbound: 32.7mph

DRAFT FOR DISCUSSION

NOTE
 Preliminary scheme only for
 comment & review. Based upon
 information provided - available at
 the time.
 Scheme will be subject to full
 review and amendment on further
 information becomes available.
 Scheme will also be subject to
 amendment following receipt of
 comments from Development
 Control and Local Planning
 Authority.

Do not scale from this drawing

FOR INFORMATION

FOR DISCUSSION

REDROW HOMES LIMITED
 Project

BURBAGE FIELDS FARM
BURBAGE

Sheet 750
PRELIMINARY SITE ACCESS DESIGN

Scale: 1:1000
 Date: 10/10/2019
 Drawn: JMS
 Checked: JMS
 Date: 10/10/2019

Project No: 21-003-010-0004

Scale: 1:1000

10m

⁶ Drawing no. 21390-RLL-21-XX-DE-D-5004, PRTM Development Form for Burbage Fields (PRTM Development Form v0.3 Burbage Fields_RL.pdf)

1.1.4 Within this assessment of the proposed Burbage Fields development, the following forecast scenarios have been produced:

- 2021 'Without Development';
- 2026 'Without Development';
- 2026 'With Development';
- 2031 'Without Development'; and
- 2031 'With Development'.

1.1.5 This report is the Forecasting Report which documents the forecast model results for the PRTM strategic modelling assessment of the proposed Burbage Fields development. This report follows the Burbage Fields Base Year Model Review Report⁷ which details the calibrated 2014 base year model review performance in the vicinity of the proposed development site.

1.2 Structure of the Report

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

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

⁷ PRTM - Burbage Fields, Burbage - Base Year Model Review v3.0 (2022-05-24)

Section 2 – Forecast Approach and Assumptions

2.1 Introduction

- 2.1.1 This section sets out the forecast assumptions applied for this application for the PRTM, and the methodology adopted to create the required model forecasts.
- 2.1.2 In addition to the calibrated 2014 base year model, the following forecast model scenarios have been produced:
- 2021 'Without Development';
 - 2026 'Without Development';
 - 2026 'With Development';
 - 2031 'Without Development'; and
 - 2031 'With Development'.
- 2.1.3 The 'Without Development' forecasts have made use of the highway, public transport and variable demand model components of the PRTM. The forecasts therefore include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and changes in assumed highway and public transport infrastructure over time. Section 2.2 provides the 'Without Development' assumptions applied.
- 2.1.4 To produce the 'With Development' forecasts, the highway demand for the proposed development has been added to the 2026 'Without Development' and 2031 'Without Development' highway demand matrices and assigned in the PRTM highway model. Sections 2.3 to 2.5 provide the highway network and demand assumptions for the proposed development.
- 2.1.5 As documented in the Burbage Fields Base Year Model Review Report⁸, the PRTM v2.2 uses the May 2020 TAG databook which was the latest TAG databook available at the time of the last model calibration. A sensitivity test, using the November 2021 TAG databook, was undertaken for the base year model which shows the absolute modelled flow difference are generally small when compared with using the 2020 databook (i.e. fewer than 10 vehicles) and do not materially affect the overall base year model performance results. For forecast modelling, the November 2021 TAG databook has been used, as agreed with the client.

2.2 'Without Development' Assumptions

- 2.2.1 The forecast planning data and infrastructure schemes, in the format of an uncertainty log, used to produce the forecast 'Without Development' scenarios, were reviewed by the client.
- 2.2.2 Appendix A presents the planning data assumptions (residential and employment) within Hinckley and Bosworth that have been incorporated in the PRTM forecast year models. Given the number of developments in the uncertainty log, the reporting of the planning data has been limited to residential sites with more than 500 dwellings and employment sites with more than 750 jobs. All available data that should be used in the modelling, irrespective of size, have been used in the model forecasts. The complete list of the planning assumptions is included in the Burbage Fields Uncertainty Log v1.0⁹.
- 2.2.3 Appendix B presents the forecast assumptions for highway and public transport networks for this application.
- 2.2.4 The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum¹⁰) for this application as noted in the proposal¹¹.

⁸ PRTM – Burbage Fields, Burbage - Base Year Model Review Report v3.0 (2022-05-24)

⁹ Burbage Fields Uncertainty Log v1.0.xlsx

¹⁰ In the event that the planning data lead to below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

¹¹ PRTM Fee Proposal – Burbage Fields v1 (2021-11-05)

2.3 Proposed Development Access Assumptions

- 2.3.1 To produce 'With Development' network for 2026 and 2031, the assumed site accesses for the proposed development, as shown in Figure 1.2 and Figure 1.3, were added in the relevant 'Without Development' networks.
- 2.3.2 Two development zones have been used to represent the Burbage Fields Farm Phase 2 site (80 dwellings), one zone for each proposed development access. Two development zones have also been used to represent the Burbage Fields Wider site (370 dwellings), one zone for each proposed development access. The assumed proportions of development trips for each access have been provided by the client, as shown in Table 2.2.

2.4 Proposed Development Trip Generation Assumptions

- 2.4.1 Development trip generation data for the proposed development were provided by the client which have been reproduced in Table 2.1 and Table 2.2. These have been added to the relevant 'Without Development' highway demand matrices to form the 'With Development' highway demand matrices for 2026 and 2031 and assigned in the PRTM highway model.

Table 2.1 Development Trip Generation¹²

	Car Trips (in veh)		Total
	Departing (Out)	Arriving (In)	
Burbage Fields Phase 2 site (80 dwellings)			
AM Peak hour (08:00 to 09:00)	31	11	42
PM Peak hour (17:00 to 18:00)	13	29	42
Burbage Fields Wider site (370 dwellings)			
AM Peak hour (08:00 to 09:00)	147	50	197
PM Peak hour (17:00 to 18:00)	59	134	193
Burbage Fields Development (450 dwellings)			
AM Peak hour (08:00 to 09:00)	178	61	239
PM Peak hour (17:00 to 18:00)	72	163	235

¹² Table 5, Technical Note – Burbage Fields Farm Site Access Assignment (18/05/2022) (Rodgers Leask)

Table 2.2 Development Trip Generation for Coventry Road Access and Passchendaale Drive Access¹³

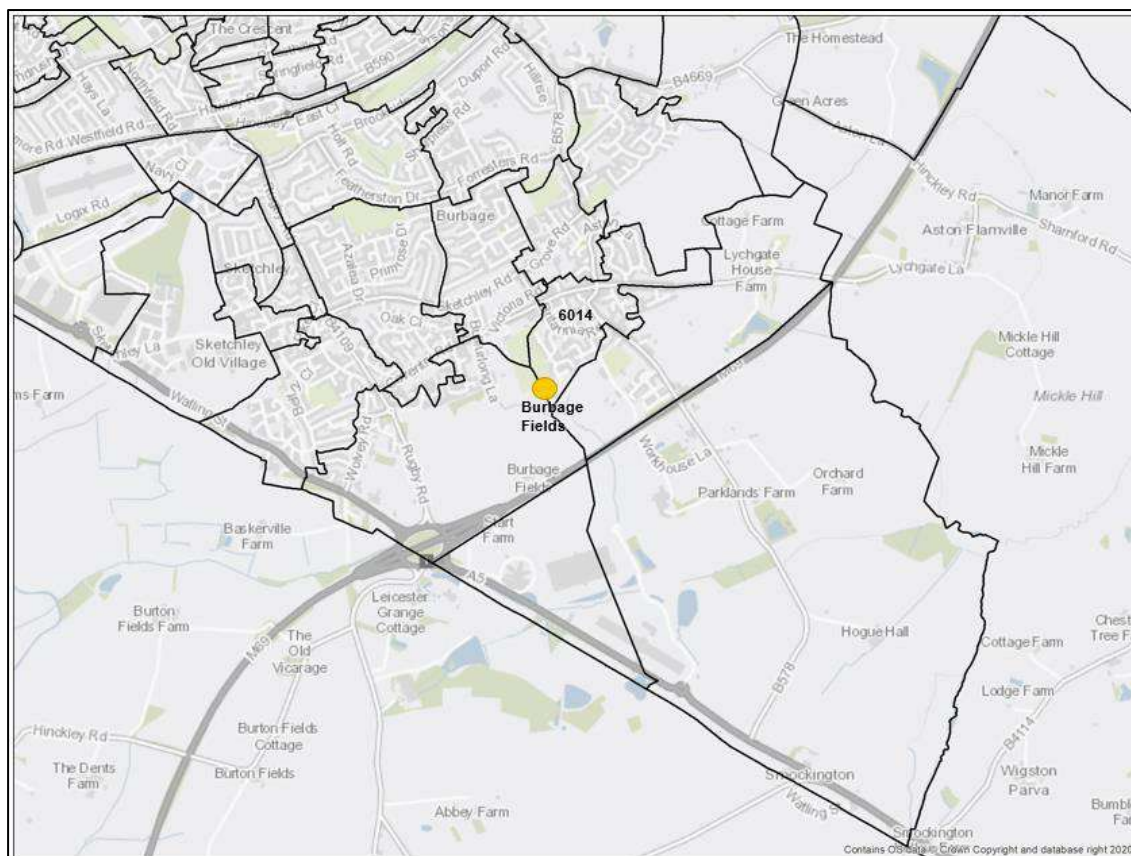
	Car Trips (in veh)		Total
	Departing (Out)	Arriving (In)	
Burbage Fields Phase 2 site (80 dwellings) – Coventry Road			
AM Peak hour (08:00 to 09:00)	14	5	19
PM Peak hour (17:00 to 18:00)	6	13	19
Burbage Fields Wider site (370 dwellings) – Coventry Road			
AM Peak hour (08:00 to 09:00)	116	40	156
PM Peak hour (17:00 to 18:00)	47	106	153
Burbage Fields Development (450 dwellings) – Coventry Road			
AM Peak hour (08:00 to 09:00)	130	45	175
PM Peak hour (17:00 to 18:00)	53	119	172
Burbage Fields Phase 2 site (80 dwellings) – Passchendaale Drive			
AM Peak hour (08:00 to 09:00)	17	6	23
PM Peak hour (17:00 to 18:00)	7	16	23
Burbage Fields Wider site (370 dwellings) – Passchendaale Drive			
AM Peak hour (08:00 to 09:00)	31	10	42
PM Peak hour (17:00 to 18:00)	12	28	40
Burbage Fields Development (450 dwellings) – Passchendaale Drive			
AM Peak hour (08:00 to 09:00)	48	16	65
PM Peak hour (17:00 to 18:00)	19	44	63

¹³ Table 5, Technical Note – Burbage Fields Farm Site Access Assignment (18/05/2022) (Rodgers Lease)

2.5 Proposed Development Trip Distribution Assumptions

- 2.5.1 It was agreed that the development zone distributions are to be based on an existing PRTM 'parent zone' taken from the 2026 and 2031 'Without Development' scenarios. The parent zone selected is zone 6014, as shown in Figure 2.1, which is located to the north-east of the proposed development site and is primarily residential.
- 2.5.2 It should be noted that the split between the access points (i.e. Coventry Road and Passchendaale Drive) for the highway assignment is slightly different (less than 15 PCUs) to the assumed proportions of development trips for each access provided by the client. The total departing and arriving development trips across both access points are consistent with the figures provided in Table 2.1.

Figure 2.1 Parent Zone



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- 2.5.3 Figure 2.2 to Figure 2.5 show the forecast development trip distribution on the highway network for the 2026 and the 2031 'With Development' scenarios. These figures show that most of the development traffic routes to / from the M69 via Rugby Road and Sapcote Road, to / from the A5 via Lutterworth Road, and to / from Hinckley Town Centre via Rugby Road and Hinckley Road.

Figure 2.2 Trip Distribution to and from the Proposed Development for 2026 (AM)

2026 'With Development' (AM) – From the Development



2026 'With Development' (AM) – To the Development

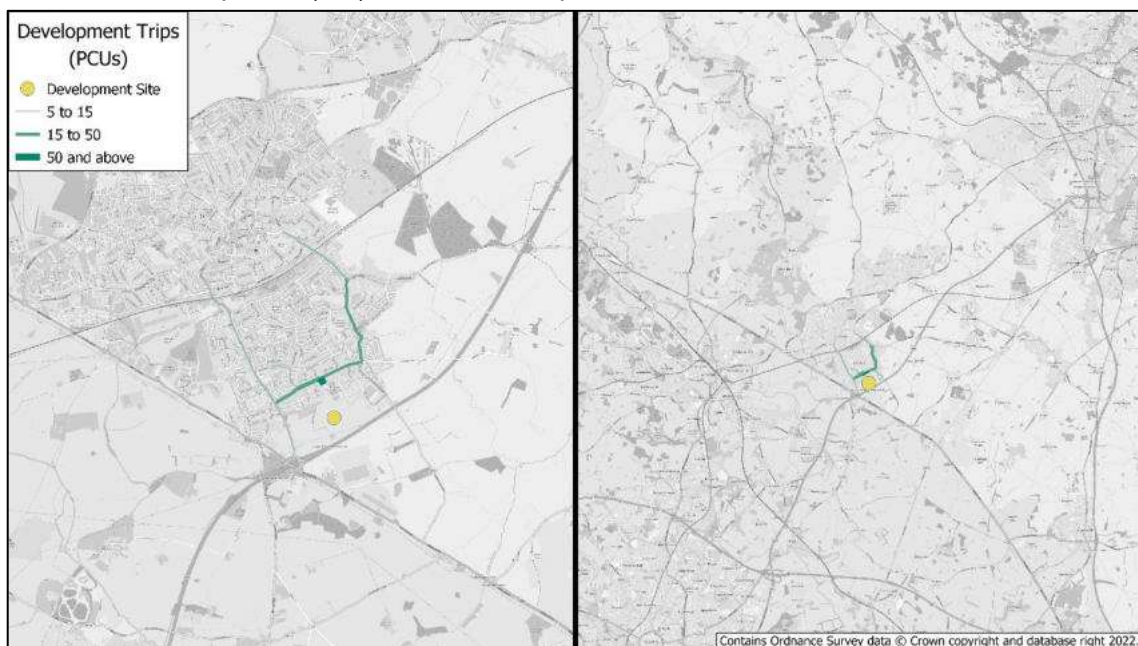


Figure 2.3 Trip Distribution to and from the Proposed Development for 2026 (PM)

2026 'With Development' (PM) – From the Development



2026 'With Development' (PM) – To the Development



Figure 2.4 Trip Distribution to and from the Proposed Development for 2031 (AM)

2031 'With Development' (AM) – From the Development



2031 'With Development' (AM) – To the Development

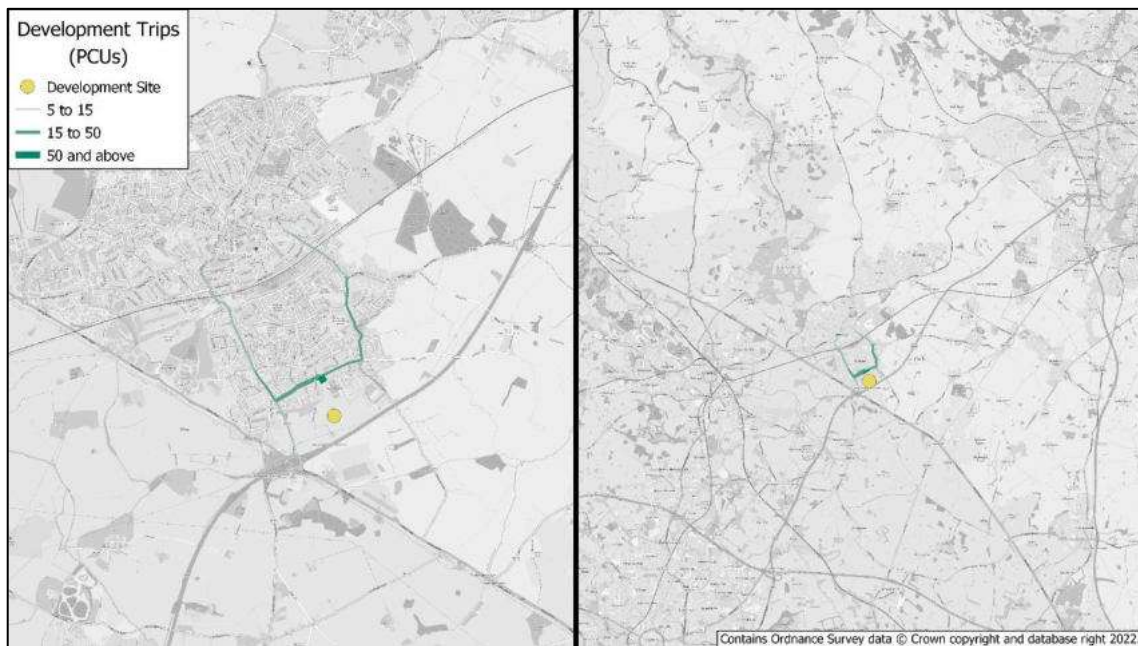
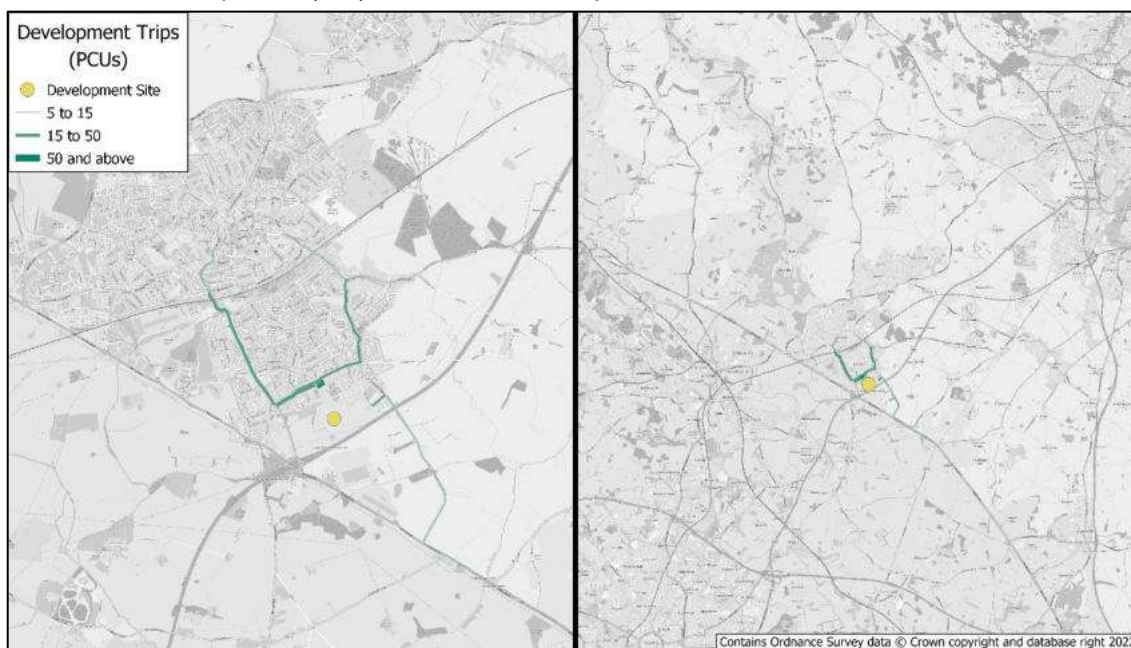


Figure 2.5 Trip Distribution to and from the Proposed Development for 2031 (PM)

2031 'With Development' (PM) – From the Development



2031 'With Development' (PM) – To the Development



Section 3 – Forecast Model Results

3.1 Introduction

3.1.1 This section details the forecast model results for the proposed Burbage Fields Development for the AM Peak (08:00 to 09:00) and PM Peak (17:00 to 18:00) hours. The analysis includes:

- the routing of the forecast development traffic in the 2026 and 2031 'With Development' forecasts (Section 2.5 and Section 3.2);
- the forecast flow changes in 2026 between the 'With Development' and 'Without Development' and in 2031 between the 'With Development' and 'Without Development' scenarios (Section 3.3);
- an assessment of the Area of Influence (AoI) (Section 0);
- the forecast delay changes in 2026 between the 'With Development' and 'Without Development' and in 2031 between the 'With Development' and 'Without Development' scenarios (Section 3.5); and
- the forecast turning flows and volume-capacity ratios at selected junctions (Section 3.6).

3.2 Forecast Development Traffic

3.2.1 Figure 2.2 to Figure 2.5 in Section 2 illustrate the assigned forecast trip distribution to and from the proposed development in 2026 and 2031 for both AM and PM Peak hours. The figures show that traffic generated by the proposed development is forecast to:

- route to and from the M69 via Rugby Road and Sapcote Road;
- route east towards the A5 via the B578 Lutterworth Road; and
- route north towards the centre of Hinckley via Coventry Road, Rugby Road, the B578 / Hinckley Road, and Burbage Road.

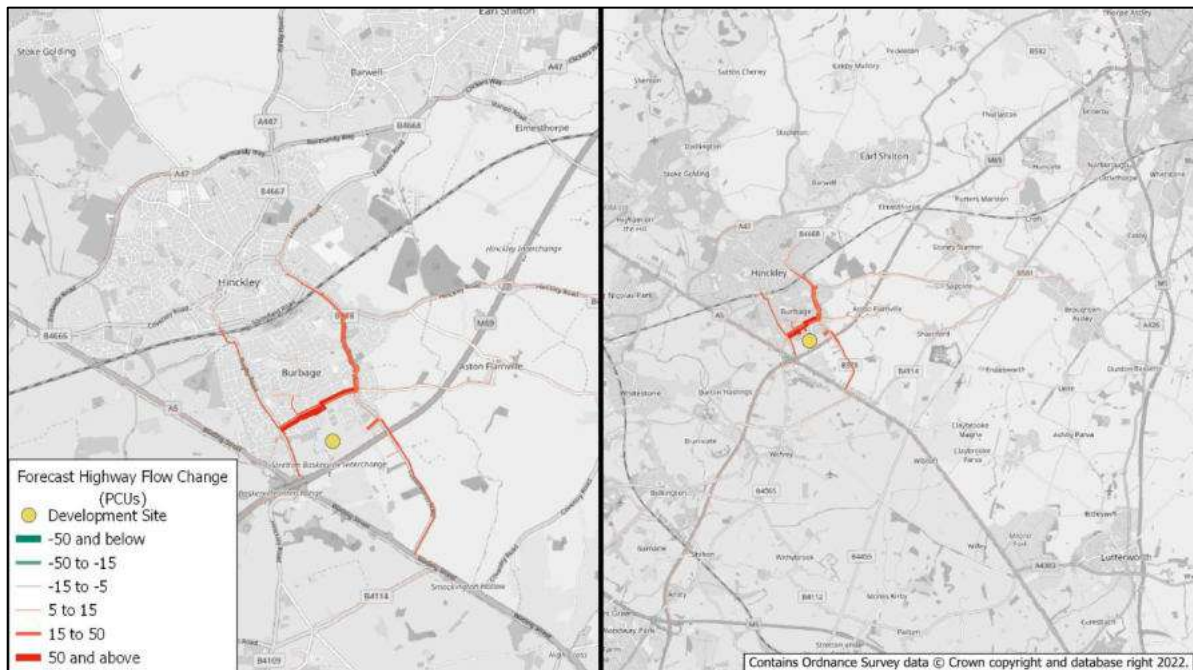
3.3 Forecast Flow Change

3.3.1 Figure 3.1 and Figure 3.2 show the forecast flow changes in 2026 and 2031 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. Red bandwidth represents an increase in traffic flow in the 'With Development' scenario and green bandwidth represents a decrease.

3.3.2 As expected, the largest increases in flows are forecast along the road links in the immediate vicinity of the proposed development, such as Coventry Road, Rugby Road, Lutterworth Road, and the B579 / Hinckley Road. In the 2026 'With Development' scenario, Coventry Road has a forecast increase in two-way traffic of approximately 110 PCUs and 60 PCUs for the AM Peak hour and PM Peak hour respectively. In the 2031 'With Development' scenario, the forecast increase in two-way traffic on Coventry Road is approximately 120 PCUs and 60 PCUs in the AM Peak hour and PM Peak hour respectively. The M69, the A5, and residential streets to the north of the proposed development, such as Pyeharps Road, Boyslade Road, are also forecast to have an increase in flow.

Figure 3.1: Forecast Flow Change for 2026 'With Development' minus 'Without Development' Scenarios

AM Peak hour



PM Peak hour

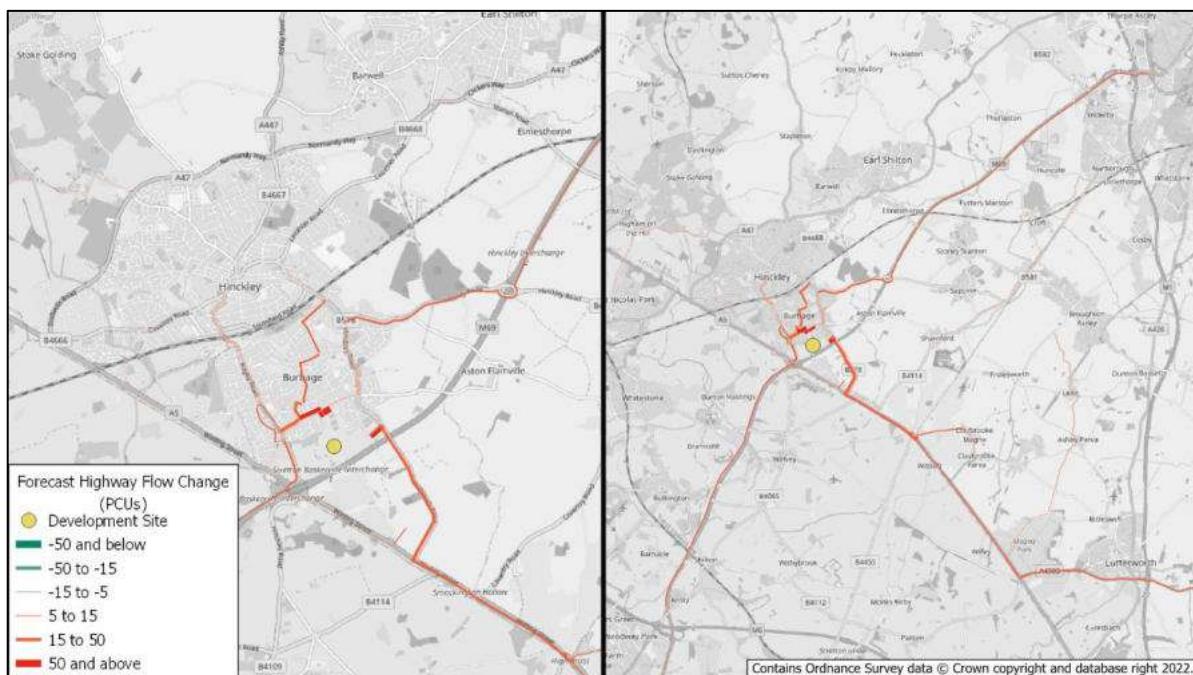
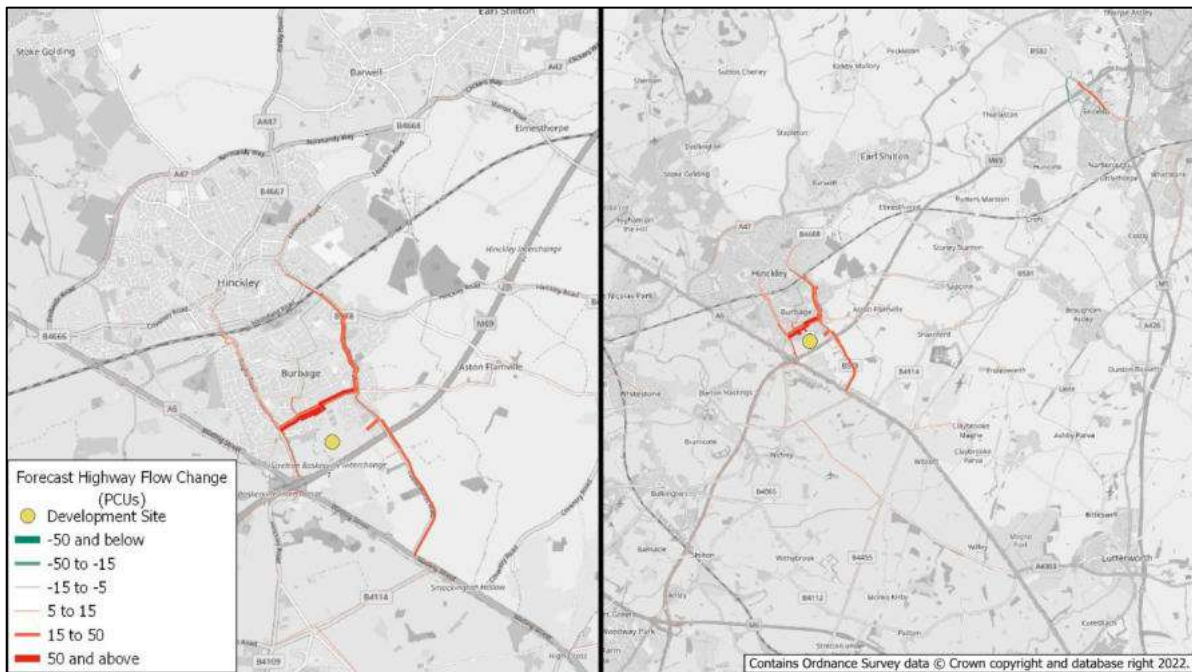
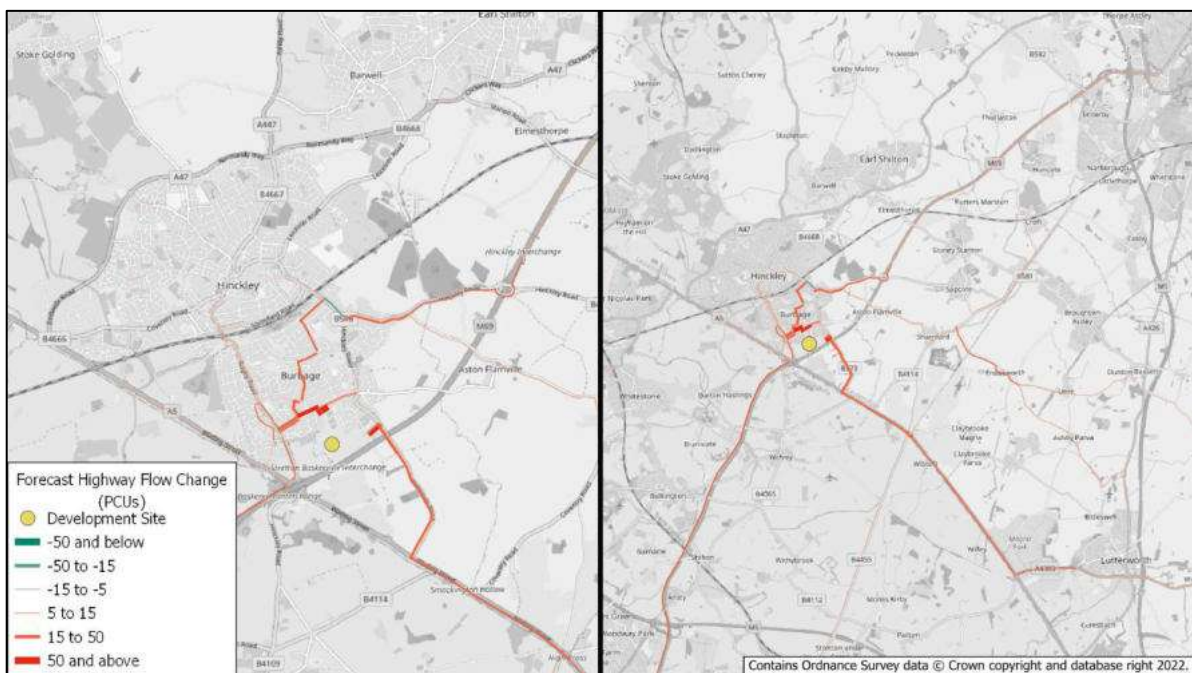


Figure 3.2: Forecast Flow Change for 2031 'With Development' minus 'Without Development' Scenarios

AM Peak hour



PM Peak hour

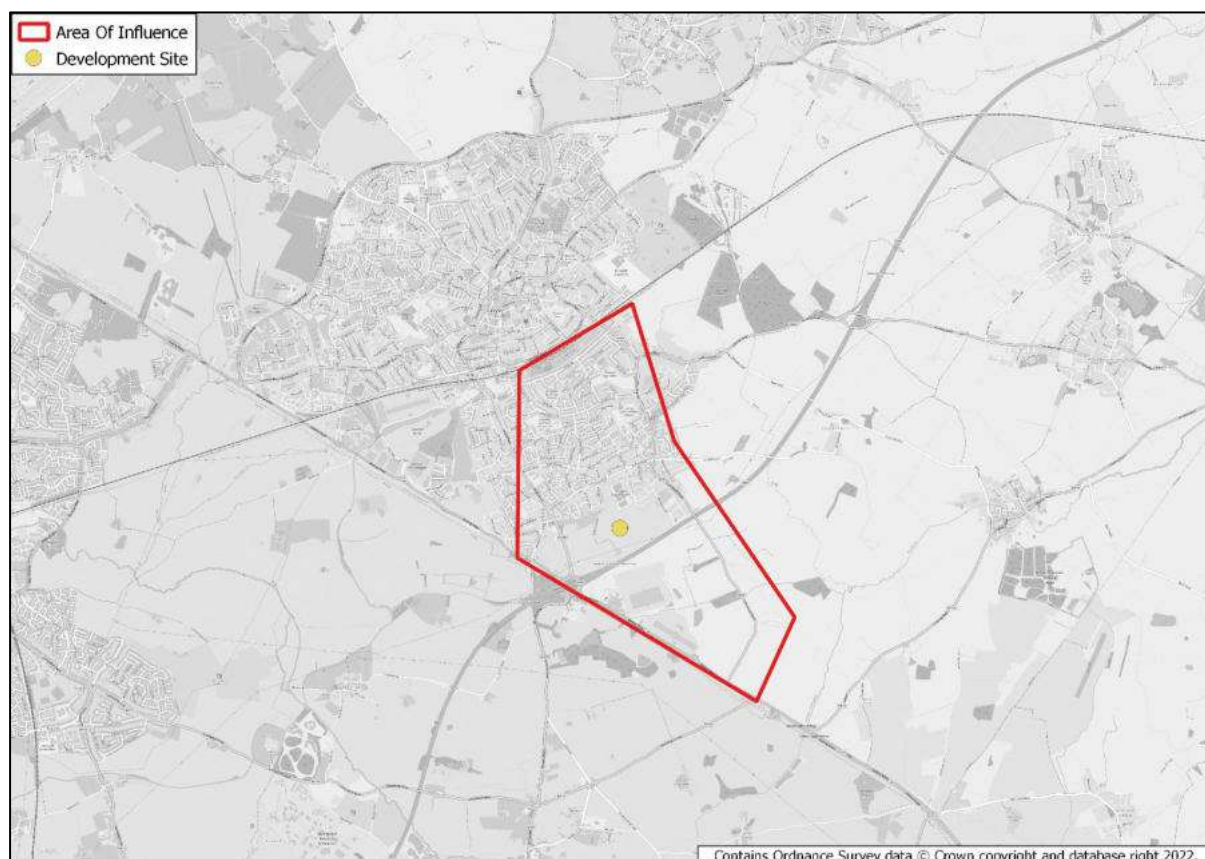


3.4 Area of Influence

3.4.1 Using the forecast flow changes between the 'With Development' and 'Without Development' scenarios, an indication of the Area of Influence has been defined. This has been defined by considering the links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 2026 'With Development' and 'Without Development', and between the 2031 'With Development' and 'Without Development' scenarios in either the AM Peak or PM Peak hours. The links which are forecast to meet these criteria are included in the Area of Influence, as shown in Figure 3.3, and contains the following areas / links:

- most of the urban area of and Burbage and some areas of south Hinckley;
- B578 Lutterworth Road between the B578 / Windsor Street / Lychgate Lane junction and the A5; and
- the A5 between the A5 / B578 junction and the A5 / Wolvey Road junction.

Figure 3.3: Area of Influence



3.5 Forecast Delay Change

3.5.1 As a result of forecast flow changes in the 'With Development' scenario, there are also changes to the forecast delays on the highway network. These changes in delay can be generated from two sources: link delay based on the speed-flow curve applied to the link; and junction delay due to capacity constraints for individual turning movements. The analysis in this section combines the link and junction delays (taking a flow-weighted average of junction delays) to assess the changes in forecast delays with the proposed development traffic.

3.5.2 Figure 3.4 shows the forecast delay changes in 2026 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. The changes in forecast delays between the 2026 'With Development' and 'Without Development' scenarios show modest changes close to the proposed development. At the M69 Junction 1 roundabout, there is a forecast increase in delay of 4 seconds on the eastern circulatory link in the AM Peak hour. At the Burbage Road / Hinckley Road / Sapcote Road junction, there is forecast to be an increase in delay of 4 seconds northbound in the AM Peak hour. At the A5 / B4114 junction, there is a forecast increase in delay of 7 seconds on the B4114 western approach to the junction in the PM Peak hour.

- 3.5.3 Figure 3.5 shows the forecast delay changes in 2031 between the 'With Development' and 'Without Development' scenarios for the AM Peak and PM Peak hours. Similar to 2026, the changes in forecast delays between the 2031 'With Development' and 'Without Development' scenarios show modest changes close to the proposed development. At the Burbage Road / Hinckley Road / Sapcote Road junction, there is forecast to be an increase in delay of 3 seconds northbound in the AM Peak hour. At the A5 / B4114 junction, there is a forecast increase in delay of approximately 50 seconds on the B4114 eastern approach to the junction in the AM Peak hour and approximately 15 seconds on the B4114 western approach in the PM Peak hour.

Figure 3.4: Forecast Delay Change for 2026 'With Development' minus 'Without Development' Scenarios

AM Peak hour



PM Peak hour



Figure 3.5: Forecast Delay Change for 2031 'With Development' minus 'Without Development' Scenarios

AM Peak hour



PM Peak hour



3.6 Forecast Junction Turning Flows

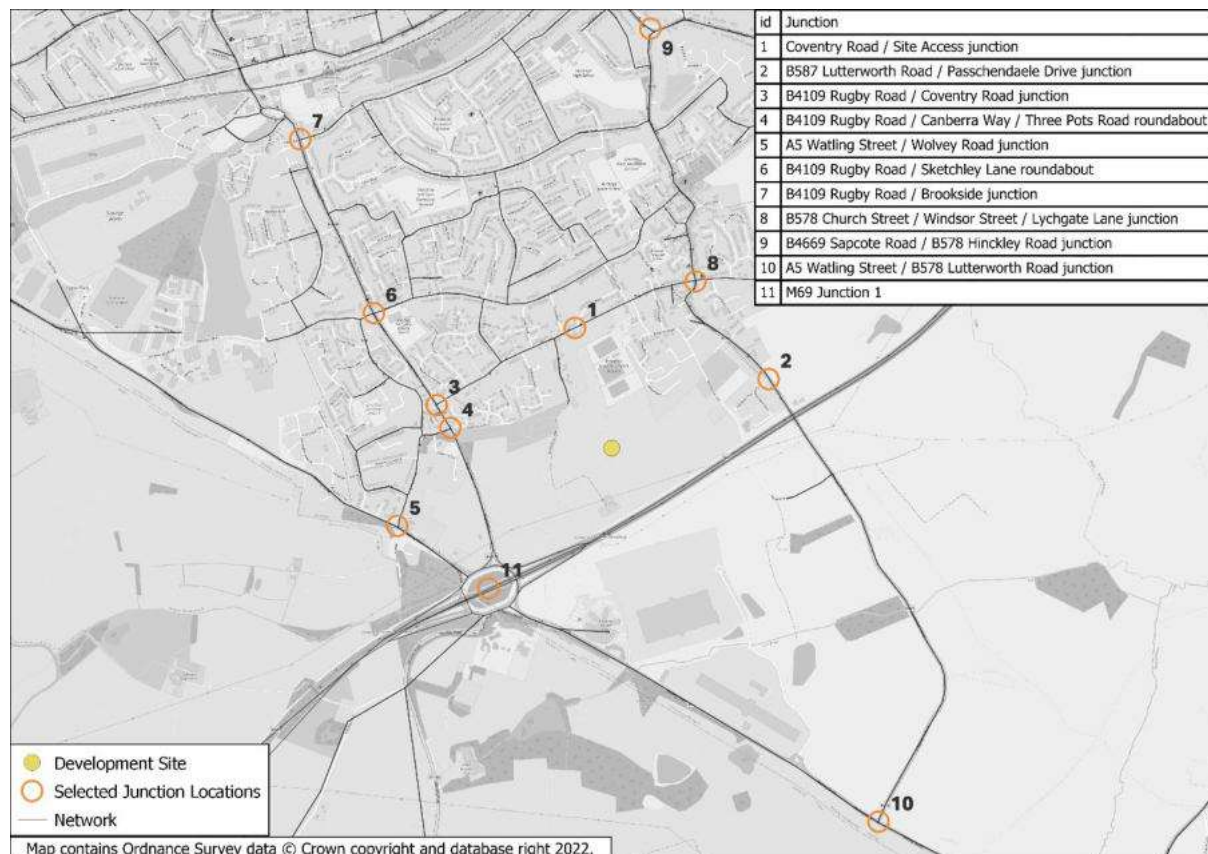
3.6.1 Forecast turning flows have been extracted for the following 11 junctions (also shown in Figure 3.6) in the vicinity of the proposed development:

- Coventry Road / Site Access junction;
- B587 Lutterworth Road / Passchendaele Drive junction;
- B4109 Rugby Road / Coventry Road junction;
- B4109 Rugby Road / Canberra Way / Three Pots Road roundabout;
- A5 Watling Street / Wolvey Road junction;
- B4109 Rugby Road / Sketchley Lane roundabout;
- B4109 Rugby Road / Brookside junction;
- B578 Church Street / Windsor Street / Lynchgate Lane junction;
- B4669 Sapcote Road / B578 Hinckley Road junction;
- A5 Watling Street / B578 Lutterworth Road junction; and
- M69 Junction 1.

3.6.2 Appendix C provides the forecast turning flows for AM Peak and PM Peak hours for light and heavy vehicles. Data are provided for the 2014 'Base Year', the 2021 'Without Development', the '2026 'Without Development', the 2026 'With Development', the 2031 'Without Development', and the 2031 'With Development' scenarios. In addition to the turning flows, turn volume-capacity ratios have also been provided where available.

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

Figure 3.6: Location of Forecast Turning Flow Data



Section 4 – Summary of the PRTM Assessment

4.1 Summary of Assessment

- 4.1.1 Using the PRTM, forecasts have been undertaken to produce the 2021, 2026 and 2031 'Without Development, and the 2026 and 2031 'With Development' scenarios for both AM Peak and PM Peak hours.
- 4.1.2 Based on these model forecasts, the following is a summary of the key findings for the assessment of the proposed development:
- Development traffic has been forecast to route via the following roads:
 - route to and from the M69 via Rugby Road and Sapcote Road;
 - route east towards the A5 via the B578 Lutterworth Road; and
 - route north towards the centre of Hinckley via Coventry Road, Rugby Road, the B578 Hinckley Road, and Burbage Road.
 - The forecast flow changes in 2026 and 2031 between the 'With Development' and 'Without Development' scenarios show that the largest increases in flows are forecast along the road links in the immediate vicinity of the proposed development, such as Coventry Road, Rugby Road, and Lutterworth Road. The M69, the A5 and residential streets to the north of the proposed development, such as Pyeharps Road, Boyslade Road, are also forecast to have an increase in flow.
 - An area of Influence (Aol) has been defined by identifying links which are forecast to change by more than $\pm 5\%$ and ± 30 PCUs between the 'With Development' and 'Without Development' scenarios for 2026 and 2031 in either the AM Peak or PM Peak hours. The forecast Aol includes:
 - most of the urban area of and Burbage and some areas of south Hinckley ;
 - B578 Lutterworth Road between the B578 / Windsor Street / Lychgate Lane junction and the A5; and
 - the A5 between the A5 / B578 junction and the A5 / Wolvey Road junction.
 - The forecast delay changes in 2026 and 2031 between the 'With Development' and 'Without Development' scenarios are generally modest. The most significant changes in delays are forecast at the A5 / B4114 junction, where there is a forecast increase in delay of approximately 50 seconds on the B4114 eastern approach to the junction in the 2031 AM Peak hour and approximately 15 seconds on the B4114 western approach in the 2031 PM Peak hour.
- 4.1.3 The forecasts undertaken reflect the forecast impact of the proposed Burbage Fields development. It should be noted that the results provided in this report are at a high-level. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.
- 4.1.4 Although the PRTM modelling provides the strategic impact and form part of the Burbage Fields development assessment evidence packs, the overall assessment should be complemented by local operational assessment and analysis.

Appendix A Planning Data Assumptions

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

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

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

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

Appendix B Network Assumptions

Highway Network Scheme Assumptions

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Blaby	Full signalisation of the B581 Staggered junction (Broughton Road/Coventry Road)	Near Certain	2026	2026	Y
Hinckley & Bosworth	RGF/MIRA, A5 Redgate Junction at A444 to Higham Lane Junction	Complete	Jan-15	2015	Y
Catthorpe	M1 J19	Complete	2016-2017	2017	Y
Nottingham	A453 upgrade - including removal of temporary 40mph speed limit	Complete	Sep-15	2016	Y
Kegworth	M1 J24	Complete	Oct-14	2015	Y
Hinckley & Bosworth	A5 Dodwells and Longshoot junctions	Complete	2016	2016	Y
Nottingham	M1 J23a-J25 SMART motorway	Complete	2019	2019	Y
Warwickshire	M6 J2-J4 SMART motorway	Complete	2017-2020	2021	Y
Various	M1 J16-J19	Complete	2019	2019	Y
Leicestershire	A5 widening to dual carriageway near Hinckley	Hypothetical	2020-2023	2026	N
Daventry	DIRFT III - Daventry International Rail Freight Terminal	Complete	2016	2021	Y
Cotes	A60 Nottingham Road/Loughborough reduction of speed limit traffic calming features	Complete	2016	2016	Y
Earl Shilton	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2021-2035	2026	Y
Barwell	Access arrangements for SUE/Highway improvements for SUE	Near Certain	2019-2035	2026	Y
Lubbesthorpe	Access arrangements for SUE including strategic traffic link to the A563 Lubbesthorpe Way	Complete	2017-2026	2021	Y
SRFI	Southern access for new development	Complete	2016-2018	2019	Y
Loughborough	A512 widening B591 to M1 J23, improvements to J23 and completion of dualling thereafter to either Snell's Nook Lane or Epinal Way junction	Complete	2017-2020	2021	Y
Castle Donington	Western Link Road from Back Lane to Tops Hill, NWLDC package of measures to help mitigate planned growth	Complete	2020	2021	Y
Lubbesthorpe	Link across M69 to join north and south of the Lubbesthorpe development	More than Likely	2026-2031	2031	Y
Lubbesthorpe	Highway improvements for SUE (A47 / Braunstone Lane / Ratby Lane improvement scheme)	Complete	2017-2023	2021	Y
Kegworth	Kegworth Bypass	Complete	2017-2019	2019	Y
SRFI	Highway improvements for new development	Complete	2016-2019	2021	Y
Loughborough	West of Loughborough SUE (access from the north via the A6 roundabout)	More than Likely	2021-2026	2026	Y
Loughborough	Access connection for the Science Park via the A512 roundabout	More than Likely	2031	2031	Y
Loughborough	West of Loughborough SUE (connection to the northern arm of the A512 roundabout)	More than Likely	2036	2036	Y
North West Leicestershire	M1 J22	Complete	Before March 2016	2016	Y
North West Leicestershire	A42 J13	Complete	2017	2018	Y
Blaby	Leicester North West Project Phase 1	Complete	2015-2016	2016	Y
Harborough	Harborough Strategic Development Area	Complete	2021	2021	Y
Charnwood	Mountsorrel Lane, Rothley Link Road	Complete	2021	2021	Y
Charnwood	A512 junction improvements	Complete	2016-2021	2021	Y
Hinckley	Hinckley Area Project Phase 1-3	Complete	2014-2017	2021	Y
Blaby	Glenfield Park/Optimus Point S278 works	Complete	2014-2016	2016	Y
North of East Leicester	North of East Leicester Development Network – Thorpebury SUE	Near Certain	2026	2026	Y
Charnwood	A6 Loughborough Road Bus Lane and Parking Controls	Complete	2016	2016	Y
Leicester City	Removal of Belgrave Flyover	Complete	2014-2015	2016	Y
Leicester City	Saffron Lane - Old Velodrome Improvements	Complete	2016	2016	Y
Leicester City	Traffic Calming Schemes	Near Certain	2016-2021	2016	Y
Leicester City	East of Hamilton Development Improvements	Complete	2016	2017	Y

Leicester City	Pedestrianisation of Hotel Street, Pedestrianisation of St Martins	Complete	2016	2016	Y
Leicester City	Haymarket/Charles Street Bus Station development	Complete	2016	2016	Y
Leicester City	Existing & proposed 20mph zones	Complete	2012-2016	2016	Y
Leicester City	St Nicholas Circle	Complete	2015	2016	Y
Leicester City	Welford Road	Complete	2018	2021	Y
Leicester City	Waterside Development	Near Certain	mid-2020s	2026	Y
Rugby	Rugby Radio Station	Near Certain	2026	2026	Y
Leicester City	Belgrave Gate South	Near Certain	2019	2020	Y
Leicester City	Belvoir Street	Complete	2017	2018	Y
Leicester City	York Road/Bonnors Lane/Grange Road	Complete	2019	2019	Y
Leicester City	King St	Complete	2018	2018	Y
Leicester City	Lancaster Road	Complete	2019	2020	Y
Leicester City	Mansfield Street & Church Gate	Complete	2020	2021	Y
Leicester City	SMBS Access to Burleys Way	Complete	2019	2021	Y
Leicester City	Vaughan Way	Complete	2019	2020	Y
Leicester City	Ashton Green	Near Certain	2021-2031	2021	Y
Leicester City	London Road	Complete	2019	2020	Y
Melton	Melton Mowbray Distributor Road (Northern Section) (Nottingham Road to A607)	Near Certain	2023	2023	Y
Melton	Melton Mowbray Distributor Road (Eastern Section) (A607 to Burton Road)	Near Certain	2023	2023	Y
Melton	Melton Mowbray Southern Link Road (Burton Road to Leicester Road)	Near Certain	2023-2026	2026	Y
Melton	Gladman's Site Access (Leicester Road and Kirby Lane)	More than Likely	2026	2026	Y
Leicester City	Beaumont Leys Anstey Lane Improvements	Complete	2019	2021	Y
Hinckley	Rugby Road Corridor Improvements – Phase 4	Near Certain	2022	2022	Y
Leicester City	Putney Road West Improvements	Near Certain	2019	2021	Y
Lutterworth	Frank Whittle Roundabout approaches (Magna Park)	Complete	2018-2020	2021	Y
Lutterworth	Lutterworth East Development (Development Access (A4304, Gilmorton Road and A426))	More than Likely	2021-2026	2026	Y
Lutterworth	Lutterworth East Development (Link Road between A4304 and A426)	More than Likely	2031	2031	Y
Lutterworth	Lutterworth East Development (Gilmorton Road bridge bus restriction)	More than Likely	2026	2026	Y
Bardon Hill	Interlink Way East junction	Complete	2016	2016	Y
Bardon Hill	Bardon Hill Link Road North Section	More than Likely	2021-2026	2026	Y
Coalville	Hoo Ash Roundabout	More than Likely	2021-2026	2026	Y
Coalville	Thornborough Road Roundabout	More than Likely	2021-2026	2026	Y
Coalville	Dual Carriageway from Thornborough Rd to Whitwick Road	More than Likely	2021-2026	2026	Y
Coalville	Whitwick Road Roundabout	More than Likely	2021-2026	2026	Y
Coalville	Broom Leys Road Junction	More than Likely	2021-2026	2026	Y
Coalville	Bardon Link Road Junction	More than Likely	2021-2026	2026	Y
Coalville	Birch Tree Roundabout	More than Likely	2019-2024	2026	Y
Coalville	Fieldhead Roundabout	More than Likely	2021-2026	2026	Y
Granby Street	Granby Street/Halford Street Improvements	Complete	2017	2018	Y
Loughborough	Alan Moss Road	Complete	2017	2018	Y
Hinckley	DPD A5 Access	Complete	2021	2021	Y
Leicester Forest East	Ratby Lane/Wembley Road junction	Complete	2017/18	2019	Y
Coalville	Flying Horse Roundabout	More than Likely	2021-2026	2026	Y
M6 J10-13	M6 J10-13, M54-Stafford ALR	Complete	2016	2016	Y
M54-M6 Toll	M54-M6 Toll, link road min 2 lane motorway	More than Likely	2024	2024	Y
M1 J28-31	M1 J28-31, Mansfield to Sheffield ALR	Complete	2016	2016	Y
M6 J13-J15	M6 J13-15, Stafford South to Stoke South ALR	Near Certain	2022	2022	Y
M1 J13-16	M1 J13-16, Milton Keynes South to J16 ALR	Near Certain	2022	2022	Y
M40 M42	M40-M42, M40 J16-M42 J3 ALR	More than Likely	2026	2026	Y
A46 Coventry	A46 Coventry, remove Binley and Walsgrove roundabouts & upgrade	More than Likely	2022-2026	2026	Y
A46 Toll Bar End	A46 Toll Bar End, grade separated junction and 3 lane highway	Complete	2021	2021	Y
Newark N	A46 Newark, dualling Newark North bypass	More than Likely	2026	2031	Y

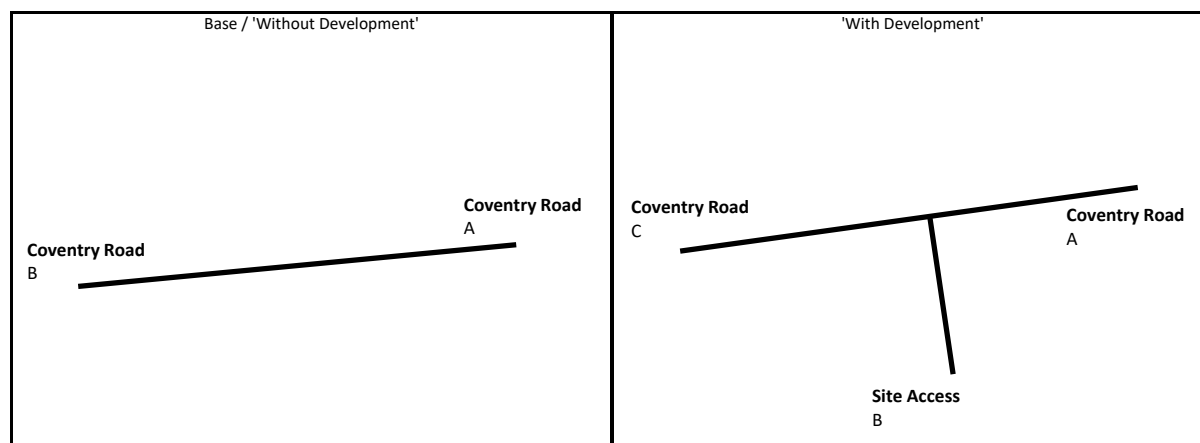
Newark S	South of Newark, A1-A46 link S of Newark; part completed	More than Likely	2031	2031	Y
Lincoln E	East of Lincoln, A15-A158 link; part completed	Complete	2020	2021	Y
Lincoln S	South of Lincoln, A158-A46 link	More than Likely	2027	2031	Y
Grantham S	South of Grantham, A1-A52 link; part completed	Near Certain	2016-2023	2026	Y
Nuneaton and Bedworth Borough	Coton Arches	Complete	2021	2021	Y
Nuneaton and Bedworth Borough	A4254b Eastboro Way P1	Complete	2021	2021	Y
Nuneaton and Bedworth Borough	College Street / A444	Near Certain	2023	2023	Y
Nuneaton and Bedworth Borough	Transforming Nuneaton	Near Certain	2026	2026	Y
Nuneaton and Bedworth Borough	Croft Road/Greenmoor Road Priority	Complete	2020	2020	Y
Nuneaton and Bedworth Borough	A47 Old Hinckley Road	Near Certain	2026	2026	Y
Nuneaton and Bedworth Borough	Coventry Road / Gipsy Lane	More than Likely	2026	2026	Y
Nuneaton and Bedworth Borough	A4254 / B4114/Eastboro Way	Near Certain	2026	2026	Y
Nuneaton and Bedworth Borough	Nuneaton Northern Sites Link Road	Near Certain	2031	2031	Y
North Warwickshire	B5000 Market Street/Bridge St Signals	Near Certain	2026	2026	Y
Rugby Borough	A426/A4071 Avon Mill Roundabout/Newbold Road/Hunters Lane Priority Junction	Near Certain	2026	2026	Y
Rugby Borough	Ashlawn Road/Hillmorton Road	Complete	2021	2021	Y
Rugby Borough	A5 Northern Access to DIRFT III	Complete	2022	2022	Y
Rugby Borough	A5/A428 Halfway House Roundabout	Complete	2021	2021	Y
Rugby Borough	M1 Junction 18	More than Likely	2031	2031	Y
Rugby Borough	M6 to Coton House	Near Certain	2021	2021	Y
Rugby Borough	A5 Southern Access to DIRFT III	Complete	2021	2021	Y
Loughborough	Loughborough Integrated Transport Scheme – not including LIRR	Complete	2013	2014	Y
Blaby	A47/Kirby Lane Tesco Express	Complete	2020	2021	Y
Charnwood	North of Birstall SUE (Broadnook SUE)	Near Certain	2021-2026	2026	Y
Leicester City	LNW2 Ravensbridge Drive / Blackbird Road	Complete	2019	2020	Y
Leicester City	Abbey Park Road Cycle Provision	Complete	2020	2021	Y
Lutterworth	Lutterworth East Development Schemes	Reasonably Foreseeable	2021-2026	2026	N
Nuneaton and Bedworth Borough	New A5 Access to accommodate Callendar Farm Ph2	Near Certain	2026	2026	Y
M6 J3	Interim Improvement Scheme	More than Likely	2026	2026	Y
M6 J2	Update coding of M6 J2 Ansty interchange to include signalised roundabout	Complete	2020	2020	Y
Hinckley	M69 J1 DPD Mitigation	Complete	2020-2021	2021	Y
Lutterworth	Magna Park Extension Access (Mere Lane / A5 improvements and Mere Lane access)	Complete	2020	2020	Y
Lutterworth	Magna Park Extension Access (Northern site access)	Near Certain	2026	2026	Y
North Warwickshire	A5 Dualling between Grendon and Dordon and Dordon junction	More than Likely	2026	2026	Y
Lubbesthorpe	Access arrangements for SUE (southern access roundabout)	Near Certain	2031	2031	Y
Lubbesthorpe	Highway improvements for SUE (Meridian South / A563) (Warren Park Way / Mill Hill) (A47 / A563 signalised crossroads)	Near Certain	2031	2031	Y
Blaby	A50 Groby Road bus gate	Complete	2015	2015	Y
Charnwood	Shuttle signals at the old railway bridge on Tickow Lane	Near Certain	2022	2022	Y

Public Transport Scheme Assumptions

Location	Scheme Name	Certainty	Timescale	First Forecast Year	Include
Lubbesthorpe	Service to accommodate SUE	Near Certain	2018	2021	Y
North of East Leicester	Package of bus measures to accommodate SUE	Complete	2013-16	2016	Y
North of East Leicester	Misc. services (Charnwood / Thurmaston)	Complete	2013-16	2016	Y
Garendon	New services for Garendon	More than Likely	2031	2031	Y
Blaby	Leicester North West Project Phase 1	More than Likely	2015-2016	2016	Y
Hinckley	Hinckley Area Project Phases 1-3	Complete	2016	2016	Y
Kegworth	East Midlands Gateway - Strategic Rail Freight Interchange	Near Certain	2017-2020	2021	Y
Charnwood	A6 Loughborough Road Bus Lane and Parking Controls	Complete	2016	2016	Y
Ashton Green	Ashton Green bus services	More than Likely	2021-2031	2026	Y
Midlands	Midland Mainline Electrification	Near Certain	2021	2021	Y
East Midlands	East Midlands Railway frequency changes	More than Likely	Dec-20	2021	Y
Leicester City	Transforming Cities Fund 2	More than Likely	2026	2026	Y

Appendix C Forecast Junction Turning Flows

Turning Flows (veh) – Coventry Road / Site Access Junction



2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	110	1	111	8%	171	1	171	12%
B-A	220	2	222	15%	187	1	188	13%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	149	3	152	11%	277	1	278	19%
B-A	270	1	271	19%	242	1	243	17%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	136	2	138	10%	320	1	321	22%
B-A	326	1	328	22%	263	1	264	18%

2026 'With Development'

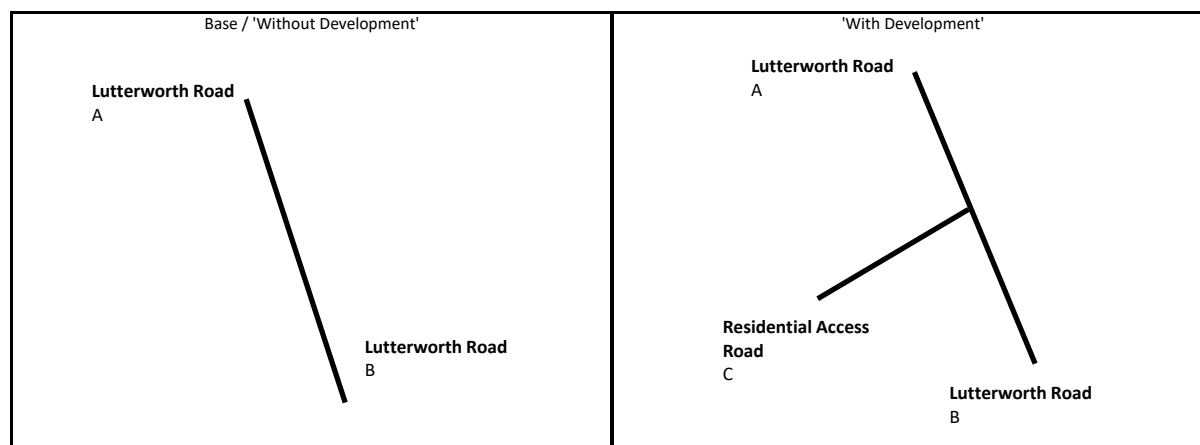
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	21	0	21	2%	47	0	47	4%
A-C	136	2	138	10%	273	1	274	19%
B-A	51	0	51	6%	17	0	17	2%
B-C	82	0	82	7%	39	0	39	4%
C-A	326	1	327	23%	259	1	259	19%
C-B	32	0	32	3%	61	0	61	7%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	102	2	104	7%	337	1	337	23%
B-A	372	1	373	25%	268	1	269	18%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	18	0	18	1%	47	0	47	5%
A-C	100	2	102	7%	295	1	296	21%
B-A	50	0	50	5%	18	0	18	2%
B-C	81	0	81	7%	39	0	39	4%
C-A	374	1	375	26%	268	1	269	19%
C-B	34	0	34	4%	60	0	60	7%

Turning Flows (veh) – B587 Lutterworth Road / Passchendaele Drive Junction**2014 Base**

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	283	14	296	18%	126	3	128	8%
B-A	128	8	136	9%	351	7	357	22%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	511	3	514	31%	149	1	149	9%
B-A	168	5	173	11%	522	4	527	33%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	716	3	719	43%	199	1	200	12%
B-A	191	7	198	13%	647	6	653	40%

2026 'With Development'

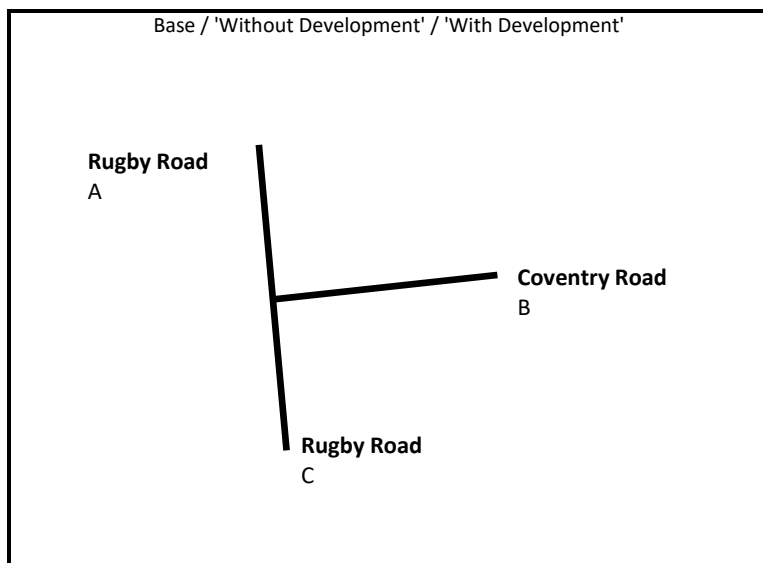
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	716	3	719	43%	198	1	199	12%
A-C	7	0	7	1%	8	0	8	1%
B-A	191	7	198	12%	636	6	642	40%
B-C	2	0	2	0%	46	0	46	5%
C-A	10	0	10	1%	4	0	4	0%
C-B	34	0	34	4%	11	0	11	1%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	854	3	858	51%	218	1	219	13%
B-A	193	7	200	13%	685	5	690	43%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	865	3	869	52%	215	1	216	13%
A-C	7	0	7	1%	9	0	9	1%
B-A	190	7	197	12%	704	5	710	42%
B-C	2	0	2	0%	47	0	47	5%
C-A	10	0	10	1%	4	0	4	0%
C-B	36	0	36	5%	11	0	11	1%

Turning Flows (veh) – B4109 Rugby Road / Coventry Road Junction

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	48	1	48	7%	48	0	48	5%
A-C	649	11	660	46%	449	3	452	32%
B-A	48	0	48	9%	47	0	47	12%
B-C	326	6	332	43%	194	3	196	21%
C-A	409	10	419	29%	870	6	877	59%
C-B	170	1	170	22%	349	2	351	38%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	71	0	71	10%	47	0	47	6%
A-C	666	12	678	49%	542	4	546	38%
B-A	52	0	52	10%	47	0	47	15%
B-C	385	4	389	51%	231	1	232	27%
C-A	321	7	328	22%	716	5	721	48%
C-B	296	1	297	40%	657	0	658	76%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	95	0	95	15%	49	0	49	6%
A-C	749	12	760	56%	589	4	592	41%
B-A	62	0	62	15%	85	0	85	31%
B-C	401	3	404	57%	235	1	236	28%
C-A	476	8	484	33%	750	5	755	51%
C-B	280	1	281	42%	705	0	705	85%

2026 'With Development'

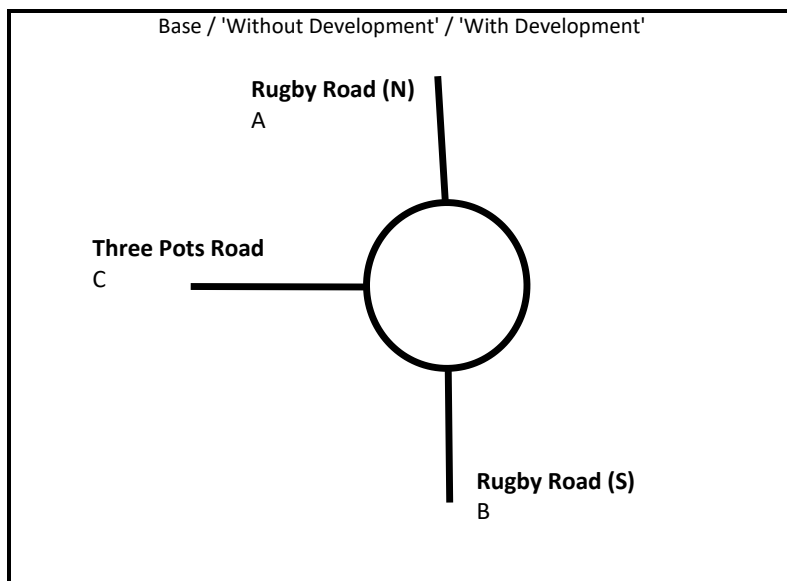
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	106	0	106	17%	66	0	66	8%
A-C	740	11	751	55%	589	4	593	42%
B-A	85	0	85	21%	89	0	89	32%
B-C	440	3	443	62%	243	1	244	29%
C-A	472	8	480	33%	731	5	736	50%
C-B	291	1	292	43%	734	0	735	90%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	95	0	96	15%	49	0	49	6%
A-C	744	11	755	55%	602	4	606	42%
B-A	61	0	61	15%	92	0	92	34%
B-C	366	3	369	52%	249	1	249	30%
C-A	489	8	496	34%	762	5	767	52%
C-B	300	1	301	45%	710	1	710	87%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	111	0	111	18%	65	0	65	8%
A-C	742	11	754	56%	604	4	607	43%
B-A	83	0	83	21%	111	0	111	41%
B-C	395	3	398	56%	259	1	259	32%
C-A	482	8	490	33%	763	5	768	50%
C-B	313	0	313	47%	710	1	710	92%

Turning Flows (veh) – B4109 Rugby Road / Canberra Way / Three Pots Road Roundabout

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	835	15	850	66%	608	6	613	40%
A-C	141	1	142	66%	35	0	35	40%
B-A	484	10	494	33%	987	8	995	62%
B-C	0	0	0	0%	0	0	0	0%
C-A	95	1	95	27%	233	0	234	52%
C-B	98	9	107	27%	12	1	13	52%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	919	12	931	70%	725	5	730	48%
A-C	133	4	137	70%	48	0	48	48%
B-A	508	7	515	35%	1,135	5	1,140	72%
B-C	0	2	2	35%	0	2	2	72%
C-A	110	0	110	28%	239	0	239	62%
C-B	106	0	106	28%	2	0	2	62%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	1,019	12	1,031	76%	775	5	779	51%
A-C	131	3	134	76%	49	0	49	51%
B-A	645	8	654	44%	1,282	6	1,288	81%
B-C	0	3	3	44%	0	2	2	81%
C-A	111	0	111	31%	172	0	172	58%
C-B	98	0	98	31%	0	0	0	58%

2026 'With Development'

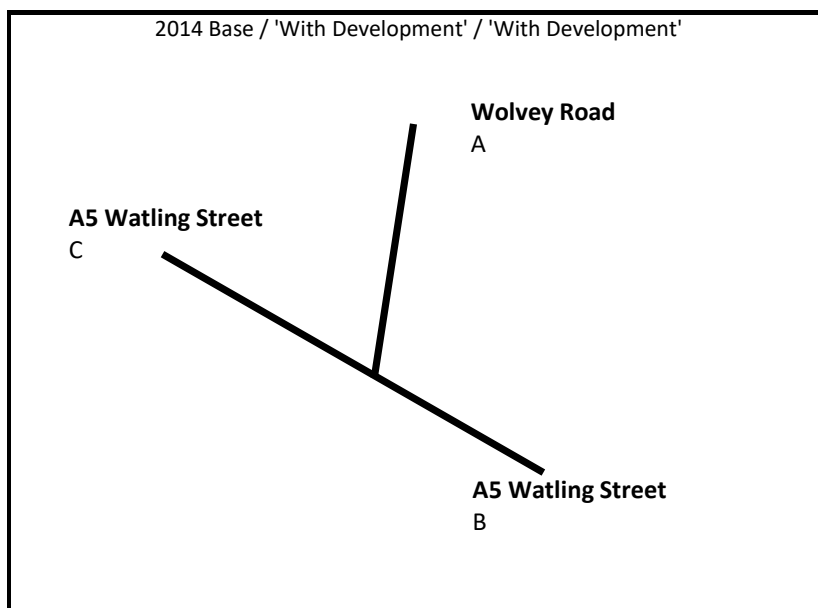
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	1,040	11	1,051	78%	781	5	786	51%
A-C	140	3	143	78%	51	0	51	51%
B-A	646	8	654	44%	1,309	6	1,314	83%
B-C	0	3	3	44%	0	2	2	83%
C-A	117	0	117	32%	157	0	157	56%
C-B	98	0	98	32%	0	0	0	56%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	978	11	990	73%	798	4	802	52%
A-C	131	3	134	73%	52	0	53	52%
B-A	676	8	684	46%	1,353	6	1,358	86%
B-C	0	2	2	46%	0	2	2	86%
C-A	113	0	113	32%	119	0	119	48%
C-B	98	0	98	32%	0	0	0	48%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	997	11	1,008	75%	803	4	807	53%
A-C	140	3	143	75%	60	0	60	53%
B-A	677	8	685	46%	1,353	6	1,359	87%
B-C	0	2	2	46%	0	2	2	87%
C-A	118	0	118	33%	120	0	120	47%
C-B	98	0	98	33%	0	0	0	47%

Turning Flows (veh) – A5 Watling Street / Wolvey Road Junction

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	185	2	187	56%	35	0	35	8%
B-A	18	0	18	3%	117	1	118	17%
B-C	712	93	806	54%	698	51	749	51%
C-A	98	0	99	15%	351	0	351	42%
C-B	744	123	866	62%	645	64	709	59%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	9	9	5%	11	1	12	2%
A-C	202	5	207	73%	34	0	34	10%
B-A	19	0	19	3%	127	0	127	22%
B-C	764	114	878	59%	802	61	864	60%
C-A	93	0	93	15%	431	0	431	59%
C-B	782	115	896	63%	743	74	817	73%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	8	8	5%	13	1	14	2%
A-C	193	4	197	70%	37	0	37	13%
B-A	11	0	11	2%	166	0	166	29%
B-C	722	130	852	59%	879	73	953	68%
C-A	90	0	90	15%	400	0	400	55%
C-B	753	139	891	64%	731	81	813	71%

2026 'With Development'

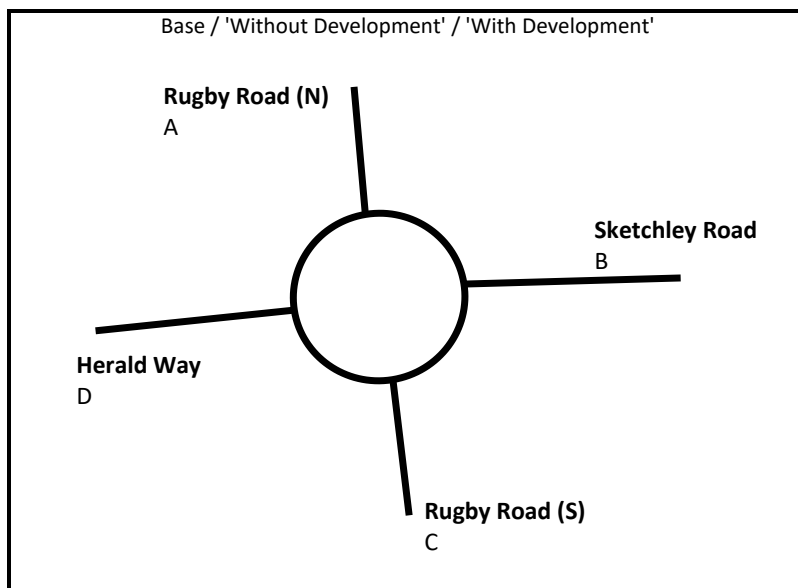
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	8	8	5%	13	1	14	2%
A-C	201	4	204	73%	36	0	36	13%
B-A	11	0	11	2%	167	0	167	29%
B-C	725	130	854	59%	887	73	960	69%
C-A	94	0	94	15%	403	0	403	55%
C-B	751	138	889	64%	731	81	812	71%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	8	8	5%	14	1	14	2%
A-C	183	4	187	72%	39	0	40	16%
B-A	9	0	9	2%	176	0	176	34%
B-C	712	135	847	58%	938	86	1,024	74%
C-A	90	0	90	16%	380	0	380	54%
C-B	803	138	941	67%	738	89	828	72%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	8	8	5%	14	1	14	2%
A-C	190	4	193	74%	44	0	45	17%
B-A	9	0	9	2%	178	0	178	35%
B-C	714	134	848	59%	975	85	1,059	75%
C-A	93	0	93	16%	388	0	388	54%
C-B	799	137	936	67%	735	89	824	72%

Turning Flows (veh) – B4109 Rugby Road / Sketchley Lane / Herald Way Roundabout

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	3	0	3	33%	1	0	1	35%
A-C	412	5	417	33%	412	1	413	36%
A-D	46	3	49	33%	55	1	56	36%
B-A	0	0	0	32%	2	0	2	19%
B-C	208	5	213	32%	46	2	48	19%
B-D	26	0	26	32%	95	0	95	19%
C-A	374	7	381	30%	614	3	618	62%
C-B	67	3	70	30%	258	3	261	62%
C-D	17	0	17	30%	44	0	44	62%
D-A	44	1	45	25%	32	0	32	20%
D-B	80	0	80	25%	38	0	38	20%
D-C	78	1	79	25%	39	0	39	20%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	482	6	488	37%	497	2	498	42%
A-D	44	0	44	37%	52	0	52	42%
B-A	0	0	0	0%	0	0	0	0%
B-C	168	5	173	28%	48	2	49	16%
B-D	22	1	22	28%	62	1	62	16%
C-A	282	3	285	24%	453	2	455	50%
C-B	69	3	72	24%	266	3	269	50%
C-D	23	0	23	24%	43	0	44	50%
D-A	45	0	45	21%	33	0	33	18%
D-B	47	1	48	21%	36	0	36	18%
D-C	88	1	89	21%	45	0	45	18%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	589	6	595	43%	549	2	551	44%
A-D	17	0	17	43%	34	0	34	44%
B-A	0	0	0	0%	0	0	0	0%
B-C	169	5	174	36%	46	2	48	19%
B-D	63	1	63	36%	83	0	84	19%
C-A	454	5	459	35%	621	3	624	55%
C-B	62	3	65	35%	209	3	212	55%
C-D	22	0	22	35%	4	0	4	55%
D-A	40	0	40	24%	36	0	36	26%
D-B	58	0	59	24%	75	0	75	26%
D-C	85	1	86	24%	43	0	43	26%

2026 'With Development'

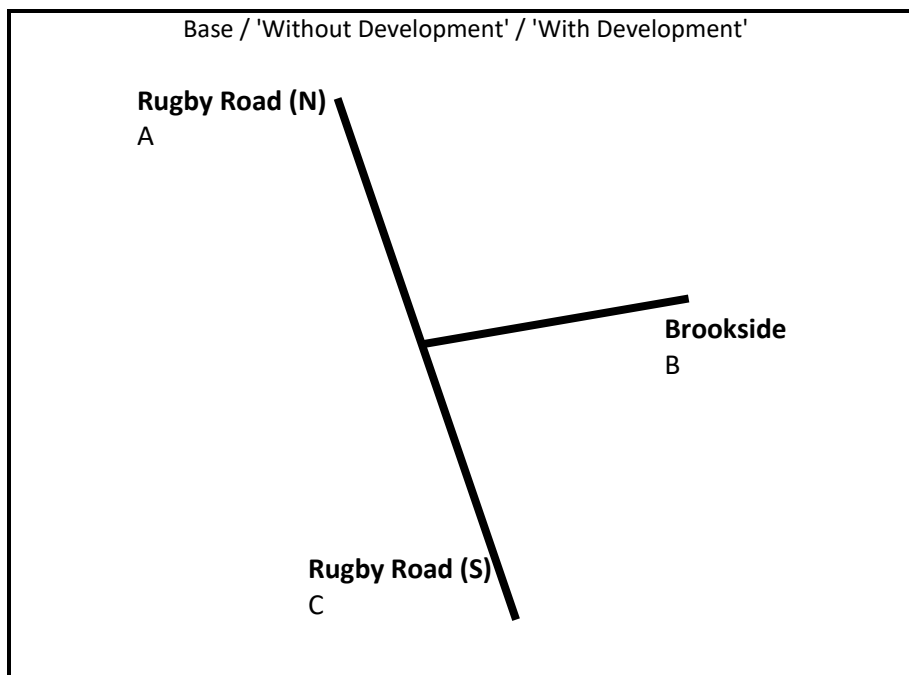
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	594	6	599	43%	563	2	565	45%
A-D	17	0	17	43%	34	0	34	45%
B-A	0	0	0	0%	0	0	0	0%
B-C	167	5	172	36%	47	2	49	19%
B-D	61	1	62	36%	83	0	84	19%
C-A	471	5	476	36%	627	3	629	54%
C-B	62	3	65	36%	190	3	193	54%
C-D	23	0	23	36%	3	0	3	54%
D-A	40	0	40	25%	36	0	36	30%
D-B	59	0	59	25%	95	0	95	30%
D-C	86	1	87	25%	45	0	45	30%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	606	6	612	44%	560	2	561	44%
A-D	18	0	18	44%	34	0	34	44%
B-A	0	0	0	0%	0	0	0	0%
B-C	148	5	153	33%	47	2	49	19%
B-D	58	1	58	33%	83	0	83	19%
C-A	463	5	468	36%	694	3	697	57%
C-B	64	3	67	36%	154	3	157	57%
C-D	23	0	23	36%	6	0	6	57%
D-A	40	0	40	24%	36	0	36	34%
D-B	57	0	57	24%	117	0	117	34%
D-C	85	1	86	24%	44	0	44	34%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	0	0	0	0%	0	0	0	0%
A-C	619	6	625	45%	576	2	578	45%
A-D	18	0	18	45%	32	0	32	45%
B-A	0	0	0	0%	0	0	0	0%
B-C	149	5	154	33%	47	2	49	19%
B-D	57	1	58	33%	85	0	86	19%
C-A	478	5	482	37%	722	3	725	56%
C-B	64	3	67	37%	149	3	152	56%
C-D	24	0	24	37%	3	0	3	56%
D-A	40	0	40	24%	29	0	29	37%
D-B	58	0	58	24%	134	0	134	37%
D-C	85	1	86	24%	45	0	46	37%

Turning Flows (veh) – B4109 Rugby Road / Brookside Junction

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	66	3	69	12%	185	3	188	26%
A-C	431	5	436	59%	488	1	489	58%
B-A	240	4	244	66%	153	1	154	50%
B-C	89	3	92	43%	63	2	64	30%
C-A	331	4	335	45%	411	3	414	49%
C-B	170	4	174	46%	298	0	298	72%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	61	3	64	11%	159	3	162	23%
A-C	497	6	503	68%	567	2	568	67%
B-A	215	3	218	57%	129	1	130	40%
B-C	84	0	85	34%	50	0	50	21%
C-A	369	3	373	50%	475	2	477	56%
C-B	40	0	40	12%	68	0	68	19%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	75	3	78	22%	174	3	177	35%
A-C	657	6	663	49%	668	2	670	45%
B-A	270	4	274	73%	133	1	134	49%
B-C	8	0	8	8%	9	0	9	6%
C-A	562	5	567	78%	717	3	719	85%
C-B	20	0	20	8%	18	0	18	7%

2026 'With Development'

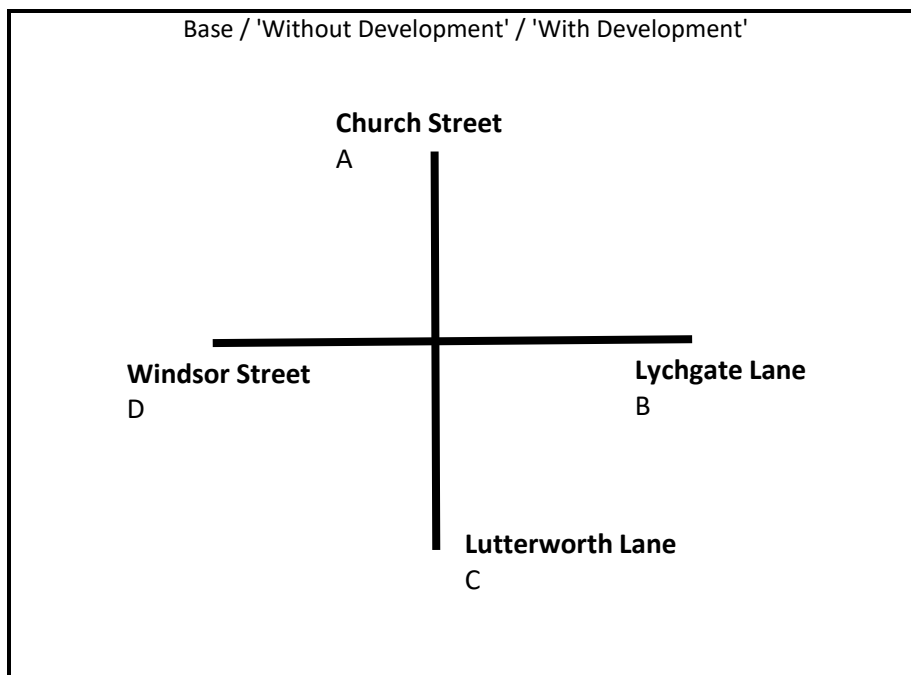
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	76	3	79	23%	174	3	176	35%
A-C	663	6	669	49%	683	2	684	46%
B-A	270	4	274	73%	137	1	138	50%
B-C	8	0	8	8%	9	0	9	6%
C-A	580	5	585	80%	722	3	725	86%
C-B	20	0	20	8%	18	0	18	7%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	81	3	84	24%	170	2	172	35%
A-C	681	6	687	51%	690	2	692	47%
B-A	262	4	265	71%	165	1	166	60%
B-C	8	0	8	7%	8	0	8	7%
C-A	569	5	574	79%	775	3	778	92%
C-B	20	0	20	8%	17	0	17	9%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	83	3	85	25%	169	2	172	35%
A-C	694	6	700	52%	703	2	705	47%
B-A	262	4	266	71%	193	1	194	60%
B-C	8	0	8	7%	7	0	7	7%
C-A	584	5	589	81%	804	3	806	93%
C-B	20	0	20	8%	9	0	9	11%

Turning Flows (veh) – B578 Church Street / Windsor Street / Lychgate Lane Junction

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	26	0	26	3%	33	0	33	3%
A-C	250	13	262	21%	115	2	117	9%
A-D	112	0	113	12%	108	0	109	12%
B-A	28	0	28	3%	38	0	38	4%
B-C	4	0	4	0%	1	0	1	0%
B-D	22	0	22	2%	32	0	32	3%
C-A	123	8	131	9%	289	6	295	21%
C-B	1	0	1	0%	11	0	11	1%
C-D	3	0	3	0%	23	1	23	2%
D-A	157	1	158	14%	188	1	189	18%
D-B	47	0	47	4%	40	0	40	4%
D-C	19	1	20	2%	8	1	9	1%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	27	0	27	4%	36	0	36	4%
A-C	437	2	439	35%	139	0	140	13%
A-D	139	3	142	18%	202	0	202	25%
B-A	35	0	35	5%	38	0	38	5%
B-C	8	0	8	1%	2	0	2	0%
B-D	27	0	27	3%	28	0	28	3%
C-A	162	5	166	12%	424	4	428	31%
C-B	1	0	1	0%	17	0	17	2%
C-D	3	0	3	0%	41	0	41	5%
D-A	164	1	165	15%	234	1	235	25%
D-B	60	0	60	7%	48	0	48	6%
D-C	50	0	51	7%	3	0	3	0%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	26	0	26	4%	34	0	34	4%
A-C	584	3	587	45%	189	1	190	17%
A-D	109	2	111	17%	196	1	197	27%
B-A	33	0	34	5%	36	0	36	6%
B-C	15	0	15	2%	2	0	2	0%
B-D	36	0	36	5%	30	0	30	4%
C-A	190	7	196	14%	504	5	509	37%
C-B	1	0	1	0%	17	0	17	3%
C-D	6	0	6	1%	81	0	81	10%
D-A	176	1	177	16%	232	1	232	26%
D-B	64	0	64	9%	53	0	53	7%
D-C	87	1	88	13%	9	0	9	1%

2026 'With Development'

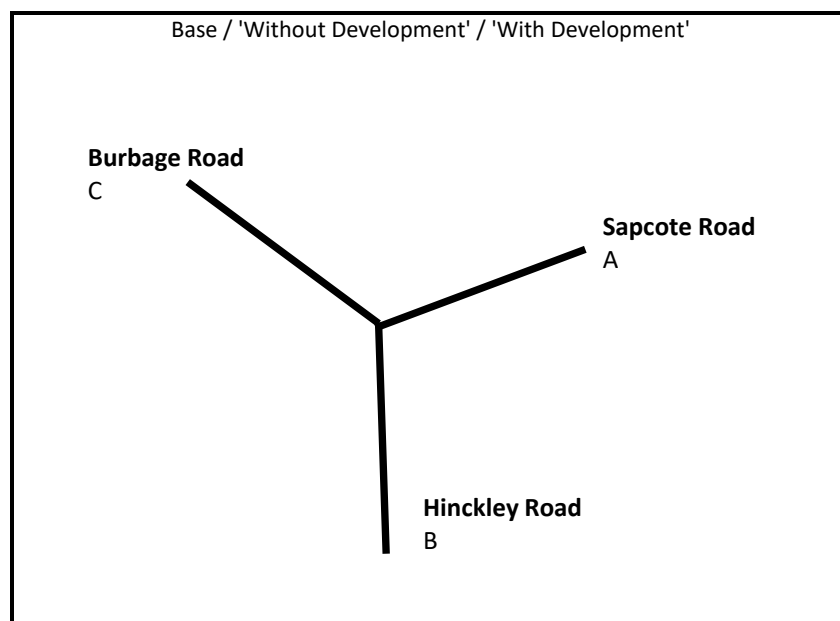
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	28	0	28	4%	35	0	36	4%
A-C	584	3	587	46%	195	1	196	18%
A-D	127	2	129	20%	203	1	203	28%
B-A	33	0	34	5%	36	0	36	6%
B-C	18	0	19	2%	3	0	3	0%
B-D	37	0	37	5%	33	0	33	5%
C-A	198	7	204	14%	505	5	511	37%
C-B	2	0	2	0%	17	0	17	3%
C-D	7	0	7	1%	72	0	73	9%
D-A	214	1	215	20%	245	1	245	28%
D-B	73	0	73	11%	52	0	52	7%
D-C	91	1	91	14%	10	0	10	2%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	28	0	28	5%	34	0	34	4%
A-C	683	3	686	51%	211	1	212	20%
A-D	73	2	75	13%	205	0	206	30%
B-A	32	0	32	6%	41	0	41	7%
B-C	20	0	20	3%	3	0	3	0%
B-D	35	0	36	5%	37	0	37	5%
C-A	196	7	203	14%	539	5	544	40%
C-B	1	0	1	0%	17	0	17	3%
C-D	7	0	7	1%	82	0	82	10%
D-A	188	1	189	18%	229	1	230	27%
D-B	67	0	68	12%	54	0	54	7%
D-C	116	1	117	20%	11	0	12	2%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	28	0	28	5%	35	0	35	4%
A-C	690	3	692	52%	213	1	214	20%
A-D	88	2	90	16%	201	0	201	30%
B-A	32	0	32	6%	41	0	41	7%
B-C	23	0	23	3%	4	0	4	0%
B-D	36	0	36	5%	41	0	41	6%
C-A	201	7	208	15%	556	5	561	40%
C-B	2	0	2	0%	17	0	17	3%
C-D	9	0	9	1%	89	0	89	11%
D-A	226	1	227	22%	243	1	244	28%
D-B	75	0	75	13%	56	0	56	8%
D-C	122	1	123	21%	14	0	14	2%

Turning Flows (veh) – B4669 Sapcote Road / B578 Hinckley Road Junction

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	167	1	168	21%	295	1	296	31%
A-C	556	10	565	44%	399	1	401	35%
B-A	197	3	200	34%	209	2	211	31%
B-C	178	8	186	23%	326	5	331	34%
C-A	337	8	346	31%	480	9	489	36%
C-B	279	12	291	39%	111	2	113	14%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	198	3	201	25%	314	3	317	33%
A-C	551	5	556	45%	366	1	367	33%
B-A	232	8	239	46%	311	7	318	47%
B-C	212	1	212	27%	409	0	409	43%
C-A	347	8	355	36%	445	4	449	37%
C-B	434	0	434	56%	225	0	225	27%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	235	3	238	30%	339	3	342	35%
A-C	558	6	564	47%	348	1	349	32%
B-A	252	9	261	54%	325	6	331	49%
B-C	215	1	215	29%	440	0	440	46%
C-A	380	8	387	43%	459	6	465	39%
C-B	495	0	495	66%	236	0	236	29%

2026 'With Development'

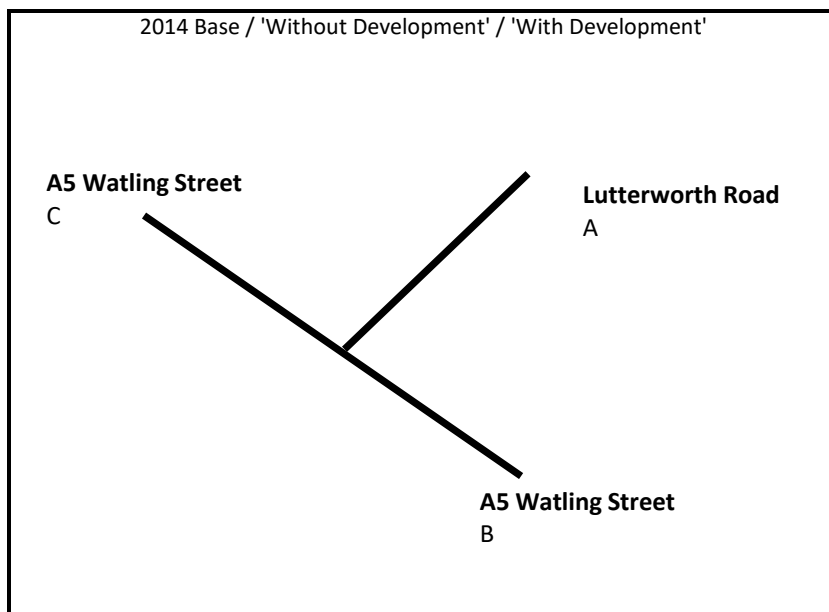
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	239	3	243	31%	369	3	371	38%
A-C	552	6	558	47%	343	1	344	33%
B-A	260	9	270	57%	321	6	327	48%
B-C	245	1	246	33%	448	0	448	47%
C-A	378	8	386	44%	469	6	475	39%
C-B	509	0	510	68%	217	0	217	27%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	236	4	239	30%	367	3	369	37%
A-C	551	6	557	47%	340	1	341	32%
B-A	266	9	275	61%	332	8	340	50%
B-C	216	1	217	31%	464	0	464	49%
C-A	400	7	407	49%	439	4	442	37%
C-B	551	0	551	73%	253	0	253	31%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	240	3	243	31%	426	3	429	40%
A-C	546	6	552	46%	381	1	382	33%
B-A	271	10	281	63%	343	8	351	50%
B-C	246	1	246	35%	434	0	435	49%
C-A	398	7	406	50%	447	4	451	37%
C-B	567	0	567	75%	215	0	215	29%

Turning Flows (veh) – A5 Watling Street / B578 Lutterworth Road Junction

2014 Base

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	286	13	299	28%	88	2	89	8%
A-C	23	0	23	4%	1	0	1	0%
B-A	108	9	117	14%	353	9	363	34%
B-C	603	67	670	49%	420	44	464	40%
C-A	1	0	1	0%	24	0	24	3%
C-B	622	64	686	46%	675	36	711	46%

2021 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	340	2	342	31%	106	0	106	12%
A-C	0	0	0	0%	0	0	0	0%
B-A	117	1	118	20%	373	2	374	40%
B-C	869	85	954	69%	498	51	550	48%
C-A	0	0	0	0%	0	0	0	0%
C-B	607	70	677	46%	828	44	872	56%

2026 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	404	2	406	37%	131	0	131	17%
A-C	2	0	2	1%	0	0	0	0%
B-A	115	1	116	24%	374	2	376	48%
B-C	939	103	1,042	76%	603	64	667	58%
C-A	0	0	0	0%	0	0	0	0%
C-B	589	76	665	46%	959	51	1,010	65%

2026 'With Development'

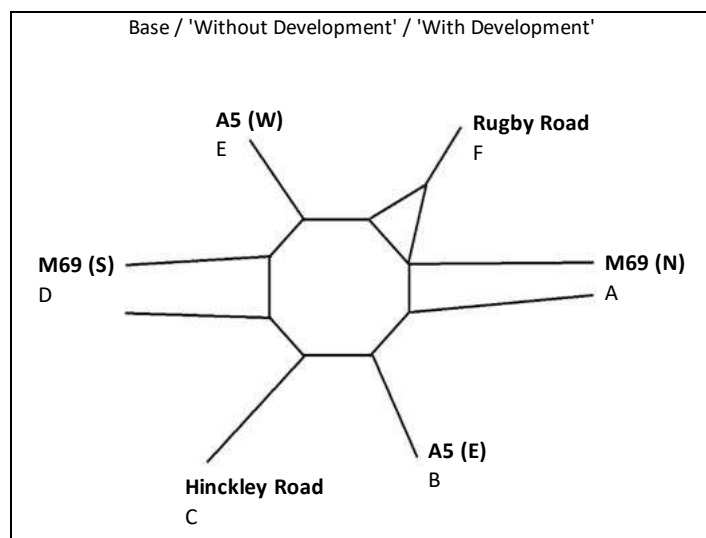
Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	425	2	427	39%	140	0	140	18%
A-C	3	0	3	1%	0	0	0	0%
B-A	116	1	117	24%	414	2	416	53%
B-C	937	103	1,040	75%	597	64	661	60%
C-A	0	0	0	0%	1	0	1	0%
C-B	578	77	654	45%	959	51	1,010	65%

2031 'Without Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	500	2	503	45%	148	1	149	19%
A-C	44	0	44	12%	0	0	0	0%
B-A	116	1	117	24%	412	2	413	52%
B-C	918	109	1,027	75%	671	74	745	67%
C-A	0	0	0	0%	1	0	1	0%
C-B	555	82	637	44%	938	58	996	65%

2031 'With Development'

Turning Movement	AM				PM			
	LV	HV	Total	V/C (%)	LV	HV	Total	V/C (%)
A-B	525	2	527	47%	155	1	155	20%
A-C	56	0	56	15%	1	0	1	0%
B-A	117	1	118	24%	473	2	474	56%
B-C	911	109	1,021	75%	672	71	744	69%
C-A	0	0	0	0%	1	0	1	0%
C-B	544	81	626	44%	933	62	995	65%

Turning Flows (veh) – M69 Junction 1¹⁵**2014 Base**

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	4	7	11	10	4	14
A-C	250	57	307	303	56	358
A-D	0	0	0	0	0	0
A-E	140	35	175	135	16	151
A-F	3	0	3	17	0	17
B-A	4	6	9	3	6	9
B-C	1	0	1	1	0	1
B-D	231	0	231	78	0	78
B-E	350	2	352	258	35	293
B-F	59	6	65	88	5	93
C-A	237	89	326	236	81	318
C-B	1	0	1	0	0	0
C-D	0	0	0	0	0	0
C-E	53	2	55	64	1	65
C-F	146	1	147	198	0	198
D-A	0	0	0	0	0	0
D-B	108	0	108	272	0	272
D-C	0	0	0	0	0	0
D-E	184	0	185	361	1	362
D-F	277	3	280	681	2	683
E-A	130	62	192	138	35	173
E-B	355	48	403	336	29	364
E-C	23	1	24	34	0	34
E-D	237	12	249	138	0	138
E-F	0	0	0	0	0	0
F-A	113	10	123	19	1	20
F-B	160	10	169	99	3	102
F-C	98	1	99	138	1	139
F-D	562	4	566	363	1	364
F-E	0	0	0	0	0	0

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	30%	47%	31%	39%
B	13%	46%	9%	48%
C	38%	30%	40%	36%
D	29%	61%	66%	34%
E	57%	53%	45%	53%
F	60%	31%	39%	61%

¹⁵ M69 Junction 1 roundabout is coded as an 'exploded' roundabout (as noted in Paragraph 2.2.6 of the PRTM - Burbage Fields - Base Year Model Review v3.0 (2022-05-24)). As such, turn volume-capacity ratio data are not available for this junction and link volume-capacity ratio data have been provided.

2021 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	99	11	110	43	8	51
A-C	227	60	287	306	47	353
A-D	0	0	0	0	0	0
A-E	106	33	139	121	15	136
A-F	4	1	5	23	1	24
B-A	14	6	20	65	6	70
B-C	1	0	1	7	0	7
B-D	353	10	364	175	8	183
B-E	345	73	418	293	42	335
B-F	64	5	69	97	4	101
C-A	237	90	327	248	82	330
C-B	1	0	1	1	0	1
C-D	0	0	0	0	0	0
C-E	79	3	82	96	1	98
C-F	153	1	154	236	0	237
D-A	0	0	0	0	0	0
D-B	169	13	182	271	10	281
D-C	0	0	0	0	0	0
D-E	251	4	255	419	4	423
D-F	291	1	291	780	0	780
E-A	117	59	176	146	36	183
E-B	339	54	393	351	36	386
E-C	30	3	33	65	1	66
E-D	295	5	301	191	1	192
E-F	0	2	2	0	1	1
F-A	85	1	86	31	0	31
F-B	140	7	147	110	3	113
F-C	134	2	136	145	1	145
F-D	669	2	672	442	1	442
F-E	0	0	0	0	0	0

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	33%	44%	32%	45%
B	16%	56%	13%	54%
C	40%	32%	46%	38%
D	39%	78%	77%	48%
E	59%	59%	52%	61%
F	64%	32%	45%	70%

2026 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	162	10	172	56	9	65
A-C	241	62	303	273	49	321
A-D	0	0	0	0	0	0
A-E	105	34	139	171	14	185
A-F	9	1	9	2	1	3
B-A	17	8	25	103	5	108
B-C	2	0	2	18	0	18
B-D	358	17	375	248	14	262
B-E	306	87	393	329	53	382
B-F	102	6	108	136	5	141
C-A	245	83	328	193	72	265
C-B	1	0	1	1	0	1
C-D	0	0	0	0	0	0
C-E	87	3	89	92	1	93
C-F	178	1	179	294	0	294
D-A	0	0	0	0	0	0
D-B	186	18	205	336	14	351
D-C	0	0	0	0	0	0
D-E	236	6	242	454	5	459
D-F	357	1	359	850	1	851
E-A	139	71	211	127	35	162
E-B	270	64	334	336	44	380
E-C	42	2	44	77	1	77
E-D	299	7	305	205	2	207
E-F	0	2	2	0	1	1
F-A	89	1	90	29	0	29
F-B	185	7	192	124	3	127
F-C	118	2	120	140	1	141
F-D	727	2	729	480	1	481
F-E	0	0	0	0	0	0

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	37%	47%	33%	42%
B	17%	61%	16%	61%
C	42%	33%	45%	38%
D	43%	82%	86%	56%
E	61%	58%	53%	69%
F	70%	41%	48%	79%

2026 'With Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	163	11	175	56	9	65
A-C	241	62	303	273	49	322
A-D	0	0	0	0	0	0
A-E	105	34	139	170	14	184
A-F	9	1	10	2	1	3
B-A	17	8	25	103	5	108
B-C	3	0	3	18	0	18
B-D	357	17	373	246	14	260
B-E	306	87	393	335	53	388
B-F	103	6	108	143	5	147
C-A	245	83	328	195	72	267
C-B	1	0	1	1	0	1
C-D	0	0	0	0	0	0
C-E	87	3	90	94	1	95
C-F	178	1	179	294	0	295
D-A	0	0	0	0	0	0
D-B	182	18	201	336	14	350
D-C	0	0	0	0	0	0
D-E	241	6	247	455	5	460
D-F	356	1	358	869	1	869
E-A	139	71	211	125	35	160
E-B	269	64	332	338	44	382
E-C	42	2	44	77	1	77
E-D	296	7	303	205	2	207
E-F	0	2	2	0	1	1
F-A	97	1	98	30	0	30
F-B	183	7	189	125	3	128
F-C	117	2	119	142	1	142
F-D	746	2	748	483	1	484
F-E	0	0	0	0	0	0

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	38%	48%	33%	42%
B	17%	60%	17%	61%
C	42%	33%	45%	38%
D	43%	83%	87%	56%
E	60%	58%	53%	70%
F	71%	41%	48%	81%

2031 'Without Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	166	9	175	56	8	64
A-C	232	66	298	276	48	324
A-D	0	0	0	0	0	0
A-E	84	33	118	171	14	185
A-F	9	1	9	2	1	3
B-A	17	9	26	96	7	103
B-C	4	0	4	18	0	18
B-D	386	16	402	271	13	284
B-E	308	91	399	346	61	407
B-F	101	6	107	163	5	168
C-A	278	79	357	188	74	262
C-B	1	0	1	1	0	1
C-D	32	0	32	0	0	0
C-E	84	2	87	110	1	112
C-F	177	1	178	283	0	284
D-A	0	0	0	0	0	0
D-B	185	18	203	333	14	347
D-C	0	0	0	0	0	0
D-E	248	7	255	486	10	496
D-F	386	1	388	897	1	897
E-A	137	66	203	108	34	141
E-B	270	66	336	326	49	375
E-C	68	3	70	99	1	100
E-D	327	10	337	219	4	223
E-F	0	2	2	0	1	1
F-A	97	1	98	28	0	28
F-B	138	7	144	128	3	131
F-C	127	2	129	131	1	131
F-D	711	2	714	511	1	512
F-E	0	0	0	0	0	0

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	37%	49%	33%	41%
B	18%	58%	18%	61%
C	45%	36%	46%	39%
D	45%	87%	91%	60%
E	63%	58%	54%	75%
F	67%	43%	49%	84%

2031 'With Development'

Turning Movement	AM			PM		
	LV	HV	Total	LV	HV	Total
A-B	167	12	179	56	8	64
A-C	230	66	296	276	48	324
A-D	0	0	0	0	0	0
A-E	85	33	118	171	14	185
A-F	9	1	10	2	1	3
B-A	17	9	26	96	7	102
B-C	5	0	5	18	0	18
B-D	400	16	416	264	13	277
B-E	305	91	396	354	60	414
B-F	101	6	107	158	5	163
C-A	276	79	355	191	74	264
C-B	1	0	1	1	0	1
C-D	30	0	30	0	0	0
C-E	84	2	87	112	1	113
C-F	176	1	177	289	0	289
D-A	0	0	0	0	0	0
D-B	183	18	201	332	14	346
D-C	0	0	0	0	0	0
D-E	252	7	259	490	10	499
D-F	387	1	388	912	1	913
E-A	137	65	202	107	34	141
E-B	266	66	332	327	49	376
E-C	71	3	73	99	1	100
E-D	323	10	333	218	4	222
E-F	0	2	2	0	1	1
F-A	106	1	107	29	0	29
F-B	133	7	140	128	3	131
F-C	133	2	135	131	1	131
F-D	720	2	722	515	1	516
F-E	0	0	0	0	0	0

V/C (%)	AM		PM	
	Approach Arm	Exit Arm	Approach Arm	Exit Arm
A	37%	49%	33%	41%
B	18%	58%	18%	61%
C	45%	36%	46%	39%
D	45%	87%	92%	60%
E	63%	58%	54%	76%
F	68%	43%	50%	85%

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AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivalled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a Fortune 500 firm and its Professional Services business had revenue of \$13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.