

HIGHWAY IMPACT ASSESSMENT ADDENDUM

REPLY TO ADDITIONAL LHA SUBSTANTIVE RESPONSE & UPDATED PERSONAL INJURY COLLISION [PIC] ANALYSIS

PROPOSED RESIDENTIAL CONVERSION TO 35 FLATS

FORMER TRINITY LANE CINEMA, HINCKLEY

Introduction

The Addendum document provides a reply to the latest Substantive Response provided by Leicestershire County Council [LCC] in relation to the above project. For ease-of-reference, a copy of the latest Substantive Response is included at **Enclosure A**.

A copy of the main Highway Impact Assessment report prepared by Highway Access Solutions [HAS] and all previous correspondence with LCC can be viewed online. All relevant documents are listed within the Hinckley & Bosworth Borough Council [HBBC] planning system under Application Number **23/01182/FUL**.

The purpose of this Addendum is to conclude discussions relating to various technical items now agreed between HAS and LCC, and to provide supplemental Personal Injury Collision [PIC] analysis for LCC's consideration. It also notes that further alterations may be made to the architectural plans for the building (potentially altering the ceiling heights and elevations), but that these should not impact Transport Planning matters.

Preceding Matters

An interim update to the Highway Impact Assessment was issued on 15th March 2024, and the latest Substantive Response received from LCC dated 29th March 2024. Using the same subheadings as the Substantive Response, HAS note that most outstanding matters have now been addressed. A brief summary of the matters raised in the latest response is provided below:

- **Site Access**
 - No Road Safety Audit [Stage 1] is required, as no new vehicular access is proposed at Hollycroft
 - Noting the practical difficulties with an accurate speed survey at Trinity Lane, a 20mph design speed is agreed at that location
 - On the above basis, the proposed 2.4m x 25.5m visibility splay shown at **Drawing Number HAS/23-071/05C** is acceptable to LCC
 - Additionally, the 2m x 2m pedestrian visibility splays shown on **Drawing /05C** are acceptable to LCC
- **Highway Safety – see *Supplemental PIC analysis (below)***
- **Internal Layout**
 - The level and nature of cycle parking proposed is acceptable to LCC
 - LCC welcome the provision of planting at the Hollycroft frontage, which would prevent the use of this frontage for (potentially hazardous) informal parking
 - The proposal for all parking at the site to be allocated to specific occupants / flats is acceptable to LCC
 - LCC acknowledge the sustainable location of the site (as previously), and presence of local on-street parking controls
 - LCC acknowledge that the proposed development would provide 0.37 car parking spaces per bedroom, and that this is near-identical to the level of provision made at 'The Old Police Station' development opposite
 - Noting the above, LCC do not consider that the relatively low level of car parking provision proposed would cause any unacceptable impact on highway safety

Supplemental PIC Analysis

HAS undertook an initial PIC study examining the immediate area surrounding the site, site using CrashMap-supplied DfT data for the period 2016 through 2022 (inclusive) was examined (ensuring consideration of 5 years of 'normal' data plus that from the COVID-19 pandemic). The initial study examined the public highways within 150m of the site. This study area was selected to ensure that the PIC study is focussed on that area of Hinckley within which journeys to and from the site might comprise a reasonable proportion of all movements.

Following discussion with LCC, HAS have agreed to consider LCC-supplied PCC data for the period of 2017 thru 2023 (inclusive), and to examine a study area including all public highways with 200m of the site. Copies of the LCC-supplied data purchased from and supplied by LCC are included at **Enclosure B** of this Addendum.

As previously, the study area was examined for large clusters of PICs (where there or more collisions have occurred within the 7-year period examined), for any clusters of PICs resulting in serious injuries, and for any fatal PIC. As shown on the plans supplied by LCC, the vast majority of PIC recorded during the study period are fairly widely dispersed, and no fatal PIC were being identified.

Cluster A – Loose cluster of Serious collisions northwest of site

As identified by the CrashMap data, three 'serious' collisions are noted to the northwest of the site, at Hollycroft and at Shakespeare Drive. It is also noted that a third severe collision occurred further along Hollycroft. While the serious PIC form a very loose cluster, their severity is notable (especially in comparison to the wider study area examined).

HAS have therefore examined these in further detail, utilising both the CrashMap and PIC data, and have summarised the PIC follows:

- **Tuesday 13th November 2018 (at 1500 hours)** – A Light Goods Vehicle [LGV] <3.5tn in weight turned right at the Hollycroft / Shakespeare Drive / Factory Road junction collided with a pedestrian crossing the road (causing them a serious injury). The collision occurred during the daytime but under wet conditions.
- **Tuesday 19th October 2019 (at 1047 hours)** – A private car travelling along Hollycroft overtook another moving vehicle, then the young driver seemingly lost control, colliding with a permanent roadside object (causing serious injury to a passenger inside the car). The collision occurred during the daytime but under wet conditions.
- **Thursday 22nd June 2022 (at 2100 hours)** – A private car collided with two parked cars at Shakespeare Drive while negotiating a shallow right-hand bend (causing serious injury to a passenger inside the car). The collision occurred during the daytime under dry conditions.

On examination, it is apparent that the serious PIC lack any clear unifying factors. Two occurred in wet conditions, and at least two involved some loss-of-control of the vehicle involved. However, the locations, whilst close together are all different, and the overall nature of the collisions varies. HAS therefore do not consider that these PIC indicate the presence of any specific highway safety concern.

Cluster B – Loose cluster of Slight collisions at signal junction adjacent to site

As identified by the CrashMap data, three 'slight' PIC have occurred at the large signal-controlled junction immediately to the east of the site. These occurred on 17th January 2019, 24th January 2023 and 27th March 2023. Two occurred during period of darkness and one in during wet conditions.

All of the collisions appear to have involved collisions between two light vehicles where one vehicle was turning right. Such collisions typically occur when a right-turning driver proceeds through a green signal, but either then fails to 'give way' to oncoming traffic, or collides with another vehicle stopping with the junction traveling in the opposite direction. Alternatively, they can occur during busy periods where a vehicle is struck in middle of the junction, waiting to turn and/or after the signals change stage / phase.

Overall, an average of less than two 'slight' collisions every two years at a relatively busy, multi-arm signal junction is not considered an undue cause for concern. It is also noted that vehicles associated with the proposed development must turn left from Trinity Lane towards Hollycroft, and that no PIC involved this movement. HAS therefore consider it unlikely that these PIC reflect any specific highway safety concern, whilst any minor concern would not affect movements associated with the proposed development.

Cluster C – Cluster of Slight collisions at Trinity Lane (100m+ southwest of site)

As identified by the CrashMap data, a cluster of three 'slight' PIC is noted at Trinity Lane, around 100-120m to the southwest of the site. These occurred on 28th March 2019, 28th April 2019 and 21st December 2021. All occurred in favourable dry / daylight conditions.

Although the markers on the LCC map are relatively widely-spaced and the exact location of one collision is listed as 'unknown', it appears probable to have occurred at or on approach to the Trinity Lane / Canning Street junction. The collisions included a single vehicle reversing into a pedestrian, a vehicle turning right and colliding with an oncoming vehicle (causing secondary collision[s] with multiple parked cars), and an apparent 'shunt' type collision involving three northbound vehicles.

These involved a variety of collision modalities and conditions, and do not appear indicative of any specific issues other than those typical of dense urban areas. The presence of existing on-street parking may have partially contributed to the collision, but this cannot be proven from the available data, nor is it expected that the proposed development would increase such parking at this location.

Overall Conclusion of PIC Analysis

Having due regard to both CrashMap and LCC-supplied data, it does not appear that there are any significant PIC-evidenced road safety concerns in the vicinity of the site. There is also no reason to believe that the proposed development would significantly impact the local highway network.

Proposed Alterations to Hollycroft building elevations

HAS understand that HBBC, Storm Design and our Client are currently discussing possible alterations to the existing elevations of the cinema building, its ceiling heights and elevations. It may also be that a small, existing projection beyond the main wall of Hollycroft frontage is retained.

From a Transport Planning and Highways perspective, these alterations would cause no material impact. On this basis, HAS do not anticipate updating our previously issued drawings further unless absolutely necessary (not least as these do not show the upper storeys of the building). We anticipate that this should present no issues for LCC, and ask that HBBC henceforth refer only to the 'Storm Design' plans when considering architectural matters.

Closing Remarks

HAS trust that this Addendum to our issued Highway Impact Assessment addresses all outstanding matters discussed with LCC. Subject to their review of this Addendum, we would therefore ask that the LCC confirm their 'in principle' support for the proposed development in due course.

11th April 2024

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ENCLOSURE A:
LCC SUBSTANTIVE RESPONSE
(DATED 28TH MARCH 2024)

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 23/01182/FUL

Highway Reference Number: 2023/1182/04/H/R1

Application Address: Allbar Sports Trinity Lane Hinckley Leicestershire LE10 0BH

Application Type: Full

Description of Application: Re-consultation. A change of use from a cinema (Sui generis) to a 36x1 bedroomed apartments (C3) with associated car parking and landscaping

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Chima

County Councillor: Cllr Stuart Bray

Parish: Hinckley

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted on a planning application at Allbar Sports, Trinity Lane, Hinckley, for the change of use from a cinema (Sui Generis) to a 36x1 bedroomed apartments (C3) with associated car parking and landscaping.

The LHA previously responded to this application on 5th February 2024, advising that further information would be required to fully assess the impact of the proposed development on the highway network.

The additional information requested was as follows:

- An independent Stage 1 Road Safety Audit (RSA1), along with a Designers Response and – if required – amended drawings;
- 85th percentile vehicle speed data, from an Automatic Traffic Counter (ATC) survey;
- A plan which demonstrates that 2 metre by 2 metre pedestrian visibility plays would be available in both directions of the site accesses;
- An updated review of Personal Injury Collision (PIC) data; and
- Amended parking proposals.

The LHA understands that the following documentation has been submitted by the Applicant following the previous highway observations:

- Email from the Applicant's Agent (dated 11th March 2024);
- Highway Impact Assessment (HIA) (Highway Access Solutions, reference HAS/23-071/HIA Revision B); and
- Proposed Access Drawings (HAS/23-071) (Rev C).

Site Access

The LHA understands that it is no longer proposed to create a vehicular access onto Hollycroft. As such, a RSA1 is no longer required.

The Agent's email and Highway Impact Assessment indicate that 85th percentile vehicle speed data at the site access is not possible as the location is unsuitable for an ATC survey or radar survey due to the high degree of on-street parking, the proximity of the junction located on the access approach and the absence of suitable locations to secure equipment. On this basis, given the nature of the road (i.e. a narrow, one-way street with significant amounts of on-street parking) the LHA considers vehicular visibility splays designed for 20mph speeds would be acceptable in these site specific circumstances.

The Proposed Site Access Visibility Assessment (Trinity Lane) drawing (Highway Access Solutions, drawing number HAS/23-071-05 Revision C) indicates that a 2.4 metre by 25.5 metre vehicular visibility splay is achievable to the southwest of the access, drawn in accordance with Figure DG2a of Part 3 of the Leicestershire Highway Design Guide (LHDG). In accordance with Table DG4 of Part 3 of the LHDG, this would be sufficient for 85th percentile vehicle speeds of 20mph.

The above plan also satisfactorily demonstrates that 2 metre by 2 metre pedestrian visibility splays could be provided on both sides of the site access.

Highway Safety

The LHA understands that a full amended analysis of highway safety is forthcoming. The LHA will review this upon submission and re-consultation from the Local Planning Authority.

Internal Layout

The LHA notes that four 'Sheffield' cycle stands (eight spaces) and a single double-deck 'Cardiff' style rack (20 spaces) would be provided in the rear courtyard. Additional cycle storage would be provided at the base of the southern stairwell (approximately seven spaces). Section DG15 of Part 3 of the LHDG prefers the use of Sheffield stands, although notes that the provision of eight spaces with Sheffield stands would comply with the minimum quantum guidance contained within Table DG14 of Part 3 of the LHDG. The LHA is therefore content that cycle parking would be acceptable.

The LHA welcomes the proposed planting to the Hollycroft frontage to prevent informal parking to the rear of the footway.

With no access proposed on Hollycroft, the number of off-street car parking spaces proposed for the site is now 13 (0.36 spaces per bedroom). The Highway Impact Assessment indicates that these would all be allocated / controlled, with residents being given the option of purchasing a car parking permit for the site when taking up residence on a 'first come, first served' basis. The LHA welcomes the proposal to allocate these spaces.

As mentioned in the previous highway observations, the HIA indicates that between 18-25 car parking spaces should be provided to accord with LHDG standards (based on calculations derived from the Department for Communities and Local Government (DCLG) research paper on residential car parking). The proposed development would therefore have a shortfall of between five to 12 spaces. The HIA contends that this would be satisfactory as the site is in a sustainable location, and that the proposed quantum of off-street car parking would be broadly in comparison to the consented level for nearby planning approval 15/00942/FUL (Hinckley Police Station), which it claims to be approximately one space per three bedrooms. The LHA has checked planning application 15/00942/FUL and calculates the parking ratio to be 0.37 spaces per bedroom.

The LHA considers that the site is in a sustainable location in transport terms (as set out in previous highway observations), and considers the proposed cycle parking provision to be acceptable. In addition, travel packs and bus passes could be provided for the first residents and secured by way of section 106 agreement. The LHA is therefore content that appropriate opportunities to promote sustainable transport modes could be – or would be – taken up given the type of development and its location.

The LHA also notes that a sufficient package of on-street parking controls are in place in the vicinity (including 'no waiting at any time' restrictions) to prevent unsafe / undesirable on-street parking. The ratio of off-street parking to bedrooms is also acknowledged to be almost identical to that for planning approval 15/00942/FUL.

Taking all of the above into account, and given that the off-street car parking spaces are now proposed to be allocated / controlled, the LHA does not consider that the proposed shortfall in off-street car parking would result in an unacceptable impact on highway safety in the context of paragraph 115 of the National Planning Policy Framework (December 2023).

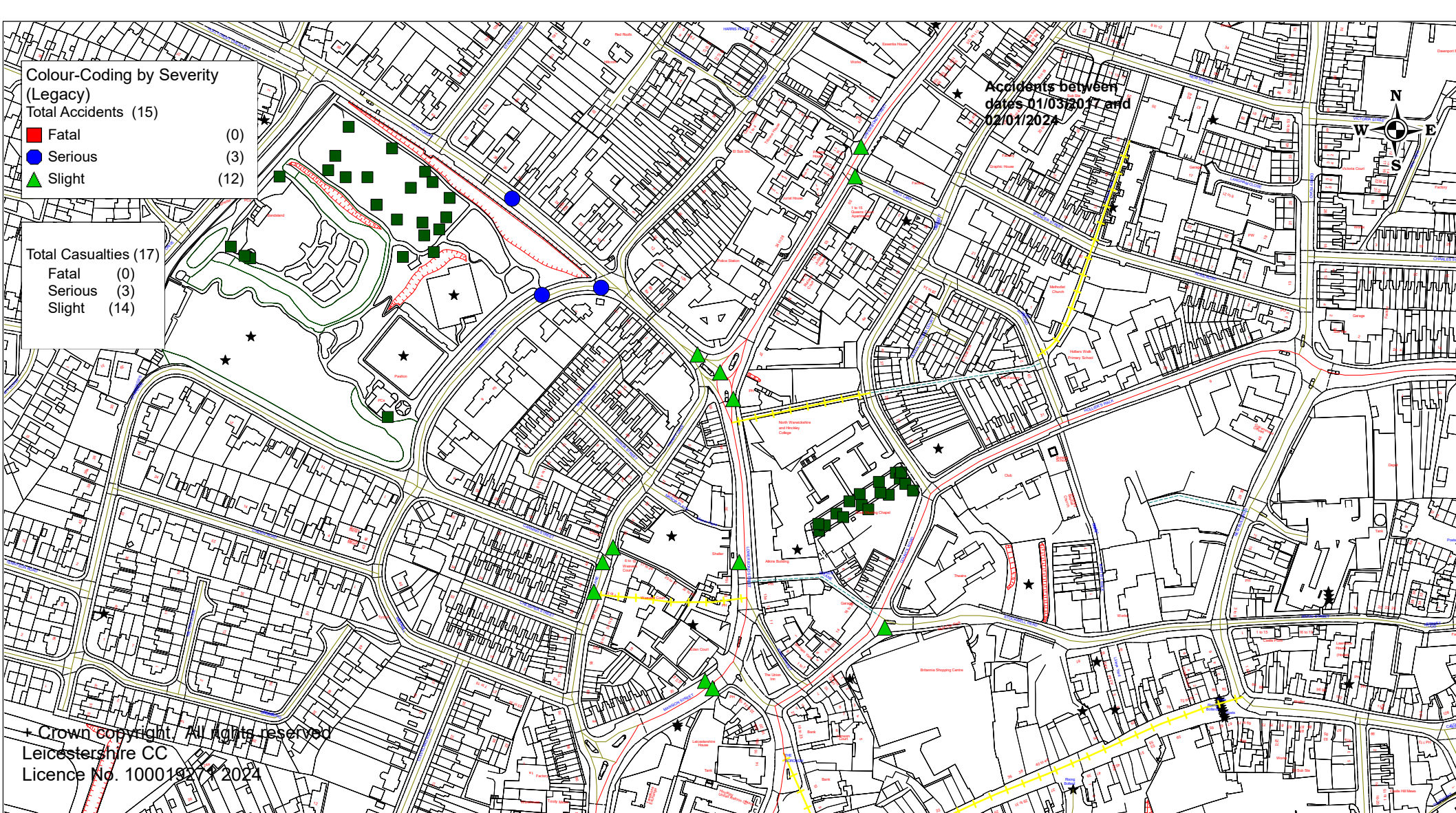
Date Received
15 March 2024

Case Officer
Daniel Putnam

Reviewer
DH

Date Issued
28 March 2024

ENCLOSURE B:
LCC-SUPPLIED PERSONAL INJURY COLLISION [PIC] DATA



	Her Majesty's Office (c) Crown Copyright		SCALE	1 : 3500
	Highway Access Solutions Trinity Lane & Hollycroft		DATE	27/03/2024
			DRAWING No.	
			DRAWN BY	



Accidents between dates: 01/03/2017 and 02/01/2024

Selection: Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane Hollycroft 27.03.2024")

Table 1 - Accidents by Month	2017	2018	2019	2020	2021	2022	2023	2024	Total
January	-	1	1	-	-	-	1	-	3
February	-	-	-	-	-	-	-	-	0
March	-	-	1	-	-	-	1	-	2
April	-	-	1	-	-	-	1	-	2
May	-	-	-	1	-	-	1	-	2
June	-	-	1	-	-	1	-	-	2
July	-	-	-	-	-	-	-	-	0
August	-	-	-	-	-	-	-	-	0
September	-	-	-	-	-	-	-	-	0
October	-	-	-	-	1	-	-	-	1
November	-	1	-	-	-	-	1	-	2
December	-	-	-	-	1	-	-	-	1
TOTAL	0	2	4	1	2	1	5	0	15

Table 2 - Casualties by Month	2017	2018	2019	2020	2021	2022	2023	2024	Total
January	-	1	1	-	-	-	1	-	3
February	-	-	-	-	-	-	-	-	0
March	-	-	1	-	-	-	1	-	2
April	-	-	2	-	-	-	1	-	3
May	-	-	-	1	-	-	1	-	2
June	-	-	1	-	-	1	-	-	2
July	-	-	-	-	-	-	-	-	0
August	-	-	-	-	-	-	-	-	0
September	-	-	-	-	-	-	-	-	0
October	-	-	-	-	1	-	-	-	1
November	-	1	-	-	-	-	1	-	2
December	-	-	-	-	2	-	-	-	2
TOTAL	0	2	5	1	3	1	5	0	17

Table 3 - All Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	1	0	0	1	1	0	0	3
Slight	0	1	4	1	1	0	5	0	12
TOTAL	0	2	4	1	2	1	5	0	15

Table 4 - Casualties by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	1	0	0	1	1	0	0	3
Slight	0	1	5	1	2	0	5	0	14
TOTAL	0	2	5	1	3	1	5	0	17

Table 5 - Pedestrian Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	1	0	0	0	0	0	0	1
Slight	0	1	2	0	0	0	1	0	4
TOTAL	0	2	2	0	0	0	1	0	5

Table 6 - Cycle Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	1	0	1
TOTAL	0	0	0	0	0	0	1	0	1



Accidents between dates: 01/03/2017 and 02/01/2024

Selection: Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane Hollycroft 27.03.2024")

Table 7 - Motor Vehicle Only Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	1	1	0	0	2
Slight	0	0	2	1	1	0	3	0	7
TOTAL	0	0	2	1	2	1	3	0	9

Table 8 - 60 Plus Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0
Slight	0	1	0	0	1	0	0	0	2
TOTAL	0	1	0	0	1	0	0	0	2

Table 9 - Child Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	1	0	1
TOTAL	0	0	0	0	0	0	1	0	1

Table 10 - P2W Accidents by Severity	2017	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Selected Polygon:Highway Access Solutions Trinity Lane & Hollycroft 27.03

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800073	30/01/2018	442646	294350	Fine without high winds	Dry	Daylight	Slight

Location: WELL LANE HINCKLEY JW UPPER BOND STREET.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	SW	SE

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801259	13/11/2018	442475	294275	Fine without high winds	Wet/Damp	Daylight	Serious

Location: SHAKESPEARE DRIVE HINCKLEY JW HOLLYCROFT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Entering main road	Turning right	NW	SW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900033	17/01/2019	442555	294218	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B4667 UPPER BOND STREET HINCKLEY CROSSROADS JW HOLLYCROFT ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead right bend	S	NE
Car	Mid Junction - on roundabout or main road	Turning right	NW	S

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900335	28/03/2019	442483	294100	Fine without high winds	Dry	Daylight	Slight

Location: TRINITY LANE HINCKLEY JW CANNING STREET

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Reversing	N	S

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900424	28/04/2019	442476	294090	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: TRINITY LANE HINCKLEY JW CANNING STREET

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	SW	NE
Car	Entering main road	Turning right	NW	SW
Car	Jct Approach	Parked	Parked	Parked
Car	Jct Approach	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900604	14/06/2019	442666	294046	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: STOCKWELL HEAD HINCKLEY JUNCTION WITH COUNCIL ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Starting	E	W

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000226	09/05/2020	442650	294370	Fine without high winds	Dry	Darkness: street lights present and lit	Slight
Location: B46667 UPPER BOND STREET HINCKLEY AT ENTRACE TO PRAETOR HOUSE.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	NE	NW
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100841	19/10/2021	442415	294335	Other	Wet/Damp	Daylight	Serious
Location: C6103 HOLLYCROFT HINCKLEY BETWEEN STANLEY ROAD & SHAKESPEARE DRIVE.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	NW	SE

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202101580	21/12/2021	442470	294070	Fine without high winds	Dry	Daylight	Slight

Location: B4667 TRINITY LANE HINCKLEY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	S	N
Car	Not at, or within 20M of Jct	Going ahead other	S	N
Car	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200493	16/06/2022	442435	294270	Unknown	Dry	Daylight	Serious
Location:	SHAKESPEARE DRIVE HINCKLEY OUTSIDE NUMBER 3.						

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead right bend	SW	E
Car	Not at, or within 20M of Jct	Parked	Parked	Parked
Car	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Vehicle Passenger	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300073	24/01/2023	442540	294230	Fine without high winds	Wet/Damp	Daylight	Slight
Location:	C6103 HOLLYCROFT HINCKLEY JW UPPER BOND STREET.						

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead but held up	NW	SE
Car	Jct Approach	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300317	04/05/2023	442545	294010	Fine without high winds	Dry	Daylight	Slight

Location: B590 MANSION STREET HINCKLEY JW THE BOROUGH

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Jct Approach	Going ahead but held up	SW	NE
Car	Jct Approach	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300591	27/03/2023	442564	294200	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: B4667 LOWER BOND STREET HINCKLEY JW HOLLYCROFT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/03/2017 and 02/01/2024 (82) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -Data Requests 2024 ("Highway Access Solutions Trinity Lane & Hollycroft 27.03.2024")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202300699	15/04/2023	442568	294090	Fine without high winds	Dry	Daylight	Slight

Location: B4667 LOWER BOND STREET HINCKLEY AT BUS STOP OUTSIDE MUSEUM.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Bus or coach	Not at, or within 20M of Jct	Stopping	S	N

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202301197	28/11/2023	442550	294005	Fine without high winds	Dry	Daylight	Slight

Location: B4667 MANSION STREET HINCKLEY OPPOSITE EDEN COURT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle (Including pedal assisted electric bicycles)	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Selection: _____ **Notes:** _____

Notes:

Number of records in selection: 15