

Bloor Homes

HINCKLEY WEST DEVELOPMENT

PLANNING APPLICATION REF: 23/0573/FUL

TECHNICAL NOTE 6:

LEICESTERSHIRE COUNTY COUNCIL'S SECOND FORMAL RESPONSE (ISSUED 22/12/23): REVISIONS TO PROPOSED OUTLANDS DRIVE PEDESTRIAN CROSSING SCHEME

1.0 INTRODUCTION

- 1.1.1 Capricorn Transport Planning Ltd (CTP) is appointed by Bloor Homes to advise on the traffic and highways issues relevant to the above Full Planning Application (FPA) to Hinckley and Bosworth Borough Council (HBBC), for additional residential development on land to the west of Normandy Way, Hinckley. The local highway authority is Leicestershire County Council (LCC).
- 1.1.2 The FPA scheme lies adjacent to the development known as *Hollycroft Grange*, now under construction to provide 850 dwellings and complementary land uses in accordance with Outline Planning Consent (OPC) reference: *15/00188/OUT*. The FPA proposes a further 153 dwellings and a second access to Hollycroft Grange from the Normandy Way/Roston Drive/Triumph roundabout together with new pedestrian/cycle routes and crossings of Normandy Way.
- 1.1.3 The FPA is supported by a Transport Assessment (TA); two Stage 1 Road Safety Audits (RSAs); corresponding RSA Response Reports; and Technical Notes 3 and 4.
- 1.1.4 LCC issued its second formal response to the FPA on 22/12/23, which requests further information on 4 main issues. A formal response to LCC's comments has now been provided by CTP on behalf of Bloor Homes (dated 26/03/24).

2.0 SCOPE

- 2.1.1 The original proposals to provide an uncontrolled pedestrian/cycle crossing on Normandy Way north of Outlands Drive have been reviewed in response to LCC's comments and the comments received from Active Travel England (ATE). As a result of this review, a Toucan crossing is now proposed at this location.

- 2.1.2 This Technical Note (TN6) considers the pedestrian crossing demands that would be generated by the combined OPA and FPA residential development at Hollycroft Grange, which have been used to inform the type of crossing facility required at this location.
- 2.1.3 TN6 concludes that a Toucan crossing is justified to accommodate the demands generated by the development as now proposed. In conjunction with existing and proposed controlled crossing facilities to the north and south, an additional Toucan facility at Outlands Drive would enhance connections between Hollycroft Grange and the local services and amenities within Hinckley to the east.
- 2.1.4 The revised Toucan crossing proposals are presented in **Appendix TN6-A**. In developing this proposal, comments on the previous uncontrolled crossing scheme as provided in LCC's second response have been taken on board where relevant. However, following the comments received from ATE, it is considered that a controlled crossing facility at this location would improve the site's accessibility by pedestrians and cyclists by increasing the number of opportunities to cross Normandy Way in a direct and controlled manner. This would further support the objectives and modal shift targets set out in the *Normandy Fields Travel Plan*.

3.0 ASSESSMENT METHODOLOGY

3.1.1 Guidance on the assessment and design of pedestrian crossing facilities is provided in Chapter 6 of the Traffic Signs Manual (TSM Ch 6), Sections 13 ("Site Assessment") and 14 ("Option Assessment"). The TSM Ch 6 guidance relates to "stand-alone" crossings; i.e. - where vehicular traffic stops solely for those wishing to cross the carriageway and where the crossing is not part of a signal-controlled junction. However, it can also be applied to other types of new and existing crossings.

3.1.2 The three main objectives of any crossing are identified as follows:

- Safety
- Convenience
- Accessibility

3.1.3 TSM Ch6 advises that a crossing that does not improve all three of the above to some degree is unlikely to be satisfactory. It provides a broad framework for assessing the performance of crossings against these objectives. All relevant factors included in the framework should be considered when deciding whether to provide a crossing and, if so, the type of facility. The assessment should also seek to quantify the difficulties experienced by Vulnerable Road Users (VRUs).

3.1.4 Having regard to the above, TN6 provides:

- A review of existing conditions, facilities and road safety records;
- The likely desire lines of pedestrian trips generated by the proposed development;
- An assessment of pedestrian-vehicle conflicts and the difficulty crossing Normandy Way;
- A review of benefits arising from the proposed Toucan crossing north of Outlands Drive.

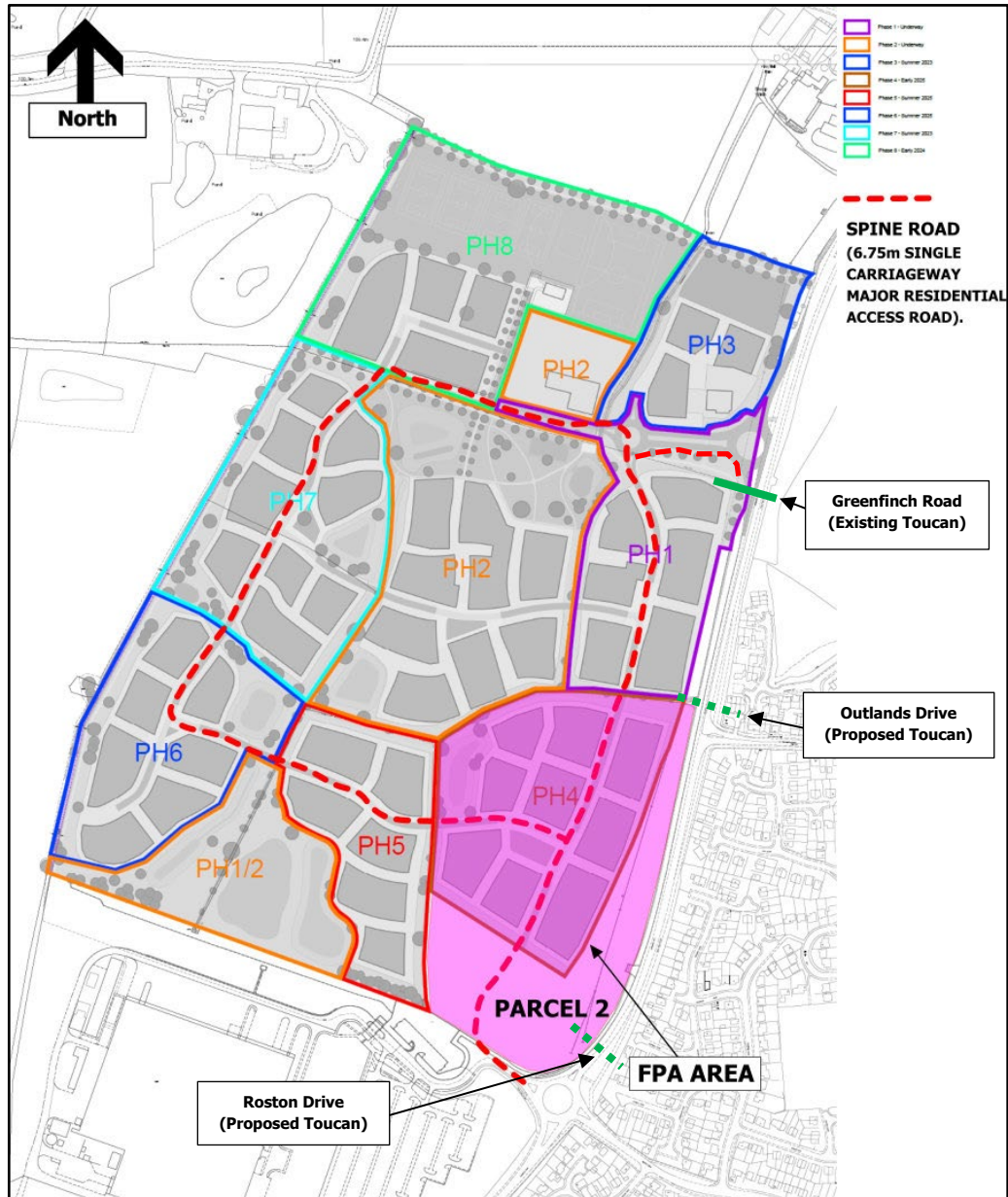
3.1.5 The land west of Normandy Way is only now being developed site and existing pedestrian crossing movements are therefore not expected to be significant. No formal pedestrian surveys or counts have been undertaken at the proposed crossing point, and demand has been assessed from first-principles as described in Section 6.

- 3.1.6 Qualitative observations of the conditions experienced by pedestrians using Normandy Way have also been undertaken along the full length of the route between Roston Drive and Greenfinch Road.
- 3.1.7 Traffic flows and pedestrian demands have been estimated using information provided in the TA and subsequent TN3, both of which support of the FPA. This data has been used to undertake a "PV²" calculation as requested by LCC and thus to provide a numerical assessment of pedestrian/vehicle conflicts at this location.
- 3.1.8 To establish the recent frequency of road traffic collisions within the area of interest, collision data presented in the TA has been reviewed and a summary of the relevant findings is provided.

4.0 EXISTING CONDITIONS

- 4.1.1 The site is located on the west side of Normandy Way and at the edge of the existing Hinckley urban area. A significant established residential area lies to the east of Normandy Way. This area is served by Outlands Drive and Roston Drive, both of which connect it with Hinckley town centre approximately 2km to the east.
- 4.1.2 Hollycroft Grange is currently being developed in accordance with the OPC and later Reserved Matters approvals. It is served by a single vehicle access at the recently-constructed Greenfinch Road roundabout, which has a Toucan crossing of Normandy Way on its southern side, approximately 225m north of the proposed Outlands Drive crossing.
- 4.1.3 The FPA scheme would add a second access to Hollycroft Grange from the Roston Drive roundabout, which is located some 400m south of the proposed crossing point. A further Toucan crossing on the northern side of the Roston Drive roundabout is proposed as part of this second access scheme.
- 4.1.4 An existing Public Right of Way (PRoW) passes through the northern part of Hollycroft Grange and crosses Normandy Way at the existing Greenfinch Road Toucan crossing (Footpath T53). It then runs to the south of the Wykin Community Park and connects with Outlands Drive to the west of Clifton Way.
- 4.1.5 The FPA scheme will provide additional residential development opposite the Normandy Way/Outlands Drive junction, creating additional demands for pedestrian movements to and from Hinckley town centre. These demands can be directly served by providing an additional crossing of Normandy Way at the Outlands Drive junction.
- 4.1.6 **Figure TN6.1** is an extract from the submitted TA, which shows the location of the FPA site relative to the rest of the Hollycroft Grange development. For this assessment, the approximate location of the proposed Outlands Drive crossing and the adjacent crossing points at Greenfinch Road and Roston Drive are also indicated.

Figure TN6.1: Location Plan



- 4.1.7 Normandy Way is a single carriageway standard road with a width of 10.0m. At the junction with Outlands Drive, a ghost-island right turn lane is provided for traffic from the south. A central traffic island is provided immediately north of Outland Drive.
- 4.1.8 Normandy Way has a single footway/cycleway of 3.0m width on its eastern side, with stepped segregation of cyclists and pedestrians (see **Figure TN6.2**).

Figure TN6.2: Existing Pedestrian and Cycle Facilities at Normandy Way/Outlands Drive Junction (looking south)



- 4.1.9 There is currently no footway on the west side of Normandy Way and the existing central traffic island north of Outlands Drive does not provide for pedestrian crossing movements (see **Figure TN6.3**).

Figure TN6.3: Existing Traffic Island on Normandy Way North of Outlands Drive



4.1.10 Normandy Way has street lighting and is currently subject to a speed limit of 40mph. The submitted TA included details of a traffic speed and flow survey on Normandy Way north of Outlands Drive undertaken across a 7-day week commencing on 21/06/22. The survey provided 85th percentile speeds as follows:

- Southbound: 43mph
- Northbound: 40mph

4.1.11 Peak hour traffic flows recorded by the same survey are summarised in **Table TN6.1** below:

Table TN6.1: Average Weekday Peak Hour Flows, Normandy Way (w/c 21/06/22)

SITE REF	LOCATION	SOUTHBOUND (vehicles)		NORTHBOUND (vehicles)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
ATC1	NORMANDY WAY NORTH OF ROSTON DRIVE (grid ref: 52.54571, -1.39974)	745	570	626	878

4.1.12 Two-way traffic flows over an average weekday (5-day week) and average day (7-day week) are as summarised in **Table TN6.2**.

Table TN6.2: Average Daily Flows on Normandy Way (w/c 21/06/22)

SITE REF	ROAD NAME	DIRECTION	24-HOUR DAILY FLOWS (vehicles)	
			AVERAGE WEEKDAY	AVERAGE DAY
ATC1	NORMANDY WAY NORTH OF ROSTON DRIVE (grid ref: 52.54571, -1.39974)	SOUTHBOUND	8883	8227
		NORTHBOUND	8934	8228

4.1.13 The average two-way weekday traffic flows on Normandy Way north of Roston Drive were therefore approximately 18,000 vehicles per day.

4.1.14 Existing pedestrian crossings on Normandy Way are available within the roundabout splitter islands of the Roston Drive roundabout (uncontrolled) and at and the Toucan crossing facility south of the Greenfinch Road roundabout. These facilities connect Hollycroft Grange and the Triumph Motorcycles factory on the west side of Normandy Way with the substantial established residential area and Hinckley town centre to the east.

4.1.15 Observations undertaken in the vicinity of the site suggest that pedestrian movements across Normandy Way are currently modest. During visits to the site undertaken at off-peak times, crossing movements were undertaken in the vicinity of Greenfinch Road or Roston Drive and accomplished without difficulty at both crossing locations.

4.1.16 The submitted TA presents an analysis of Personal Injury Collision (PIC) data, as provided by LCC. PIC records were provided for the 68-month (5.7-year) period 01/01/2017 to 31/08/2022. The extent of study area was the length of Normandy Way between the Roston

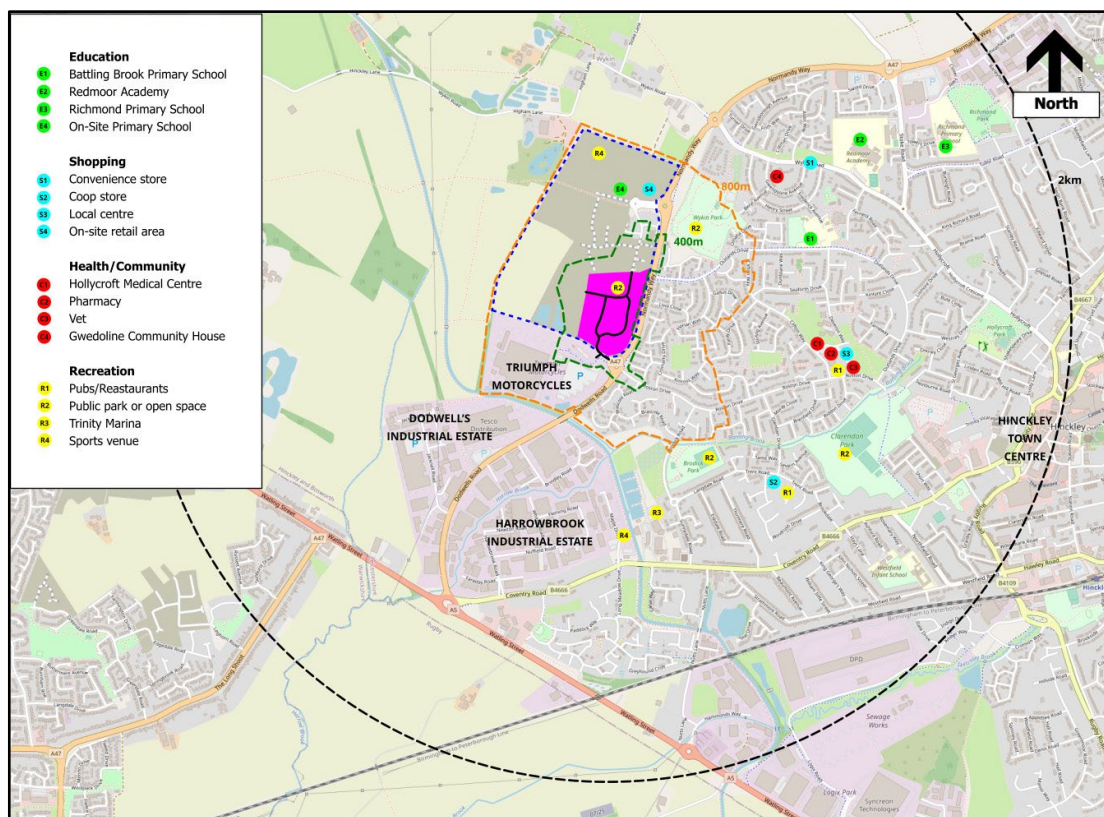
Drive roundabout to the south, and Greenfinch Road roundabout to the north, including both junctions and crossing points.

- 4.1.17 During the period of interest, a single slight-injury PIC was recorded at the Normandy Way/Outlands Drive junction, during daylight and in fine weather conditions. However, no VRUs were involved and the available records therefore provide no evidence of any existing road safety issues relating to pedestrian or cyclist movements.
- 4.1.18 Notwithstanding the above observations, the demand for crossing of Normandy Way by pedestrians and cyclists is forecast to increase significantly as a result of the Hollycroft Grange development (see Section 6).

5.0 DESIRE LINES AND PROPOSED FACILITIES

5.1.1 The nearest local facilities to the site and are identified in the submitted TA, from which a diagram showing their location and associated walking catchments is reproduced as **Figure TN6.4**.

Figure TN6.4: Pedestrian Catchments and Local Facilities



5.1.2 The major pedestrian desire lines generated by the scheme are expected to be as follows:

- South along Dodwell's Road to the Dodwell's and Harrowbrook employment areas;
- North through Hollycroft Grange to reach the proposed school and shops;
- North along Normandy Way to schools and major retail facilities adjacent to Stoke Road;
- East along Roston Drive and Outlands Drive to reach Hinckley town centre and the Hollycroft local centre (reference S3 on Figure TN6.4).

5.1.3 Hinckley town centre and a significant part of the adjacent urban area can be reached within the maximum 2km walking distance specified in the relevant guidance. The bus hubs at The Crescent and the railway station lie at the edge of the 2km catchment. The most significant desire line is therefore expected to be to/from the east, resulting in additional demand for pedestrian and cyclist movement across Normandy Way. Subject to the provision of satisfactory crossing facilities, development trips along this desire line could be undertaken on foot or by cycle to access employment, leisure, shopping and education opportunities as well as the wider public transport network.

5.1.4 To meet these demands, improvements to existing facilities are proposed as follows:

- New Toucan crossing of Normandy Way at the Roston Drive roundabout;
- New pedestrian/cycle crossing of Normandy Way at the junction with Outlands Drive;
- Pedestrian/cycle accesses to the development from Normandy Way west of the proposed new crossings;
- Foot/cycleways along the development Spine Road and throughout Hollycroft Grange, connecting with other parts of the ongoing development.

5.1.5 The pedestrian and cyclist crossing demands that would be generated are considered further in Section 6.

6.0 ASSESSMENT OF CROSSING DEMAND AND REQUIREMENTS

6.1.1 TSM Ch6 suggests one of the criteria for assessment of crossing provision as a measurement of crossing difficulty by reference to the availability of “acceptable gaps” in traffic flow, sufficient to undertake a safe crossing movement. In this case, however, LCC has requested a “PV²” assessment to determine the degree of conflicts between pedestrians and vehicles that would arise at the proposed crossing of Normandy Way north of Outlands Drive.

6.1.2 **Appendix TN6-B** presents an assessment using the “PV²” approach, as requested by LCC. The assumptions and data inputs to this calculation are detailed in the Appendix and a summary is provided below.

6.1.3 Future traffic flows along Normandy Way have been estimated as follows:

- The 12-hour (07:00 – 19:00) weekday average two-way traffic flows were obtained from the Automatic Traffic Count (ATC) survey undertaken during w/c 27/06/22, as described in Section 3. These vehicle flows were converted to Passenger Car Units (PCUs), using the surveyed proportions of vehicles in each classification (motorcycles, cars, light goods vehicles, heavy goods vehicles, etc.) and standard DfT PCU values.
- Growth in background traffic levels from the survey year to the design year (2036) was assumed in accordance with the submitted TA. A growth factor of 11.0% was derived for the AM and PM peak periods and is also considered suitable for use in this calculation, since the four highest hours of traffic demand would also occur during these periods.
- Traffic generated by the full development (850 dwellings in the OPA scheme and 153 in the FPA scheme) was estimated using the updated TRICS vehicle trip rates presented in Technical Note TN3. These trip rates cover a full 12-hour weekday and are therefore considered to provide a suitable profile of demand over a typical weekday. The resulting development traffic was then assigned to the network in accordance with the TA trip distribution, to determine the flows that would arrive at the proposed crossing.
- Committed development traffic flows for the AM and PM peak hours were obtained from the submitted TA. To provide estimated flows for the hours adjacent to these periods, the peak hour flows were factored in accordance with the hourly profile of trip rates obtained from TRICS, as above.

- The proposed residential development by Richborough Estates on land north of Stoke Road has also been included in the assessment, following its recent approval on appeal (HBBC planning ref: 22/00318/OUT). Peak hour flows for this scheme were obtained from the supporting TA by Hub Transport Planning and factored in the same manner as other committed development traffic to provide flows for the adjacent hours.

6.1.4 Pedestrian and cyclist demands at the proposed crossing were estimated as follows:

- The TRICS data from TN3 was examined to obtain a profile of “person trip rates” per dwelling for the 12-hour weekday period. These trip rates were applied to the combined OPA and FPA development.
- A combined pedestrian and cyclist modal share of 15% was applied to the resulting total number of trips, consistent with the modal share target set in the agreed *Normandy Fields Travel Plan*.
- It has been assumed that 70% of the resulting pedestrian and cyclist trips would cross Normandy Way at one of the three facilities indicated on Figure TN6.1. This reflects the dominant desire line being to or from the east, including the town centre and railway station. It was assumed that these crossing movements would be assigned to each of the three crossing facilities along Normandy Way in similar proportions, the Outlands Drive facility accounting for 25% of all pedestrian and cyclists trips.
- Pedestrians were disaggregated by age group and whether disabled or not, using data from the 2021 census for the Hinckley 011 Mid-Layer Super Output Area (MSOA). Pedestrians in each of the resulting categories (adults, under 16s, over 65s and disabled) were then weighted in accordance with typically-used PV² values.

6.1.5 PV² calculations were undertaken for the highest demand hours. The results are summarised below in **Table TN6.3**.

Table TN6.3: Results of PV^2 Calculation

Hour commencing	$PV^2 \times 10^8$
07:00	0.80
08:00	1.62
16:00	1.46
17:00	1.78
18:00	0.81
Highest 4 hours	5.67

- 6.1.6 The lowest PV^2 values were around 0.8×10^8 but these were found only at the beginning and end of the 12-hour weekday period. Typical hourly values were over 1.0×10^8 and the aggregate value over the highest 4 hours was 5.7×10^8 .
- 6.1.7 Typically, signal controlled crossing are considered to be justified at PV^2 values of between 0.8×10^8 and 1.0×10^8 , which are exceeded at this location. The assessment therefore indicates that a signal-controlled crossing facility is justified.

7.0 SUMMARY

7.1.1 The assessment presented in TN6 has been undertaken generally in accordance with the framework listed in TSM Ch6 and the requirements previously specified by LCC. The results are summarised below in **Table TN6.4**.

Table TN6.4: Site Assessment Results

Characteristic	Assessment
Location and Facilities	There is an existing foot/cycleway along the eastern side of Normandy Way, but no existing pedestrian crossing facility in the vicinity of Outlands Drive. The proposed crossings at Outlands Drive and Roston Drive would connect the proposed residential development with the pedestrian trip attractors of significance, most of which are to the east of the site. This would also ensure that the development is satisfactorily connected to Hinckley town centre and its associated local amenities. The proposed Toucan controlled crossing of Normandy Way at Outlands Drive would accommodate the significant number of pedestrian crossing movements that are forecast, based on identified desire lines.
Visibility	There is good forward visibility along Normandy Way towards the proposed crossing point at Outlands Drive. Street lighting is provided.
Complexity	There are few junctions along Normandy Way. The network is intuitive and easy to navigate. The Toucan crossing scheme would provide a direct link from the development to the existing foot/cycleways alongside Outlands Drive and would include tactile paving to guide pedestrians. Together, these facilities would provide for the crossing movements that the development would generate at this location.
Pedestrian Movements	The pedestrian demands generated by the development are potentially significant and the three proposed crossings at Greenfinch Road, Roston Drive and Outlands Drive are required to provide convenient and direct links from all parts of the development to the main Hinckley urban area to the east.
Vehicles	A PV ² assessment has been undertaken and indicates a degree of pedestrian/vehicle conflict above the threshold at which a signal-controlled crossing should be considered.
Collision Data	No collisions involving pedestrians were recorded near the Outlands Drive junction during the most recent available 5-year period. There is therefore no evidence of any existing road safety issue relating to a lack of satisfactory pedestrian provision. However, there are currently no facilities or connections on the east side of Normandy Way that would give rise to pedestrian crossing movements. Given the degree of potential pedestrian/vehicle conflict identified, there is an increased risk of collisions involving VRUs unless a controlled crossing facility is provided.

7.1.2 It is therefore considered that:

- The development is expected to generate significant additional pedestrian and cyclist

movements across Normandy Way. The majority of pedestrian trips would be made to facilities in Hinckley town centre and established urban area east of the site.

- It is considered that the proposed Toucan crossing facility is required to accommodate the additional pedestrian demands generated by the combined OPA and FPA phases of development at Hollycroft Grange. The crossing point would be connected to the development by a dedicated internal pedestrian/cycle link within the site.

7.1.3 On this basis, provision of the Toucan controlled crossing facility to the north of Outlands Drive is justified. This proposal is therefore offered to replace the uncontrolled crossing facility that was proposed in the submitted TA.

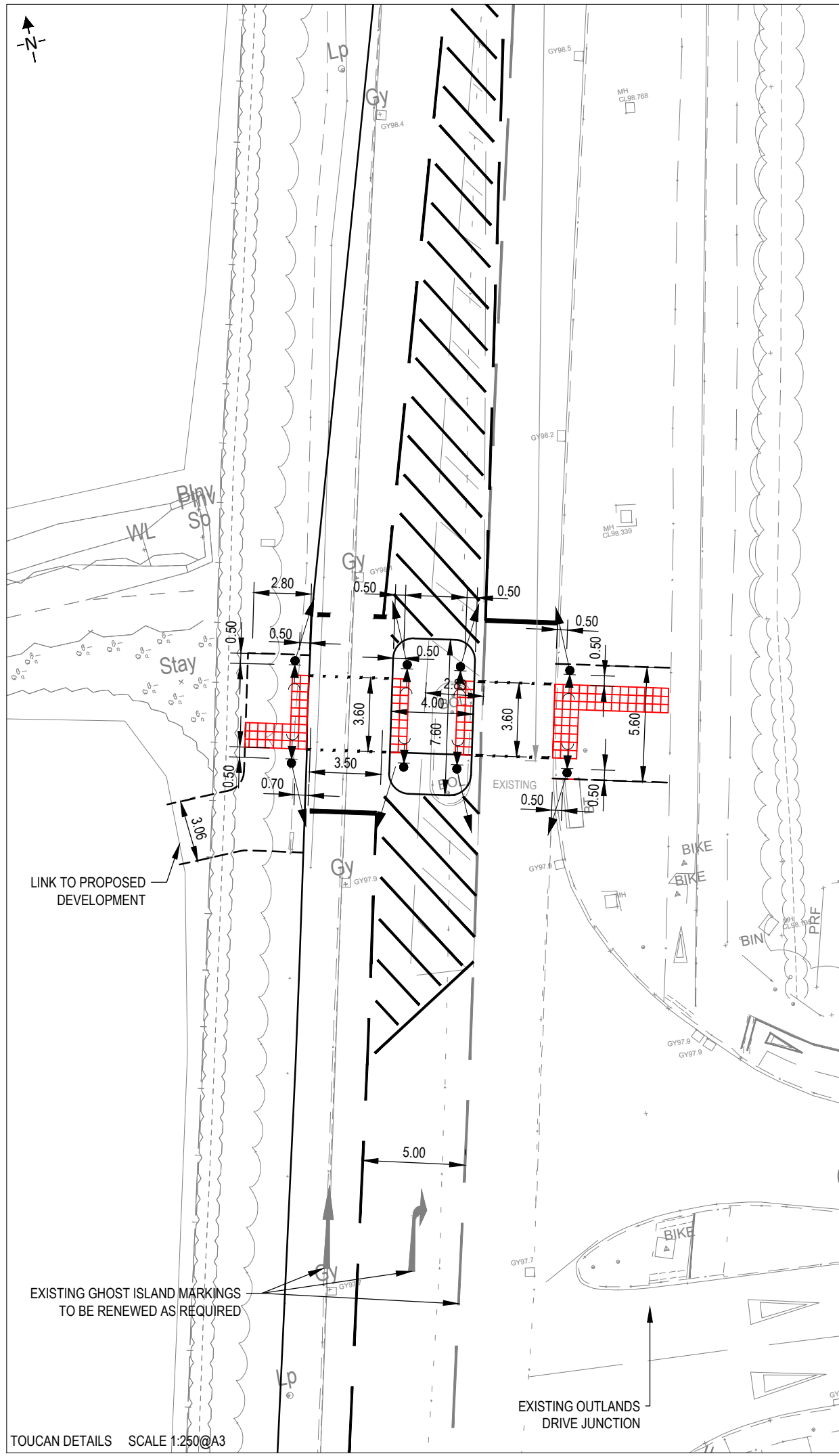
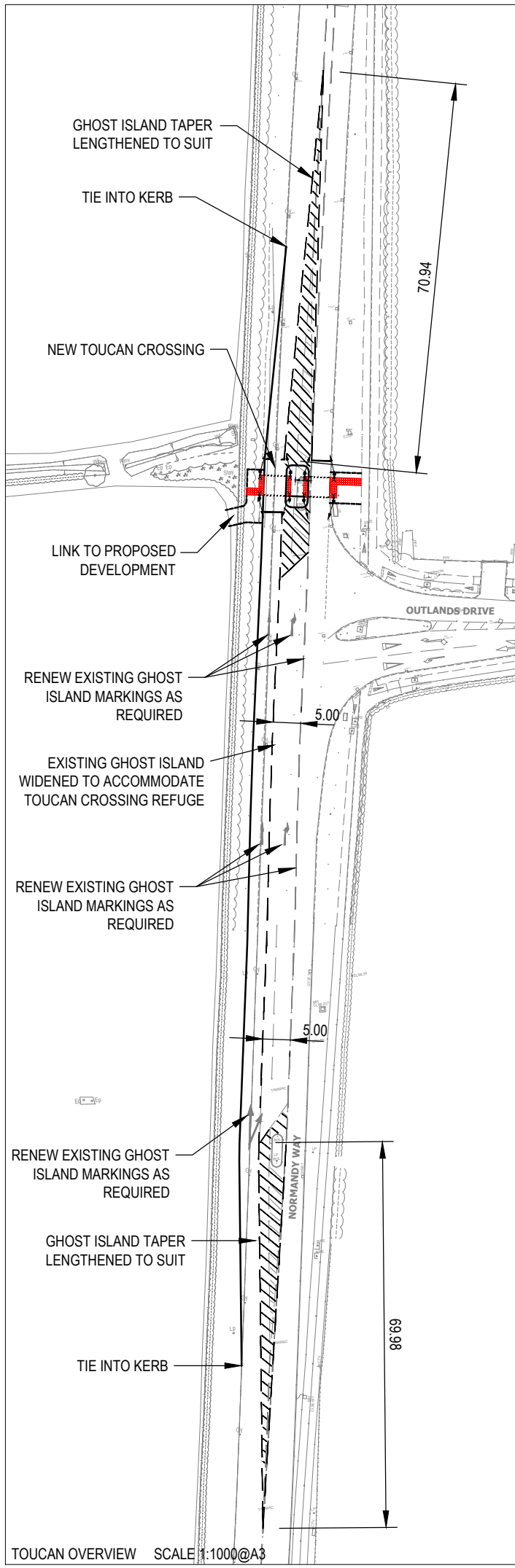
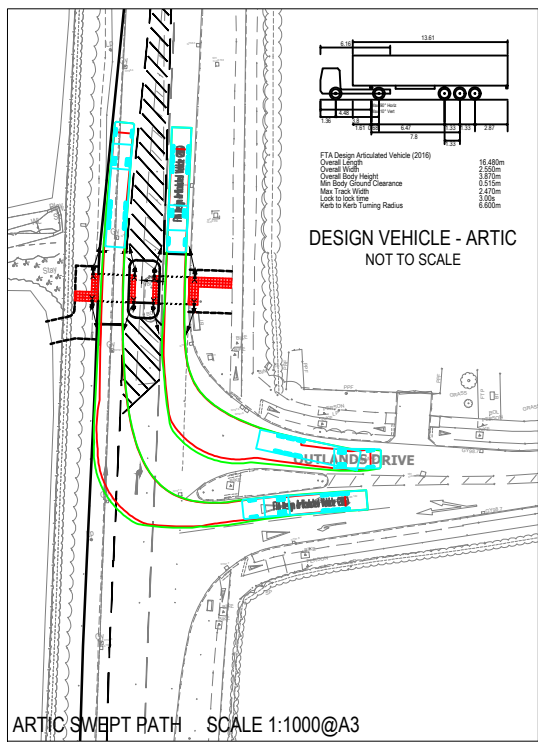
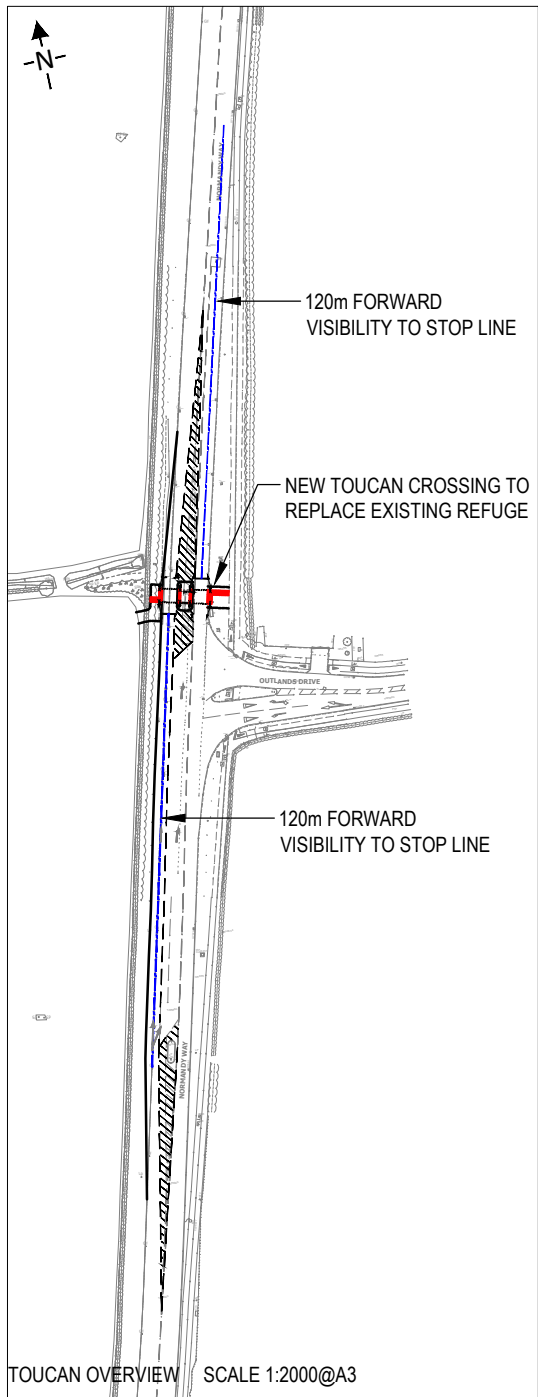
Capricorn Transport Planning

Transport Planning
Traffic Engineering
Sustainable Travel
Road Safety

19 Graystones Close
West Bridgford
Nottingham
NG26QU
0777 334 7121
Email: sean.mcgregor@capricorn-tp.co.uk
www.capricorn-tp.co.uk

APPENDIX TN6-A

CROSSING LAYOUT DRAWINGS



GENERAL NOTES

- THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

NOTES:

- FULL CARRIAGEWAY WIDTH RE-SURFACING IS REQUIRED WHERE CARRIAGEWAY IS TO BE WIDENED

KEY:

- PRIMARY SIGNAL
- NEAR SIDE TOUCAN INDICATOR + PUSH BUTTON

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------

Capricorn Transport Planning

19 Graystones Close
West Bridgford
Nottingham
NG2 6QU

T : 0777 334 7121
www.capricorn-tp.co.uk

CLIENT

BLOOR HOMES

PROJECT

NORMANDY WAY
HINCKLEY

TITLE

NORMANDY WAY/ OUTLANDS DRIVE
TOUCAN CROSSING

DRAWN AMP	AUTHORISED SM	SCALE AS SHOWN	SHEET SIZE A3	DATE 05.02.24
--------------	------------------	-------------------	------------------	------------------

PROJECT NO. C21021	DRAWING NO. DR104	REV -
-----------------------	----------------------	----------

Capricorn Transport Planning

Transport Planning
Traffic Engineering
Sustainable Travel
Road Safety

19 Graystones Close
West Bridgford
Nottingham
NG26QU
0777 334 7121
Email: sean.mcgregor@capricorn-tp.co.uk
www.capricorn-tp.co.uk

APPENDIX TN6-B

PV-SQUARED CALCULATION

21021 HINCKLEY WEST

NORMANDY WAY PEDESTRIAN CROSSING ASSESSMENT

TRAFFIC FLOWS

ATC LOCATED ON NORMANDY WAY, NORTH OF ROSTON DRIVE

PCC Traffic Information Consultancy Ltd.

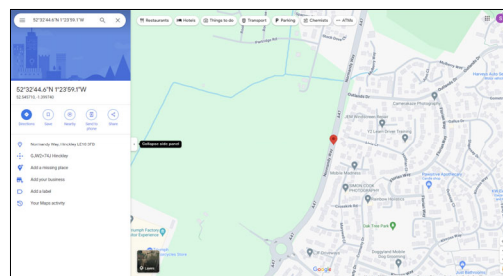
Site No. 583501 Site Ref. 583501
Site 1
Vehicle Count Report Week Begin: 21 June 2022 Channel: Total Flow

Hour Commencing	Tue Jun 21	Wed Jun 22	Thu Jun 23	Fri Jun 24	Sat Jun 25	Sun Jun 26	Mon Jun 27	Tue Jun 28	Wed Jun 29
00:00	79	90	81	127	114	127	73	90	99
01:00	73	74	77	63	88	90	46	67	73
02:00	33	43	42	50	64	58	27	39	45
03:00	76	74	79	76	62	43	35	68	64
04:00	139	123	137	130	60	63	109	128	109
05:00	386	364	388	397	184	114	396	386	318
06:00	809	768	772	743	241	176	704	759	602
07:00	1300	1319	1249	1175	372	249	1282	1265	992
08:00	1403	1378	1363	1309	638	356	1404	1371	1122
09:00	983	1005	1014	1018	943	625	997	1003	941
10:00	920	911	942	948	1148	921	895	923	925
11:00	922	971	934	1049	1266	961	983	972	1012
12:00	1012	1082	1042	1276	1242	1146	987	1080	1112
13:00	1059	1080	1068	1238	1154	1070	1077	1104	1107
14:00	1143	1142	1153	1287	1063	997	1192	1183	1140
15:00	1217	1312	1249	1408	1023	938	1239	1285	1198
16:00	1479	1489	1495	1359	941	890	1480	1460	1305
17:00	1476	1505	1459	1330	892	750	1468	1448	1269
18:00	1021	1030	1025	1027	818	649	1004	1021	939
19:00	712	788	722	735	603	513	655	722	675
20:00	546	555	568	509	451	397	466	529	499
21:00	463	454	499	418	334	295	384	444	407
22:00	309	305	315	327	320	235	258	315	304
23:00	144	149	129	224	252	159	124	154	169
12H(0-19)	13935	14224	13993	14424	11500	9552	14008	14117	13901
16H(6-22)	15455	16789	16554	16822	13129	10933	16217	16571	15274
18H(6-24)	16918	17303	16998	17380	13701	11327	16599	17040	15747
24H(0-24)	17704	18071	17802	18223	14273	11822	17285	17817	16454
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00
	1403	1378	1363	1309	1266	961	1404	1371	1122
PM Peak	16:00	17:00	16:00	15:00	12:00	12:00	16:00	16:00	16:00
	1479	1505	1495	1408	1242	1146	1480	1460	1305

Date	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 21 Jun	17704	168	15286	1301	821	128
Wed 22 Jun	18071	196	15567	1355	831	122
Thu 23 Jun	17802	138	15430	1234	864	136
Fri 24 Jun	18223	112	15910	1280	804	117
Sat 25 Jun	14273	121	13288	594	244	26
Sun 26 Jun	11822	145	11136	598	131	12
Mon 27 Jun	17285	107	14914	1247	901	116
5 Day Ave.	17817	144	15421	1283	844	124
Class %	200%	1%	87%	7%	5%	1%
PCU Value		0.4	1.0	1.5	2.3	2.0

VEHICLES						PCUs					
M/cycle	Car/LGV	LGV	HGV	Bus	Total	M/cycle	Car/LGV	LGV	HGV	Bus	Total
10	1095	91	60	9	1265	4	1095	137	138	18	1391
11	1187	99	65	10	1371	4	1187	148	149	19	1508
8	868	72	48	7	1003	3	868	108	109	14	1103
7	799	67	44	6	923	3	799	100	101	13	1015
8	841	70	46	7	972	3	841	105	106	14	1069
9	935	78	51	8	1080	3	935	117	118	15	1187
9	956	80	52	8	1104	4	956	119	120	15	1215
10	1024	85	56	8	1183	4	1024	128	129	16	1301
10	1112	93	61	9	1285	4	1112	139	140	18	1413
12	1264	105	69	10	1460	5	1264	158	159	20	1606
12	1253	104	69	10	1448	5	1253	156	158	20	1592
8	884	74	48	7	1021	3	884	110	111	14	1123

SURVEY LOCATION



RM057 - Household composition by age

ONS Crown Copyright Reserved [from Nomis on 15 February 2024]

population	All usual residents in households					
units	Persons					
date	2021					
area type	2021 super output areas - middle layer					
area name	E02005387 : Hinckley and Bosworth 011					
Household composition	Total	Aged 15 years and under	Aged 16 to 24 years	Aged 25 to 34 years	Aged 35 to 49 years	Aged 50 years and over
Total	9,951	1,882	843	1,520	2,038	3,668
One-person household	1,185	0	29	137	224	795
One-person household: Aged 66 years and over	432	0	0	0	0	432
One-person household: Other	753	0	29	137	224	363
Single family household	8,089	1,782	707	1,264	1,693	2,643
Single family household: All aged 66 years and over	794	0	0	0	0	794
Single family household: Married or civil partnership couple	4,166	963	347	501	1,009	1,346
Single family household: Married or civil partnership couple: No children	1,020	0	7	85	142	766
Single family household: Married or civil partnership couple: Dependent children	2,455	963	206	330	781	175
Single family household: Married or civil partnership couple: All children non-dependent	691	0	134	86	86	385
Single family household: Cohabiting couple family	2,000	455	171	618	454	302
Single family household: Cohabiting couple family: No children	813	0	77	346	166	224
Single family household: Cohabiting couple family: With dependent children	1,098	455	71	263	264	45
Single family household: Cohabiting couple family: All children non-dependent	89	0	23	9	24	33
Single family household: Lone parent family	1,085	364	189	130	213	189
Single family household: Lone parent family: With dependent children	740	364	110	82	142	42
Single family household: Lone parent family: All children non-dependent	345	0	79	48	71	147
Single family household: Other single family household: Other family composition	44	0	0	15	17	12
Other household types	677	100	107	119	121	230
Other household types: With dependent children	348	100	50	51	60	87
Other household types: Other, including all full-time students and all aged 66 years and over	329	0	57	68	61	143
Total aged 66 and over	1,555					

GROUP	No
ADULTS	8,069
ADULTS <65	6,514
ADULTS <65 DISABLED	979
ADULTS NOT DISABLED	5,535
<16	1,882
>65	1,555
<16 DISABLED	124
<16 NOT DISABLED	1,758
>65 DISABLED	497
>65 NOT DISABLED	1,058

PVSQ GROUPS	No.	%
ADULTS	5,535	56%
<16	1,758	18%
>65	1,058	11%
DISABLED	1600	16%
TOTAL	9951	100%

TS017 - Household size

ONS Crown Copyright Reserved [from Nomis on 15 February 2024]

population	All households		
units	Households		
area type	2021 super output areas - middle layer		
area name	E02005387 : Hinckley and Bosworth 011		
Household size	2021	No. in HH	People
Total: All households	4,313	-	
0 people in household	0	0	0
1 person in household	1,185	1	1,185
2 people in household	1,635	2	3,270
3 people in household	725	3	2,175
4 people in household	581	4	2,324
5 people in household	141	5	705
6 people in household	37	6	222
7 people in household	7	7	49
8 or more people in household	2	8	16
			9,946

RM069 - Disability by general health by age

ONS Crown Copyright Reserved [from Nomis on 15 February 2024]

population	All usual residents in households			
units	Persons			
date	2021			
area type	2021 super output areas - middle layer			
area name	E02005387 : Hinckley and Bosworth 011			
general health	Total			
Age	Total	Disabled under the Equality Act	Not disabled under the Equality Act	% Disabled under the Act
Total	9,955	1,628	8,327	16%
Aged 14 years and under	1,790	118	1,672	7%
Aged 15 to 24 years	935	123	812	13%
Aged 25 to 34 years	1,522	173	1,349	11%
Aged 35 to 44 years	1,397	172	1,225	12%
Aged 45 to 54 years	1,363	233	1,130	17%
Aged 55 to 64 years	1,276	275	1,001	22%
Aged 65 to 74 years	1,001	262	739	26%
Aged 75 years and over	671	272	399	41%
TOTALS	9,955	1,628	8,327	16%
	AGED UNDER 16 (APPROX.)	118	1,672	7%
	ADULTS < 65 (APPROX.)	976	5,517	15%
	AGED OVER 65 (APPROX.)	534	1,138	32%
	CHECK TOTAL	1,628	8,327	16%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

21021 HINCKLEY WEST

NORMANDY WAY PEDESTRIAN CROSSING ASSESSMENT

TRAFFIC FLOWS

ATC LOCATED ON NORMANDY WAY, NORTH OF ROSTON DRIVE

DATES: Tuesday 21/06/22 to Monday 27/06/22

Hour commencing	Weekday average flow	2036 Base Flow	TRICS 7.10.2 vehicle trips/dwelling (TN3)	Development traffic	Committed development traffic	Stoke Road appeal site traffic	TOTAL TRAFFIC
07:00	1391	1544	0.380	8	-27	49	1574
08:00	1508	1674	0.558	11	-40	72	1717
09:00	1103	1225	0.279	6	-	-	-
10:00	1015	1127	0.221	4	-	-	-
11:00	1069	1186	0.217	4	-	-	-
12:00	1187	1318	0.271	5	-	-	-
13:00	1215	1348	0.251	5	-	-	-
14:00	1301	1445	0.289	6	-	-	-
15:00	1413	1569	0.380	8	-	-	-
16:00	1606	1783	0.407	8	117	54	1962
17:00	1592	1767	0.519	10	149	69	1995
18:00	1123	1247	0.444	9	127	59	1442
12-hour total	15524	17232	4.216	85	-	-	-
AM (07:00-09:00)	2899	3218	1	19	-67	121	3291
PM (16:00-18:00)	3198	3550	1	19	266	123	3957
Highest 4 hours	6097	6768	2	37	199	244	7248

ALL FLOWS ARE 2-WAY PASSENGER CAR UNITS (PCUs)

Traffic growth factor: 1.110 TA Rev A, 09.05.23 2022 to 2036
 OPA+FPA dwellings: 1003
 % dev. traffic at crossing: 2% TA Rev A, 09.05.23 7.1% of total traffic uses Outlands Drive, of which 27.9% assigned to A47 North via Greenfinch Road access.
 Source of trip rates: TRICS 7.10.2, TN3
 Committed dev. Traffic: TA Rev A, 09.05.23 Peak hour flows taken from TA. Adjacent hours interpolated using TN3 TRICS trip rates
 Stoke Road appeal site: TA by Hub Transport Planning, 24/03/22 Peak hour flows taken from TA. Adjacent hours interpolated using TN3 TRICS trip rates

PEDESTRIAN AND CYCLIST FLOWS

Hour commencing	TRICS 7.10.2 person trips/dwelling (TN3)	Development person trips	Pedestrians and cyclists	Pedestrians and cyclists Crossing at Outlands Drive
07:00	0.584	586	88	22
08:00	0.993	996	149	37
09:00	0.413	414	62	16
10:00	0.342	343	51	13
11:00	0.337	338	61	13
12:00	0.396	397	60	15
13:00	0.364	365	55	14
14:00	0.454	455	68	17
15:00	0.731	733	110	27
16:00	0.684	686	103	26
17:00	0.807	809	121	30
18:00	0.701	703	105	26
12-hour total	6.806	6826	1024	256
AM (07:00-09:00)	1.577	1582	237	59
PM (17:00-19:00)	1.508	1513	227	57
Highest 4 hours	3.085	3094	464	116

Target Modal Share
 Pedestrians and Cyclists: 15% Normandy Fields Travel Plan
 Crossing Normandy Way: 70% 10% trips are internal, as per 2015 TA. 20% assumed to be to/from industrial area to the south.
 Greenfinch Road Toucan: 20%
 Outlands Drive Toucan: 25%
 Roston Drive Toucan: 25%

PV² CALCULATION

Hour commencing	PCUs 2036 WITH DEV.	PEDESTRIANS (UNWEIGHTED)	PEDESTRIANS (WEIGHTED)					PV ²	PV ² x 10 ⁸
			ADULTS	UNDER 16s	OVER 65s	DISABLED	TOTAL		
07:00	1574	22	12	5	5	11	32	80065021	0.80
08:00	1717	37	21	8	8	18	55	162129959	1.62
16:00	1962	26	14	6	5	12	37	145754341	1.46
17:00	1995	30	17	7	6	15	45	177917389	1.78
18:00	1442	26	15	6	6	13	39	80728792	0.81
Highest 4 hours								566530481	5.67

PEDESTRIAN PROPORTIONS (FROM CENSUS DATA)

PVSQ GROUPS	MSOA total	%	PV ² WEIGHTING
ADULTS	5,535	56%	1.00
<16	1,758	18%	1.25
>65	1,058	11%	2.00
DISABLED	1,600	16%	3.00
TOTAL	9951	100%	-