

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT
FOR 2No HOUSES & 2No APARTMENTS.

Land Adjacent Tesco Express, London Road,
Hinckley, Leicestershire.



NOVEMBER 24

MR D COLLINS

LENNON TRANSPORT PLANNING LTD





TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Lennon Transport Planning Ltd (LTP) on behalf of Design Studio Architects. The Statement is intended to support a future Planning Application for the erection of 2No Houses and 2No Apartments on land adjacent to the Tesco Express store, London Road, Hinckley, Leicestershire.
- 1.2 The purpose of this Statement is to satisfy Hinckley & Bosworth Borough Council as Local Planning Authority (LPA) and Leicestershire County Council as Local Highway Authority (LHA) that the proposal will not lead to an unacceptable increase in traffic generation / highway safety issues and that an appropriate means of vehicular access can be provided.
- 1.3 When considering the nature and scale of development, a Transport Statement has been prepared which does not contain unnecessary or over complicated input for the reviewer's consideration.
- 1.4 The red line application site and location plan is presented below in figure 1:-

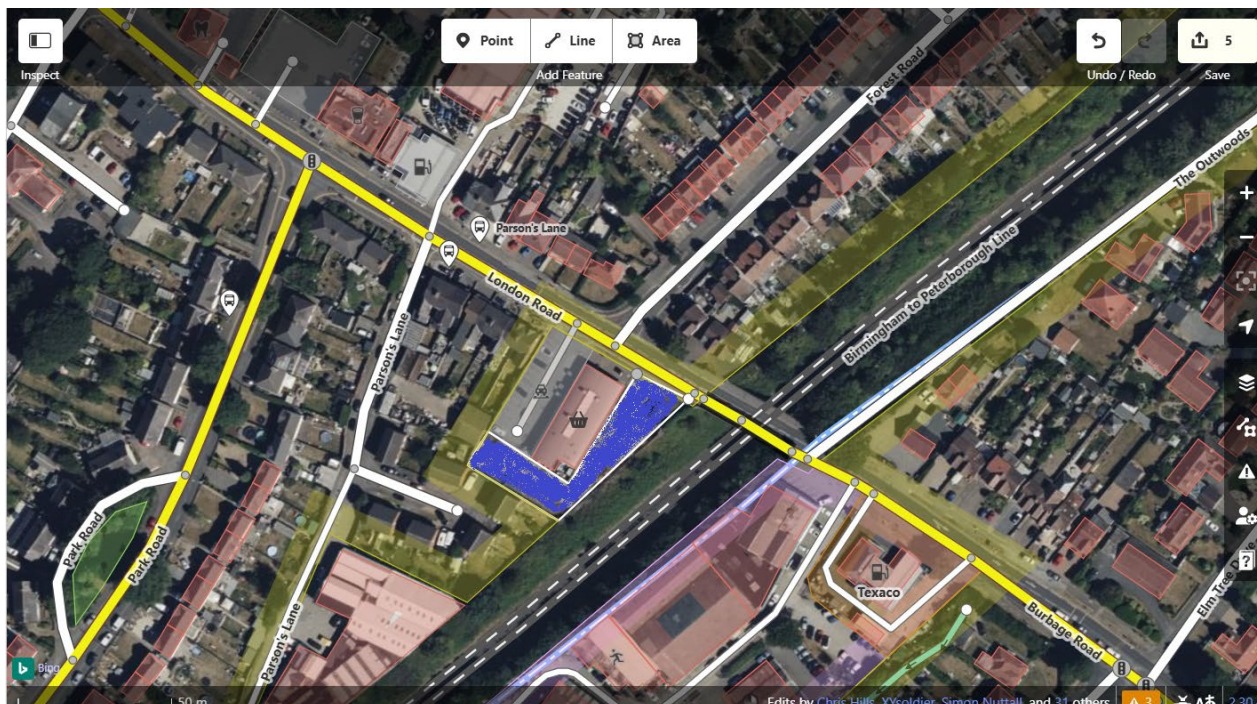


Figure 1: Site Location (Airbrushed in Blue)

2. SCOPE / POLICY / BACKGROUND

Scope

2.1 The brief to LTP was to provide a Transport Statement to support a future planning application for residential development.

2.2 The scope of this TS broadly reflects the principles of DfT's 'Guidance on Transport Assessments' (GTA) (March 2007), however, this guidance was withdrawn from circulation in October 2014.

2.3 GTA essentially set out a pragmatic approach to assessing the transport impacts of a development and suggested thresholds which were noted as a useful point of reference from which to commence discussions. Its withdrawal left [Transport](#)

Evidence Bases in Plan Making as one of the only transport 'guidance' document left within PPG. That document didn't replace GTA, as it was for a different spatial scale, intended to ensure that the transportation principals of development are correctly assessed at the local plan / core strategy level. However, this wasn't relevant to assessing the impacts of developments on local highway networks.

2.4 Of more relevance is PPG guidance contained within 'Travel Plans, Transport Assessments & Statements' which was published in March 2014. It provides some guidance in terms of scope and rationale, but it is not proscriptive like the Dft guidance was. In our opinion this leaves the development transport planning industry without any robust formal government guidance at present and the removal of GTA gives Consultants more flexibility to present what they consider necessary in order for the Highway Authority to come to an informed decision as to the appropriateness of the development proposal and whether it will result in a severe impact in traffic or safety terms?

2.5 When considering paragraph 1.3 of this statement and the LPA's suggested scope it is considered an unnecessary task to produce some information. There is a natural caveat that if any additional information is required in Highway or Transportation terms then this can be produced upon request. It is considered unnecessary to represent the following areas in this TS:-

- **Junction Capacity Assessments** = *When considering the proposal is for a low amount of dwellings, then detailed Picardy junction capacity assessments are not considered necessary for nearby road junctions. Vehicular trips will be far less than 30 No two-way vehicle movements in the peak periods (former GTA threshold for considering capacity impact at*

junctions). It will be demonstrated that the proposal if permitted will only lead to very minor additional peak hour traffic movements.

Policy

National Planning Policy Framework (NPPF) (Dec 23)

2.6 The National Planning Policy Framework (July 2018) was revised in December 2023 and is a material consideration in the determination of planning applications.

2.7 Paragraph 11 of the NPPF States;

- ‘Plans and decisions should apply a presumption in favour of sustainable development’.

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i, the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

2.8 When considering paragraph 11 of the NPPF in terms of ‘*decision taking*’ then in particular it needs to be assessed against Paragraph 114 & 115 of the Framework which are as follows: -

2.9 Paragraph 114 of the NPPF states:

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

- a) *appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*

- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

2.10 Paragraph 115 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.11 Manual for Streets, Manual for Streets 2 are the relevant national design guidance documents to be considered.

2.12 Local design guidance should be considered as contained within the Leicestershire Highways Design Guide (LHDG).

Existing Development / Use

2.13 The application site currently consists of an area of mixed hard standing and loose stone behind the highway boundary which sits in front of fencing and gates which are set back approximately 9 metres from the highway boundary. The gates and fencing were permitted 9th December 2016 (16/00869/FUL). The land to the rear has been informally used for open storage.

2.14 Historically, 2No terraced houses, namely 173 & 175 London Road occupied the site with frontage to London Road.

3 EXISTING LOCAL CONDITIONS

Vehicular accesses & existing highway – London Road

- 3.1 The existing site has no current dropped vehicular crossover serving it from London Road.
- 3.2 Adjacent to the application site, London Road is the B4669 which caters for two-way traffic movements and is subject to a 30mph speed limit and a system of street lighting.
- 3.3 The carriageway adjacent to the sites frontage consists of east and west bound running lanes but also a central area of carriageway forming part of the ghost island right turning lane to Forest Drive (deceleration / turning length is opposite the proposed access location).
- 3.4 The carriageway is subject to a Traffic Regulation Order (TRO) for a No Waiting At Any Time order which restricts any parking across the sites frontage (double yellow lines) on both sides of the carriageway.
- 3.5 There are footways to either side of the carriageway.
- 3.6 There is controlled pedestrian crossing facility a short distance away to the northwest on the other side of the Tesco Express Access.



Source Google Earth

Figure 2: Existing Access Arrangements

3.7 A 7-day traffic data survey was carried out at a point adjacent to the existing vehicular access between the 1st October and the 7th October 2024. Traffic flow was recorded and a combined 2-way 7-day average of circa 21000 vehicles is established. Recorded 85th percentile speeds were 25.8mph northbound and 29.6mph southbound (The site location and data outputs are provided at **Appendix 1**).

Wider Road Network

3.8 London Road is a Class II County Road which connects Hinckley to the west with the M69 to the east which provides a direct link to Leicester to the North and Coventry to the South.

Personal Injury Accidents

3.9 Personal Injury Accident (PIA) data has been assessed using the Crashmap database to consider the existing safety situation on the immediate local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in-depth

consideration. There has been 1No recorded PIA within the vicinity of the application site on Lond Road in the past 5 years (see report at **Appendix 2**).

Accident 1

- 3.10 The accident happened on the 19th December 2021 during the hours of darkness and in wet weather conditions. The incident involved 2No vehicles and resulted in 1No slight injury occurring. The accident reported damage to the offside on one vehicle and to the front on the other, it appears that the vehicles were travelling in opposing directions; it is not clear whether a turning manoeuvre was involved (the report does not state that it did).
- 3.11 The accident location is as presented below. Please note there is another yellow node to the east of the PIA location where another slight injury occurred. That accident has been discounted however as it occurred more than 5 years ago in May 2018.

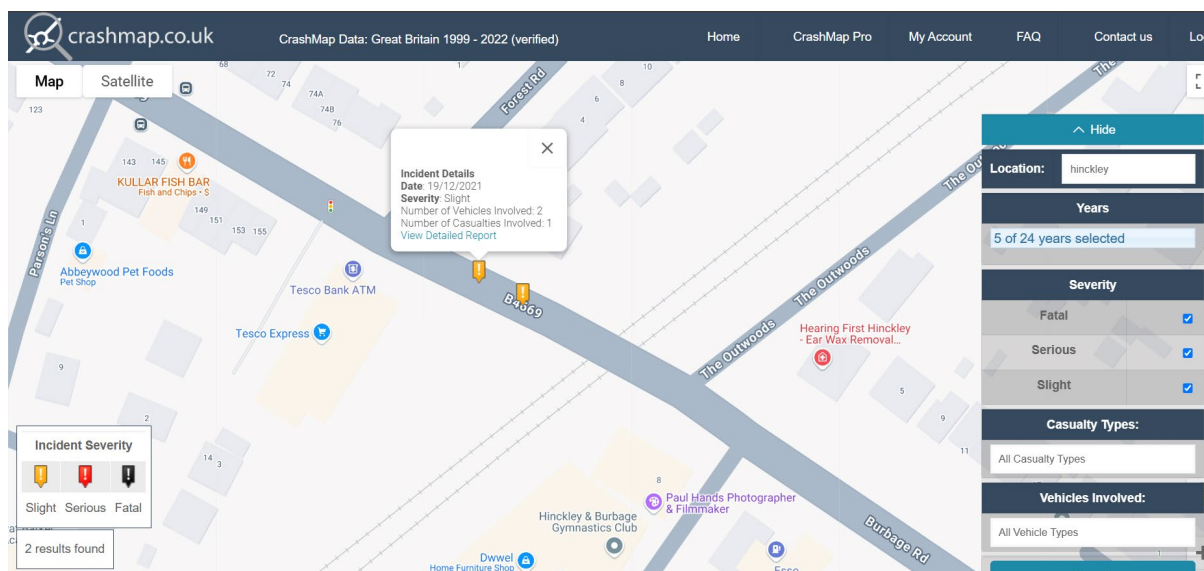


Figure 3: PIA Location

Accident Summary

3.12 In summary, when considering the accident data for the surrounding network it is clear that there is no current persistent accident problem at or near the application site on London Road.

PROPOSED DEVELOPMENT

Amount & Layout

4.1 The proposal is for the clearance of the land and for the erection of 2No dwellings to the southern section of the site. One 2-bedroom and one 3-bedroom property is proposed. 2No 1-bedroom apartments are proposed to the north of the site; an undercroft will provide access to the dwellings at the rear (see **Appendix 3**).

Vehicular Access Arrangements

4.2 A new vehicular crossing will be provided and a 5 metres wide vehicular access shall be installed. The access will be provided and set out in accordance with the requirements in DG17 of the Leicestershire Highways Design Guide (see below). A 5m wide access will be provided for a minimum of 5 metres behind the highway boundary at which point it will narrow through the undercroft. At the rear of the undercroft the driveway will continue to the rear dwellings and car parking area, at no point will the access be any narrower than 3.7m wide.

Figure DG17 Unadopted shared drive serving up to 25 dwellings

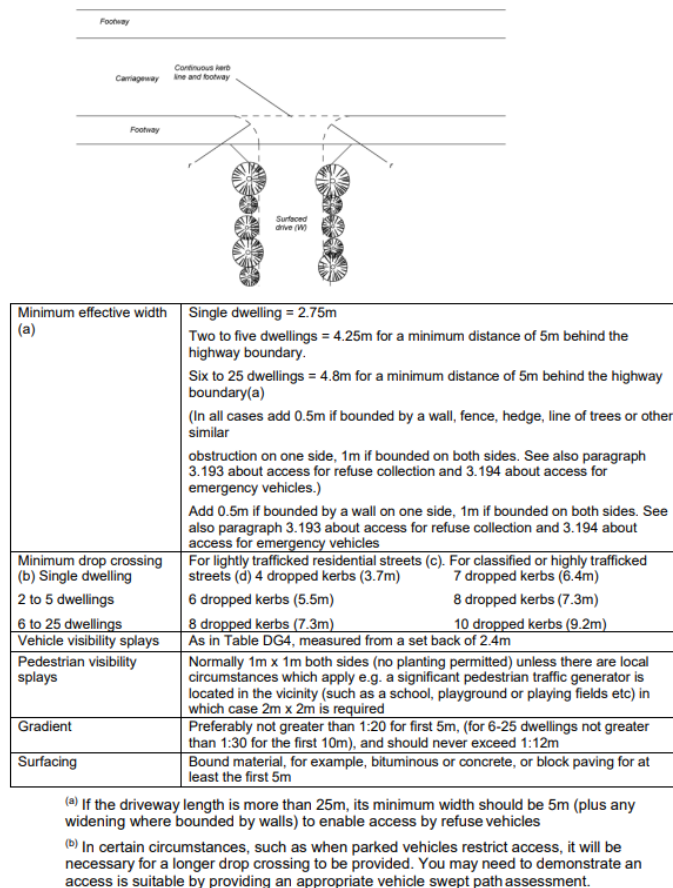


Figure 4: DG17 Guidance

4.3 When considering measured speeds of 25.8mph northbound and 29.6mph southbound then the Manual for Streets 2 method for visibility splay calculation can be applied. The required visibility splays at the existing access can be calculated by considering the recorded speed data. Manual for Streets 2 (para' 10.1.15, see Figure 5) presents a basic formula for visibility splay calculation which is used as the industry recognised tool. When considering 85th percentile speeds then 2.4m by 130m splays are required in each direction (see figure 7).

10.1.5 The basic formula for calculating SSD (in metres) is:

$$SSD = vt + v^2/2(d+0.1a)$$

where:

v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

a = longitudinal gradient (%)

(+ for upgrades and - for downgrades)

Figure 5: Manual for Streets 2 visibility splay formula

		Scheme: London Road, Hinckley (nr Tesco ex) Client: Darren Job Ref: PN/394/24/25 Date: 09/10/2024 Calcs By: ML
Visibility to the south east (towards north west bound traffic) - Desirable Minimum Deceleration Rate		
v	11.53	Speed in m/s
t	1.5	Reaction time (seconds)
d	4.41	Deceleration rate (m/s ²)
a	0.0	Longitudinal gradient (%)
		Dry ATC 85th %ile Speed 25.8 mph
		Wet ATC 85th %ile Speed 25.8 mph
		Heavy veh % flow 0.0 %
		Gradient 0.0 %
SSD= vt + v ² /2(d+0.1a) From Manual For Streets 2		
vt	17.297	
v ²	132.968	
2(d+0.1a)	8.820	
2(d+0.1a)	8.820	
		Downhill approach visibility length (m) 34.87 m
		Uphill approach visibility length (m) 34.87 m
Visibility to the north west (towards south east bound traffic) - Absolute Minimum Deceleration Rate		
v	13.23	Speed in m/s
t	1.5	Reaction time (seconds)
d	4.41	Deceleration rate (m/s ²)
a	0.0	Longitudinal gradient (%)
		Dry ATC 85th %ile Speed 29.6 mph
		Wet ATC 85th %ile Speed 29.6 mph
		Heavy veh % flow 0.0 %
		Gradient 0.0 %
SSD= vt + v ² /2(d+0.1a) From Manual For Streets 2		
vt	19.844	
v ²	175.021	
2(d+0.1a)	8.820	
2(d+0.1a)	8.820	
		Downhill approach visibility length (m) 42.19 m
		Uphill approach visibility length (m) 42.19 m
Design Speed	Vehicle Type	Reaction Time
60 kph and below	Light vehicles	1.5s
	HGV's	1.5s
	Buses	1.5s
Above 60kph	All	2.0s
	All	2.0s
		Decel. Rate (where g=9.81m/s ²)
		4.41 m/s ²
		3.68 m/s ²
		3.68 m/s ²
		3.68 m/s ² (Absolute min SSD)
		2.45 m/s ² (Desirable min SSD)
DMRB design standards dictate that for All-Purpose Single Carriageway roads, 85th%ile wet weather speeds can be obtained by deducting 4kph (2.5mph) from dry weather speeds. Lennon Transport Planning have not deducted any speed in this instance.		

Figure 6: Visibility Splay Calculation Northbound & Southbound

4.4 When considering the above, it has been demonstrated via the Architects site layout drawing that a 2.4m x 42m splay to the north and 2.4m x 35m splay to the south can

be provided. Splays should be measured from the centre line of the access and terminate at a 1m offset from the nearside channel.

Residents Car Parking

- 4.5 The strategy is to provide 2No parking spaces for the 3-bed dwelling, 2No spaces for the 2-bed dwelling and 1No 'visitor' space to be shared between the 1-bed apartments.
- 4.6 Whilst the LHA may consider this to be a slight shortfall in respect of the guidance set out in the LHDG, we suggest that this should be accepted in this instance, as this is a highly accessible location via sustainable modes of travel on the edge of the Town Centre. Any 'overspill' parking would be highly unlikely to take place on London Road which is subject to comprehensive on street parking controls. Any parking demand not catered for by the 4No spaces would be offset potentially to nearby side roads where vehicles could be parked safely and appropriately.
- 4.7 A turning space is available at the rear for cars. For the rear parking spaces, in excess of 6m clearance is provided behind each space. As such all vehicles will be able to enter and leave the site in a forward gear.
- 4.8 Refuse vehicles will not enter the site. A bin storage area will be located within the curtilage within the requisite carry distances (as set-out in Building Regs., App Doc H., Sect H6 Guidance, para 1.8).
- 4.9 At this stage we can advise that any proposed shared cycle parking should be secure and undercover and this is something that the LPA could control via planning condition with details to be submitted for approval prior to commencement of development?

5 TRAFFIC IMPACT / TRIP GENERATION

Proposed Development

5.1 For housing, sites in the regions of Greater London, Ireland, Scotland and Wales were omitted from the comparator site search and only locations on the edge of a Town / City centre or in suburban areas were selected from the database. The robust filtering exercise also only chose sites more comparable in scale to the application site and considered flats that were privately owned. This is extremely robust when considering the supported living use. Actual trips are anticipated to be less.

5.2 Figure 7 below provides a summary of the residential trip rates. The full TRICS outputs for the proposed development are attached at **Appendix 4**.

Use	Parameter	Selection	Comments
Residential Houses	Land Use	03 – Residential A – Houses Privately Owned	
	Regions	All excluding greater London, Ireland / N. Ireland, Scotland & Wales	
	Parameter Range	2 to 20 units	Actual range 8 to 69 units
	Days of week	Weekdays	
	Location type	Edge of Town Centre	All other areas removed.

Residential Flats	Land Use	03 – Residential C – Flats Privately Owned	
	Regions	All excluding greater London, Ireland / N. Ireland, Scotland & Wales	
	Parameter Range	20 to 70 units	Actual range 27 to 62 units Covid Survey Sites Removed
	Days of week	Weekdays	
	Location type	Edge of Town Centre	All other areas removed.

TRIP GENERATION TOTALS	Vehicles		
	AM Peak	PM Peak	AADT
2 Houses	1	1	11
2 Apartments	0.5	0.5	5.5

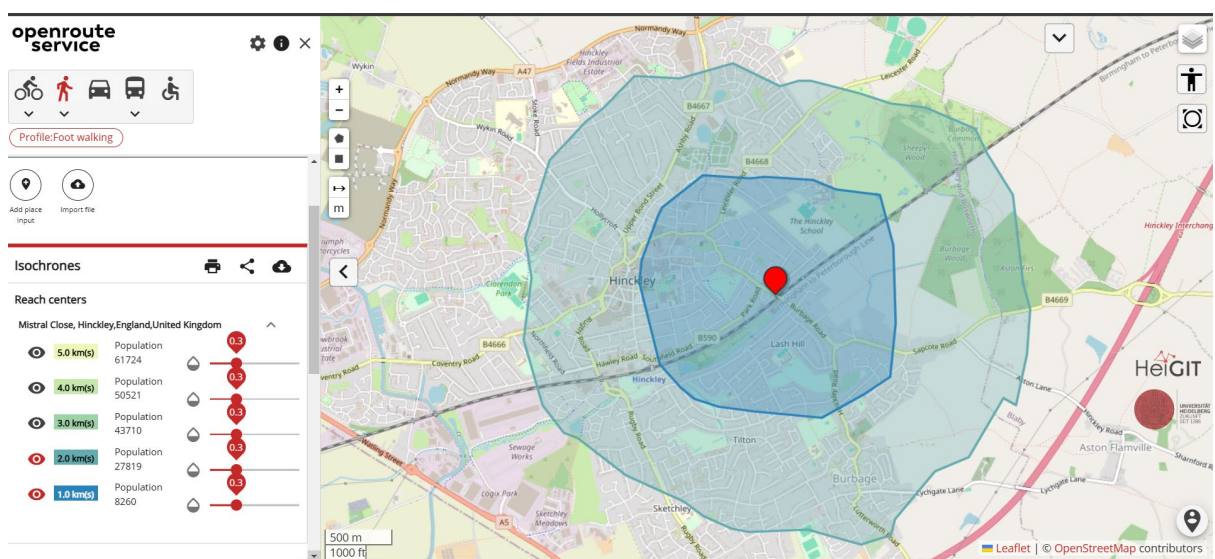
Figure 7: TRICS Parameters & Summary Proposed Development

5.3 The proposed development is forecast to generate approximately 1.5No vehicular trips in both the AM & PM peak periods. It is predicted that the development as a whole would generate in the region of 16.5No total daily vehicular movements.

6 ACCESSABILITY

6.1 We have not engaged in a full accessibility assessment for the proposal / site location. It should be common ground that the site is an extremely accessible location via different modes. The following paragraphs however provide some clarifications in this respect.

6.2 Typically, a distance of 2km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace vehicular trips with walking trips.



Source Openroute Service

Figure 8: 1 & 2km Walking Map Isochrone

6.3 Figure 8 above shows the areas both within a 1km and 2km isochrone of the site; the area consists of many urban neighbourhoods in and around Hinckley Town centre. As such, a range of facilities and amenities are located within these areas which would be expected to be of benefit to residents of the site.

6.4 Footways and Cycleways benefitting from street lighting are located within the immediate vicinity of the site.

Cycling Facilities

6.5 The DfT National Travel Survey (England) 2017 found that nationally, approximately 2% of people who commute do so principally by cycle. Approximately 14% of the population aged five and over cycle at least once a week, those people cycle for an average of 23 minutes. All of Hinckley, Burbage, Barwell and part of Earl Shilton falls within the 5km radius.



Figure 9: 5km Isochrone for Cycling

Public Transport Facilities: Bus Provisions

6.6 The nearest bus stops located within an easy walking distance (circa 70 metres to the west) on London Road.

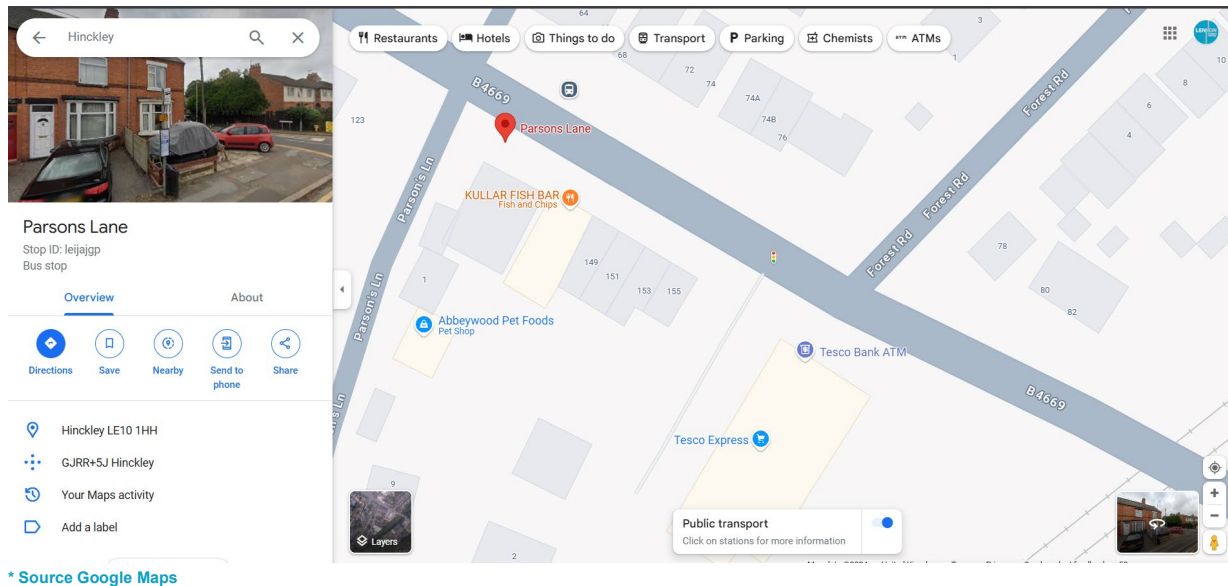


Figure 10: Nearest Bus Stops

6.7 The following bus services operate within the vicinity:

Service Numbers:

- 8 – Hinckley to Lutterworth
- X6 – Coventry to Leicester

6.8 These services operate Monday to Saturday, providing buses on frequency of 1hr or less.

Public Transport Facilities: Rail

6.9 Hinckley train station is an approximate 'crowfly' distance of 1.2km to the southwest of the site.

6.10 Hinckley station is managed by East Midlands Railway, however, only CrossCountry trains operate from the station. The station is on the Birmingham to Peterborough line between Leicester and Birmingham. There is approximately a train an hour in each

direction.

Sustainability Conclusion

6.11 Paragraph 109 of the NPPF outlines that:

‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.’

6.12 Given the location of the site, it is concluded that the proposed development can accord with the national guidance set out when promoting sustainable transport options.

7 SUMMARY

7.1 This Transport Statement has been prepared by Lennon Transport Planning (LTP) Ltd on behalf of Mr Collins to support a future Planning Application for the erection of 2No semi-detached dwellings and 2No 1-bedroom apartments.

7.2 Personal Injury Accidents (PIA's) have been investigated within the immediate vicinity of the application site. It is clear that there is no current persistent accident problem within the vicinity of the sites vehicular access.

7.3 Vehicle parking has been considered. 4No off street parking spaces are proposed which should prove to be appropriate to serve this quantum of development in this location.

- 7.4 We advise that an appropriate amount of safe, secure and undercover cycle parking should be considered.
- 7.5 It has been demonstrated that the proposal if permitted will not result in any severe traffic capacity or safety impact on the local highway network. TRICS data analysis has been provided for the intended use. The proposal would result in minimal overall daily and peak hour traffic movements. The residual cumulative impacts of development can be mitigated and are not considered severe in accordance with Paragraph 115 of the NPPF.
- 7.6 The proposed access shall be a minimum of 5 metres wide for at least the first five metres behind the highway boundary. It is not bound on either side. The designer has indicated the driveway in line with these parameters and would expect the LPA to make this a conditional requirement? The access will be hard surfaced and drainage shall be provided within the site such that surface water will not discharge from the site in to the highway. A vehicle turning area within the site shall be permanently maintained.
- 7.7 Traffic data survey results have been considered to establish 85th percentile speeds in both directions and applied to the Mfs2 formula for visibility splay calculations. Accordingly visibility splays of 42m splay north and a 35m splay south are required; these have been plotted onto the site layout drawing. A suitably worded planning condition will ensure the splays are provided and then maintained in perpetuity.
- 7.8 A bin storage area will be located within an appropriate distance of the highway. The refuse vehicle will service the site from within the carriageway which is how other properties along London Road are serviced.

7.9 Accordingly we encourage the Local Planning Authority and Local Highway Authority to look favorably upon the highway and transportation considerations of the application.

Appendix 1: Traffic Data Survey

165-167 London Rd, Hinckley LE10 1XH, UK

⦿ 52.540154, -1.35737 ±4 m ▲ 166m



15954 site 1 Northbound

Hinckley
30 Sept 2024, 9:23:44 am

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	BURBAGE ROAD - attached to RAILINGS	Northbound	30	01 October 2024	07 October 2024	75132	11372	10733	3010	4.0	709	0.9	159	0.2	19.3	25.8
		Southbound	30	01 October 2024	07 October 2024	71191	10895	10170	9296	13.1	1560	2.2	141	0.2	24.9	29.6
		Two Way	30	01 October 2024	07 October 2024	146323	22267	20903	12306	8.4	2269	1.6	300	0.2	22.0	28.3

15954 / Hinckley
OCTOBER 2024
AUTOMATIC TRAFFIC COUNT

[illegible]



[illegible]

[illegible][illegible]



15954 / Hinckley
OCTOBER 2024
AUTOMATIC TRAFFIC COUNT

[illegible]

15954 / Hinckley
OCTOBER 2024
TIC TRAFFIC COUNT

[illegible]

NDC for
Client

[illegible]



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ &		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		

ATC SPEED BINS & DATA HEADINGS

Heading	Description	Heading	Description
---------	-------------	---------	-------------

0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

Appendix 2: PIA Report



Validated Data

Crash Date: Sunday, December 19, 2021

Time of Crash: 16:00:00

Crash Reference: 2021332101041

Highest Injury Severity: Slight

Road Number: B4669

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 2

Local Authority: Hinckley and Bosworth

OS Grid Reference: 443685 293775

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lighting unknown

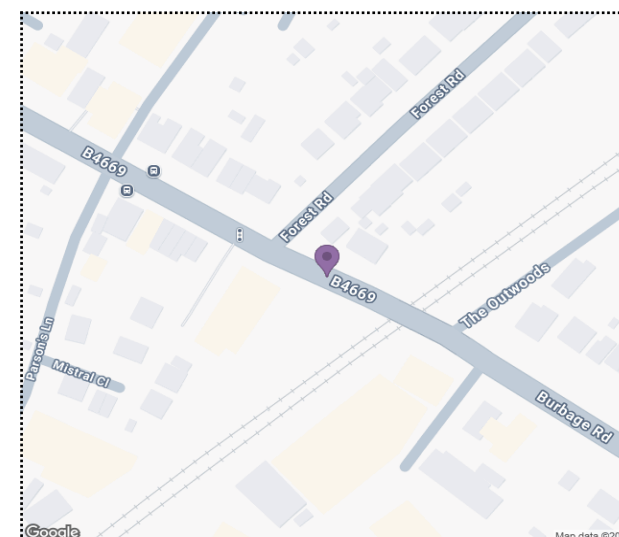
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, December 19, 2021

Time of Crash: 16:00:00

Crash Reference: 2021332101041

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

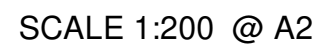
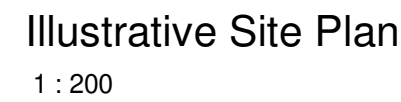
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 3: Proposed Site Layout

All dimensions offered are indicative only and subject to change and prior to ordering any materials site check dims should be taken.



Project No.	Drawing No.
2024-12	113 Rev A

Project Details
Mr Collins, Proposed Development, Land
Adjacent Tesco Express, London Road,
Hinckley

Author
JAF



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All dimensions to be checked on site and architect notified of any discrepancies prior to commencement. Do not scale.

Appendix 4: TRICS Outputs (Proposed Development)

Calculation Reference: AUDIT-400201-241128-1157

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE1 days
	KC	KENT1 days
	MW	MEDWAY1 days
04	EAST ANGLIA	
	NF	NORFOLK1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 19 (units:)
Range Selected by User: 2 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

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
Wednesday 2 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 1 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:

Edge of Town 4

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

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 2 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	3 days
No	1 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
2	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
3	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
4	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT

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.

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.345	0.379	0.724
1700-1800	0.362	0.328	0.690

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	15	0.103	4	15	0.259	4	15	0.362
08:00 - 09:00	4	15	0.345	4	15	0.379	4	15	0.724
09:00 - 10:00	4	15	0.069	4	15	0.138	4	15	0.207
10:00 - 11:00	4	15	0.155	4	15	0.241	4	15	0.396
11:00 - 12:00	4	15	0.190	4	15	0.155	4	15	0.345
12:00 - 13:00	4	15	0.241	4	15	0.276	4	15	0.517
13:00 - 14:00	4	15	0.293	4	15	0.207	4	15	0.500
14:00 - 15:00	4	15	0.155	4	15	0.259	4	15	0.414
15:00 - 16:00	4	15	0.276	4	15	0.224	4	15	0.500
16:00 - 17:00	4	15	0.241	4	15	0.207	4	15	0.448
17:00 - 18:00	4	15	0.362	4	15	0.328	4	15	0.690
18:00 - 19:00	4	15	0.362	4	15	0.224	4	15	0.586
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.792			2.897			5.689

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:	8 - 19 (units:)
Survey date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Calculation Reference: AUDIT-608801-241115-1154

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 27 to 62 (units:)
 Range Selected by User: 20 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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 1 days
 Tuesday 1 days

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

Selected survey types:

Manual count 2 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:

Edge of Town Centre 2

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 2

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 2 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

C3 2 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:
25,001 to 50,000 2 days

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

Population within 5 miles:
50,001 to 75,000 1 days
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 2 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 2 days

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

PTAL Rating:
No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	Covid
SF-03-C-05	Covid

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	45	0.045	2	45	0.258	2	45	0.303
08:00 - 09:00	2	45	0.022	2	45	0.303	2	45	0.325
09:00 - 10:00	2	45	0.045	2	45	0.101	2	45	0.146
10:00 - 11:00	2	45	0.056	2	45	0.101	2	45	0.157
11:00 - 12:00	2	45	0.034	2	45	0.034	2	45	0.068
12:00 - 13:00	2	45	0.180	2	45	0.112	2	45	0.292
13:00 - 14:00	2	45	0.090	2	45	0.090	2	45	0.180
14:00 - 15:00	2	45	0.045	2	45	0.056	2	45	0.101
15:00 - 16:00	2	45	0.124	2	45	0.056	2	45	0.180
16:00 - 17:00	2	45	0.180	2	45	0.045	2	45	0.225
17:00 - 18:00	2	45	0.191	2	45	0.067	2	45	0.258
18:00 - 19:00	2	45	0.348	2	45	0.157	2	45	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.360			1.380			2.740

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:	27 - 62 (units:)
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.



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