

I can see that you have proposed physical constraints and signage to prevent left turners at the proposed exit point, it might be quite difficult to restrict the left turn when this seems to be the most sensible option for exiting the site as it would be really difficult to turn right unless a traffic signal is proposed. Furthermore, with the proposed lowering of the carriageway for the bridge, HGVs will be able to come in and out from and to the northwest of the site which could affecting Pudge Hall Farm access.

Visibility

As with my previous comment, we have not been aware of the proposed govt island, or either the reason for not longer including it. We have not been made aware of the traffic surveys undertaken, and the results have not been shared with us.

At the moment of writing this email, I understand that WCC Development Management has recommended you to discuss this proposal with NH and that you have also consulted Leicestershire who have provided you their own comments regarding the trip generation and the proposed evaluation of the impacts. Unfortunately, we have not been involved in the whole process and we are not able to provide further comments. If you share any email and document that might be relevant to us, then we should be able to provide you our own comments.

Kind Regards,

Moises Muguerza MSc MRTPL MCIHT MTPS
Principal Transport Planner
Transport & Highways
Communities
Warwickshire County Council
Tel: 01926 412254
Email: moisesmuguerza@warwickshire.gov.uk
<https://www.warwickshire.gov.uk/modelling-surveys>

From: Ben Boreham <bboreham@odysseyconsult.co.uk>

Sent: 24 October 2023 16:04

To: Alan Law <alanlaw@warwickshire.gov.uk>; russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>; Dave Pilcher <davepilcher@warwickshire.gov.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

OFFICIAL - Sensitive

Hi Alan,

Thanks for your email, from memory I believe Moises Muguerza attended the meeting for WCC and was cc'd in my previous email. We provided some context on CNG's other operational sites during the meeting; however, please see below for an overview of CNG's operations.

CNG Fuels Ltd operates a growing network of Compressed Natural Gas (CNG) filling stations in the UK. All CNG sites provide bio-CNG generated using 100% renewable sources for use in HGV's. Unlike a traditional petrol/diesel filling station, all CNG sites are closed to the public and operate on a pre signed up basis, whereby companies with vehicle fleets are issued with key fobs to allow drivers to refuel at a CNG site. This means that only preauthorised users can refuel at a CNG site.

At present, the sites that CNG are promoting are located near to sites owned by their existing customer base. These customers, such as DPD, Amazon, John Lewis and Evri, have expressed an interest in converting their fleets to bio-CNG. However, as it is not possible to convert an existing HGV from diesel to bio-CNG, the refuelling site has to be operational to allow for this to happen. As there are not a vast number of CNG sites yet, and the ones that are operational are located near existing users sites; drivers refuel either upon departure from their site or upon returning to it, rather than refuelling on route. As such, it is generally not expected that vehicles outside of the nearby userbase would utilise a CNG site.

Trip Generation

The trip generation has been derived from an existing CNG site, CNG Warrington. This site is seen as robust as it one of the longest operating CNG sites and is comparable in size to the proposed site at CNG Hinckley. This trip

generation methodology has been used and accepted in many other CNG planning applications where a first principles approach has been taken as a site specific planning permission is being sought. As discussed in the July pre-app, we understand that both Leicestershire County Council and National Highways have accepted this trip generation methodology, subject to the planning permission being specific to a CNG site i.e., the permission would not enable conversion to a standard petrol filling station, without a separate planning application.

Vehicle Distributions

As mentioned previously, CNG sites would only be accessed by existing CNG clients. DPD and Amazon have confirmed to CNG that if the proposed Watling Street, Hinckley site became operational, they would convert their existing fleets to bio-CNG and use the site. The vehicle distribution has been derived based on the nearby customer sites who have expressed an interest in converting their vehicles to bio-CNG, this being DPD and Amazon. To the south of the site, there are two DPD hubs and an Amazon distribution centre on the A5, and it is intended that vehicles from these sites would be using the proposed CNG site. Further details of the trip distribution and assignment would be able to be discussed as part of any necessary traffic modelling which we would discuss with National Highways, Leicestershire County Council and Warwickshire County Council, in due course.

In respect of the Padge Hall Farm development, all proposed CNG vehicles would be routed away from the existing railway bridge via a number of measures including signage, routing plans and the physical junction design, as per the previously attached drawing. Between this design and the proposed distribution of users, it is not anticipated that the CNG site would have any impact on the existing railway bridge/ CNG HGV's would not route beneath the bridge.

Visibility

We had previously proposed accommodate a ghost island arrangement which would have included widening of the A5. However, following pre-application discussions with National Highways, Leicestershire County Council and Warwickshire County Council, we have redesigned the access arrangements and no longer propose to widen the A5 in the vicinity of the proposed CNG site.

Having undertaken traffic (speed) surveys on the A5, as the request of National Highways and Leicestershire County Council Officers, we have shown the visibility splays from the proposed CNG access commensurate with the recorded 85%ile speeds. We do not believe that the visibility splays would encroach onto any land safeguarded by National Highways for A5 widening improvements, indeed in our last meeting National Highways confirmed that the A5 widening would not be taken forward due to funding constraints. Nonetheless, we would be happy to discuss this further if National Highways deems necessary.

I trust the above will be helpful. If you have any further questions, please let me know.

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

18-21 Morley Street | London | SE1 7QZ



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From: Alan Law <alanlaw@warwickshire.gov.uk>

Sent: Monday, October 23, 2023 2:52 PM

To: Ben Boreham <bboreham@odysseyconsult.co.uk>; russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>; Dave Pilcher <davepilcher@warwickshire.gov.uk>

Subject: Re: CNG Hinckley (23/00613/FUL) Update

OFFICIAL - Sensitive

Hi Ben

Thanks for sharing your assessment scope

Trip Generation

No details have been supplied in respect of how the trip generation was derived. Given the proximity to M69 and lack of similar facilities in the region, I would like to understand the potential for trips to divert off the motorway network to reach the site.

The trip generation appears low, does the trip generation match the expected business case for implementation of such a site in this area?

As this is a relatively new sector and we are moving away from use of fossil fuels, what level of growth in the usage of the facilities is going to be applied to future year assessments.

Vehicle Distributions

Warwickshire did not attend a meeting relating to this site and I'm not sure we had an invite? Presumably DPD and Amazon will not be the sole users of this facility, and there is no certainty that they will be the end users. The A5 corridor has a significant quantum of B8 land uses, how are these being accounted for within the analysis?

The Padge Hall Farm development to the west of the rail bridge has an planning obligation to remove the height restriction at the rail bridge by lowering the height of the carriageway. How is this accounted for in the analysis?

Junction Capacity Analysis

Once responses are provided regarding trip generation and vehicle distribution we will consider the modelling requirement.

Visibility

It should be noted that the Padge Hall Farm planning application reserved land along the A5 corridor for potential future widening. We would require confirmation from NH as to whether this will be considered necessary before providing further commentary.

General

I am only able to comment on the approach adopted for modelling purposes. You would have to enter into the pre-app process for any further scoping responses from our Development Management team. You can do this via highwayconsultation@warwickshire.gov.uk.

Kind Regards

Alan Law BSc MCIHT

Lead Commissioner - Transport Planning (Modelling and Monitoring)

Transport Planning

Transport & Highways

Communities

Warwickshire County Council

Tel: 01926 412044

Email: alanlaw@warwickshire.gov.uk
www.warwickshire.gov.uk

From: Ben Boreham <bboreham@odysseyconsult.co.uk>

Sent: 12 October 2023 10:24

To: russell.gray@nationalhighways.co.uk <russell.gray@nationalhighways.co.uk>; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk <suraj.dave@leics.gov.uk>; Harry.Horsley@leics.gov.uk <Harry.Horsley@leics.gov.uk>

Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi All,

Just realised I forgot to attach the distribution diagram to yesterday's email! Please find the flow diagrams showing the expected distribution of development trips attached.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

18-21 Morley Street | London | SE1 7QZ



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From: Ben Boreham

Sent: Tuesday, October 10, 2023 4:56 PM

To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>

Subject: CNG Hinckley (23/00613/FUL) Update

Hi All,

Thanks for your attendance at the meeting last month regarding the proposed Bio-CNG vehicle fuelling station with associated access onto the A5 (Application ref: 23/00613/FUL). Since the meeting, we have prepared a revised access strategy and would welcome your comments on this revised proposal.

Safety Audit

We agreed at the meeting that the proposed access should be Stage One road safety audited. We propose to commission the safety audit in the coming weeks, and this will be sent to National Highways as per your road safety audit standard procedure. Please advise whether you wish to be involved in the commissioning process and whether you wish to attend the audit on site.

Proposed Access

You will recall we previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site. In recognition of the low bridge to the north of the site, we have now revised the proposed access to a left in / right out only arrangement (see attached **Drawing 22-240-007C** and **22-240-008C**). This access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGV's from making a right turn. The proposed access would also prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. Instead, only a small bullnose kerb would be provided where the proposed access ties into the A5. All egressing vehicles would instead be routed towards the Hammond's Way roundabout, away from the railway bridge.

Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This system will be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and will warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

It is therefore our belief that by warning drivers if their vehicle is too tall to pass under the low bridge and routing them away from the bridge upon leaving the site, that the proposed development has taken all possible physical measures to mitigate against bridge strikes.

Vehicle Distribution

As discussed in the meeting, we have prepared a trip distribution diagram to demonstrate where the trips from the proposed site will be originating from and heading towards. This has been informed by the client who shared with us the expected users of the development, these being DPD and Amazon. Both of these companies have expressed interest to the applicant (CNG) that the proposed site would trigger them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to enable them to do so. The distribution analysis confirms that it is not expected that any CNG related trips would require HGV's to route under the bridge.

This distribution analysis shows that it is not anticipated that there would be any impact on the Longshoot and Dodwells junctions to the north of the site as all vehicles are expected to route along the A5 north between the M69 and CNG site.

Junction Capacity Analysis

We recently commissioned a volumetric and speed traffic survey of this section of the A5, the results of which have fed into the capacity analysis of the proposed access. For this assessment, we modelled both the opening year (2023) and a future year, in this case a 5-year growth (2028). This capacity analysis (see attached) has revealed that the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site due to only being able to egress the site in one direction.

Visibility

The results of the speed survey have informed the visibility requirements for the proposed access. The 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station). These visibility splays are shown on the attached access drawing **22-240-007C**. As shown, the visibility requirement now does not extend under the railway bridge to the west and does not extend over the BP access to the east.

As above, we would appreciate your comments on the revised proposal ahead of a formal submission as part of the application.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MScIT

T: 0207 620 2444 E: bboreham@odysseyconsult.co.uk

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APPENDIX H

National Highways Formal Recommendation to an Application for Planning Permission (July 2023)



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)
Operations Directorate
West Midlands Region
National Highways

To: Hinckley & Bosworth Borough Council

CC:

Council's Reference: 23/00613/FUL

Location: Hydes Pastures Watling Street Hinckley Leicestershire LE10 3ED

Proposal: Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development

National Highways Ref: NH/23/01830

Referring to the consultation on a planning application dated 27 June 2023 referenced above, in the vicinity of the A5 trunk road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Signature: 	Date: 19/07/23
Name: Russell Gray	
Position: Spatial Planner	
National Highways The Cube, 199 Wharfside Street, Birmingham, B1 1RN 	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Development Proposal

This Outline planning application is for the development of up to 50 residential dwellings (all matters reserved except for access). The application site is adjacent to Kennel Road, which is local highway, and is around 350 metres north of the junction of Kennel Lane with the A5. The vehicular access to the site is proposed via a new priority-controlled junction off Kennel Lane.

Application History

National Highways were approached for pre-application consultation on 24 November 2022 for the proposed development. A response was issued on 15 December 2022 which raised a number of concerns and points of clarification required to be submitted as part of any planning application.

Consultation Response and Reasoning

Traffic Impact

The impact on the A5 in this location is assessed in the Transport Assessment as trips that are diverted and not generated by the development. However, given the developments proximity to the Longshoot and Dodwells junctions, and the capacity sensitivity at these junctions, National Highways considers it necessary that this developments transport impacts are assessed in line with the Longshoot and Dodwells modelling protocols consistent with other developments in the area.

It is proposed a meeting to discuss the requirements of the modelling protocol is held jointly with National Highways, Leicestershire County Council, and Warwickshire County Council at the earliest available opportunity.

Access Arrangement

National Highways has significant concerns regarding the safe operation of currently proposed access and egress arrangements. National highways would welcome confirmation of alternative access and egress optioneering that has been undertaken.

Visibility

The proposed access currently impedes the visibility splay from the BP filling station to the East which, although minor is undesirable on safety grounds. Furthermore, the visibility distance requirements have been determined based upon the speed limit of the A5. A speed survey should be carried out to determine the 85th percentile speed in order to establish whether the required standards have been met.

A review of the approved design for the mitigation works under application 21/0199/HYB at the rail bridge that shall lower the carriageway should also be reviewed in accordance with DMRB CD109 as the vertical sight lines may be impacted as a result.

Swept Path Analysis

Drawing 22-240-002 rev F shows vehicles approaching from the East, turning left into the site having to perform a 'swing out' manoeuvre potentially encroaching onto the hatched markings and towards the path of any right turning vehicle. Furthermore, having undertaken this manoeuvre, the drawing shows a high probability of overrunning onto the westbound kerb side. Similarly for vehicles exiting the site turning right the drawing shows overrunning on the eastbound kerb side. For vehicles turning right into the site from the west the swept path analysis shows a similar 'swing out' manoeuvre is required, impacting upon the eastbound running lane. For vehicles turning left exiting the building heading westbound the swept path shows potential for overrunning on the westbound kerb side and potential conflict with an oncoming articulated vehicle entering the right turn lane.

Bridge height and improvement works

As part of the approval for application 21/0199/HYB, improvements including the alteration of carriageway/rail bridge height are conditioned as mitigation for the site. As the accident record submitted as part of the Transport assessment, and Leicestershire Council's pre-application response demonstrate, bridge strikes from HGV's are a severe impact in this location.

Concern is raised as to whether the proposed application site can operate prior to these mitigation works with consideration of the safety impact on the SRN, given the vehicle types the proposed development attracts.

Road Safety Audit Stage 1

The proposed access shall be subject to Road Safety Audit Stage 1 in accordance with Design Manual for Roads and Bridges GG 119, subject to submission of an acceptable design.

Walking Cycling Horse-riding Assessment and Review

The development should undertake a review in accordance with Design Manual for Roads and Bridges GG142 (or apply for an exemption).

Drainage

The submitted Flood Risk assessment and drainage proposals are under review by National Highways asset leads, and an updated response will be provided following review.

Lighting

The submitted lighting plans are under review by National Highways asset leads, and an updated response will be provided following review.

Informative Note

The Department for Transport updated the Circular 02/13 'Strategic road network and the delivery of sustainable development', and as of January 2023, the new circular 01/22 shall be applied to planning application consultations for which National Highways is a statutory consultee.

Based on the above, we recommend that the application not be determined for a period of three months from the date of this notice. This is to enable the applicant to provide further information with regards to the information/requirements detailed above and the potential impacts on the SRN.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

APPENDIX I

National Highways Formal Recommendation to an Application for Planning Permission (January 2024)



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Hinckley and Bosworth Borough
Council
planning@hinckley-bosworth.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 23/00613/FUL

Location: Hydes Pastures Watling Street Hinckley Leicestershire LE10 3ED

Proposal: Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development.

National Highways Ref: NH/23/01830

Referring to the consultation on a planning application dated 27 June 2023, in the vicinity of the A5 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Signature:

A large black rectangular box redacting the signature.

Date: 3 January 2024

Name: Babatunde Adekoya-Serrano

Position: Assistant Spatial
Planner

National Highways
199 Wharfside Street,
Birmingham, B1 1RN

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Development Proposal

Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development.

Thank you for consulting National Highways regarding planning application reference 23/00613/FUL for a proposed Bio-CNG fuelling Station. We have undertaken a review of the Transport Statement (TS) submitted by Odyssey on behalf of the applicant CNG Fuels Limited, and have set out our comments below:

Proposed Site Access

- National Highways previously requested the required visibility splay, noting the 50mph speed limit for this section of the Strategic Road Network (SRN), is 4.5m x 160m – as opposed to 4.5m x 120m which was stated in the applicants Scoping Note. An updated visibility splay has been provided to show 4.5m x 160m in drawing 22-240-001.
- National Highways has reviewed this drawing, which shows the visibility splay to the right when exiting the site to include the access to the adjacent service station, which is not permitted as stated in Design Manual for Roads and Bridges (DMRB). Based on the submitted information, it does not appear that a DMRB compliant junction could be delivered at this location.

- Where the designer is unable to achieve compliance with the requirements of the DMRB they would need to apply for a Departure of Standard (DfS). This would need to be supported by a full justification of why the need for a DfS is needed and why it should be granted. This approach has not been adopted.

Swept Path Analysis

- Swept path analysis has been provided and is based on a 'CNG Specified Articulated HGV', with an overall length of 16.73m. This has been provided in drawings 22-240-002 and 22-240-003.
- Vehicular tracking in Drawing 22-240-003 shows the potential for stop/start/reversing manoeuvres and the potential for vehicle-to-vehicle conflicts. The applicant should clarify what is meant by this and address any conflicts.

Proposed Trip Generation

- The applicant has estimated vehicle trip generation based on a 'first-principles' approach using existing data for an operational CNG fueling station in Warrington. The arrival data is provided for a seven-day period in March 2022 contained within Appendix F.
- Table 5.1 states that the development generates 18 and 22 two-way trips in the AM and PM peak hour, respectively. The data also shows that the peak Heavy Goods Vehicle (HGV) arrival is 15 trips (or 30 two-way trips) which occurs during non-peak hours.
- National Highways has reviewed the data contained within Appendix F and it appears that the applicant has only provided arrival data for the existing Warrington Site. The applicant needs to provide departure data so we can understand total trip generation.

Data Collection Methodology

- Traffic flow data has been sourced from the adjacent planning application in Hinckley and Bosworth Borough Council (HBBC) Ref: 21/01191/HYB which includes an Automatic Traffic Count (ATC). Chapter 5.3.3 of the TS states that the ATC data was collected relatively recently on the A5 between M69 Junction 1 and the A47. However, the traffic data contained in Appendix G does not state when the data was recorded and therefore this cannot be verified. The applicant should clarify this.
- The ATC only includes data for northbound movements as southbound flows were incomplete. The applicant has therefore applied northbound traffic flows (791 in the AM) to the southbound ones, meaning the same volume of traffic has been applied to both directions. These flows have then been used in the capacity assessment of the site's access junction. National Highways categorically rejects this approach, as there is no evidence supporting equal flows in both directions. The applicant should either source the full traffic count or commission new surveys to inform their assessment. Data that was collected during the covid pandemic needs to be sense-checked to ensure its robustness for assessing the impacts of the site on the SRN.
- The ATC northbound flows contained in Appendix G shows higher flows during the 7:00 to 8:00 AM period, than in the 8:00 to 9:00 AM period. The TS states

that the peak period is 8:00 to 9:00 am. The applicant should clarify why the peak period is inconsistent with the data presented.

- The applicant has applied a 13% HGV percentage to the recorded traffic flows along the A5 which were derived from traffic surveys undertaken by the Department for Transport (DfT). Chapter 5.3.5 states that this survey was undertaken on the link between the M69 Junction 1 and the A47 in 2021, however, no evidence of this survey has been provided. The applicant should provide full details of this survey, including when the survey was undertaken and the data files to validate this.
- Chapter 5.3.9 states that the ATC data and DfT HGV percentage was combined with the proposed CNG trip generation shown on the network diagram contained in Appendix H. As there is no variation in the AM or PM peak, only one assessment has been conducted to cover both peak periods. NH disagree with this approach as the trip generation stated above have different flows for both the AM and PM peak, as does the traffic flows contained within the ATC. NH requests that assessments are produced for both the AM and PM peak hours.
- The traffic flow diagram in Appendix H shows that development trips are considered to be 100% HGVs which equate to 30 two-way trips. However, the trip generation for the site is calculated at 18 and 22 two-way trips in the AM and PM peak, respectively. It is therefore unclear how the development trips have been included within this assessment. Again, the applicant should clarify this and amend their assessment to include both peak hours.
- The traffic flow diagram indicates that the development trips are generated from two industrial locations DPD International Gateway Hinckley and Amazon Hinckley. The applicant should provide further information to support this assumption.
- The assessment presented within the TS considers all the development trips to be heavy vehicles, again the applicant should provide further supporting information for National Highways review.
- Echoing our response above, the applicant should either source the full traffic count or commission new surveys which contain both the AM and PM peak periods.

Junction Assessment

- The results of the junction capacity assessment are summarised in Table 5.2 of the TS, with the full outputs included in Appendix I. The results show that the junction performs within capacity in the 2023 AM scenario.
- National Highways notes that the applicant has not included a future year scenario or a scenario which omits development traffic. For comparative purposes, this should be provided.
- We cannot verify the model until the above comments have been addressed. However, a review of the outputs contained within Appendix I has been undertaken and we have the following additional comments:

- Network details should be filled out in the model.
- Each arm of the junction should be named.
- Results should be provided for both AM and PM peak hours.
- We are unable to replicate field conditions, therefore the applicant should provide a geometric drawing illustrating where measurements have been taken.
- This capacity assessment attached as Appendix I of the TS has been reviewed and commented on as per this response, however, an additional PICADY output file titled 'Site Access - Left in-Right Out.j10' has been attached to this application. The applicant should clarify what this refers to.

Summary

- The currently shown visibility splay to the right when exiting the site includes accesses to the adjacent service station which are not permitted as stated in DMRB.
- Vehicular tracking in Drawing 22-240-003 shows the potential for stop/start/reversing manoeuvres and the potential for vehicle-to-vehicle conflicts. The applicant should clarify what is meant by this and to address any conflicts.
- The applicant should provide departure trips for the existing operational CNG fueling station in Warrington to inform the total trip generation of the site.
- The applicant should clarify when the ATC for planning application 21/01191/HYB was undertaken.
- The applicant is expected to either source the full traffic count or commission new surveys to inform their assessment. National Highways does not agree with duplicating northbound trips.
- The applicant should provide evidence of the DfT counts which informed an HGV percentage of 13%. This needs to be provided for both peak hours.
- The applicant should clarify how the development trips have been included within their assessment.
- The applicant should provide assessments for both AM and PM peak hours as per their respective trip generation and existing flows along the A5.
- The applicant should provide a with and without development scenario.
- The applicant should include a future year with and without development scenario.
- The applicant should update their junction capacity assessment of their site access junction as per the comments above.
- The applicant should clarify what the PICADY file titled 'Site Access - Left inRight Out.j10' refers to.

National Highways welcomes any further correspondence and looks to work continuously and collaboratively with the applicant.

In light of the above, National Highways recommends that planning permission not be granted for a further 3 months to allow the applicant to address the concerns mentioned.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

APPENDIX J

Odyssey Email Correspondence to National Highways Officers Pre-Application Response (January 2024)

Mark Bubb

From: Ben Boreham
Sent: 23 January 2024 09:11
To: 'Babatunde Adekoya-Serrano'
Cc: Mark Bubb
Subject: RE: CNG Hinckley (23/00613/FUL) Update
Attachments: 22-240-007C - Proposed Left In Right Out Access.pdf; 22-240-008C - Proposed Left In Right Out Swept Path Analysis.pdf; 22-240 - CNG Hinckley Network Flow Diagram PM Peak.pdf; 22-240 - CNG Hinckley Network Flow Diagram AM Peak.pdf; 22-240-003F Internal Layout SPA.pdf; Response_2023-4921-04-P-HEN.pdf; Site Access - Left in-Right Out - Junctions 10 Report.pdf

Hi Babatunde,

Please see attached documents, as per my email dated January 5th. For future reference, I have uploaded them to our SharePoint so they can be accessed online as well, the link is here - [22-240 - CNG Hinckley 2](#). Please can you confirm you have received the above asap.

Additionally, please can you keep @Mark Bubb (cc'd) in the email chain so should I be on leave he can pick this up.

Regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>

Sent: Tuesday, January 23, 2024 9:05 AM

To: Ben Boreham <bboreham@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Morning Ben,

For issuing an RSA Stage 1, That would either be myself or Russell Gray as we have been the case officers for this application. Please bear in mind that Russell Gray's availability is limited due to appeals. And if could be please send over the documents that have the updated information as there seems to be no attachments within our previous correspondences.

Kind regards.

Babz

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Wednesday, January 17, 2024 1:48 PM
To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

We are looking for National Highways to produce an updated response based on the information in my January 5th email. As the previous response issued towards the end of 2023 did not include a review of all of the updates to the proposal since the initial meeting with National Highways, LCC and WCC from the summer.

As set out below, we are looking for comments on the latest proposed Site Access and associated Swept Path Analysis as well as the proposed Trip Generation. Since the last submission, we have commissioned a traffic survey on the A5 and are looking for agreement that the data and collection methodology is acceptable. Additionally, the attached Junction Assessment shows the capacity of the proposed left in /right out junction so we would like agreement that this operates within capacity. (this was attached to my January 5th email but I've attached it again for reference).

Finally, following agreement of the above access proposal, we would be looking to commission the Stage 1 Road Safety Audit and it would be helpful if you could send us the details of which of your colleagues would be best to discuss commissioning the Stage 1 RSA.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Sent: Wednesday, January 17, 2024 1:39 PM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Afternoon Ben,

This was not received until today. I cannot definitively provide a date on when a response will be issued. With regards to aiding with the transport assessment, what input would you be expecting from National Highways as we are willing to work collaboratively with you and your client.

Kind regards.

Babatunde

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Wednesday, January 17, 2024 9:56 AM
To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

Can you please confirm you have received the below and that we will be receiving a response soon? This scheme is a priority and given that there is an active planning application for it, we cannot guarantee that the planning case officer will grant another extension.

Comments from National Highways will help with the development of the Transport Assessment that is to be submitted for planning approval, and therefore save time once National Highways is formally consulted.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham
Sent: Friday, January 5, 2024 5:05 PM
To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

We were sent the National Highways Response by our planning team shortly after I emailed you back on Wednesday.

We have reviewed the response and have some additional comments / supporting documents which will hopefully assist your understanding of the revised development proposals and give some additional context to the scheme / answer some of the concerns in the attached document. The revised access design proposals and associated documents were sent to National Highways in October 2023 however, I have reattached them for ease of reference. With regard to the points set out in your response letter, please see our comments below:

Proposed site access

- We have redesigned the site access from the previously proposed ghost island arrangement to a left in, right out only priority junction. The priority junction has been designed to ensure that HGV's would not be able to turn left out of the proposed site and travel towards the bridge on the A5. Please see attached **Drawing 22-240-007** which shows the now proposed site access.
- As **Drawing 22-240-007** shows, the visibility splays from the proposed access do not crossover the adjacent access for the BP garage, nor do they go beneath the existing A5 bridge. These visibility splays have been determined using the results of an Automatic Traffic Counter (ATC) survey carried out on the A5 using an independent survey company. The results of the ATC survey are attached for review and will be submitted as part of the forthcoming Transport Statement Addendum. Given that the visibility splays would not cross over third-party land, we do not believe that a departure from standards would be required.
- We have also attached a copy of the formal pre-application response from Leicestershire County Council (LCC) who have confirmed that they are satisfied in-principal with the revised left in, right out only priority junction design which would restrict CNG HGV's from turning left out of the proposed site.

Swept Path Analysis

- The swept path analysis drawings have been updated to take account of the new legal maximum size HGV's, these being 18.55 metres long. Please see **Drawings 22-240-008** and **22-240-003** which show swept path analysis of 18.55m HGV's manoeuvring in an out of the site access as well as accessing the pumps. We have also illustrated HGV's waiting/ refuelling within the site whilst another HGV manoeuvres through the site.

Proposed Trip Generation

- The trip generation for this development has been informed using existing trip data obtained from an operational CNG fuels site in Warrington. As this site is one of the oldest currently operational, it is one of the most used and is considered to provide a robust assessment of likely trips.
- The traffic survey we commissioned on the A5 revealed the network peak periods were 7-8am and 4-5pm. As shown in the trip generation attached in Appendix F, it is expected that the site would generate 7 two way trips in the AM peak hour and 11 two way trips in the PM peak hour. The total two-way daily trips forecast at the proposed development would be 245.
- It is important to reiterate that the trips made by HGV's which will be using the CNG site are currently on the network. As we set out in the September meeting, the CNG sites are used by private customers who buy bio-fuel HGV's to use the new CNG site that is near their facility. As such, these companies are already making trips using fossil fuel HGV's and will continue to do so with the bio-fuel HGV. As such, the 'trip' that was once done by a fossil fuel HGV is now done by a bio-fuel HGV. This means that ultimately the CNG site does not generate new vehicle trips, rather the trip generation provides an indication of the total HGV's using the site per hour.

Data Collection Methodology

- As above, we commissioned an ATC on the A5 which was used to inform both the visibility splay requirements and the baseline of the traffic modelling, (as discussed below). We previously used a combination of traffic data collected for an adjacent application and DfT vehicle flows to establish a baseline in the absence of a traffic survey. However, as a traffic survey has now been carried out, the previous traffic data can be considered to be superseded.
- Following the meeting between ourselves, National Highways, Leicestershire Council and Warwickshire Council last September, we provided a traffic flow diagram (see attached), which indicates the location of the proposed CNG customers who would use the proposed Watling Street site, and therefore where the development trips would be arriving from or departing to. As the traffic flow diagrams illustrate, no vehicle trips are expected to travel north from the site, under the A5 bridge or towards the Dodwells and Longshoot junctions.

Junction Assessment

- The results of the junction (PICADY/ Junctions10) assessment showed that the proposed left in, right out only priority junction would have no significant impact on traffic flows of the A5, with any queuing and vehicle delay coming from within the site. These modelling results are to be expected as all vehicles would have to exit the site by turning right, which means they have to turn across the north westbound lane and therefore, would have to wait for a gap in both traffic streams in order to exit the site.
- The junction assessment output file - Site Access - Left in-Right Out.j10 – has been attached again for reference.
- We note that National Highways have requested that we propose a with and without development scenario for both the current year and the future year. This is not possible as the junction does not exist at present and would not exist without the development.

Road Safety Audit

- As discussed in our last meeting in September 2023, National Highways requested that the proposed access be subject to a Stage 1 Road Safety Audit (RSA). We have lined up an independent RSA team who are ready to begin the RSA process once National Highways are satisfied with the revised access arrangements. Subject to the proposed left in, right out only priority junction being acceptable to National Highways, I would be grateful if you could please advise which of your colleagues would be best to discuss commissioning the Stage 1 RSA.

- As per National Highways guidelines, the RSA would first be issued to National Highways.

I trust the above information is helpful in assessing the updates we have made to the proposed development since the submission of the Transport Statement. We would be grateful if you could review the above and reissue a response to us as soon as possible taking into account the attached information.

In terms of timescales, I understand that the decision date for the planning application has been pushed back to early March 2024. However, we would be very grateful if you could please review the above information/ attached drawings swiftly so that we can organise the safety audit.

If you do require any further information, please do not hesitate to contact me by phone or email and I look forward to hearing from you in due course.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham <bboreham@odysseyconsult.co.uk>

Sent: Wednesday, January 3, 2024 9:37 AM

To: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>

Cc: Mark Bubbb <mbubbb@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Babatunde,

Happy new year to you too.

Thanks for getting back so quickly. As soon as the response has been reviewed could you pass it onto us.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Babatunde Adekoya-Serrano <Babatunde.Adekoya-Serrano@nationalhighways.co.uk>
Sent: Wednesday, January 3, 2024 9:32 AM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

My apologies Ben,

I have just seen it was sent to the wrong LPA. This has been amended and HBBC has been sent the updated response. The documents are still being reviewed by our safety team to determine if we have any concerns. Please accept my apologies for any delay.

Kind regards.

Babz

From: Babatunde Adekoya-Serrano
Sent: Wednesday, January 3, 2024 9:09 AM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Morning Ben,

Happy New Year. Hope the holidays treated you well. Our safety team is currently reviewing the documents and an updated response was submitted to North West Leicestershire District Council on 20 December 2023.

Kind regards.

Babatunde (Babz)

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Tuesday, January 2, 2024 12:15 PM
To: Russell Gray <Russell.Gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Russell,

Happy new year!

Would it be possible to get an update as to when we can expect a response to the information we submitted to National Highways regarding the proposed CNG site on the A5, Hinckley? As previously mentioned, our client is keen to progress the application as it is currently live on the planning portal.

Additionally, we have now received responses from Leicestershire CC and Warwickshire CC so we are just waiting on National Highways response to resubmit the transport documents as part of the application.

Regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham
Sent: Monday, December 4, 2023 12:14 PM
To: Russell Gray <russell.gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update [Filed 04 Dec 2023 12:14]

Hi Russel,

Sorry to chase again, however our client is keen to receive any updates on this as they are looking to progress their application and keep things moving with the land owner. I appreciate resources are stretched given you're working on the Hinckley National Rail Freight Interchange Development Consent Order examination, but any updates would be appreciated.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Thursday, November 23, 2023 10:39 AM
To: Russell Gray <russell.gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Russell,

Hope all is well?

Is there any update on the CNG Hinckley proposals? I understand that the resources to review this are a bit stretched, however our client is keen to progress this application so any updates on response timescales would be appreciated.

Kind regards,

Ben Boreham | Senior Transport Planner

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From: Russell Gray <russell.gray@nationalhighways.co.uk>
Sent: Friday, October 27, 2023 8:43 AM
To: Ben Boreham <bboreham@odysseyconsult.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Ben,

Our relevant asset leads are currently reviewing the additional info. Just to manage expectations there is a 21 day response time for information reconsultations/resubmitted information in relation to planning applications.

Furthermore, a considerable amount of our resource in this region is currently focussed on the Hinckley National Rail Freight Interchange Development Consent Order examination, and therefore turnaround times may be increased.

I'll touch base with those undertaking the review to monitor progress.

Kind regards,

**Russell Gray, Spatial Planner
Operations Directorate (Midlands)**

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Mob: 07849077545

Email: Russell.Gray@nationalhighways.co.uk

www.nationalhighways.co.uk

From: Ben Boreham <bboreham@odysseyconsult.co.uk>
Sent: Thursday, October 26, 2023 4:48 PM
To: Russell Gray <russell.gray@nationalhighways.co.uk>
Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>
Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi Russell,

Hope you are well?

Have you had a chance to review the below information relating to the proposed CNG Fuels site on the A5 near Hinckley? We had had responses from Leicestershire CC and Warwickshire CC and they are currently reviewing the information. We would appreciate it if you could let us know if you have had a look at / will be looking at this so we can update our client. As the planning application is currently active they are keen to keep things moving.

If it would be of any help, we would be happy to have a Teams call with yourself to discuss, or to organise another meeting with LCC and WCC once each party has had some time to review.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham

Sent: Thursday, October 12, 2023 10:25 AM

To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>

Subject: RE: CNG Hinckley (23/00613/FUL) Update

Hi All,

Just realised I forgot to attach the distribution diagram to yesterday's email! Please find the flow diagrams showing the expected distribution of development trips attached.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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From: Ben Boreham

Sent: Tuesday, October 10, 2023 4:56 PM

To: russell.gray@nationalhighways.co.uk; Moises Muguerza <MoisesMuguerza@warwickshire.gov.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; suraj.dave@leics.gov.uk; Harry.Horsley@leics.gov.uk

Cc: Mark Bubb <mbubb@odysseyconsult.co.uk>

Subject: CNG Hinckley (23/00613/FUL) Update

Hi All,

Thanks for your attendance at the meeting last month regarding the proposed Bio-CNG vehicle fuelling station with associated access onto the A5 (Application ref: 23/00613/FUL). Since the meeting, we have prepared a revised access strategy and would welcome your comments on this revised proposal.

Safety Audit

We agreed at the meeting that the proposed access should be Stage One road safety audited. We propose to commission the safety audit in the coming weeks, and this will be sent to National Highways as per your road safety

audit standard procedure. Please advise whether you wish to be involved in the commissioning process and whether you wish to attend the audit on site.

Proposed Access

You will recall we previously proposed a ghost island right turn lane on the A5 to provide all movements access into the site. In recognition of the low bridge to the north of the site, we have now revised the proposed access to a left in / right out only arrangement (see attached **Drawing 22-240-007C** and **22-240-008C**). This access has been designed to prohibit vehicles from turning right into the site from the A5 via the use of a curved central island, which would physically prevent HGV's from making a right turn. The proposed access would also prohibit and physically prevent vehicles from egressing the site left onto the A5 as there would be no kerb radii to allow for this. Instead, only a small bullnose kerb would be provided where the proposed access ties into the A5. All egressing vehicles would instead be routed towards the Hammond's Way roundabout, away from the railway bridge.

Additionally, the proposed access design includes signage warning drivers of the presence of the low bridge to the west of the site, as well as featuring a vehicle height warning system on the egress lane from the fuel pumps. This system will be set below the existing bridge height (4.6m) but above the height of most standard HGV's (circa 4.1m) and will warn drivers of high sided HGV's that their vehicle is too tall to pass under the bridge and to find an alternative route.

It is therefore our belief that by warning drivers if their vehicle is too tall to pass under the low bridge and routing them away from the bridge upon leaving the site, that the proposed development has taken all possible physical measures to mitigate against bridge strikes.

Vehicle Distribution

As discussed in the meeting, we have prepared a trip distribution diagram to demonstrate where the trips from the proposed site will be originating from and heading towards. This has been informed by the client who shared with us the expected users of the development, these being DPD and Amazon. Both of these companies have expressed interest to the applicant (CNG) that the proposed site would trigger them to renew their vehicle fleets to become Bio-CNG vehicles, as there would be a suitable local fuelling facility to enable them to do so. The distribution analysis confirms that it is not expected that any CNG related trips would require HGV's to route under the bridge.

This distribution analysis shows that it is not anticipated that there would be any impact on the Longshoot and Dodwells junctions to the north of the site as all vehicles are expected to route along the A5 north between the M69 and CNG site.

Junction Capacity Analysis

We recently commissioned a volumetric and speed traffic survey of this section of the A5, the results of which have fed into the capacity analysis of the proposed access. For this assessment, we modelled both the opening year (2023) and a future year, in this case a 5-year growth (2028). This capacity analysis (see attached) has revealed that the proposed access would operate within capacity and would not result in any detrimental impact on the A5, with minimal queuing of vehicles within the site due to only being able to egress the site in one direction.

Visibility

The results of the speed survey have informed the visibility requirements for the proposed access. The 85th percentile wet weather speeds were derived to produce stopping sight distances (in accordance with DMRB) of 4.5m x 117.25m to the left of the access (towards the bridge) and 4.5m x 79.73m to the right (towards the BP filling station). These visibility splays are shown on the attached access drawing **22-240-007C**. As shown, the visibility requirement now does not extend under the railway bridge to the west and does not extend over the BP access to the east.

As above, we would appreciate your comments on the revised proposal ahead of a formal submission as part of the application.

Kind regards,

Ben Boreham | Senior Transport Planner

BA (Hons) MCIHT

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APPENDIX B

S.73 Application Correspondence with National Highways, Leicestershire County Council and Warwickshire County Council Highways Officers

APPENDIX C

Collison Data

Accidents between dates **01/01/2020** and **12/12/2025** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202001143	23/07/2020	440720	292630	Fine without high winds	Dry	Darkness: street lighting unknown	Slight	2300
Location: A5 HINCKLEY EXACT LOCATION & DIRECTIONS UNKNOWN.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE
Goods vehicle - unknown weight	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100666	24/08/2021	439950	293135	Fine without high winds	Dry	Darkness: street lights present and lit	Serious	0307
Location: A47 DODWELLS ROAD HINCKLEY AT EXIT FROM A5 ROUNDABOUT.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Going ahead left bend	W	N

Casualties:

Class	Severity
Vehicle Passenger	Serious
Vehicle Passenger	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200434	27/05/2022	440605	292695	Fine without high winds	Dry	Darkness: no street lighting	Slight	2300
Location: A5 HINCKLEY AT RAILWAY BRIDGE WNS/3.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202200964	06/11/2022	440735	292620	Other	Wet/Damp	Daylight	Serious	1015
Location:	A5 HINCKLEY APPROX 150M SE RAILWAY BRIDGE.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motorcycle over 500cc	Not at, or within 20M of Jct	Going ahead other	SE	NW
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202201036	29/11/2022	439985	293110	Fine without high winds	Wet/Damp	Daylight	Slight	0804
Location:	A5 HINCKLEY ON DODWELLS ROUNDABOUT.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Goods 7.5 tonnes mgw and over	Mid Junction - on roundabout or main road	Changing lane to right	W	S
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300094	29/01/2023	440180	292945	Fine without high winds	Dry	Daylight	Slight	1020

Location: A5 HINCKLEY NR PAYNES GARAGE,

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300569	11/07/2023	441065	292425	Fine without high winds	Dry	Daylight	Slight	0942

Location: A5 SOUTHBOUND HINCKLEY AT EXIT FROM ROUNDABOUT WITH HAMMONDS WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving roundabout	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300849	13/09/2023	440830	292565	Fine without high winds	Dry	Darkness: street lights present but unlit	Serious	2015

Location: A5 WATLING STREET HINCKLEY OUTSIDE BP GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Motorcycle - unknown cc	Mid Junction - on roundabout or main road	Waiting to turn right	NW	SW
Car	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300912	29/09/2023	440190	292940	Fine without high winds	Dry	Daylight	Slight	1551

Location: A5 WATLING STREET HINCKLEY OUTSIDE PAYNES GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead or other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead but held up	SE	NW
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead but held up	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202301056	27/10/2023	440345	292848	Fine without high winds	Dry	Daylight	Serious	1520

Location: A5 WATLING STREET HINCKLEY APPROX 250M SE GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Motor Cycle over 125 cc and up to 500cc	Not at, or within 20M of Jct	Overtaking moving vehicle O/S	SE	NW

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202301221	09/12/2023	439970	293115	Fine without high winds	Wet/Damp	Daylight	Slight	1454
Location: A5/A47 ROUNDABOUT HINCKLEY.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 125 cc and up to 500cc	Mid Junction - on roundabout or main road	Going ahead other	NW	SE
Car	Mid Junction - on roundabout or main road	Starting	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400024	11/01/2024	440865	292545	Fine without high winds	Dry	Daylight	Slight	1450
Location: A5 HINCKLEY OUTSIDE BP GARAGE.								

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	NW	SE
Car	Not at, or within 20M of Jct	Going ahead but held up	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400875	10/09/2024	440365	292835	Raining without high winds	Wet/Damp	Daylight	Slight	1550

Location: A5 NORTHBOUND HINCKLEY APPROX 100M NW WASTE DEPOT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	SE	NW
Car	Not at, or within 20M of Jct	Going ahead	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Selection: _____ **Notes:** _____

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500413	30/04/2025	440205	292930	Fine without high winds	Dry	Daylight	Slight	1418

Location: A5 HINCKLEY OUTSIDE PAYNES GARAGE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movev
Goods 7.5 tonnes mgw and over	Not at, or within 20M of Jct	Going ahead	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW
Car	Not at, or within 20M of Jct	Stopping	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 12/12/2025 (71) months

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500809	25/08/2025	440255	292900	Fine without high winds	Dry	Daylight	Slight	1950

Location: A5 HINCKLEY AT ACCESS TO PADGE HALL FARM.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Overtaking moving vehicle O/S	NW	SE
Car	Leaving main road	Turning right	NW	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202501137	21/11/2025	440990	292485	Fine without high winds	Unknown	Darkness: street lights present and lit	Slight	2115

Location: A5 HINCKLEY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead	Unknown	Unknown
Car	Mid Junction - on roundabout or main road	Changing lane to left	Unknown	Unknown

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2020 and 12/12/2025** (71) months

Selection:

; Refined using Accidents within selected Polygons -Data
Requests 2026 ("Odyssey A5 Watling Street 05.02.2026")

Notes:

Number of records in selection: **16**

APPENDIX D

Odyssey Speed Survey Technical Note

Project Name : CNG Fuelling Facility, Watling Street, Hinckley

Job No : 22-240

Note Title : Speed Survey Technical Note

Author : MS

Checked : MJB

Approved : SRB

Date : November 2025

Revision : A

1.0 INTRODUCTION

1.1 *Purpose and Context*

1.1.1 This Technical Note summarises vehicle speed measurements recorded at four Automatic Traffic Counter (ATC) locations on the A5 Watling Street in the vicinity of the proposed CNG fuelling facility, Hinckley. The purpose of this Technical Note is to present validated 85th percentile speeds, derived in accordance with DMRB CA-185 Vehicle Speed Measurement, and to apply for a suitable design speed to be used in the design of the proposed access arrangement.

1.1.2 The proposed development comprises a bio-gas HGV refuelling facility accessed from the A5 via a ghost-island arrangement. The purpose of this Technical Note is to confirm prevailing speeds on the A5 Watling Street, in the vicinity of the site and to inform the appropriate design speed.

1.2 *Survey Scope and Data Sources*

1.2.1 Two ATC surveys were undertaken on the A5 Watling Street to capture representative free-flow speeds of all motor-vehicle types in each direction in the vicinity of the proposed site access:

- The first survey was undertaken between the 18th of September and the 23rd of September 2025.



- The second survey was undertaken between the 28th of October and the 3rd of November 2025.

Four ATCs (ATC 1 to ATC 4) were installed within the study area covering both eastbound and westbound movements. The ATC's were installed in order to ascertain vehicle speeds at both 160 metres (m) and 215m distances from the proposed site access in each direction, commensurate with design speeds of 50 miles per hour (mph)/ 85 kilometres per hour (kph) and 62mph/ 100kph, respectively.

1.2.2 All recorded speeds are assumed to represent typical free-flow conditions, excluding periods affected by congestion, temporary roadworks, or adverse weather.

2.0 METHODOLOGY

2.1 Overview

2.1.1 Speed data were obtained from four Automatic Traffic Counter (ATC) locations along the A5 Watling Street, positioned to capture representative free-flow conditions in the vicinity of the proposed CNG fuelling facility. The surveys were carried out between the 18th of September and the 23rd of September 2025 and the 28th of October and the 3rd of November 2025.

2.1.2 Whilst the October surveys did extend into November, it is confirmed that the extracted 85thile speeds were derived from the October dates only, in accordance with the neutral month requirement specified in DMRB CA 185.

2.1.3 The analysis has been undertaken in accordance with the principles set out in DMRB CA-185 Vehicle Speed Measurement, which provides the accepted approach for determining representative speeds on existing all-purpose roads. In particular, the assessment follows CA 185 guidance for:

- Surveys undertaken in different months, at least one month apart, or within a neutral month if the former is not feasible. Typical neutral months are April, May, June, September and October.
- Selecting representative daytime hours (10:00–12:00 and 14:00–16:00) for analysis.
- Adjusting 85thile speeds where a high proportion of heavy goods vehicles (HGVs) is present, by adding 1kph for every 15 per cent HGVs within the sample



SPEED SURVEY SUMMARY NOTE

2.1.4 All speed data were screened to remove incomplete or faulty records, meeting the DMRB CA-185 Vehicle Speed Measurement requirement for at least 200 free-flow vehicles per direction.

2.1.5 Validated datasets were then used to derive mean and 85thile speeds for both directions of travel.

2.1.6 The resulting 85thile speeds, inclusive of any applicable HGV adjustment, are summarised in **Section 3.0** and form the basis for establishing appropriate design speeds for the proposed access arrangement.

3.0 RESULTS

3.1 Summary of Recorded Speeds

3.1.1 Validated 85thile speeds were obtained from four Automatic Traffic Counter (ATC) locations along the A5 Watling Street for both eastbound and westbound directions. The September and October surveys were carried out under free-flow conditions and represent typical daytime traffic behaviour. The survey data is included at **Appendix A**.

3.1.2 **Tables 3.1** summarises the average 85thile speeds recorded during each survey period. All figures already include the HGV adjustment required by DMRB CA-185 Vehicle Speed Measurement (that is, +1 kph for every 15 per cent HGVs in the sample).

3.1.3 For information, the average number of HGVs recorded during the September surveys was 70 vehicles per hour, representing 11% of the total traffic. The October surveys showed almost identical results, with an average of 66 HGVs per hour, accounting for 9% of the total traffic.

Table 3-1 - Average 85th percentile speeds (in kph)

ATC	September (1 st survey)		October (2 nd survey)	
	Eastbound	Westbound	Eastbound	Westbound
No. 1	45.3	50.0	49.5	55.1
No. 2	51.7	50.5	56.1	53.9
No. 3	63.7	66.1	65.9	59.6
No. 4	65.4	67.8	66.1	60.3



3.2 Interpretation

3.2.1 The recorded 85thile speeds across all ATCs range between 45kph and 68kph, equivalent to 28 - 42mph. These values are consistent with the existing operational 50mph (85kph) speed limit that applies along the A5, Watling Street, in the vicinity of the site.

3.2.2 ATCs 1 and 2, located nearer existing junctions and built-up frontage, recorded lower free-flow speeds of around 45–56kph. ATCs 3 and 4, positioned further west, exhibited higher free-flow 85thile speeds of around 60–68kph, which remain within the operational 50mph speed limit.

3.2.3 As stated previously, the ATC's were located at 160m and 215m distances from the proposed site access in order to represent where a driver waiting to turn out of the proposed site access would see vehicles travelling at speeds of 85-100kph. It is noted that given the recorded prevailing speeds, the more relevant ATC's are 2 and 3 representing the 160m splays/ 85kph design speed.

3.2.4 Comparison of the two survey periods indicates broadly consistent results, confirming that vehicle speeds are stable over time and that no seasonal variation of significance is evident. Minor directional variation is typical of trunk-road operation and is not considered to be material.

3.2.5 Overall, the speed survey data confirms that the prevailing free-flow speeds are representative of a 50 mph design environment, providing an appropriate basis for junction-design purposes in accordance with DMRB CA-185 Vehicle Speed Measurement and CD 123. The observed speeds do not indicate the need for any increase in design speed or Departure from Standards application.

4.0 CONCLUSION

4.1 Implications for the Proposed Ghost Island Arrangement/ National Highways Review Process

4.1.1 Based on the results of the speed surveys, it is considered that the 50mph/ 85kph design speed is appropriate for the proposed ghost-island arrangement in accordance with DMRB CD 123.

4.1.2 Accordingly, **Drawing 22-240-120** which has been prepared based on a design speed of 50mph/ 85kph is considered to be suitable and would not therefore, require a Departure from Standards application on visibility grounds.

APPENDIX A

SURVEY DATA

ATC 1
EASTBOUND SPEEDS

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	630	1	45	157	360	61	4	0	0	2	0	0	0	0	0	0	26.1	30.1	48.4	67	11%	48.4
1100	710	14	37	215	400	40	1	0	3	0	0	0	0	0	0	0	25.5	29.4	47.3	69	10%	47.3
1400	690	18	68	180	323	95	6	0	0	0	0	0	0	0	0	0	25.5	31	49.9	37	5%	49.9
1500	815	24	95	191	395	104	6	0	0	0	0	0	0	0	0	0	25.5	30.8	49.6	53	7%	49.6

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	517	24	133	293	66	1	0	0	0	0	0	0	0	0	0	0	20.5	24.5	39.4	70	14%	39.4
1100	451	41	150	203	56	1	0	0	0	0	0	0	0	0	0	0	19.3	24.2	38.9	61	14%	38.9
1400	550	60	172	249	69	0	0	0	0	0	0	0	0	0	0	0	19.3	24.5	39.4	45	8%	39.4
1500	512	100	183	170	52	5	0	0	0	2	0	0	0	0	0	0	18.2	23.6	38.0	50	10%	38.0

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	483	16	104	278	78	7	0	0	0	0	0	0	0	0	0	0	21.2	25.2	40.6	57	12%	40.6
1100	514	54	164	202	91	2	1	0	0	0	0	0	0	0	0	0	19.7	25.4	40.9	62	12%	40.9
1400	489	57	152	210	69	1	0	0	0	0	0	0	0	0	0	0	19.3	24.6	39.6	52	11%	39.6
1500	528	66	157	216	84	5	0	0	0	0	0	0	0	0	0	0	19.3	25.1	40.4	46	9%	40.4

24 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	644	2	36	167	352	83	4	0	0	0	0	0	0	0	0	0	26.5	30.9	49.7	66	10%	49.7
1100	635	2	28	213	324	65	3	0	0	0	0	0	0	0	0	0	25.8	30.2	48.6	53	8%	48.6
1400	734	12	50	212	380	78	0	0	0	2	0	0	0	0	0	0	25.8	30.2	48.6	59	8%	48.6
1500	774	9	74	225	347	109	9	0	0	0	0	0	1	0	0	0	25.8	31.1	50.1	56	7%	50.1

25 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	677	6	53	220	333	61	2	2	0	0	0	0	0	0	0	0	25.5	30.2	48.6	76	11%	48.6
1100	695	3	26	216	398	49	3	0	0	0	0	0	0	0	0	0	26	29.9	48.1	72	10%	48.1
1400	710	12	50	206	352	85	4	0	1	0	0	0	0	0	0	0	25.7	30.6	49.2	50	7%	49.2
1500	783	33	52	188	398	109	3	0	0	0	0	0	0	0	0	0	25.8	31	49.9	63	8%	49.9

Average Eastbound 85th speed (Kph)

45.3

HGV

58

10%

ATC 1
WESTBOUND SPEEDS

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV	
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB	
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph				
1000	639	0	2	58	331	223	21	2	0	2	0	0	0	0	0	0	30	34.2	55.0	86	13%	55.0	35.09372
1100	729	1	5	85	394	224	17	0	3	0	0	0	0	0	0	0	29.4	33.3	53.6	66	9%	53.6	34.6067
1400	787	121	101	109	287	143	24	2	0	0	0	0	0	0	0	0	24.2	32.5	52.3	77	10%	52.3	33.13776
1500	851	9	5	81	407	318	29	2	0	0	0	0	0	0	0	0	29.9	34.2	55.0	61	7%	55.0	35.17642

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV	
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB	
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph				
1000	485	47	139	204	86	9	0	0	0	0	0	0	0	0	0	0	19.9	25.4	40.9	73	15%	41.9	
1100	503	43	137	220	96	7	0	0	0	0	0	0	0	0	0	0	20.5	26.1	42.0	72	14%	42.0	
1400	603	45	124	259	161	13	1	0	0	0	0	0	0	0	0	0	21.5	27	43.5	82	14%	43.5	
1500	570	29	122	271	131	16	0	0	0	1	0	0	0	0	0	0	21.7	26.8	43.1	77	14%	43.1	

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV	
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB	
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph				
1000	505	27	120	232	101	23	1	1	0	0	0	0	0	0	0	0	21.4	26.8	43.1	83	16%	44.1	
1100	497	34	137	214	98	13	1	0	0	0	0	0	0	0	0	0	20.8	26.6	42.8	80	16%	43.8	
1400	593	33	93	262	187	16	2	0	0	0	0	0	0	0	0	0	22.4	27.6	44.4	100	17%	45.4	
1500	636	28	113	248	216	31	0	0	0	0	0	0	0	0	0	0	22.8	28.3	45.5	95	15%	45.5	

24 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV	
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB	
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph				
1000	652	1	5	62	354	214	14	2	0	0	0	0	0	0	0	0	29.6	34	54.7	83	13%	54.7	
1100	673	0	9	72	351	221	19	1	0	0	0	0	0	0	0	0	29.5	33.8	54.4	96	14%	54.4	
1400	751	2	16	152	370	189	17	2	1	2	0	0	0	0	0	0	28.4	33.3	53.6	85	11%	53.6	
1500	937	14	33	81	410	362	36	1	0	0	0	0	0	0	0	0	29.5	33.8	54.4	67	7%	54.4	

25 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV	
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB	
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph				
1000	617	2	11	72	336	180	14	2	0	0	0	0	0	0	0	0	29	33.6	54.1	77	12%	54.1	
1100	657	21	43	92	318	166	12	2	2	1	0	0	0	0	0	0	27.7	33	53.1	87	13%	53.1	
1400	845	1	9	73	415	310	32	4	1	0	0	0	0	0	0	0	30.2	34.2	55.0	68	8%	55.0	
1500	870	2	7	72	449	303	36	0	1	0	0	0	0	0	0	0	30.1	34.4	55.4	62	7%	55.4	

Average Eastbound 85th speed (Kph)

50.0

HGV

79

12%

18 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	611	1	3	35	170	307	91	4	0	0	0	0	0	0	0	0	32.6	37.4	60.2	66	11%	60.2
1100	633	3	7	46	236	264	74	3	0	0	0	0	0	0	0	0	31.4	36.7	59.1	77	12%	59.1
1400	744	0	8	61	263	336	75	1	0	0	0	0	0	0	0	0	31.4	36.6	58.9	63	8%	58.9
1500	715	0	3	31	226	362	90	2	1	0	0	0	0	0	0	0	32.5	37	59.5	46	6%	59.5

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	611	0	3	19	168	338	77	6	0	0	0	0	0	0	0	0	33	37	59.5	67	19%	60.5
1100	676	2	3	36	240	328	60	6	1	0	0	0	0	0	0	0	31.9	36.5	58.7	64	21%	59.7
1400	681	7	14	67	191	294	95	13	0	0	0	0	0	0	0	0	31.6	37.4	60.2	45	7%	60.2
1500	783	14	7	54	212	364	121	11	0	0	0	0	0	0	0	0	32.3	37.7	60.7	52	7%	60.7

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	553	11	37	203	276	24	1	1	0	0	0	0	0	0	0	0	24.6	28.4	45.7	98	18%	46.7
1100	440	4	40	211	168	16	1	0	0	0	0	0	0	0	0	0	24	27.4	44.1	72	16%	45.1
1400	538	46	65	197	212	18	0	0	0	0	0	0	0	0	0	0	22.7	27.5	44.3	43	8%	44.3
1500	521	50	78	161	202	28	2	0	0	0	0	0	0	0	0	0	22.9	28.9	46.5	59	11%	46.5

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	455	8	26	145	244	30	1	1	0	0	0	0	0	0	0	0	25.4	29.1	46.8	62	14%	46.8
1100	510	20	69	153	236	30	2	0	0	0	0	0	0	0	0	0	24	29	46.7	58	11%	46.7

Average Eastbound 85th speed (Kph)

51.7

HGV

62

12%

18 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	611	0	1	27	236	274	64	8	1	0	0	0	0	0	0	0	32	36.6	58.9	73	12%	58.9
1100	667	11	53	84	267	222	25	3	1	1	0	0	0	0	0	0	28.6	34	54.7	88	13%	54.7
1400	799	2	4	33	229	420	107	3	1	0	0	0	0	0	0	0	32.6	37.2	59.9	63	8%	59.9
1500	850	3	47	61	265	390	76	6	2	0	0	0	0	0	0	0	31	36.2	58.3	63	7%	58.3

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	646	3	6	25	200	321	86	4	1	0	0	0	0	0	0	0	32.5	37	59.5	92	24%	60.5
1100	717	3	21	57	233	332	62	8	0	1	0	0	0	0	0	0	31.1	35.8	57.6	71	8%	57.6
1400	803	100	96	149	192	215	45	6	0	0	0	0	0	0	0	0	25.4	34.6	55.7	73	9%	55.7
1500	867	5	18	62	264	416	95	6	0	1	0	0	0	0	0	0	31.7	36.6	58.9	70	8%	58.9

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	530	33	101	228	140	26	2	0	0	0	0	0	0	0	0	0	22.2	27.4	44.1	87	16%	45.1
1100	514	18	106	231	146	12	1	0	0	0	0	0	0	0	0	0	22.2	27.5	44.3	77	15%	44.3
1400	613	33	159	265	140	15	1	0	0	0	0	0	0	0	0	0	21.2	26.9	43.3	74	12%	43.3
1500	603	22	72	220	233	53	3	0	0	0	0	0	0	0	0	0	24.1	30	48.3	83	14%	48.3

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	532	11	89	243	148	36	3	1	1	0	0	0	0	0	0	0	23.3	28.4	45.7	82	15%	46.7
1100	470	36	122	189	98	23	2	0	0	0	0	0	0	0	0	0	21.3	27.3	43.9	83	18%	44.9

Average Eastbound 85th speed (Kph)

50.5

HGV

77

13%

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	601	2	1	1	24	102	276	167	24	2	0	0	0	2	0	0	41	46.6	75.0	73	12%	75.0
1100	671	0	1	6	13	155	321	152	17	5	0	1	0	0	0	0	40.4	45.2	72.7	76	11%	72.7
1400	692	3	4	2	48	175	294	143	23	0	0	0	0	0	0	0	39.4	45.5	73.2	41	6%	73.2
1500	763	0	1	4	32	123	327	235	33	8	0	0	0	0	0	0	41.2	46.5	74.8	56	7%	74.8

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	528	79	136	162	80	55	12	2	1	0	0	0	1	0	0	0	21.2	30.3	48.8	66	13%	48.8
1100	513	42	90	162	101	59	46	12	1	0	0	0	0	0	0	0	24.6	35.2	56.6	76	15%	56.6
1400	611	105	259	199	35	9	3	1	0	0	0	0	0	0	0	0	17.8	23.2	37.3	46	8%	37.3
1500	576	133	231	145	57	6	4	0	0	0	0	0	0	0	0	0	17.4	23.8	38.3	56	10%	38.3

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	546	40	79	118	141	104	52	11	1	0	0	0	0	0	0	0	26.3	36.1	58.1	65	12%	58.1
1100	563	50	110	190	107	55	35	15	0	1	0	0	0	0	0	0	23.6	33.7	54.2	62	11%	54.2
1400	540	88	183	157	69	21	18	2	2	0	0	0	0	0	0	0	19.8	27.1	43.6	59	11%	43.6
1500	585	64	117	161	135	50	44	12	2	0	0	0	0	0	0	0	23.6	32.5	52.3	49	8%	52.3

24 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	600	2	2	8	13	68	288	186	30	2	0	1	0	0	0	0	41.5	46.5	74.8	82	14%	74.8
1100	604	2	5	32	25	131	265	124	17	2	0	0	0	1	0	0	39.1	45.7	73.5	66	11%	73.5
1400	690	0	2	19	36	178	305	127	22	1	0	0	0	0	0	0	39.1	45	72.4	72	10%	72.4
1500	735	3	6	10	31	123	368	157	35	2	0	0	0	0	0	0	40.1	45.4	73.1	56	8%	73.1

25 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	639	3	13	23	24	113	284	153	25	1	0	0	0	0	0	0	39.5	46.2	74.4	84	13%	74.4
1100	692	9	11	31	48	162	283	129	18	1	0	0	0	0	0	0	38	44.9	72.3	76	11%	72.3
1400	688	1	11	13	38	189	244	165	22	4	0	0	0	1	0	0	39.3	46.3	74.5	54	8%	74.5
1500	768	3	12	20	19	133	355	189	34	3	0	0	0	0	0	0	40.2	46.3	74.5	58	8%	74.5

Average Eastbound 85th speed (Kph)

63.7

HGV

64

10%

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	638	4	3	16	50	166	307	84	3	3	0	0	0	2	0	0	38.2	43.3	69.7	92	14%	69.7
1100	726	0	1	8	32	264	319	94	7	1	0	0	0	0	0	0	38.3	43.3	69.7	76	10%	69.7
1400	816	79	86	99	212	167	122	44	6	1	0	0	0	0	0	0	28.5	39.4	63.4	81	10%	63.4
1500	868	0	0	16	98	279	365	97	10	2	1	0	0	0	0	0	37.5	42.9	69.0	79	9%	69.0

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	499	6	3	41	213	162	60	11	3	0	0	0	0	0	0	0	31.2	37.2	59.9	84	17%	59.9
1100	508	2	11	37	214	146	80	18	0	0	0	0	0	0	0	0	31.5	38	61.2	70	14%	61.2
1400	578	7	15	60	197	209	79	8	3	0	0	0	0	0	0	0	31.1	37.5	60.4	71	12%	60.4
1500	574	9	14	96	237	161	49	5	3	0	0	0	0	0	0	0	29.4	35.8	57.6	69	12%	57.6

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	514	7	12	52	157	182	89	14	1	0	0	0	0	0	0	0	31.6	38.7	62.3	84	16%	62.3
1100	506	5	0	17	214	187	64	15	1	3	0	0	0	0	0	0	32.2	37.9	61.0	80	16%	61.0
1400	587	9	26	99	208	180	59	5	1	0	0	0	0	0	0	0	29.4	36.2	58.3	98	17%	58.3
1500	626	4	13	37	236	253	72	9	2	0	0	0	0	0	0	0	31.4	36.9	59.4	90	14%	59.4

24 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	642	1	1	9	24	176	313	110	5	3	0	0	0	0	0	0	39	44.2	71.1	95	15%	71.1
1100	665	1	6	31	59	232	254	71	6	4	0	0	0	0	1	0	36.9	42.9	69.0	95	14%	69.0
1400	755	0	2	4	102	279	296	63	9	0	0	0	0	0	0	0	36.9	41.9	67.4	94	12%	67.4
1500	941	13	50	68	160	289	282	69	9	1	0	0	0	0	0	0	33.9	41.4	66.6	72	8%	66.6

25 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	620	2	1	12	59	208	248	79	9	2	0	0	0	0	0	0	37.6	43.5	74.4	82	13%	74.4
1100	656	3	25	23	98	190	239	64	12	1	1	0	0	0	0	0	35.9	42.7	72.3	88	13%	72.3
1400	860	0	2	18	51	357	334	90	8	0	0	0	0	0	0	0	37.4	42.6	74.5	81	9%	74.5
1500	906	0	4	2	86	352	354	92	14	2	0	0	0	0	0	0	37.5	42.7	74.5	66	7%	74.5

Average Eastbound 85th speed (Kph)

66.1

HGV

82

13%

ATC 4
EASTBOUND SPEEDS

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	622	0	3	6	13	107	286	179	26	2	0	0	0	0	0	0	41.1	46.3	74.5	66	11%	74.5
1100	702	1	5	5	14	148	345	156	23	3	1	1	0	0	0	0	40.4	45.5	73.2	80	11%	73.2
1400	698	6	4	2	34	168	304	155	24	1	0	0	0	0	0	0	39.8	45.7	73.5	46	7%	73.5
1500	793	0	0	2	21	134	333	257	39	7	0	0	0	0	0	0	41.8	47.2	76.0	47	6%	76.0

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	539	58	132	145	88	82	23	9	0	1	0	1	0	0	0	0	23.2	33.1	53.3	65	12%	53.3
1100	514	32	95	111	91	100	65	20	0	0	0	0	0	0	0	0	26.6	37.7	60.7	74	14%	60.7
1400	641	90	255	180	71	35	10	0	0	0	0	0	0	0	0	0	19	25.9	41.7	51	8%	41.7
1500	587	145	250	114	55	14	7	2	0	0	0	0	0	0	0	0	17.3	23.9	38.5	53	9%	38.5

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	561	17	53	113	130	143	84	19	2	0	0	0	0	0	0	0	29.1	38.5	62.0	66	12%	62.0
1100	589	43	100	120	115	125	70	15	1	0	0	0	0	0	0	0	26.4	37.2	59.9	64	11%	59.9
1400	590	100	160	158	87	42	32	9	1	1	0	0	0	0	0	0	21	30.7	49.4	53	9%	49.4
1500	635	46	120	118	165	93	69	21	2	0	0	0	1	0	0	0	26.1	37	59.5	48	8%	59.5

24 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	667	0	1	8	15	87	341	186	26	2	0	1	0	0	0	0	41.3	45.9	73.9	71	11%	73.9
1100	647	8	9	23	22	138	286	140	18	1	0	0	0	1	1	0	39.1	45.5	73.2	64	10%	73.2
1400	754	1	1	9	49	165	362	143	20	2	2	0	0	0	0	0	39.6	44.9	72.3	63	8%	72.3
1500	780	2	5	4	41	147	368	182	30	1	0	0	0	0	0	0	40.3	46	74.0	55	7%	74.0

25 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	688	5	16	19	16	144	310	155	21	2	0	0	0	0	0	0	39.3	45.4	73.1	90	13%	73.1
1100	726	10	9	23	36	193	299	133	22	1	0	0	0	0	0	0	38.3	44.8	72.1	72	10%	72.1
1400	735	5	10	17	38	175	311	154	24	1	0	0	0	0	0	0	39	45.9	73.9	48	7%	73.9
1500	798	2	13	11	14	146	380	198	25	8	1	0	0	0	0	0	40.4	45.9	73.9	65	8%	73.9

Average Eastbound 85th speed (Kph)

65.4

HGV

62

10%

19 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	653	0	5	9	37	156	307	125	13	1	0	0	0	0	0	0	39.2	44.6	71.8	86	16%	71.8
1100	735	0	1	2	26	206	353	134	12	1	0	0	0	0	0	0	39.5	44.4	71.5	66	11%	71.5
1400	806	77	47	88	189	175	170	52	8	0	0	0	0	0	0	0	30.3	41	66.0	77	11%	66.0
1500	880	0	0	0	48	251	430	130	19	2	0	0	0	0	0	0	39.2	44.1	71.0	61	9%	71.0

22 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	508	4	1	12	166	221	82	20	2	0	0	0	0	0	0	0	33.2	39	62.8	73	17%	62.8
1100	524	1	2	18	165	227	82	26	3	0	0	0	0	0	0	0	33.3	39.4	63.4	72	15%	63.4
1400	589	5	8	34	147	258	112	22	3	0	0	0	0	0	0	0	33.1	39.4	63.4	82	11%	63.4
1500	580	7	10	42	221	203	82	11	4	0	0	0	0	0	0	0	31.6	37.7	60.7	77	12%	60.7

23 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	528	3	16	32	106	236	106	23	5	0	0	1	0	0	0	0	33.5	39.8	64.1	83	13%	64.1
1100	523	1	5	7	126	254	105	21	2	2	0	0	0	0	0	0	34.2	39.4	63.4	80	14%	63.4
1400	613	5	27	55	152	242	113	12	4	3	0	0	0	0	0	0	32.2	38.4	61.8	100	11%	61.8
1500	654	1	1	13	155	323	138	17	2	0	1	1	2	0	0	0	34.3	38.9	62.6	95	12%	62.6

24 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	667	0	3	2	15	159	324	156	6	2	0	0	0	0	0	0	40.1	45.1	72.6	83	12%	72.6
1100	701	4	4	20	70	202	301	87	10	2	0	0	0	1	0	0	37.6	43.4	69.8	96	12%	69.8
1400	790	0	0	10	38	252	383	92	15	0	0	0	0	0	0	0	38.4	43.3	69.7	85	10%	69.7
1500	979	21	78	68	121	253	301	117	19	1	0	0	0	0	0	0	34.3	43.3	69.7	67	6%	69.7

25 September 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	646	0	1	8	48	193	262	115	16	3	0	0	0	0	0	0	38.7	44.7	73.1	77	11%	73.1
1100	688	10	15	28	59	213	254	90	15	2	2	0	0	0	0	0	37	43.7	72.1	87	11%	72.1
1400	886	0	11	9	26	289	421	109	21	0	0	0	0	0	0	0	38.6	43.5	73.9	68	7%	73.9
1500	906	0	0	4	21	316	403	137	19	6	0	0	0	0	0	0	39.1	44.1	73.9	62	7%	73.9

Average Eastbound 85th speed (Kph)

67.8

HGV

79

11%

ATC 1
EASTBOUND SPEEDS

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	734	10	57	236	378	49	1	0	0	3	0	0	0	0	0	0	25.3	29.5	47.5	71	10%	47.5
1100	734	6	58	201	377	83	9	0	0	0	0	0	0	0	0	0	25.9	30.8	49.6	46	6%	49.6
1400	768	46	82	290	302	47	1	0	0	0	0	0	0	0	0	0	23.7	29.1	46.8	50	7%	46.8
1500	855	28	125	238	401	59	3	0	0	0	1	0	0	0	0	0	24.1	29.5	47.5	49	6%	47.5

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	353	32	36	190	73	15	4	2	0	0	0	0	1	0	0	0	22.2	27	43.5	24	7%	43.5
1100	51	11	1	15	5	4	14	0	0	0	1	0	0	0	0	0	26.4	38.6	62.1	1	2%	62.1

Average Eastbound 85th speed (Kph)49.5HGV406%

ATC 1
WESTBOUND SPEEDS

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	767	11	9	83	401	239	21	1	0	2	0	0	0	0	0	0	29.3	33.6	54.1	89	12%	54.1
1100	682	2	3	38	349	277	12	0	1	0	0	0	0	0	0	0	30.4	34.1	54.9	69	10%	54.9
1400	738	151	61	83	265	168	10	0	0	0	0	0	0	0	0	0	23.9	32.8	52.8	74	10%	52.8
1500	922	5	11	90	518	280	17	0	0	0	1	0	0	0	0	0	29.2	33.1	53.3	68	7%	53.3

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	545	1	3	51	180	258	51	0	0	0	0	0	1	0	0	0	31.4	36.1	58.1	36	7%	58.1
1100	195	0	1	2	76	94	18	4	0	0	0	0	0	0	0	0	32.4	36.5	58.7	25	13%	58.7

Average Eastbound 85th speed (Kph)55.3HGV6710%

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	713	0	4	81	273	279	68	8	0	0	0	0	0	0	0	0	31	36.2	58.3	88	12%	58.3
1100	633	3	7	46	236	264	74	3	0	0	0	0	0	0	0	0	31.4	36.7	59.1	72	11%	59.1
1400	727	12	22	78	294	260	57	1	3	0	0	0	0	0	0	0	29.9	35.9	57.8	66	9%	57.8
1500	842	13	49	82	241	371	82	3	1	0	0	0	0	0	0	0	30.4	36.3	58.4	45	5%	58.4

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	715	1	1	54	305	307	46	0	1	0	0	0	0	0	0	0	30.9	35.2	56.6	59	8%	56.6
1100	664	1	0	28	302	281	48	4	0	0	0	0	0	0	0	0	31.3	35.3	56.8	67	10%	56.8
1400	779	1	23	58	304	335	53	4	0	0	0	0	0	1	0	0	30.7	35.1	56.5	53	7%	56.5
1500	794	5	31	94	373	228	61	2	0	0	0	0	0	0	0	0	29.4	35.2	56.6	40	5%	56.6

30 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	700	0	3	42	259	329	64	3	0	0	0	0	0	0	0	0	31.7	36.4	58.6	49	7%	58.6
1100	689	1	3	48	227	353	53	3	1	0	0	0	0	0	0	0	31.7	36	57.9	49	7%	57.9
1400	698	3	9	59	219	319	84	5	0	0	0	0	0	0	0	0	31.5	36.7	59.1	55	8%	59.1
1500	764	9	24	75	289	315	47	4	0	1	0	0	0	0	0	0	30.2	35.6	57.3	47	6%	57.3

31 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	455	8	26	145	244	30	1	1	0	0	0	0	0	0	0	0	25.4	29.1	46.8	60	8%	46.8
1100	510	20	69	153	236	30	2	0	0	0	0	0	0	0	0	0	24	29	46.7	60	8%	46.7
1400	648	15	36	77	278	205	34	2	0	0	0	0	0	0	1	0	28.9	34.5	55.5	48	7%	55.5
1500	681	11	37	81	263	249	33	6	0	0	0	0	1	0	0	0	29.2	34.8	56.0	25	4%	56.0

Average Speed56.1

HGV558%

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV	
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85				
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB	
1000	739	4	28	38	277	312	78	1	0	0	0	0	0	1	0	0	0	31.1	36.6	58.9	96	13%	58.9
1100	667	11	53	84	267	222	25	3	1	1	0	0	0	0	0	0	0	28.6	34	54.7	83	13%	54.7
1400	716	80	132	63	204	185	46	3	3	0	0	0	0	0	0	0	0	25.5	34.4	55.4	82	11%	55.4
1500	907	5	16	99	323	377	83	4	0	0	0	0	0	0	0	0	0	30.8	35.9	57.8	78	9%	57.8

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		85 Mph	85 Kph			DMRB
1000	736	4	20	51	309	313	38	1	0	0	0	0	0	0	0	0	0	30.4	34.9	56.2	71	10%	56.2
1100	748	1	9	45	353	278	56	6	0	0	0	0	0	0	0	0	0	30.8	35.1	56.5	69	9%	56.5
1400	786	9	29	95	316	269	56	10	0	0	0	0	0	1	1	0	0	29.9	35.6	57.3	66	8%	57.3
1500	925	60	163	182	254	225	39	1	1	0	0	0	0	0	0	0	0	25.4	33.9	54.6	56	6%	54.6

30 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph				
1000	715	0	9	42	256	312	89	6	0	0	0	0	0	0	0	1	0	31.9	36.9	59.4	72	10%	59.4
1100	702	4	20	53	253	301	65	6	0	0	0	0	0	0	0	0	0	31	36.2	58.3	82	12%	58.3
1400	811	4	30	65	308	324	73	5	1	1	0	0	0	0	0	0	0	30.8	35.8	57.6	83	10%	57.6
1500	877	54	146	175	285	182	30	2	1	2	0	0	0	0	0	0	0	25.4	33.3	53.6	71	8%	53.6

31 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	532	11	89	243	148	36	3	1	1	0	0	0	0	0	0	0	23.3	28.4	45.7	93	13%	45.7
1100	470	36	122	189	98	23	2	0	0	0	0	0	0	0	0	0	21.3	27.3	43.9	63	8%	43.9
1400	703	165	182	121	116	102	16	1	0	0	0	0	0	0	0	0	20.5	31.7	51.0	59	8%	51.0
1500	779	268	272	115	68	41	13	1	0	0	0	0	1	0	0	0	16.8	25.5	41.0	58	7%	41.0

Average Speed53.9HGV7410%

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	701	0	0	25	59	224	274	104	14	0	1	0	0	0	0	0	37.9	44	70.8	96	14%	70.8
1100	633	3	7	46	236	264	74	3	0	0	0	0	0	0	0	0	31.4	36.7	59.1	75	11%	59.1
1400	716	11	17	19	101	245	248	62	13	0	0	0	0	0	0	0	35.7	42.4	68.2	74	10%	68.2
1500	812	10	4	3	67	226	357	129	13	1	2	0	0	0	0	0	38.2	44	70.8	60	7%	70.8

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	714	0	2	8	40	292	288	72	12	0	0	0	0	0	0	0	37.8	42.9	69.0	45	6%	69.0
1100	673	0	2	9	45	193	298	101	19	4	0	0	0	2	0	0	38.9	44.4	71.5	52	8%	71.5
1400	750	1	1	20	81	207	331	100	9	0	0	0	0	0	0	0	37.9	43.3	69.7	67	9%	69.7
1500	800	6	9	33	113	310	241	75	11	2	0	0	0	0	0	0	35.7	42.5	68.4	49	6%	68.4

30 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	714	0	0	7	25	265	314	97	6	0	0	0	0	0	0	0	38.5	43.4	69.8	59	8%	69.8
1100	669	1	0	7	24	178	350	98	7	3	1	0	0	0	0	0	39.3	43.7	70.3	58	9%	70.3
1400	706	5	7	28	64	250	257	87	7	0	0	0	0	0	0	1	36.9	43.3	69.7	53	8%	69.7
1500	762	8	14	25	85	239	298	81	9	3	0	0	0	0	0	0	36.4	42.9	69.0	48	6%	69.0

31 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	455	8	26	145	244	30	1	1	0	0	0	0	0	0	0	0	25.4	29.1	46.8	57	8%	46.8
1100	510	20	69	153	236	30	2	0	0	0	0	0	0	0	0	0	24	29	46.7	55	7%	46.7
1400	710	21	33	79	129	213	162	58	11	0	1	0	0	3	0	0	33	41.4	66.6	34	5%	66.6
1500	659	11	24	19	55	226	268	47	8	0	1	0	0	0	0	0	35.8	42.2	67.9	32	5%	67.9

Average Speed65.9

HGV578%

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	748	0	0	24	116	310	250	46	2	0	0	0	0	0	0	0	35.8	41.3	66.5	106	14%	66.5
1100	667	11	53	84	267	222	25	3	1	1	0	0	0	0	0	0	28.6	34	54.7	78	12%	54.7
1400	712	66	74	98	78	220	154	21	0	0	1	0	0	0	0	0	29.2	38.9	62.6	86	12%	62.6
1500	904	3	1	8	194	403	236	49	7	0	3	0	0	0	0	0	35.1	40.3	64.9	86	10%	64.9

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	759	1	17	37	76	320	261	41	6	0	0	0	0	0	0	0	35.4	40.9	65.8	85	11%	65.8
1100	746	0	3	13	97	278	269	75	8	1	0	0	0	2	0	0	37	42.5	68.4	84	11%	68.4
1400	757	1	1	10	117	330	233	58	6	1	0	0	0	0	0	0	36.1	41.5	66.8	79	10%	66.8
1500	904	62	121	116	170	268	142	20	2	3	0	0	0	0	0	0	28.4	37.9	61.0	70	8%	61.0

30 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	729	0	0	11	86	303	239	85	5	0	0	0	0	0	0	0	36.8	42.7	68.7	75	10%	68.7
1100	687	2	6	1	27	245	330	67	8	1	0	0	0	0	0	0	38.2	42.6	68.6	91	13%	68.6
1400	824	26	61	54	118	293	218	45	6	2	0	0	0	0	0	1	32.9	40.4	65.0	80	10%	65.0
1500	870	71	118	179	188	153	127	30	4	0	0	0	0	0	0	0	27.1	38.6	62.1	63	7%	62.1

31 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	532	11	89	243	148	36	3	1	1	0	0	0	0	0	0	0	23.3	28.4	45.7	98	13%	45.7
1100	470	36	122	189	98	23	2	0	0	0	0	0	0	0	0	0	21.3	27.3	43.9	65	8%	43.9
1400	718	101	156	218	138	76	24	3	0	0	2	0	0	0	0	0	22.1	30.9	49.7	103	14%	49.7
1500	740	182	240	214	71	12	16	4	1	0	0	0	0	0	0	0	17.8	24.3	39.1	60	8%	39.1

Average Speed

59.6

HGV

82

11%

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	720	0	4	13	66	205	294	119	15	3	1	0	0	0	0	0	38.6	44.3	71.3	87	12%	71.3
1100	633	3	7	46	236	264	74	3	0	0	0	0	0	0	0	0	31.4	36.7	59.1	74	11%	59.1
1400	716	14	4	10	121	212	259	79	16	0	1	0	0	0	0	0	36.5	43.2	69.5	65	9%	69.5
1500	805	0	11	5	52	210	363	140	23	0	1	0	0	0	0	0	39	44.4	71.5	62	8%	71.5

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	683	0	4	11	64	291	253	51	9	0	0	0	0	0	0	0	36.5	41.5	66.8	68	10%	66.8
1100	665	2	3	11	59	243	250	78	18	0	0	1	0	0	0	0	37.6	43.5	70.0	79	12%	70.0
1400	756	2	0	18	71	178	346	128	11	2	0	0	0	0	0	0	38.5	44.2	71.1	62	8%	71.1
1500	787	8	6	27	83	307	241	101	11	3	0	0	0	0	0	0	36.5	43.4	69.8	43	5%	69.8

30 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	701	0	0	1	16	256	321	99	8	0	0	0	0	0	0	0	38.9	43.5	70.0	64	9%	70.0
1100	654	1	0	2	14	203	322	92	13	6	0	1	0	0	0	0	39.6	44.1	71.0	62	9%	71.0
1400	669	7	4	17	56	244	225	105	9	1	0	1	0	0	0	0	37.4	43.9	70.7	55	8%	70.7
1500	729	8	8	7	77	215	315	81	15	3	0	0	0	0	0	0	37.5	43.4	69.8	51	7%	69.8

31 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			HGV
		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			DMRB
1000	455	8	26	145	244	30	1	1	0	0	0	0	0	0	0	0	25.4	29.1	46.8	64	9%	46.8
1100	510	20	69	153	236	30	2	0	0	0	0	0	0	0	0	0	24	29	46.7	67	9%	46.7
1400	643	34	29	40	106	202	195	34	3	0	0	0	0	0	0	0	32.9	41.3	66.5	45	7%	66.5
1500	641	24	17	18	56	222	248	48	6	1	1	0	0	0	0	0	35.5	41.5	66.8	34	5%	66.8

Average Speed66.1

HGV619%

28 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	757	0	0	20	82	279	308	65	2	1	0	0	0	0	0	0	36.9	42.1	67.8	91	12%	67.8
1100	667	11	53	84	267	222	25	3	1	1	0	0	0	0	0	0	28.6	34	54.7	86	13%	54.7
1400	696	61	59	79	112	169	181	31	1	1	2	0	0	0	0	0	30.3	39.8	64.1	96	14%	64.1
1500	894	0	0	4	120	420	289	56	5	0	0	0	0	0	0	0	36.2	41.4	66.6	93	10%	66.6

29 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	707	2	13	21	117	298	214	40	2	0	0	0	0	0	0	0	34.9	40.5	65.2	96	14%	65.2
1100	725	0	0	12	79	314	264	52	2	0	0	2	0	0	0	0	36.6	41.7	67.1	90	12%	67.1
1400	769	5	4	20	59	318	290	68	4	1	0	0	0	0	0	0	36.5	41.9	67.4	69	9%	67.4
1500	917	83	143	71	101	303	182	25	8	1	0	0	0	0	0	0	29.1	39	62.8	71	8%	62.8

30 October 2025

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	708	0	0	3	58	280	284	79	4	0	0	0	0	0	0	0	37.6	42.7	68.7	82	12%	68.7
1100	682	1	1	3	31	211	338	90	7	0	0	0	0	0	0	0	38.7	43.3	69.7	95	14%	69.7
1400	795	72	58	53	69	250	240	45	7	1	0	0	0	0	0	0	31.8	40.9	65.8	75	9%	65.8
1500	861	126	91	78	220	180	137	23	6	0	0	0	0	0	0	0	27.2	38.3	61.6	72	8%	61.6

31 October 2025

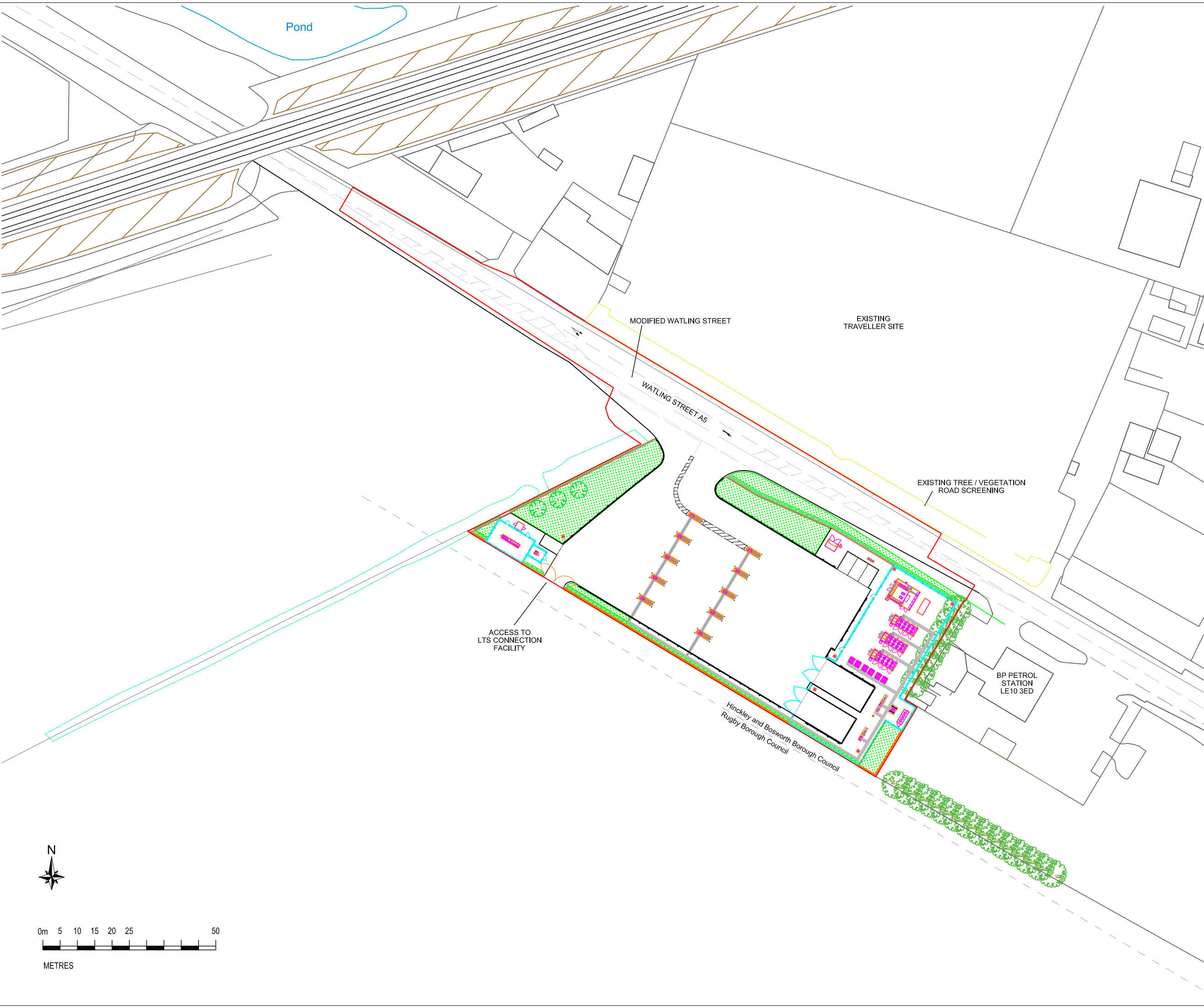
Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	Vpp	HGV	%HGV	updated speed HGV
[--		6	12	19	25	31	37	43	50	56	62	68	75	81	87	93		85	85			DMRB
12		12	19	25	31	37	43	50	56	62	68	75	81	87	93	99		Mph	Kph			
1000	532	11	89	243	148	36	3	1	1	0	0	0	0	0	0	0	23.3	28.4	45.7	103	14%	45.7
1100	470	36	122	189	98	23	2	0	0	0	0	0	0	0	0	0	21.3	27.3	43.9	76	10%	43.9
1400	677	119	108	157	181	80	25	2	0	0	0	0	0	0	0	5	22.8	31.8	51.2	56	8%	51.2
1500	724	276	118	179	101	31	12	6	1	0	0	0	0	0	0	0	17.8	26.6	42.8	48	7%	42.8

Average Speed60.3

HGV8111%

APPENDIX E

CNG Site Layout Plan



PLANNING ISSUE

REVISIONS:				
REV	DESCRIPTION	DATE	CHK	APP
A	PRE APP PLANNING ISSUE	24-10-22	MS	MS
B	PRE APP PLANNING ISSUE	11-04-23	MS	MS
C	PLANNING ISSUE	05-05-23	MS	MS
D	PLANNING ISSUE	11-05-23	MS	MS
E	PLANNING ISSUE	17-05-23	MS	MS
F	PLANNING ISSUE	19-05-23	MS	MS
G	PLANNING ISSUE	12-09-23	MS	MS
H	PLANNING ISSUE	23-02-24	MS	MS
I	PLANNING ISSUE	28-02-24	MS	MS
J	PLANNING ISSUE	29-02-24	MS	MS
K	PLANNING ISSUE	24-04-24	MS	MS
L	PLANNING ISSUE	11-07-25	MS	MS
M	PLANNING ISSUE	20-01-26	MS	MS

KEY	
	PROPOSED CNG STATION REDLINE BOUNDARY
	SECURITY PALISADE FENCE 2.4m HIGH
	SITE BOUNDARY FENCE V MESH IN BLACK 2.4m HIGH
	SITE BOUNDARY FENCE CLOSE BOARDED TIMBER 2.4m HIGH
	SURFACE CHANNEL FOR BELOW GROUND PIPE ROUTING.
	CRASH BARRIER
	NEW TREES
	PROPOSED GRASSED LANDSCAPED AREA
	PROPOSED HEDGEROW
	EXISTING LEYLANDII TREES
	EXISTING HEDGEROW
	EXISTING TREE / VEGETATION ROAD SCREENING
	LPA BOUNDARY LINE

CLIENT:

PROJECT:
HINCKLEY CNG STATION
WATLING STREET

TITLE:
PROPOSED CNG STATION
SITE BLOCK PLAN

SCALE: 1:1000	@ A3	DRAWN: KJB
CHECKED: MS	CAD:	DATE: 11-10-2022
APPROVED: MS		SHEET: 1 OF 1

PROJECT No: 042

DRAWING No: 042-01-CNG-103

REVISION: M

THOMAS HOUSE
84 ECCLESTON SQUARE
LONDON
SW1V 1PX
TEL: 0203 961 9925
WEB: www.cngfuels.com



PLANNING ISSUE

REVISIONS:				
REV	DESCRIPTION	DATE	CHK	APP
A	PRE APP PLANNING ISSUE	24-10-22	MS	MS
B	PRE APP PLANNING ISSUE	11-04-23	MS	MS
C	PLANNING ISSUE	05-05-23	MS	MS
D	PLANNING ISSUE	11-05-23	MS	MS
E	PLANNING ISSUE	17-05-23	MS	MS
F	PLANNING ISSUE	19-05-23	MS	MS
G	PLANNING ISSUE	12-09-23	MS	MS
H	PLANNING ISSUE	23-02-24	MS	MS
I	PLANNING ISSUE	28-02-24	MS	MS
J	PLANNING ISSUE	29-02-24	MS	MS
K	PLANNING ISSUE	24-04-24	MS	MS
L	PLANNING ISSUE	11-07-25	MS	MS
M	PLANNING ISSUE	20-01-26	MS	MS

NOTES:
1. TO BE READ IN CONJUNCTION WITH PROPOSED SITE ELEVATION VIEWS. DRG. No. 042-01-CNG-105

KEY

- PROPOSED CNG STATION REDLINE BOUNDARY
- SECURITY PALISADE FENCE 2.4m HIGH
- SITE BOUNDARY FENCE V MESH IN BLACK 2.4m HIGH
- SITE BOUNDARY FENCE CLOSE BOARDED TIMBER 2.4m HIGH
- SURFACE CHANNEL FOR BELOW GROUND PIPE ROUTING.
- CRASH BARRIER
- NEW TREES
- PROPOSED GRASSED LANDSCAPED AREA
- PROPOSED HEDGEROW
- EXISTING LEYLANDII TREES
- EXISTING HEDGEROW
- EXISTING TREE / VEGETATION ROAD SCREENING

CLIENT:

PROJECT:
HINCKLEY CNG STATION
WATLING STREET

TITLE:
PROPOSED CNG STATION
SITE LAYOUT PLAN

SCALE: 1:500 @ A3 DRAWN: KJB
CHECKED: MS CAD: DATE: 11-10-2022
APPROVED: MS SHEET: 1 OF 1

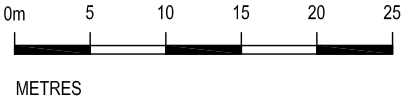
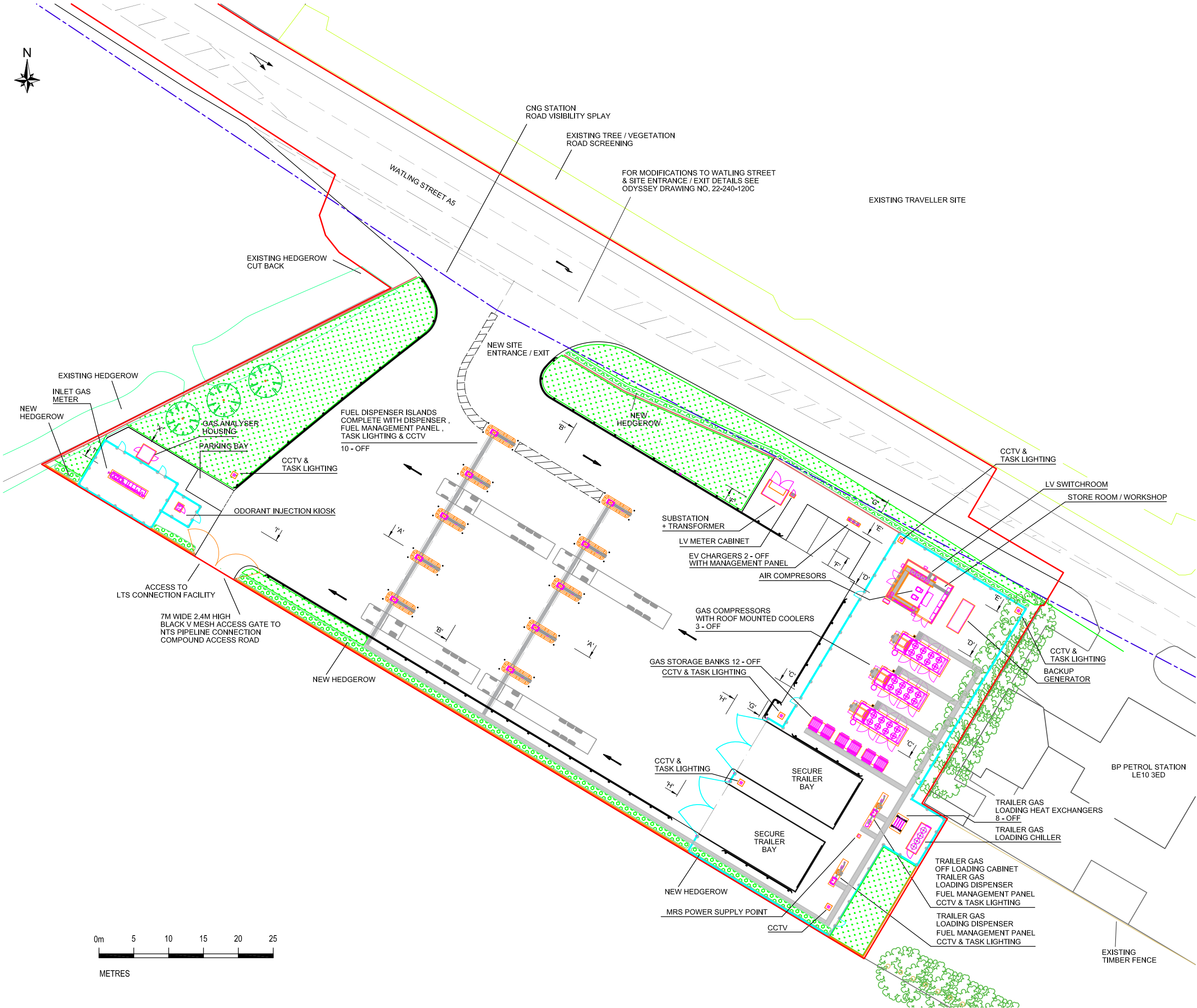
PROJECT No: 042

DRAWING No: 042-01-CNG-104

REVISION: M



THOMAS HOUSE
84 ECCLESTON SQUARE
LONDON
SW1V 1PX
TEL: 0203 961 9925
WEB: www.cngfuels.com



APPENDIX F

Designer's Response and associated Stage 1 Road Safety Audit



ODYSSEY

DEVELOPING JOURNEYS

**CNG FUELLING FACILITY, WATLING
STREET, HINCKLEY, LE10 3ED**

**DESIGNER'S RESPONSE TO STAGE 1
ROAD SAFETY AUDIT**



**CNG FUELLING FACILITY, WATLING STREET, HINCKLEY,
LE10 3ED**

**DESIGNER'S RESPONSE TO STAGE 1 ROAD SAFETY AUDIT
ON BEHALF OF CNG FUELS LTD.**

Prepared by

Odyssey

18-21 Morley Street

London

SE1 7QZ

Tel: 020 7620 2444

April 2026

SUMMARY SHEET

Title: Designer's Response to Stage 1 Road Safety Audit

Project: CNG Fuelling Facility, Watling Street, Hinckley

Report No.: 22-240-09

Date: April 2026

DOCUMENT CONTROL SHEET

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	For Submission	MJB	SRB	MJB	SRB	28/04/2026

DESIGNER'S STATEMENT

Odyssey have been appointed by CNG Fuels Ltd to provide highways and transport advice for a planning application relating to a proposed bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley. As part of the application, a Stage 1 Road Safety Audit (RSA) has been undertaken by M&S Traffic Limited for the proposed site access onto the A5 Watling Street; this is contained in **Appendix A**. The auditors were provided with the following:

Drawing 22-240-123A Swept path analysis of 16.5m HGV accessing/ egressing site; **Drawing 22-240-124** Review of Padge Hall Farm access tie into CNG A5 road widening works; **Drawing 22-240-125** Review of Padge Hall Farm access site visibility layout; **Drawing 22-240-120D** DMRB review of right turn lane on Watling Street; **Drawing 22-240-121E** Swept path analysis of 18.55m HGV accessing/ egressing site; **Drawing 22-240-122A** Watling Street vertical sight visibility layout; and **22-240-05B** GG119 Road Safety Audit Brief.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Signed:



Date:

28/04/2026

Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
2.1	Junctions				
2.1.1	Location: A (Drawing 22-240-124) – At the proposed access to the A5. Summary: Potential slope could lead to side impact collisions. The proposed access joins the A5 Watling Street where the surrounding land to the south drops away. It is unclear as to how this change in levels is to be accommodated. A slope could give rise to hill starting issues which could lead to hesitation and require longer gaps in traffic to exit safely, particularly for HGVs or towing vehicles, and could lead to side impact collisions.	It is recommended that the access should be raised to meet the A5 Watling Street with a minimal slope, or that a dwell area should be provided, further, that vertical profile details should be provided at Safety Audit Stage 2.	This is agreed and would be discussed with National Highways/ Leicestershire County Council Highway Officers as part of the Stage 2 RSA.	Designer's response accepted	
2.1.2	Location: B (Drawing 22-240-124) – At the junction of Watling Street and the development access. Summary: Restricted visibility could lead to side impact, head on or rear end shunt collisions.	It is recommended that the visibility splay should be unobstructed between the driver's eye heights of 1.05 metres and 2.00 metres to object	This is agreed. The Applicant (CNG Fuels) would be willing to enter into a suitably worded planning condition which safeguards the visibility splays.	Designer's response accepted	

Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
	Visibility splays have been provided which are considered adequate, however, the visibility splays could be restricted by banking and by the adjacent tree line. Restricted visibility could lead to side impact, head on or rear end shunt collisions between vehicles manoeuvring at the access and those on the mainline.	heights of between 0.26 metres and 2.00 metres measured from the road surface, further that the vegetation in the visibility splay is maintained to keep the splay unobstructed.			
2.1.3	Location: C (Drawing 22-240-124) Westbound approach to proposed priority junction, right turn lane. Summary: Insufficient protection of right turning traffic could lead to head on collisions. The proposed junction is in a section of road where a 50mph speed limit applies, and vehicle approach speeds may be inappropriately high. Vehicles waiting to turn right are not protected and should a vehicle inappropriately enter the hatching, this could lead to head on collisions.	It is recommended that a traffic island to the east of the access is installed to protect waiting traffic in the right turn lane.	This recommendation is agreed and the proposed traffic island in accordance with DRMB design requirements, has been shown on revised versions of Drawings 22-240-120, 121, 122, 123, 124 and 125 included in Appendix B.	Designer's response accepted	

Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
2.2	Non-Motorised Users (NMUs)				
2.2.1	Location: D – (Drawing 22-240-124) The development. Summary: Local attractor and lack of footway provision could lead to vehicle to pedestrian collisions. The development is adjacent to a fuel station with an associated shop; this may be an attractor for drivers using the CNG facility. There is no pedestrian link between the two sites and pedestrians may choose to walk to the shop at the garage, where it is unlikely that they will cross to the northern footway and then recross. Pedestrians may attempt to use the overgrown verge/walk in the carriageway as this is a relatively short distance. This could lead to vehicle to pedestrian collisions.	It is recommended that a suitable footway link should be provided between the developments.	Disagree. This issue was previously discussed with National Highways/ Leicestershire County Council Officers (at the pre-application stage for the previously consented application), whereby Odyssey advised that none of CNG's operational sites provide HGV vehicle waiting facilities (outside of refuelling), as this would impact the operation of the sites and could result in additional highway safety issues with vehicles potentially blocking the site access. For operational purposes, CNG operates a policy of not permitting any waiting on their sites, with the exclusion of refuelling. Any users found to be not adhering to this policy would be contacted and reminded of the policy. If	Designer's response accepted	

Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
			repeat offences occur, the company and/ or specific HGV driver, would be banned from accessing CNG sites. Due to the operational requirements of the CNG station, and the lack of suitably sized parking spaces for HGV's (outside of maintenance purposes, including articulated vehicles), encouraging drivers to go off-site to the neighbouring BP garage is not considered to be appropriate. On balance, the provision of a footway between the CNG site and the BP garage would, therefore, be detrimental to the operation of the CNG site and could lead to other safety issues.		

Design organisation and Overseeing Organisation statements

Design organisation statement

On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Mark Bubb
Signed:	
Position:	Partner
Organisation:	Odyssey Consult LLP
Date:	28/04/2026

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	Ijas Muhammed
Signed:	
Position:	Assistant Spatial Planner
Organisation:	National Highways
Date:	08/06/2026

APPENDIX A

Stage 1 Road Safety Audit



BIO-CNG FUELING FACILITY

A5 WATLING STREET

HINCKLEY

LEICESTERSHIRE

FINAL STAGE 1 ROAD SAFETY AUDIT

M & S TRAFFIC

APRIL 2026

Report title:	Bio-CNG Fueling Facility, A5 Watling Street, Hinckley Safety Audit Stage 1
Date:	13 th April 2026
Document reference and revision:	ODY/26/22-240/1/MM Final
Prepared by:	Martin Morris, M &S Traffic Ltd
On behalf of	National Highways

1. INTRODUCTION

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on a priority junction access without restricted movement associated with a bio-CNG vehicle fuelling facility comprising fuel dispenser islands, plant compound, landscaping, a new access and associated development.

The Audit is at the request of Patrick Thomas, Spatial Planner, Operations Directorate Midlands (South and East) National Highways, Three Snowhill, Snow Hill Queensway, Birmingham, B4 6GA. The Road Safety Audit was carried out during April 2024.

- 1.2. The Road Safety Audit Team membership approved Patrick Thomas by the Overseeing Organisation Project Sponsor was as follows:

Martin Morris, PGD, MCIHT, MSoRSA, Team Leader
M & S Traffic Limited

(Certificate of Competency in Road Safety Audit gained in April 2012)

Bryan Shawyer, BEng (Hons), MSc, MCIHT, MSoRSA, Team Member
M & S Traffic Limited

(Certificate of Competency in Road Safety Audit gained in July 2012)

- 1.3. The Road Safety Audit took place at the Gillingham Office of M & S Traffic during April 2026. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Mark Bubb of Odyssey, 18-21 Morley Street, London, SE1 7QZ, as approved by Patrick Thomas, Project Sponsor for National Highways.

The Audit team was satisfied that the brief and subsequent documents provided were sufficient to undertake the Road Safety audit.

The Road Safety Audit comprised an examination of the documents provided, and these are listed in Annex A. The documents consisted of:

- Description of the scheme.
- Design plans including site location plan, and description of the local highway and adjacent land uses.
- Collision data and collision data analysis.
- Anticipated trip generation from the proposed development.
- Walking, cycling and horse-riding assessment and review.

The Audit Team visited the site together on the afternoon of the 8th of April between 13:00 and 13:30. During the site visit the weather was fine and the road and footway surfaces were dry. Traffic flows were moderate to high and free flowing vehicle speeds were moderate. Low pedestrian flows and no cyclist movements were observed during the site visit.

- 1.4. The terms of reference of the Road Safety Audit are as described in GG119. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

- 1.5. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan supplied with the Road Safety Audit Brief in Annex B.
- 1.6. The proposals seek to provide a bio-CNG vehicle fuelling facility comprising fuel dispenser islands, plant compound, landscaping, alterations to access and associated development. The scheme would be the provision of a priority junction on the A5 Watling Street.
- 1.7 No Departures from Standards were provided to the Audit Team.

2.0 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

- 2.1** A previous iteration of the scheme was subject to Audit in March 2024 by M&S Traffic. Items 2.1.1 and 2.2.1 remain a cause for concern and are referred to in paragraphs 2.2.1 and 2.3.1 of this report.

2. ITEMS RAISED AT THE STAGE 1 ROAD SAFETY AUDIT

2.1 JUNCTIONS

2.1.1 PROBLEM

Location: A (Drawing 22-240-124) – At the proposed access to the A5.

Summary: Potential slope could lead to side impact collisions.

The proposed access joins the A5 Watling Street where the surrounding land to the south drops away. It is unclear as to how this change in levels is to be accommodated. A slope could give rise to hill starting issues which could lead to hesitation and require longer gaps in traffic to exit safely, particularly for HGVs or towing vehicles, and could lead to side impact collisions.

RECOMMENDATION

It is recommended that the access should be raised to meet the A5 Watling Street with a minimal slope, or that a dwell area should be provided, further, that vertical profile details should be provided at Safety Audit Stage 2.

2.1.2 PROBLEM

Location: B (Drawing 22-240-124) – At the junction of Watling Street and the development access.

Summary: Restricted visibility could lead to side impact, head on or rear end shunt collisions.

Visibility splays have been provided which are considered adequate, however, the visibility splays could be restricted by banking and by the adjacent tree line. Restricted visibility could lead to side impact, head on or rear end shunt collisions between vehicles manoeuvring at the access and those on the mainline.

RECOMMENDATION

It is recommended that the visibility splay should be unobstructed between the driver's eye heights of 1.05 metres and 2.00 metres to object heights of between 0.26 metres and 2.00 metres measured from the road surface, further that the vegetation in the visibility splay is maintained to keep the splay unobstructed.

2.1.3 **PROBLEM**

Location: C (Drawing 22-240-124) Westbound approach to proposed priority junction, right turn lane.

Summary: Insufficient protection of right turning traffic could lead to head on collisions.

The proposed junction is in a section of road where a 50mph speed limit applies, and vehicle approach speeds may be inappropriately high. Vehicles waiting to turn right are not protected and should a vehicle inappropriately enter the hatching, this could lead to head on collisions.

RECOMMENDATION

It is recommended that a traffic island to the east of the access is installed to protect waiting traffic in the right turn lane.

2.2. **NON-MOTORISED USERS (NMUs)**

2.2.1 **PROBLEM**

Location: D – (Drawing 22-240-124) The development.

Summary: Local attractor and lack of footway provision could lead to vehicle to pedestrian collisions.

The development is adjacent to a fuel station with an associated shop; this may be an attractor for drivers using the CNG facility. There is no pedestrian link between the two sites and pedestrians may choose to walk to the shop at the garage, where it is unlikely that they will cross to the northern footway and then recross. Pedestrians may attempt to use the overgrown verge/walk in the carriageway as this is a relatively short distance. This could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that a suitable footway link should be provided between the developments.

3. AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG119.

ROAD SAFETY AUDIT TEAM LEADER

Martin Morris
Managing Director
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 13/04/2026

ROAD SAFETY AUDIT TEAM MEMBER

Bryan Shawyer
Director
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed 

Date: 13/04/2026

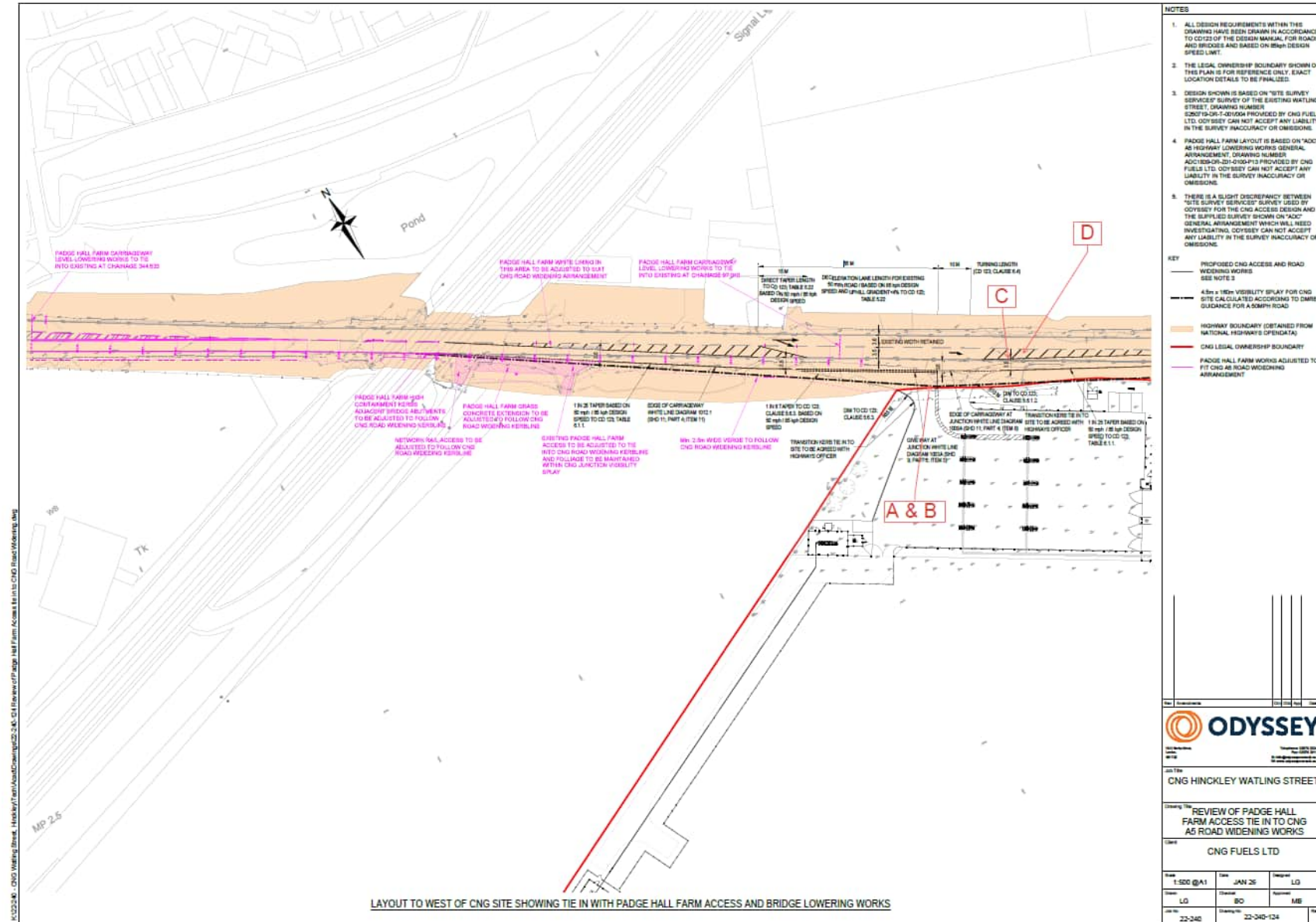
Annex A - List of Drawings and other information submitted for auditing:**Drawings:**

Drawing Number		Date
22-240-123 A	DMRB REVIEW OF SWEEPED PATH ANALYSIS OF SITE ACCESS OFF WATLING STREET - 16.5m ARTIC	DEC 25
22-240-124	REVIEW OF PADGE HALL FARM ACCESS TIE IN TO CNG A5 ROAD WIDENING WORKS	JAN 26
22-240-125	REVIEW OF PADGE HALL FARM ACCESS SIGHT VISIBILITY LAYOUT	JAN 26
22-240-120 D	DMRB REVIEW OF RIGHT TURN LANE ON WATLING STREET	NOV 25
22-240-121 E	DMRB REVIEW OF SWEEPED PATH ANALYSIS OF SITE ACCESS OFF WATLING STREET - 18.55m ARTIC	NOV 25
22-240-122 A	WATLING STREET VERTICAL SIGHT VISIBILITY LAYOUT	NOV 25

Supporting documentation:

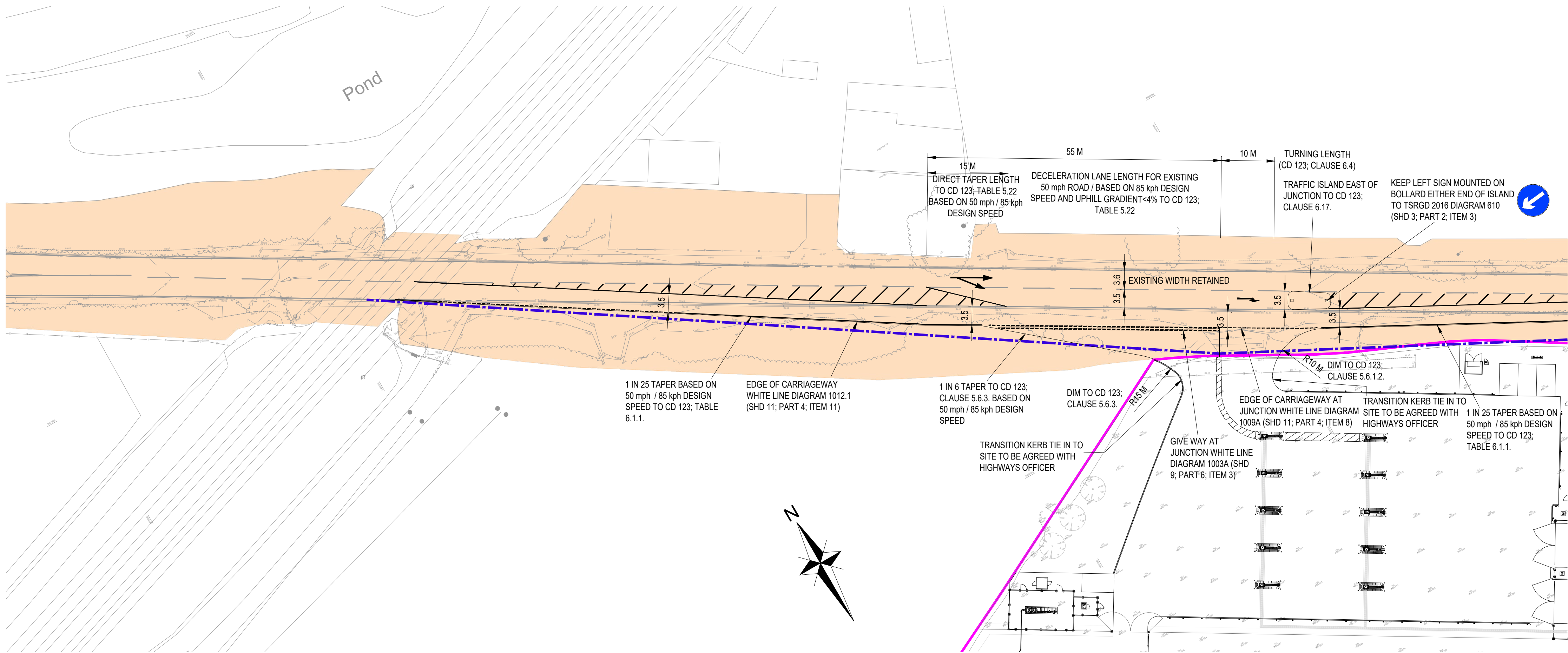
22-240 CNG HINCKLEY	ROAD SAFETY AUDIT BRIEF, ODYSSEY	FEB 2026
22-240 CNG HINCKLEY	WALKING CYCLING AND HORSE RIDING ASSESSMENT AND REVIEW, ODYSSEY FEBRUARY 2024	FEB 2024
	COLLISION REPORT 01/01/2020 to 12/12/2025	FEB 2026

Annex B - Plan attached showing the locations of the problems identified as part of this audit.



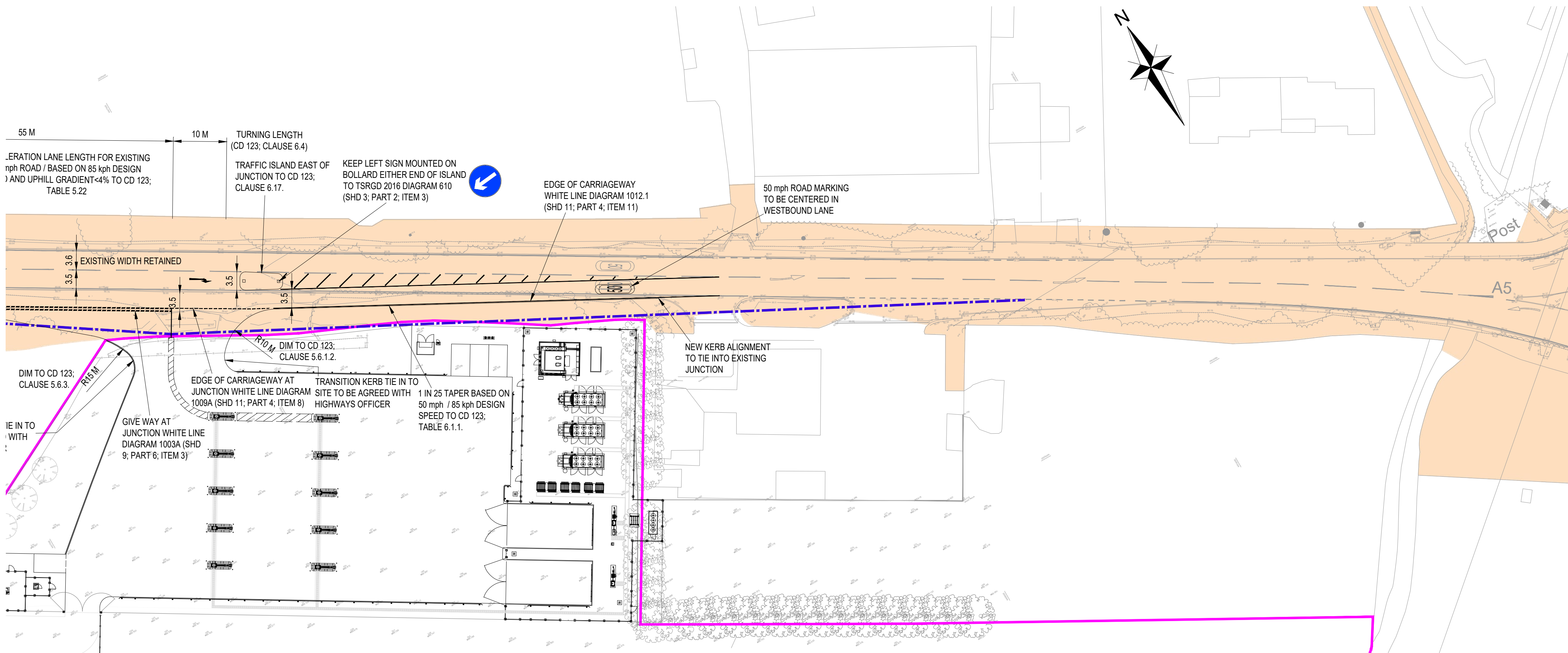
APPENDIX B

Revised Drawings



LAYOUT TO WEST OF SITE

CONTINUED BELOW



LAYOUT TO EAST OF SITE

- NOTES
- ALL DESIGN REQUIREMENTS WITHIN THIS DRAWING HAVE BEEN DRAWN IN ACCORDANCE TO CD123 OF THE DESIGN MANUAL FOR ROADS AND BRIDGES AND BASED ON 85kph DESIGN SPEED LIMIT.
 - THE LEGAL OWNERSHIP BOUNDARY SHOWN ON THIS PLAN IS FOR REFERENCE ONLY. EXACT LOCATION DETAILS TO BE FINALIZED.
 - DESIGN SHOWN IS BASED ON "SITE SURVEY SERVICES" SURVEY OF THE EXISTING WATLING STREET, DRAWING NUMBER S250719-DR-T-001/004 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
- KEY
- PROPOSED JUNCTION LAYOUT SEE NOTE 3
 - 4.5m x 160m VISIBILITY SPY FOR CNG SITE CALCULATED ACCORDING TO DMRB GUIDANCE FOR A 50MPH ROAD
 - HIGHWAY BOUNDARY (OBTAINED FROM NATIONAL HIGHWAYS OPENDATA)
 - LEGAL OWNERSHIP BOUNDARY

E	TRAFFIC ISLAND ADDED EAST OF SITE ENTRANCE FOLLOWING RSA1 COMMENTS	LG	BO	MB	29.04.26
D	SITE LAYOUT UPDATED TO CNG LATEST DESIGN	LG	BO	MB	05.12.25
C	JUNCTION RADII KERBS AMENDED FOLLOWING NATIONAL HIGHWAYS COMMENTS	LG	BO	MB	27.11.25
B	JUNCTION REDESIGNED TO REFLECT LATEST SITE LAYOUT RECEIVED 24-11-25 FROM CNG	LG	BO	MB	24.11.25
A	JUNCTION REDESIGNED TO UPDATED TOPO SURVEY INFORMATION RECEIVED 26.09.25 AND TO CD 123 BASED ON 85kph DESIGN SPEED	LG	BO	MB	21.11.25

Rev	Amendments	Dm	Chk	App	Date
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ODYSSEY

19-21 Morley Street, London, SE1 1JZ

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Job Title
CNG HINKLEY WATLING STREET

Drawing Title
DMRB REVIEW OF RIGHT TURN LANE ON WATLING STREET

Client
CNG FUELS LTD

Scale 1:500 @A1	Date NOV 25	Designed LG
Drawn LG	Checked BO	Approved MB
Job No 22-240	Drawing No 22-240-120	Rev E