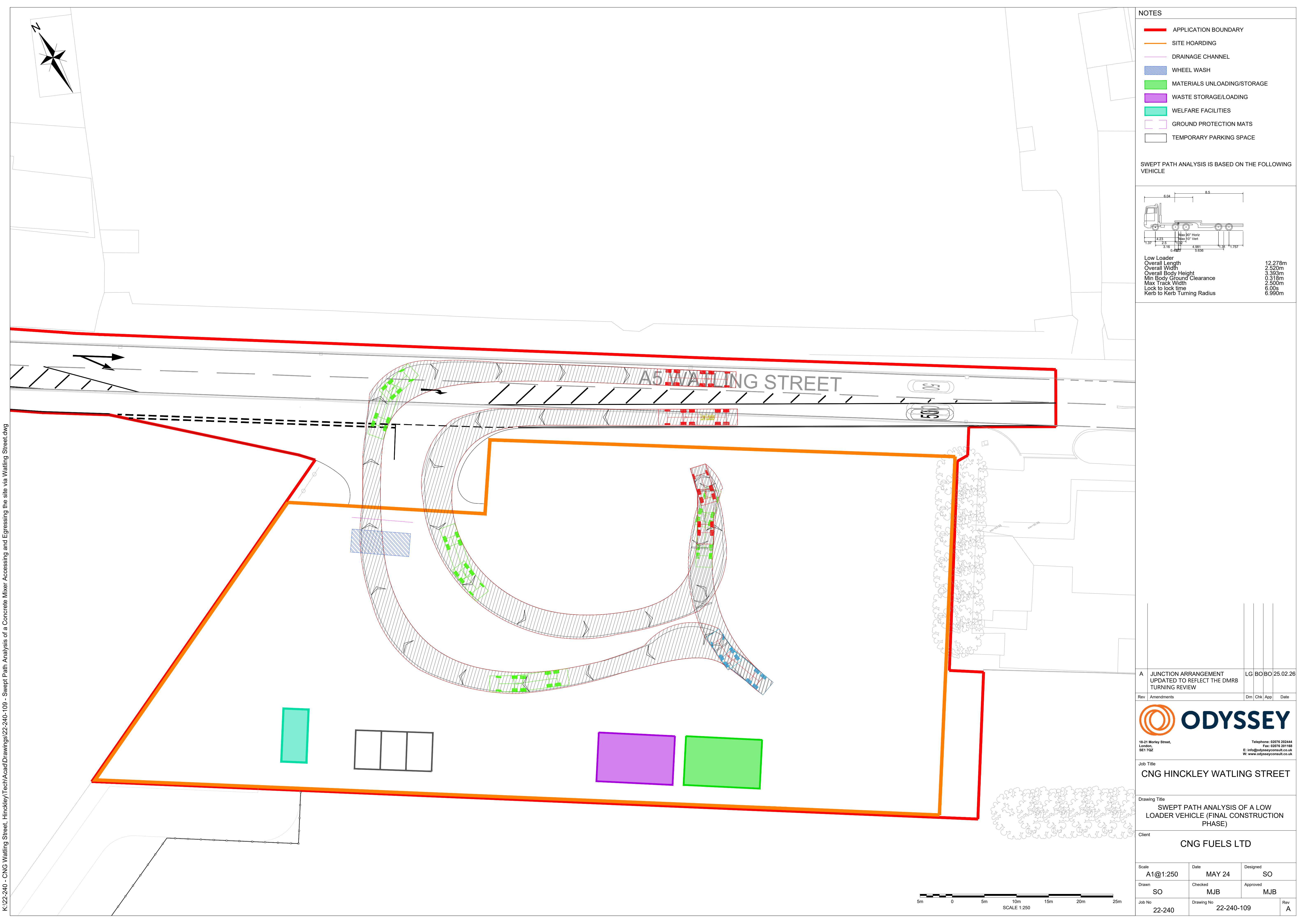




This technical drawing illustrates the swept path analysis for a low loader vehicle at a junction. The vehicle's dimensions and turning characteristics are detailed in the top right corner. The analysis shows the vehicle's path as it turns, with various zones marked for safety and operational requirements. A north arrow is located in the top left corner, and a scale bar is provided in the bottom right corner.

Vehicle Dimensions and Characteristics:

- Overall Length: 12.278m
- Overall Width: 2.520m
- Overall Body Height: 3.393m
- Min Body Ground Clearance: 0.318m
- Max Track Width: 2.500m
- Lock to lock time: 6.00s
- Kerb to Kerb Turning Radius: 6.990m

Legend:

- APPLICATION BOUNDARY (Red line)
- SITE HOARDING (Orange line)
- DRAINAGE CHANNEL (Pink line)
- WHEEL WASH (Blue hatched area)
- MATERIALS UNLOADING/STORAGE (Green hatched area)
- WASTE STORAGE/LOADING (Purple rectangle)
- WELFARE FACILITIES (Teal rectangle)
- GROUND PROTECTION MATS (Pink dashed line)
- TEMPORARY PARKING SPACE (White rectangle)

Notes:

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE

Revision History:

Rev	Amendments	Dm	Chk	App	Date
A	JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.26

Client: CNG FUELS LTD

Job Title: CNG HINCKLEY WATLING STREET

Drawing Title: SWEPT PATH ANALYSIS OF A LOW LOADER VEHICLE (FINAL CONSTRUCTION PHASE)

Scale: A1@1:250

Date: MAY 24

Designed: SO

Drawn: SO

Checked: MJB

Approved: MJB

Job No: 22-240

Drawing No: 22-240-109

Rev: A

- APPLICATION BOUNDARY
- SITE HOARDING
- DRAINAGE CHANNEL
-  WHEEL WASH
-  MATERIALS UNLOADING/STORAGE
-  WASTE STORAGE/LOADING
-  WELFARE FACILITIES
-  GROUND PROTECTION MATS
-  TEMPORARY PARKING SPACES

Low Loader	
Overall Length	12.278m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

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JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.2
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Amendments	Dm	Chk	App	Date
------------	----	-----	-----	------



b Title
CNG HINCKLEY WATLING STREET

Drawing Title

SWEPT PATH ANALYSIS OF A LOW
LOADER VEHICLE (FINAL CONSTRUCTION
PHASE)

CNG FUELS LTD

sale A1@1:250	Date MAY 24	Designed SO
awn SO	Checked MJB	Approved MJB
b No 22-240	Drawing No 22-240-109	Rev A

APPENDIX A

Odyssey Transport Statement (Report Reference: 22-240-02D)



ODYSSEY

DEVELOPING JOURNEYS

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

TRANSPORT STATEMENT



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

**TRANSPORT STATEMENT
ON BEHALF OF CNG FUELS LIMITED**

Prepared by
Odyssey
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March 2026



DOCUMENT CONTROL SHEET

Project Name CNG Fuelling Facility, Watling Street, Hinckley

Project No. 22-240

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	MN	RJH	BEB	RJH	05/05/23
A	For Issue	BEB	MJB	BEB	SRB	17/05/23
B	Minor Amendments	BEB	MJB	BEB	SRB	25/05/23
C	Section 73 Application	AM	MJB	AM	SRB	03/02/26
D	Minor Updates	AM	MJB	AM	SRB	23/03/26



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6.0	SUMMARY AND CONCLUSION	28

FIGURES

Figure 1 Site Location Plan

Figure 2 Collision Map

DRAWINGS

22-240-120D	DMRB Review of Right Turn Lane on Watling Street
22-240-121E	DMRB Review of Swept Path Analysis of Site Access 18.55m Articulated Vehicle
22-240-122A	Watling Street Vertical Sight Visibility Assessment
22-240-123A	DMRB Review of Swept Path Analysis of Site Access 16.5m Articulated Vehicle
22-240-124	Review of Mount Park/ Padge Hall Farm A5 Improvement Measures
22-240-125	Review of Mount Park/ Padge Hall Farm Access Site Visibility



APPENDICES

Appendix A	Transport Statement Addendum (previously consented scheme)
Appendix B	S.73 Application Correspondence with National Highways, Leicestershire County Council and Warwickshire County Council Highways Officers
Appendix C	Collision Data
Appendix D	Odyssey Speed Survey Technical Note
Appendix E	CNG Site Layout Plan



1.0 INTRODUCTION

1.1 *Preface*

1.1.1 This Transport Statement (TS) has been prepared by Odyssey as part of a Section 73 planning application on behalf of CNG Fuels Limited, hereafter referred to as “CNG”. This TS sets out the changes proposed to the extant development and examines highways and transport impacts associated with the proposed development of a bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley.

1.1.2 The site of the proposed development holds an extant planning permission (Planning Reference: 23/00613/FUL) and this application details the scope of changes that are proposed to the extant permission under a S.73 application.

1.1.3 The site is located south of the A5 Watling Street, west of an existing BP petrol filling station and approximately 200 metres (m) from the Watling Street / Hammonds Way roundabout. **Figure 1** shows the site location.

1.1.4 The site lies within the administrative boundary of Hinckley and Bosworth Borough Council (HBBC) who act as the local planning authority while Leicestershire County Council (LCC) act as the Local Highway Authority. Additionally, the A5 forms a part of the Strategic Road Network (SRN) and is therefore managed by National Highways (NH). The site is also situated closed to the boundary of Warwickshire County Council (WCC).

1.1.5 This TS outlines the changes proposed to the consented development as part of the S.73 application and considers the highways and transport impact of these changes. Additionally, this TS considers the suitability of the development proposals in respect of transport policy, site access, impact on adjacent consented developments, site operation and vehicle trip generation.

1.2 *Bio-Gas Refuelling Stations*

1.2.1 CNG already operates several environmentally friendly, bio-gas heavy goods vehicles (HGVs) refuelling stations in a network across the UK. The proposed facility would be considered to primarily serve vehicles associated with the existing distribution units located nearby.

1.2.2 HGV's that utilise the bio-compressed natural gas fuel source typically see a 90% reduction in carbon dioxide emissions, up to a 75% reduction in nitrogen oxide emissions, and a circa 50% reduction in noise pollution, compared to traditional diesel-based power generation. Therefore,



swapping existing vehicles to this new more environmentally friendly fuel source is a positive step in reducing emissions from the distribution and logistics sector.

1.3 *Previously Consented Scheme and S.73 Development Proposals*

1.3.1 The previous consented Transport Statement Addendum for the CNG development is included at **Appendix A**.

1.3.2 As set out in **Paragraph 1.1.2**, above, the development site was previously granted planning permission to operate as a biogas fuel station however, as part of a separate S.278 application, National Highways advised that given that the highway improvement works associated with the adjacent Mount Park development (inclusive of the A5 carriageway lowering) were being progressed, it would be beneficial to provide a more typical, all movements junction to serve the CNG site.

1.3.3 Accordingly, it is CNG's intention to submit a S.73 application to amend the access arrangements as well as other non-material changes to the proposed site, as summarised below:

- The number of fuel dispensers proposed on the site would be reduce by two, to a total of ten dispensers.
- As described above, changes are proposed to the vehicular access to the site to enable vehicles to access either via a right in/ left out or left-in/ right-out manoeuvre. The proposed arrangement would replace the previously approved left in/ right out only arrangement.

1.3.4 The latest correspondence from January 2026 with NH, LCC and WCC Officers regarding the above S.73 proposals, is included in **Appendix B**.

1.4 *Scope of Assessment*

1.4.1 The content of this TS is as follows:

- **Section 2.0** considers national and local planning policy.
- **Section 3.0** includes the site description as well as reviewing the existing highway and transport conditions in the vicinity of the site, including a brief summary of access to sustainable transport.
- **Section 4.0** provides a description of the development proposals, access to the site and its operation, as well as a review of the adjacent Mount Park development and its associated A5 highway improvement measures.



- **Section 5.0** provides an analysis of the estimated development vehicle trips.



2.0 POLICY

2.1 General

2.1.1 This section sets out the relevant national and local planning policy relevant to the delivery of the development proposals.

2.2 National Policy

National Planning Policy Framework – December 2024

2.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently updated in December 2024, the document provides a structure for development within the UK, with a presumption in favour of sustainable development and the promotion of economic growth. It should be noted that the NPPF was amended on 7th February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. Furthermore, there is currently a NPPF consultation exercise ongoing which began on the 16th of December 2025 and is due to continue until the 10th of March 2026.

2.2.2 The NPPF paragraph 109 states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*



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2.2.3 In paragraph 115 the NPPF requires that:

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

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.2.4 In paragraphs 116 and 117 it continues to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

“Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.5 Paragraph 118 states that:



“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

Department for Transport Circular 01/2022

2.2.6 The Department for Transport (DfT) Circular 01/2022 ‘*Strategic Road Network and the delivery of sustainable development*’ sets out policy in relation to the SRN of which the A5 Watling Street forms part. This policy paper explains how NH will engage with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network.

2.2.7 It is the aim of Circular 01/2022 to also address the requirements for roadside facilities, including HGV driver services and new provisions for zero emissions vehicles.

2.3 Local Policy

Hinckley & Bosworth Borough Council Core Strategy DPD 2009

2.3.1 The Hinckley & Bosworth Borough Council Core Strategy DPD [Development Plan Document] 2009 makes up a part of HBBC’s Local Plan. Of relevance to the proposed development ‘Spatial Objective 12: Climate Change and Resource Efficiency’ states:

“To minimise the impacts of climate change by promoting the prudent use of resources through sustainable patterns of development, investment in green infrastructure, minimising the use of resources and energy, increasing reuse and recycling of natural resources, increasing the use of renewable energy technologies and minimising pollution, including greenhouse gas emissions.”

Site Allocations and Development Management Policies DPD July 2016

2.3.2 Similarly, the above DPD also forms part of the HBBC Local Plan. Policy ‘DM2 Delivering Renewable Energy and Low Carbon Development’ states:

“The Borough Council is committed to reducing its environmental impact through carbon reduction measures and through the support of appropriately designed and sited renewable energy and low carbon developments.

Planning applications for the development of renewable energy and low carbon development installations at the domestic, community and commercial scales will be supported where:



TRANSPORT STATEMENT

a) All reasonable steps have been taken to avoid or mitigate any adverse impacts including, but not limited to, landscape, noise, visual and cumulative impacts; and

b) The proposed development accords with other policies of this plan, with specific regard to DM11 and DM12.

The impact of ancillary structures included as part of the proposed scheme will also be assessed.

Community-led renewable energy schemes for low carbon developments which can demonstrate direct community benefit will be encouraged.”

2.3.3 In respect of Air Quality the DPD states:

“13.55: Air pollution is the release of greenhouse gas and other emissions, dust, fumes, odours and particulates being released into the atmosphere resulting in adverse impacts on health, amenity and the natural environment. Impacts can arise from construction, demolition and site works, related transport movements and industrial processes. Applicants will be required to demonstrate that new development should not result in adverse impacts, including cumulative impacts upon air quality. Appropriate construction design and mitigation measures, appropriate distances and screening between developments and sensitive uses will protect the amenity of residents and workers and the environment.”

2.3.4 Policy ‘BE1: Design and Siting of Development’ states:

“14.5: Facilities for charging plug-in and other ultra-low emission vehicles should be maximised in line with national planning policy.”

2.3.5 Policy ‘DM17 Highways and Transportation’ states:

“Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”



2.4 *Planning Policy Summary*

2.4.1 Based on the review of national and local planning policy, it is considered the site is compliant with the thrust of relevant transport planning policy. The fuel used by CNG is sourced from food and animal /water waste, and it therefore provides a sustainable alternative to normal diesel in terms of emissions, noise pollution and cost.

2.4.2 Furthermore, the nature of the site of the proposed development, on a strategically important road, near distribution hubs, means that trips associated with the development would likely be diverted or pass by, and not generated, as will be demonstrated by this Transport Statement.



3.0 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

3.1 *Site Location*

3.1.1 The site is situated southwest of and is proposed to be connected to, the A5 Watling Street. The site is approximately 2.5 kilometres (km) southwest of Hinckley town centre and is located adjacent to an existing BP petrol filling station. It is located on greenfield land, with agricultural land to the south and west. Beyond the A5 to the east and north lies existing industrial and distribution uses.

3.1.2 It is noted that a railway bridge passes over the A5 approximately 160m to the north-west of the site, with a current height restriction of 4.6m. It is further noted however that existing HGV fleets already use the A5 and pass under this bridge, which can accommodate typical HGV heights of 4.5m and under.

3.2 *Adjacent Planning Application*

3.2.1 A nearby consented planning application (HBBC ref. 21/01191/HYB), located circa 500m to the east of the site proposed a hybrid planning application for the development of class B2 and B8 industrial buildings alongside associated earthworks, infrastructure and landscaping. As part of these proposals, it was required that the applicant lowered the level of the A5 carriageway under the existing railway bridge to increase the available headroom space between the carriageway surface and the railway bridge, to help alleviate the potential perceived risk of bridge strikes.

3.2.2 This package of works was required to be implemented prior to any works taking place on site as part of the planning permission which was granted and Condition 13 of the above planning consent stated that:

“The scheme of works for the lowering of the A5 carriageway under the Nutts Lane railway bridge, as shown on drawing 1839-DR-100 Rev P2, having first been submitted to and approved in writing by the Local Planning Authority (LPA) in consultation with National Highways, shall be completed prior to any part of the development hereby approved being first brought into use. The works shall be carried out in accordance with the approved details.”

3.2.3 It is understood that the above works would result in an increase in headroom to approximately 5.1 metres. A further condition was imposed which required the submission of a flood risk assessment (condition 19) prior to the undertaking of works on the A5. Condition 19 has now been discharged under the reference 24/00154/DSICON.



3.3 Local Highway Network

A5 Watling Street

3.3.1 The site is located immediately to the south of the A5 Watling Street. This section of the A5 is a two-way designated trunk road running in a north-west to south-east orientation with a 50 mile per hour (mph) speed restriction.

3.3.2 Watling Street is lit along its length and provides access along the southern edge of Hinckley as well as further afield including connection south-east to Junction 1 of the M69 and north-west to Junction 10 of the M42.

3.3.3 **Photographs 3.1** and **3.2** below show the A5 in each direction in the vicinity of the site. These photographs show the existing footway located on the north-eastern side of the road which is provided between the railway bridge to the north and the wider footway network emanating from the A5 / Hammonds Way roundabout.

Photograph 3.1: View South East on The A5 from the Site Frontage





Photograph 3.2: View North West on The A5 from the Site Frontage



M69 and M42

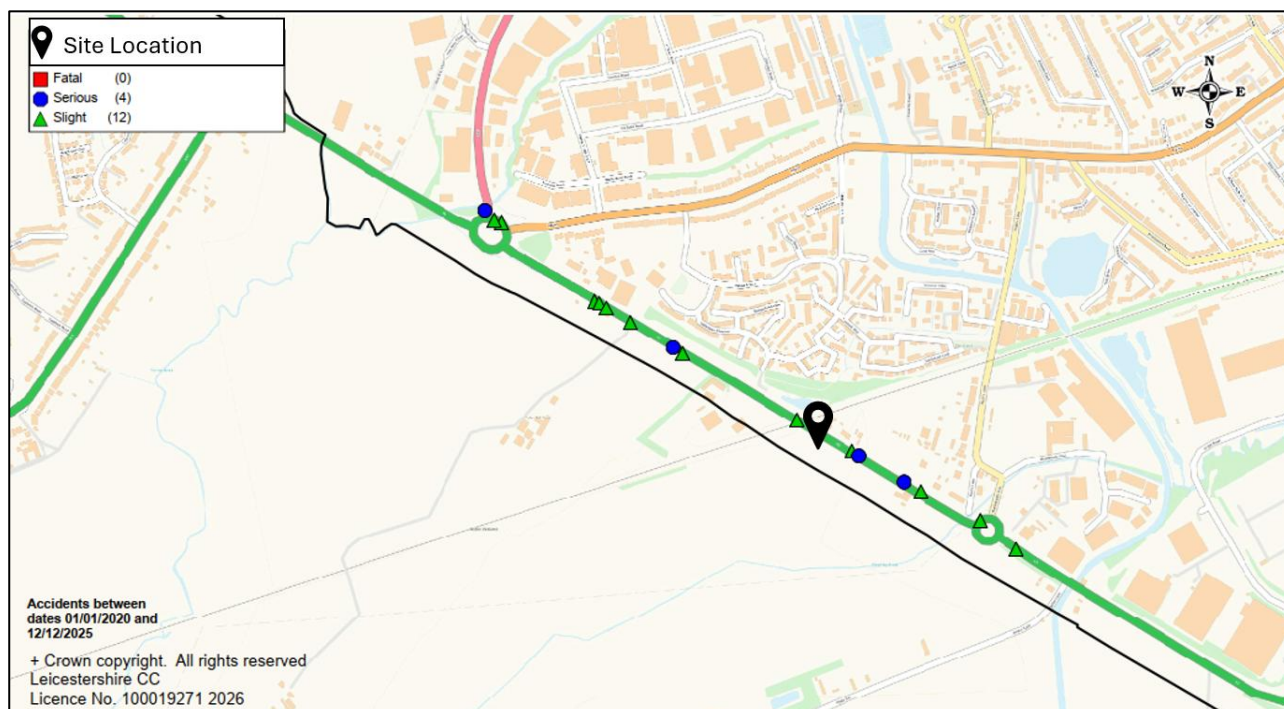
3.3.4 The M69 is a major strategic route providing connections between the M6 at Coventry and the M1 at Leicester. The M69 runs in a northeast – southwest orientation circa 3-kilometres (km) to the south of the site.

3.3.5 The M42 is a major strategic route connecting the M5 (from south of Birmingham) to the A42, in the East Midlands, leading towards Nottingham. The M42 runs in a northeast – southwest orientation circa 20km to the north of the site.

3.4 Highway Safety

3.4.1 Road Traffic Collision (RTC) data has been obtained from Leicestershire County Council for the most recently available five-year period at the time of request (01/01/2020 and 12/12/2025).

Figure 3-1 shows the collisions labelled on a map with slight or serious collisions shown.

**Figure 3-1: Collision Data Map**

3.4.2 In total, 16 collisions were recorded within the study area, of which four were serious collisions and 12 were slight collisions. Importantly, no fatal collisions were recorded within the survey area. **Table 3-1** summarises the collision data information, whilst **Appendix C** contains the source data.

Table 3-1: Road Traffic Collision Data

Police Ref	Date	Severity	Vehicle Type	Location
202001143	23/07/2020	Slight	Four cars and one goods vehicle of an unknown weight.	A5 Hinckley - exact location and directions unknown.
202100666	24/08/2021	Serious	Two cars.	A47 Dodwells road Hinckley at exit from A5 roundabout.
202200434	27/05/2022	Slight	One HGV (over 7.5tonnes).	A5 Hinckley at railway bridge.
202200964	06/11/2022	Serious	One private car and one motorcycle over 500cc.	A5 Hinckley approximately 150m southeast railway bridge.
202201036	29/11/2022	Slight	One goods vehicle (over 7.5tonnes) and one motorcycle under 125cc.	A5 Hinckley on Dodwells roundabout.
202300094	29/01/2023	Slight	Two cars.	A5 Hinckley near Paynes garage.



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202300569	11/07/2023	Slight	One car.	A5 southbound Hinckley at exit from roundabout with Hammonds way.
202300849	13/09/2023	Serious	One car and one motorcycle (engine size unknown).	A5 Watling Street Hinckley outside BP garage.
202300912	29/09/2023	Slight	One van under 3.5tonnes, one car and one goods vehicle over 7.5tonnes.	A5 Watling Street Hinckley outside Paynes garage.
202301056	27/10/2023	Serious	Two cars and one motorcycle under 500cc.	A5 Watling Street Hinckley approximately 250m southeast of the garage.
202301221	09/12/2023	Slight	Motorcycle under 500cc and one car.	A5/A47 roundabout Hinckley.
202400024	11/01/2024	Slight	Two cars.	A5 Hinckley outside BP garage.
202400875	10/09/2024	Slight	Two cars.	A5 northbound Hinckley approximately 100m northwest of the waste depot.
202500413	30/04/2025	Slight	Three cars and one goods vehicle under 7.5 tonnes.	A5 Hinckley outside Paynes garage.
202500809	25/08/2025	Slight	Two cars.	A5 Hinckley at access to Padge Hall Farm.
202501137	21/11/2025	Slight	Two cars.	A5 Hinckley - exact location unknown.

3.4.3 As presented in **Table 3-1**, within the past five years, all incidents occurring in the proximity of the site have involved motorised vehicles with five of the incidents recorded involving heavy goods vehicles (HGV's). The serious collisions were observed to be distributed across the survey area with no clear clusters observed, whereas slight collisions were observed to cluster between the A5 Watling Street/ Dowells Roundabout and the A5 Watling Street/ Hammonds Way Roundabout.

3.4.4 Given the detail of the collision data provided it has not been possible to establish the causation of the collisions recorded however given the location of the majority of collisions on straight sections of road it is considered that the fault of multiple of these collisions owes to driver error or vehicle mechanical failure and therefore not the design of the road itself.

3.4.5 Collision data was previously reviewed as part of the consented Transport Assessment which noted that two accidents were recorded previously which involved HGVs striking the railway bridge. As was previously noted, improvement works to the A5 are proposed as part of an adjacent development (as set out in **Section 4** of this report), which would further reduce the likelihood of HGV strikes to the railway bridge in the future.



3.4.6 Finally, it is considered that the relatively infrequent nature of incidents on the A5, at an average of four accidents per year, demonstrates the relative safety of the A5 when considering the role of the A5 as an important strategic road.

3.5 Access to Public Transport

3.5.1 Due to the nature of the proposed development as an HGV refuelling station, it is not expected that the development will generate any public transport trips. Notwithstanding this the availability of public transport options have been outlined briefly.

Bus

3.5.2 The nearest bus stop to the site is the Nutts Lane bus stop, which is located on Coventry Road just east of the Coventry Road / Nutts Lane junction, approximately 1km or a 12-minute walk from the site. The stop is served by the 148 and 158 bus services.

3.5.3 The 148 bus service is operated by Stagecoach, and links Leicester to Coventry via Hinckley and Nuneaton. The 158 is operated by Arriva Fox County and links Leicester, Hinckley and Nuneaton along the same route as the 148. The timetables of the two routes are co-ordinated such that they operate at a typical 15-minute frequency.

3.6 Traffic Surveys

3.6.1 Speed surveys were undertaken in October and November 2025 which were used to inform the design speed of the proposed site access arrangement. Four automatic traffic counters (ATC's) were installed on Watling Street at both 160 metres (m) and 215m distances from the proposed site access and were used to calculate validated 85th percentile speed (in accordance with DMRB CA-185 Vehicle Speed Measurement).

Survey Scope

3.6.2 Four ATCs were installed within the study area to cover both eastbound and westbound movements approaching the site access junction. The ATCs were installed in order to establish vehicle speeds at both 160m and 215m from the proposed site access in each direction, in line with design speeds of 50 miles per hour (mph)/ 85 kilometres per hour (kph) and 62mph/ 100kph, respectively.



3.6.3 The surveys were undertaken in two parts, as set out below:

- 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.

3.6.4 It should be noted that whilst the October surveys did extend into November, the calculated 85th percentile speeds were derived from the October dates only, in accordance with the neutral month requirement set out in DMRB CA 185.

3.6.5 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. Full details of the survey methodology, analysis and speed survey data is set out within Odyssey Report 22-240-08A which is provided within **Appendix D**.

Survey Data Results

3.6.6 **Tables 3-2** summarises the average 85th percentile speeds recorded during each survey period. All figures also include the HGV adjustment required by the DMRB (CA-185 Vehicle Speed Measurement, which specifies that +1 kph should be added for every 15% HGVs in the sample).

3.6.7 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 similar results, with an average of 66 HGVs per hour, accounting for 9% of the total traffic.

Table 3-2: Average 85th Percentile Speeds (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

3.6.8 The recorded 85th percentile 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 in the vicinity of the site.



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

3.6.10 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 approaching vehicles travelling at speeds of 85-100kph; and also where approaching vehicles would see a vehicle turning out of the proposed junction. 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. A comparison of the two survey periods indicates consistent results, confirming that vehicle speeds were consistent over the survey period.

3.6.11 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. Furthermore, the observed speeds do not indicate the need for any increase in design speed or Departure from Standards application on the grounds of junction visibility.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 The proposed site layout would include ten dispensing pumps which represents a reduction in two pumps when compared to the previously consented development. Four vehicle parking spaces are proposed on the site, three at the northeastern and one at the southwestern sides of the site, all of which would be used on an ad-hoc basis by occasional maintenance vehicles. These maintenance vehicle spaces would continue to be provided as per the standards within Part 3 of the Leicestershire Highways Design Guide. Access to the site would be provided by a new ghost island right turn lane junction on the A5 Watling Street. The proposed site layout plan is attached at **Appendix E**.

4.1.2 Additionally, two secure trailer bays would also be located on-site and would be shut and locked when not in use for maintenance. It is not anticipated that a permanent staff presence would be necessary, as is the case for existing operational CNG sites. These trailer bays would not be required during normal operation, nor for day-to-day vehicle manoeuvring.

4.1.3 The proposed site location is considered to be appropriate for this type of land use given the existing industrial and distribution uses located within close proximity, together with its location on the SRN.

4.2 Access

4.2.1 It is proposed that the site would be accessed via a new ghost island priority junction arrangement on the A5 Watling Street. The location of the proposed access junction is shown in **Photo 4.1** below, and the location of the existing field access onto the A5 is shown in **Photo 4.2** below.



Photograph 4.1: Location of Proposed Access onto the A5 (looking south)



Photograph 4.2: Location of Existing Field Access onto the A5





Vehicle Access Design

4.2.2 As part of this S.73 application, the consented access design has been altered to allow vehicle access and egress using either a right in/ left out or left in/ right out arrangement. This replaces the consented left in/ right out arrangement and requires additional highways works on the A5 to facilitate these vehicle movements.

4.2.3 As per the consented design, it is proposed that eastbound vehicles would access the site via a ghost-island right-turn lane arrangement. This ghost island junction would allow through traffic on the A5 to be unimpeded by vehicles associated with the CNG facility. **Drawing 22-240-120D** shows the proposed right turn lane arrangement. The proposals show a 3.6m wide running lane heading eastbound and a 3.5m running lane heading westbound, alongside a 3.65m right turn lane.

4.2.4 In-line with the consented application, it is proposed that all the carriageway widening would occur on the southern side of the A5, with the northern kerb to remain unaltered. The proposed access would tie into the existing kerbs to the east and west of the site. The proposed access junction has been designed in compliance with the guidance set out in CD 123 of the DMRB, with no deviations from standards required or proposed.

4.2.5 On the basis of the above, the taper length would be based on a ratio of 1:25, or 90m long, and the deceleration length of the right turn lane would be 55m in length. In addition to this, an extra 17m of queuing length would be provided in order to accommodate two waiting HGVs, and the proprietary 10m turning length within the right turn lane would also be provided.

4.2.6 The 4.5m x 160m visibility splays are achievable from the proposed access in either direction commensurate with the 50mph speed limit, and within the recorded 85th percentile speeds. Horizontal visibility splays for the site access junction are provided on **Drawing 22-240-125**,

4.2.7 The visibility splay to the east crosses the existing egress for the adjacent BP petrol filling station, around 100m east of the proposed site. Investigation of the existing situation has found that the growth of the hedgerow on the southern side of the A5 currently restricts visibility from the BP fuel station to significantly less than 4.5m x 160m. The proposed development would enable restoration of the full 4.5m x 160m visibility splay by a programme of roadside vegetation maintenance.

4.2.8 Additionally, as the vehicles exiting the proposed CNG site are HGVs, the height of the visibility splay was also considered. The average HGV driver sits over 2m off the ground in the cab, with an average eye height of approximately 2.5m above the ground. Vertical visibility splays are detailed in **Drawing 22-240-122A**. Therefore, it is considered that the proposed 160m visibility sight



line is sufficient for the HGV driver to look past egressing vehicles from BP fuel station and see oncoming vehicles on the A5, should the two vehicles be egressing at the same time. It is also important to note that should visibility not be clear; the HGV would not egress the site and would wait at the egress until the driver is satisfied that there is sufficiently clear visibility allow them to pull out. For completeness, the full 4.5m x 160m visibility splay to the right is achievable within the proposed development site and available public highway.

4.2.9 **Drawing 22-240-120D** shows the known highway boundary as published online by NH. As shown, the proposed access / egress design is within NH controlled land or applicant-controlled land and thus no third-party land is required. As illustrated on **Drawing 22-240-120D**, the proposed access design would tie into the existing road markings to the east and west of the site. As detailed previously, nearby planning application (HBBC ref. 21/01191/HYB) is required to alter the A5 carriageway to the west of the site, lowering the carriageway level and increasing headroom under the railway bridge.

4.2.10 A review of the Mount Park (HBBC ref. 21/01191/HYB) highway improvement measures compared to the CNG proposals is shown on **Drawing 22-240-123A**. Furthermore, **Drawing 22-240-125** illustrates analysis of horizontal visibility from the proposed CNG access towards the railway bridge, inclusive of the Mount Park highway improvement proposals.

HGV Swept Path Analysis

4.2.11 **Drawing 22-240-121E** shows swept path analysis of an 18.55m articulated vehicle accessing and egressing the site from both the east and west. As this drawing shows, the proposed right turn lane would provide sufficient width for an HGV to turn into the site. Additionally, adequate turning space would also be provided for an articulated lorry to turn left out of the site without overrunning the right turn lane.

4.2.12 As requested by National Highways Officers, swept path analysis of a 16.5m HGV has also been provided. **Drawing 22-240-123A** demonstrates vehicle access and egress from both directions using a 16.5m articulated vehicle which again demonstrates that all manoeuvres are able to be safely undertaken.

4.2.13 Swept path analysis of the proposed internal site layout is also provided on **Drawing 22-240-121E and 123A**. As these drawings show, the site layout is suitable for an articulated vehicle to manoeuvre within the site to access the pumps.

4.2.14 Similarly to the extant development, no gates or barriers would be required at the access / egress as each dispenser pump would be operated with a fob system linked to the CNG head office.



As such there would therefore there be no likelihood of a build-up of vehicles waiting to enter the site.

4.2.15 Vehicle trips associated with the proposed development are anticipated to be spread across the day, with the majority being linked or minor diverted trips from the surrounding road network, refer to **Section 5.0** for further analysis. As such the proposed development is not expected to add materially to the existing peak period traffic on the surrounding highway network.

4.2.16 Accordingly, it is considered that given the proposed access/ egress arrangements, the proximity to the SRN (A5), the expectation of a high proportion of linked vehicle trips, and the 24/ 7 nature of the proposals, that the proposed development would not have a material impact on the local highway network, including during the peak periods. Furthermore, it has been demonstrated that the changes proposed as part of this application would continue to comply with local and national policy and would not result in any significant highways impacts.

4.3 Operational Management

4.3.1 No change is proposed to the operation of the site as part of this proposal when compared to the consented proposal, however the operational management of the site has been explained within this section of the report for clarity. The proposed development would operate over a 24-hour period, seven days a week. This is due to the continuous supply chain of the distribution and logistics industry, and the aspiration to limit the impact of the HGVs visiting the development over a wide period.

4.3.2 It has been demonstrated through swept path analysis that the site layout can safely accommodate multiple HGV's using the pumps. The applicant has designed the site to avoid any waiting of vehicles for refuelling, and the number of pumps provided on site is based upon the likely demand for fuel in the area. It is considered that the demand would be such that the provision of ten pumps would allow a reasonable level of operational resilience for unexpected demand during a short period, or for pump maintenance/ repair. Furthermore, it is not anticipated that there would be a significant dwell time on site, and therefore there should be no cause for vehicles to queue whilst waiting to access the site or onto the A5.

4.3.3 Vehicles permitted to use the development for fuelling would be fitted with fobs which would enable refuelling via the pumping units, allowing only permitted HGVs to use the pumps, whilst not restricting access to the site itself. In the unlikely case of a vehicle arriving at the site in error, they would still be able to access the development and turn clear of the A5 within the site, before egressing in a forward gear.



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4.3.4 It is noted that all vehicles anticipated refuelling locations would be tracked to estimate fuel demand, pump demand, and the anticipated number of vehicles that would require refuelling over a given period. Additionally, it is noted that the site would be well located for vehicles arriving and departing from the nearby industrial and commercial units accessed off the A5.

4.3.5 It is not anticipated that there would be any vehicle conflicts on site. As shown in the site layout and swept path analysis drawings within this TS, the proposed site allows for sufficient space for stop/ start/ reversing manoeuvres. Should a vehicle be manoeuvring on site, such as reversing into the maintenance bays while another HGV wishes to access the site, there is sufficient space within the proposed site for the HGV to wait without causing any blocking issues onto the A5.

4.3.6 With regard to the previously consented scheme, it is noted that LCC raised concern over the site being used as a rest stop for HGVs during pre-application discussions for the consented development. Similarly to the consented development, the Applicant would not permit any HGVs to use the site as a rest stop and the site would be monitored via a CCTV system. As such, no parking area is proposed and signage indicating this will be installed. Similarly, no driver welfare facilities are proposed e.g., toilets, cafes, or seating. As mentioned previously, sufficient space will be provided on site to allow vehicles who wrongly enter the site to safely manoeuvre and egress the site.



5.0 TRIP GENERATION

5.1 *General*

5.1.1 As a result of the sites unique use as a bio-gas fuelling facility, vehicle trips for the development have been estimated based on a “first principles” assessment using existing data from a number of operational CNG fuelling facilities across England. The methodology builds on the trip generation approach that was used for the consented scheme’s Transport Statement, which used data from one operational CNG facility. This assessment uses trip generation data gathered at 14 of CNG’s operational sites, which aims to provide a broader assessment of the expected trip generation demand at the site.

5.1.2 The first principles data used as part of this trip generation assessment is considered to provide the most up to date assessment of the number and profile of trips associated with CNG’s development sites and is based upon 14 of CNG’s sites (including CNG Warrington, the site that the consented trip generation data was previously extracted from). As stated above, this methodology builds upon the methodology that was used within the consented TA by using additional CNG sites data rather than one site.

5.1.3 The above-described approach is considered to provide a more accurate representation of the impact of this development than an assessment of theoretical capacity based on the number of pumps provided or an assessment based on data from the TRICS database. Furthermore, this methodology is considered to provide the most accurate and robust assessment of the potential trip attraction for the proposed development. An assessment has also been undertaken to demonstrate the difference between the consented and proposed trip generation, which demonstrates a significant reduction in trips due to the reduced number of pumps proposed and the updated trip generation assessment methodology.

5.2 *Trip Generation – Proposed Use*

5.2.1 As set out above, the trip generation has been derived from operational CNG site arrival data from 14 of CNG’s sites, to forecast the number of potential trips that could arise from the proposed CNG Hinckley site. On this basis, the average arrival data for the latest CNG sites from a typical week in May 2025 has been used as a baseline. The arrival per hour data has been averaged for the weekday periods, when CNG fuels and the local highway network demand is typically higher, with weekend data discounted; this allows for a robust assessment when deriving a “trip-per-hour” rate.



5.2.2 The average trip rates shown below in **Table 5-1** provides an indication of the anticipated number of trips to the site throughout the day, with the AM and PM peak periods highlighted for clarity.

Table 5.1: CNG Hinkley – Estimated Hourly Demand (Ten Pumps)

Time Start	Time End	Average Arrival Per Hour (Weekday) 10 Pumps
00:00	01:00	6
01:00	02:00	5
02:00	03:00	5
03:00	04:00	7
04:00	05:00	6
05:00	06:00	5
06:00	07:00	6
07:00	08:00	5
08:00	09:00	6
09:00	10:00	6
10:00	11:00	6
11:00	12:00	6
12:00	13:00	6
13:00	14:00	6
14:00	15:00	6
15:00	16:00	6
16:00	17:00	5
17:00	18:00	5
18:00	19:00	6
19:00	20:00	6
20:00	21:00	6
21:00	22:00	6
22:00	23:00	7
23:00	00:00	6

5.2.3 **Table 5-1** demonstrates that the proposed total of ten pumps would attract circa 12 two-way movements (six arrivals and six departures) in the AM peak period, and circa ten two-way movements in the PM peak period. This level of estimated trips is not expected to cause any material impact on the surrounding highway network.

5.2.4 Additionally, the site is anticipated to see a peak hourly arrival figure of seven HGV's (or 14 two way HGV trips), during the hours of 03:00-04:00 and 22:00-23:00. This equates to around one HGV every four minutes during either of the peak hours. It is therefore, not anticipated that there would be any blocking back onto the A5 due to HGVs waiting to access the site, due to the site



operating ten pumps. It is further noted that should two HGVs arrive at the site at the same time, the right turn lane has been designed to accommodate both vehicles simultaneously.

5.2.5 Given that the S.73 application proposes a reduction in the number of pumps proposed at the site when compared to the consented development, the number of vehicles that would use the site is lower than what was previously consented. Therefore, the impact of the proposed development, in terms of trip generation would be reduced when compared with the previously consented development. As such, no further highways or junction assessments have been undertaken. **Table 5-2** sets out the change in trip generation when comparing the consented trip generation to the updated trip generation assessment which has been undertaken as part of this application. This assessment uses the most up to date CNG data from 14 sites to calculate the likely trip generation for the proposed development.

**Table 5-2: Net Trip Generation (Consented and Proposed)**

Time Start	Time End	Consented Trip Generation (12 pumps)	Updated Trip Generation (10 pumps)	Net Trip Generation
00:00	01:00	15	6	-9
01:00	02:00	11	5	-6
02:00	03:00	8	5	-3
03:00	04:00	7	7	0
04:00	05:00	8	6	-2
05:00	06:00	9	5	-4
06:00	07:00	6	6	0
07:00	08:00	7	5	-2
08:00	09:00	9	6	-3
09:00	10:00	10	6	-4
10:00	11:00	10	6	-4
11:00	12:00	7	6	-1
12:00	13:00	7	6	-1
13:00	14:00	8	6	-2
14:00	15:00	6	6	0
15:00	16:00	14	6	-8
16:00	17:00	11	5	-6
17:00	18:00	11	5	-6
18:00	19:00	15	6	-9
19:00	20:00	12	6	-6
20:00	21:00	15	6	-9
21:00	22:00	13	6	-7
22:00	23:00	12	7	-5
23:00	00:00	14	6	-8
Total	-	245	140	-105

5.2.6 **Table 5-2** demonstrates that there would be a significant reduction in trips when comparing the previously consented development and the proposed development, this is due both to a reduction in the number of pumps proposed and due to the use of updated trip generation data as part of this Transport Statement. The data used as part of this assessment derived data from 14 of CNG's operational sites to provide the most up-to-date assessment of the proposed development, beyond that of the trip generation assessment that was undertaken for the consented development. This demonstrates that the proposed development would be expected to generate 105 fewer trips over the course of a 24-hour period than was previously forecast.



5.3 *Summary*

5.3.1 The above trip generation demonstrates that the proposed development would generate substantially fewer trips than the consented development, as such these proposals represent a betterment in terms of trip generation compared to the consented development. As such, it is considered that the proposed trip generation would be able to be accommodated on the local highway network without any significant highways impact.

5.3.2 Furthermore, CNG Fuels sites are not outright trip generators as they only serve customers who have predetermined access to pumps, and for HGVs that have swapped to biofuel. Therefore, the majority of trips associated with the site would be linked/ passby trips, with the HGVs already being on the local highway network. Therefore, the refuelling facility would only be diverting the existing trips on the local highway network, rather than adding new trips.

5.3.3 The associated plant parking spaces are proposed to be used on an ad-hoc basis for maintenance vehicles, with no permanent staff. The unit is therefore unlikely to generate regular or significant vehicle trips. Vehicle movements associated with the maintenance of the site would therefore be judged to be of negligible impact. It is considered that the above user-specific methodology provides the most accurate and robust assessment of the potential trip attraction for the proposed development.



6.0 SUMMARY AND CONCLUSION

6.1 *General*

6.1.1 This Transport Statement (TS) has been prepared by Odyssey as part of a Section 73 planning application on behalf of CNG Fuels Limited. This TS sets out the changes proposed to the consented development and examines highways and transport impacts associated with the proposed development of a bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley.

6.1.2 The site is located south of the A5 Watling Street, west of an existing BP petrol filling station and approximately 200m from the Watling Street / Hammonds Way roundabout. The A5 is part of the Strategic Road Network managed by National Highways. This report has considered the proposals in the context of relevant national and local policy and has found the proposals to be in line with the thrust of transport planning policy.

6.1.3 As set out in **Section 3.2** of this report, a nearby consented planning application (HBBC ref. 21/01191/HYB) was required by planning condition to lower the level of the A5 carriageway under the existing railway bridge to increase the available space between the carriageway surface and the railway bridge and reduce the potential perceived risk of bridge strikes. The possibility of HGV strikes of the railway bridge was raised during the previous pre-application engagement during the submission of the consented application and the proposed improvements as part of the HBBC ref. 21/01191/HYB application is considered to resolve the issue of potential strikes.

6.1.4 A suitable ghost island priority junction arrangement is proposed to appropriately facilitate vehicular access to and from the site. This arrangement is capable of accommodating HGVs without impeding the flow of other traffic, these being the vehicles which will use the site most frequently.

6.1.5 An analysis of trips expected from the proposed development has been undertaken based on a “first principles” assessment using existing (updated) data from a number of operational CNG fuelling facilities across England. The assessment uses the most recent trip generation data derived from 14 of CNG’s operational sites, which aims to provide an accurate assessment of the expected trip generation demand at the site.

6.1.6 As this S.73 application proposes a reduction in the number of pumps proposed at the site when compared to the consented development, the number of vehicles that would use the site is lower than what was previously forecast. Therefore, the impact of the proposed development, in terms of trip generation would be reduced when compared with the previously consented



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development. The assessment demonstrates that the proposed development would be expected to generate 105 fewer trips over the course of a 24-hour period than was previously expected.

6.1.7 Based on the above, it is considered that the proposals could be accommodated without detriment to the operation of the local highway network. As such, the development proposals would not result in a 'severe' impact and are considered to be acceptable and in accordance with both national and local transport policy.

FIGURES

