



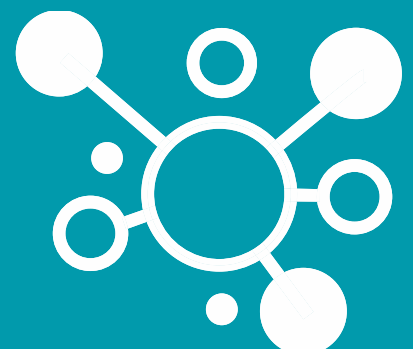
Client:  
**Macc Group**

Project:  
**Station Road  
Wigston**

Project No:  
**T22540**  
Report Title:  
**Transport Statement**

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Rev: C  
Date: 28<sup>th</sup> November 2023

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Macc Group to provide transport advice regarding the part demolition and extension to Bushloe House and change of use from office to residential apartments (Use Class C2), and erection of care home (Use Class C2); with associated parking, landscaping and ancillary works.
- 1.2 The site was previously used as offices for Oadby & Wigston Borough Council and consent is now sought for an 80-bed Care Home along with 21 assisted living apartments; the site location is shown on **Figure 1.1**.

## Structure of the Report

- 1.3 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.
- 1.4 Following this introduction, the report is set out as follows:
  - Section 2.0 – Background Information and Sustainability
  - Section 3.0 – Development Proposals
  - Section 4.0 – Traffic Generation and Impact
  - Section 5.0 – Summary and Conclusion

## Limitations of the Report

- 1.5 This report has been undertaken at the request of Macc Group, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from several external sources (such as TRICS, traffic count data and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.



## 2.0 Background Information

### Extant Permission

- 2.1 As detailed in paragraph 1.1, the proposed development site was previously used as offices for Oadby & Wigston Borough Council, with internal floor area of c.1,387spm.

### Highway Network

- 2.2 The site is located in South Wigston, approximately 900m southwest from the centre of Wigston Town Centre.
- 2.3 Vehicular access to the site is gained via the B582 Station Road, running along the southern edge of the site.
- 2.4 Station Road is a local distributor road, however it is primarily residential in nature and is subject to a 30mph speed limit; it has a carriageway width of c.6.7m with footway provision on the southern side of c.2.0m width, and segregated footway/cycleway provision on the northern side along the site frontage of between 3.0m and 3.5m overall width.
- 2.5 At its western end, it connects to the A426 and provides access to Blaby and the M1; at its eastern end, it becomes Moat Street and connects to the A5199 Bull Head Street which runs north-south through Wigston and provides access to the A563 Palmerston Way to the north, and several small settlements to the south (such as Kilby, Arnesby and Shearsby).

### Sustainable Modes

#### *Walking*

- 2.6 As indicated above, the site takes access from Station Road, running along the southern edge of the site. The road is subject to a 30mph speed limit and has a segregated footway/cycleway on the northern edge of the carriageway and a footway along the southern edge of the carriageway.
- 2.7 There is a pelican crossing approximately 75m to the west of the site access, providing access to the southern footway.
- 2.8 The area in the immediate vicinity of the site is relatively flat, making the site easily accessible via wheelchair or pushchair.
- 2.9 The other roads around the site are generally lightly trafficked, subject to a 30mph speed limit and are overlooked by residential properties.
- 2.10 The proposed development site is on the outskirts of Wigston, approximately 900m southwest of the town centre. Wigston Town Centre has numerous amenities typical of such a town centre, such as supermarkets, cafes, and pubs.
- 2.11 Additionally, between 1.2 and 1.5km west of the site are amenities on Blaby Road in South Wigston, these facilities include convenience stores, cafes, takeaways, restaurants, pharmacies and a surgery.
- 2.12 The key local facilities (those likely to be used by residents and employees during the working day) in the vicinity of the site are listed in **Table 1** below can be identified in **Figure 2.1**.

**Table 1 – Distance to Local Facilities**

| Amenity                                 | Distance     |
|---|--------------|
| The Elms Social and Services Club       | 280m         |
| Central Avenue Central Christian Church | 310m         |
| The Plough Inn                          | 310m         |
| Wigston Central Surgery and Pharmacy    | 350m         |
| All Saints Church                       | 410m         |
| Spring House Chinese Takeaway           | 450m         |
| Old Crown Pub                           | 500m         |
| Wigston Pool and Fitness Centre         | 550m         |
| 1852 Brewery Pub                        | 600m         |
| Cherry Stores                           | 650m         |
| SPAR Wigston                            | 650m         |
| Sainsbury's Local                       | 700m         |
| Blue Breeze Chippy                      | 750m         |
| Wigston Town Centre Amenities           | 750m - 1.1km |
| Lidl                                    | 850m         |
| Tesco Superstore                        | 950m         |
| South Wigston Amenities                 | 1.2-1.5km    |

- 2.13 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 2.14 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 2.15 In respect of walking, Table NTS0303 of the latest National Travel Survey (released August 2022) indicates that the average walk trip distance in 2021 was 0.8 miles or 1.28km.
- 2.16 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.28km average walk distance.
- 2.17 **Figure 2.2** shows the 800m, 1.2km and 2.0km walking distances for the site. It is considered that the site is well located for residents and employees to access a significant range of amenities on foot, such as shops, education facilities, health care facilities and places to eat.

*Cycling*

- 2.18 Local residential streets across the area are subject to 30mph speed restrictions and considered suitable for use by cyclists.
- 2.19 In respect of cycling, Table NTS0303 indicates that the average cycle trip distance in 2021 was 3.6 miles or 5.76km.

- 2.20 There is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle, which is broadly in line with the NTS average cycle trip distance.
- 2.21 Given the above, it is considered that a 5km distance is a reasonable threshold within which to consider cycling trips to/from the site, particularly for employees; all facilities listed in **Table 1** are located well within the 5km maximum cycle distance and, in fact, such a distance covers a significant area extending through Wigston and other surrounding settlements such as Oadby and Blaby, as shown in **Figure 2.3**.

*Public Transport*

- 2.22 The nearest set of bus stops are located on Station Road, c.100m from the centre of the site.
- 2.23 These stops are served by the number 47/47A and 48/48A services; a summary is provided in **Table 2**.

**Table 2 – Local Bus Services**

| Service No.   | Route   | Frequency per hour (approx.)  |                             |     |
|---------------|---|-------------------------------|-----------------------------|-----|
|               |   | Mon - Fri                     | Sat                         | Sun |
| 47/47A/48/48A | Leicester – Knighton – Wigston – South Wigston – Aylestone – Leicester (Circular Route) | 4 per hour<br>(06:50 – 22:30) | 2 per hour<br>06:22 – 22:50 | N/A |

- 2.24 The nearest rail station to the site is South Wigston, approximately 1.4km to the west of the site. The station has no cycle or car parking facilities.
- 2.25 There is one service per hour running between Birmingham New Street and Leicester stations via Narborough, Hinckley, Nuneaton and Coleshill Parkway.

**Summary of Sustainable Travel**

- 2.26 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce the reliance on the private car.
- 2.27 It is therefore considered that residents and employees will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

**Personal Injury Accident Data**

- 2.28 To establish road safety conditions on the highway network in the vicinity of the site, PIA data in the immediate vicinity of the site has been requested from Leicestershire County Council and is included as **Appendix A** to this report; the search period provided was between 1<sup>st</sup> January 2018 and 29<sup>th</sup> May 2023. The search area covers Station Road between the junction with Clarkes Road to the west and the junction with Long Street to the east.
- 2.29 In the latest five-year period, there have been just four personal injury accidents (PIAs) in in this search area; all of which were slight in severity.
- 2.30 One of these accidents involved a pedal cycle in a collision with a motorcycle along Station Road not at a junction; whilst one involved a pedestrian.

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- 2.31 Whilst all PIAs are regrettable, it is not considered that neither the volume nor severity of PIAs in the surrounding area are a cause for concern, particularly when considering the traffic generation associated with the proposed development, and when considered against that associated with the existing use.

## 3.0 Development Proposals

### Site Proposal

3.1 The proposal is for the change of use at the site from offices to an 80-bed Care Home along with 21 assisted living apartments.

### Parking Provision

3.2 The development proposes 30 parking spaces (incl. 2 disabled spaces) for the Care Home and 23 parking spaces (incl. 2 disabled spaces) for the assisted living apartments.

3.3 The Leicestershire Highway Design Guide Table DG11 sets out the normal maximum parking standards in Leicestershire. There is no specific guidance or threshold provided for a Care Home use, nor for assisted living apartments; therefore, for the latter we have robustly used the DCLG methodology set out in LCC's guidance.

3.4 For the Care Home, it is considered appropriate to take into account the traffic generation analysis (from the TRICS database) and the ratio of parking provision across the sites used.

3.5 For the Care Home use, **Table 3** below sets out the number of residents and parking provision:

**Table 3 – Care Home TRICS Parking Assessment**

| Care Home Site               | TRICS Ref. | Residents  | Parking Spaces | Parking Ratio |
|------------------------------|------------|------------|----------------|---------------|
| Derby                        | DY-05-F-01 | 70         | 23             | 0.33          |
| Hailsham                     | ES-05-F-02 | 69         | 31             | 0.45          |
| Rochdale                     | GM-05-F-03 | 30         | 15             | 0.50          |
| Kettering                    | NN-05-F-01 | 60         | 26             | 0.43          |
| Nottingham                   | NT-05-F-02 | 34         | 10             | 0.29          |
| Newport                      | NW-05-F-01 | 54         | 45             | 0.83          |
| Richmond                     | NY-05-F-05 | 37         | 15             | 0.41          |
| Southampton                  | SP-05-F-01 | 42         | 29             | 0.69          |
| Dunblane                     | SR-05-F-01 | 60         | 20             | 0.33          |
| Southend                     | SS-05-F-01 | 17         | 3              | 0.18          |
| Swansea                      | SW-05-F-01 | 78         | 11             | 0.14          |
| Gateshead                    | TW-05-F-03 | 52         | 10             | 0.19          |
| Wokingham                    | WG-05-F-01 | 58         | 20             | 0.34          |
| Leamington                   | WK-05-F-01 | 32         | 7              | 0.22          |
| Worthing                     | WS-05-F-02 | 54         | 13             | 0.24          |
| <b>Average Parking Ratio</b> |            | <b>747</b> | <b>278</b>     | <b>0.37</b>   |

- 3.6 The Care Home development will comprise 80 bedrooms and will provide 30 parking spaces, at a ratio of 0.38 spaces per bedroom/resident.
- 3.7 This is in line with the average ratio set out in **Table 3** above, and as such is considered to be acceptable.
- 3.8 In terms of the assisted living apartment scheme, as indicated above we have utilised the DCLG methodology; as set out in **Appendix B**, the average car ownership across Oadby & Wigston is 1.34.
- 3.9 The development proposes 21 assisted living apartments, which comprise a mix of 1 and 2 bedrooms plus an open plan kitchen/lounge and bathroom.
- 3.10 Table 1 on page 9 of the DCLG research document sets out the typical additional demand for unallocated parking based on average car ownership per dwelling, depending on the number of allocated spaces per dwelling.
- 3.11 Using the car ownership for Oadby & Wigston of 1.34, with 1 allocated space per unit (as is proposed for the development here), the additional demand for unallocated parking is 0.4 spaces per unit.
- 3.12 Therefore, the overall parking demand is 1.34 plus 0.4, which gives 1.74 spaces per dwelling as the overall requirement.
- 3.13 The development proposes 23 parking spaces for the assisted living apartments, whilst the DCLG calculation would indicate a requirement for 40 spaces.
- 3.14 However, it is worth highlighting that we have robustly assumed that the assisted living units are treated the same as private residential apartments; in reality, the parking demand for these units will be significantly lower than for privately owned units and as such, the provision of spaces is considered to be appropriate for the proposed development.
- 3.15 This is further supported by consideration of the parking ratio across the TRICS sites used for the traffic generation associated with the assisted living units, as shown below in **Table 4**.

**Table 4 – Assisted Living TRICS Parking Assessment**

| Care Home Site               | TRICS Ref. | Units/Dwellings | Parking Spaces | Parking Ratio |
|------------------------------|------------|-----------------|----------------|---------------|
| Northwich                    | AC-03-P-01 | 58              | 25             | 0.43          |
| Bournemouth                  | BC-03-P-01 | 66              | 33             | 0.50          |
| Loughborough                 | LE-03-P-01 | 47              | 13             | 0.28          |
| Norwich                      | NF-03-P-01 | 40              | 15             | 0.38          |
| Norwich                      | NF-03-P-02 | 40              | 18             | 0.45          |
| Ripon                        | NY-03-P-01 | 40              | 16             | 0.40          |
| Peterborough                 | PB-03-P-01 | 79              | 31             | 0.39          |
| Paignton                     | TB-03-P-01 | 11              | 6              | 0.55          |
| Newcastle upon Tyne          | TW-03-P-01 | 42              | 30             | 0.71          |
| Worthing                     | WS-03-P-01 | 54              | 24             | 0.44          |
| <b>Average Parking Ratio</b> |            | <b>477</b>      | <b>211</b>     | <b>0.44</b>   |

- 3.16 The average parking ratio for the sites within the TRICS database is 0.44 parking spaces per dwelling, with a maximum of 0.71 for site TW-03-P-01.
- 3.17 The proposal for the Station Road site is to provide a ratio of 1.09 spaces per dwelling.
- 3.18 As such, it is considered that the parking provision will be more than sufficient for the proposed development and will help to ensure that there are no off-site parking issues caused by the development across the local highway network.

#### **Vehicle and Pedestrian Access**

- 3.19 The current site access will be used for vehicular and pedestrian access and is shown on drawing **T22540.001 rev B**, along with swept path analysis demonstrating that large cars can easily enter and leave the site in a forward gear (and pass one another at the access).
- 3.20 It should be noted that the existing visibility available at the access junction is in excess of 70m to the east and 140m to the west, from a 2.4m setback distance, as a result of the wide footway/cycleway facility along the northern side of Station Road.
- 3.21 The internal access road width is c.5.8m.
- 3.22 Drawings **T22540.001 rev B** and **T22540.002 rev A** also demonstrate that a large refuse vehicle is able to enter and leave the site in a forward gear (the largest and most onerous vehicle expected to visit the site on a regular basis).
- 3.23 As such, the site access junction will provide safe and suitable access to the proposed development.

## 4.0 Traffic Generation and Impact

### Traffic Generation

- 4.1 A comparative TRICS analysis has been undertaken between the extant permission and the proposed development; it should be noted that the AM peak hour is 08:00-09:00 and the PM peak hour is 17:00-18:00, so that the development proposal impact can be assessed against the 'typical' background highway network peak hours.
- 4.2 The trip rates that have been extracted from the database are provided as **Appendix C to Appendix E** and are based upon the following search parameters:

#### *Employment – Office*

- Land Use – Employment, Office
- Regions – United Kingdom (excl. Greater London and Ireland)
- GFA – 178 to 3,000 sqm
- Date Range – 01/01/2012 to 23/11/2022
- Selected Days – Weekdays
- Selected Locations – Edge of Town Centre, Suburban Area, Edge of Town

#### *Health – Care Home (Elderly Residential)*

- Land Use – Health, Care Home (Elderly Residential)
- Regions – United Kingdom (excl. Greater London and Ireland)
- Range – 17 to 78 residents
- Date Range – 01/01/2012 to 22/10/2022
- Selected Days – Weekdays
- Selected Locations – Edge of Town Centre, Suburban Area, Edge of Town

#### *Residential – Assisted Living*

- Land Use – Residential, Assisted Living
- Regions – United Kingdom (excl. Greater London and Ireland)
- Range – 11 to 79 dwellings
- Date Range – 01/01/2012 to 27/09/2022
- Selected Days – Weekdays
- Selected Locations – Edge of Town Centre, Suburban Area, Edge of Town

- 4.3 The results are provided in **Tables 5 to 9** below; in all cases, surveys undertaken during the Covid-19 pandemic restrictions have been manually removed from the analysis.



**Table 5 – TRICS Analysis – Extant Permission (1,387 sqm net internal area Office)**

| Peak Period | Trip Rate (per 100 sqm GFA) |       | Vehicle Trips |     | Total |
|-------------|-----------------------------|-------|---------------|-----|-------|
|             | In                          | Out   | In            | Out |       |
| AM          | 1.947                       | 0.207 | 27            | 3   | 30    |
| PM          | 0.216                       | 1.887 | 3             | 26  | 29    |

**Table 6 – TRICS Analysis – Proposed 80-bed Care Home**

| Peak Period | Trip Rate (per bed) |       | Vehicle Trips |     | Total |
|-------------|---------------------|-------|---------------|-----|-------|
|             | In                  | Out   | In            | Out |       |
| AM          | 0.079               | 0.063 | 6             | 5   | 11    |
| PM          | 0.046               | 0.084 | 4             | 7   | 11    |

**Table 7 – TRICS Analysis – Proposed 21-bed Assisted Living Apartments**

| Peak Period | Trip Rate (per dwelling) |       | Vehicle Trips |     | Total |
|-------------|--------------------------|-------|---------------|-----|-------|
|             | In                       | Out   | In            | Out |       |
| AM          | 0.078                    | 0.038 | 2             | 1   | 3     |
| PM          | 0.052                    | 0.080 | 1             | 2   | 3     |

**Table 8 – TRICS Analysis – Proposed Development (Combined)**

| Peak Period | Trip Rate |     | Vehicle Trips |     | Total |
|-------------|-----------|-----|---------------|-----|-------|
|             | In        | Out | In            | Out |       |
| AM          | N/A       |     | 8             | 6   | 14    |
| PM          |           |     | 5             | 9   | 14    |

**Table 9 – TRICS Analysis – Comparison**

| Peak Period | Vehicle Trip Difference |     | Total Difference |
|-------------|-------------------------|-----|------------------|
|             | In                      | Out |                  |
| AM          | -19                     | +3  | -16              |
| PM          | +2                      | -17 | -15              |

- 4.4 **Tables 5 to 9** demonstrate that the proposed development will result in a net decrease in vehicle trips during both the morning and evening peak hours.
- 4.5 However, even if the proposed development was treated as entirely new to the network, the additional traffic movements are minimal and represent one additional vehicle every five to six minutes during the peak hours.

**Traffic Impact**

- 4.6 The proposed development is forecast to result in reduction in vehicle movements in the morning peak, with 16 fewer trips and 15 fewer trips in the evening peak, compared to the extant permission.
- 4.7 To undertake an assessment of the site access capacity, traffic flows on Station Road have been taken from the forecast figures from the TA for the Land at Former R F Brookes, Magna Road development. TEMPro growth factors applied to the 2026 base flows to obtain 2028 traffic flows and the development traffic from the RF Brookes site and the proposed development have been added. The traffic flows are shown in **Figures 4.1 to 4.6**.
- 4.8 The site access has been assessed using the PICADY module of Junction 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix F**.
- 4.9 **Table 10** indicates how the junction is predicted to operate in 2028 with the development in place, and committed development traffic added to the network.

**Table 10 – Station Road/Site Access Junction Analysis Results**

| Approach       | AM Peak 08:00-09:00 |       |           | PM Peak 17:00-18:00 |       |           |
|----------------|---------------------|-------|-----------|---------------------|-------|-----------|
|                | RFC                 | Queue | Delay (s) | RFC                 | Queue | Delay (s) |
| Site Access    | 0.04                | 0     | 22.07     | 0.08                | 0     | 36.43     |
| Station Rd (E) | 0.03                | 0     | 4.10      | 0.01                | 0     | 4.33      |

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

- 4.10 **Table 10** indicates that the access junction will have significant spare capacity, with no queues and minimal delays.

## 5.0 Summary and Conclusion

### Summary

- 5.1 Hub Transport Planning Ltd has been commissioned by Macc Group to provide transport advice for an 80-bed care home facility and 21 assisted living apartments.
- 5.2 Sustainable travel options to and from the proposed development site are very good, with a range of facilities available within a short walking distance of the site.
- 5.3 There are frequent bus services serving Leicester, Knighton and Aylestone.
- 5.4 Accident analysis demonstrates that the proposed development will not have an unacceptable impact on highway safety.
- 5.5 The proposed development will result in fewer trips to/from the site compared to the extant permission; as such, only an assessment of the site access is required, and the analysis demonstrates that the existing site access junction will operate with significant spare capacity in both peak hours with the development in operation.
- 5.6 The parking proposed is considered appropriate for the development mix and swept path analysis demonstrates that all required vehicles will be able to enter and leave the site in a forward gear.

### Conclusion

- 5.7 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 5.8 The development is located to make use of existing infrastructure and services and is sustainable in transport terms.
- 5.9 Bearing the above in mind, the NPPF states 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 would be severe.”*
- 5.10 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will have a negligible impact on both the operation of the local highway network and highway safety.
- 5.11 Based on the above, it can be concluded that there are no transport or traffic reasons why the development site should not be granted planning permission.

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## Figures





**Legend**

-  Site
-  Bus Stops
-  Rail Station

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**Figure 1.1 – Site Location**





- Legend**
- Site
  - Bus Stops
  - Rail Station
  - Wigston Town Centre Amenities
  - South Wigston Amenities
  - 1 Wigston Central Surgery and Pharmacy
  - 2 Bushloe End Surgery
  - 3 The Elms Social and Services Club
  - 4 The Plough Inn
  - 5 Spring House Chinese Takeaway
  - 6 Old Crown Pub
  - 7 Wigston Pool and Fitness Centre
  - 8 1852 Brewery Pub
  - 9 Blue Breeze Chippy
  - 10 Central Avenue Central Christian Church
  - 11 All Saints Church
  - 12 Cherry Stores
  - 13 SPAR Wigston
  - 14 Sainsbury's Local
  - 15 Lidl
  - 16 Tesco Superstore

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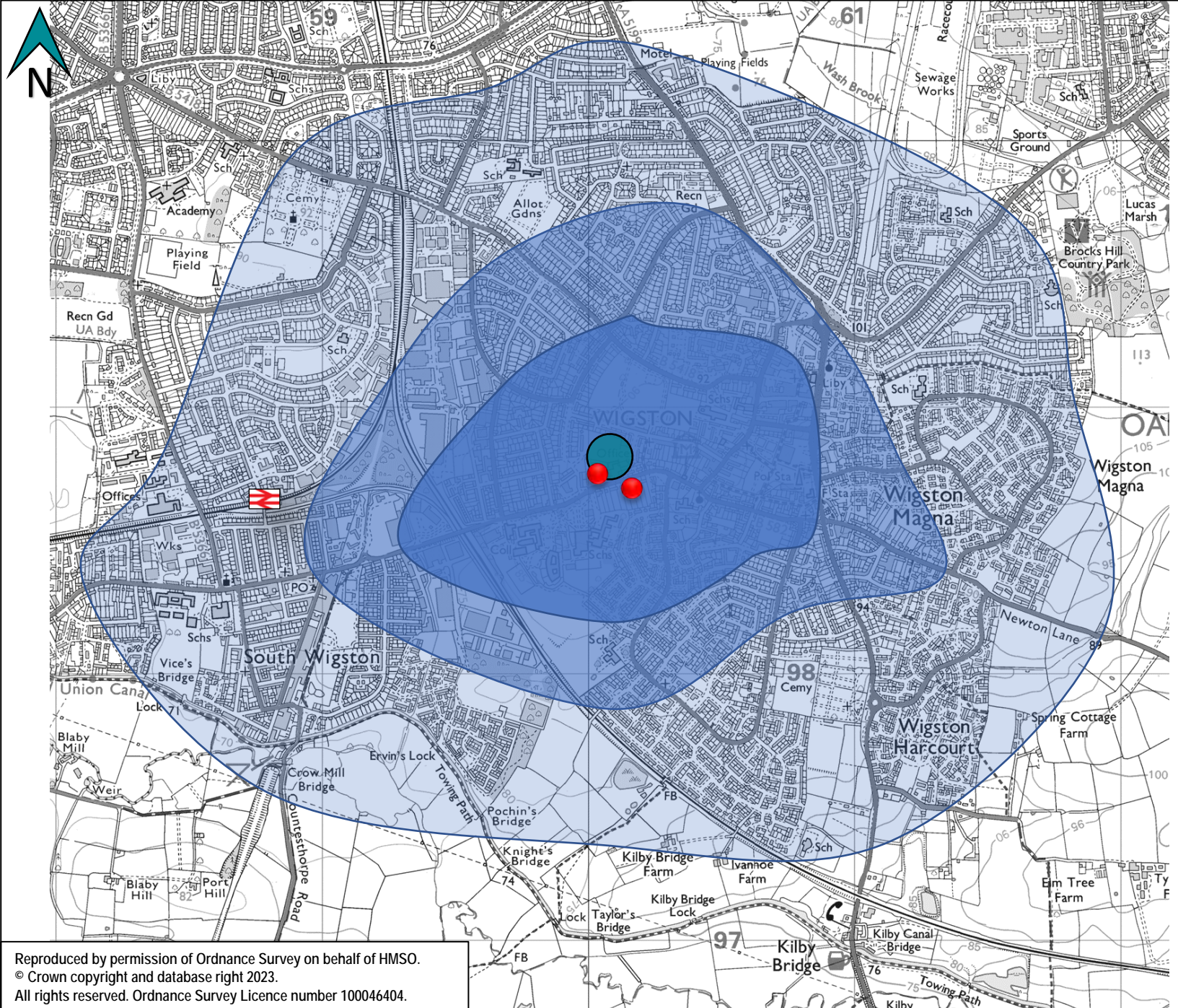
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Station Road, Wigston

**Figure 2.1 – Local Facilities**





- Legend**
- Site
  - Bus Stops
  - Rail Station
  - 800m Walk Distances
  - 1.2km Walk Distances
  - 2km Walk Distances



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**Figure 2.2 – Walk Distances**





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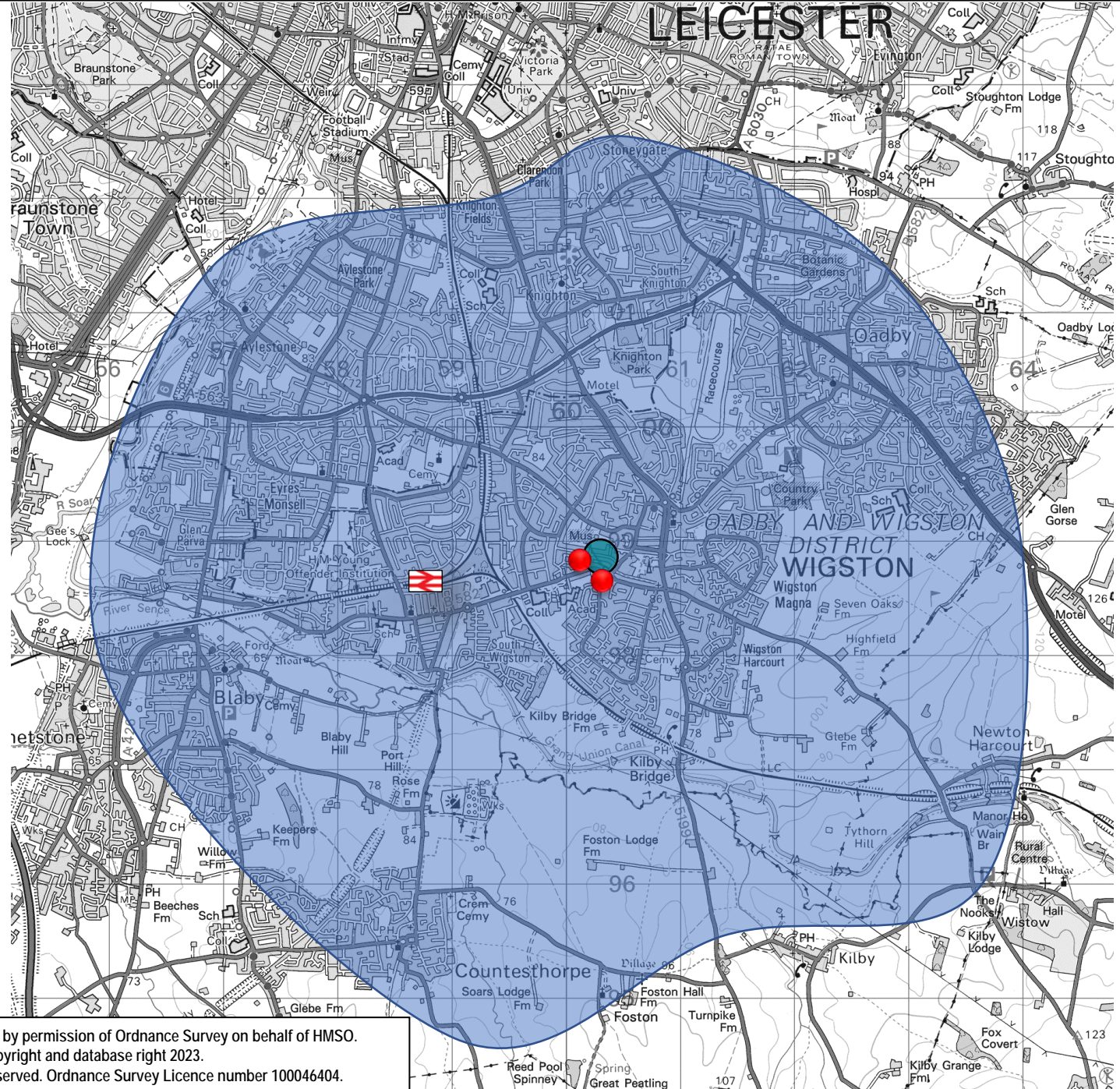




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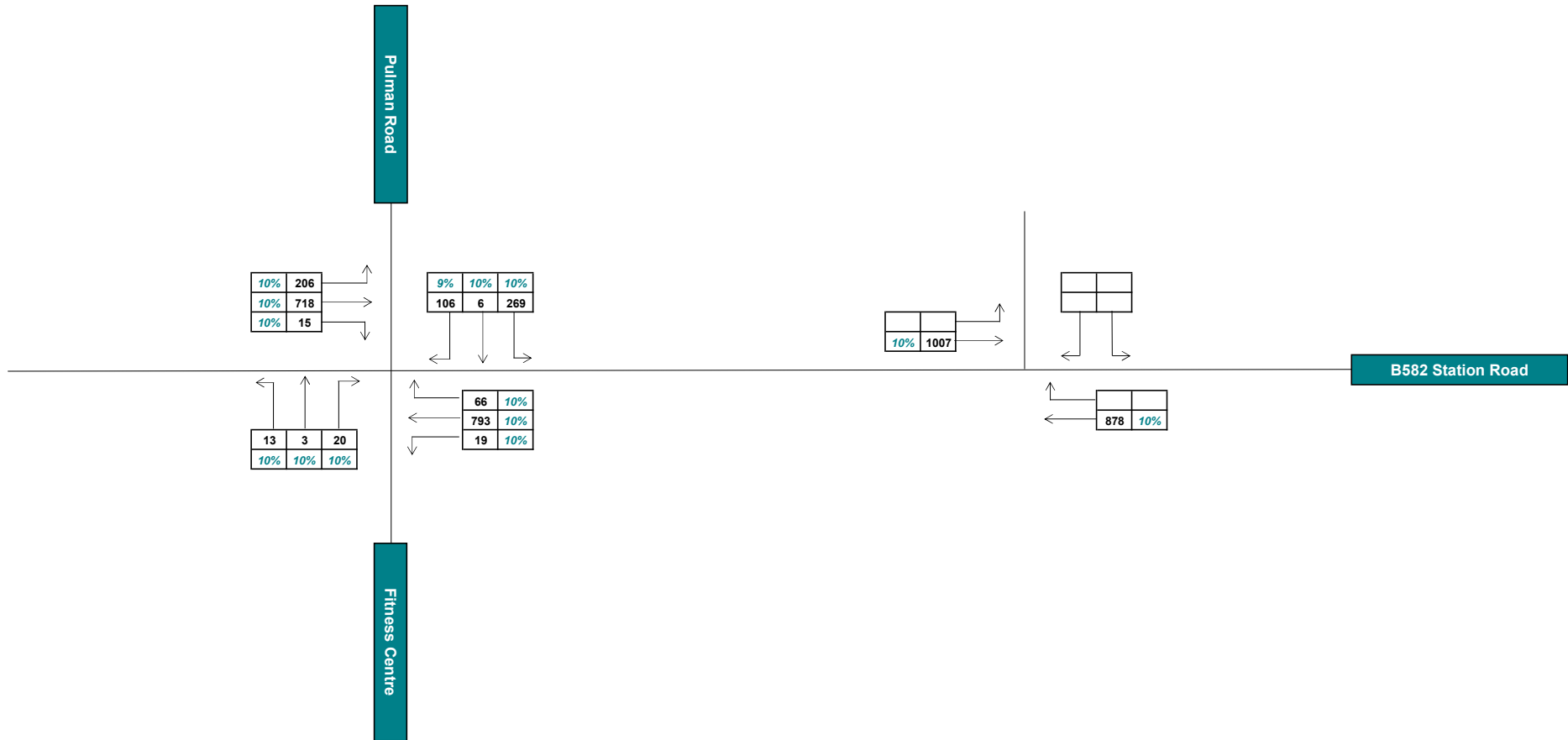
## Legend

-  Site
-  Bus Stops
-  Rail Station
-  5km Cycle Distance



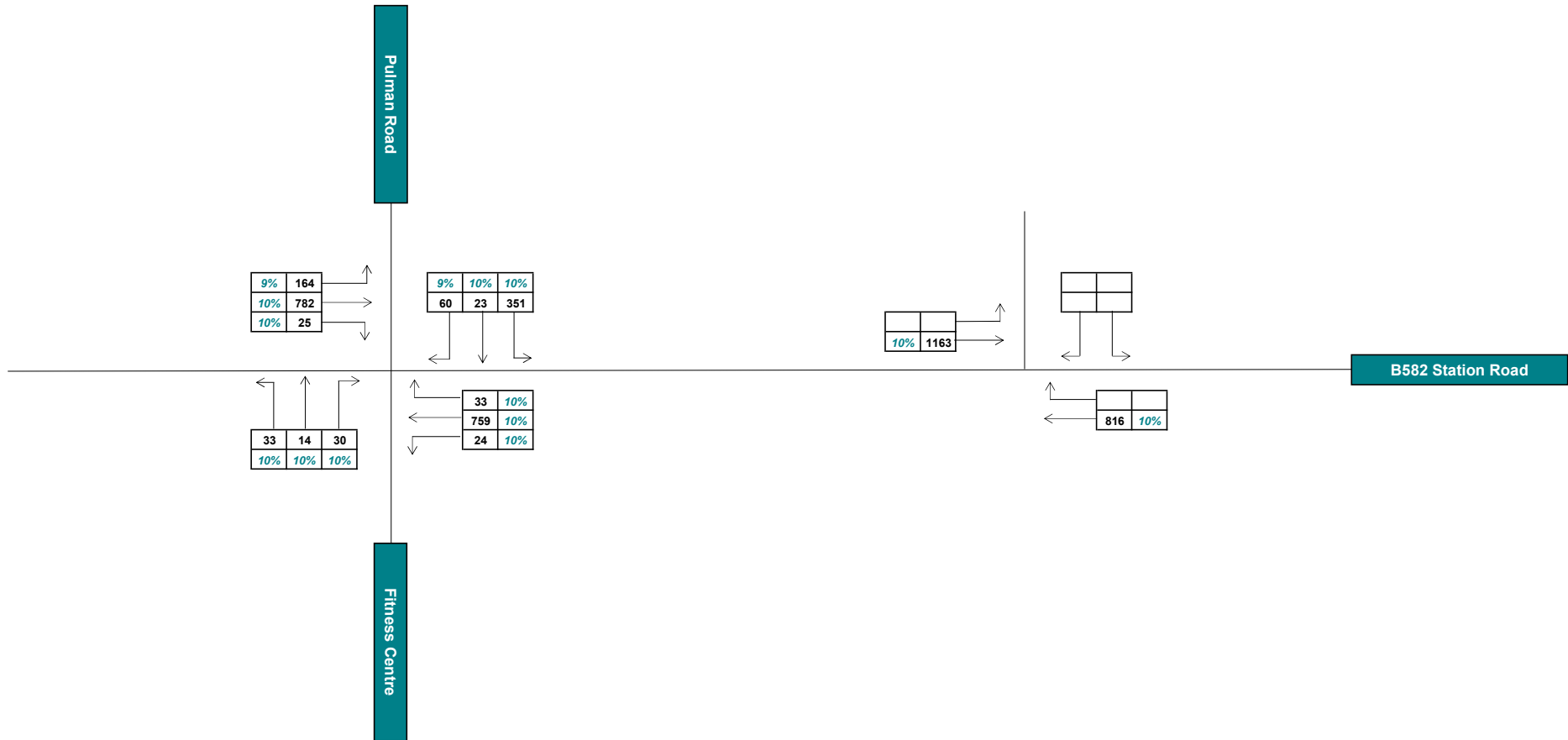
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T22540  
Station Road, Wigston  
**Figure 2.3 – Cycle Distance**

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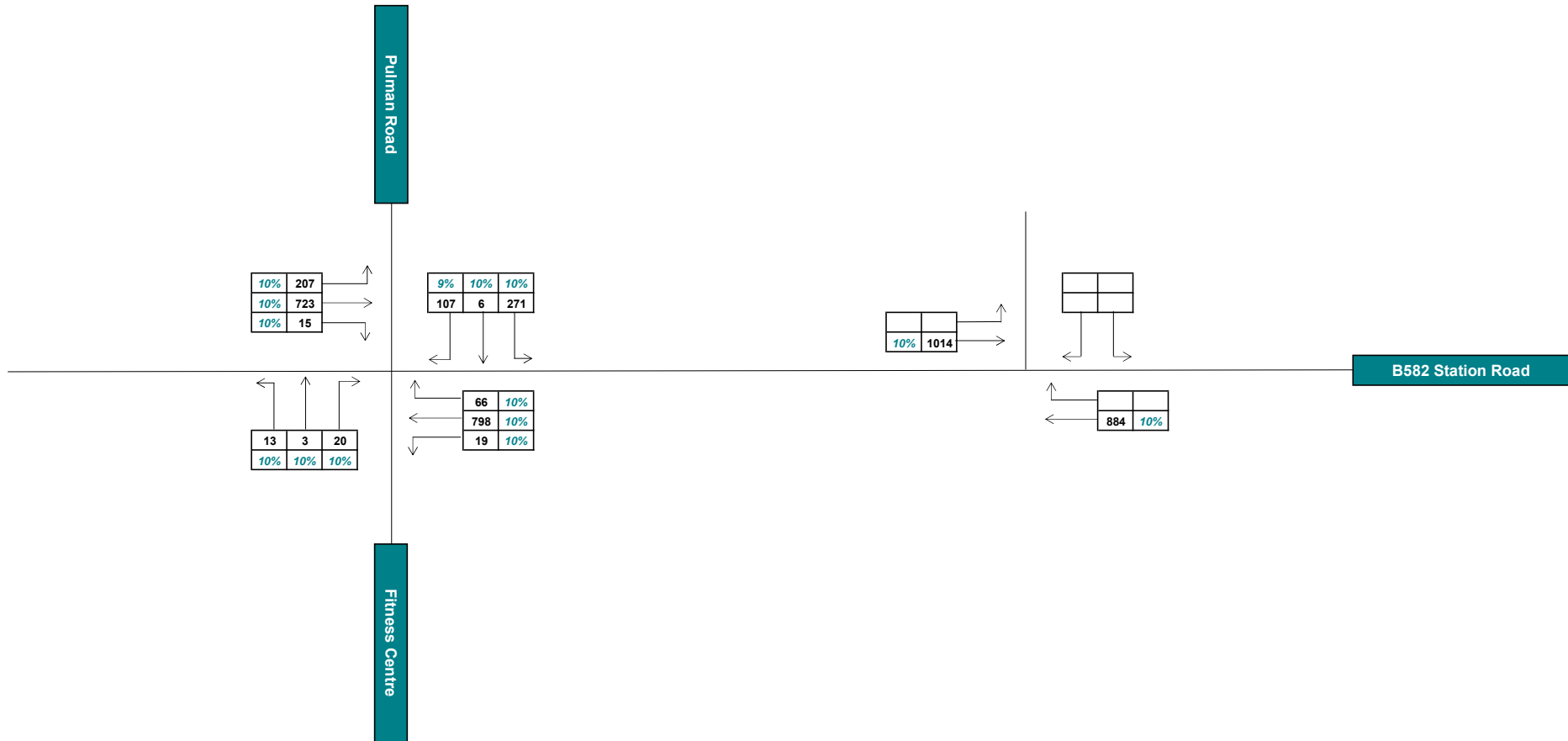
|            |                |
|------------|----------------|
| <b>123</b> | Total Vehicles |
| <b>45</b>  | % HGVs         |

|                             |                              |
|-----------------------------|------------------------------|
|                             | <b>T22540</b>                |
|                             | <b>Station Road, Wigston</b> |
|                             | Figure 4.1                   |
|                             | 2026 Base                    |
| AM Peak Hour: 08:00 - 09:00 |                              |



|            |                |
|------------|----------------|
| <b>123</b> | Total Vehicles |
| <b>45</b>  | % HGVs         |

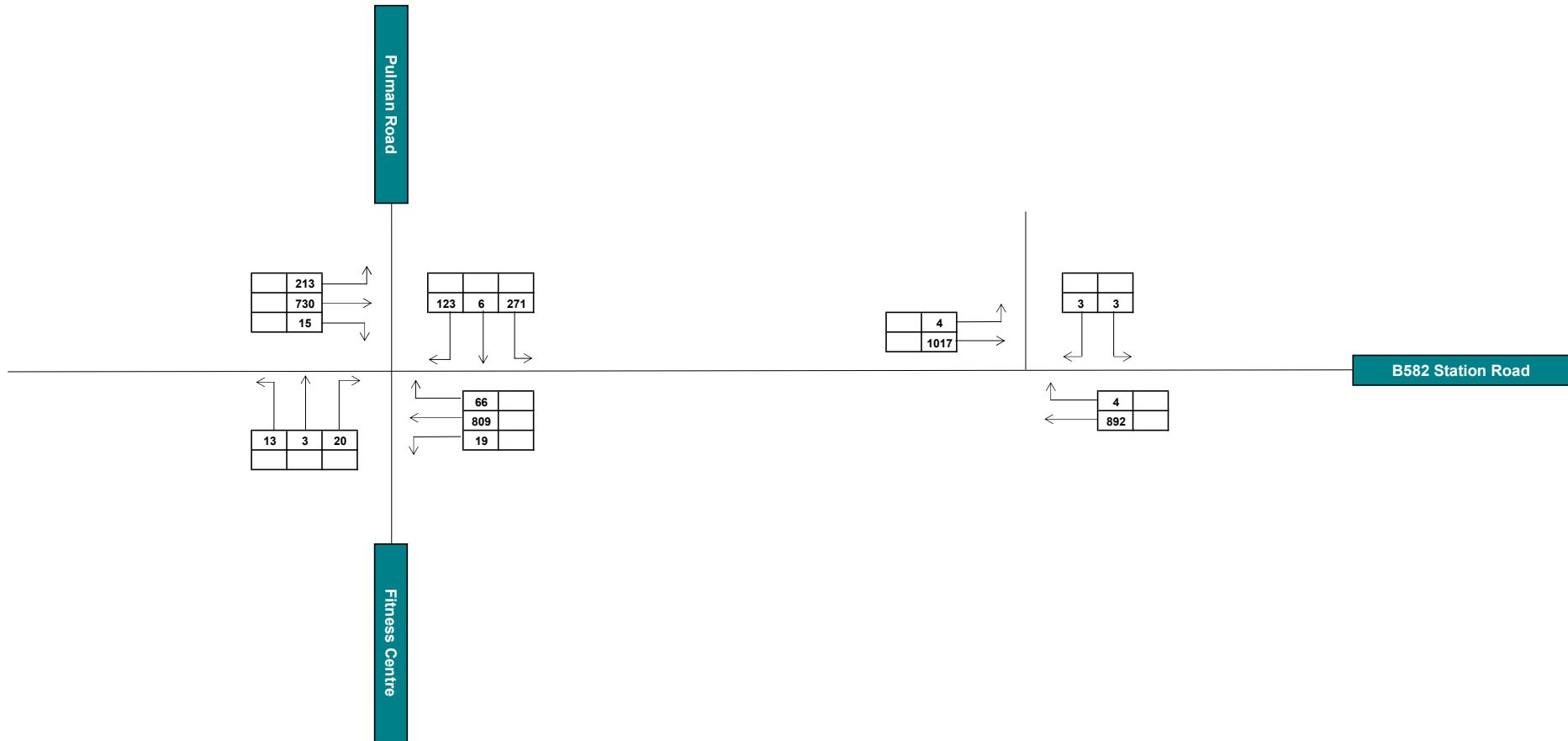
|                             |                              |
|-----------------------------|------------------------------|
|                             | <b>T22540</b>                |
|                             | <b>Station Road, Wigston</b> |
|                             | Figure 4.2                   |
|                             | 2026 Base                    |
| PM Peak Hour: 17:00 - 18:00 |                              |



|            |                |
|------------|----------------|
| <b>123</b> | Total Vehicles |
| <b>45</b>  | % HGVs         |

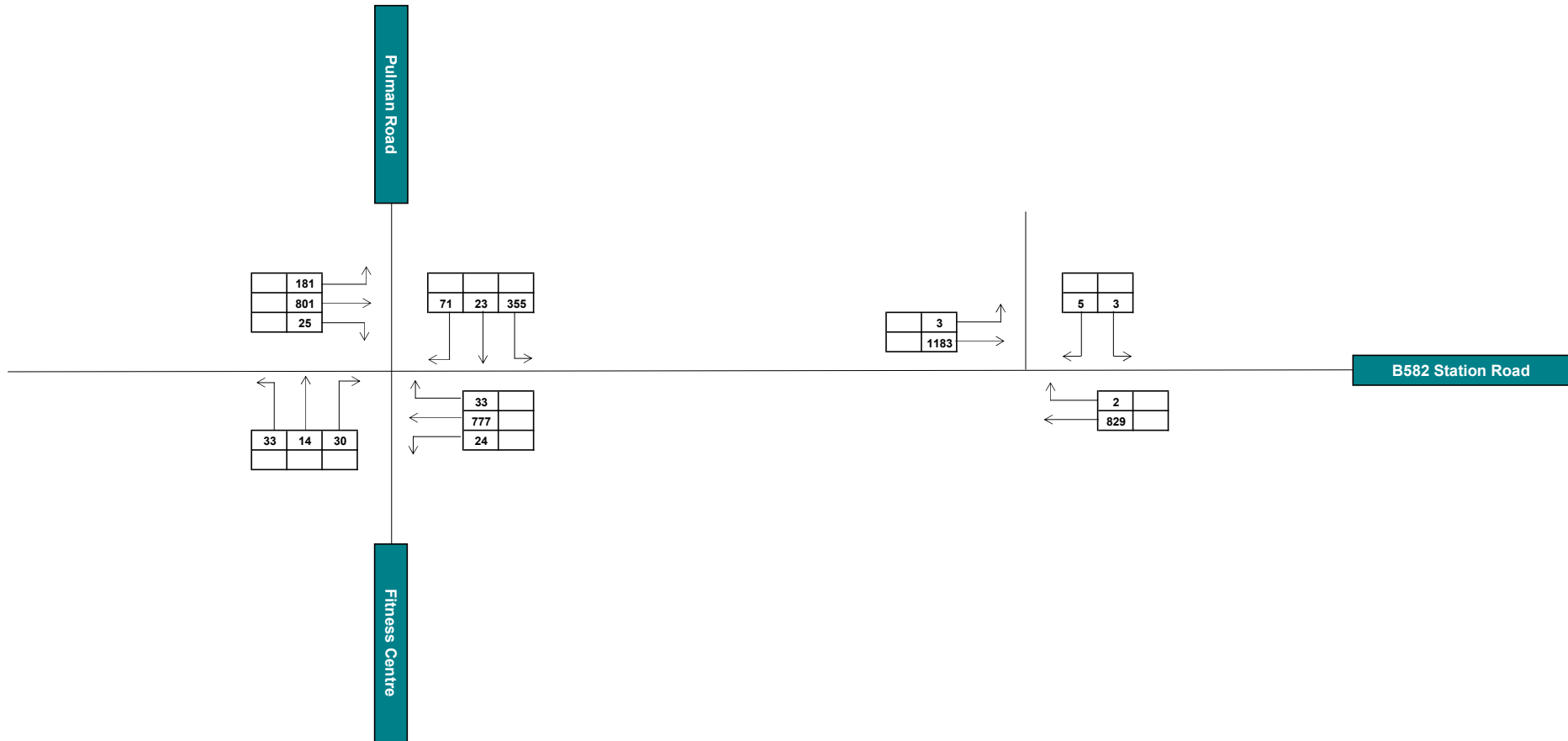
|                             |                              |
|-----------------------------|------------------------------|
|                             | <b>T22540</b>                |
|                             | <b>Station Road, Wigston</b> |
|                             | Figure 4.3                   |
|                             | 2028 Base                    |
| AM Peak Hour: 08:00 - 09:00 |                              |





|     |                |
|-----|----------------|
| 123 | Total Vehicles |
| 45  | % HGVs         |

|   |                       |
|---|-----------------------|
|   | T22540                |
|   | Station Road, Wigston |
|   | Figure 4.5            |
| 2028 Base + Committed + Development Traffic |                       |
| AM Peak Hour: 08:00 - 09:00                 |                       |



|     |                |
|-----|----------------|
| 123 | Total Vehicles |
| 45  | % HGVs         |

|  |  |
|--|--|
|  | T22540   |
|  | Station Road, Wigston  |
|  | Figure 4.6   |
|  | 2028 Base + Committed + Development Traffic<br>PM Peak Hour: 17:00 - 18:00 |

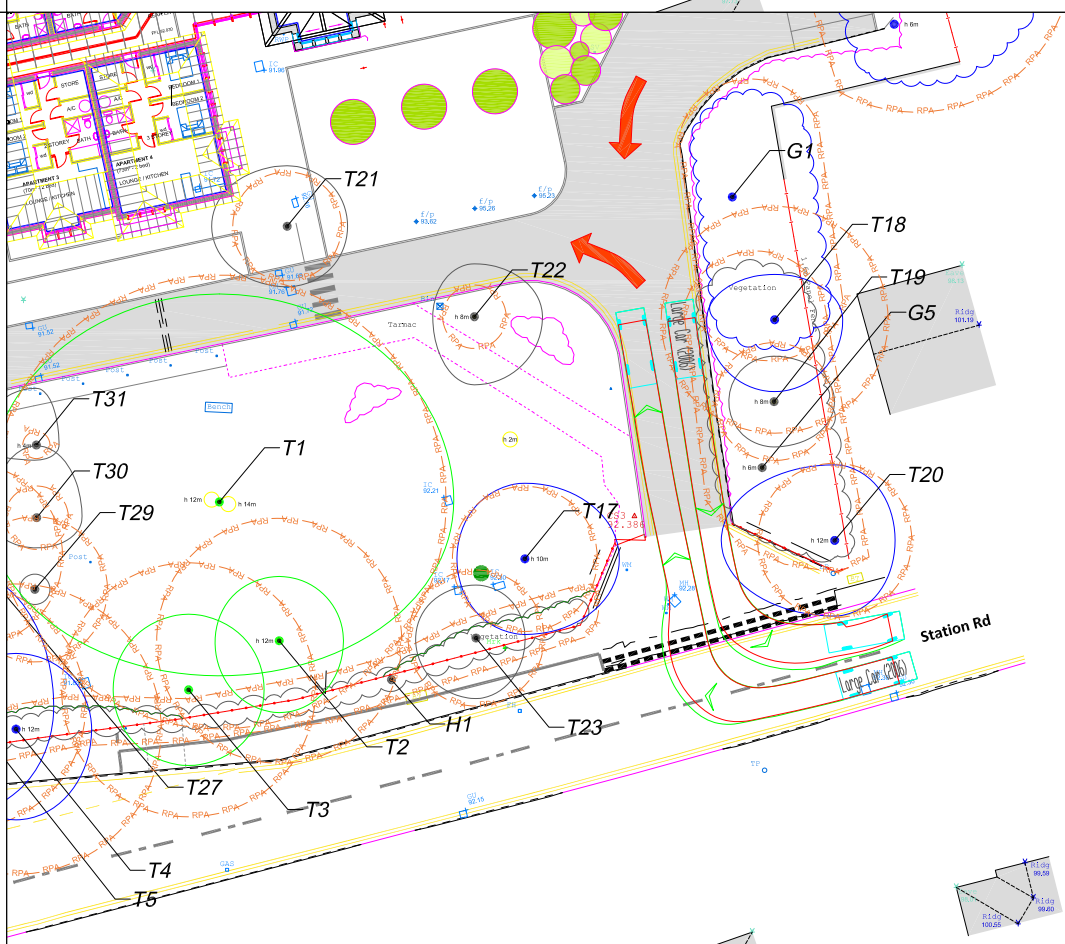
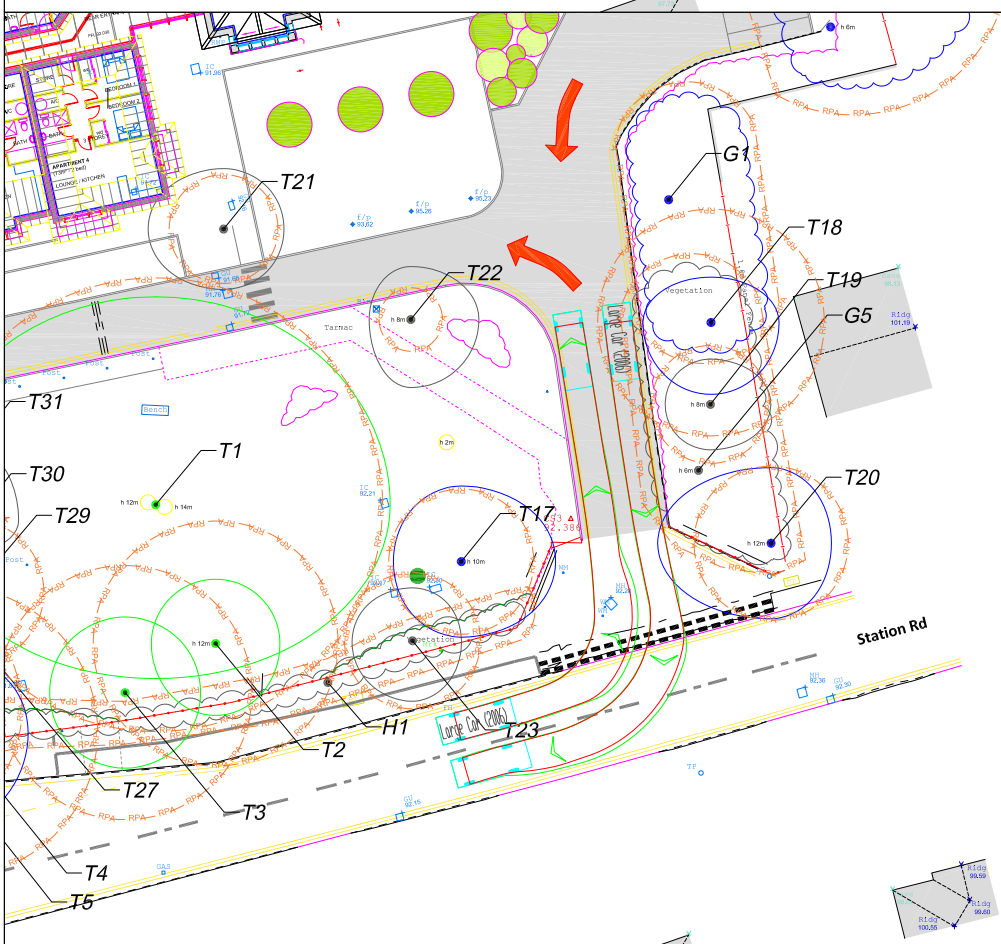
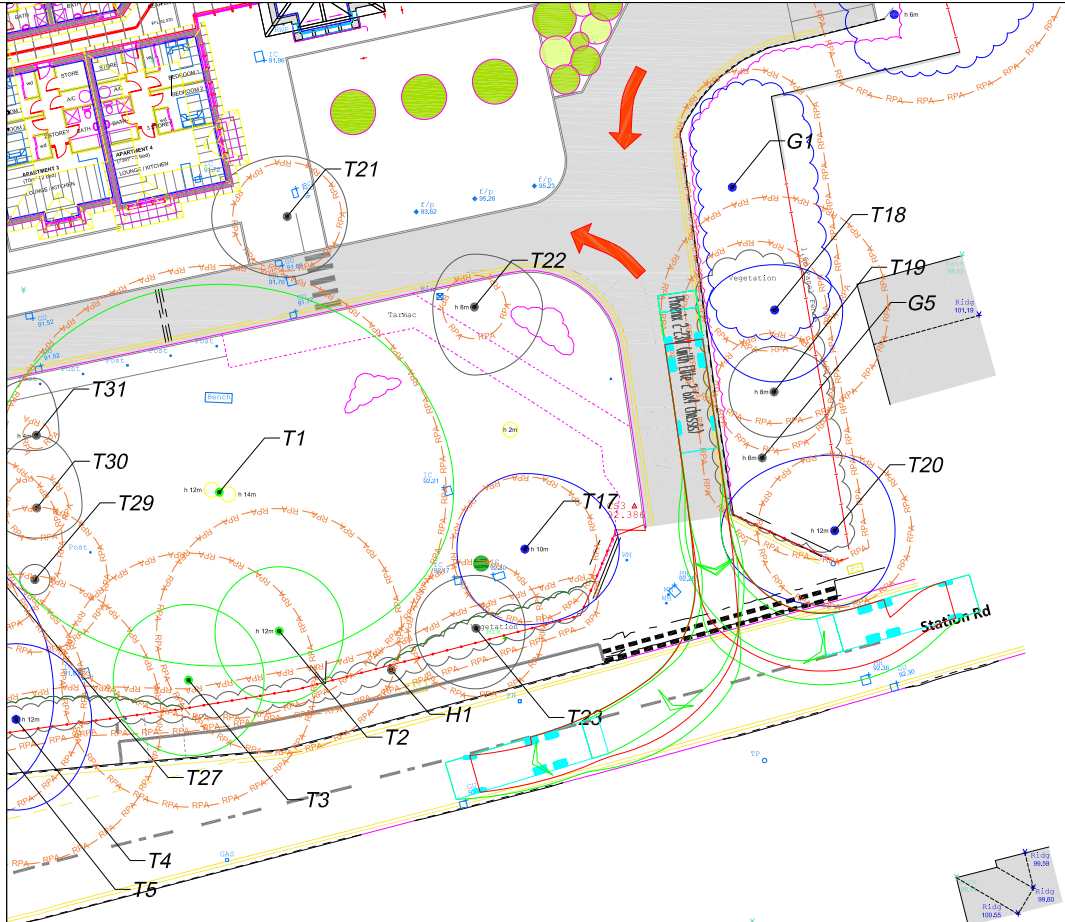
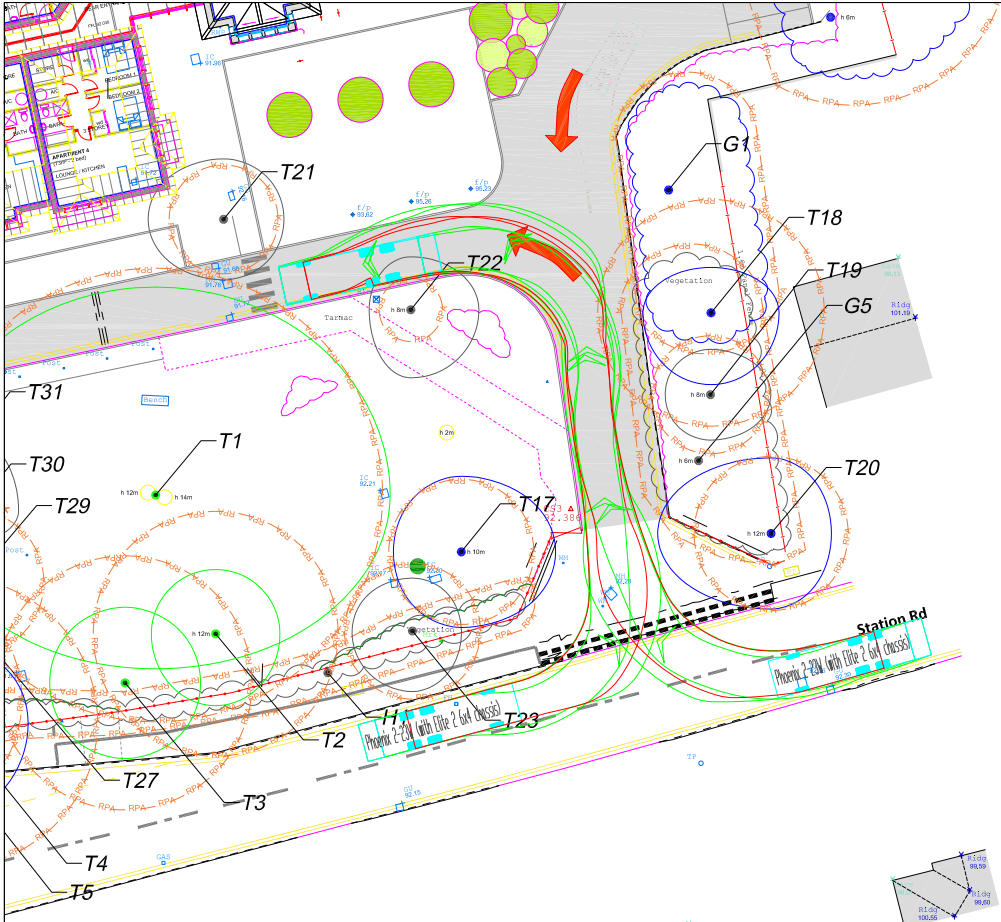
**T22540**  
**Station Road, South Wigston**



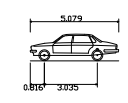
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## Drawings

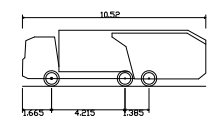




1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.




Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.825m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 10.920m  
 Overall Width 2.530m  
 Overall Body Height 3.211m  
 Min Body Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.950m

| REV | DESCRIPTION                                      | DATE     | BY | AUTH |
|-----|--|----------|----|------|
| B   | DRAWING UPDATED FOLLOWING SITE LAYOUT AMENDMENTS | 28.11.23 | JP | GM   |
| A   | DRAWING UPDATED FOLLOWING SITE LAYOUT AMENDMENTS | 29.08.23 | JP | GM   |


 Hub Transport Planning Ltd  
 Floor 1B  
 4 Temple Row  
 Birmingham  
 B2 5HG  
 T : 0121 454 5530

CLIENT  
**MACC GROUP**

PROJECT  
**STATION ROAD  
 WIGSTON**

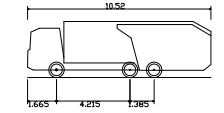
TITLE  
**PROPOSED SITE ACCESS  
 SWEEP PATH ANALYSIS 01**

| DRAWN                 | AUTHORISED | SCALE              | SHEET SIZE | DATE     |
|-----------------------|------------|--------------------|------------|----------|
| JP                    | GM         | 1:500              | A3         | 11.08.22 |
| PROJECT NO.<br>T22540 |            | DRAWING NO.<br>001 |            | REV<br>B |





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



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 10.50m  
 Overall Width 2.530m  
 Overall Body Height 3.21m  
 Min Body/Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.950m

|   |  |          |    |    |
|---|--|----------|----|----|
| A | DRAWING UPDATED FOLLOWING SITE LAYOUT AMENDMENTS | 28.11.23 | JP | GM |
|---|--|----------|----|----|

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



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**MACC GROUP**

PROJECT  
**STATION ROAD  
 WIGSTON**

TITLE  
**PROPOSED SITE ACCESS  
 SWEEP PATH ANALYSIS 02**

|       |            |       |            |          |
|-------|------------|-------|------------|----------|
| DRAWN | AUTHORISED | SCALE | SHEET SIZE | DATE     |
| JP    | GM         | 1:500 | A3         | 29.08.23 |

|             |             |     |
|-------------|-------------|-----|
| PROJECT NO. | DRAWING NO. | REV |
| T22540      | 002         | A   |

**T22540**  
**Station Road, South Wigston**



---

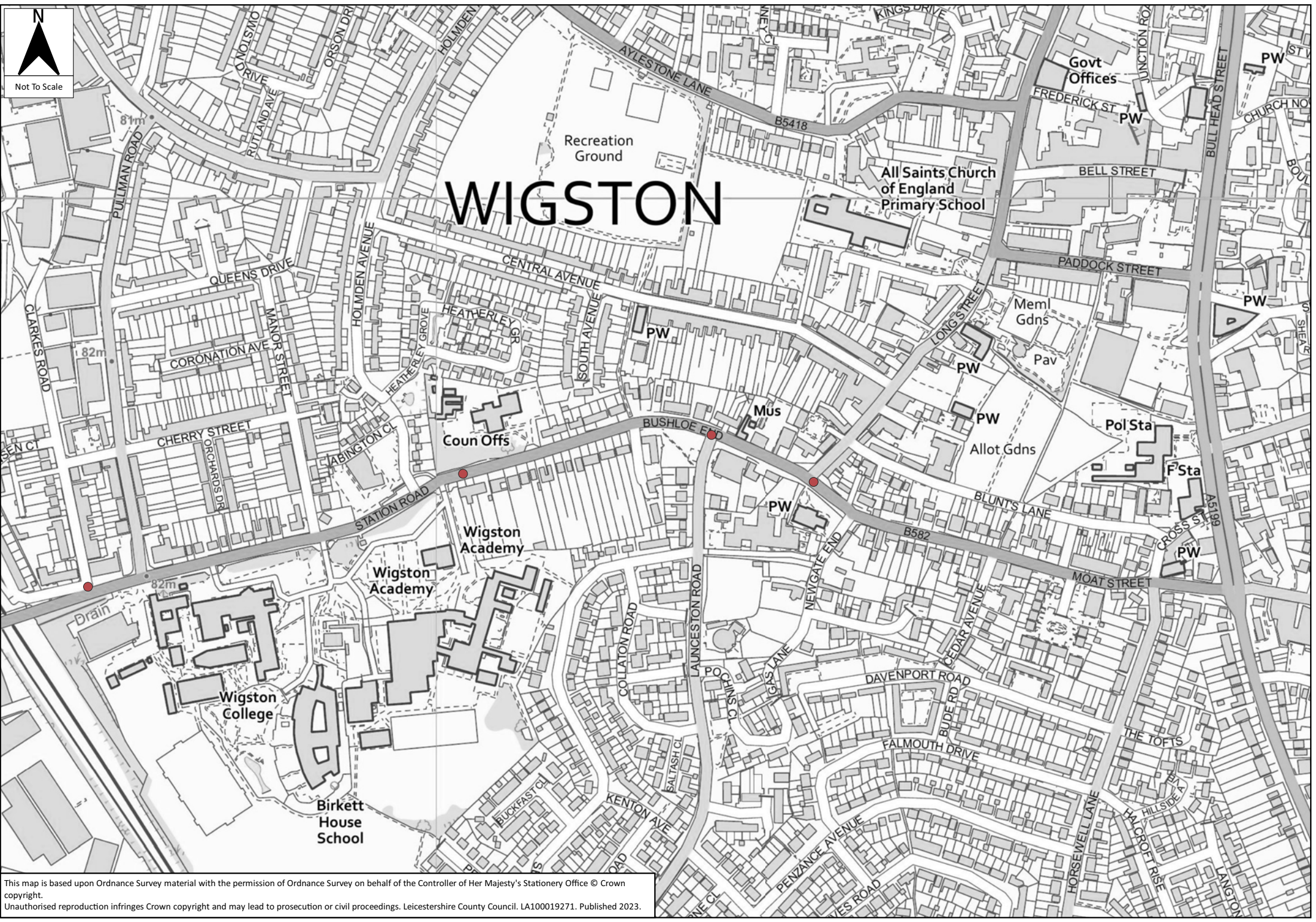
## Appendix A

### Road Traffic Collision Data





# WIGSTON



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Accidents between dates 01/01/2018 and 29/05/2023 (65) months

Selection: Notes: ; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Station Road Wigston 14.07.2023")

Selected Polygon:Hub Station Road Wigston 14.07.2023

| Police_ref | Date       | Easting | Northing | Weather                    | Road_cond | Visibility | Severity |
|------------|------------|---------|----------|----------------------------|-----------|------------|----------|
| 201900462  | 04/06/2019 | 460418  | 298686   | Raining without high winds | Wet/Damp  | Daylight   | Slight   |

Location: B582 MOAT STREET WIGSTON JW LONG STREET - EXACT LOCATION UNKNOWN

Vehicles:

| Type | Junct_Locn          | Manvres           | Movef | Movet |
|------|---------------------|-------------------|-------|-------|
| Car  | Entering roundabout | Going ahead other | SE    | NW    |

Casualties:

| Class      | Severity |
|------------|----------|
| Pedestrian | Slight   |

| Police_ref | Date       | Easting | Northing | Weather                 | Road_cond | Visibility | Severity |
|------------|------------|---------|----------|-------------------------|-----------|------------|----------|
| 202100704  | 13/09/2021 | 460030  | 298695   | Fine without high winds | Dry       | Daylight   | Slight   |

Location: B582 STATION ROAD WIGSTON OUTSIDE NUMBER 117.

Vehicles:

| Type                    | Junct_Locn                   | Manvres  | Movef | Movet |
|-------------------------|------------------------------|----------|-------|-------|
| Pedal Cycle             | Not at, or within 20M of Jct | Starting | N     | S     |
| Motorcycle - unknown cc | Not at, or within 20M of Jct | Starting | E     | W     |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |



Accidents between dates **01/01/2018** and **29/05/2023** (65) months

**Selection:** **Notes:**

; Refined using Accidents within selected Polygons -Data Requests 2023 ("Hub Station Road Wigston 14.07.2023")

| Police_ref | Date       | Easting | Northing | Weather                 | Road_cond | Visibility                              | Severity |
|------------|------------|---------|----------|-------------------------|-----------|---|----------|
| 202200001  | 01/01/2022 | 459615  | 298570   | Fine without high winds | Dry       | Darkness: street lights present and lit | Slight   |

**Location:** B582 STATION ROAD WIGSTON JW CLARKES ROAD.

**Vehicles:**

| Type | Junct_Locn        | Manvres      | Movef | Movet |
|------|-------------------|--------------|-------|-------|
| Car  | Leaving main road | Turning left | W     | N     |

**Casualties:**

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

| Police_ref | Date       | Easting | Northing | Weather                 | Road_cond | Visibility | Severity |
|------------|------------|---------|----------|-------------------------|-----------|------------|----------|
| 202200512  | 26/06/2022 | 460305  | 298738   | Fine without high winds | Dry       | Daylight   | Slight   |

**Location:** B582 BUSHLOE END WIGSTON JW LAUNCESTON ROAD..

**Vehicles:**

| Type | Junct_Locn                                | Manvres           | Movef  | Movet  |
|------|---|-------------------|--------|--------|
| Car  | Entering roundabout                       | Going ahead other | W      | E      |
| Car  | Jct Approach                              | Parked            | Parked | Parked |
| Car  | Mid Junction - on roundabout or main road | Turning right     | W      | S      |

**Casualties:**

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

**Number of records in selection: 4**

Accidents between dates **01/01/2018** and **29/05/2023** (65) months

**Selection:** **Notes:**

; Refined using Accidents within selected Polygons -Data

Requests 2023 ("Hub Station Road Wigston 14.07.2023")

Table 1 - Accidents by Month

|              | 2018     | 2019     | 2020     | 2021     | 2022     | 2023     | Total    |
|--------------|----------|----------|----------|----------|----------|----------|----------|
| January      | -        | -        | -        | -        | 1        | -        | 1        |
| February     | -        | -        | -        | -        | -        | -        | 0        |
| March        | -        | -        | -        | -        | -        | -        | 0        |
| April        | -        | -        | -        | -        | -        | -        | 0        |
| May          | -        | -        | -        | -        | -        | -        | 0        |
| June         | -        | 1        | -        | -        | 1        | -        | 2        |
| July         | -        | -        | -        | -        | -        | -        | 0        |
| August       | -        | -        | -        | -        | -        | -        | 0        |
| September    | -        | -        | -        | 1        | -        | -        | 1        |
| October      | -        | -        | -        | -        | -        | -        | 0        |
| November     | -        | -        | -        | -        | -        | -        | 0        |
| December     | -        | -        | -        | -        | -        | -        | 0        |
| <b>TOTAL</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>2</b> | <b>0</b> | <b>4</b> |

Table 2 - Casualties by Month

|              | 2018     | 2019     | 2020     | 2021     | 2022     | 2023     | Total    |
|--------------|----------|----------|----------|----------|----------|----------|----------|
| January      | -        | -        | -        | -        | 1        | -        | 1        |
| February     | -        | -        | -        | -        | -        | -        | 0        |
| March        | -        | -        | -        | -        | -        | -        | 0        |
| April        | -        | -        | -        | -        | -        | -        | 0        |
| May          | -        | -        | -        | -        | -        | -        | 0        |
| June         | -        | 1        | -        | -        | 1        | -        | 2        |
| July         | -        | -        | -        | -        | -        | -        | 0        |
| August       | -        | -        | -        | -        | -        | -        | 0        |
| September    | -        | -        | -        | 1        | -        | -        | 1        |
| October      | -        | -        | -        | -        | -        | -        | 0        |
| November     | -        | -        | -        | -        | -        | -        | 0        |
| December     | -        | -        | -        | -        | -        | -        | 0        |
| <b>TOTAL</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>2</b> | <b>0</b> | <b>4</b> |

Table 3 - All Accidents by Severity

|              | 2018     | 2019     | 2020     | 2021     | 2022     | 2023     | Total    |
|--------------|----------|----------|----------|----------|----------|----------|----------|
| Fatal        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| Serious      | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| Slight       | 0        | 1        | 0        | 1        | 2        | 0        | 4        |
| <b>TOTAL</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>2</b> | <b>0</b> | <b>4</b> |

Table 4 - Casualties by Severity

|              | 2018     | 2019     | 2020     | 2021     | 2022     | 2023     | Total    |
|--------------|----------|----------|----------|----------|----------|----------|----------|
| Fatal        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| Serious      | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| Slight       | 0        | 1        | 0        | 1        | 2        | 0        | 4        |
| <b>TOTAL</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>2</b> | <b>0</b> | <b>4</b> |

Accidents between dates 01/01/2018 and 29/05/2023 (65) months

**Selection:**

; Refined using Accidents within selected Polygons -Data  
Requests 2023 ("Hub Station Road Wigston 14.07.2023")

**Notes:**

| Police Ref.   | Date       | Cas. | Sev.   | Cycs | Peds | Ch | OAPs | Vis.  | Manv.   | Road Cond. | Time | Location   |
|---|------------|------|--------|------|------|----|------|-------|---------|------------|------|--|
| <b>Selected Polygon:Hub Station Road Wigston 14.07.2023</b> |            |      |        |      |      |    |      |       |         |            |      |  |
| 201900462   | 04/06/2019 | 1    | Slight | 0    | 1    | 1  | 0    | Light | No turn | Wet/Damp   | 1530 | B582 MOAT STREET WIGSTON JW LONG STREET - EXACT LOCATION |
| 202100704   | 13/09/2021 | 1    | Slight | 1    | 0    | 1  | 0    | Light | No turn | Dry        | 0830 | B582 STATION ROAD WIGSTON OUTSIDE NUMBER 117.            |
| 202200001   | 01/01/2022 | 1    | Slight | 0    | 0    | 0  | 0    | Dark  | Left    | Dry        | 0015 | B582 STATION ROAD WIGSTON JW CLARKES ROAD.               |
| 202200512   | 26/06/2022 | 1    | Slight | 0    | 0    | 0  | 0    | Light | Right   | Dry        | 1950 | B582 BUSHLOE END WIGSTON JW LAUNCESTON ROAD..            |
| Column Totals   |            | 4    |        | 1    | 1    | 2  | 0    |       |         |            |      |  |
| No. of Accidents  |            |      |        | 1    | 1    | 2  | 0    |       |         |            |      |  |
| Total number of accidents listed:                           |            | 4    |        |      |      |    |      |       |         |            |      |  |



**T22540**  
Station Road, South Wigston



---

## Appendix B

### Car Ownership Statistics

**QS416EW - Car or van availability**

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population All households; All cars or vans  
 units Households  
 date 2011  
 rural urban Total

| 2011 ward                        | All categories:<br>Car or van<br>availability | No cars or vans<br>in household | 1 car or van in<br>household | 2 cars or vans in<br>household | 3 cars or vans in<br>household | 4 or more cars or<br>vans in<br>household |
|----------------------------------|---|---------------------------------|------------------------------|--------------------------------|--------------------------------|---|
| E05005531 : Oadby Brocks Hill    | 1,446   | 171                             | 636                          | 503                            | 97                             | 39  |
| E05005532 : Oadby Grange         | 1,542   | 144                             | 495                          | 587                            | 210                            | 106                                       |
| E05005533 : Oadby St Peter's     | 1,864   | 474                             | 859                          | 415                            | 98                             | 18  |
| E05005534 : Oadby Uplands        | 1,528   | 160                             | 627                          | 551                            | 148                            | 42  |
| E05005535 : Oadby Woodlands      | 1,568   | 104                             | 547                          | 699                            | 173                            | 45  |
| E05005536 : South Wigston        | 3,256   | 782                             | 1,611                        | 686                            | 142                            | 35  |
| E05005537 : Wigston All Saints   | 2,494   | 504                             | 1,135                        | 676                            | 142                            | 37  |
| E05005538 : Wigston Fields       | 2,531   | 572                             | 1,166                        | 611                            | 143                            | 39  |
| E05005539 : Wigston Meadowcourt  | 2,489   | 316                             | 1,121                        | 817                            | 174                            | 61  |
| E05005540 : Wigston St Wolstan's | 2,621   | 419                             | 1,142                        | 826                            | 168                            | 66  |
| <b>Total</b>                     | <b>21,339</b>                                 | <b>3,646</b>                    | <b>9,339</b>                 | <b>6,371</b>                   | <b>1,495</b>                   | <b>488</b>                                |
|                                  |   | <b>0</b>                        | <b>9,339</b>                 | <b>12,742</b>                  | <b>4,485</b>                   | <b>1,952</b>                              |

|             |                       |
|-------------|-----------------------|
| <b>1.34</b> | Average Car Ownership |
|-------------|-----------------------|

**T22540**  
Station Road, South Wigston



---

## Appendix C

### TRICS Output Employment – Office

Calculation Reference: AUDIT-141301-230829-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 TOTAL VEHICLES

Selected regions and areas:

|    |                                     |        |
|----|-------------------------------------|--------|
| 02 | SOUTH EAST                          |        |
|    | BH BRIGHTON & HOVE                  | 1 days |
|    | BO BEDFORD                          | 1 days |
|    | ES EAST SUSSEX                      | 1 days |
|    | HF HERTFORDSHIRE                    | 1 days |
|    | WS WEST SUSSEX                      | 2 days |
| 03 | SOUTH WEST                          |        |
|    | BC BOURNEMOUTH CHRISTCHURCH & POOLE | 1 days |
|    | WL WILTSHIRE                        | 1 days |
| 04 | EAST ANGLIA                         |        |
|    | NF NORFOLK                          | 2 days |
| 05 | EAST MIDLANDS                       |        |
|    | DY DERBY                            | 1 days |
| 06 | WEST MIDLANDS                       |        |
|    | WK WARWICKSHIRE                     | 2 days |
|    | WM WEST MIDLANDS                    | 1 days |
|    | WO WORCESTERSHIRE                   | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE      |        |
|    | AK WAKEFIELD                        | 1 days |
|    | NY NORTH YORKSHIRE                  | 2 days |
| 08 | NORTH WEST                          |        |
|    | BB BLACKBURN WITH DARWEN            | 1 days |
|    | GM GREATER MANCHESTER               | 1 days |
| 09 | NORTH                               |        |
|    | CU CUMBERLAND                       | 1 days |
|    | DH DURHAM                           | 1 days |
| 10 | WALES                               |        |
|    | CP CAERPHILLY                       | 1 days |
|    | SW SWANSEA                          | 1 days |
| 11 | SCOTLAND                            |        |
|    | DU DUNDEE CITY                      | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 178 to 2780 (units: sqm)  
 Range Selected by User: 118 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/11/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 5 days |
| Tuesday   | 7 days |
| Wednesday | 5 days |
| Thursday  | 5 days |
| Friday    | 3 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 25 days |
| Directional ATC Count | 0 days  |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

|                                    |    |
|------------------------------------|----|
| Edge of Town Centre                | 16 |
| Suburban Area (PPS6 Out of Centre) | 4  |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 4 |
| Commercial Zone  | 2 |
| Development Zone | 3 |
| Residential Zone | 4 |
| Built-Up Zone    | 7 |
| No Sub Category  | 5 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

|                             |                    |
|-----------------------------|--------------------|
| Servicing vehicles Included | 14 days - Selected |
| Servicing vehicles Excluded | 20 days - Selected |

Secondary Filtering selection:

Use Class:

|           |         |
|-----------|---------|
| Not Known | 25 days |
|-----------|---------|

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |         |
|------------------|---------|
| 1,001 to 5,000   | 1 days  |
| 5,001 to 10,000  | 3 days  |
| 10,001 to 15,000 | 2 days  |
| 15,001 to 20,000 | 3 days  |
| 20,001 to 25,000 | 5 days  |
| 25,001 to 50,000 | 11 days |

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

Population within 5 miles:

|                    |         |
|--------------------|---------|
| 25,001 to 50,000   | 3 days  |
| 75,001 to 100,000  | 2 days  |
| 100,001 to 125,000 | 4 days  |
| 125,001 to 250,000 | 11 days |
| 250,001 to 500,000 | 3 days  |
| 500,001 or More    | 2 days  |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 16 days |
| 1.1 to 1.5 | 9 days  |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 2 days  |
| No  | 23 days |

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 25 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |   |                                  |                            |
|---|---|----------------------------------|----------------------------|
| 1 | AK-02-A-01 OFFICES<br>PIONEER WAY<br>CASTLEFORD<br>WHITWOOD<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 1230 sqm<br><i>Survey date: TUESDAY 23/05/17</i>                                  | WAKEFIELD                        | <i>Survey Type: MANUAL</i> |
| 2 | BB-02-A-02 OFFICES<br>FURTHERGATE<br>BLACKBURN<br><br>Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area: 2600 sqm<br><i>Survey date: TUESDAY 04/06/13</i>                       | BLACKBURN WITH DARWEN            | <i>Survey Type: MANUAL</i> |
| 3 | BC-02-A-08 OFFICES<br>HOLDENHURST ROAD<br>BOURNEMOUTH<br><br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 2600 sqm<br><i>Survey date: WEDNESDAY 14/09/22</i>                             | BOURNEMOUTH CHRISTCHURCH & POOLE | <i>Survey Type: MANUAL</i> |
| 4 | BH-02-A-05 OFFICES<br>ROMAN ROAD<br>HOVE<br><br>Edge of Town Centre<br>Residential Zone<br>Total Gross floor area: 280 sqm<br><i>Survey date: WEDNESDAY 04/07/18</i>  | BRIGHTON & HOVE                  | <i>Survey Type: MANUAL</i> |
| 5 | BO-02-A-01 OFFICES<br>BROMHAM ROAD<br>BEDFORD<br><br>Edge of Town Centre<br>No Sub Category<br>Total Gross floor area: 1469 sqm<br><i>Survey date: MONDAY 14/10/13</i>                                      | BEDFORD                          | <i>Survey Type: MANUAL</i> |
| 6 | CP-02-A-02 INSURANCE COMPANY<br>SIR ALFRED OWEN WAY<br>CAERPHILLY<br><br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 1824 sqm<br><i>Survey date: THURSDAY 13/10/22</i> | CAERPHILLY                       | <i>Survey Type: MANUAL</i> |
| 7 | CU-02-A-02 OFFICE<br>PORT ROAD<br>CARLISLE<br><br>Edge of Town Centre<br>Industrial Zone<br>Total Gross floor area: 925 sqm<br><i>Survey date: FRIDAY 24/06/16</i>  | CUMBERLAND                       | <i>Survey Type: MANUAL</i> |
| 8 | DH-02-A-02 CONSTRUCTION COMPANY<br>DURHAM ROAD<br>NEAR DURHAM<br>BOWBURN<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 2000 sqm<br><i>Survey date: TUESDAY 27/11/12</i>                     | DURHAM                           | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

|    |  |                          |  |                     |
|----|--|--------------------------|--|---------------------|
| 9  | DU-02-A-01<br>GREENMARKET<br>DUNDEE                    | OFFICES                  |  | DUNDEE CITY         |
|    | Edge of Town Centre<br>Development Zone                |                          |  |                     |
|    | Total Gross floor area:                                | 3200 sqm                 |  |                     |
|    | Survey date: THURSDAY                                  | 27/04/17                 |  | Survey Type: MANUAL |
| 10 | DY-02-A-02<br>PRIME PARKWAY<br>DERBY                   | REAL ESTATE DEVELOPERS   |  | DERBY               |
|    | Edge of Town Centre<br>No Sub Category                 |                          |  |                     |
|    | Total Gross floor area:                                | 594 sqm                  |  |                     |
|    | Survey date: THURSDAY                                  | 21/10/21                 |  | Survey Type: MANUAL |
| 11 | ES-02-A-11<br>THE SIDINGS<br>HASTINGS<br>ORE VALLEY    | HOUSING COMPANY          |  | EAST SUSSEX         |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                          |  |                     |
|    | Total Gross floor area:                                | 186 sqm                  |  |                     |
|    | Survey date: TUESDAY                                   | 17/11/15                 |  | Survey Type: MANUAL |
| 12 | GM-02-A-09<br>NEW MOUNT STREET<br>MANCHESTER           | LEASED OFFICES           |  | GREATER MANCHESTER  |
|    | Edge of Town Centre<br>Built-Up Zone                   |                          |  |                     |
|    | Total Gross floor area:                                | 2500 sqm                 |  |                     |
|    | Survey date: MONDAY                                    | 26/09/16                 |  | Survey Type: MANUAL |
| 13 | HF-02-A-03<br>60 VICTORIA STREET<br>ST ALBANS          | OFFICE                   |  | HERTFORDSHIRE       |
|    | Edge of Town Centre<br>Built-Up Zone                   |                          |  |                     |
|    | Total Gross floor area:                                | 610 sqm                  |  |                     |
|    | Survey date: WEDNESDAY                                 | 16/10/13                 |  | Survey Type: MANUAL |
| 14 | NF-02-A-02<br>NORTH QUAY<br>GREAT YARMOUTH             | FINANCIAL PLANNERS       |  | NORFOLK             |
|    | Edge of Town Centre<br>Commercial Zone                 |                          |  |                     |
|    | Total Gross floor area:                                | 894 sqm                  |  |                     |
|    | Survey date: MONDAY                                    | 11/09/17                 |  | Survey Type: MANUAL |
| 15 | NF-02-A-04<br>WHITING ROAD<br>NORWICH                  | BUILDING CONSULTANT      |  | NORFOLK             |
|    | Edge of Town<br>Commercial Zone                        |                          |  |                     |
|    | Total Gross floor area:                                | 500 sqm                  |  |                     |
|    | Survey date: WEDNESDAY                                 | 13/11/19                 |  | Survey Type: MANUAL |
| 16 | NY-02-A-01<br>NORTH PARK ROAD<br>HARROGATE             | SOLICITORS               |  | NORTH YORKSHIRE     |
|    | Edge of Town Centre<br>Built-Up Zone                   |                          |  |                     |
|    | Total Gross floor area:                                | 178 sqm                  |  |                     |
|    | Survey date: THURSDAY                                  | 04/10/18                 |  | Survey Type: MANUAL |
| 17 | NY-02-A-03<br>STATION ROAD<br>RICHMOND                 | DISTRICT COUNCIL OFFICES |  | NORTH YORKSHIRE     |
|    | Edge of Town Centre<br>No Sub Category                 |                          |  |                     |
|    | Total Gross floor area:                                | 1590 sqm                 |  |                     |
|    | Survey date: FRIDAY                                    | 06/05/22                 |  | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |   |                               |                 |                            |
|----|---|-------------------------------|-----------------|----------------------------|
| 18 | SW-02-A-02<br>KINGS ROAD<br>SWANSEA   | OFFICE                        |                 | SWANSEA                    |
|    | Edge of Town Centre<br>Development Zone<br>Total Gross floor area:                |                               | 2225 sqm        |                            |
|    |   | <i>Survey date: THURSDAY</i>  | <i>24/10/13</i> | <i>Survey Type: MANUAL</i> |
| 19 | WK-02-A-02<br>WHITEHALL ROAD<br>RUGBY   | OFFICES                       |                 | WARWICKSHIRE               |
|    | Edge of Town Centre<br>Residential Zone<br>Total Gross floor area:                |                               | 540 sqm         |                            |
|    |   | <i>Survey date: MONDAY</i>    | <i>14/11/22</i> | <i>Survey Type: MANUAL</i> |
| 20 | WK-02-A-03<br>BUDBROOKE ROAD<br>WARWICK   | ENGINEERING CONSULTANTS       |                 | WARWICKSHIRE               |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        |                               | 796 sqm         |                            |
|    |   | <i>Survey date: WEDNESDAY</i> | <i>23/11/22</i> | <i>Survey Type: MANUAL</i> |
| 21 | WL-02-A-01<br>THE CRESCENT<br>AMESBURY<br>SUNRISE WAY                             | PET INSURANCE COMPANY         |                 | WILTSHIRE                  |
|    | Edge of Town<br>Development Zone<br>Total Gross floor area:                       |                               | 2500 sqm        |                            |
|    |   | <i>Survey date: TUESDAY</i>   | <i>18/09/18</i> | <i>Survey Type: MANUAL</i> |
| 22 | WM-02-A-04<br>BOURNVILLE LANE<br>BIRMINGHAM                                       | OFFICE                        |                 | WEST MIDLANDS              |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: |                               | 1800 sqm        |                            |
|    |   | <i>Survey date: TUESDAY</i>   | <i>10/11/15</i> | <i>Survey Type: MANUAL</i> |
| 23 | WO-02-A-02<br>MOOR STREET<br>WORCESTER  | OFFICE                        |                 | WORCESTERSHIRE             |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:                   |                               | 2000 sqm        |                            |
|    |   | <i>Survey date: MONDAY</i>    | <i>14/11/16</i> | <i>Survey Type: MANUAL</i> |
| 24 | WS-02-A-05<br>NORTH STREET<br>WORTHING  | SOCIAL HOUSING COMPANY        |                 | WEST SUSSEX                |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:                   |                               | 830 sqm         |                            |
|    |   | <i>Survey date: TUESDAY</i>   | <i>17/05/22</i> | <i>Survey Type: MANUAL</i> |
| 25 | WS-02-A-07<br>HAM ROAD<br>SHOREHAM-BY-SEA   | BUSINESS TECHNOLOGY           |                 | WEST SUSSEX                |
|    | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:                 |                               | 2780 sqm        |                            |
|    |   | <i>Survey date: FRIDAY</i>    | <i>11/11/22</i> | <i>Survey Type: MANUAL</i> |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| BG-02-A-01 | Covid                  |
| EC-02-A-04 | Covid                  |
| GM-02-A-10 | Covid                  |
| MS-02-A-03 | Covid                  |



MANUALLY DESELECTED SITES (Cont.)

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| SF-02-A-03 | Covid                  |
| SR-02-A-02 | Covid                  |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00       | 24       | 1459     | 0.634     | 24         | 1459     | 0.080     | 24       | 1459     | 0.714     |
| 08:00 - 09:00       | 25       | 1407     | 1.947     | 25         | 1407     | 0.207     | 25       | 1407     | 2.154     |
| 09:00 - 10:00       | 25       | 1407     | 1.160     | 25         | 1407     | 0.367     | 25       | 1407     | 1.527     |
| 10:00 - 11:00       | 25       | 1407     | 0.477     | 25         | 1407     | 0.315     | 25       | 1407     | 0.792     |
| 11:00 - 12:00       | 25       | 1407     | 0.261     | 25         | 1407     | 0.261     | 25       | 1407     | 0.522     |
| 12:00 - 13:00       | 25       | 1407     | 0.452     | 25         | 1407     | 0.600     | 25       | 1407     | 1.052     |
| 13:00 - 14:00       | 25       | 1407     | 0.580     | 25         | 1407     | 0.509     | 25       | 1407     | 1.089     |
| 14:00 - 15:00       | 25       | 1407     | 0.406     | 25         | 1407     | 0.401     | 25       | 1407     | 0.807     |
| 15:00 - 16:00       | 25       | 1407     | 0.259     | 25         | 1407     | 0.452     | 25       | 1407     | 0.711     |
| 16:00 - 17:00       | 25       | 1407     | 0.270     | 25         | 1407     | 1.006     | 25       | 1407     | 1.276     |
| 17:00 - 18:00       | 25       | 1407     | 0.216     | 25         | 1407     | 1.887     | 25       | 1407     | 2.103     |
| 18:00 - 19:00       | 23       | 1469     | 0.071     | 23         | 1469     | 0.542     | 23       | 1469     | 0.613     |
| 19:00 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 6.733     |            |          | 6.627     |          |          | 13.360    |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

|   |                         |
|---|-------------------------|
| Trip rate parameter range selected:           | 178 - 2780 (units: sqm) |
| Survey date date range:                       | 01/01/12 - 23/11/22     |
| Number of weekdays (Monday-Friday):           | 25                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 3                       |
| Surveys manually removed from selection:      | 6                       |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

**T22540**  
Station Road, South Wigston



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## Appendix D

# TRICS Output Health – Care Home (Elderly Residential)

Calculation Reference: AUDIT-141301-230829-0838

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)  
 TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
|    | SP SOUTHAMPTON                 | 1 days |
|    | SS SOUTHEND ON SEA             | 1 days |
|    | WG WOKINGHAM                   | 1 days |
|    | WS WEST SUSSEX                 | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DY DERBY                       | 1 days |
|    | NN NORTH NORTHAMPTONSHIRE      | 1 days |
|    | NT NOTTINGHAMSHIRE             | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | GM GREATER MANCHESTER          | 1 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 1 days |
| 10 | WALES                          |        |
|    | NW NEWPORT                     | 1 days |
|    | SW SWANSEA                     | 1 days |
| 11 | SCOTLAND                       |        |
|    | SR STIRLING                    | 1 days |

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

Primary Filtering selection:

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

Parameter: Number of residents  
 Actual Range: 17 to 78 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/10/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 3 days |
| Tuesday   | 4 days |
| Wednesday | 5 days |
| Thursday  | 3 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 days |
| Directional ATC Count | 0 days  |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 5 |
| Suburban Area (PPS6 Out of Centre) | 6 |
| Edge of Town                       | 4 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

|                  |    |
|------------------|----|
| Residential Zone | 10 |
| No Sub Category  | 5  |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected  
 Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:

Use Class:

C2 15 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 5,001 to 10,000  | 4 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 6 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 2 days |
| 50,001 to 75,000   | 2 days |
| 75,001 to 100,000  | 2 days |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 5 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 3 days  |
| 1.1 to 1.5 | 11 days |
| 1.6 to 2.0 | 1 days  |

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

Travel Plan:

No 15 days

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

PTAL Rating:

No PTAL Present 15 days

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

LIST OF SITES relevant to selection parameters

|   |   |              |                            |
|---|---|--------------|----------------------------|
| 1 | DY-05-F-01<br>29 VILLAGE STREET<br>DERBY  | NURSING HOME | DERBY                      |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: 70<br><i>Survey date: TUESDAY 21/10/14</i>   |              | <i>Survey Type: MANUAL</i> |
| 2 | ES-05-F-02<br>BATTLE ROAD<br>HAILSHAM   | CARE HOME    | EAST SUSSEX                |
|   | Edge of Town Centre<br>Residential Zone<br>Total Number of residents: 69<br><i>Survey date: WEDNESDAY 13/07/16</i>                |              | <i>Survey Type: MANUAL</i> |
| 3 | GM-05-F-03<br>HALIFAX ROAD<br>ROCHDALE  | NURSING HOME | GREATER MANCHESTER         |
|   | Edge of Town<br>Residential Zone<br>Total Number of residents: 30<br><i>Survey date: WEDNESDAY 29/05/13</i>                       |              | <i>Survey Type: MANUAL</i> |
| 4 | NN-05-F-01<br>MALHAM DRIVE<br>KETTERING   | NURSING HOME | NORTH NORTHAMPTONSHIRE     |
|   | Edge of Town<br>No Sub Category<br>Total Number of residents: 60<br><i>Survey date: MONDAY 13/06/22</i>                           |              | <i>Survey Type: MANUAL</i> |
| 5 | NT-05-F-02<br>MOOR LANE<br>NEAR NOTTINGHAM<br>BINGHAM   | NURSING HOME | NOTTINGHAMSHIRE            |
|   | Edge of Town Centre<br>No Sub Category<br>Total Number of residents: 34<br><i>Survey date: MONDAY 14/11/16</i>                    |              | <i>Survey Type: MANUAL</i> |
| 6 | NW-05-F-01<br>GOLDCROFT COMMON<br>NEAR NEWPORT<br>CAERLEON  | NURSING HOME | NEWPORT                    |
|   | Edge of Town Centre<br>No Sub Category<br>Total Number of residents: 54<br><i>Survey date: WEDNESDAY 12/10/22</i>                 |              | <i>Survey Type: MANUAL</i> |
| 7 | NY-05-F-05<br>SEAGRIM CRESCENT<br>RICHMOND  | NURSING HOME | NORTH YORKSHIRE            |
|   | Edge of Town<br>Residential Zone<br>Total Number of residents: 37<br><i>Survey date: MONDAY 04/03/19</i>                          |              | <i>Survey Type: MANUAL</i> |
| 8 | SP-05-F-01<br>BOTLEY ROAD<br>SOUTHAMPTON  | CARE HOME    | SOUTHAMPTON                |
|   | Edge of Town<br>No Sub Category<br>Total Number of residents: 42<br><i>Survey date: TUESDAY 24/11/15</i>                          |              | <i>Survey Type: MANUAL</i> |
| 9 | SR-05-F-01<br>PERTH ROAD<br>DUNBLANE  | NURSING HOME | STIRLING                   |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: 60<br><i>Survey date: WEDNESDAY 18/06/14</i> |              | <i>Survey Type: MANUAL</i> |





TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 15       | 50          | 0.126     | 15         | 50          | 0.075     | 15       | 50          | 0.201     |
| 08:00 - 09:00       | 15       | 50          | 0.079     | 15         | 50          | 0.063     | 15       | 50          | 0.142     |
| 09:00 - 10:00       | 15       | 50          | 0.088     | 15         | 50          | 0.040     | 15       | 50          | 0.128     |
| 10:00 - 11:00       | 15       | 50          | 0.079     | 15         | 50          | 0.058     | 15       | 50          | 0.137     |
| 11:00 - 12:00       | 15       | 50          | 0.064     | 15         | 50          | 0.070     | 15       | 50          | 0.134     |
| 12:00 - 13:00       | 15       | 50          | 0.076     | 15         | 50          | 0.071     | 15       | 50          | 0.147     |
| 13:00 - 14:00       | 15       | 50          | 0.119     | 15         | 50          | 0.084     | 15       | 50          | 0.203     |
| 14:00 - 15:00       | 15       | 50          | 0.102     | 15         | 50          | 0.120     | 15       | 50          | 0.222     |
| 15:00 - 16:00       | 15       | 50          | 0.086     | 15         | 50          | 0.147     | 15       | 50          | 0.233     |
| 16:00 - 17:00       | 15       | 50          | 0.048     | 15         | 50          | 0.096     | 15       | 50          | 0.144     |
| 17:00 - 18:00       | 15       | 50          | 0.046     | 15         | 50          | 0.084     | 15       | 50          | 0.130     |
| 18:00 - 19:00       | 15       | 50          | 0.050     | 15         | 50          | 0.043     | 15       | 50          | 0.093     |
| 19:00 - 20:00       | 15       | 50          | 0.052     | 15         | 50          | 0.064     | 15       | 50          | 0.116     |
| 20:00 - 21:00       | 15       | 50          | 0.035     | 15         | 50          | 0.043     | 15       | 50          | 0.078     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 1.050     |            |             | 1.058     |          |             | 2.108     |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 17 - 78 (units: )  
Survey date range: 01/01/12 - 12/10/22  
Number of weekdays (Monday-Friday): 15  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 3

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

**T22540**  
**Station Road, South Wigston**



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## Appendix E

### TRICS Output Residential – Assisted Living

Calculation Reference: AUDIT-141301-230829-0842

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : P - ASSISTED LIVING  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |                                  |        |
|----|--------------------------------|----------------------------------|--------|
| 02 | SOUTH EAST                     |                                  |        |
|    | WS                             | WEST SUSSEX                      | 1 days |
| 03 | SOUTH WEST                     |                                  |        |
|    | BC                             | BOURNEMOUTH CHRISTCHURCH & POOLE | 1 days |
|    | TB                             | TORBAY                           | 1 days |
| 04 | EAST ANGLIA                    |                                  |        |
|    | NF                             | NORFOLK                          | 2 days |
|    | PB                             | PETERBOROUGH                     | 1 days |
| 05 | EAST MIDLANDS                  |                                  |        |
|    | LE                             | LEICESTERSHIRE                   | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |                                  |        |
|    | NY                             | NORTH YORKSHIRE                  | 1 days |
| 08 | NORTH WEST                     |                                  |        |
|    | AC                             | CHESHIRE WEST & CHESTER          | 1 days |
| 09 | NORTH                          |                                  |        |
|    | TW                             | TYNE & WEAR                      | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 11 to 79 (units: )  
Range Selected by User: 11 to 79 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 2 days |
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 4 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 10 days |
| Directional ATC Count | 0 days  |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 4 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town                       | 2 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 7 |
| Built-Up Zone    | 1 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 4 days  
20,001 to 25,000 3 days  
25,001 to 50,000 3 days

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

Population within 5 miles:

5,001 to 25,000 1 days  
50,001 to 75,000 1 days  
100,001 to 125,000 1 days  
125,001 to 250,000 5 days  
250,001 to 500,000 1 days  
500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days  
1.1 to 1.5 6 days

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

Travel Plan:

Yes 1 days  
No 9 days

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

|   |  |                 |                 |                                  |
|---|--|-----------------|-----------------|----------------------------------|
| 1 | AC-03-P-01<br>CHESTER WAY<br>NORTHWICH   | ASSISTED LIVING |                 | CHESHIRE WEST & CHESTER          |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total No of Dwellings:   |                 | 58              |                                  |
|   | <i>Survey date: FRIDAY</i>   |                 | <i>14/06/19</i> | <i>Survey Type: MANUAL</i>       |
| 2 | BC-03-P-01<br>SAINT STEPHEN'S ROAD<br>BOURNEMOUTH  | ASSISTED LIVING |                 | BOURNEMOUTH CHRISTCHURCH & POOLE |
|   | Edge of Town Centre<br>No Sub Category<br>Total No of Dwellings:   |                 | 66              |                                  |
|   | <i>Survey date: TUESDAY</i>  |                 | <i>27/09/22</i> | <i>Survey Type: MANUAL</i>       |
| 3 | LE-03-P-01<br>NOTTINGHAM ROAD<br>LOUGHBOROUGH  | ASSISTED LIVING |                 | LEICESTERSHIRE                   |
|   | Edge of Town Centre<br>No Sub Category<br>Total No of Dwellings:   |                 | 47              |                                  |
|   | <i>Survey date: WEDNESDAY</i>  |                 | <i>20/10/21</i> | <i>Survey Type: MANUAL</i>       |
| 4 | NF-03-P-01<br>MOUNTBATTEN DRIVE<br>NORWICH   | ASSISTED LIVING |                 | NORFOLK                          |
|   | Edge of Town<br>Residential Zone<br>Total No of Dwellings:   |                 | 40              |                                  |
|   | <i>Survey date: FRIDAY</i>   |                 | <i>08/11/19</i> | <i>Survey Type: MANUAL</i>       |
| 5 | NF-03-P-02<br>LAKENFIELDS<br>NORWICH<br>LAKENHAM<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: | ASSISTED LIVING | 40              | NORFOLK                          |
|   | <i>Survey date: FRIDAY</i>   |                 | <i>22/11/19</i> | <i>Survey Type: MANUAL</i>       |
| 6 | NY-03-P-01<br>FENNELL GROVE<br>RIPON   | ASSISTED LIVING |                 | NORTH YORKSHIRE                  |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:   |                 | 40              |                                  |
|   | <i>Survey date: TUESDAY</i>  |                 | <i>24/05/22</i> | <i>Survey Type: MANUAL</i>       |
| 7 | PB-03-P-01<br>THISTLE DRIVE<br>PETERBOROUGH<br>STANGROUND<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:              | ASSISTED LIVING | 79              | PETERBOROUGH                     |
|   | <i>Survey date: MONDAY</i>   |                 | <i>26/09/22</i> | <i>Survey Type: MANUAL</i>       |
| 8 | TB-03-P-01<br>GARFIELD ROAD<br>PAIGNTON  | ASSISTED LIVING |                 | TORBAY                           |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings:  |                 | 11              |                                  |
|   | <i>Survey date: FRIDAY</i>   |                 | <i>29/03/19</i> | <i>Survey Type: MANUAL</i>       |

LIST OF SITES relevant to selection parameters (Cont.)

|    |  |                 |                            |
|----|--|-----------------|----------------------------|
| 9  | TW-03-P-01<br>KENTON ROAD<br>NEWCASTLE UPON TYNE       | ASSISTED LIVING | TYNE & WEAR                |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                 |                            |
|    | Total No of Dwellings:                                 | 42              |                            |
|    | <i>Survey date: THURSDAY</i>                           |                 | <i>Survey Type: MANUAL</i> |
|    |  | <i>07/10/21</i> |                            |
| 10 | WS-03-P-01<br>DURRINGTON LANE<br>WORTHING              | ASSISTED LIVING | WEST SUSSEX                |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |                 |                            |
|    | Total No of Dwellings:                                 | 54              |                            |
|    | <i>Survey date: WEDNESDAY</i>                          |                 | <i>Survey Type: MANUAL</i> |
|    |  | <i>18/05/22</i> |                            |

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 10       | 48          | 0.067     | 10         | 48          | 0.029     | 10       | 48          | 0.096     |
| 08:00 - 09:00       | 10       | 48          | 0.078     | 10         | 48          | 0.038     | 10       | 48          | 0.116     |
| 09:00 - 10:00       | 10       | 48          | 0.143     | 10         | 48          | 0.115     | 10       | 48          | 0.258     |
| 10:00 - 11:00       | 10       | 48          | 0.132     | 10         | 48          | 0.124     | 10       | 48          | 0.256     |
| 11:00 - 12:00       | 10       | 48          | 0.109     | 10         | 48          | 0.109     | 10       | 48          | 0.218     |
| 12:00 - 13:00       | 10       | 48          | 0.113     | 10         | 48          | 0.124     | 10       | 48          | 0.237     |
| 13:00 - 14:00       | 10       | 48          | 0.132     | 10         | 48          | 0.130     | 10       | 48          | 0.262     |
| 14:00 - 15:00       | 10       | 48          | 0.099     | 10         | 48          | 0.136     | 10       | 48          | 0.235     |
| 15:00 - 16:00       | 10       | 48          | 0.088     | 10         | 48          | 0.092     | 10       | 48          | 0.180     |
| 16:00 - 17:00       | 10       | 48          | 0.088     | 10         | 48          | 0.103     | 10       | 48          | 0.191     |
| 17:00 - 18:00       | 10       | 48          | 0.052     | 10         | 48          | 0.080     | 10       | 48          | 0.132     |
| 18:00 - 19:00       | 10       | 48          | 0.029     | 10         | 48          | 0.040     | 10       | 48          | 0.069     |
| 19:00 - 20:00       |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00       |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 1.130     |            |             | 1.120     |          |             | 2.250     |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 11 - 79 (units: )  
Survey date range: 01/01/12 - 27/09/22  
Number of weekdays (Monday-Friday): 10  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*



**T22540**  
Station Road, South Wigston



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## Appendix F

### Site Access/Station Rd Junctions 10 Output Files

|   |
|---|
| <h1>Junctions 10</h1>   |
| <h2>PICADY 10 - Priority Intersection Module</h2>   |
| Version: 10.0.4.1693<br>© Copyright TRL Software Limited, 2021  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+44 (0)1344 379777 software@trl.co.uk trlsoftware.com                  |
| <b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b> |

**Filename:** T22540 - Station Rd-Site Access.j10

**Path:** C:\Users\TomToeman\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T22540 Station Road, Wigston\Junction Assessments\Picady

**Report generation date:** 15/08/2023 14:52:47

»2028 Base + Comm + Dev, AM

»2028 Base + Comm + Dev, PM

### Summary of junction performance

|                               | AM     |             |           |      |     | PM     |             |           |      |     |
|-------------------------------|--------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|                               | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
| <b>2028 Base + Comm + Dev</b> |        |             |           |      |     |        |             |           |      |     |
| Stream B-AC                   | D1     | 0.0         | 22.07     | 0.04 | C   | D2     | 0.1         | 36.43     | 0.08 | E   |
| Stream C-AB                   |        | 0.0         | 4.10      | 0.03 | A   |        | 0.0         | 4.33      | 0.01 | A   |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

#### File Description

|             |                   |
|-------------|-------------------|
| Title       |                   |
| Location    |                   |
| Site number |                   |
| Date        | 15/08/2023        |
| Version     |                   |
| Status      | (new file)        |
| Identifier  |                   |
| Client      |                   |
| Jobnumber   |                   |
| Enumerator  | AzureAD\TomToeman |
| Description |                   |

### Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Scenario name          | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2028 Base + Comm + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D2 | 2028 Base + Comm + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

**Analysis Set Details**

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 2028 Base + Comm + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.11               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.11              | A           |

## Arms

### Arms

| Arm | Name           | Description | Arm type |
|-----|----------------|-------------|----------|
| A   | Station Rd (W) |             | Major    |
| B   | Site Access    |             | Minor    |
| C   | Staion Rd (E)  |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|------------------------|-------------------------------|---------|----------------------|
| C   | 6.30                     |                            |                        | 106.0                         | ✓       | 0.00                 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 3.65           | 18                     | 20                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 525                | 0.094         | 0.239         | 0.150         | 0.341         |
| B-C    | 678                | 0.103         | 0.259         | -             | -             |
| C-B    | 635                | 0.243         | 0.243         | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

| ID | Scenario name          | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2028 Base + Comm + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 1021                    | 100.000            |
| B   |            | ✓            | 6                       | 100.000            |
| C   |            | ✓            | 896                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |   | To  |   |      |
|------|---|-----|---|------|
|      |   | A   | B | C    |
| From | A | 0   | 4 | 1017 |
|      | B | 3   | 0 | 3    |
|      | C | 892 | 4 | 0    |

## Vehicle Mix

### Heavy Vehicle Percentages

|      |   | To |   |    |
|------|---|----|---|----|
|      |   | A  | B | C  |
| From | A | 0  | 0 | 10 |
|      | B | 0  | 0 | 0  |
|      | C | 10 | 0 | 0  |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 22.07         | 0.0             | C       |
| C-AB   | 0.03    | 4.10          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 5                     | 320               | 0.014 | 4                   | 0.0             | 11.400    | B                             |
| C-AB   | 10                    | 953               | 0.011 | 10                  | 0.0             | 4.080     | A                             |
| C-A    | 664                   |                   |       | 664                 |                 |           |                               |
| A-B    | 3                     |                   |       | 3                   |                 |           |                               |
| A-C    | 766                   |                   |       | 766                 |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 5                     | 261               | 0.021 | 5                   | 0.0             | 14.096    | B                             |
| C-AB   | 16                    | 1031              | 0.016 | 16                  | 0.0             | 3.807     | A                             |

|     |     |  |  |     |  |  |  |
|-----|-----|--|--|-----|--|--|--|
| C-A | 789 |  |  | 789 |  |  |  |
| A-B | 4   |  |  | 4   |  |  |  |
| A-C | 914 |  |  | 914 |  |  |  |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 7                     | 170               | 0.039 | 7                   | 0.0             | 22.053    | C                             |
| C-AB   | 31                    | 1147              | 0.027 | 31                  | 0.0             | 3.488     | A                             |
| C-A    | 956                   |                   |       | 956                 |                 |           |                               |
| A-B    | 4                     |                   |       | 4                   |                 |           |                               |
| A-C    | 1120                  |                   |       | 1120                |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 7                     | 170               | 0.039 | 7                   | 0.0             | 22.074    | C                             |
| C-AB   | 31                    | 1147              | 0.027 | 31                  | 0.0             | 3.500     | A                             |
| C-A    | 956                   |                   |       | 956                 |                 |           |                               |
| A-B    | 4                     |                   |       | 4                   |                 |           |                               |
| A-C    | 1120                  |                   |       | 1120                |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 5                     | 261               | 0.021 | 5                   | 0.0             | 14.111    | B                             |
| C-AB   | 16                    | 1031              | 0.016 | 16                  | 0.0             | 3.841     | A                             |
| C-A    | 789                   |                   |       | 789                 |                 |           |                               |
| A-B    | 4                     |                   |       | 4                   |                 |           |                               |
| A-C    | 914                   |                   |       | 914                 |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 5                     | 320               | 0.014 | 5                   | 0.0             | 11.407    | B                             |
| C-AB   | 10                    | 953               | 0.011 | 10                  | 0.0             | 4.099     | A                             |
| C-A    | 664                   |                   |       | 664                 |                 |           |                               |
| A-B    | 3                     |                   |       | 3                   |                 |           |                               |
| A-C    | 766                   |                   |       | 766                 |                 |           |                               |

# 2028 Base + Comm + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.17               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.17              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name          | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2028 Base + Comm + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A   |            | ✓            | 1186                    | 100.000            |
| B   |            | ✓            | 8                       | 100.000            |
| C   |            | ✓            | 831                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |   | To  |   |      |
|------|---|-----|---|------|
|      |   | A   | B | C    |
| From | A | 0   | 3 | 1183 |
|      | B | 5   | 0 | 3    |
|      | C | 829 | 2 | 0    |
|      |   |     |   |      |

## Vehicle Mix

### Heavy Vehicle Percentages

|      |   | To |   |    |
|------|---|----|---|----|
|      |   | A  | B | C  |
| From | A | 0  | 0 | 10 |
|      | B | 0  | 0 | 0  |
|      | C | 10 | 0 | 0  |
|      |   |    |   |    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.08    | 36.43         | 0.1             | E       |
| C-AB   | 0.01    | 4.33          | 0.0             | A       |
| C-A    |         |               |                 |         |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 6                     | 270               | 0.022 | 6                   | 0.0             | 13.622    | B                             |
| C-AB   | 5                     | 897               | 0.006 | 5                   | 0.0             | 4.305     | A                             |
| C-A    | 621                   |                   |       | 621                 |                 |           |                               |
| A-B    | 2                     |                   |       | 2                   |                 |           |                               |
| A-C    | 891                   |                   |       | 891                 |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 7                     | 205               | 0.035 | 7                   | 0.0             | 18.161    | C                             |
| C-AB   | 8                     | 966               | 0.008 | 8                   | 0.0             | 4.030     | A                             |
| C-A    | 739                   |                   |       | 739                 |                 |           |                               |
| A-B    | 3                     |                   |       | 3                   |                 |           |                               |
| A-C    | 1063                  |                   |       | 1063                |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 9                     | 108               | 0.082 | 9                   | 0.1             | 36.294    | E                             |
| C-AB   | 15                    | 1070              | 0.014 | 15                  | 0.0             | 3.689     | A                             |
| C-A    | 900                   |                   |       | 900                 |                 |           |                               |
| A-B    | 3                     |                   |       | 3                   |                 |           |                               |
| A-C    | 1303                  |                   |       | 1303                |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 9                     | 108               | 0.082 | 9                   | 0.1             | 36.432    | E                             |
| C-AB   | 15                    | 1070              | 0.014 | 15                  | 0.0             | 3.703     | A                             |
| C-A    | 900                   |                   |       | 900                 |                 |           |                               |
| A-B    | 3                     |                   |       | 3                   |                 |           |                               |
| A-C    | 1303                  |                   |       | 1303                |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 7                     | 205               | 0.035 | 7                   | 0.0             | 18.207    | C                             |
| C-AB   | 8                     | 966               | 0.008 | 8                   | 0.0             | 4.065     | A                             |
| C-A    | 739                   |                   |       | 739                 |                 |           |                               |
| A-B    | 3                     |                   |       | 3                   |                 |           |                               |
| A-C    | 1063                  |                   |       | 1063                |                 |           |                               |



## 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 6                     | 270               | 0.022 | 6                   | 0.0             | 13.639    | B                             |
| C-AB   | 5                     | 897               | 0.006 | 5                   | 0.0             | 4.327     | A                             |
| C-A    | 621                   |                   |       | 621                 |                 |           |                               |
| A-B    | 2                     |                   |       | 2                   |                 |           |                               |
| A-C    | 891                   |                   |       | 891                 |                 |           |                               |