



## TRANSPORT STATEMENT

PROPOSED EMPLOYMENT DEVELOPMENT  
LAND NORTH OF REGENT ROAD, COUNTSTHORPE

## DOCUMENT CONTROL

project number: ADC3281 report reference: ADC3281-RP-A-v2				
version	date	author	reviewer	comments
1	08/06/2023	A Martha	J Cassie	internal draft
2	08/06/2023	A Martha	J Cassie	first issue to the client team

## CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b> .....	<b>4</b>
<b>2.0</b>	<b>EXISTING CONDITIONS</b> .....	<b>5</b>
	Site location and existing use .....	5
	Local highway network .....	6
	Accident record .....	6
	Opportunities for pedestrian travel.....	7
	Opportunities for cycle travel .....	8
	Opportunities for bus travel.....	9
	Opportunities for rail travel .....	10
	Summary .....	10
<b>3.0</b>	<b>PROPOSED DEVELOPMENT</b> .....	<b>11</b>
	Development Proposals.....	11
	Access .....	11
	Parking.....	11
<b>4.0</b>	<b>TRIP GENERATION</b> .....	<b>12</b>
	Vehicle trip generation .....	12
	Impact of additional traffic on the local infrastructure .....	12
<b>5.0</b>	<b>SUMMARY AND CONCLUSIONS</b> .....	<b>13</b>

## APPENDICES

Appendix A	Site Layout Plan
Appendix B	TRICS Output

## 1.0 INTRODUCTION

1.1 ADC Infrastructure Limited are commissioned by IMA Architects on behalf of the client, Gregory Pollard Limited, to produce highways and transport advice to support a planning application for the development of land north of Regent Road in Countesthorpe, Leicestershire, for employment use. Blaby District Council (BDC) are the local planning authority and Leicestershire County Council (LCC) are the local highway authority for the area.

1.2 The site previously served as a replacement storage building for the GB Tools Limited manufacturing industry and was demolished sometime between April 2019 and November 2022<sup>1</sup>.

1.3 The development proposals comprise the construction of a single unit for B2/B8 use, totalling 479sqm GFA, to be accessed from Regent Road. A copy of the site layout plan is provided at **Appendix A**.

1.4 This report presents the Transport Statement in support of the proposed development and is structured as follows:

- Section 2 describes the existing highway and infrastructure conditions surrounding the site;
- Section 3 describes the development proposals;
- Section 4 calculates the potential trip generation and modal split;
- Section 5 presents the summary and conclusions.

1.5 This Transport Statement has been produced in accordance with *Travel plans, transport assessments and statements in decision taking*. It examines the transport implications of the proposed development taking into account the requirements of the National Planning Policy Framework<sup>2</sup>:

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

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*111. 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.”*

---

<sup>1</sup> Google street view timeline

<sup>2</sup> NPPF Paragraphs 110 and 111, July 2021

## 2.0 EXISTING CONDITIONS

### Site location and existing use

- 2.1 The proposed development is located to the north-east of the village of Countesthorpe, approximately 10km to the south of Leicester city centre. The site is bounded by industrial units to the east and west, Regent Road to the south and residential dwellings to the north. The general site location and aerial photograph are shown in **Figures 1 and 2** respectively.

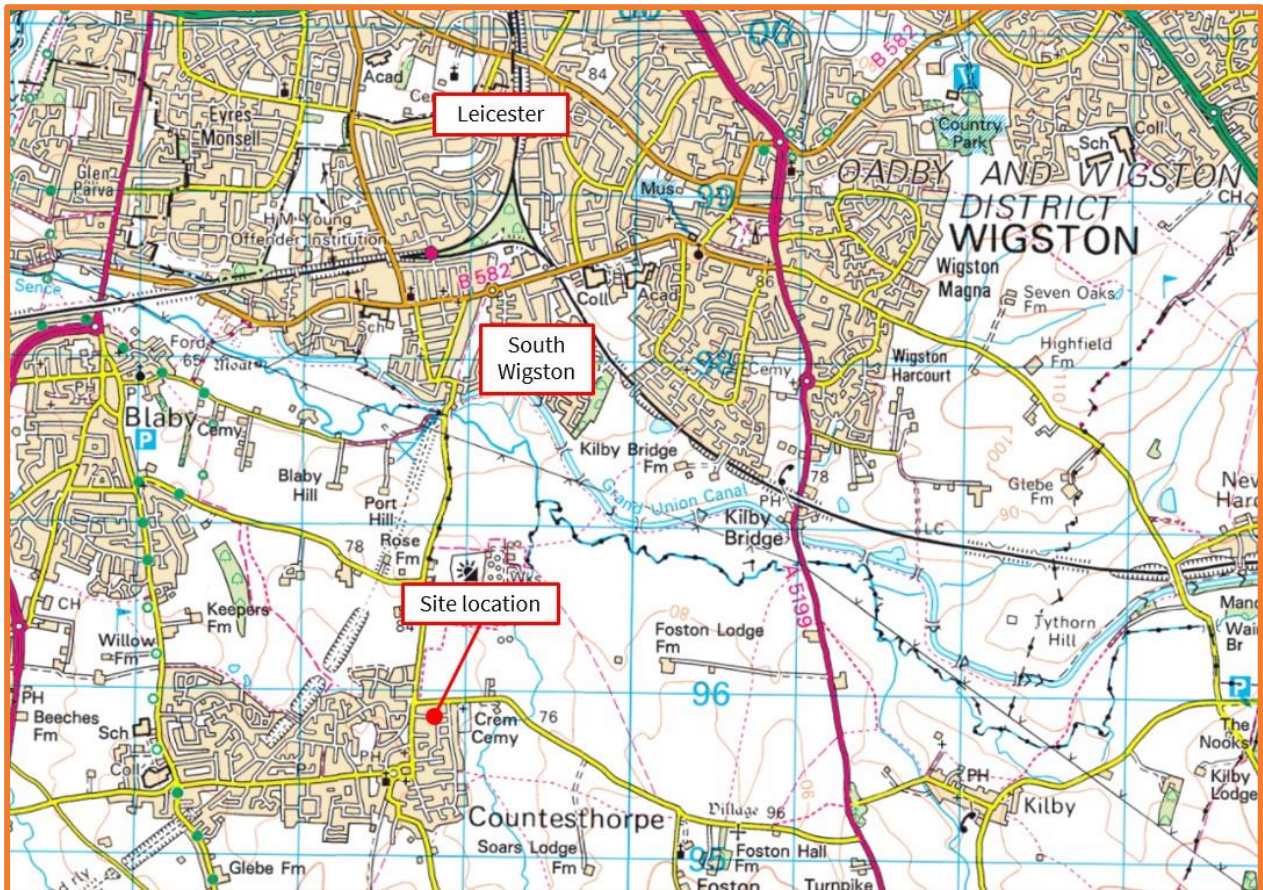


Figure 1: General site location



Figure 2: Aerial photograph (taken prior to demolition of previous unit)

### Local highway network

- 2.2 Regent Road runs west-east and is a 5.5m wide single carriageway with wide footways on either side of the road. The road is partly residential and partly industrial in nature with street lit footways and a speed limit of 30mph. Regent Road is a cul-de-sac, approximately 110m long, and, as a result, is lightly trafficked.
- 2.3 Regent Road joins Leicester Road, a single carriageway aligned in north-south direction, at a priority-controlled T-junction. The road is governed by a 30mph speed limit and has traffic calming at regular intervals along its length.

### Accident record

- 2.4 It is necessary to examine the accident record on the roads in the vicinity of the site, to identify any trends which may be made worse by the additional traffic and person trips generated by the proposed development. Therefore, the most recent five years of available personal injury accident (PIA) data was examined using the Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)).
- 2.5 There have been no recorded personal injury accidents on Regent Road nor at its junction with Leicester Road over the most recent five years (2017-2021), meaning that there is no existing road safety concern that would be exacerbated by the proposed development's traffic.

## Opportunities for pedestrian travel

- 2.6 Guidelines for Providing for Journeys on Foot<sup>3</sup>, describes walking distances for commuters and school pupils, where up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. **Figure 3** therefore shows a 2km pedestrian catchment from the centre of the site and includes all of Countesthorpe and its facilities. The location of the site in a suburban area has the potential to draw employees from the local community.

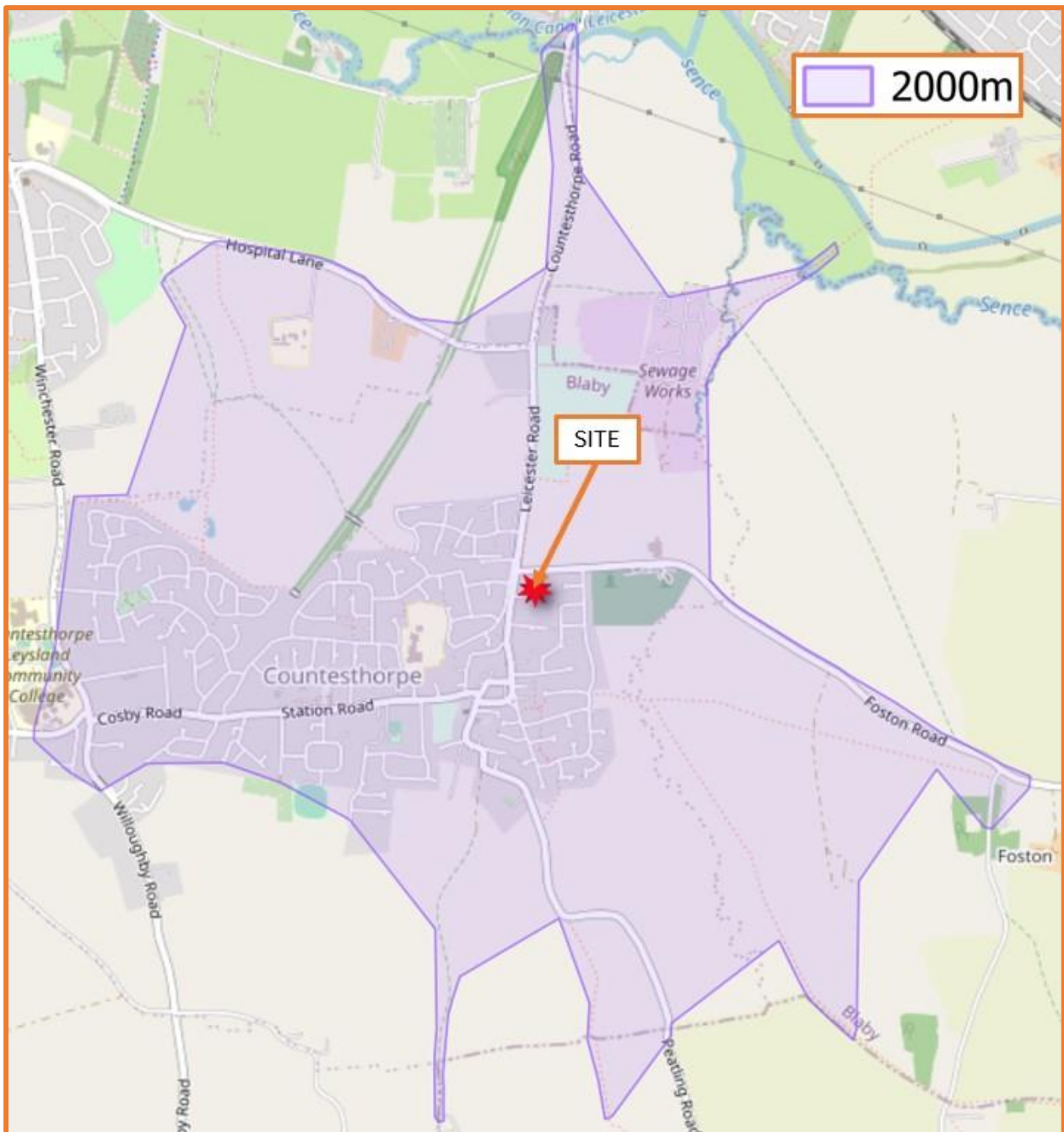


Figure 3: Pedestrian catchment

- 2.7 There is an extensive network of pedestrian infrastructure including footways and footpaths in the village which offer good pedestrian access to the site. There is a footpath located at the eastern end of Regent Road that provides connectivity to the residential areas to the east and

<sup>3</sup> Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

southeast of the site. The footways with dropped kerbs at key crossing points on Regent Road and Leicester Road provide connections to the residential areas to the west of the site and the village centre.

### Opportunities for cycle travel

- 2.8 Data from the 2021 National Travel Survey indicates that the average length of a cycle journey is over 5km, although cyclists will commute significantly longer distances than this if the topography and highway conditions are favourable. A 5km catchment from the site is shown in **Figure 4** and includes the residential areas of Blaby, Wigston and the suburban area of Glen Parva in Leicester. South Wigston railway station is also included within the catchment.

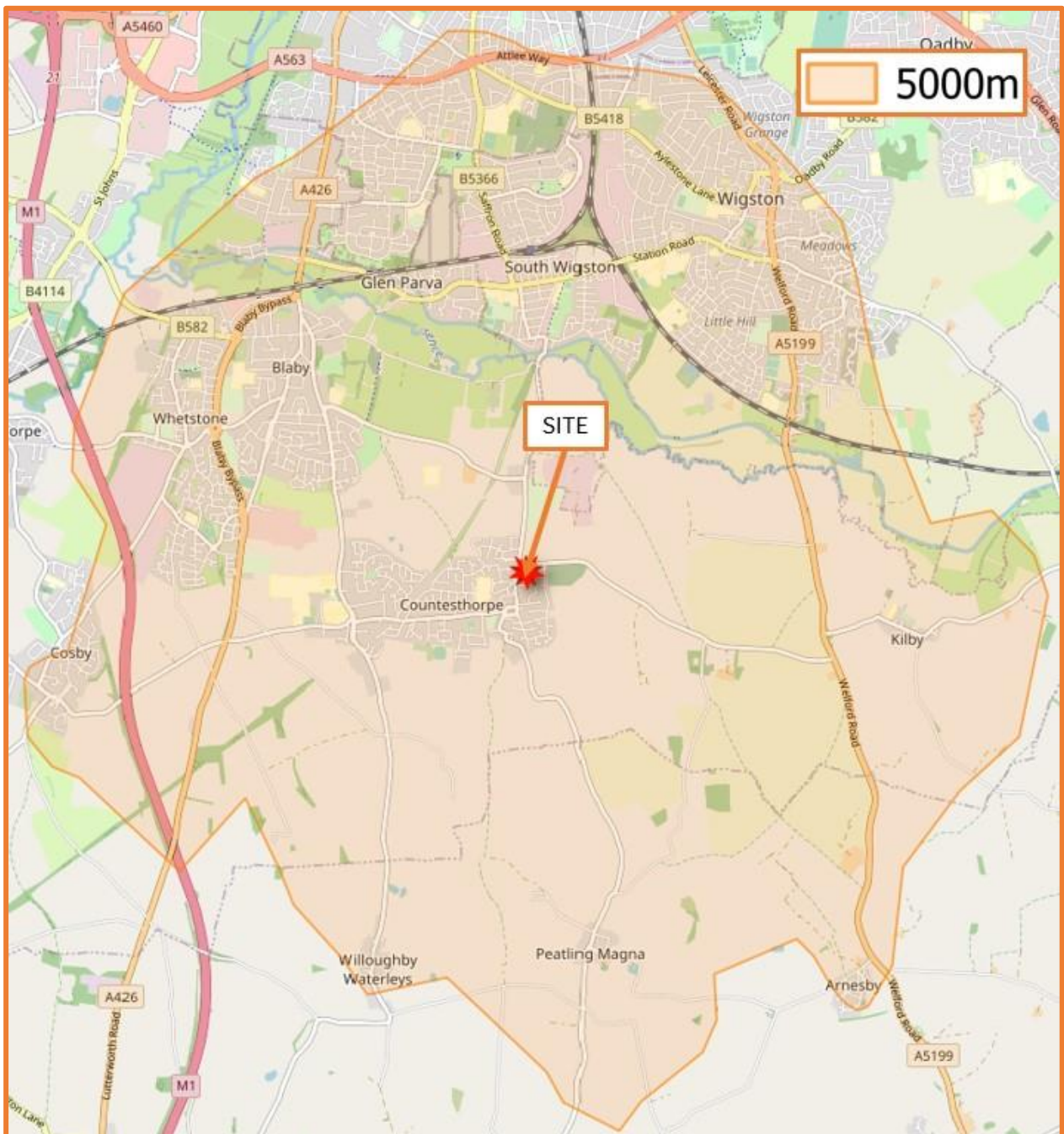


Figure 4: Cycle catchment



2.9 The cycle infrastructure in the vicinity of the site is limited hence it is encouraged to cycle on carriageway wherever possible. **Figure 5** below is an extract from Leicester South Cycle Map and shows the cycling facilities in and around Countesthorpe. National Cycle Network 6 passes 2km west of the site and provides connectivity to Blaby and Leicester.



Figure 5: Extract from Leicester South Cycle Map

### Opportunities for bus travel

2.10 As shown in **Figure 6** below, the nearest bus stops (Foston Lane) to the site are located within 150m of the site access on Leicester Road. Both stops are marked by a flag and pole arrangement with timetable information, plus shelter, and are served by the Arriva 85 service. The 85 service runs broadly half hourly weekday services between South Wigston and Leicester via Countesthorpe and Blaby between 06:12 to 21:24, with 20-minute services during morning and evening peak periods (07:00-09:00 and 16:00-18:00). The service runs broadly half hourly services on Saturdays between 06:14 to 21:24 and hourly services on Sundays between 09:27 to 16:27.

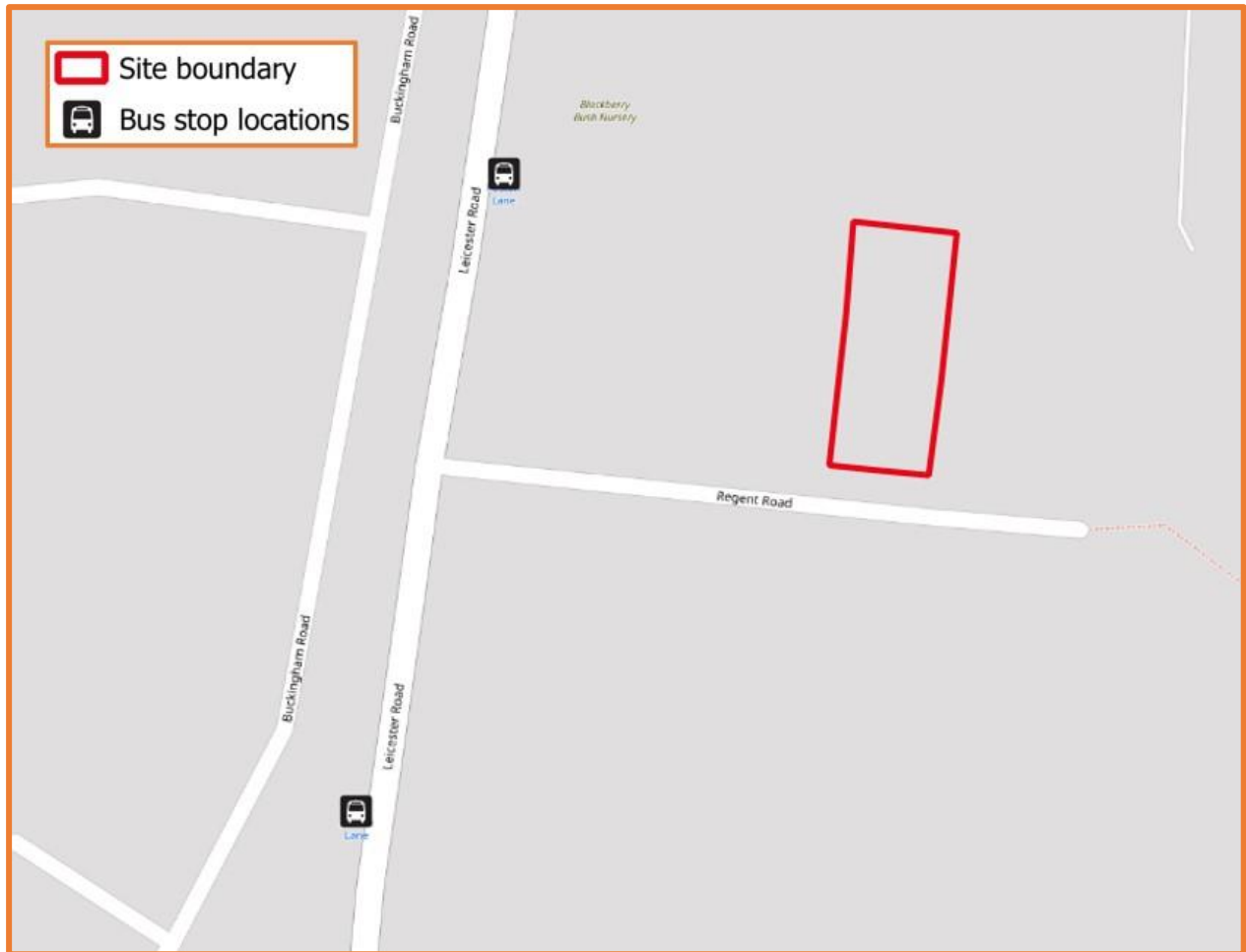


Figure 6: Bus stop locations in the vicinity of the site

### Opportunities for rail travel

- 2.11 South Wigston railway station is the nearest train station, located approximately 3.3km cycling distance from the site. The station is on the Birmingham to Peterborough line and provides hourly daily CrossCountry services to Leicester and Birmingham. The station can be accessed from the site by cycle or by using the bus service 85.

### Summary

- 2.12 The site is well located for employment use with good connectivity to the highway network in the village and beyond. The 2km pedestrian catchment includes all of Countesthorpe, with residential areas well connected via the existing footway network. The villages of Blaby, Wigston and Leicester's suburban area of Glen Parva are within a 5km cycling catchment. The nearest bus stops to the site provide access to all of the village, Blaby, and Leicester. South Wigston is the nearest train station providing frequent services to regional and national destinations and can be accessed by cycle or by using public transport.

### 3.0 PROPOSED DEVELOPMENT

#### Development Proposals

- 3.1 The development proposals comprise the construction of an industrial unit for B2/B8 use, totalling 479sqm GFA. The development layout is contained in Appendix A.

#### Access

- 3.2 Vehicular access to and from the development would be from the site frontage on Regent Road. The loading and servicing would be also done via direct frontage access similar to the adjoining industrial units on Regent Road.

#### Parking

- 3.3 Car parking for the proposed development is proposed in accordance with the Leicestershire Highway Design Guide (LHDG)<sup>4</sup> document which sets out maximum car parking requirements<sup>5</sup>. For B2 uses the maximum parking standard is 1 parking space for every 50sqm, whilst for B8 uses the maximum parking standard is 1 space per 100sq.m GFA.
- 3.4 Space will be provided to the front of the unit to accommodate 2-3 off-street car parking spaces. This reflects the parking arrangement for the adjacent unit and for the previous unit on the site.

---

<sup>4</sup> Leicestershire County Council Highway Requirements Part 4

<sup>5</sup> Paragraph 3.166 of Leicestershire County Council Part 3 Design Guidance

## 4.0 TRIP GENERATION

### Vehicle trip generation

4.1 In order to determine the likely traffic generation for the worst-case scenario i.e. B2 use for the proposed development, reference was made to TRICS 7.10.1 database, and the following criteria were selected. The full TRICS report is provided at **Appendix B**.

- Land use class 02/C – Employment/Industrial Unit
- All sites in the Republic of Ireland, Ulster, Scotland, Wales, and Greater London were removed.
- Site size parameters: 190-2,000 sqm GFA.
- Date range: 01/01/15 – 29/09/2022.
- Location types: Suburban area, Edge of Town.
- Populations within 1 mile included. Up to 50,000.
- Populations within 5 miles included. Up to 250,000.

4.2 The average trip rates and the resultant traffic generation are shown in the table below. The proposed development would therefore generate up to 5 two-way vehicle trips in a typical weekday peak hour.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
Trip rates (per 100sqm GFA)	AM peak hour	0.604	0.321	0.925
	PM peak hour	0.113	0.510	0.623
Vehicle trips (479 sqm GFA)	AM peak hour	3	2	5
	PM peak hour	1	2	3

### Impact of additional traffic on the local infrastructure

4.3 During a typical peak hour, the proposed development would generate up to 5 two-way vehicle trips. This level of traffic generation is considered to be negligible and would not have a material impact on the surrounding highway network. No further assessment of the traffic impact has therefore been undertaken.

## 5.0 SUMMARY AND CONCLUSIONS

- 5.1 ADC Infrastructure Limited are commissioned by IMA Architects on behalf of the client, Gregory Pollard Limited, to produce transport and highways advice to support a planning application for the development of land north of Regent Road in Countesthorpe, Leicestershire, for employment use. The local planning authority is Blaby District Council (BDC), and the local highway authority is Leicestershire County Council (LCC).
- 5.2 The site previously served as a replacement storage building for GB Tools Limited Engineering firm and was demolished sometime between April 2019 and November 2022. The development proposals comprise the construction of an industrial unit for B2/B8 use, totalling 479sqm GFA to be accessed via direct frontage access on Regent Road.
- 5.3 The site is in a sustainable location with all of Countesthorpe included in a 2km pedestrian catchment easily accessed via the existing pedestrian network. The residential areas of Blaby, Wigston and Glen Parva are located within a 5km cycling distance from the site. The nearest bus stops to the site provide access to the residential areas in Blaby, South Wigston and Leicester. South Wigston railway station is located within cycling distance and provides frequent services to regional and national destinations.
- 5.4 The proposed development would generate a small number of trips on foot, by cycle, or by public transport, and any additional trips would be readily accommodated by the existing infrastructure without the need for enhancements to facilities/services.
- 5.5 During a typical peak hour, the proposed development would generate up to 5 two-way vehicle trips which is considered to be negligible and would not have a material impact on the surrounding highway network. No further assessment of the traffic impact has therefore been undertaken.
- 5.6 Overall, the proposed development would accord with the aims of the NPPF. Safe and suitable access is achievable by all modes of travel. The development would not result in a severe impact on the local highway network, and therefore it would be unreasonable to prevent the development on transport grounds.

APPENDIX A  
SITE LAYOUT PLAN



APPENDIX B  
TRICS OUTPUT



Calculation Reference: AUDIT-855401-230606-0653

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT  
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	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: 150 to 1772 (units: sqm)  
 Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

*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:

Tuesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	7 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

*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	7
-----------------	---

*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	1 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 7 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	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	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	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm <i>Survey date: THURSDAY 20/06/19</i>	POWDER COATINGS	BLACKPOOL	<i>Survey Type: MANUAL</i>
2	CB-02-C-02 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm <i>Survey date: FRIDAY 15/10/21</i>	STEEL FABRICATION	CUMBRIA	<i>Survey Type: MANUAL</i>
3	LC-02-C-03 GOLDEN HILL LANE LEYLAND  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 150 sqm <i>Survey date: TUESDAY 06/11/18</i>	TIMBER SUPPLIES	LANCASHIRE	<i>Survey Type: MANUAL</i>
4	LC-02-C-06 TOLLGATE ROAD BURSCOUGH  Edge of Town Industrial Zone Total Gross floor area: 700 sqm <i>Survey date: THURSDAY 21/04/22</i>	STEEL FABRICATION	LANCASHIRE	<i>Survey Type: MANUAL</i>
5	NF-02-C-03 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Total Gross floor area: 260 sqm <i>Survey date: THURSDAY 07/11/19</i>	SHEET METAL CONTRACTOR	NORFOLK	<i>Survey Type: MANUAL</i>
6	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm <i>Survey date: THURSDAY 14/11/19</i>	EXHIBITION DESIGN & MANUF.	NORFOLK	<i>Survey Type: MANUAL</i>
7	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 29/09/22</i>	STEEL FABRICATOR	PETERBOROUGH	<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
BO-02-C-01	COVID
GS-02-C-02	COVID
LC-02-C-05	COVID
NN-02-C-01	COVID
TV-02-C-02	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 07:00	1	700	0.429	1	700	0.143	1	700	0.572
07:00 - 08:00	7	757	0.378	7	757	0.076	7	757	0.454
08:00 - 09:00	7	757	0.604	7	757	0.321	7	757	0.925
09:00 - 10:00	7	757	0.378	7	757	0.321	7	757	0.699
10:00 - 11:00	7	757	0.434	7	757	0.396	7	757	0.830
11:00 - 12:00	7	757	0.359	7	757	0.302	7	757	0.661
12:00 - 13:00	7	757	0.302	7	757	0.396	7	757	0.698
13:00 - 14:00	7	757	0.321	7	757	0.359	7	757	0.680
14:00 - 15:00	7	757	0.283	7	757	0.264	7	757	0.547
15:00 - 16:00	7	757	0.302	7	757	0.359	7	757	0.661
16:00 - 17:00	7	757	0.113	7	757	0.510	7	757	0.623
17:00 - 18:00	7	757	0.076	7	757	0.264	7	757	0.340
18:00 - 19:00	7	757	0.038	7	757	0.076	7	757	0.114
19:00 - 20:00	1	700	0.000	1	700	0.143	1	700	0.143
20:00 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.017</b>			<b>3.930</b>			<b>7.947</b>

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	150 - 1772 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

*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.*