



**Site at Land North Of Grange Road, Hugglescote,
LE67 2BT**

Appeal by Bloor Homes East Midlands Ltd

Response by Mrs Rebecca Henson
on behalf of Leicestershire County Council as local Highway
Authority
to the Proof of Evidence of Mr Mark Edwards
dated April 2012 on behalf of Bloor Homes East Midlands Ltd

Witness ref: LCC/LHA/01

Local Planning Authority reference: 10/01093/OUTM
Planning Inspectorate: APP/G2435/A/11/2165777/NWF

9 May 2012

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1 Qualifications and Experience

- 1.1 My name is Rebecca Henson. I have a BA (Hons) in Urban Planning and Management and an MSc in European Traffic and Transportation. I have eleven years experience working in the field of highways and transportation for Local Authorities. I have been employed by Leicestershire County Council as a Senior Engineer in the Transport Policy and Strategy Group for four years.

2 Scope of Evidence

- 2.1 This Evidence has been prepared in response to the Proof of Evidence submitted by Mr Mark Edwards dated April 2012 on behalf of Bloor Homes East Midlands Ltd.

3 Agreed trip distribution

- 3.1 Further to paragraph 7.13 of my main Proof of Evidence, clarification of the destination of trips to/from the appeal site through the Hugglescote crossroads (HCR) based on the previously agreed 36.1% distribution can be found at Table 1 and Plan 1 at Appendix A.

4 Trip assignment – Microsoft AutoRoute

- 4.1 2001 Journey to Work Census data tells us where the residents of Hugglescote ward were travelling to for employment in 2001. However, it does not tell us which routes that they used to get to their destination.
- 4.2 The local Highway Authority commissioned a survey to determine if residents from the existing residential area accessed from Grange Road at Wainwright Road chose to travel through HCR rather than in the direction of the A511.
- 4.3 The details of this survey and the results are summarised in paragraphs 7.4 to 7.7 of my main Proof of Evidence. The survey indicated that a high proportion of existing residents choose to travel through HCR rather than in the direction of the A511.
- 4.4 The survey results were corroborated by the findings of modelling work commissioned by North West Leicestershire District Council (NWLDC) to provide a transport evidence base for their Core Strategy. The results of this modelling exercise are summarised at paragraphs 9.7 to 9.9 of my main Proof of Evidence.
- 4.5 At paragraph 4.2.4 of the Proof of Evidence of Mr Edwards, it is stated that the Appellant has used 'Microsoft AutoRoute' to identify route choice from the Appeal site to destinations identified using 2001 Journey to Work Census data.
- 4.6 No reference is made to the use of Microsoft AutoRoute in either the Transport Assessment Scoping Note (found at Appendix B of the Proof of Evidence of Mr Edwards), nor in the Revised Transport Assessment (CD-A17).
- 4.7 Microsoft AutoRoute is a travel planning software that helps drivers to get accurate directions to destinations. It is similar to other

more commonly used travel planning software e.g. AA Route planner.

- 4.8 As stated at paragraph 4.2.4 of the Proof of Evidence of Mr Edwards, Microsoft AutoRoute provides drivers with directions to destinations using the quickest route possible.
- 4.9 Microsoft AutoRoute identifies the quickest route based on road type i.e. it assumes that an 'A' classified road will provide a quicker route to a destination than a 'B' classified road, and an 'A' or 'B' classified road will provide a quicker route to a destination than a 'C' classified road.
- 4.10 Therefore, from the Appeal site Microsoft AutoRoute will direct drivers to use the A511 rather than the C7110 Grange Road through HCR because it assumes that this will be a quicker route. This assumption is reflected in the summary results presented at Appendix E of the Proof of Evidence of Mr Edwards.
- 4.11 Microsoft AutoRoute does allow the user to select personal travel preferences. For example, you can state whether you expect to drive faster or slower than average on certain routes, or you can select the shortest route as opposed to the quickest route. However, the default is the quickest route based on road type. The Appellant has not presented any evidence to suggest that personal travel preferences were selected.
- 4.12 In his Proof of Evidence Mr Edwards has not provided any evidence to support the assumption of Microsoft AutoRoute that the A511 is indeed a quicker route to destinations identified using 2001 Journey to Work Census data than the unclassified Grange Road through HCR.
- 4.13 Since the exchange of Proofs of Evidence, the local Highway Authority has commissioned a journey time survey to establish if

the A511 is a quicker route than the unclassified Grange Road through HCR. The results of this survey are summarised at section 5 below. The results show that the assumption made by Mr Edwards at paragraphs 4.2.4 and 4.2.20 of his Proof of Evidence that the A511 is the quickest route based on Microsoft AutoRoute analysis is incorrect.

5 Journey time survey

- 5.1 The local Highway Authority has commissioned a journey time survey to establish if the assumption made by Mr Edwards at paragraphs 4.2.4 and 4.2.20 of his Proof of Evidence that the A511 is the quickest route is correct.
- 5.2 The survey was carried out on Tuesday 1 May 2012 by Leicestershire County Council's survey team. This was a wet day. However, both routes were affected by the weather, and there were no incidents on either route at the times of the survey.
- 5.3 Video cameras were mounted onto two vehicles. The vehicles travelled in a clockwise and anti-clockwise direction around a circular route during the am (07:40-09:10) and pm (16:50-18:10) peaks. The route is shown on Plan 2 at Appendix C.
- 5.4 The video camera footage was then analysed by the survey team. The time the vehicles passed through each of the junctions identified on Plan 2 at Appendix C (from the two proposed access points to the appeal site) was recorded.
- 5.5 With reference to Plan 2 at Appendix C, the critical timing points are junction D A447 Ibstock Road/Leicester Road signalised junction (known locally as Ravenstone crossroads) and junction E Hough Hill/A511 Stephenson Way/Ashby Road/A447 Swannington Road/A511 Ashby Road roundabout (known locally as Hoo Ash roundabout).
- 5.6 Junction D (Ravenstone crossroads) is a critical timing point because it is from this junction that the destinations of Snibston, Ibstock, Heather and Measham identified using 2001 Journey to Work Census data as shown on Plan 1 at Appendix A can be reached. Therefore, it is important to establish if the quickest route

to this junction to/from the appeal site is the A511 as assumed by Mr Edwards or the C7110 Grange Road through HCR.

- 5.7 The journey from the appeal site to junction D (Ravenstone crossroads) takes you along Grange Road until you reach the HCR. At HCR you have to wait for a green signal in order to continue ahead on Ashburton Road.
- 5.8 The journey continues for some distance along Ashburton Road and Standard Hill until you reach junction D. At Ravenstone crossroads you have to wait for a green signal in order to turn left/right or proceed straight ahead to your destination. The reverse journey from junction D to the appeal site is similar.
- 5.9 Junction E (Hoo Ash roundabout) is a critical timing point because it is from this junction that the destinations of Birmingham, Sandwell, Solihull, Wolverhampton, Tamworth, Ashby, Measham, Moira and Valley ward identified using 2001 Journey to Work Census data as shown on Plan 1 at Appendix A can be reached. Therefore, it is important to establish if the quickest route to this junction to/from the appeal site is the A511 as assumed by Mr Edwards or the C7110 Grange Road through HCR.
- 5.10 The journey from the appeal site to junction E (Hoo Ash roundabout) takes you along Grange Road until you reach the Birch Tree roundabout. After waiting for a gap in the traffic you enter the roundabout and take the first exit onto the A511. At this point, it is possible that you will have to wait at the signal controlled railway crossing.
- 5.11 The next junction is the Bardon Road roundabout. In the peak hours there are queues on the approach, and after waiting for a gap in the traffic you enter the roundabout and continue ahead on the A511.

- 5.12 The next junction is the Broom Leys signalised junction. In the peak hours there are queues on the approach and you have to wait for a green signal in order to continue ahead on the A511.
- 5.13 The next two junctions are the Whitwick Road and Thornborough Road roundabouts, respectively. Both junctions experience queuing on the approaches in the peak hours and drivers have to wait for a gap in the traffic before entering the junctions and continuing ahead on the A511.
- 5.14 From the Thornborough Road roundabout, the Hoo Ash roundabout (junction E) is reached. In the peak hours there are queues on the approach, and after waiting for a gap in the traffic you enter the roundabout.
- 5.15 The reverse journey from junction E to the appeal site is similar, with similar queues and delays on the approaches to junctions.
- 5.16 The results of the journey time survey can be found at Appendix C. The results show that on average in both the am and pm peaks the C7110 Grange Road through HCR is a quicker route than the A511 to/from both of the proposed site accesses as shown on Plan 2 at Appendix C. Indeed, at no point based on minimum, maximum or average journey times was the A511 a quicker route.
- 5.17 In the am peak hour the C7110 Grange Road through HCR was on average 6 minutes 9 seconds quicker than the A511 to/from proposed site access A to junction D (Ravenstone crossroads), and 6 minutes 52 seconds quicker to/from proposed site access B.
- 5.18 In the pm peak hour the C7110 Grange Road through HCR was on average 4 minutes 40 seconds quicker than the A511 to/from proposed site access A to junction D (Ravenstone crossroads), and 5 minutes 21 seconds quicker to/from proposed site access B.

- 5.19 In the am peak hour the C7110 Grange Road through HCR was on average 1 minute 44 seconds quicker than the A511 to/from proposed site access A to junction E (Hoo Ash roundabout), and 2 minutes 26 seconds quicker to/from proposed site access B.
- 5.20 In the pm peak hour the C7110 Grange Road through HCR was on average 47 seconds quicker than the A511 to/from proposed site access A to junction E (Hoo Ash roundabout), and 1 minute 28 seconds quicker to/from proposed site access B.
- 5.21 At paragraph 4.2.20 of his Proof of Evidence Mr Edwards states, "a factor which needs to be taken account of when considering a locally constrained junction is route choice. Route choice is where people select the route which is least cost to them. This will in almost all circumstances be the route which takes the least time".
- 5.22 At paragraph 4.2.25 of his Proof of Evidence Mr Edwards goes on to say that "in reality traffic is highly unlikely to choose a constrained route when they have easy access to a high capacity, quicker road".
- 5.23 The results of the journey time survey demonstrate that despite the "constrained" nature of Hugglescote crossroads, and the Microsoft AutoRoute analysis, the C7110 Grange Road through HCR is a quicker route to/from the appeal site than the A511. Consequently, based on Mr Edwards assumptions this is a route that people will choose to use.
- 5.24 Therefore, assigning 8.3% of development traffic through HCR is not a "more realistic forecast of traffic assignment based on the actual routes vehicles are likely to take during the peak hour periods" as stated at paragraph 4.2.21 of the Proof of Evidence of Mr Edwards.

6 Hugglescote crossroads – Proposed mitigation

- 6.1 As stated at paragraphs 10.10 and 12.3 of my main Proof of Evidence, within the Revised Transport Assessment (CD-A17) no mitigation is proposed at HCR despite acknowledgement by the Appellant that it is needed. The Appellant tries to justify this on the basis that a proposed traffic calming scheme along Grange Road, and improvements on the A511, will reduce the amount of traffic using the HCR.
- 6.2 However, the Appellant has not presented any evidence that these proposals will reduce the amount of traffic using the HCR. Indeed, as stated at section 4 of the Proof of Evidence of Mr Edwards, the proposed mitigation measures on the A511 will achieve nil-detriment, this cannot be considered to be an improvement.
- 6.3 Furthermore, the Appellant has not formally proposed the Grange Road traffic calming works within the suggested conditions (CD-G6) or the draft s106 Agreement (CD-G5).
- 6.4 However, at paragraphs 4.4.16 to 4.4.17 of the Proof of Evidence of Mr Edwards, it appears that a scheme of mitigation for HCR is now proposed based on 8.3% distribution through the junction. The local Highway Authority was not aware of this proposal until the Proof of Evidence of Mr Edwards was received on 25 April 2012.
- 6.5 This proposed mitigation involves changes to the cycle time of the traffic signals in the pm peak hour, and a reduction in the number of times that the pedestrian cycle is called.
- 6.6 At paragraph 4.3.21 of the Proof of Evidence of Mr Edwards it is stated that a video survey of HCR was commissioned by the Appellant and the results of this survey were submitted to the local Highway Authority in Technical Note TN004 (found at Appendix J of the Proof of Evidence of Mr Edwards).

- 6.7 TN004 was issued to the local Highway Authority on 20 February 2012. However, the local Highway Authority were asked by both the Appellant and the Appellant's agent to put this submission "to one side" (see email from Gary Lees to Rebecca Henson dated 22 February 2012 at Appendix B). The local Highway Authority confirmed in an email to Mr Edwards that it would not be responding to the submission at the request of the Appellant and the Appellant's agent (see email from Rebecca Henson to Mark Edwards dated 24 February 2012 at Appendix B).
- 6.8 The local Highway Authority were rather confused by paragraph 4.3.22 of the Proof of Evidence of Mr Edwards which states "the 2010 base year, design year and 2020 design year with development scenarios for the Hugglescote crossroads in the Revised TA (CD A17) have been assessed using the latest LINSIG model validated against the video survey. Summary results of these junction capacity assessments are provided at Appendix L".
- 6.9 This confusion arose because TN004 did not assess the impact of the development at HCR based on 8.3% distribution. Therefore, it was not clear to the local Highway Authority where the summary results presented at Appendix L of the Proof of Evidence of Mr Edwards originated.
- 6.10 The local Highway Authority sought clarification on this on 27 April 2012 (see letter from Rebecca Henson to Mark Edwards dated 27 April 2012 at Appendix B). Later that day the local Highway Authority were provided with the LinSig assessments for HCR based on 8.3% distribution as summarised at Appendix L of the Proof of Evidence of Mr Edwards. This was the first time that the local Highway Authority had been provided with the assessments.

6.11 The local Highway Authority's response to the submitted LinSig assessments and comments on the proposed mitigation are addressed in the Rebuttal Proof of Evidence of Dr Douglas Reid.

6.12 It is clear from paragraphs 8.4 and 8.5 of the Rebuttal Proof of Evidence of Dr Douglas Reid that the development will have a significant adverse impact at HCR, and that the proposed mitigation would not be available to implement. Consequently, drivers will experience considerable increases in delays and queuing.

7 Connectivity of the site for pedestrians and cyclists

- 7.1 At paragraphs 13.17 and 13.18 of my main Proof of Evidence it is stated that there is one outstanding matter in relation to proposals for a number of measures to provide connectivity from the appeal site for pedestrians and cyclists.
- 7.2 This outstanding matter is how a new pedestrian link from the appeal site to the A511 along the line of a dismantled railway can be tied down by Grampian condition and effectively enforced irrespective of land ownership.
- 7.3 On 27 April 2012, a letter was sent to the Appellant on behalf of the local Highway Authority (Appendix B) asking how the Appellant intends to demonstrate that there is a reasonable prospect of the link being delivered.
- 7.4 At a meeting held on 2 May 2012, the local Highway Authority were advised that the Appellant intends to enter into a permissive path Agreement with the landowner/s. The local Highway Authority has asked to see this Agreement.
- 7.5 Without an Agreement being in place it cannot be demonstrated that there is a reasonable prospect of delivery of the link. Furthermore, delivery of this link is integral to addressing putative reason for refusal 2.

8 Conclusions

- 8.1 Further clarification is provided at Appendix A in respect of the distribution of trips to/from the appeal site through HCR based on the agreed 36.1% distribution.
- 8.2 The local Highway Authority commissioned a survey to establish the route choice of residents of an existing residential area accessed from Grange Road. The findings of this survey were corroborated by modelling commissioned by NWLDC.
- 8.3 The Appellant has used Microsoft AutoRoute software to identify route choice. Microsoft AutoRoute assumes that the A511 is the quickest route to destinations identified using 2001 Journey to Work Census data.
- 8.4 The Appellant has provided no evidence that the A511 is the quickest route. The results of a journey time survey commissioned by the local Highway Authority show that the route through HCR is a quicker route than the A511 and therefore assigning 8.3% of development traffic through HCR is not realistic.
- 8.5 Within the Revised Transport Assessment (CD-A17) no mitigation is proposed at HCR despite acknowledgement by the Appellant that it is needed. However, there is reference to a proposed scheme of mitigation in the Proof of Evidence of Mr Edwards.
- 8.6 The local Highway Authority sought clarification from the Appellant in respect of this proposed mitigation. The local Highway Authority's response to the submitted junction assessments and comments on the proposed mitigation are addressed in the Rebuttal Proof of Evidence of Dr Douglas Reid.

8.7 The details of a permissive path Agreement between the Appellant and the landowner/s of the land required to deliver a pedestrian link from the appeal site to the A511 remain outstanding.

Appendix A:

Trip distribution 36.1%

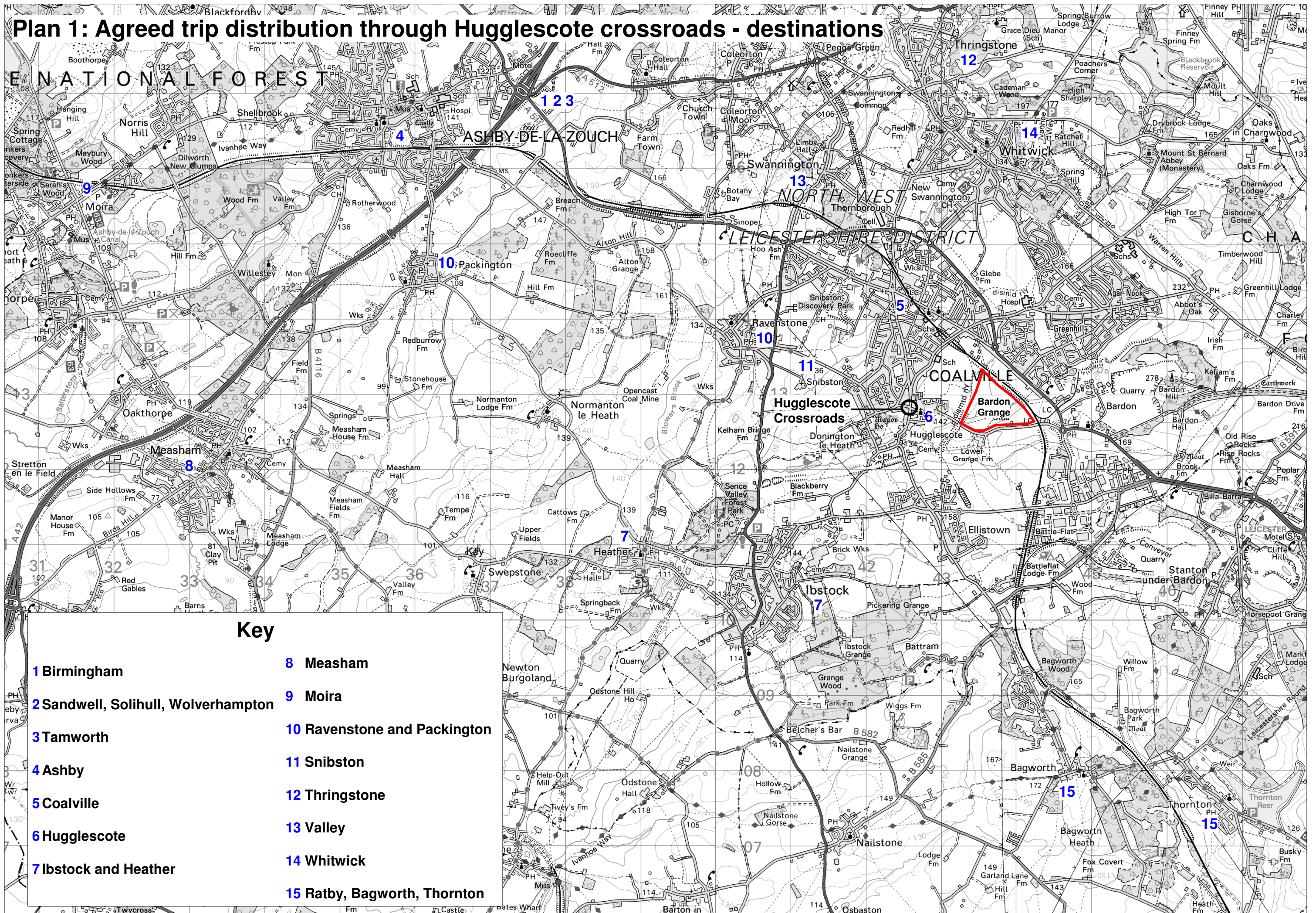
- Table 1: Summary of agreed trip distribution through Hugglescote crossroads (HCR) based on 2001 census journey to work data
- Plan 1: Agreed trip distribution through Hugglescote crossroads – destinations

**Table 1: Summary of agreed trip distribution through
Hugglescote crossroads (HCR)
Based on 2001 census journey to work data**

Trips from Hugglescote ward

Plan ref:	Destination	% Trips through HCR	Note
1	Birmingham	1.0	Via A42 J13
2	Sandwell, Solihull, Wolverhampton	1.4	Via A42 J13
3	Tamworth	0.8	Via A42 J13
4	Ashby	5.47	
5	Coalville	11.86	
6	Hugglescote	3.36	Less than 25% of total trips within ward
7	Ibstock and Heather	5.40	
8	Measham	0.4	
9	Moira	0.2	
10	Ravenstone and Packington	0.67	
11	Snibston	3.8	
12	Thringstone	0.1	50% of total trips to ward
13	Valley	0.4	50% of total trips to ward
14	Whitwick	0.4	50% of total trips to ward
15	Ratby, Bagworth, Thornton	0.84	50% of total trips to ward
	Total	36.1	

Plan 1: Agreed trip distribution through Hugglescote crossroads - destinations



Key

- 1** Birmingham
- 2** Sandwell, Solihull, Wolverhampton
- 3** Tamworth
- 4** Ashby
- 5** Coalville
- 6** Hugglescote
- 7** Ibstock and Heather
- 8** Measham
- 9** Moira
- 10** Ravenstone and Packington
- 11** Snibston
- 12** Thringstone
- 13** Valley
- 14** Whitwick
- 15** Ratby, Bagworth, Thornton

Appendix B:

Correspondence

- Email from Gary Lees to Rebecca Henson dated 22 February 2012
- Email from Rebecca Henson to Mark Edwards dated 24 February 2012
- Letter from Rebecca Henson to Mark Edwards dated 27 April 2012
- Letter from John Prendergrast to Morag Thomson dated 27 April 2012

Rebecca Henson

From: Gary Lees [Gary.Lees@pegasuspg.co.uk]
Sent: 22 February 2012 14:48
To: Rebecca Henson
Cc: Joanne Eynon; STEVE BAMBRICK; JAMES KNIGHTLEY; Ian Drummond; David Joseph; mark.edwards; Bill Blincoe; Michelle Duffy
Subject: FW: APP/G2435/A/11/2165777 Site at Land North Of Grange Road, Hugglescote
Importance: High

Rebecca

I understand David Joseph has recently spoken with Jo to express our disappointment with your note to the Planning Inspectorate this morning, particularly following our discussions yesterday. However, notwithstanding the contents of that letter, we are keen to progress matters as far we can and trust you are adopting the same approach.

In discussion yesterday we suggested that, in the first instance, you would provide your technical advice on a single point: ignoring Stephenson Green traffic and putting recent submissions from SBA to one side, what is the capacity of HCR (in terms of number of dwellings) to accommodate development traffic from Grange Road? Also, how does this compare with your assessment of the Stephenson Green impacts on HCR, which we understand you have already undertaken?

We appreciate that you will need to look at future mitigation; we urgently need to meet with the main parties to progress this. I would suggest this should involve Steve Bambrick, Ian Drummond and your lead member and would be grateful if you could suggest a date.

We acknowledge that you are maintaining other reasons for refusal, but if we can first ascertain the HCR position we can then move forward in addressing these other issues and submit the revised TA. Ultimately, we hope to reach an agreed position with you to enable us to re-submit our planning application and put the appeal in abeyance.

I trust this is agreeable and look forward to receiving confirmation of when you anticipate being able to respond to the query (which is in effect what NWLDC has also asked you to consider below) and a suggested date for the round table meeting at your earliest convenience, with your response to follow in due course.

I look forward to hearing from you.

Regards

Gary Lees
Director

Pegasus Planning Group Ltd

4 The Courtyard | Church Street | Lockington | Derbyshire | DE74 2SL
T 01509 670806 | F 01509 672247 | M 07795 657310 | E gary.lees@pegasuspg.co.uk

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02/05/2012

Rebecca Henson

From: Rebecca Henson
Sent: 24 February 2012 15:14
To: 'mark.edwards'
Cc: Joanne Eynon; Andy Gatward; JAMES KNIGHTLEY; David Joseph; Gary Lees
Subject: RE: Land of Grange Road, Hugglescote (10/01093/OUTM)

Mark

Following discussions with David and Gary, and Gary's e-mail of the 22nd February, I confirm that I will not be responding to this submission for the time being, whilst efforts are concentrated on a way forward in respect of HCR.

Regards
Rebecca

Rebecca Henson
Senior Engineer, Economy and Growth
Environment and Transport Department
Leicestershire County Council
County Hall
Glenfield
Leicestershire
LE3 8RJ

Tel: 0116 305 7165
Fax: 0116 305 7014

-----Original Message-----

From: mark.edwards [mailto:medwards@sbax.co.uk]
Sent: 20 February 2012 13:56
To: Rebecca Henson
Cc: Joanne Eynon; Andy Gatward; JAMES KNIGHTLEY; David Joseph; Gary Lees
Subject: RE: Land of Grange Road, Hugglescote (10/01093/OUTM)

Rebecca,

Following on from your email below, we commissioned a video survey at the Hugglescote Cross Roads to confirm the number of times the pedestrian phase was called during the peak hour periods.

The attached technical note presents the findings of this survey and also provides further assessment work based on the data from the video survey which has been used to verify the signal times for the LINSIG model.

Please do not hesitate to give me a call if you have any queries or would like to discuss

Regards

Mark Edwards
Regional Director

Savell Bird & Axon
Tel: +44(0)161 835 2400

By email only

Mark Edwards
SBA
Quay West at MediaCityUK
Trafford Wharf Road
Trafford Park
Manchester
M17 1HH

Date: 27 April 2012
My Ref: PDS/RLH/2010/1093/04
Your Ref: APP/G2435/A/11/2165777/NWF
Contact: Rebecca Henson
Phone: 0116 305 7165
Fax: 0116 305 7014
Email: Rebecca.henson@leics.gov.uk

Dear Mark

**Town and Country Planning Act 1990
Appeal by Bloor Homes East Midlands Ltd
Site at Land North of Grange Road, Hugglescote, LE67 2BT
Planning Inspectorate Appeal Ref: APP/G2435/A/11/2165777/NWF**

I have now received a copy of your Proof of Evidence dated April 2012 in respect of the above appeal. I am rather confused by a number of paragraphs at section 4 and would like you to provide an explanation.

At paragraph 4.4.16 it is stated that "with consideration to the latest junction capacity assessment set out above in section 4.3 of my proof, a mitigation measure is proposed in the PM peak. This involves altering the signal timings from 150 seconds (double cycle) to 180 seconds (double cycle)".

At paragraph 4.4.18 it is stated that "the results in Appendix L attached to my proof show that the increase in the signal timings in the PM peak provides sufficient mitigation to achieve nil-detriment".

At paragraph 4.3.21 it is stated that "The results of this survey were submitted in Technical Note TN004, attached at Appendix G of my proof, and were used to validate the LinSig Model". Please can you confirm if you mean Appendix G which is Technical Note 002 dated 30 November 2011, or Appendix J which is Technical Note 004 dated 20 February 2012.

Assuming that you mean Technical Note TN004 dated 20 February 2012, please can you advise where the summary results presented at Appendix L come from? Are they from the assessment of 800 dwellings at Bardon Grange based on 36.1% distribution through the Hugglescote crossroads (HCR) as per TN004?

Environment and Transport Department
Leicestershire County Council, County Hall, Glenfield. Leicestershire LE3 8RJ
Telephone: 0116 305 0001 Fax: 0116 305 0006 Minicom: 0116 305 0007
Email: etd@leics.gov.uk

Director, Matthew Lugg

I understand that the case for the Appellant, and therefore any proposed mitigation is based on a distribution of 8.3% through HCR (Revised Transport Assessment dated July 2011). I cannot find the LINSIG assessment for this scenario in TN004. Until I can find this assessment, I am not able to provide comment on the proposed mitigation. Therefore, I would appreciate a response today directing me to where this assessment can be found.

Yours sincerely

**Rebecca Henson
Senior Engineer – Economy and Growth
On behalf of Leicestershire County Council as Highway Authority**

Environment and Transport Department
Leicestershire County Council, County Hall, Glenfield. Leicestershire LE3 8RJ
Telephone: 0116 305 0001 Fax: 0116 305 0006 Minicom: 0116 305 0007
Email: etd@leics.gov.uk

Director, Matthew Lugg

By email only

Morag Thomson
Marrons
1 Meridian South
Meridian Business Park
Leicestershire
LE19 1WY

Date: 27 April 2012
My Ref: PDS/RLH/2010/1093/04
Your Ref:
Contact: John Prendergrast
Phone: 0116 305 6014
Fax: 0116 305 7014
Email: John.prendergrast@leics.gov.uk

Dear Morag

**Town and Country Planning Act 1990
Appeal by Bloor Homes East Midlands Ltd
Site at Land North of Grange Road, Hugglescote, LE67 2BT
Planning Inspectorate Appeal Ref: APP/G2435/A/11/2165777/NWF**

I would appreciate if you could provide clarification on the following matters in respect of the above planning appeal:

1. How does your client intend to demonstrate to the Planning Inspectorate that there is a reasonable prospect of delivery of a new footpath along the disused railway line to the west of the site as detailed in suggested condition 35 considering the land ownership issues?
2. Assuming that it can be demonstrated that the footpath is deliverable; please can you confirm if it is proposed to dedicate the footpath as public highway?
3. The draft s106 Agreement includes for the provision of a bus service. Please can you confirm how your client proposes to secure provision of this service?

I would appreciate a response within 7 days.

Yours sincerely

John Prendergrast

Environment and Transport Department
Leicestershire County Council, County Hall, Glenfield. Leicestershire LE3 8RJ
Telephone: 0116 305 0001 Fax: 0116 305 0006 Minicom: 0116 305 0007
Email: etd@leics.gov.uk

Director, Matthew Lugg

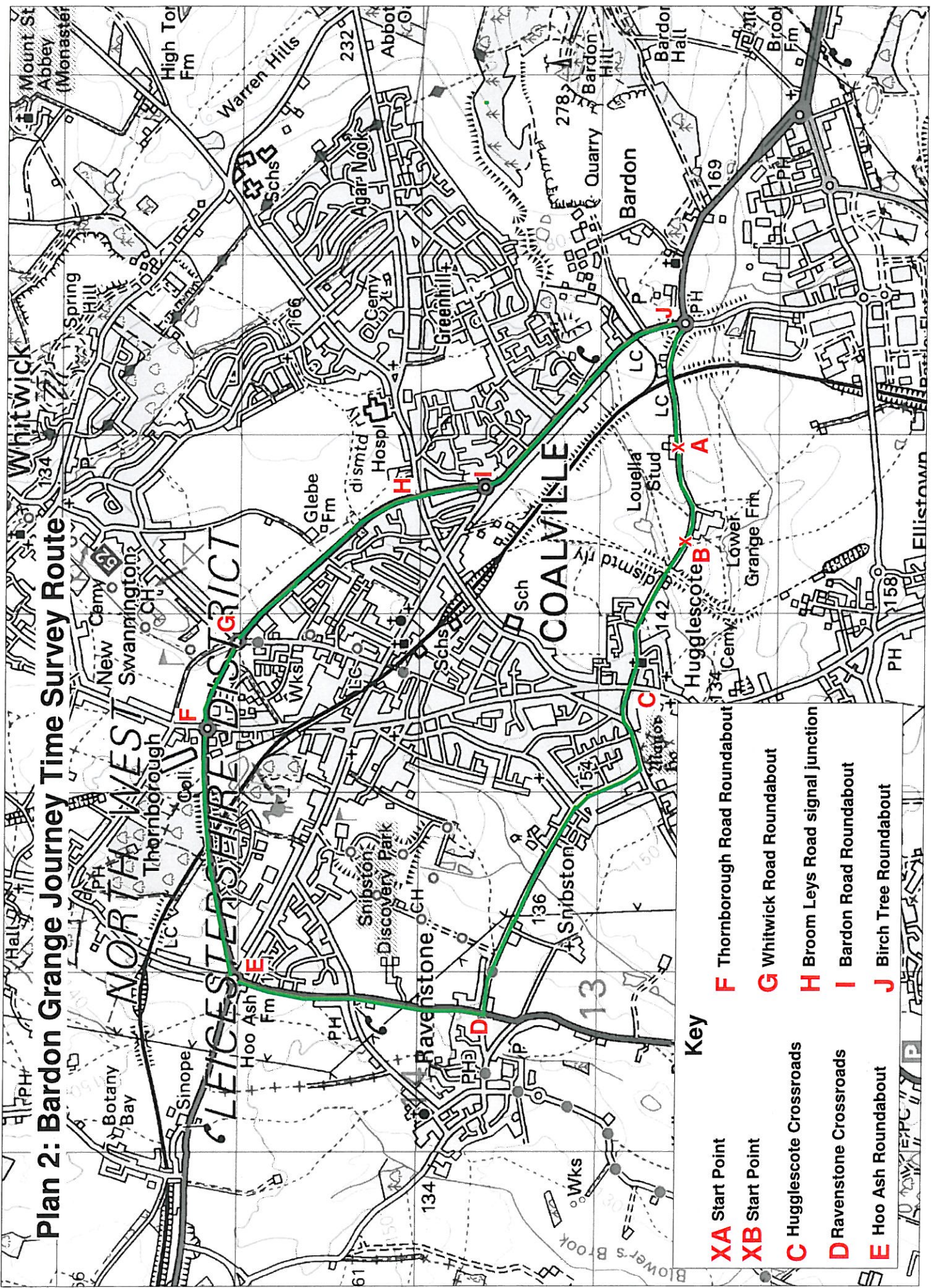
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Appendix C:

Journey time survey

- Plan 2: Bardon Grange journey time survey route
- Journey time survey data

Plan 2: Bardon Grange Journey Time Survey Route



Key

- XA** Start Point
- XB** Start Point
- C** Hugglescote Crossroads
- D** Ravenstone Crossroads
- E** Hoo Ash Roundabout
- F** Thornborough Road Roundabout
- G** Whitwick Road Roundabout
- H** Broom Leys Road signal junction
- I** Bardon Road Roundabout
- J** Birch Tree Roundabout

LCC



ETD
Transport Data &
Intelligence Team

Hugglescote Journey Time
Surveys

Report Prepared by Alex Gray 03/05/2012

Bardon Grange Journey Time Surveys

Analysis to

Hoo Ash Roundabout (Junction Ref. E)

Bardon Grange - Journey Time Survey Routes (AM PERIOD)

From Proposed Site Access A

ROUTE 1

Hoo Ash Roundabout via A511

Junction Ref	AV	MIN	MAX
A>E	00:10:20	00:08:32	00:12:36
E>A	00:08:35	00:06:47	00:09:53
Total	00:09:27	00:06:47	00:12:36

ROUTE 2

Hoo Ash Roundabout via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
A>E	00:07:26	00:06:16	00:08:11
E>A	00:08:01	00:07:36	00:08:58
Total	00:07:43	00:06:16	00:08:58

ROUTE 2

Hoo Ash Roundabout via HCR is faster by
00:01:44 minutes

From Proposed Site Access B

ROUTE 1

Hoo Ash Roundabout via A511

Junction Ref	AV	MIN	MAX
B>E	00:10:46	00:09:03	00:13:04
E>B	00:08:40	00:06:47	00:09:53
Total	00:09:43	00:06:47	00:13:04

ROUTE 2

Hoo Ash Roundabout via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
B>E	00:07:03	00:05:56	00:07:47
E>B	00:07:30	00:07:03	00:08:30
Total	00:07:16	00:05:56	00:08:30

ROUTE 2

Hoo Ash Roundabout via HCR is faster by
00:02:26 minutes

Bardon Grange - Journey Time Survey Route (PM PERIOD)

From Proposed Site Access A

ROUTE 1

Hoo Ash Roundabout via A511

Junction Ref	AV	MIN	MAX
A>E	00:08:05	00:07:04	00:09:34
E>A	00:07:40	00:06:24	00:10:00
Total	00:07:52	00:06:24	00:10:00

ROUTE 2

Hoo Ash Roundabout via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
A>E	00:07:06	00:06:10	00:08:50
E>A	00:07:05	00:06:34	00:07:30
Total	00:07:06	00:06:10	00:08:50

Route 2.

Hoo Ash Roundabout via HCR is faster by
00:00:47 minutes

From Proposed Site Access B

ROUTE 1

Hoo Ash Roundabout via A511

Junction Ref	AV	MIN	MAX
B>E	00:08:35	00:07:33	00:10:06
E>B	00:07:40	00:06:24	00:10:00
Total	00:08:07	00:06:24	00:10:06

ROUTE 2

Hoo Ash Roundabout via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
B>E	00:06:44	00:05:47	00:08:30
E>B	00:06:35	00:06:05	00:07:03
Total	00:06:40	00:05:47	00:08:30

Route 2.

Hoo Ash Roundabout via HCR is faster by
00:01:28 minutes

Bardon Grange Journey Time Surveys

Analysis to

Ravenstone Crossroads

(Junction Ref. D)

Bardon Grange - Journey Time Survey Routes (AM PERIOD)

From Proposed Site Access A

ROUTE 3

Ravenstone Crossroads via A511

Junction Ref	AV	MIN	MAX
A>D	00:12:41	00:10:34	00:14:37
D>A	00:10:42	00:09:18	00:12:07
Total	00:11:41	00:09:18	00:14:37

From Proposed Site Access B

ROUTE 3

Ravenstone Crossroads via A511

Junction Ref	AV	MIN	MAX
B>D	00:13:07	00:11:05	00:15:05
D>B	00:10:47	00:09:18	00:12:07
Total	00:11:57	00:09:18	00:15:05

ROUTE 4

Ravenstone Crossroads via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
A>D	00:05:25	00:04:42	00:06:04
D>A	00:05:39	00:04:50	00:06:20
Total	00:05:32	00:04:42	00:06:20

ROUTE 4

Ravenstone Crossroads via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
B>D	00:05:02	00:04:22	00:05:40
D>B	00:05:08	00:04:19	00:05:52
Total	00:05:05	00:04:19	00:05:52

ROUTE 4

Ravenstone Crossroads via HCR is faster by
00:06:09 minutes

ROUTE 4

Ravenstone Crossroads via HCR is faster by
00:06:52 minutes

Bardon Grange - Journey Time Survey Routes (PM PERIOD)

From Proposed Site Access A

ROUTE 3

Ravenstone Crossroads via A511

Junction Ref	AV	MIN	MAX
A>D	00:10:12	00:09:01	00:11:36
D>A	00:09:23	00:07:57	00:11:33
Total	00:09:47	00:07:57	00:11:36

ROUTE 4

Ravenstone Crossroads via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
A>D	00:05:23	00:04:37	00:07:05
D>A	00:04:51	00:04:37	00:05:07
Total	00:05:07	00:04:37	00:07:05

ROUTE 4

Ravenstone Crossroads via HCR is faster by
00:04:40 minutes

From Proposed Site Access B

ROUTE 3

Ravenstone Crossroads via A511

Junction Ref	AV	MIN	MAX
B>D	00:10:41	00:09:30	00:12:08
D>B	00:09:23	00:07:57	00:11:33
Total	00:10:02	00:07:57	00:12:08

ROUTE 4

Ravenstone Crossroads via Hugglescote Crossroads (HCR)

Junction Ref	AV	MIN	MAX
B>D	00:05:01	00:04:14	00:06:45
D>B	00:04:21	00:04:08	00:04:35
Total	00:04:41	00:04:08	00:06:45

ROUTE 4

Ravenstone Crossroads via HCR is faster by
00:05:21 minutes

Bardon Grange Journey Time Surveys

Appendix A

Raw Data (Excel)

Appendix A1 - Raw Survey Data - Anti-Clockwise Run

Time at start point xB	Time at J	Time at I	Time at H	Time at G	Time at F	Time at E	Time at D	Time at C	Time at xB	Time at xA	A>E	B>E	E>A	E>B
07:38:33	07:39:38	07:44:17	07:45:05	07:46:39	07:47:21	07:49:04	07:51:52	07:55:02	07:56:11	07:56:42	00:10:21	00:10:31	00:07:38	00:07:07
07:56:11	07:57:21	07:59:22	08:01:03	08:02:41	08:03:34	08:05:14	08:07:16	08:11:20	08:12:32	08:13:03	00:08:32	00:09:03	00:07:49	00:07:18
08:12:32	08:13:03	08:15:57	08:18:12	08:19:44	08:20:30	08:21:55	08:24:13	08:28:07	08:29:25	08:29:57	00:08:52	00:09:23	00:08:02	00:07:30
08:29:25	08:30:42	08:32:32	08:35:33	08:38:49	09:39:54	08:41:14	08:43:52	08:48:35	08:49:44	08:50:12	00:11:17	00:11:49	00:08:58	00:08:30
08:49:44	08:50:12	08:53:13	08:55:00	09:00:06	09:00:57	09:02:48	09:04:49	09:08:35	09:09:51	09:10:24	00:12:36	00:13:04	00:07:36	00:07:03
09:09:51	09:10:24	::	::	::	::	::	::	::	0:0	0:0				
::	::	::	::	::	::	::	::	::	0:0	0:0				
16:53:46	16:39:30	16:41:39	16:42:11	16:43:46	16:45:08	16:46:43	16:49:33	16:52:39	16:53:46	16:54:13	00:07:57	00:08:24	00:07:30	00:07:03
17:08:31	16:55:25	16:57:51	16:58:28	16:59:57	17:00:40	17:02:10	17:03:56	17:07:17	17:08:31	17:09:03	00:09:34	00:10:06	00:07:09	00:06:21
17:25:13	17:10:02	17:12:20	17:14:43	17:16:28	17:17:09	17:18:37	17:20:39	17:23:46	17:25:13	17:25:46	00:08:19	00:08:52	00:07:06	00:06:36
17:40:44	17:26:30	17:28:25	17:29:48	17:34:28	17:32:30	17:34:05	17:36:25	17:39:32	17:40:44	17:41:11	00:07:31	00:07:58	00:07:16	00:06:47
17:55:29	17:41:11	17:43:31	17:45:22	17:46:42	17:47:21	17:48:42	17:51:11	17:54:29	17:55:29	17:55:58	00:07:04	00:07:33	00:06:34	00:06:05
18:09:07	17:56:33	17:58:14	17:59:58	18:01:09	18:01:43	18:03:02	18:04:59	18:07:53	18:09:07	18:09:36				
::	::	::	::	::	::	::	::	::	0:0	0:0				
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::	::	::	::	::	::	::	::	::	0:0	0:0				
::	::	::	::	::	::	::	::	::	0:0	0:0				
::	::	::	::	::	::	::	::	::	0:0	0:0				
Min	00:07:04	00:07:04	00:07:33	00:06:34	00:06:34	00:06:34	00:06:34	00:06:34	00:06:34	00:06:34	00:07:04	00:07:33	00:06:34	00:06:05
Max	00:12:36	00:12:36	00:13:04	00:08:58	00:08:58	00:08:58	00:08:58	00:08:58	00:08:58	00:08:58	00:12:36	00:13:04	00:08:58	00:08:30
Average	00:09:12	00:09:12	00:09:40	00:07:30	00:07:30	00:07:30	00:07:30	00:07:30	00:07:30	00:07:30	00:09:12	00:09:40	00:07:30	00:07:00

