Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

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1.0 Introduction

Background

1.1 SLR consulting has been commissioned by Blaby District Council (BDC) to provide advice on the transport infrastructure requirements which may be required to support the delivery of sites identified within the latest Blaby Local Plan (BLP) to 2042.

1.2 This Strategic Transport Assessment (STA) provides an overview of the work completed to date. It outlines the assumptions applied and presents the findings, including recommendations for likely mitigation measures which may be required to manage the impact of future traffic growth arising from BLP, on the transport network.

1.3 Given the nature of this assessment, it is not proportionate to consider every potential impact that could arise from the delivery of the proposed developments. The purpose of this assessment is to identify the 'critical dependencies' necessary to manage the cumulative impacts of the whole plan, rather than identify localised mitigation requirements which may be necessary to support individual development proposals. Detailed individual site impact assessments would be expected to be completed at the planning application stage accompanying each of the individual developments through to consent via the production of individual Transport Assessments.

1.4 The strategic scope of the assessment, together with the broad criteria used to identify impacts, is appropriate for the scale of development under consideration and reflects the current level of certainty associated with the proposals. Correspondingly, this STA considers higher bands of impact, due to the strategic nature and scale of the developments being considered cumulatively at this stage with an expectation that more detailed, localised assessments, undertaken at a more granular level would be completed and reported within the individual Transport Assessments produced by each development in line with Leicestershire County Councils Highway Design Guide[1].

Approach

1.5 The approach set out within this STA is proportionate to the stage of the Local Plan process being considered and cognisant of the scale of development being promoted through the Plan. It is neither proportionate nor practical to assess every change which is predicted to occur on the transport network between model scenarios given the scale of development being considered.

1.6 The approach which SLR has promoted is one which considers the sequential impact of delivering critical interventions necessary to first reduce the need to travel, then reduce car dependency before finally focussing on the residual impacts observed on the highway network, after allowing for the effect of these interventions within the traffic modelling to ensure that the infrastructure deals with the 'residual' highway impact only (i.e. after an allowance for mode shift).

1.7 Further sensitivity testing is intended to be completed, as noted towards the end of this Report, to consider broader changes to the operation of the network which occur as a result of factors external to this Plan period (i.e. development build outs extending beyond 2042 and the influence of neighbouring plans).

1.8 At this stage the STA focusses specifically on the effects of delivering the development strategy identified within BDCs currently proposed spatial strategy. This is a critical first phase of the assessment as the outcome is the identification of a series of highway schemes

[1] Leicestershire Highway Design Guide

to be included within the Local Plan Infrastructure Delivery Plan (IDP). The expectation is that delivery of these schemes, in part or whole depending upon the circumstances, would be necessary to minimise the additional impact of the allocated development proposals on the highway network. This approach seeks to ensure that the issues being solved, and critically the proposed solution, is directly related to impacts arising from the Local Plan derived traffic growth. Ensuring the schemes within the IDP are both directly relatable and necessary to support the Local Plan traffic growth is critical if, once the plan is adopted, site promotors are to be expected to contribute to the delivery of these schemes as well as ensuring that, at the point at which contributions are sought, it can be demonstrated that the contributions align with CIL Reg 122, this is further discussed later within this Report.

Timeline

1.9 SLR has been working on behalf of BDC, commencing in June 2025. Throughout this BDC has engaged with Leicestershire County Council (LCC) and, in line with LCC's requirements has undertaken the assessment using LCCs Pan-Regional Transport Model (PRTM) which is a strategic transport model. The first set of outputs from the PRTM model runs were received from March 2026 and form the basis of this Report. A full timeline of the engagement between BDC and LCC is provided in **Appendix A**.

Objectives

1.10 The primary objective of this STA, is to set out the findings of the modelling assessment, including recommendations for any likely mitigation necessary to minimise the effect of traffic from the BLP developments and its cumulative impact on the transport network as part of the Regulation 19 consultation.

1.11 The objectives are;

- To assess and support BLP through reviewing the proposed development strategy and spatial distribution of growth, focusing on the impact of placemaking, reducing the need to travel and how that affects network operation. This will determine the extent to which the existing and future transport network can support the planned development and identify any additional likely mitigation required beyond those measures already proposed.
- To embed sustainable travel choice into BLP by prioritising measures which reduce the need to travel through provision of localised amenities as well as reducing car dependence through alignment with broader policies relating to active and sustainable transport choice.
- To determine transport and infrastructure measures ensuring they are appropriate, proportionate, viable, and that delivery can be justified and reasonably be secured within the Infrastructure Development Plan (IDP).

1.12 The study will support BDC in determining the necessary infrastructure proposals which can be included within the associated IDP to support BLP based on a hierarchy which seeks to first reduce the need to travel, then provide alternative means of travel outside of the private car before then considering the potential infrastructure requirements which may be necessary to manage the future effects of traffic growth to the end of the plan period (i.e. 2042).

1.13 It is recognised that development build out will continue beyond the current plan period and so further work is to be undertaken to establish what may be required beyond 2042. However, at this stage the focus of the assessment is confined to 2042 in order to specifically define the infrastructure need to support the BLP.

Report Structure

1.14 The remainder of this report is set out as follows:

- **Section 2 – Policy and Local Plan:** A review of relevant transport planning policy and an overview of local plan housing and employment allocations;
- **Section 3 – Methodology:** Provides details of development and assesses impacts and any limitations;
- **Section 4 – Results:** Discusses the key findings from the modelling;
- **Section 5 – Next Steps:** Explains what work is in progress; and
- **Section 6 – Summary:** Summary and findings of the Strategic Transport Assessment.

2.0 Policy and Local Plan

National Planning Policy Framework

Chapter 2: Achieving Sustainable Development

2.1 The approach taken in this STA follows the NPPF which states in paragraph 7 that:

"the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner."

2.2 Paragraph 11 continues that:

"Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects."

Chapter 3: Plan-making

2.3 Paragraph 16 states that:

"Plans should:

a) be prepared with the objectives of contributing to the achievement of sustainable development;

b) be prepared positively, in a way that is aspirational but deliverable;"

Chapter 9: Promoting sustainable transport

2.4 National policy also requires that transport issues are considered from the earliest stages of plan-making, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. Paragraph 109 states:

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

2.5 And that this should involve:

"e) identifying and pursuing opportunities to promote walking, cycling and public transport use;"

2.6 Paragraph 111 further emphasises the importance of placemaking in planning saying,

"Planning policies should: (a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;"

Annex 2: Glossary

2.7 A vision-led approach is defined as:

"an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')".

2.8 The approach adopted within this assessment is consistent with the transport hierarchy of prioritising active travel (walking and cycling), public and shared transport before the private car.

2.9 This requires the consideration and prioritisation of walking, cycling and public transport with highway capacity improvements considered a final resort, rather than the default option. The approach prioritises active and sustainable travel before increasing highway capacity, in accordance with national policy.

Department for Transport Guidance

Transport Analysis Guidance & Transport Evidence bases in plan making and decision taking

2.10 The assessment has been undertaken in the context of Department for Transport (DfT) guidance on the development and application of traffic modelling, which is set out within its Transport Analysis Guidance[2] (TAG). Additionally, regard has been given to the guidance set out within DfT's 'Transport evidence bases in plan making and decision taking' guidance document[3].

2.11 TAG sets out the requirements prescribed by DfT to ensure traffic modelling is undertaken in a robust manner, whilst the evidence pertaining to plan making sets out the issues which DfT expects to be considered in appraising the development proposals, and how the impacts of development proposals should be considered.

2.12 TAG guidance (DfT's Transport Analysis Guidance) is clear, building transport models is a complex and time-consuming process. TAG recognises that even the best models are imperfect and therefore their construction and use should be proportionate, and analysts (and therefore decisions makers) should be cognisant of their limitations and any risks that they may pose.

2.13 SLR considers the application of traffic modelling techniques applied within this STA to be proportionate to the needs of Blaby in establishing the impacts of its proposed Local Plan and with regard to the application of traffic models to aid judgements in the context of planning policy.

Community Infrastructure Levy (CIL) Regulation

2.14 When identifying the infrastructure requirements necessary to support the BLP, it is important to also consider regulation 122 of the CIL Regulations 2010 requires that planning obligations must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

2.15 In this context the assessment has considered those measures which are necessary as a result of the additional impact on the network which occurs because of the BLP

[2] https://www.gov.uk/guidance/transport-analysis-guidance-tag

[3] https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking

developments. It is not the role of the BDP to safeguard the operation of the network for wider users, nor does the BLP promote by specific policies delivery of schemes which are not directly related to the impacts of the BLP.

2.16 This does not preclude the potential need for larger schemes to facilitate or provide a more optimal solution either due to a need to overcome existing network challenges and/or to facilitate growth which will occur beyond the plan period. Both of which will be considered through additional sensitivity testing in order to provide stakeholders with an understanding of where the measures within the proposed IDP may need to be amended or enhanced to account for external factors outside of the growth associated with the Plan.

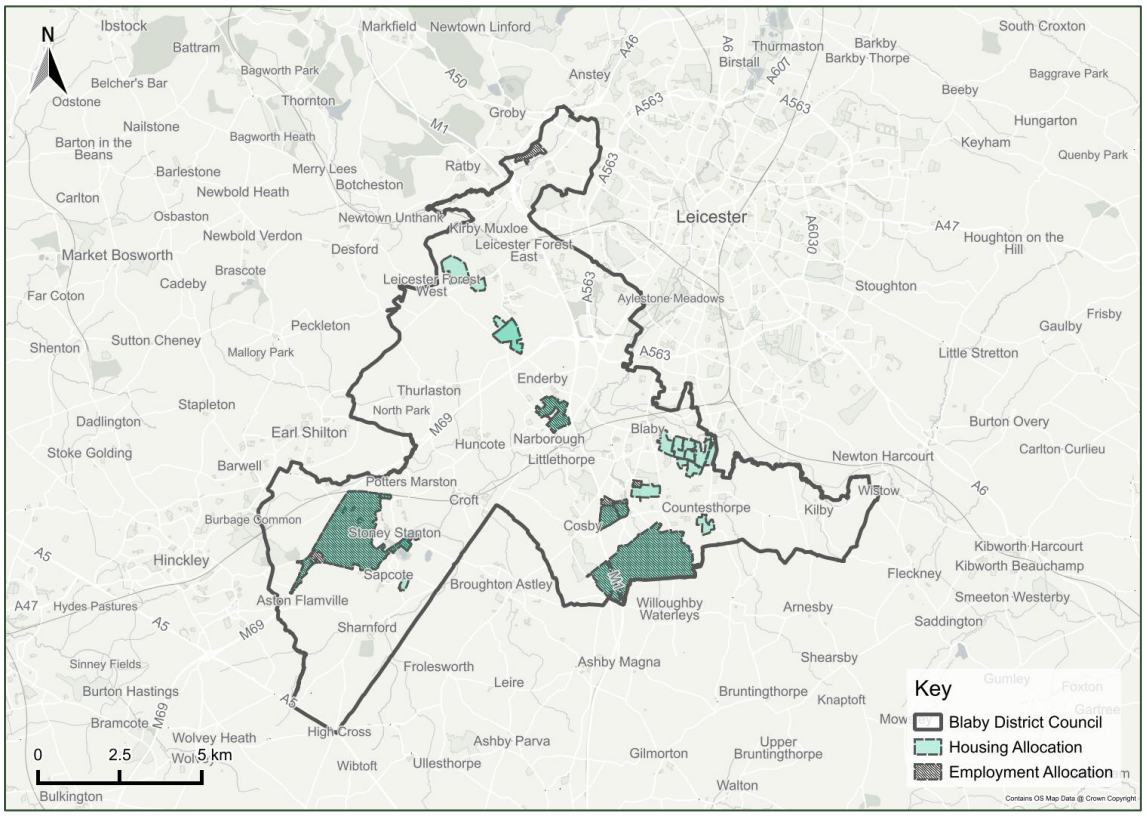
Proposed Local Plan

2.17 The BLP is approaching Regulation 19 Consultation stage and requires transport evidence that identifies the requirements which are linked to BLP to make a viable case for funding and commitments for sustainable infrastructure to be secured through the IDP.

Housing and Employment Site Allocations

2.18 The focus of the STA is the BLP housing and employment allocations and demonstrating the ability of a regular travel pattern in peak periods on the network. Part of the assessment includes whether the allocations within BLP are viable from a transport perspective and the likely mitigation measures required. A map setting out the proposed housing and employment allocations included in the transport modelling is included at **Figure 2-1.**

Figure 2-1 Map of Proposed Housing and Employment Allocations



2.19 The full schedule of housing and employment inputted into the PRTM model is outlined in **Table 2-1**.

Table 2-1 Allocation Information Used in PRTM Model

Zone	SHELAA ref	Site Name	Dwellings	Employment (sqm)
9046	BLA031/BLA034/BLA039/BLA040	Hospital Lane Sites, Blaby	650	
9045	BLA038/ EBLA003	Land South of Rose Way Business Park, Blaby	375	
9044	COU046	Peatling Road, Countesthorpe	275	
9043	GLE030	Land Rear of County Hall; Kilby	170	
9042	KMU025	Land North of Hinckley Road (Hastings Fields Phase 2)	510	
9041	LFE020	Former Kingstand Farm Golfcourse	250	
9040	NAR016/END028	Hayes Meadows (land south of Carlton Park)	560	
9039	LUB002	Land at Desford Road / Beggar's Lane	825	
9038	SAP029	London Leys Farm, Sapcote	120	
9037	STO025	Land South of Broughton Road, Stoney Stanton	165	
9036	STO026	Land West of Stoney Stanton	800	
9035	STO026			25,600
9034	WHE027	Whetstone Pastures	800	
9033	WHE027			25,600
9032	WHE031	Land South of Whetstone, Whetstone	584	
9031	WHE031			9,480
9030	GLE032	Land North of Glenfield		64,000
Total to be built by 2042			**6,084 dwellings**	**124,680sqm employment**

3.0 Methodology

PRTM

3.1 BDC have used Leicestershire County Council's (LCC) PRTM model to:

- Evaluate cumulative and individual impacts of BLP site allocations.
- Test various scenarios (for example with/without Local Plan, with sustainable transport interventions).
- Apply vision-led planning to reduce car dependency and promote sustainable travel.

Purpose

3.2 The PRTM is a strategic highway model covering Leicester and Leicestershire used by LCC for large scale decision making. PRTM is used to forecast the impact of changes in transport policy, land-use and infrastructure on travel decisions, the environment, and the economy. It is comprised of a planning input module to derive total travel demand and variable demand, highway, public transport, and environmental model components.

3.3 The evidence provided through the modelling is intended to provide a means of reaching consensus across key stakeholders in terms of effect and likely mitigation. As well as Leicestershire County Council, key stakeholders include National Highways and promoters of the development proposals (particularly those who are promoting larger allocations and/or are likely to be reliant upon key infrastructure).

3.4 The strategic nature of PRTM means that it can consider the effects of growth across the entire study area which is essential in meeting the needs of the study but does not consider precise local predictions. So, whilst the PRTM modelling can be used to support BLP evidence for Regulation 19 with an understanding the impacts of future developments, there are limitations to the application of PRTM outputs which require additional modelling to provide the necessary certainty in the conclusions identified such that BDC can be confident the infrastructure is necessary, relatable to the planned developments and deliverable as well as having due regard to development viability. This approach is in line with LCCs PRTM modelling hierarchy which points to the application of more detailed modelling techniques to underpin the conclusions derived from the PRTM[4].

Limitations

3.5 As set out within TAG, stakeholders must also be cognisant of any limitations in traffic models which have been adopted to inform an appraisal and understand how they may influence the conclusions presented. There are inherent limitations associated with the PRTM model, as outlined in the Transport Modelling Evidence: PTRM Scope provided in **Appendix B**. This is typical of strategic traffic models and is acknowledged within TAG (Unit M1.1, para 2.1.8). These constraints do not, however, prevent the appropriate use of such models to inform judgements, including those required to support BDC, through analysis of traffic modelling results.

3.6 It has been agreed with LCC that the traffic models suggested within this scope will be derived from the 2023 PRTM scenario as a basis for forecasting. This will ensure the modelling conforms to the necessary TAG standards associated with dealing with uncertainty following the Covid-19 pandemic, but it should be recognised that this is a material change from the work undertaken to support the JTE which is a cumulative assessment, intended to consider the cumulative effects of all potential traffic growth arising

[4] PRTM Modelling Hierarchy

from the prospective and speculative developments which may be promoted through all of the Local Plans to be promoted across the Local Planning Authorities (LPAs) within Leicestershire.

PRTM overview

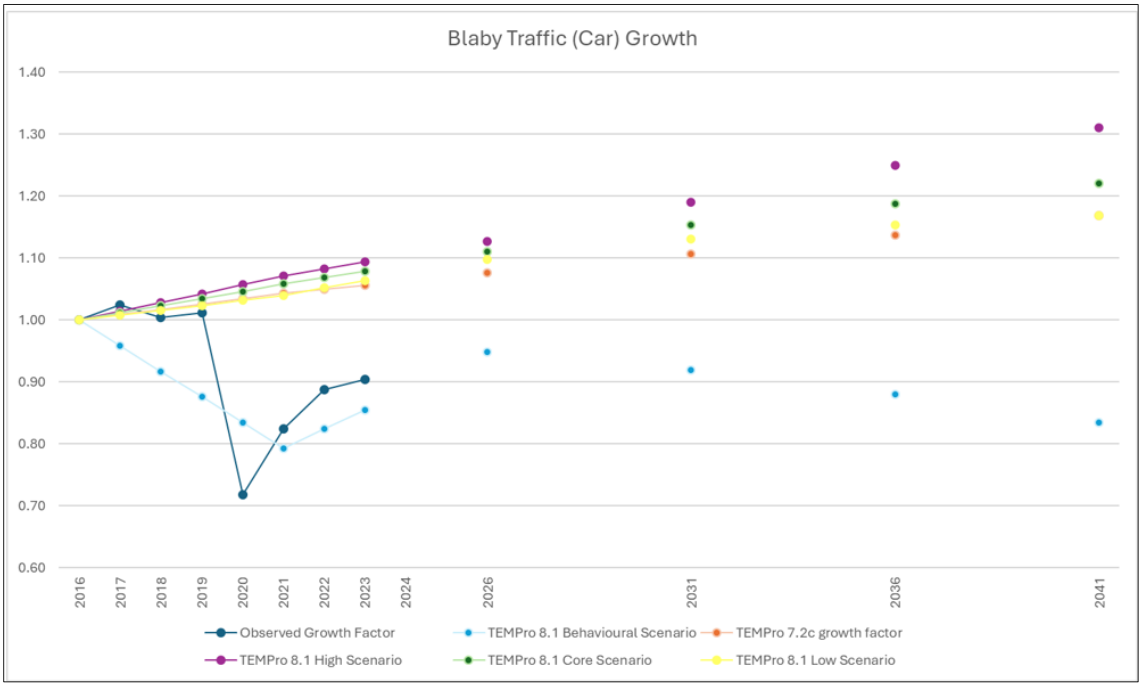
3.7 The strategic model demonstrates a high level of growth across the district. Traffic flows from the PRTM for 2023 have been reviewed to understand the scale of the growth. A selection of links across Blaby were sampled and it has been demonstrated that there is a range of traffic growth projections between the 2023 Baseline scenario and Run 1 of the PRTM modelling (which reflects the situation prior to the planned developments being included), an average level of change was identified to be around 15% to 16% with variations from 43% to -8% in certain areas.

3.8 The growth adopted within PRTM is not uniform as it reflects changes in traffic patterns induced by newly consented developments as well as those developments which are currently subject to live planning applications. Similarly, the links which are selected reflect a very small sample of the overall network and so are simply indicative of the potential extent of change within the model network and should not be considered, at this stage, as reflective of the specific range of variation in traffic volumes within the model network.

3.9 The analysis of traffic growth patterns, albeit only considering a very modest sample at this stage, reflects the likelihood that there will be issues identified within the model network which have or will arise because of these background levels. It is important to acknowledge this as the purpose of the Local Plan is not to mitigate existing issues which may be caused by traffic models overestimating background growth. This is intended to illustrate the baseline traffic growth that has been applied prior to the BLP and can be found in **Appendix C**.

3.10 A comparison was made between DfT observed flows and various TEMPro scenarios which are shown in **Figure 3-1** below. Additionally, a Technical Note analysing the differences between observed growth and TEMPro modelled traffic growth for Blaby District is provided in **Appendix D**.

Figure 3-1 Comparison of Blaby observed traffic growth and TEMPro traffic growth



3.11 **Figure 3.1** demonstrates that observed traffic growth in Blaby between 2016 and 2023 is significantly lower than the National Trip End Model (NTEM) growth predictions extracted via TEMPro, instead tracking more closely to the TEMPro Behavioural Scenario which projects future travel demand based on assumed shifts in human habits, such as widespread working from home, increased online shopping, and lower car ownership rates among younger demographics.

3.12 SLR understands that NTEM is considered the minimum constraint within PRTM meaning that the core scenario growth projections, identified within NTEM are relied upon when growth within PRTM is lower than NTEM. Across most years, NTEM growth is lower than the projections applied within PRTM and so PRTM represents a 'worst case' benchmark in terms of future traffic forecasts against which additional impacts are then judged.

Model Runs Approach

3.13 A series of different scenarios have been tested for the BLP as outlined in the scoping note dated 15 August 2025, provided in **Appendix B**. The assessment includes:

- The location, scale, access points and redline boundaries of BLP developments;
- The inputs into the model; and
- The outputs requested from the model.

3.14 The aim of the modelling was to assess the BLP allocated sites and to inform the IDP.

3.15 The following scenarios were developed and tested in addition to the 2023 Baseline scenario:

- Run 1 - JTE model with no Local Plan Developments (2042 Baseline)
- Run 2 - BLP using JTE Trips Rates Business as Usual (BaU)
- Run 3 - BLP and Neighbouring Authorities Local Plans (JTE/BaU)
- Run 4a - BLP using Vision Led Trip Rates
- Run 4b - BLP Vision Led Trip Rates and Mode Shift

3.16 The approach seeks to first establish the potential benefits of introducing measures to reduce the need to travel (Run 4a) before then establishing the impact of reducing car dependency (Run 4b). The approach then considers the residual impact on the transport network via the application of these interventions to determine what additional measures may be required to facilitate the growth on the transport network. The assumptions which have been adopted within Run 4a and Run 4b are detailed later within this chapter.

3.17 For each run the following data was requested in the AM, PM and interpeak:

- Actual and demand link flows for all scenarios (total, heavy and light vehicles)
- Forecast Volume over Capacity (VoC) ratios for links within the model for all scenarios (Max and Average)
- Development Select Link Flow Analysis for Run 2, Run 4a and Run 4b.

3.18 The scenarios tested build on one another, with Run 4b highlighting the impact of taking a vision led approach to the Local Plan by demonstrating the change in travel behaviours and demand that occurs between each of the runs, based on impact of placemaking, active travel and sustainable transport improvements.

Trip Generation Methodology

Traditional Approach (Run 2)

3.19 The JTE study trip rate has been produced to consider the impacts of the various local plans both individually and cumulatively.

3.20 The BLP allocated sites included within the model are shown earlier in **Section 2 at Figure 2-1**, and include up to 6,084 residential dwellings and 124,680sqm of employment land to be delivered by 2042. These are the sites which are not considered 'near certain' or 'more than likely' in terms of the TAG classification for development uncertainty[5], developments which are assigned these levels of uncertainty are considered within Run 1 due to their status (i.e. the planning conditions are already well defined and so future contributions towards the IDP unlikely to be secured as a consequence). This is in line with the approach requested by LCC. The full BLP trajectory is provided in **Appendix E**.

3.21 The trip rates used in JTE and therefore Run 2 of the modelling are shown in **Figure 3-2**.

Figure 3-2 JTE Trip Rates

Table A-1: Development Zone Trip Rates

			B1 use class		B2 use class		B8 use class	
	Origins per household	Destinations per household	Origins per 100sqm	Destinations per 100sqm	Origins per 100sqm	Destinations per 100sqm	Origins per 100sqm	Destinations per 100sqm
AM Peak Hour	0.41	0.142	0.26	1.51	0.07	0.19	0.05	0.07
PM Peak Hour	0.142	0.41	1.05	0.32	0.19	0.06	0.07	0.03

Analysis

3.22 The trip rates derived from the JTE within scenario 2 reflect a traditional, demand-led forecasting approach and the total two way trip rate predictions are higher than both those presented under the vision-led scenario 4a and when compared to a typical output from TRICS (standard industry software for forecasting trip rates from a range of land uses) as outlined in **Table 3-1**, with the TRICS provided at **Appendix F**.

Table 3-1 JTE and TRICS comparison

Time Period	JTE Trip Rates			TRICS Average		
	Origins per household	Destinations per household	Two Way Trips	Origins per household	Destinations per household	Two Way Trips
AM Peak (08:00 – 09:00)	0.41	0.142	0.552	0.362	0.15	0.512
PM Peak	0.142	0.41	0.552	0.163	0.312	0.475

[5] TAG Unit M4, Forecasting and Uncertainty, Appendix A, Table A-2

Time Period	JTE Trip Rates			TRICS Average		
(17:00 – 18:00)						

3.23 The two way traffic demand estimates within JTE are between 8 and 16% higher than TRICS. The Vision led trip rate estimates presented within **Appendix F** are bespoke to each development and present a range of outcomes depending upon the site and its characteristics. With ranges of two way trip rates between 0.3 and 0.4 for the peak hours via the Vision led approach, the JTE is around 30% to 40% higher in comparison.

3.24 This is primarily a function of the assumptions underpinning the JTE, which induces relatively high levels of background growth due to this application of standard trip generation rates without embedding behavioural change or mode shift interventions. As a result, the outputs are more reflective of a continuation of historic travel patterns, with a strong reliance on private car use.

3.25 This type of approach is appropriate for establishing a robust 'worst-case' or baseline position, ensuring that the cumulative impacts of planned growth are fully understood in the absence of substantial sustainable transport interventions. However, it does not account for the potential influence of policy-led measures such as the NPPF, infrastructure investment, or changes in travel behaviour, all of which are increasingly central to national and local transport strategies.

Vision-led Approach (Run 4a)

3.26 A policy compliant approach to the generation of trip rates to be applied to the BDP developments has been undertaken using SLRs Flint tool. The Flint Vision-led Planning tool aligns more closely with the approach outlined in the NPPF. It takes a robust and realistic approach to sustainable development using data driven adjustments to trip rates based on sustainable place making which reduces the need to travel, rather than simply forecasting future traffic demand and expanding the highway capacity to accommodate it.

3.27 The Flint tool has been subject to consultation with LCC and the approach taken for each allocated site has been outlined in the note attached in **Appendix G** which details the trip rates for each site. This was shared with LCC on Thursday 5 February 2026, an initial set of comments were then received by SLR, from LCC on Friday 20 February 2026. SLR responded to the comments received from LCC on Friday 27 February 2026 and no further comments were received from LCC. A final version of the note is included for completeness, dated 4 May 2026. The amenities included for each site are also set out at **Appendix G.**

3.28 The Flint tool considers how placemaking and integrating amenities, services and transport infrastructure within developments can reduce trip lengths and encourage internalisation of trips. A vision-led approach to trip generation has been used, even before the Flint tool was developed, and for more than 10 years, SLR has applied the same principles and datasets seen in Flint across strategic residential projects. Case studies where bespoke trip generation has been successfully applied using first principles and/or multiple data sources are set out at Appendix G and include:

- Pickering's Farm, Penwortham, Preston, a residential-led mixed-use development for 1,100 homes for Homes England and Taylor Wimpey. Granted planning approval at appeal in 2024, where it was stated that the development will not have an adverse impact on the highway network.
- Gilston Park Estate, East Hertfordshire. Site allocated within the Local Plan (2020) and subsequently obtained outline consent for 10,000 homes in January 2025 (8,500 homes

for Places for People across six villages and 1,500 homes for Taylor Wimpey in a seventh village).

- Plasdwr Garden City and wider Northwest Cardiff, 7,000 homes across five neighbourhoods for Barratt Redrow. The planning committee resolved to grant planning permission for the development in March 2017. There was no objection in relation to trip assignment or generation.
- Easton Park Garden Community inclusion in the Draft Uttlesford Local Plan for 10,000 homes and the application for a first phase of 1,200 homes at Land East of Highwood Quarry was granted at appeal.
- Cobdens, Cranbrook, outline planning application for 1,435 homes. Secured unanimous resolution to grant permission by East Devon District Council Planning Committee on 25 April 2023.
- Dunsfold Park Garden Village in Waverley, Surrey, 1,800 dwelling, residential-led, mixed-use development. Planning permission was granted by the Secretary of State in March 2018. Agreement was reached with Surrey County Council on all technical transport issues and a S106 Agreement was completed.

3.29 SLR met with the Department for Transport, providing feedback on the December 2025 NPPF Consultation document, the Connectivity Tool, and outlining the Flint vision-led planning tool and how the Connectivity Tool could be further developed drawing on SLR's Flint Tool and the research and development that underpins it. In addition, SLR have also taken part in the Department for Transport's Connectivity Tool Research.

Analysis

3.30 The vision-led approach reduces overall trip generation by recognising that embedding services and facilities within developments shortens journeys and encourages internal trips. This results in lower demand compared to the previous 'predict and provide' approach, which assumes continued historic car-dependent travel patterns.

3.31 However, while effective at reducing trip numbers, it does not fully capture potential mode shift to sustainable transport. The findings highlight that integrating land use and transport planning can significantly moderate traffic growth.

3.32 Furthermore, it is recognised that this is the 'end state' of the plan. In the intervening period, prior to the amenities being delivered within the developments, this may result in higher trip rates being associated with the developments. Although it would also be expected that overall trip generation would still be lower given the site would not be fully built out. Further consideration to phasing of both developments and mitigation may be undertaken once there is a fix on the 'end state' of the Plan whereby the necessary infrastructure and resulting operation effects have been established with sufficient certainty to progress to more detailed testing. The mitigation refinements identified towards the end of this Report are key to this.

3.33 Additionally, whilst it is the case that trip rates will vary as developments build out, it is beneficial to seek to deliver the ancillary uses within the developments early within the development phases to minimise the potential variation which may occur. Furthermore, SLR considers that, in light of the uncertainties associated with the plan at this stage as well as the need to consider how promotors expect the sites to come forward, varying trip rates between phasing scenarios within such a strategic scale assessment may be disproportionate. Given the level of detail required, and the need to ensure all stakeholders agree, such assessments are more appropriately considered through the site specific Transport Assessment work which it is expected would follow once the Local Plan has been adopted. Further details on the potential need to consider phasing is outlined towards the end of this Report.

Mode Share

Overview

3.34 The BLP is 'sustainably led', giving priority to active travel (walking and cycling) and public transport, before the private car, in accordance with the hierarchy of transport users as outlined in national policy. To reflect the existing policies adopted by LCC a reasonable mode share has been applied to trips across the district using Leicestershire's Bus Service Improvement Plan (BSIP) and Blaby's Local Cycling Walking Infrastructure Plan (LCWIP) to underpin the mode shift outcomes.

3.35 Using the BSIP and the LCWIP as the initial building blocks for reducing car dependency across Blaby is considered an appropriate step in bringing forward BDCs plan in a sustainable manner. The BSIP and the LCWIP are established policy documents which identify strategies for connecting areas within Blaby based on existing and future demand and regarding the busiest or highest priority corridors.

3.36 There is an expectation that each of the sites would ensure suitable connections to the wider active and sustainable transport network. Within **Appendix H** there is also analysis of the measures which each site benefits from within the same technical note. The principle of this approach is that these are wider measures which, if delivered, will benefit the wider road users of Blaby rather than being specific to the development. In aiding the delivery of these measures the developments are facilitating those wider benefits which remove trips from the network thereby, where necessary, creating additional capacity for the development demands. This is demonstrated through the reduced Area of Influence discussed later within this Report.

3.37 The full note on the methodology used to convert the BSIP and LCWIP into an adjustment matrix for private car use across Blaby can be found in **Appendix H**. This document outlines the specific measures, targets and thresholds used in determining a reasonable modal shift. At every stage a robust and conservative approach has been taken to reflect a worst-case scenario for mode shift in Blaby over the BLP delivery horizon.

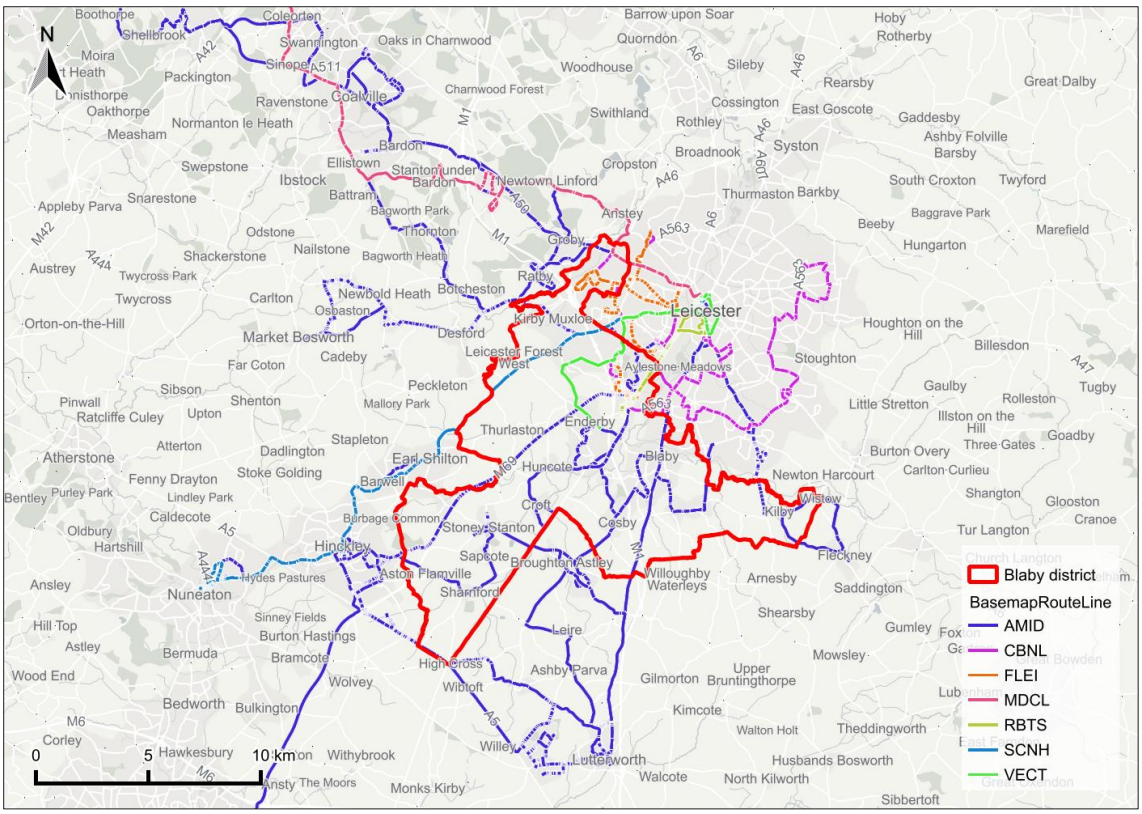
3.38 Whilst this approach is considered appropriate at this stage of the Plan making process, it should be recognised that there will remain an expectation that developments demonstrate, through their own transport assessments, that they are able to introduce measures which reduce car dependency and accommodate their demands via other modes. This work should be complementary to the work which has been undertaken through the Strategic Transport Assessment and may result in identification of additional or more suitable measures which can be delivered to support the delivery of the Plan.

3.39 Adopting, within the assessment, an approach which assumes the existing policies are delivered first is proportionate at this stage of the assessment and provides stakeholders with an understanding of the benefits which may be unlocked if the vision for the active and sustainable transport network is realised. This should therefore also be seen as the highest priority element of the mitigation strategy required to support the plan given the wider benefits and alignment with the overall vision for how the transport network will function in 2042.

BSIP

3.40 The BSIP is a document which provides a vision for the provision of bus services across Leicestershire. It contains a brief strategy centralised on improvements to the existing bus network through frequency and reliability improvements. The existing bus service across Blaby is illustrated in **Figure 3-3**. The BSIP also includes reference to improving the Demand Responsive Transport (DRT) scheme in Leicestershire, Fox Connect.

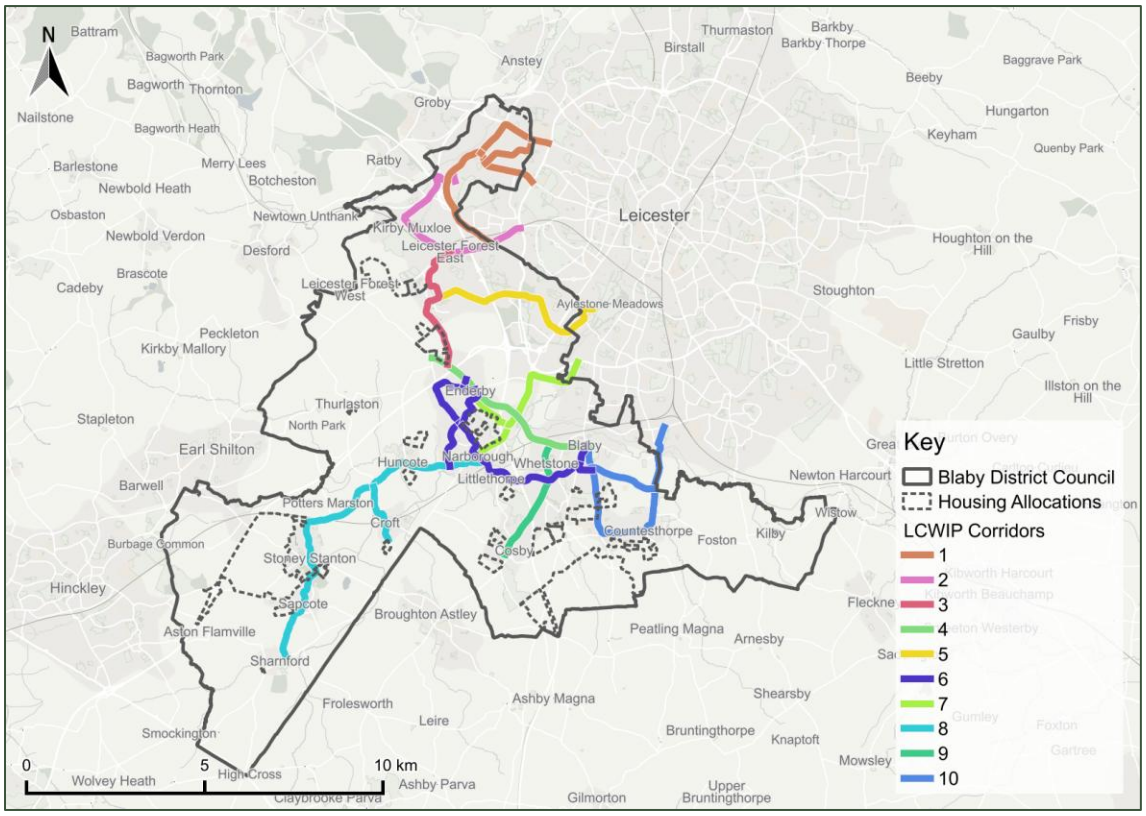
Figure 3-3 Existing Bus service network in Blaby



LCWIP

3.41 The analysis considers how improved cycling infrastructure and a connected district-wide network could enable a greater proportion of short and medium-distance trips to be made by bike. Using the Propensity to Cycle Tool (PCT) and the proposed LCWIP route network as illustrated in **Figure 3-4**.

Figure 3-4 LCWIP proposed cycle corridors



3.43 This assessment identifies which LSOAs are likely to benefit from enhanced cycle accessibility and applies a conservative, evidence-based approach to quantify expected mode shift. The results provide a robust indication of how the LCWIP could support national and local objectives to increase active travel and reduce reliance on the private car.

SLR Analysis

3.44 Scenario 4b represents a cautious and policy-compliant estimate of the potential for mode shift arising from the combined delivery of the BSIP and LCWIP. The methodology applies conservative assumptions, including fixed accessibility thresholds and standardised mode shift proportions, and does not account for the full range of site-specific interventions that could reasonably be delivered alongside development. In particular, the approach does not explicitly capture the influence of high-quality urban design, integrated land use planning, or behavioural change measures, all of which are known to support placemaking and higher levels of sustainable travel.

3.45 The interaction between sustainable measures, particularly where bus and active travel improvements are integrated, can further amplify their effectiveness.

3.46 SLR believe that Scenario 4b can be considered a robust but conservative base for a ‘sustainably led’ development scenario. It demonstrates the direction and scale of change that can be expected from planned network-wide improvements, while also highlighting that further, potentially substantial, gains are achievable through more ambitious, site-specific delivery.

3.47 it should be recognised that, in line with the NPPF, priority within the local plan should be given to active travel (walking and cycling) and sustainable transport modes. While the analysis that follows focuses primarily on road users, the modal shift anticipated across the district is expected to generate environmental, social, economic, and health benefits which, although challenging to quantify, are likely to be substantial.

4.0 Results

4.1 Each successive run of the model (Run 1 > Run 2 > Run 4a > Run 4b) gives a more realistic vision for the future of the district in line with contemporary traffic policy within NPPF. Run 4b therefore, is demonstrative of a realistic an approach to delivering a vision-led view of the future operation of the transport network with the BSIP and LCWIP measures having already been defined, through existing policy, with respect to the existing demand within Blaby that the spatial strategy of the Plan enables at least some of the developments to take advantage of through delivering direct connections in to these measures and facilitating their delivery more generally.

4.2 Run 4b will therefore be used to analyse the residual cumulative impact on the highway network and used to determine the junctions which are demonstrated to exceed capacity as a direct result of BLP site allocations. Use of Run 4b in this way aligns with NPPF since it is only the residual impacts which are considered, in highway capacity terms, after the sustainable vision has been implemented.

4.3 At this stage, comparisons are drawn within this chapter of the report, between Run 1 and Run 4b. This is intended to ensure that the 'additional' impact arising from the delivery of the Local Plan proposals is specifically identified and considered. Whilst SLR recognise that there will be areas of the network which suffer from congestion prior to the inclusion of the proposed developments through adoption of the Plan, the Plan approach does not require developments to contribute towards the mitigation of issues in these areas without first establishing if there is a directly discernible development impact which would justify the expectation that one or more of the developments within the Plan provide mitigation.

4.4 Towards the end of this Report, SLR has acknowledged the need for isolated junction modelling to also be undertaken, it is intended that the additional analysis would consider the effects of the traffic flows in the different scenarios. The solutions identified should be focussed on mitigating the residual impact identified following application of the measures identified in Run 4a and Run 4b, not least because this is demonstrated to reduce reassignment whilst flow analysis demonstrates correlation between the development traffic volumes and the junctions where mitigation is considered necessary. This provides confidence that, once the plan has been adopted, these are measures which can be justifiably linked to impacts derived because of the inclusion of the Blaby Local Plan developments.

4.5 Run 3 is not reported at this stage as the purpose of this stage of the assessment is to specifically identify the measures necessary to support delivery of BDCs Plan and ensure that an infrastructure strategy is identified which can manage those impacts and is both necessary and reasonable in the context of CIL Reg 122. Run 3 provides a comparator to the ongoing JTE work which considers the cumulative effects of all LPA Local Plans, underpinned by the JTE trip rates, across the network. The outputs can be shared with LCC to provide them with an understanding of what additional measures may be required to maintain network function in the eventuality that the vision adopted to support the BDP does not materialise whilst also assuming that none of the Plans promoted by the neighbouring authorities to Blaby are vision led. Outputs from Run 3 are presented alongside the core run outputs within the accompany AECOM report presented within **Appendix I**.

4.6 As has been discussed earlier within this report, the flows form Run 3 can be considered within the isolated junction modelling to understand the extent to which the mitigation identified to support the Plan may need to be amended or enhanced in the future if additional growth occurs on the network outside of BDC or the developers control.

Mode Shift Impact

4.7 The remainder of the analysis set out within this report therefore relies on the outputs produced through the Run 4b PRTM scenario. The outputs include Volume over Capacity (VoC) measures at all intersections across the district and surrounding areas, Actual and Demand flows for every link in the district and surrounding areas as well as areas of influence. This showed that in every measure, Run 4b outperformed Run 2 and Run 4a.

4.8 The scale of improvements can be visualised through the Area of Influence (AoI) diagrams as illustrated for Run 2 in **Figure 4-1** and Run 4a in **Figure 4-2**. These figures were provided in AECOM's additional modelling document which has been included in **Appendix I.** The area of influence is defined as all links which experience a change of 30 PCUs (a modelling reflection of vehicles) and 5% within the AM or PM peak hour. It captures both the direct influence of the BDP developments through changes in traffic flows on links within Blaby as well as interrelated changes which occur through demand responses such as reassignment of traffic in response to the inclusion of the BDP traffic.

Figure 4-1 Run 2 Area of Influence

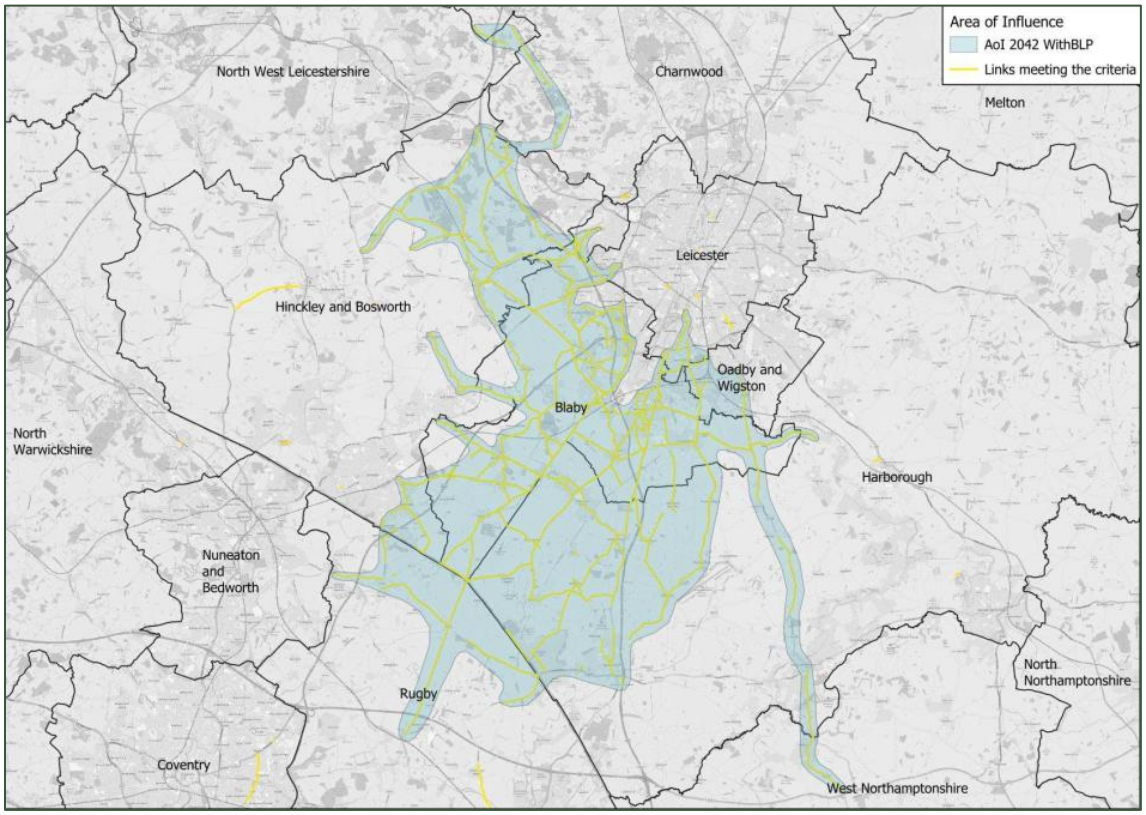
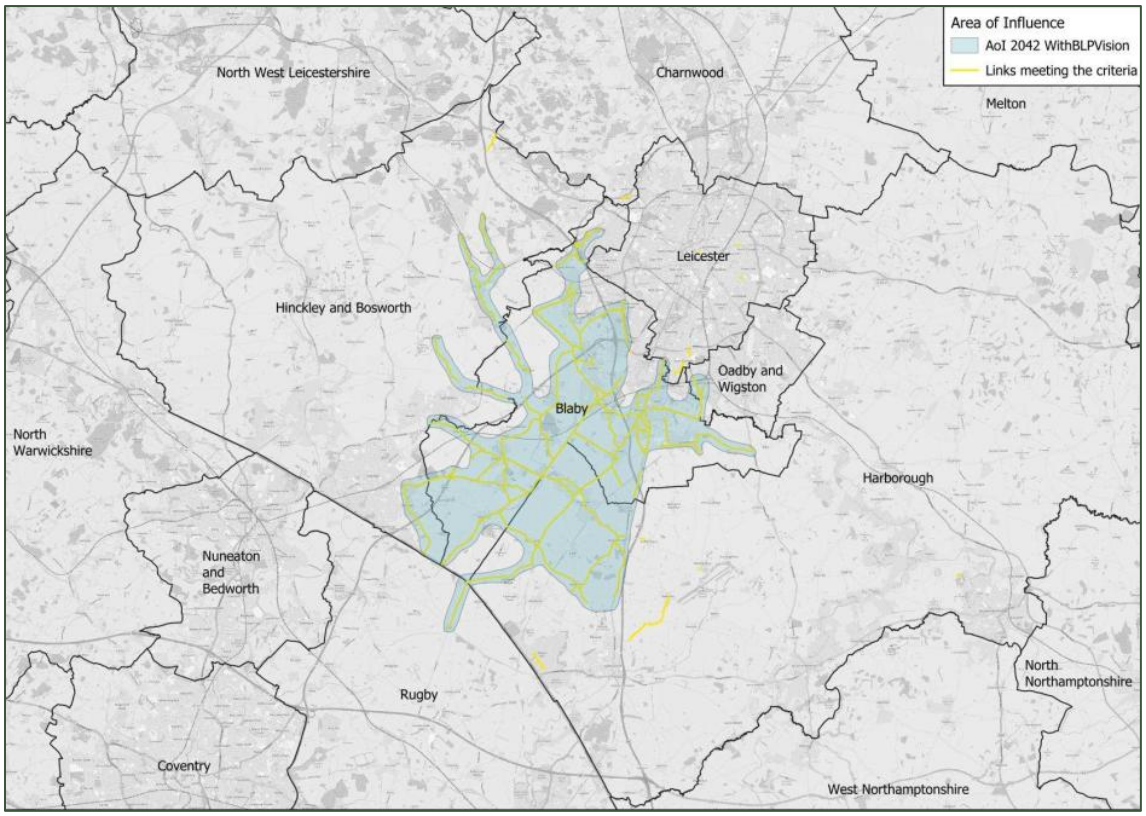


Figure 4-2 Run 4a Area of Influence



4.9 The above AoI diagrams clearly demonstrate that the impact of Run 4a is largely contained within the district of Blaby itself and impacts beyond the district boundary are minimal. The AoI is not, in isolation, an indicator of impact and/or operational levels. At this stage it simply demonstrates that the effect (at whatever level) of the proposals are largely contained within Blaby when the measures identified for inclusion in Run 4a and Run 4b are modelled.

4.10 It is noted that an AoI diagram was not provided for Run 4b in AECOM's additional modelling document.

4.11 Further analysis of the effect of the proposed changes is possible via interrogation of the traffic demand patterns associated with the development proposals that are predicted through the PRTM modelling and are presented in full within **Appendix I**.

4.12 The following Figures illustrate the cumulative development flows predicted through the PRTM modelling within Run 2 and Run 4b and for the AM and PM peak hours respectively.

Figure 4-3 Cumulative Development Select Link Analysis Run 2 AM (PCU)

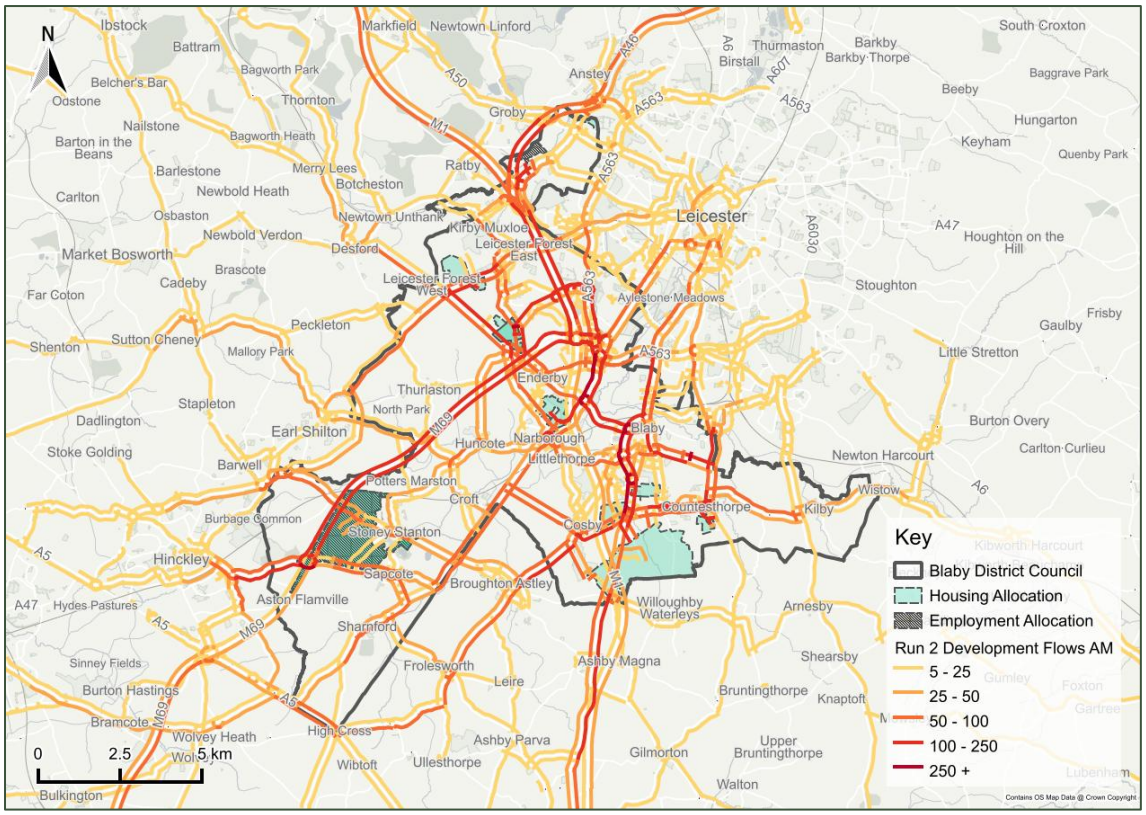


Figure 4-4 Cumulative Development Select Link Analysis Run 2 PM (PCU)

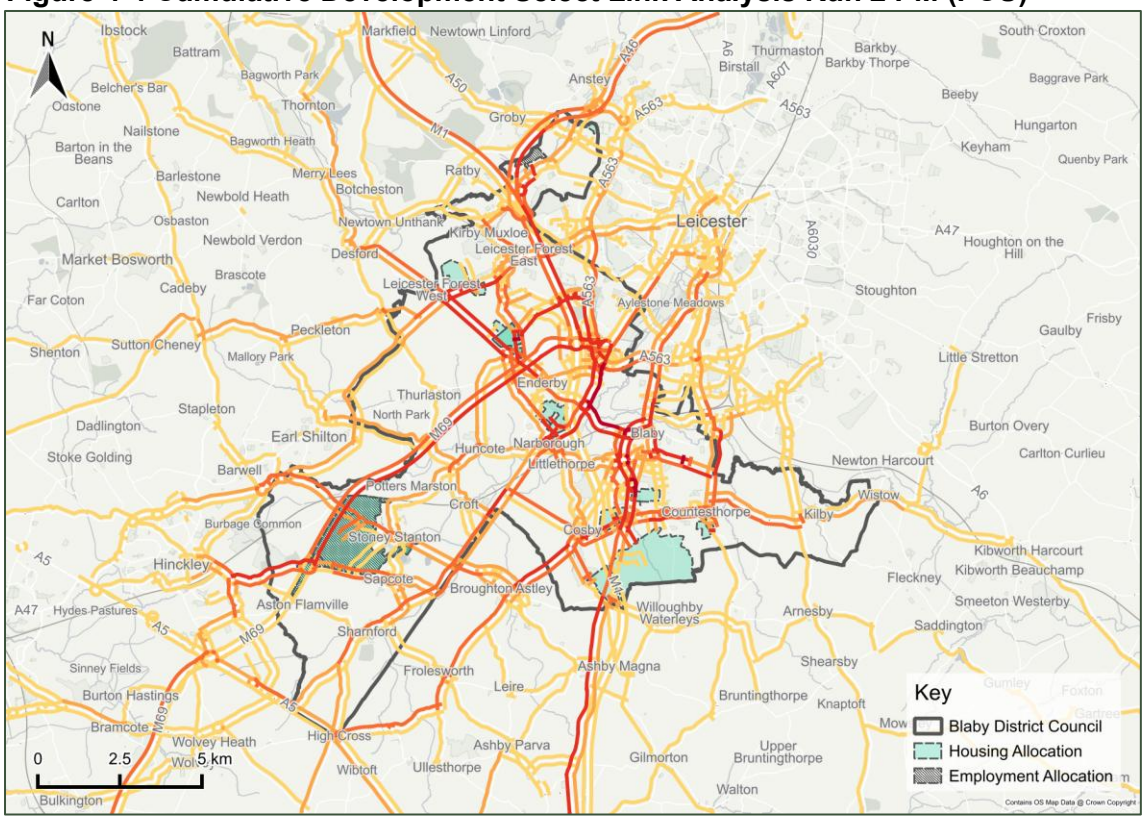


Figure 4-5 Cumulative Development Select Link Analysis Run 4 AM (PCU)

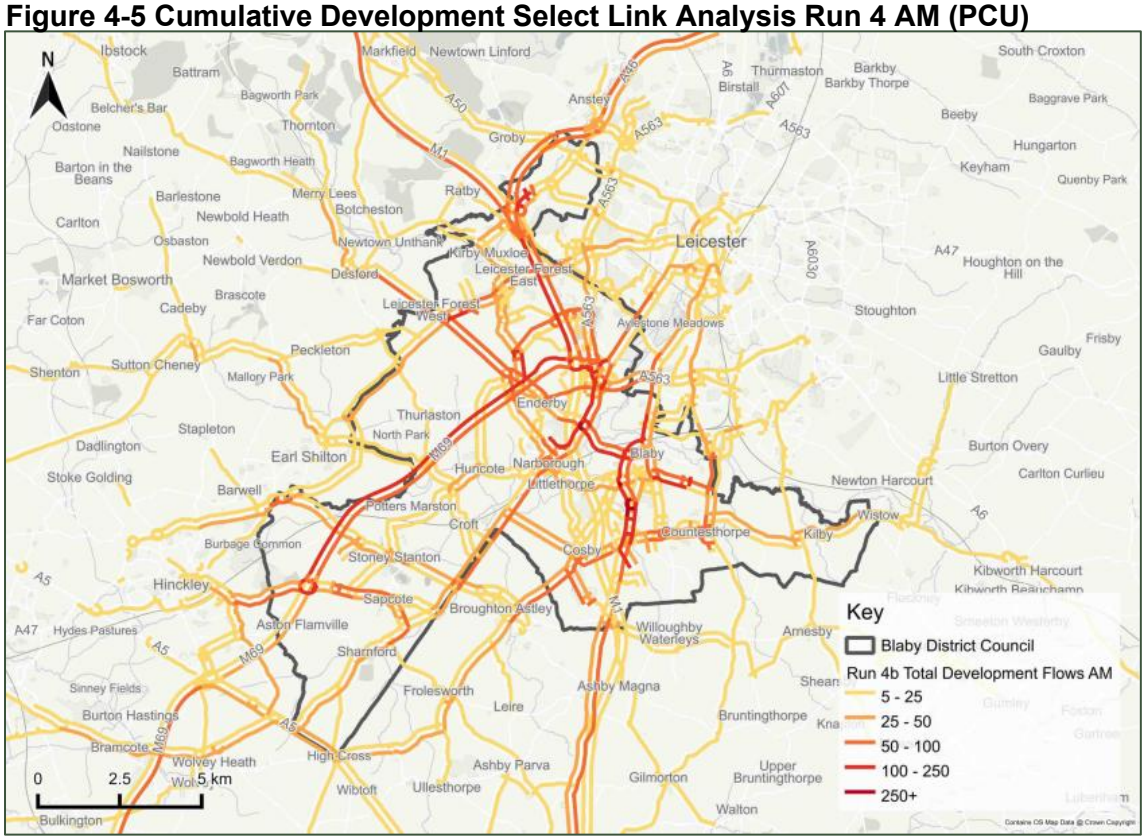
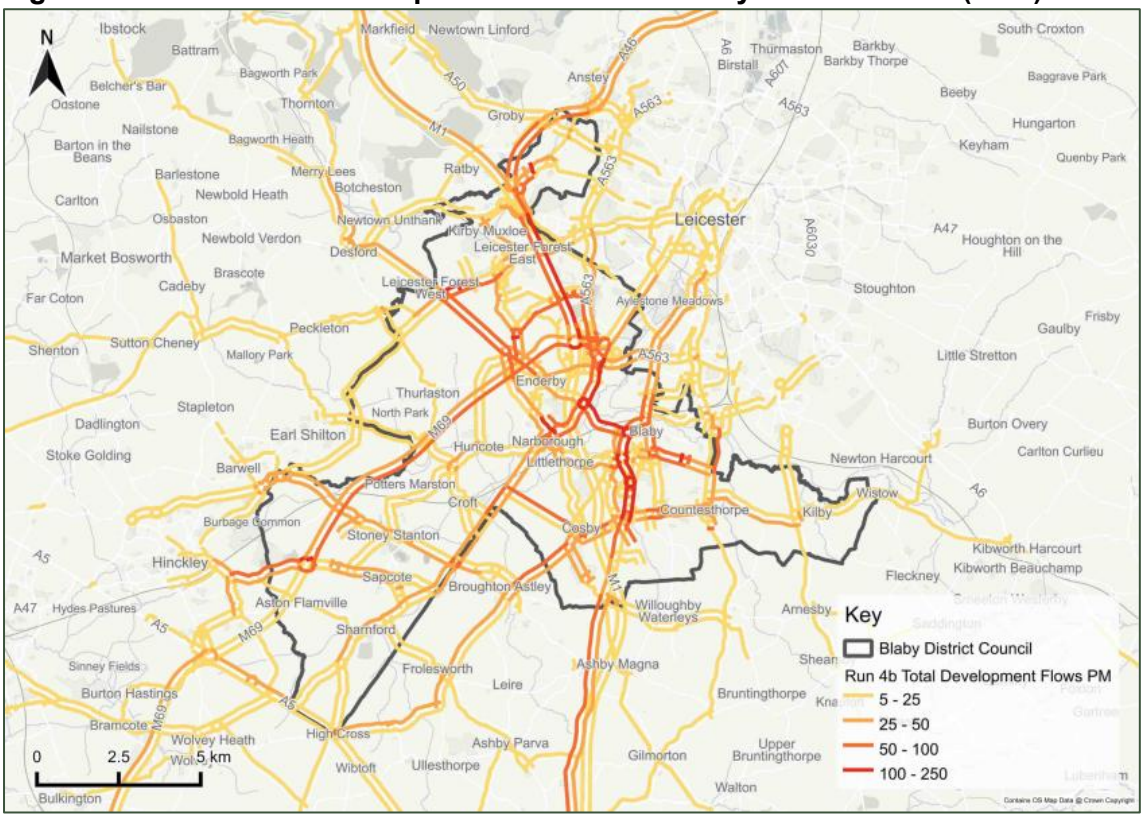


Figure 4-6 Cumulative Development Select Link Analysis Run 4b PM (PCU)



4.13 These figures further reveal that the distribution of traffic on the network is more confined when comparing Run 4b to Run 2. Traffic demand on the primary routes is reduced in magnitude in certain areas and, similarly, traffic demand on rural routes is also slighltly lower. SLR consider that this demonstrates that, by introducing measures that both reduce

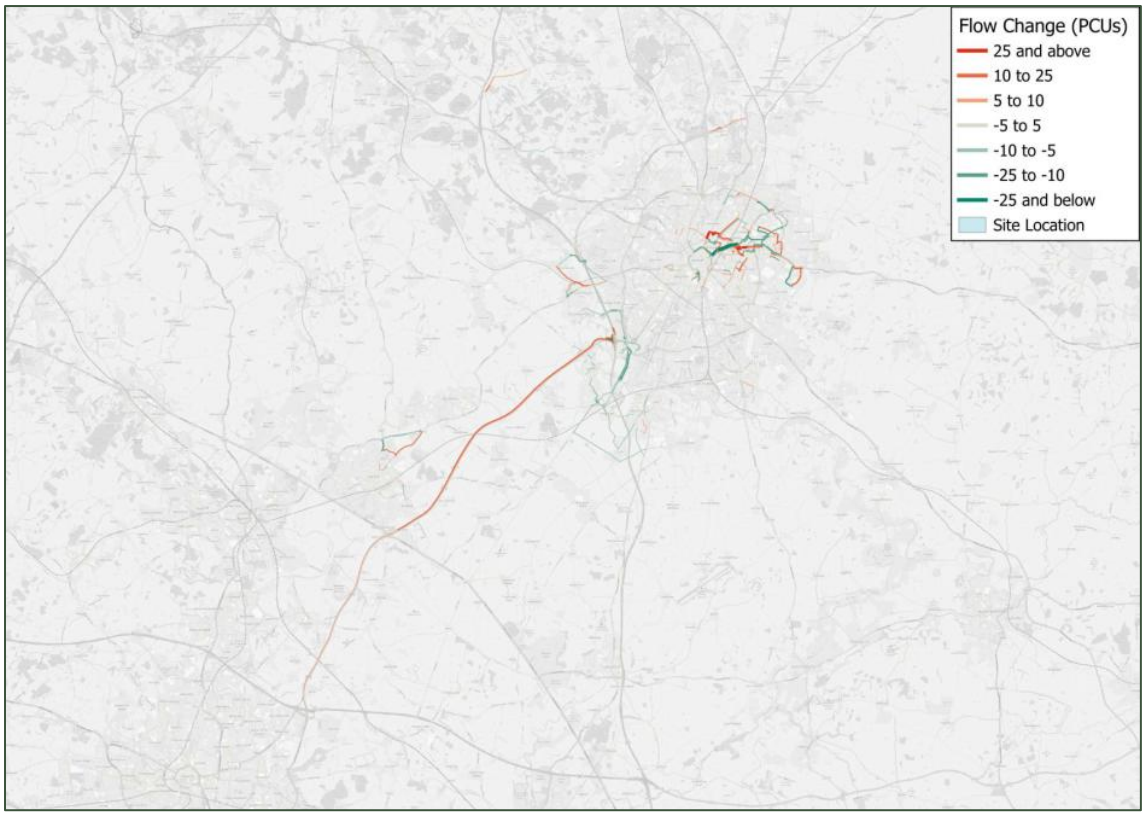
the need to travel and more generally reduce car dependency, the traffic flows are more likely to be contained on the appropriate route hierarchy. With flows on the edges of Blaby, outside of the main roads, being below 25 PCUs

4.14 The impact of Run 4b will be more constrained than Run 4a (used in the earlier AoI analysis) and is highlighted in the small changes in total link flows observed between Run 4b and the 2042 Baseline following the application of the interventionas applied through Run 4a and Run 4b. This is illustrated in **Figure 4-7** and **Figure 4-8** which has been extracted from the information presented within **Appendix I**.

Figure 4-7 Impact of Run 4b compared to 2042 Baseline AM



Figure 4-8 Impact of Run 4b compared to Run 4a PM



4.15 The small decrease in flows illustrated in the above figures highlight the benefits of supporting the principles of placemaking and mode shift in the strategy of BLP, and consequently the impact of BLP is more localised. The proposed mitigation strategy is in line with paragraphs 109 and 111 of the NPPF which seek to promote walking, cycling and public transport use (reduced dependency on car) and a reduced need to travel through the provision of amenities and the localisation of trips and a strong vision (NPPF paragraph 115).

4.16 The effects within Blaby are minimal but this is to be expected as the BSIP and LCWIP measures predominantly target movements on existing, busy corridors. The earlier traffic flow analysis illustrates that as the network becomes more congested traffic displacement occurs, as congestion is eased on the main corridors, trips return to these corridors and the benefits actually occur on the side roads and other minor routes. The clearest effects occur outside of Blaby itself and are likely to be demonstrative of reassignment in response to congestion relief on routes within Blaby. Caution should be exercised when considering these effects in detail since there will be other factors within the model (often referred to as model noise) which will influence the outcomes as presented. Critically the AoI analysis and development flow assignments show containment within the Blaby District.

4.17 Run 4a serves to deliver a level of betterment by containing the effects of the planned development within Blaby through the delivery of measures within the sites which will reduce the need to travel. Run 4b then provides additional benefits with regards to reduced car dependency, considering a connected network of active and sustainable transport measures which aligns with existing policies and creates opportunities across the transport network for users to elect to travel by other modes.

4.18 The results show that by adopting a vision led approach to the delivery of the BLP, the effects of the traffic growth (and therefore associated impacts) will be contained within Blaby District providing clear evidence to support the application of a vision-led approach to the promotion of the development strategy.

4.19 The effect of these flows is then considered further through a review of the affected junctions on the network which is explained further within the following section of this Report.

Residual Impact Identification Strategy

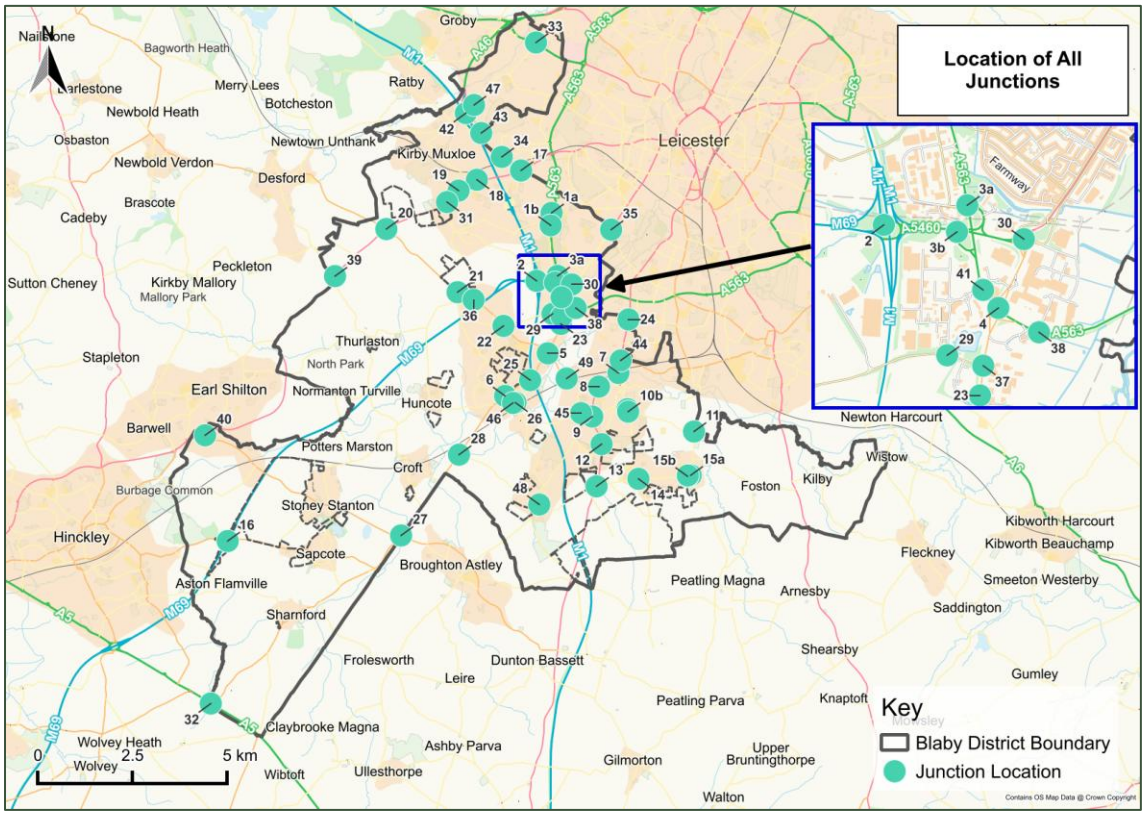
Initial junction identification

4.20 To identify the effect of the BLP development flows on the function of the highway network within Blaby a review of VoC data was conducted for every junction in the district which has a Maximum VoC exceeding 90% in any scenario in AM or PM peaks. SLR recognise that LCC require individual developments to consider impacts at junctions where VoC levels are predicted to be at 85% and would suggest that this is an appropriate measure when seeking to consider the effects of individual development proposals in detail. However, at this stage the strategic nature of the assessment and large scale/coverage of developments necessitates the application of a higher bar, in terms of impact, in order to ensure that the most significant issues are identified and resolved through the identification of interventions which will also be included within the IDP. This does not preclude the need for developers and site promotors to undertake more granular assessments through planning applications and in-line with LCCs Highway Design Guide.

4.21 A VoC under 0.9 is recognised to be under capacity (general free flow of traffic) and therefore the impact of baseline network growth and the cumulative impact of BLP development flows has not led to capacity issues at a junction.

4.22 A full list of the junctions identified for detailed analysis is set out in **Appendix J** and illustrated in **Figure 4-9**.

Figure 4-9 All junctions which exceed 0.9 Max VoC in any scenario or time period



4.23 SLR adopted a VoC of 0.9 as the benchmark in response to the significant scale of development being considered at this stage. It is appropriate, when considering the development strategy as a whole, to adopt an impact criterion which is proportionate whilst

also acknowledging the significant uncertainties associated with forecasting a traffic model to 2042 and the robust growth assumptions which are already in place within Run 1. A further review was conducted at the request of LCC for all nodes with a VoC exceeding 0.85 across the wider county of Leicestershire which is outlined in **Appendix K** along with a figure illustrating the location.

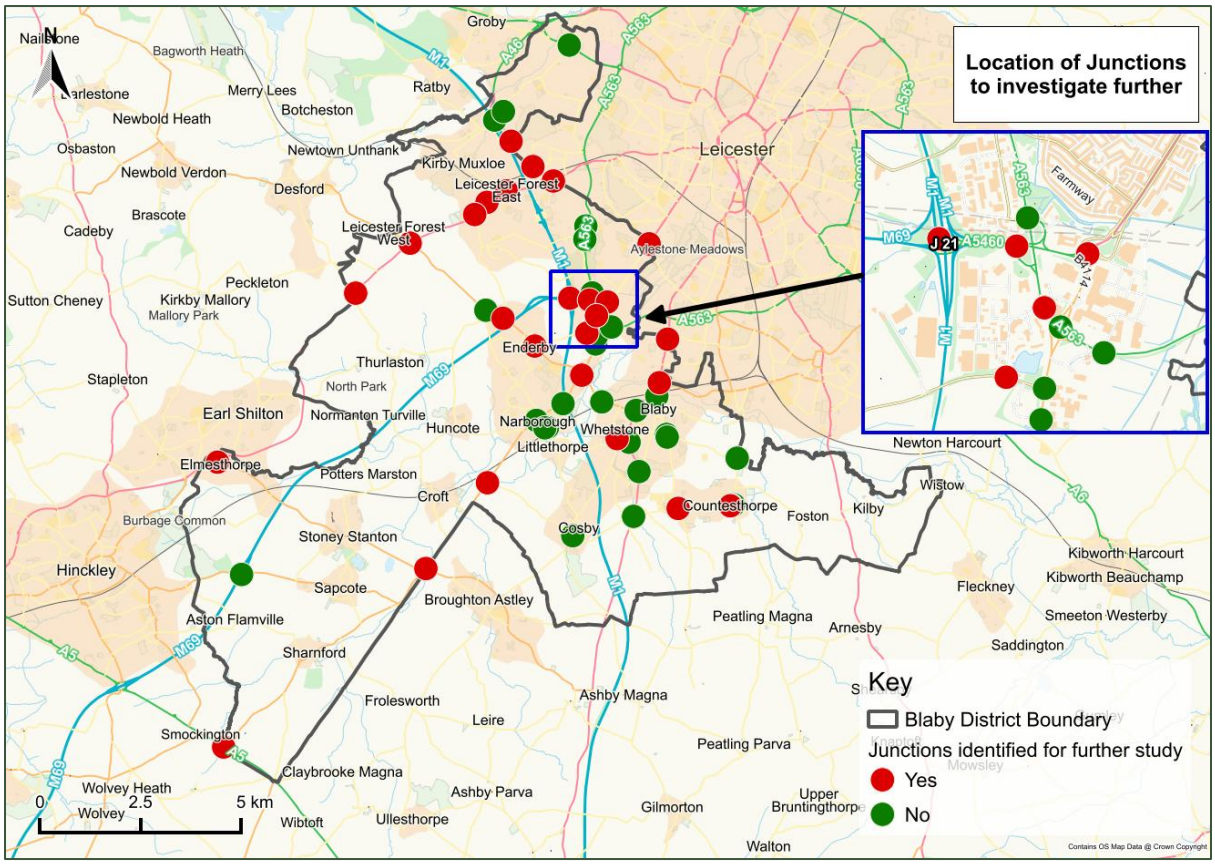
Volume over Capacity analysis

4.24 The junctions which experience potential impacts arising from the BLP site allocations have been identified initially based on the VoC figures derived from PRTM. This is based on a comparison between the future baseline scenario (Run 1) and the Local Plan scenario Run 4b (i.e. after mode shift and a reduced need to travel has been reflected within the model):

1) If a junction is not predicted to be over capacity within the modelling, then it does not merit further investigation. This is defined as a Max VoC of 90% or less. 10% reserve capacity is sufficient in the context of the Local Plan.
2) Junction VoC has been reviewed to establish instances were VoC exceeds 90% and the Max VoC is predicted to worsen as a result of the inclusion of the development proposals within the model (not this does not mean that it is necessarily development traffic which triggers the issue as junctions which experience changes in displaced traffic levels will also flag at this stage).
3) If the worsening represents a change of less than 1% it is not considered significant and therefore the impact is very unlikely to be considered ‘severe’.
4) If the junction is over capacity and the relative difference in VoC between the junction in the Run 1 scenario and Run 4b is over 1% then this junction may merit further investigation.

4.25 Based on this approach, **Figure 4-10** shows the junctions (in red) which require further analysis i.e., ‘Stage 1’. **Appendix L** summarises the detail of these junctions including the VoC data for each run.

Figure 4-10 Stage 1 Junctions requiring further analysis based on the above criteria



4.26 In addition to Stage 1, and to ascertain the impact of Run 4b rather than a result of growth in the network or committed developments already included in PRTM, a review of step change between the 2042 Baseline and Run 4b was conducted. The results are illustrated in **Figures 4-7 and 4-8**.

Figure 4-11 Step change in VoC in Run 4b for junctions below 0.9 Max VoC in 2042 Baseline AM

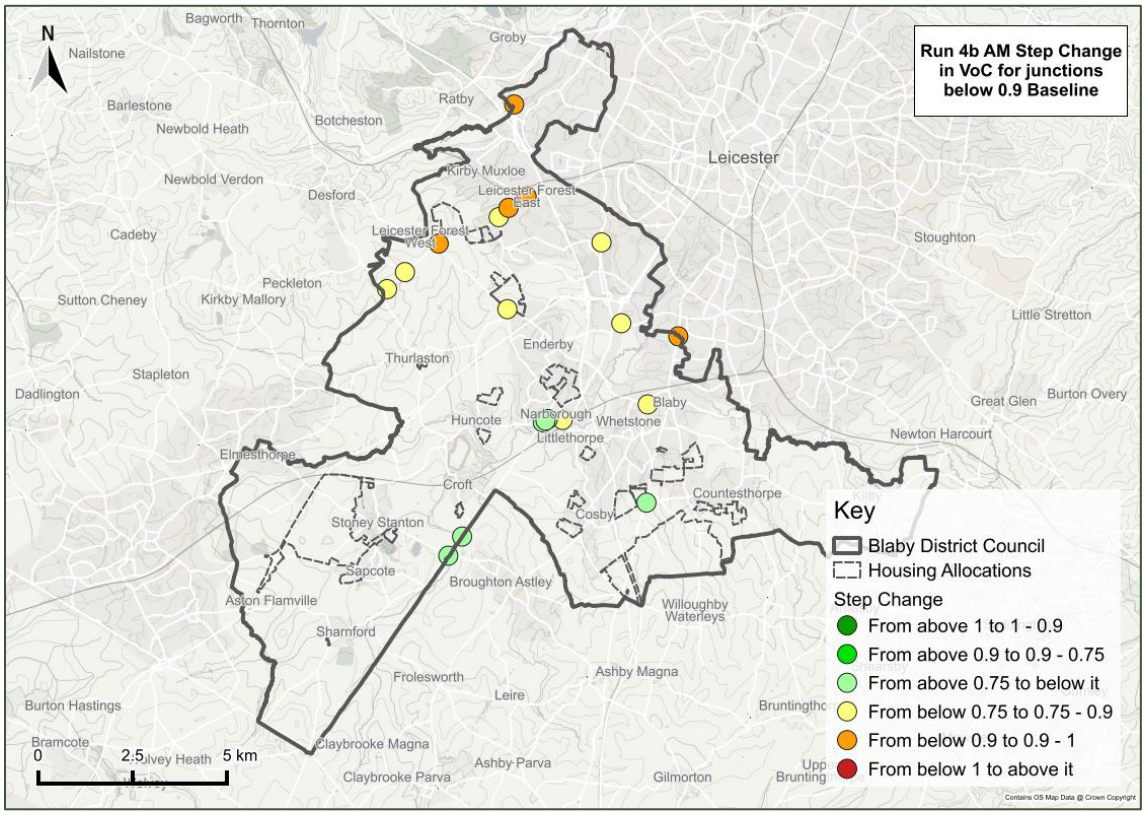
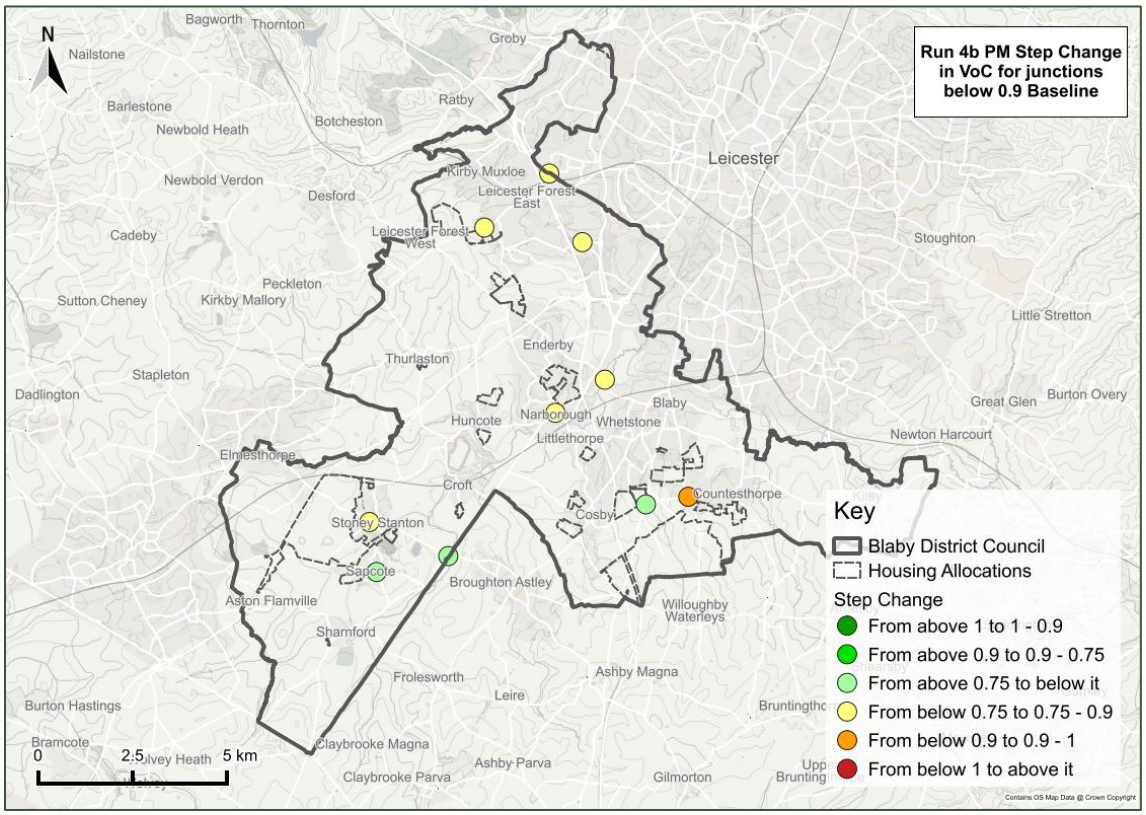


Figure 4-12 Step change in VoC in Run 4b for junctions below 0.9 Max VoC in 2042 Baseline PM



4.27 **Figures 4-7 and 4-8** demonstrate that a only small proportion of junctions that were under 0.9 VoC and therefore within capacity, are worsened to a notable degree. Of the junctions that are above 0.9 in the 2042 Baseline a review of the growth has been conducted to determine if there is any impact from development trips and this is illustrated in **Figure 4-13** and **Figure 4-14.**

Figure 4-13 Impact of Run 4b on junctions exceeding 0.9 in 2042 Baseline AM

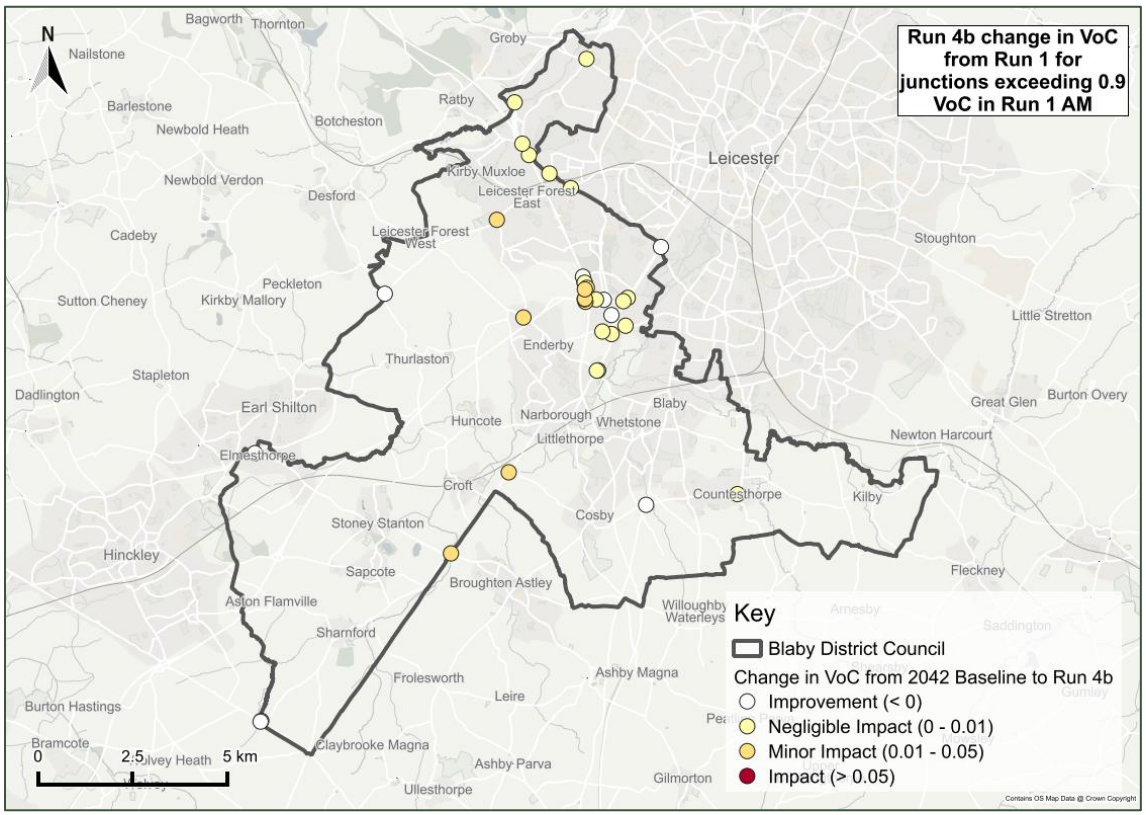
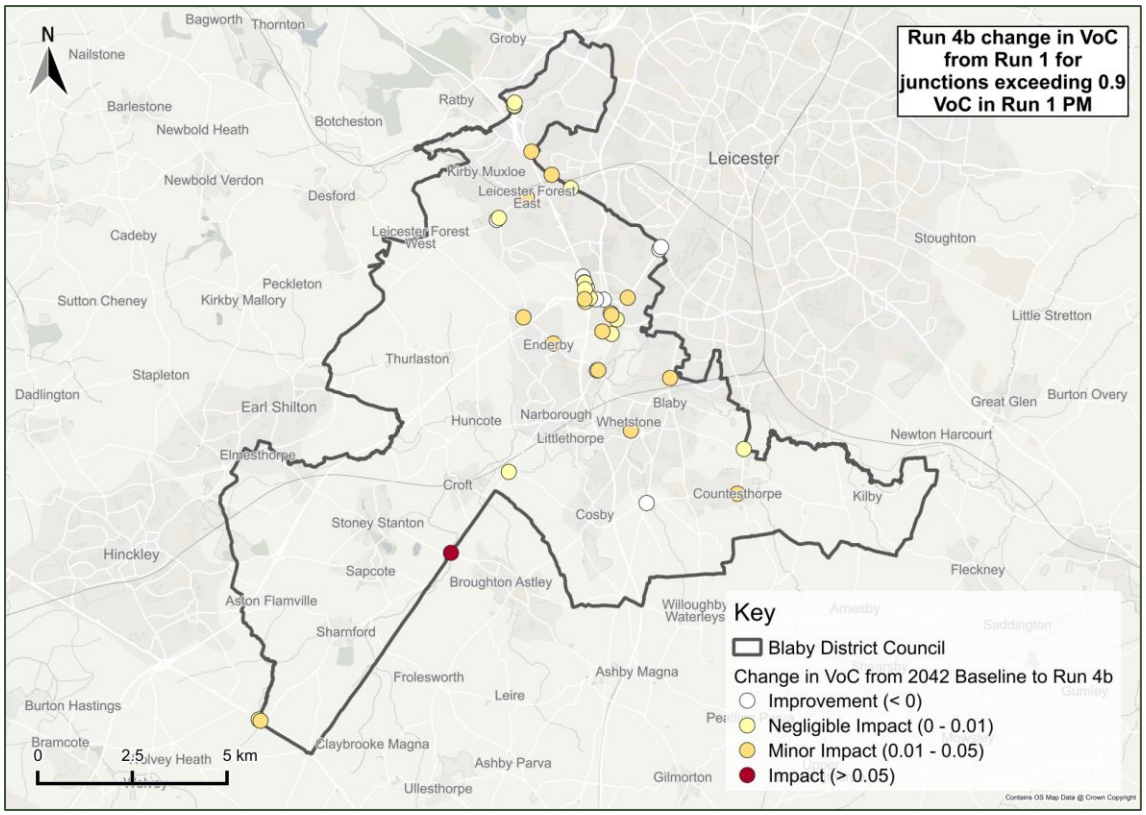
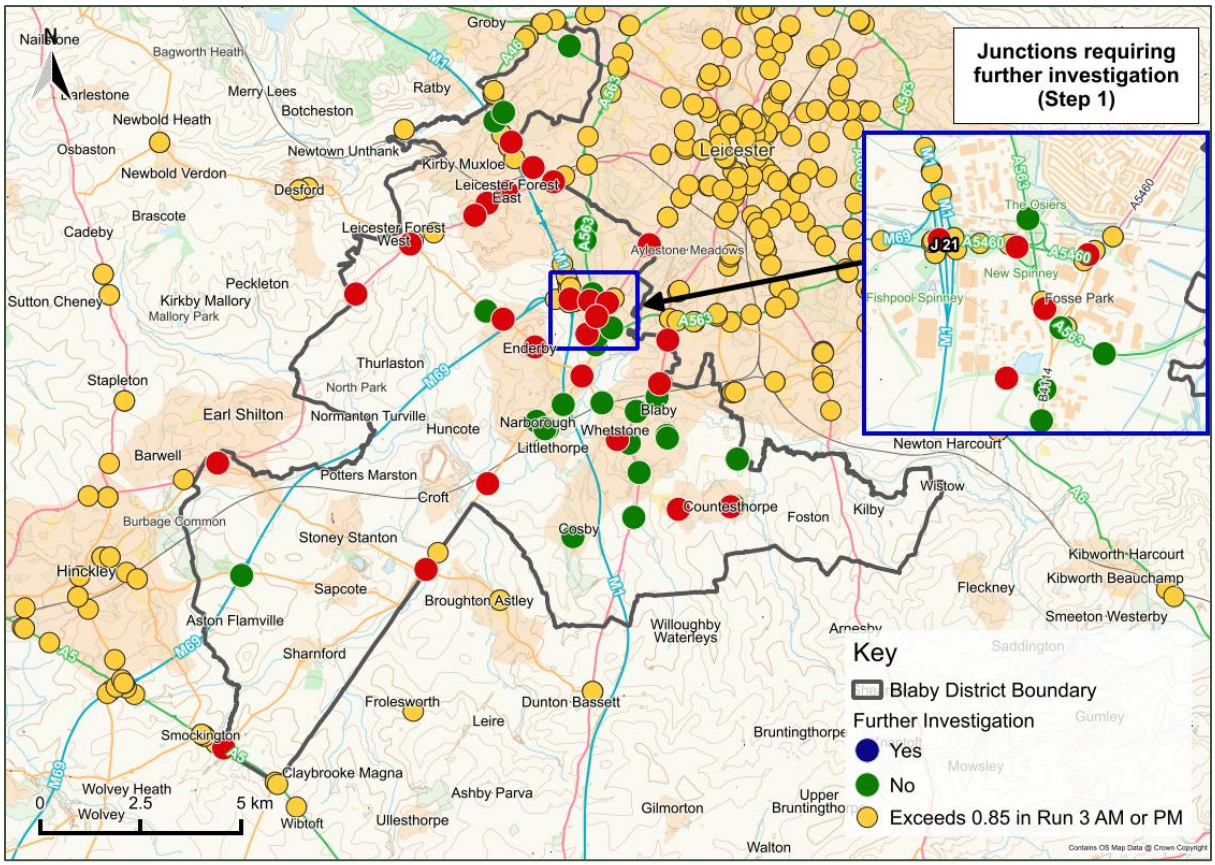


Figure 4-14 Impact of Run 4b on junctions exceeding 0.9 in 2042 Baseline PM



4.28 Following comments received by Leicestershire County Council, additional analysis was conducted to identify if any further junctions would be identified to analyse given a threshold of 0.85 VoC. This returned no additional junctions to review as illustrated in **Figure 4-15.**

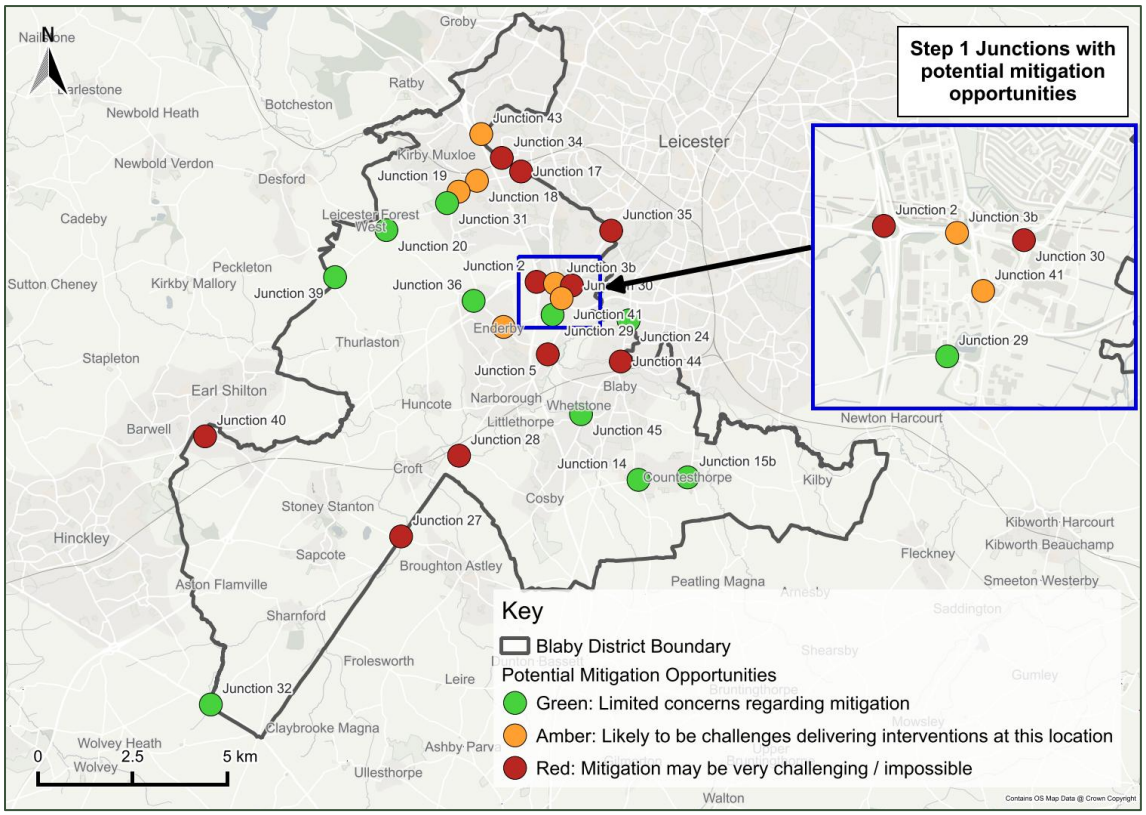
Figure 4-15 Step 1 junctions with additional junctions exceeding 0.85 included



Potential Residual Impacts Identified

4.29 Further work will be conducted to validate the flow data and model predictions at the junctions identified in Stage 1 (**Figure 4-10**) this will make use of existing traffic surveys to understand how the junctions currently operate alongside PRTM model outputs and Isolated Junction Modelling approaches. This will further establish the extent to which the additional impacts arising from the BLP development proposals will trigger the need for network interventions using more detailed assessment techniques. In the meantime, an initial review of the potential for mitigation has been undertaken. The initial review considers the existing conditions, highways constraints and feasibility at each junction identified in Stage 1 of analysis as illustrated in **Figure 4-16**.

Figure 4-16 Stage 1 Potential Mitigation Opportunity Ratings

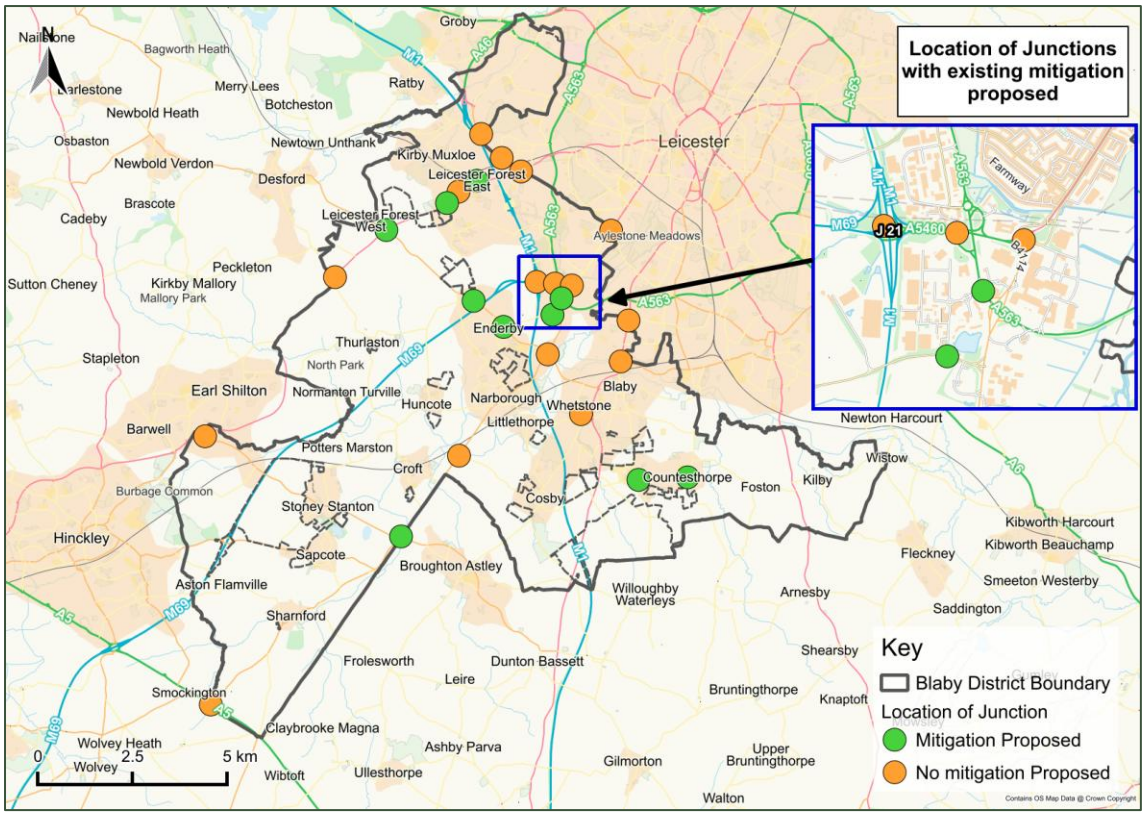


4.30 Further detail on the potential of mitigation at these junctions is provided in **Appendix M**.

Junction Status

4.31 Some allocated sites within BLP are now ‘committed’ with the benefit of planning permission, and therefore mitigation schemes at junctions have been derived through the planning process, including those linked to planning conditions. BDC was asked to comment on mitigation schemes it was aware of at all junctions identified at Stage 1. This is illustrated in **Figure 4-17**.

Figure 4-17 Junctions that BDC are in dialogue with developers to seek mitigation



4.32 Details on the proposals identified as ‘Mitigation Proposed’ are set out in **Appendix M** and represents the first pass of highway capacity measures to be considered within the IDP alongside the delivery of ambitions set out within the BSIP and the LCWIP which are considered an essential first step in managing the potential effects of the traffic growth associated with the BLP.

4.33 These proposals focus on potential capacity constraint and the need to manage flows arising from the BLP developments and their effect on the network. LCC has suggested that there may also be existing areas where safety is a concern, SLR has agreed that these areas would be reviewed in more detail and a full list of these has been requested from LCC and was received on Tuesday 16 June 2026. Where necessary, safety schemes to reduce the potential risks on the operation of the network will be considered although these would not necessarily be considered as capacity enhancements as the purpose is to ensure the safe operation of the network rather than minimise future inconvenience.

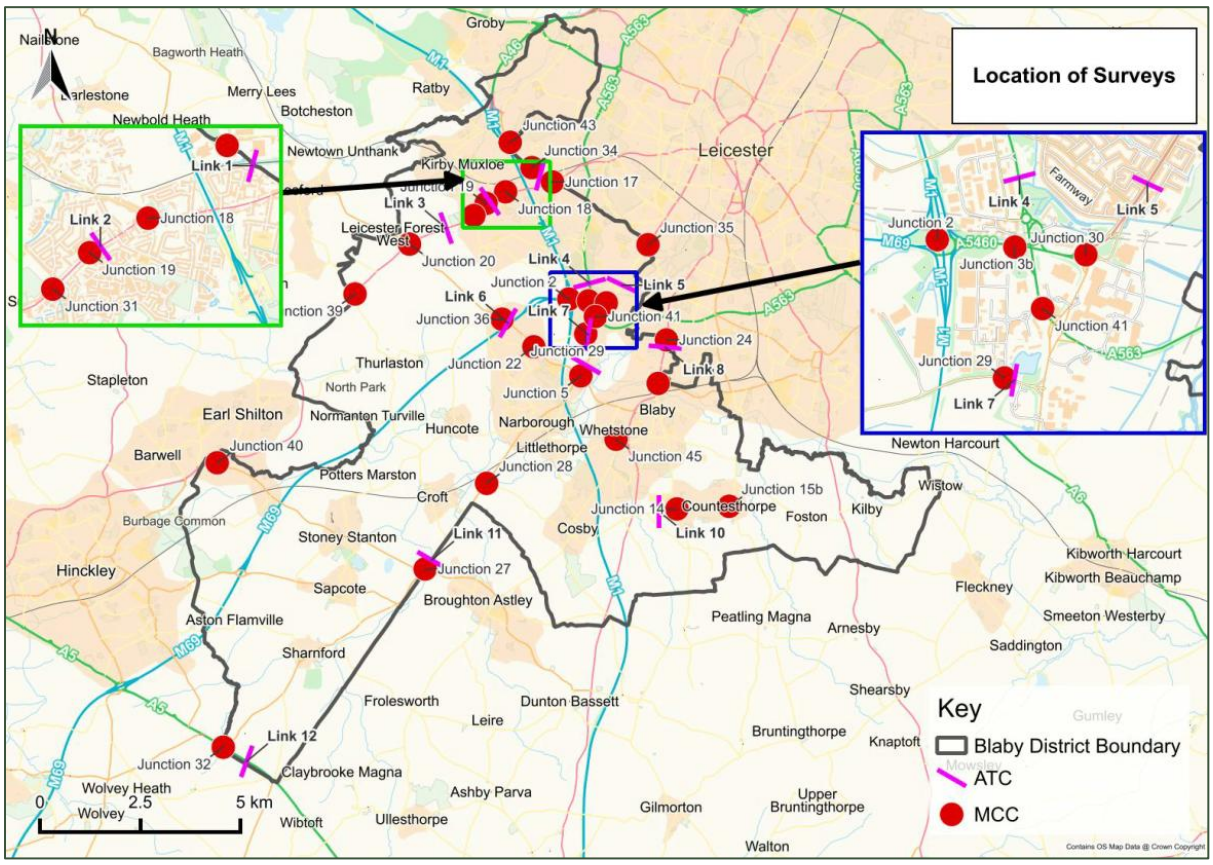
5.0 Next Steps

Surveys

5.1 Whilst PRTM is a useful tool to test the effect of BLP (Run 4b) and to highlight potential areas of concern with the local highway network, given the model's strategic nature, it is important to corroborate the initial findings with more detailed traffic data at the identified hotspots within the network.

5.2 Additional surveys have been commissioned and were undertaken during the week of 18th May 2026, to enable comparisons between the different growth methodologies. This will provide a more comprehensive understanding of whether the TEMPro factors or vision led methodology offers the most robust basis for future assessment.

Figure 5-1 Survey Locations



Individual Junction Modelling (IJM) Assessment

5.3 The final list of junctions to be assessed with IJM's will be confirmed following validation of the PRTM present year traffic flows against the commissioned survey data. This process will ensure that the selected junctions appropriately represent those most likely to experience operational impacts arising from future growth scenarios.

5.4 This testing will include those junctions where mitigation has already been identified and is anticipated to come forward as part of existing development applications.

5.5 This modelling will consider the Run 4b traffic flows are the core scenario against which the effectiveness of the proposed mitigation should be assessed. However, the flows from all development scenarios (i.e. Run 2, Run 3 and Run 4a) should be included within the modelling to determine the extent to which the different traffic growth scenarios influence the

conclusions. This will identify any risks associated with the mitigation proposals which would need to be considered as the Plan progresses.

Mitigation in Concept

5.6 Based on this, a concept mitigation strategy will be developed and costed for the IDP in-line with the principles set out within **Appendix M** of this Report. It is however acknowledged that mitigation will evolve through the planning process as designs are refined and policies and priorities change. This is reflected within the status of the IDP which is considered 'a living' policy document which evolves throughout the life of the Plan.

5.7 These concept mitigation schemes may then be incorporated into the PRTM to test their effectiveness in addressing the identified constraints should LCC consider this necessary.

Post Regulation 19 Submission

5.8 The additional junction assessments will identify, in more detail, the operational performance of the junctions which have been identified through this assessment and confirm if the scale/form of mitigation identified within **Appendix M** is both necessary and appropriate.

5.9 Alongside these junction assessments, additional sensitivity tests may also be undertaken to consider matters which are linked to the Plan addressing phasing of schemes and the built-out of sites that will go beyond 2042.

Phasing Analysis

5.10 Having identified the effectiveness of the mitigation proposals, a further assessment may be required to consider when each scheme is likely to be triggered as the Plan comes forward. This will enable stakeholders to distinguish between critical schemes (required early in the Plan period) and essential/desirable schemes required towards the end of the plan period. The former requiring more certainty at this stage given an early need for delivery whereas the latter would be considered lower risk with time allowed for refinement of the proposals as the Plan moves through the delivery phases.

Post Plan Infrastructure Need

5.11 A further assessment within PRTM may also be required to consider the effects of the development proposals which are anticipated to build out beyond 2042 to establish what additional impacts may arise beyond the plan period, as sites identified within the plan build out beyond the capacities identified within this Plan.

5.12 This would be undertaken inclusive of the measures identified within **Appendix M** (subject to the necessary refinements following the collection of traffic surveys and junction modelling) and would be intended to highlight what additional measures may be necessary to support the longer-term aspirations for the strategic growth locations identified within the Plan. The Flint tool would also need to be re-run at this stage to ensure that the assumptions pertaining to amenities and services are also reflected within the traffic generation estimates associated with larger development proposals where greater opportunities to reduce the need to travel outside of the development can be secured through the associated site-specific policies.

5.13 The purpose of this exercise will be to identify the additional pressures arising from planned development beyond the current Plan period and to establish the need for strategic-scale interventions. These interventions may need to be considered both within the next iteration of the Local Plan and, also, in any Local Plan review. Any instances where provision may be required to protect land required to facilitate the schemes may also be identified through this analysis.

5.14 This will be assessed via an additional PRTM scenario inclusive of the assumptions relating to the development proposals beyond 2042.

6.0 Summary

6.1 This Strategic Transport Assessment (STA) has been undertaken to support the Blaby Local Plan (BLP) by establishing a robust, proportionate evidence base to assess the transport implications of planned growth to 2042.

6.2 The STA focuses on identifying key strategic interventions ("critical dependencies") required to manage cumulative impacts across the plan, rather than detailed, site-specific solutions, which will be addressed later through individual Transport Assessments. Its strategic scope reflects the scale of development and current level of certainty, using broad impact criteria.

6.3 The approach is proportionate to the plan stage, prioritising measures to reduce travel demand, then car dependency, before addressing residual highway impacts. Further sensitivity testing will consider external factors such as development beyond 2042 and neighbouring plans. There is an expectation that developments will be required to demonstrate how they can align with the aims and assumptions set out within this Report view their own individual planning applications.

6.4 The STA evaluates the proposed spatial strategy and identifies necessary highway schemes for inclusion in the Infrastructure Delivery Plan (IDP). These schemes are intended to mitigate plan-related traffic impacts and ensure any developer contributions are justified and compliant with regulatory requirements.

6.5 The assessment has defined the scale and spatial distribution of development, comprising approximately 6,084 dwellings and 124,680 sqm of employment floorspace, and assessed the cumulative impact of these allocations on the transport network.

6.6 A structured and policy-led methodology has been applied, drawing on the Leicestershire Pan-Regional Transport Model (PRTM) to test a range of growth scenarios. These scenarios include both traditional demand-led forecasting approaches and vision-led approaches aligned with the National Planning Policy Framework (NPPF), which prioritises sustainable transport and reduced reliance on private car use.

6.7 The assessment has incorporated:

- Review of national and local planning and transport policy, including NPPF, DfT Transport Analysis Guidance, and CIL Regulations;
- Development of modelling scenarios to test baseline growth, Local Plan growth, and the effects of sustainable placemaking and mode shift;
- Application of both traditional (JTE/TEMPro-based) and vision-led trip generation methodologies;
- Integration of sustainable transport assumptions informed by the Bus Service Improvement Plan (BSIP) and Local Cycling and Walking Infrastructure Plan (LCWIP); and
- Analysis of model outputs, including link flows, area of influence, and Volume over Capacity (VoC) at junctions across the network.

6.8 Successive model runs (Run 1, Run 2, Run 4a and Run 4b) provide a sequential, policy-aligned view of future transport conditions. Run 4b reflects a vision-led scenario consistent with NPPF, incorporating the measures to reduce travel need within Run 4a and the influence of delivering existing sustainable transport policy initiatives (BSIP and LCWIP) through the Plan process, enabling developments to connect to and support these initiatives which have already been identified as within critical existing policy.

6.9 Run 4b is therefore used to assess the residual cumulative highway impacts of the Local Plan, identifying junctions exceeding capacity as a direct result of development. Comparing



Run 1 with Run 4b isolates the additional impact of the Local Plan. While some existing congestion is acknowledged, only impacts directly attributable to the proposed developments are considered when determining appropriate mitigation and developer contributions.

6.10 The results demonstrate that a vision-led approach (Run 4b), incorporating mode shift and sustainable development principles, provides a more realistic and policy-compliant representation of future travel demand. This approach significantly reduces forecast traffic flows and results in more localised impacts when compared to historic 'predict and provide' forecasting methods.

6.11 A systematic process has been undertaken to identify potential residual impacts on the highway network. Junctions operating above capacity (defined as VoC >0.9) and experiencing material increases in demand have been identified for further investigation. This process has confirmed that only a limited number of junctions are likely to experience notable impacts attributable to BLP growth, with many pressures arising from wider background growth.

6.12 An initial review of mitigation opportunities has also been completed, considering feasibility, existing constraints, and the potential for delivery through the planning process. This forms the basis of the suggested IDP. Priority should be given to facilitating delivery of development proposals which reduce the need to travel as well as the measures identified through the BSIP and LCWIP since this demonstrates the ability to contain the potential impacts of BDCs Local Plan within Blaby.

6.13 The next stage of the assessment will focus on refining and validating the strategic modelling outputs to ensure that the identified impacts and mitigation requirements are robust and deliverable.

6.14 Recognising the limitations of the PRTM as a strategic model, additional traffic surveys have been undertaken (May 2026) at key locations across the network. These surveys will be used to validate existing model flows and to provide a reliable basis for more detailed analysis to be undertaken.

6.15 Following validation, a programme of Individual Junction Modelling (IJM) will be undertaken. This will allow a more detailed assessment of operational performance at the junctions identified as being sensitive to growth, ensuring that conclusions drawn from the strategic model are appropriately tested at a local level.

6.16 Building on this analysis, the concept mitigation strategy will be further developed to confirm necessity as well as identifying the appropriate interventions to address any residual impacts, taking into account engineering feasibility, proportionality, and alignment with policy. These measures will be costed and incorporated into the Infrastructure Delivery Plan (IDP), ensuring that necessary infrastructure can be secured and delivered alongside development.

6.17 Mitigation measures will then be tested within the modelling framework to confirm their effectiveness and ensure that any remaining impacts are not severe. This iterative process will provide confidence that the transport network can accommodate planned growth.

6.18 Further work will also consider the interaction between BLP growth and wider background growth, including cumulative impacts across the wider area. This includes the potential for additional model runs to test scenarios with combined development pressures and identify any requirements for strategic interventions beyond those associated solely with BLP site allocations.

6.19 Overall, these next steps will ensure that the STA provides a robust, deliverable framework for transport infrastructure, supporting the adoption of BLP and the long-term sustainable growth of Blaby.



Appendix A Timeline of engagement between BDC and LCC

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

Appendix Table A-1 Timeline of engagement between BDC and LCC

Meeting / Information	Date
Transport Modelling Evidence PRTM Scope, SLR Vision Led Planning Tool information issued	Monday 2 June 2025
Inception Meeting with BDC and LCC (LHA) entitled Blaby Transport Evidence Workshop	Tuesday 3 June 2025
Meeting with BDC and LCC (LHA) Transport Meeting	Tuesday 8 July 2025
Meeting with BDC and LCC Blaby Modelling Discussion	Wednesday 9 July 2025
Stage 1 modelling specification submitted to LCC (LHA and Modelling) and AECOM	Tuesday 22 July 2025
Stage 1 modelling specification submitted to LCC (modelling) and AECOM	Wednesday 22 October 2025
Meeting with BDC and LCC (LHA and Modelling) Blaby Local Transport Evidence Meeting	Wednesday 5 November 2025
Meeting with BDC and LCC Blaby Local Plan Modelling (County Hall)	Monday 17 November 2025
Inception meeting with BDC & LCC (LHA and Modelling) after updated stage 1 request to AECOM submitted	Wednesday 3 December 2025
Meeting with BDC and LCC Blaby PRTM Model Outputs	Wednesday 10 December 2025
Run 4b (formerly Run 5) modelling specification submitted to LCC/AECOM	Tuesday 27 January 2026
Vision-led Planning Trip Generation Methodology note issued to LCC (Modelling)	Wednesday 4 February 2026
PRTM Run 4b (formerly Run 5) Policy informed mode shift specification SLR met with AECOM Wednesday 4 February 2026 to explain information. Final information then submitted to LCC (modelling) and AECOM.	Thursday 12 February 2026
Meeting with BDC and LCC (modelling) Blaby Local Plan	Wednesday 18 February 2026
LCC comments on Vision-led Planning Trip Generation Methodology note	Friday 20 February 2026
BDC (SLR on behalf of BDC) response to LCC (LHA) comments on Vision-led Planning Trip Generation Methodology note	Friday 27 February 2026
Meeting with National Highways and LCC (LHA)	Wednesday 20 May 2026
Blaby District Council Regulation 19 Public Consultation	June 2026
Further work streams: Working up the mitigation arising from transport modelling work.	

Appendix B PRTM Modelling Scoping Note

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

SLR Consulting Limited

Blaby District Council

Blaby Local Plan Transport Evidence

SLR Project No.: 416.066233.00001

15 August 2025

Revision: 02

TRANSPORT MODELLING EVIDENCE: PRITM SCOPE

1.0 Introduction

1.1 SLR consulting has been commissioned by Blaby District Council (BDC) to provide advice on the likely Transport infrastructure requirements which may be necessary to enable the proposals identified through the forthcoming Local Plan.

Background

1.2 Blaby is seeking to promote a New Local Plan with a delivery horizon to 2042. Currently BDC's 5 year housing supply is being challenged as previously adopted developments identified within the existing local plan are not being built out at the rate which was anticipated within the adopted Plan. BDCs ability to demonstrate a 5 year housing supply is currently susceptible to challenge as a result.

1.3 Delays in bringing forward the new Local Plan means that this risk will be significantly exacerbated in the future.

1.4 As a consequence of this risk, BDC is less able to influence the scale and form of forthcoming developments as applicants can currently submit applications based on a 'tilted balance'.

1.5 The scope of control which BDC has, and the extent to which it can secure an IDP against development proposals is therefore limited and will likely be diminished further without strong transport evidence to rely on to secure wider mitigation on a cumulative basis. This evidence is critical in enabling BDC to reduce the risks it currently faces due to the lack of a housing supply which undermines the case for mitigation to be provided on a cumulative basis.

1.6 Without a cumulative scenario, and associated mitigation strategy, it is unlikely that the effects of isolated developments would reach the extent where they could be considered severe. Whilst this will not be the case for every site, there is therefore a risk that opportunities to secure additional infrastructure in the short term cannot be implemented as,

based on the effects of individual sites, the evidence to justify the necessity for such schemes is lacking.

1.7 Across all of this, it is important to note that highway capacity mitigation carries less weight in National Policy terms compared with sustainable mobility infrastructure.

Previous Studies

1.8 The most pertinent study which has been completed to date is the Joint Transport Evidence Study.

1.9 The JTE is being produced to consider the cumulative impacts of the various Local Plans. It will comprise up to three stages:

- Stage 1: a combined assessment of a range of alternative development strategy options for the four emerging Local Plans.
- Stage 2 (in progress): a combined assessment of the preferred development strategies, determined by the District and Borough councils, to identify key areas of cumulative impact and strategic mitigation requirements.
- Stage 3 (potential): a more detailed evidence base covering the key sub-areas of impact identified through Stage 2.

1.10 Stage 1 is complete, and Stage 2 is ongoing, the status of stage 3 is unclear. The expectation is that Stage 2 will identify the strategic measures necessary to support the Local Plan development proposals and minimise impacts on the operation of the transport network. This mitigation will be determined in response to the cumulative impacts of all development proposals both through Local Plans and through national traffic growth forecasts.

1.11 Whilst Stage 2 is important in the context of the need to ensure the cumulative effects of all developments across all planning authorities is considered, there remains a need to distil these requirements down to a level which enables the need and triggers to be associated with the various Local Plans. Stage 3, is very uncertain at this stage and so cannot be relied upon to be completed within the necessary Local Plan timeframes.

1.12 Furthermore, there is also a need, through the evidence for BDC to demonstrate that the infrastructure meets the necessary tests set out in the CIL regulations (regulation 122) which states that the obligations (in this instance being the transport infrastructure) must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

1.13 BDC therefore will require its own bespoke Transport evidence which can distinguish between the requirements which are intended to manage wider growth, growth associated with the various local plans in combination and, critically, its own local plan proposals if it is

to make a viable case for funding and commitments for sustainable infrastructure to be secured through the IDP.

1.14 In producing and adopting an IDP to support the Plan, BDC must also have confidence that there is a reasonable prospect of critical infrastructure coming forwards and, if not, what alternatives may be in place such that the withdrawal of infrastructure which is otherwise relied upon would not prejudice the plan.

1.15 Additional evidence is therefore required. This is likely to be in the form of a specific study undertaken within LCCs PRITM model which can support BDC in determining the necessary infrastructure proposals which can be included within the associated IDP to support their plan.

Requirements

1.16 Transport evidence is required for the purpose of the Regulation 19 consultation which allows all parties to understand the scale of any issues predicted to occur on the transport network as well as, as far as is practicable, the scale and form of any proposed mitigation measures.

1.17 The evidence should also support BDC in providing them with the information necessary to be able to justify the infrastructure requirements (and associated contributions where appropriate) to the individual site promotors as they come forward. Ideally, in advance of the plan but specifically through its delivery period.

1.18 The advice provided within this note, and suggested way forward is cognisant of this objective.

Critical Questions

1.19 The most fundamental question which the study must answer is ‘what are the potential impacts, on the transport network, of the traffic growth predicted to occur through the Local Plan and how can they be effectively managed?’ Of course, the basis of these questions must now be considered through a vision led lens, rather than a purely traffic capacity lens.

1.20 Beyond that there are several other questions which need to be answered for BDC to have confidence that an Inspector will be able to conclude that the plan is sound:

- How critical are any infrastructure proposals which have been identified through the IDP to the management of impacts associated with the Plan?
- How certain is it that these schemes can feasibly be delivered and what are the risks associated with their delivery?
- What are the residual impacts associated with the Plan once these measures are in place, how acceptable are they likely to be and what prospect exists that they can be further managed in the future (if it is considered necessary to do so)?

1.21 Several other questions will also need to be considered which are important, albeit less critical at this stage:

- When are the schemes likely to be required?
- How will funding be secured and can it be achieved in accordance with the conditions set out through CIL?

2.0 Traffic Modelling Overview

2.1 Traffic modelling is required to support BDC in answering these questions, it is anticipated that the County PRITM traffic model can be used for this purpose. The evidence provided through the modelling is intended to provide a means of reaching consensus across all key stakeholders, as well as Leicestershire County Council this will likely include National Highways and promoters of the development proposals (particularly those who are promoting larger allocations and/or are likely to be reliant upon key infrastructure).

2.2 The strategic nature of PRITM means that it can consider the effects of growth across the entire study area which is essential in meeting the needs of this study.

2.3 However, as with all models, there are limitations around both accuracy and detail, at a local level, and it is also constrained by the input assumptions. These limitations need to be recognised when reaching conclusions through analysis of the modelling data. This is commonplace and is recognised as such in TAG (Unit M1.1, para 2.1.8) and is in no way an impediment to the use of traffic models to aid judgements such as those required to support BDC from being informed by analysis from traffic models.

2.4 It is understood that the JTE stage 1 report has been produced based on PRITM model scenarios derived from a 2019 Base year. It is also understood that a 2023 update to PRITM has been completed but is not being used in the update to the JTE evidence base.

2.5 It has been agreed with LCC that the traffic models suggested within this scope will be derived from the 2023 PRITM scenario as a basis for forecasting. This will ensure the modelling conforms to the necessary TAG standards but does introduce a disconnect with the ongoing JTE study work.

Underlying Assumptions

2.6 Like the work which underpins the Harborough Strategic Transport assessment (noting LCCs existing concerns around how this was reported and the contribution strategy proposed) the focus of the initial assessment should be on the predicted effects of the combined proposals (i.e. developments and infrastructure) in 2042 as this is the horizon which this plan seeks to cover.

2.7 The work should build in the necessary detail required to understand the effects of both the wider local plan proposals and, more specifically, the effects of the proposals identified by BDC.

2.8 Where traffic forecasts are assumed within the modelling, LCC has explained that the model does not rely on NTEM to inform growth and, instead, uses a more detailed uncertainty log containing all development uses. LCC considers that, as a result of these assumptions, the model contains a higher level of detail concerning planning assumptions than is contained within NTEM. Furthermore, the constraint to traffic growth is considered to be achieved via the application of the demand model. The effect of this is that the assumptions and approach underpinning the variable demand model are considered by LCC to provide the most appropriate reflection of future traffic growth within the model scenarios. It is agreed that this will form the basis of the assessment but, in order to introduce wider judgement and policy effects in later stages of the assessment, work will be undertaken outside of the model to produce the alternative demand sets which underpin the latter scenarios which are to be run.

2.9 Given the tight timescales associated with this commission, it is proposed that a separate technical note will be produced to detail the principles behind the adjustments SLR is seeking to apply outside of the model which can be issued to LCC in advance of those scenarios which are reliant upon these changes. As these runs are intended to be undertaken in latter stages of testing it is hoped that this approach would be agreeable.

2.10 In our experience engaging with NH on the provision of Local Plan evidence bases, they will also expect there to be a distinction between the two sets of forecast scenarios (i.e. BDC and cumulative) in order that they can comment on the appropriateness of the IDP as proposed alongside any of the risks associated with the cumulative growth forecasts.

2.11 The assumptions relating to localised inputs are also critical, this is both in relation to the assumptions related to traffic generation which is likely to occur through the development proposals and also the wider effects of any measures which can be delivered to encourage use of active and sustainable modes of transport over the car (this being the most critical aspect of the mitigation strategy if the Plan is to be considered sustainable).

2.12 Therefore, tests should be defined which consider how the network functions cognisant of these differing assumptions. A series of model scenarios should be defined on this basis and in a way which helps demonstrate the influence of a hierarchy of interventions where placemaking for larger sites (i.e. local amenity provision) and active and sustainable modes of transport are prioritised and only once all opportunities to manage traffic via these measures have been exhausted should consideration be given to highway capacity improvements.

Scenario Tests

2.13 SLR would seek to work with LCC to set out a series of model scenarios which would aid BDC in answering the key questions necessary to enable them to move forward with the Plan towards submission.

2.14 Initially, SLR would recommend that testing focus on BDCs Local Plan proposals with the remainder of growth across the study area constrained to current pre-Local Plan planning levels. This will provide us with the opportunity to understand the specific issues arising from BDCs plan which, if assessed on an individual basis through planning, would likely represent the minimum infrastructure solution to specifically support the plan.

2.15 A test with the wider planning assumptions included should follow, this would enable BDC and LCC to ascertain the cumulative impacts of all plans in combination. Noting that, at this stage, the Local Plans are not being examined on a combined basis, it is potentially the case that the Inspector would be most interested in ensuring that the IDP is defined to meet the needs of BDCs development strategy as a priority.

2.16 These are the initial tests upon which several layers of assumptions should be built in these would include:

- Application of the SLR Vision tool for the larger developments to understand how they can be delivered in a manner which maximises containment and minimises external travel.
- Revisiting the mode shift, outside of the model, to assess the effects of a capture/intercept rate which accords with published policies (i.e. the LCWIP and the BSIP)

2.17 Only after the approach to delivering the vision for both the larger sites and the strategic measures to enhance sustainable and active travel infrastructure have been assessed should the residual impacts be considered. At that stage, the approach should still adopt the appropriate hierarchy whereby:

2.18 Further consideration is given to how active and sustainable transport infrastructure can be delivered to minimise car trips.

2.19 The remaining, residual, effects should be subject to a realism check, to understand how the flow predictions are derived from the model and any potential limitations which may present an overly pessimistic position with regards larger traffic volumes.

2.20 Once the residual impacts have been identified, consideration should be given as to whether they represent a safety impact concerning the operation of the network, are likely to be considered severe (in the context of NPPF) or are a matter of inconvenience where the need for mitigation may be more subjective.

2.21 Due to time constraints, it is unlikely that operational modelling can be undertaken to consider those areas where mitigation is considered necessary, albeit it should be recognised that this will be an essential step post adoption of the plan to provide certainty around the scale and form of infrastructure required.

3.0 Methodology

3.1 A staged approach to the methodology would be adopted as follows:

Stage 1 – Initial scenarios

3.2 The first runs should consider BDCs plan based on the ‘average’ trip generation assumptions and distribution data contained within PRITM. Ideally this would comprise three runs but, recognising the limitations on timescales, run 1 is considered the least critical:

- Run 1 – 2042 constrained to existing planning projections. Purpose is to establish the potential outcome if no Local Plan is adopted.
- Run 2 – 2042 constrained to a set of projections which includes BDC Planned developments which will be included on the basis of the assumptions adopted to date within the JTE. Purpose is to establish the effects on the transport network of BDCs plan based on current assumptions and understand the specific benefits/disbenefits offered by the Plan relative to Run 1.
- Run 3 – As with Run 2 but with the wider LPA plans accounted for. Purpose is to understand how the BDC plan may be affected by wider development proposals.

3.3 Recognising the practicalities and need to manage the runs moving forward, we would propose to take Run 2 forward for the next stage of analysis. The benchmarks for this scenario and its effect on the network would be Run 1 as well as the PRTM 2023 Base model.

3.4 However, it is essential to recognise that in seeking to identify mitigation which is relatable to the developments in question. This is, in effect, the additional impact that Run 2 identifies over Run 1. Reference to Base is useful in providing stakeholders with an understanding of what the residual (i.e. outside of the plan) impacts may be but in defining the mitigation it is important that the schemes are defined to support the plan rather than solve issues related to future forecast growth which occurs independent of the plan. Adopting an approach different from this would undermine BDCs ability to demonstrate that the schemes meet CIL requirements.

Stage 2 – BDC 'Plan scenarios'

3.5 Run 2 would then be revisited based on several additional assumptions:

Vision led planning assumptions (larger sites only)

3.6 For sites over 500 dwellings we would propose to run the SLR Vison-led planning tool. Additional information pertaining to this tool has been provided alongside this note.

3.7 For sites of 100-500 dwellings we would propose to run the SLR Vision-led planning tool to estimate the likely mode shares (and hence car trip rates) based on the location of the site and its proximity to existing amenities in the areas surrounding the proposed site, and then check this against the car trip rates based on current assumptions. Consideration will be given to the potential opportunities arising from the clustering of sites of this nature.

3.8 The SLR Vision-led Planning Tool ensures that from the master planning stages, the community is designed in a way which will achieve its Vision objectives. It considers the characteristic of the proposals and how the inclusion of amenities within a site can deliver a change in mode and thereby reduce car dependency for trips which would otherwise travel out of the development.

3.9 It considers the local characteristics of an area when making predictions and so is based on an interpolation of current trends but goes beyond traditional tools (such as TRICS) by

seeking to manage the reason why people travel rather than the outcome of the travel itself (which reflects a traditional 'predict and provide' approach to planning).

3.10 The outcome of this stage would be a refined set of trip generation estimates for, as well as a prescribed set of amenities to be delivered by, each of the proposed developments.

3.11 At this stage it would also be beneficial to consider how trip patterns are reflected within the modelling. Ideally, we would seek extractions of LCCs Mobile Network Data (which it is assumed has been used in the matrix development process) to understand the travel patterns of existing areas and how the new development patterns, identified through PRITM, reflect this position. Whilst LCC has suggested that this information can be extracted from PRITM we consider that there is value in reviewing the data which has not been adjusted through the model build process.

3.12 Any differences between what has been observed through the MND and PRITM estimates will need to be identified and the reasoning behind them established to ensure that the distribution patterns are not material different as bias may be introduced through the processing required to convert the MND in to modelled distribution patterns (as well as through the changes in land use which will be reflected within PRITM but not MND since they have not yet occurred). Additionally, the trip length distribution patterns which remain, after the vision led planning tool has been run, will provide an understanding of what the potential is for both existing and, potentially new, mode shift measures to be introduced to achieve a higher level of mode shift than is assumed today. This will be considered as follows:

Policy informed mode shift

3.13 There is an expectation that existing policy measures identified through the Local Cycling and Walking Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) will already be based on an understanding of how infrastructure can be delivered across Leicestershire to reduce car dependency.

3.14 The routes and origin/destination pairs that these improvements serve should be overlaid with the PRITM demands to determine what could be intercepted. Then adjustments should be made to the existing travel demands, both baseline and proposed developments, to reflect a shift in response to these measures. Ideally this would be manual exercise using the targets in BSIP and LCWIP rather than through variable demand modelling as it is important to establish the effect that the vision for this infrastructure may achieve rather than the modelling interpretation at this stage.

3.15 This would result in the following run:

- Run 4 – As per Run 2 but with the additional assumptions derived from the Vision Led planning tool and mode shift adjustments applied to the modelling.

3.16 Run 4 would effectively represent the planning position based on a vision for the proposals with what must be considered the minimum focus on mode shift measures accounted for.

There may be an expectation for BDCs Plan that it would seek to deliver more than is identified through BSIP and LCWIP if it is to be considered 'sustainably-led'.

Stage 3 - Further Mitigation Review

3.17 Finally, the outputs from Run 4 would be analysed to determine what the residual impact of BDCs Local Plan, on the transport network, may be based on the model predictions.

3.18 The areas of impact would be appraised on the following basis:

- Extent to which the impact is significant
- Opportunities for further model shift measures to be included (using observed TLD/Travel patterns to ensure those O/D pairs which are being targeted are considered and targeted accordingly)
- The extent to which forecasting and demand assumptions from outside BDCs plan influence the impacts (important in ensuring any subsequent infrastructure is considered necessary and relatable in the context of CIL).

3.19 This will be based on flow and capacity analysis, coupled with analysis of the contributing factors and the origin/destination patterns arsing from BDCs planned developments to ensure that the measures identified are focussed on trip patterns with a genuine prospect of being intercepted.

3.20 Highway schemes would then be considered in areas where they are considered necessary to ensure the safe operation of the network or to manage the effects of the Local Plan traffic growth to acceptable levels. The detail within the PRITM model means it is not necessarily sufficiently detailed to provide certainty around the scale and form of the mitigation required.

3.21 Having identified the areas where mitigation is considered necessary, the initial step should be to outline what form the mitigation may take, subject to the necessary levels of certainty being confirmed through delivery of the Plan.

3.22 This approach may not be sufficient in areas where the impacts are considered most significant, in those areas supplementary analysis may be required to determine the scale and form of the mitigation in order that certainty is afforded to the critical infrastructure measures.

3.23 This would likely require a combination of data collection (to ensure the schemes are being appraised cognisant of local traffic trends at the specific locations) and Isolated Junction Modelling.

3.24 Likely a run of PRITM would be required to provide a level of evidence to support the assertion that the mitigation strategy is appropriate whilst also being clear on any residual impacts which are likely to remain thereafter:

- Run 5 – As per Run 4 with the additional mitigation identified.

Stage 4 - Cumulative Assessment

3.25 As a final stage, for the purpose of wider consultation, a cumulative assessment would be required whereby BDCs fully mitigated proposals are considered alongside the effects of the wider allocations.

3.26 This would identify the areas where additional interventions may be required to manage the impact of traffic growth which occurs outside of Blaby.

3.27 This should be seen as a sensitivity test as it is not likely that the BDC developments could be compelled to contribute to infrastructure proposals which they do not directly trigger. Rather this test could be used to identify where wider mitigation may be required as well as determining the extent to which BDCs planned sites contribute to those issues. This 'level of impact' analysis would also correspond to a potential funding contribution level which could be considered on a monitor and manage basis as the certainty around the wider planning assumptions is lower, as it relies upon developments coming forward across multiple plans which are outside of BDCs control.

3.28 The purpose of this test is to enable BDC to support the Highway Authority in seeking broader contributions for schemes which will be necessary to facilitate growth beyond that which BDC is seeking to allocate.

3.29 Thus, the final model run would comprise:

- Run 6 – as per run 5 but with the wider planning assumptions updated.

3.30 This run would provide the opportunity to understand what influence the application of different assumptions has on the conclusions around strategic level infrastructure. This, in turn, may enable stakeholders to identify what the essential infrastructure ask may be (i.e. those schemes which are required even after the adjustments are made per this scope) as well as what could be considered on a monitor and manage basis. Comparing the relative effect of BDCs own growth on the area to that which occurs through the wider allocations being considered also forms part of the basis for future contribution levels to be set out in a manner which aligns with CIL requirements.

3.31 This run remains important for key stakeholders to understand the wider growth effects but is less critical for BDCs Local Plan as it is expected that this would identify areas where further work would be required to secure a more strategic solution to the cumulative issues identified through the modelling.

Stage 5 - Reporting

3.32 It will be important in the run up to and during the Local Plan examination to establish consensus across the infrastructure providers. As well as LCC and NH, this will include the site promoters. Providing a sufficiently robust and transparent evidence base, cognisant of both the limitations in the approach and the need to ensure proportionality in line with TAG guidelines, will provide all parties with confidence in the conclusions and recommendations

arising from the work which will, in due course, feed in to a wider transport strategy which can be submitted through the Local Plan process and provide BDC with a framework for managing the effects of traffic growth.

3.33 SLR anticipates that the following PRITM outputs would be requested for every run of the model and for the 2019 or 2023 Base model (whichever is appropriate). It should be noted that Base model outputs are an important aspect of this process needed to evidence the IDP.

- Actual and demand link flows for all scenarios (PCUS)
- Forecast V/C ratios for links within the model for all scenarios
- Development Select Link Flow Analysis for Run 2, Run 4 and Run 5

3.34 Alongside this, the uncertainty logs for Run 2 and 3 should be provided to evidence the key development assumptions adopted across the tests.

3.35 The information would be requested in shapefile format either for the entire model area or, if it is possible to do so without incurring additional costs and timescales, the area covered by BDC's boundary.

3.36 SLR would then provide supplementary analysis, based on the model outputs, to summarise the predicted effect of BDCs traffic growth alongside the effectiveness of any of the proposed measures identified through the study.

Future Development Sensitivity Tests

3.37 Through discussions with BDC and LCC it has been established that wider strategic growth may require significant mitigation which is unlikely to be secured against the current plan proposals as it is based on wider growth projections and delivery of further development within BDC outside of this plan period.

3.38 Run 5 will go some way to providing the evidence around the need for such strategic measures on a cumulative basis. However, it is also understood that BDC is seeking to allocate certain strategic sites which may only begin delivery towards the end of the plan period. These sites have significant capacity for growth beyond the circa 800 dwellings and so would provide evidence to support the requirement for more strategic interventions to be considered, critically, as the development triggers for such measures would be beyond the existing plan period there is then scope for further evidence to be compiled to demonstrate both the necessary infrastructure solution(s) and also the likely funding mechanisms.

3.39 There is a risk that a lack of certainty may mean that an Inspector sees the allocation of the early levels of development as challenging, since the initial levels will neither be the trigger for the schemes nor will it be viable for them to fund the proposals. This risk would need to be mitigated through collaboration with LCC and, where necessary, NH to provide assurance that there is consensus across key stakeholders that there is a reasonable prospect of such solutions coming forward in the future.

3.40 Whilst this is a beneficial element of the assessment in accommodating wider strategic aims of the stakeholders (i.e. BDC, LCC and NH) it would not form the basis of the core evidence and so the other tests should be prioritised. This could be considered as a next phase of work if the initial analysis shows the risks concerning the level of development which has been allocated would be manageable.

Future Stages of Assessment

3.41 Adopting the stages which are set out within this note would provide BDC with the necessary evidence to be able to demonstrate that the whole of the plan can be managed to satisfactory levels.

3.42 It will not be possible for a Plan to be adopted if it is considered that there is too much uncertainty around the infrastructure required to support the developments or, alternatively, the evidence indicates that the effects of the development cannot suitably be managed. This is why it will be important to focus on the assessment of the allocation strategy for BDC in full as the core tests.

3.43 As discussed within this note, later phases of testing can be undertaken as sensitivity testing after the Regulation 19 submission date has been met, similarly, any work required to consider phasing of infrastructure could follow at the same time. This has been discussed in more detail within the final section of this note.

3.44 It may also be possible to infer a schedule of infrastructure and an approximate timeline by simply understanding the development triggers which cause the need for the infrastructure to be delivered in the first place. Therefore, scoping of work of this nature would only follow once the full 2042 outputs have been assessed.

4.0 Summary

Purpose

4.1 Blaby District Council (BDC) has commissioned SLR Consulting to develop transport modelling evidence to support its new Local Plan (to 2042). This is essential due to BDC's current inability to demonstrate a five-year housing supply, which weakens its control over development and infrastructure planning.

Key Objectives

4.2 The key objectives which the approach set out within this note seeks to address are:

- To assess the transport impacts of proposed developments identified within BDCs Local Plan.
- To identify necessary infrastructure to support the traffic growth identified through the Plan, with a focus on ensuring the infrastructure delivery plan reflects a 'sustainable, vision led' transport strategy.

- To ensure, as far as is practicable, that there is compliance with CIL Regulation 122 (infrastructure must be necessary, directly related, and proportionate) when considering the mechanisms by which schemes will be secured and ensure all stakeholders are aware of any risks in that regard.
- To provide evidence for both the Infrastructure Delivery Plan (IDP) and Regulation 19 consultation in the form of evidence which can be formally published as part of the Local Plan determination process.
- Ensure transparency and robustness in reporting to support examination and adoption of the Local Plan in order to achieve consensus across key stakeholders.

4.3 Additionally, it is intended that through the final run of the modelling (i.e. Run 6), bringing back in to the assessment the wider growth pressures arising from neighbouring LPAs will provide stakeholders with the evidence needed to work towards delivering cumulative infrastructure proposals which will be needed to support growth at the regional level.

Modelling Approach

4.4 BDC will use the Leicestershire County Council's PRITM model to:

- Evaluate cumulative and individual impacts of development with specific regard to what is identified within BDCs plan.
- Test various scenarios (e.g., with/without Local Plan, with sustainable transport interventions).
- Apply Vision-led planning to reduce car dependency and promote sustainable travel.

Scenario Testing

4.5 Six model runs are proposed:

- Run 1 – Baseline (2042, no Local Plan).
- Run 2 – BDC Plan only.
- Run 3 – BDC + wider Local Plans.
- Run 4 – Vision-led planning and mode shift.
- Run 5 – With mitigation measures.
- Run 6 – Cumulative impacts including wider growth.

Critical Questions to Address

4.6 The work is needed to establish the following:

- What are the transport impacts specifically related to the delivery of BDCs Local Plan?
- How critical and deliverable are the proposed infrastructure schemes?

- What are the residual impacts and how can they be managed?

Challenges & Considerations

4.7 Any conclusions drawn from this work must be cognisant of several limitations at this stage namely:

- Model limitations (e.g., local detail, outdated base year).
- Need for up-to-date data (preferably 2023 PRITM).
- Importance of stakeholder consensus (BDC, LCC, National Highways, developers).
- Future strategic growth may require additional evidence and funding mechanisms.

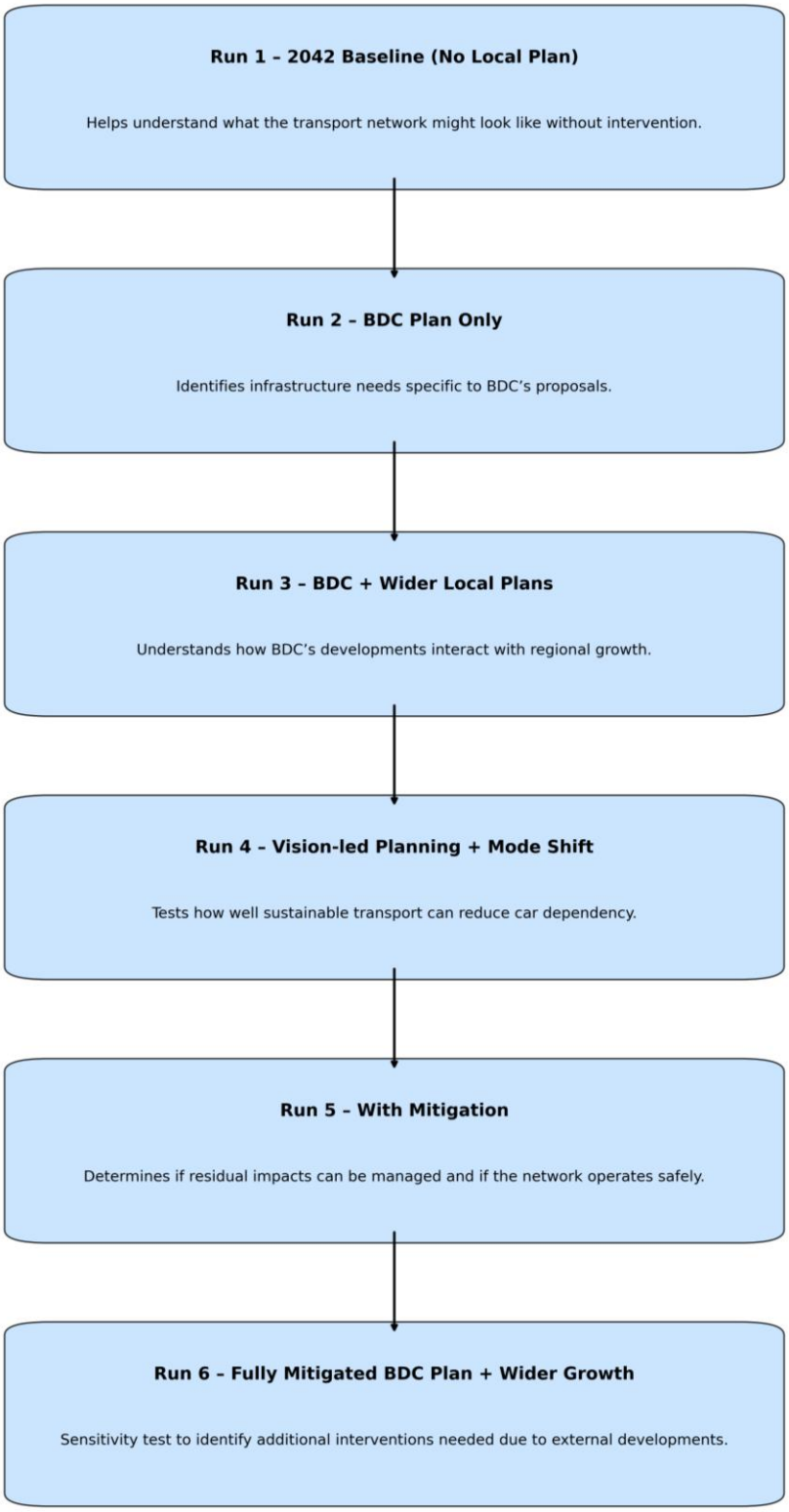
Next Steps

4.8 At this stage, we recommend that we prioritise core scenario testing to support Regulation 19.

4.9 Further phases can then be considered post-submission (e.g., infrastructure phasing, strategic site delivery). LCC has requested that scoping of the next stages commence as the work within this note is being commissioned, this is discussed within the final section of this Note.

4.10 Finally, it will also be necessary to seek to develop cost estimates for the infrastructure which can be used to inform viability matters and also provide an indicative level of contribution for site promoters to understand what may be required to bring their sites forward. The schemes will likely need to be refined after this work is completed and designs produced which demonstrate feasible solutions to the issues identified through the modelling (which can be costed). This work would need to be subject to a separate scoping exercise once Run 4 is completed and a better understanding of the network function after an initial account of mitigation has been applied. Run 4 is needed to ascertain the nature and location of issues before discussions can be held around the scale and form of highway mitigation schemes in particular.

Figure A: Run Overview



5.0 Subsequent Model Runs/Commission

Overview

5.1 Through engagement with LCC it has been agreed that BDC will commence the process of commissioning the next stages of assessment so that LCC can be confident that their concerns around the issues which they consider need to be addressed through the evidence.

5.2 As a result of the request from LCC the following section identifies the stages which would follow once the initial submission has been completed. It should be noted that Run 5 would need to be completed to inform these stages as Run 5 is considered likely to represent the final position for plan delivery.

Key Concerns & Modelling Approach

Delivery pre-Adoption

5.3 The primary concern raised by LCC is around the need to distinguish between the issues which may arise if those sites coming forward under 'tilted balance'. The case for these sites to contribute to the IDP will be undermined if they are consented in advance of Local Plan adoption.

5.4 This may mean that there is a level of impact associated with the Local Plan which occurs through the delivery of development which cannot be expected to contribute to the IDP proposals.

5.5 It is suggested that the potential level of risk arising from this situation could be established by creating a future year scenario inclusive of the sites considered which have live planning applications that may be determined before the Local Plan is in place and delivered within a specific horizon.

5.6 The specific horizon for the sites can be agreed through more detailed scoping, at this stage it is presumed to be + 5 years (i.e. 2030). A scenario without these sites will also be required to establish the benchmark against which the effect of these proposals can be determined:

- Run 7a – PRITM 2030 (no Local Plan)
- Run 7b – PRITM 2030 + BDC 'Live sites'

Delivery beyond the Plan

5.7 Similarly, LCC is concerned that some sites will deliver significantly more development within the next plan period. As they will be allocated for some development within the current plan, LCC wishes to establish if there is a case for safeguarding within this plan period for future plan needs.

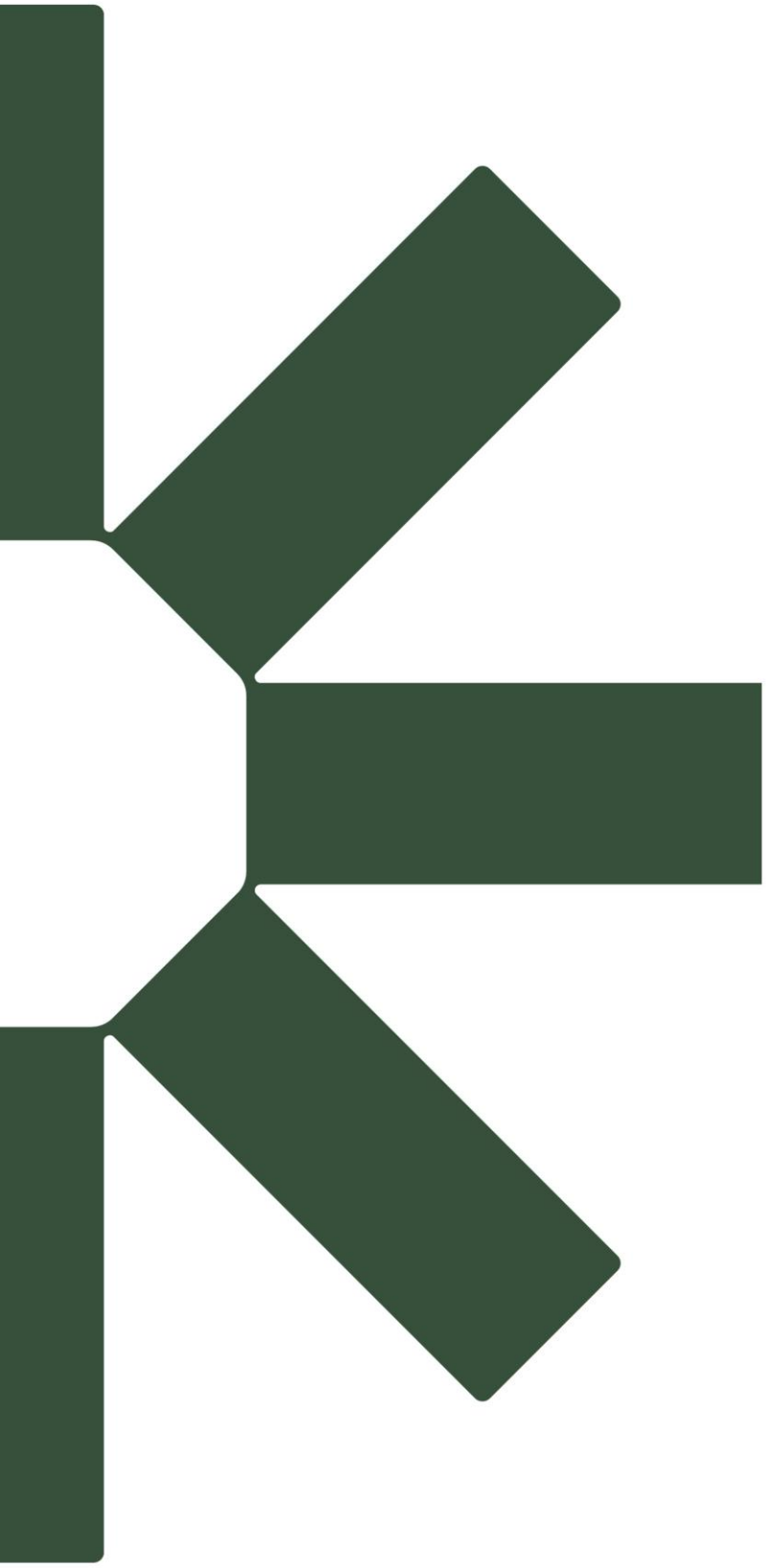
5.8 To establish this principle a version of the Run 5 scenario can be derived which projects beyond the plan period to the point where the strategic sites are delivered in full. This can be established in one of two ways:

- Option 1 – simply increase the build out of the strategic sites within the model without any further changes to the forecast assumptions.
- Option 2 – re-forecast PRITM to the appropriate delivery year and assess accordingly.

5.9 We would envisage this scope would be agreed with LCC. It is recognised that the planning assumptions beyond the current plan period are less certain and therefore it is considered beneficial, when seeking to consider the site specific requirements, to adopt Option 1. This would also ensure that the magnitude of change in the network operation is directly relatable to the development proposals being assessed (i.e. and not background traffic growth).

5.10 The benchmark for these sites would be the same as Run 5 (i.e. Run 1 and Base) and the analysis would seek to identify where the additional impacts may occur to understand where strategic infrastructure may be required to support future levels of traffic growth.





Making Sustainability Happen

Appendix C Link Flow PRTM Growth

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

Appendix Table C-1 PRTM Traffic Flow comparison 2023 Baseline to 2042 Baseline

Link	Location	2023 AM	2042 AM	% Change	2023 PM	2042 PM	% Change
Link 1	B5380 | south of Braunstone Frith Industrial Estate	1315	1472	+11.9 %	1222	1564	+28.0 %
Link 2	Hinkley Road | east of Warren Lane	1421	1680	+18.2 %	1372	1560	+13.7 %
Link 3	Hinkley Road | east between Beggars Lane and Desford Road	1442	1713	+18.8 %	1439	1322	-8.1%
Link 4	Lubbesthorpe Way | north of Meridian South	2571	2914	+13.3 %	2319	2974	+28.2 %,
Link 5	Narborough Road South | south of Braunstone Lane	2432	2816	+15.8 %	2724	3162	+16.1 %
Link 6	Desford Road | east of Beggars Lane	1430	1333	-6.8%	1354	1288	-4.9%
Link 7	Leicester Lane | east of Smith Way and west of Narborough Road South	838	1059	+26.3 %	1059	1457	+37.6 %
Link 8	Leicester Road | south of Red House Road	1065	1153	+8.3%	998	1035	+3.7%
Link 9	St Johns | south of Trinity Road	3679	3930	+6.8%	3769	4240	+12.5 %
Link 10	Cosby Road | west of Winchester Road	1034	1224	+18.5 %	1085	1217	+12.2 %
Link 11	Coventry Road | north of Broughton Road	1646	1950	+18.4 %	1857	2051	+10.4 %
Link 12	A5 | east of Coventry Road	1669	2390	+43.2 %	1532	1898	+23.9 %

Appendix D Analysis of Observed Traffic Growth Compared to TEMPro Modelled Traffic Growth for Blaby District

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

SLR Consulting Limited

Blaby District Council

Blaby Local Plan Transport Evidence

SLR Project No.: 416.066233.00001

29 July 2025

Revision: 1

RE: ANALYSIS OF OBSERVED TRAFFIC GROWTH COMPARED TO TEMPRO MODELLED TRAFFIC GROWTH FOR BLABY DISTRICT

This report sets out to assess whether the National Trip End Model (NTEM)/ Trip End Model Presentation Program (TEMPro) modelled traffic growth reflects the observed traffic growth within the Local Authority District of Blaby

1.0 Methodology

Observed Data

1.1 For the assessment, observed traffic is obtained from The Department for Transport GB Road Traffic Counts[1]. This is available for over 23,000 locations across the country. Each count location provides the observed AADF (Annual Average Daily Flow[2]) by vehicle type.

1.2 For the Blaby District the set of MSOAs within the District are obtained and the observed count points that sit within these MSOAs and are then identified.

1.3 As we are examining traffic growth over time, the same set of points need to be considered in each year of the analysis. Therefore, any points occurring in one year and not another are excluded.

1.4 As we are examining average traffic growth across an area (Blaby District), and not at a single point or on a specific road, we sum the AADF traffic counts (car and taxi vehicles) for the set of count points within the defined area in each year of analysis.

1.5 As all the NTEM/TEMPro scenarios are calibrated with actual housing and employment data up to 2016 the observed data is collected from 2016 up to 2023 (the most recent year data is

[1] GB Road Traffic Counts - data.gov.uk

[2] The average over a full year of the number of vehicles passing a point in the road network each day.

available) to give observed traffic growth factors for each year up to 2023 relative to a 2016 base year.

TEMPro Modelled Data

1.6 Five versions of NTEM/TEMPro are modelled. These are:

1) Applying NTEM7.2 data through TEMPro 7.2c.
2) Applying NTEM8 data through TEMPro 8.1 Core Scenario
3) Applying NTEM8 data through TEMPro 8.1 High Growth Scenario
4) Applying NTEM8 data through TEMPro 8.1 Low Growth Scenario
5) Applying NTEM8 data through TEMPro 8.1 Behavioural Change Scenario

1.7 A summary of the evolution of the different versions of TEMPro since its inception and details on the differences between the versions of TEMPro used in this analysis is provided in Appendix 1.

1.8 All NTEM/TEMPro scenarios considered in the analysis are calibrated with actual housing and employment data up to 2016.

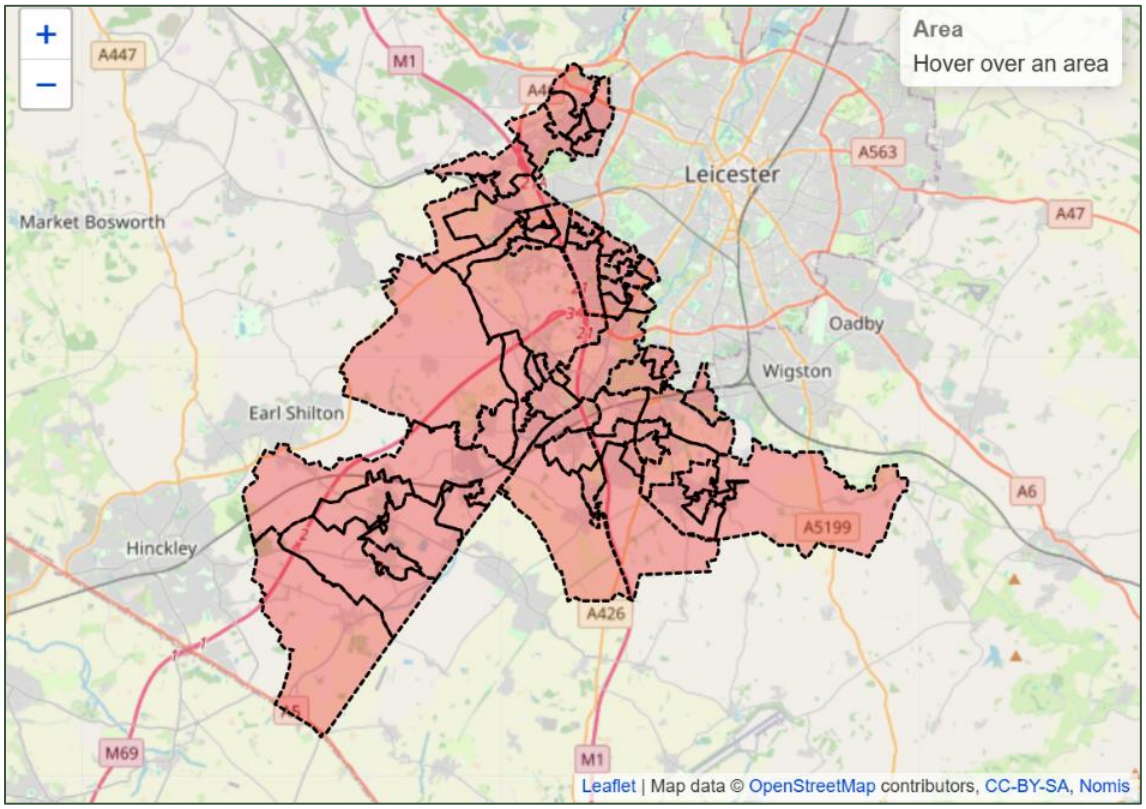
1.9 In all cases the model runs provide outputs for an ‘average day’ to be comparable with the AADF data from the observed counts.

1.10 Within TEMPro the study area selected is the Blaby District within Leicestershire County within the East Midlands Region.

2.0 Observed Count Points within Blaby District

2.1 Blaby District consists of 60 LSOA zones. These are illustrated in **Figure 2-1** and cover the entire area of Blaby District.

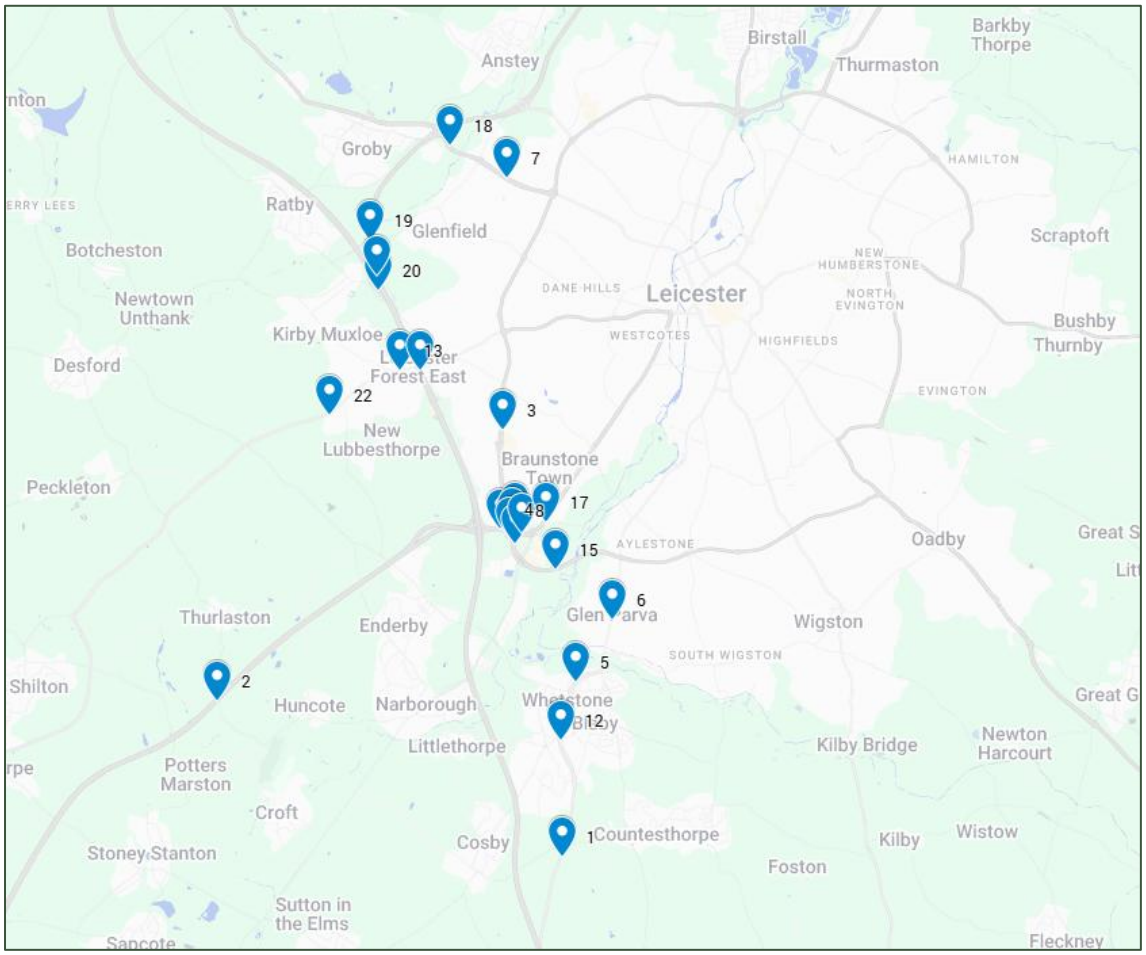
Figure 2-1 LSOA's representing Blaby District Area



2.2 The Department for Transport GB Road Traffic Count points[3] that are located within the 60 LSOA zones that comprise the Blaby District area are indicated in **Figure 2-2**. In total there are 23 count points where data was consistently collected between 2011 and 2023.

[3] GB Road Traffic Counts - data.gov.uk

Figure 2-2 Location of observed count points within Blaby District



3.0 Results of the Analysis

3.1 The total traffic (car and taxi) counts from the 23 count points within Blaby District were obtained for each year between 2011 and 2023 and observed traffic growth factors were derived relative to a 2011 base year. These are presented in **Table 3-1**.

3.2 The traffic growth results from the 5 TEMPro Scenarios are presented in **Table 3-2**. **Table 3-2** also contains the population growth, households growth and employment growth that TEMPro applies in each Scenario for each year.

3.3 **Figure 3-1** provides a comparison between the observed traffic growth and TEMPro traffic growth for the Blaby District between 2016 and 2023, and also showing the forecast TEMPro traffic growth for each of the Scenarios up to 2041.

Table 3-1 Observed Traffic Count Data (car and taxi) for Blaby District Area

Count Pt	LSOA	ID	2016	2017	2018	2019	2020	2021	2022	2023
7111	E01025615	1	7945	7935	7203	7218	5271	5764	6187	6340
27900	E01025645	2	38195	46429	44061	44071	29801	33685	38298	39362
38795	E01025669	3	19278	16834	16649	16858	12805	14542	15532	15824
46067	E01025669	4	60697	64401	64094	64235	41790	50523	54227	54897
47145	E01025659	5	13690	12006	11874	12023	9132	10061	10746	10948
73712	E01025657	6	11980	11892	11761	11908	9045	9965	11750	11971
73722	E01025630	7	20180	20031	19811	20059	15735	17336	18516	18864
74914	E01025669	8	35759	41114	40662	36822	27969	30814	32912	33531
74915	E01025637	9	16026	15908	15366	15558	11818	13020	13906	14168
74916	E01025669	10	37840	37562	37148	37667	28611	31521	33668	34756
74917	E01025626	11	22033	21871	21630	21901	16636	18328	19576	19486
77364	E01025647	12	8585	8575	9264	9285	6780	7414	7958	8155
77372	E01025635	13	17256	17129	16941	17153	12664	13952	14902	15182
80463	E01025626	14	44350	44024	41323	41841	29726	32750	39516	40259
80464	E01025627	15	41109	41059	40446	38630	28209	34883	32778	39544
80465	E01025637	16	35759	41114	40662	36822	27969	30814	32912	33531
80466	E01025637	17	29343	29127	28806	29168	21473	23657	25268	25743
80610	E01025623	18	23408	22403	22296	22345	15222	16646	17866	18308
80950	E01025624	19	43578	46373	46956	48594	31259	36284	41615	46040
80955	E01025639	20	21904	18880	18967	18743	12716	15183	17104	14337
80956	E01025639	21	19339	18857	18743	19766	14071	18293	17806	15089
81390	E01025634	22	9624	9190	9146	9166	6694	7320	7856	10774
99417	E01025635	23	105904	107765	103178	111987	75598	90826	96406	91367

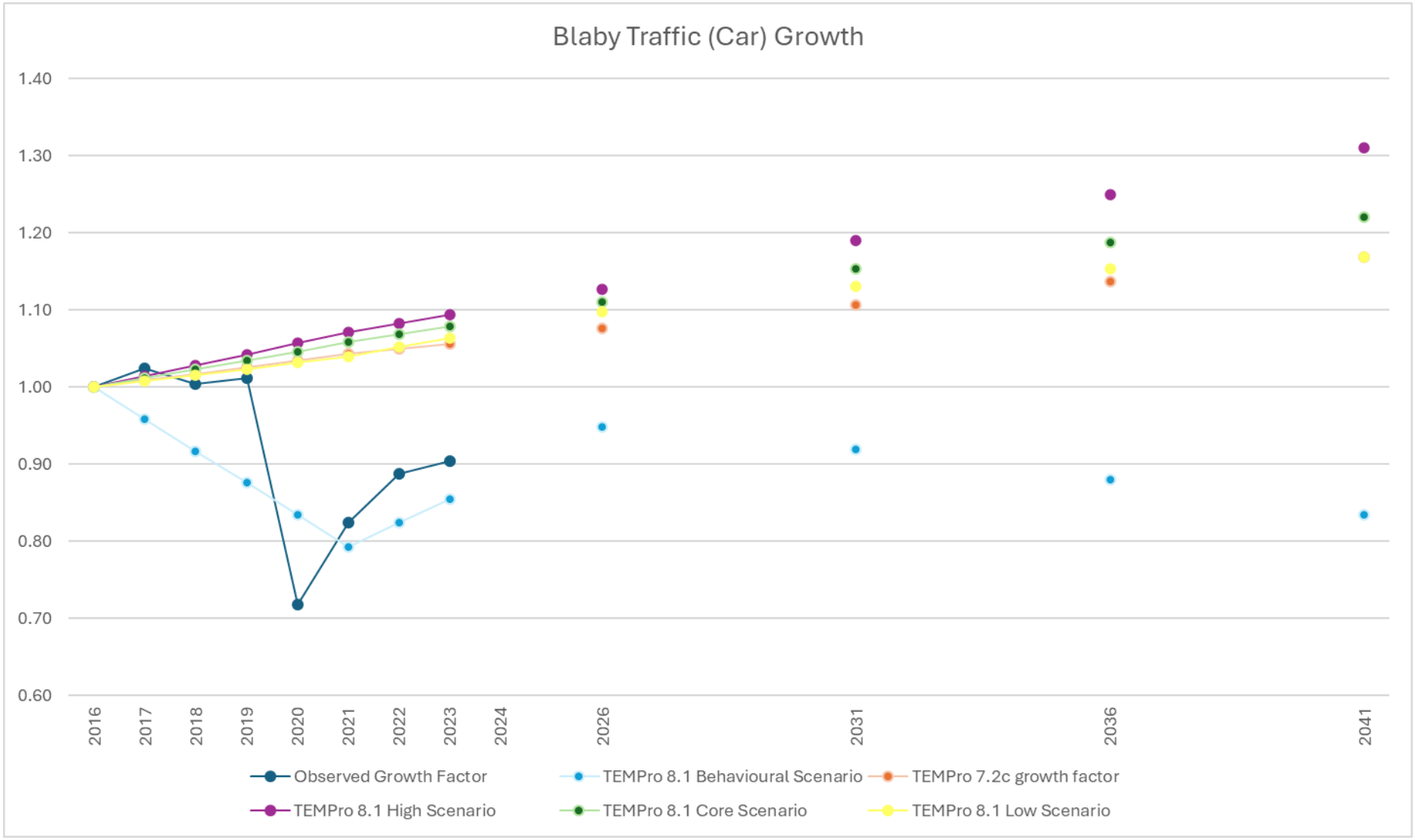
TOTAL	683782	700479	686987	691820	490994	563581	607305	618476
Traffic Growth Relative to 2016	1.00	1.02	1.00	1.01	0.72	0.82	0.89	0.90

Table 3-2 Traffic Growth Estimates from TEMPro Scenarios for Blaby District Area

	2016	2017	2018	2019	2020	2021	2022	2023	2026	2031	2036	2041
TEMPro 7.2c												
Production	1	1.006	1.013	1.019	1.025	1.031	1.037	1.042	1.059	1.084	1.108	1.136
Attraction	1	1.011	1.022	1.033	1.044	1.055	1.063	1.071	1.095	1.131	1.167	1.203
Traffic Growth Factor	**1**	**1.009**	**1.017**	**1.026**	**1.034**	**1.043**	**1.050**	**1.057**	**1.077**	**1.107**	**1.137**	**1.169**
Population	*1*	*1.004*	*1.007*	*1.011*	*1.015*	*1.019*	*1.023*	*1.027*	*1.040*	*1.057*	*1.073*	*1.092*
Households	*1*	*1.006*	*1.012*	*1.018*	*1.024*	*1.031*	*1.037*	*1.044*	*1.063*	*1.094*	*1.123*	*1.156*
Jobs	*1*	*1.003*	*1.006*	*1.009*	*1.012*	*1.015*	*1.018*	*1.021*	*1.030*	*1.042*	*1.058*	*1.074*
TEMPro 8.1 Core Scenario												
Production	1	1.011	1.023	1.034	1.046	1.057	1.067	1.077	1.107	1.152	1.190	1.226
Attraction	1	1.012	1.024	1.035	1.047	1.059	1.070	1.081	1.113	1.154	1.186	1.215
Traffic Growth Factor	**1**	**1.012**	**1.023**	**1.035**	**1.046**	**1.058**	**1.068**	**1.079**	**1.110**	**1.153**	**1.188**	**1.220**
Population	*1*	*1.012*	*1.024*	*1.035*	*1.047*	*1.059*	*1.066*	*1.074*	*1.097*	*1.134*	*1.169*	*1.205*
Households	*1*	*1.010*	*1.020*	*1.029*	*1.039*	*1.049*	*1.059*	*1.068*	*1.097*	*1.147*	*1.197*	*1.245*
Jobs	*1*	*1.009*	*1.017*	*1.026*	*1.034*	*1.043*	*1.049*	*1.054*	*1.071*	*1.088*	*1.097*	*1.103*
TEMPro 8.1 Behavioural Scenario												
Production	1	0.958	0.917	0.875	0.834	0.792	0.823	0.854	0.946	0.919	0.882	0.839
Attraction	1	0.959	0.918	0.876	0.835	0.794	0.825	0.856	0.950	0.920	0.877	0.829
Traffic Growth Factor	**1**	**0.959**	**0.917**	**0.876**	**0.834**	**0.793**	**0.824**	**0.855**	**0.948**	**0.919**	**0.880**	**0.834**
Population	*1*	*1.012*	*1.024*	*1.035*	*1.047*	*1.059*	*1.066*	*1.074*	*1.097*	*1.134*	*1.169*	*1.205*
Households	*1*	*1.010*	*1.020*	*1.029*	*1.039*	*1.049*	*1.059*	*1.068*	*1.097*	*1.147*	*1.197*	*1.245*
Jobs	*1*	*1.009*	*1.017*	*1.026*	*1.034*	*1.043*	*1.049*	*1.054*	*1.071*	*1.088*	*1.097*	*1.103*
TEMPro 8.1 High Economy Scenario												
Production	1	1.014	1.028	1.042	1.055	1.069	1.080	1.091	1.124	1.187	1.247	1.311
Attraction	1	1.015	1.029	1.044	1.058	1.073	1.085	1.096	1.131	1.194	1.252	1.310
Traffic Growth Factor	**1**	**1.014**	**1.028**	**1.043**	**1.057**	**1.071**	**1.082**	**1.094**	**1.127**	**1.190**	**1.250**	**1.310**
Population	*1*	*1.013*	*1.025*	*1.038*	*1.050*	*1.063*	*1.074*	*1.084*	*1.116*	*1.172*	*1.230*	*1.290*
Households	*1*	*1.010*	*1.021*	*1.032*	*1.043*	*1.054*	*1.066*	*1.079*	*1.117*	*1.188*	*1.262*	*1.338*
Jobs	*1*	*1.011*	*1.021*	*1.032*	*1.043*	*1.053*	*1.058*	*1.063*	*1.077*	*1.112*	*1.143*	*1.174*
TEMPro 8.1 Low Economy Scenario												
Production	1	1.009	1.017	1.026	1.034	1.043	1.054	1.065	1.098	1.133	1.160	1.179
Attraction	1	1.007	1.015	1.022	1.030	1.038	1.050	1.062	1.099	1.129	1.147	1.157

Traffic Growth Factor	**1**	**1.008**	**1.016**	**1.024**	**1.032**	**1.040**	**1.052**	**1.063**		**1.098**		**1.131**		**1.153**		**1.168**
Population	*1*	*1.011*	*1.023*	*1.034*	*1.046*	*1.057*	*1.063*	*1.069*		*1.087*		*1.112*		*1.133*		*1.153*
Households	*1*	*1.010*	*1.019*	*1.029*	*1.038*	*1.048*	*1.056*	*1.064*		*1.088*		*1.126*		*1.162*		*1.193*
Jobs	*1*	*1.002*	*1.005*	*1.007*	*1.009*	*1.012*	*1.022*	*1.031*		*1.061*		*1.072*		*1.075*		*1.066*

Figure 3-1 Comparison between observed traffic growth and TEMPro traffic growth



4.0 Commentary

4.1 It is evident from **Figure 3-1** that observed traffic growth between 2016 and 2019 is slightly lower than the traffic growth estimated from TEMPro for all of the tested Scenarios. Observed traffic growth being 1% in this period while TEMPro Core Scenario (considered the most likely future) Growth being 3.5%.

4.2 In the Covid affected years of 2020 and 2021 only the TEMPro Behaviour Change Scenario attempts to account for reductions in traffic demand resulting from the lockdowns and forced changes in work and social habits, many of which have been retained to some extent in 2025 with some physical trips being replaced by digital access.

4.3 The 2022 and 2023 observed traffic growth data is around 90% of 2016 traffic and is much closer to the TEMPro Behaviour Change Scenario forecasts (86% of 2016 traffic) than any other TEMPro Scenario (e.g. between 106% for Low Economy Scenario and 109% for High Economy Scenario).

4.4 For the future years beyond 2023, it is too early to judge whether observed traffic will continue to follow the Behaviour Change Scenario forecasts, revert towards the Core, Low or High Economy TEMPro forecasts or follow the Core growth forecast but at a lower starting point (i.e. 90% rather than 108% of 2016 levels).

Appendix A Overview of Historic versions of NTEM / TEMPro

The National Trip End Model (NTEM) uses planning data (forecast population, households, dwellings, employment levels) and economic forecasts to produce estimates of person travel by all modes (including walk and cycle) for each zone in Great Britain for future years (up to 2061 for the most recent version). Since NTEM version 7 (2016) zones are at the scale of MSOAs, of which there 7,700 (prior to this there were 2496 zones).

In principle the model bases the propensity to travel by different modes and for different purposes by the type of people that live in any particular area. Trip rates per person and modes by purpose are derived from NTS data from 1988-2012.

TEMPro is a software tool that enables users to access the National Trip End Model (NTEM) datasets in order to obtain forecasts of traffic growth in the future. This information is used as the basis for estimating future background traffic on the road network when forecasting the impact of proposed development and transport projects (as described in the Department for Transport's TAG Unit M.4 Forecasting and Uncertainty).

NTEM is updated every few years to account for the latest population and employment forecasts or other changes to travel behaviour as recorded in the National Travel Survey (NTS)[4].

The latest NTEM version is NTEM8.0 with a Base year of 2011 and can provide the demand for any year between 2011 and 2061. It is used with the latest version of TEMPro v8.1 to estimate background traffic growth forecasts for any zone or groups of zones in the country.

Before exploring the traffic growth forecasts from NTEM8.0 / TEMPro 8.1, it is useful to recap on the key changes in NTEM and TEMPro over time[5].

NTEM/TEMPro 5.4

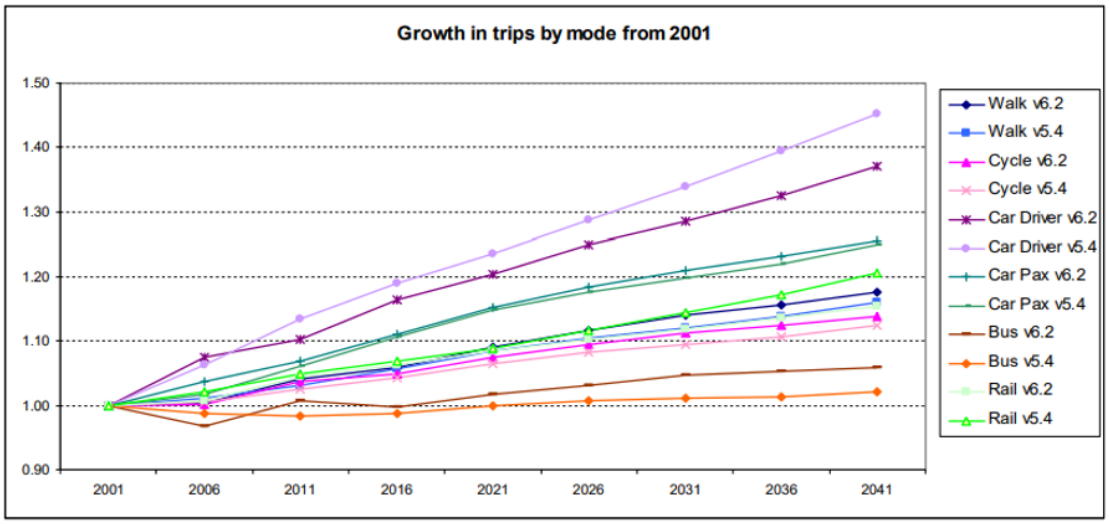
NTEM 5.4 uses 1998 as its base year and forecast high rates of population and economic growth, resulting in high rates of traffic growth. The national average forecast growth in car driver trips between 2001 and 2041 is approximately 46%, and 29% between 2011 and 2041.

NTEM/TEMPro 6.2

NTEM 6.2 was released in 2011 and was updated to use Census 2001 as the base year. A number of other updates were made to assumptions in the model. The most significant of these related to the forecasts of economic growth resulting from the downturn in the economy after the 2008 recession. Decreases in average household size over time also led to less trips per household but average trips per person remaining stable. Continued increases in forecast population and forecast numbers of dwellings results in overall

[4] National Transport Model - Analytical Review, DfT, Dec 2020
https://assets.publishing.service.gov.uk/media/5fdc9ff3e90e0745298be3cd/DfT-National-Transport-Model-Analytical-Review-accessible.pdf

increase in trips (albeit slightly lower than NTEM 5.4) with the growth mainly focussed on car driver trips. The national average forecast growth in car driver trips between 2001 and 2041 is approximately 38%, and 25% between 2011 and 2041.



Rate of growth of modal trip ends (NTEM 6.2 v NTEM 5.4)

NTEM/TEMPro 7.x

In July 2016 a new version of TEMPro and NTEM dataset (version 7.0) was published and replaced version 6.2. The Base Year Number of Dwellings and Employment levels were obtained from 2011 Census.

- Increasing population forecasts and decreases in average household size continue over time leading to a need for more housing. Information about future planned dwellings is derived from LA plans and monitoring reports and based on targets/plans for the Local Authority area. The amount of LA area housing growth is distributed to MSOAs based on past trends (Expected Growth Factors) at 5 year intervals up to 2051.

- Looking back, between 2011 and 2015 the rate of housing completions fell behind what was planned for those years. This was a consequence of the economic downturn between 2008 and 2013 with housebuilders less inclined to build in an uncertain economic climate. To account for this, actual dwelling stock up to 2014 was incorporated into the v7 NTEM dataset updating dwelling completions for those years and trajectories for required dwellings for subsequent years.

- **The most significant change between NTEM v6.X and v7.X is a major revision to the per person trip rates applied.** Recent trends in personal travel have demonstrated a decline in trip making over time, with reductions since the late 1990s. More detailed analysis of an extended NTS sample revealed that the rate of reduction had however been underestimated in NTEM v6 and earlier. The updated evidence revealed a reduction in trip productions in 2011 by around 20% compared to NTEM 6.2. Within NTEM 7.X, trip rates were estimated from observed data for the base year of 2011 and the trend in reducing trip rates was extended to give a further

reduction in estimated trip rates in 2016, after which point they are held constant at 2016 levels to reflect the uncertainty in future trip rates. This has the effect of reducing total trip productions by 19% in 2011 in NTEM 7.x compared with NTEM 6.2 and 24% from 2016 onwards in NTEM 7.x compared with NTEM 6.2.

Total trip productions in GB comparison (millions per average day)

Version	2011	2016	2021	2026	2031	2036	2041	2046	2051
NTEM 6.2	100.5	104.2	107.5	110.7	113.4	115.9	118.7	-	-
NTEM 7.2	81.2	79.2	82.1	84.4	86.4	88.3	90.3	92.2	94.1
Difference	-19.3	-25.0	-25.4	-26.3	-27.0	-27.6	-28.4	-	-
Difference (%)	-19%	-24%	-24%	-24%	-24%	-24%	-24%	-	-

NTEM V8.0 / TEMPro v8.X

NTEM V8.0 / TEMPro v8.X was introduced in 2020. The base year remains 2011 (as the 2021 Census is unreliable due to COVID) and forecasts are run at 5 year intervals to 2061. For intermediate years the forecast are linearly interpolated. Forecast data up to 2020 is updated with live observed data where available. Hence 2016 outputs reflect reality rather than what is forecast based on expectations.

- The NTEM 8.0 Core Scenario represents what is considered the most likely future. Key features of NTEM 8.0 include:
  1. **Updated population projections indicate the growth from 2021 to 2051 underlying the NTEM 8.0 core scenario is 6.2% lower than the population growth in NTEM 7.2 over the same time period.**
  2. Expected dwelling numbers were updated using live tables on housing supply (up to 2020) and from 2020 onwards the local housing needs assessment set by the National Planning policy Framework. Resulting number of dwellings are very similar between NTEM 7.2 and NTEM 8.
  3. Provision of dwellings is assumed to increase from a dwelling for every 2.2 people to one for every 1.7 people by 2061. This is also assumed in NTEM 7.2.
  4. For employment the Office of Business Research (BR) forecasts are applied.
  5. Per person Trip Rates are the same as applied in NTEM7.2, that is a 5% reduction between the base year of 2011 to 2016 and then held constant thereafter.

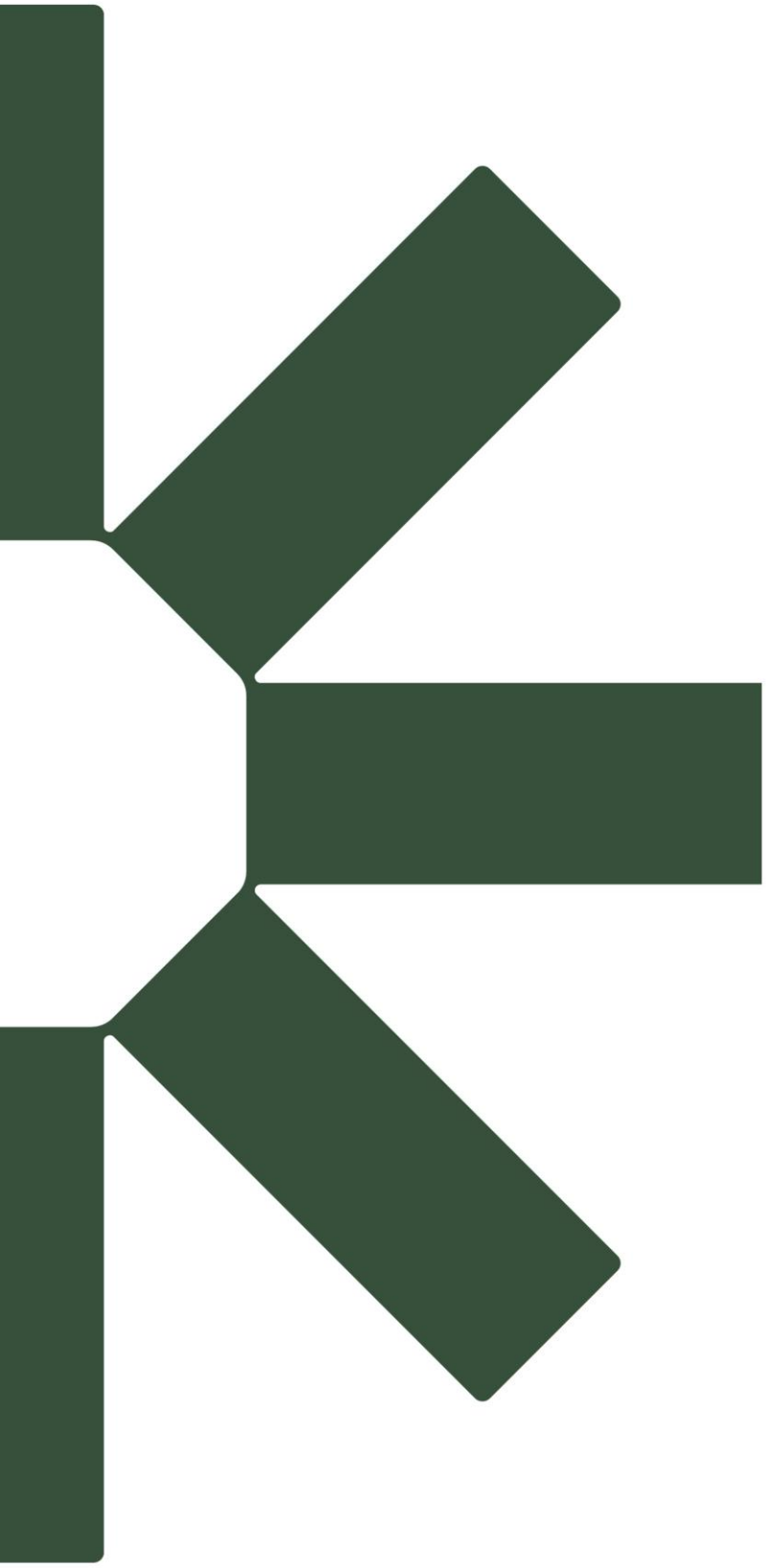
- NTEM 8.0 introduced 5 additional scenarios to better reflect uncertainty in future grwth and behaviours. The need for this was amplified by **COVID and BREXIT,** unprecedented events that have highlighted the uncertainty associated with long term forecasting.
  - The Covid pandemic from Jan 2000 to mid-2022 led to worldwide economic downturn and multiple extended ‘lock-downs’ where people could not travel to work or socialise. Not only did this have an impact on commercial activity such as housebuilding, it also resulted in forced changes in work and social habits, many of which have been retained to some extent (see discussion above on replacing physical trips with digital access).
  - BREXIT has also contributed to slowed/negative economic growth and a reassessment of population growth resulting from changes in immigration.

These disruptive events have created a high degree of uncertainty in future forecasts related to the economy, population, and travel behaviours. To address this in a more robust manner, NTEM 8.X has introduced multiple scenarios associated with a range of possible futures which capture different levels of uncertainty due to population growth, rebalancing of regional population growth, behaviour and technology changes. These are termed the Common Analytical Scenarios and are summarised in the Tables below.

Table 1-2: Features and assumptions for Common Analytical Scenarios and their implementation in NTEM

Scenario	Variations compared with Core scenario	Implementation in NTEM 8.0
High Economy	• GDP: 23% higher in 2061 • Population: GB total 17% higher by 2061 • Employment: 17% higher in 2061	Updated planning data inputs using ONS "high population" variant projections
Low Economy	• GDP: 19% lower in 2061 • Population: GB total 11% lower by 2061 • Employment: 9% lower in 2061	Updated planning data inputs using ONS "low population" variant projections
Regional	• Population – Core redistributed, raising growth rates of slowest growing regions whilst maintaining net GB growth to Core level • Employment – Core redistributed using same adjustments as population	Revised distribution of Core planning data

Scenario	Variations compared with Core scenario	Implementation in NTEM 8.0
Behavioural Change	• Trip rates - extrapolation of 2011 to 2016 NTEM trip rate trends. Overall trips per person decline, though some purposes do increase. • Driving licence holding - reduced rates among younger cohorts throughout forecast period. • Rail trips - reduced, reflecting reductions in commuting as more people work from home.	Adjusted licence holding impacts car ownership. Trip rate trends. Rail impacts not considered explicitly in NTEM
Technology	• Trip rates – elderly trip rates increase after 2031 • Licence holding – rates increase after 2031 to over 92% by 2061 reflecting improved accessibility due to availability of connected autonomous vehicles (CAVs) • Value of time – perceived time cost of travel falls • A reduction in car occupancy.	Adjusted licence holding impacts car ownership (availability) Trip rate increases for elderly. Value of time and occupancy not inputs to NTEM (not considered)
De-carbonisation	• Electric Vehicles - high uptake for both cars and freight, with costs equalised to internal combustion engine vehicles • Public transport - modal share maintained.	Not considered in NTEM scenarios Uses NTEM Core



Making Sustainability Happen

Appendix E Housing and Employment Trajectory for 2042

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	build-out in Plan Period		Notes	
	Glenfield	5 And 7 Groby Road Glenfield Leicestershire LE3 8GN	39	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	Committed		
Committed	Glen Parva	Land Off Cork Lane (41 AH)	165	0	20	45	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	165	Committed		
Committed	Kirby Muxloe	Land north of A47 Hinckley Road (AH 187)	885	0	0	0	0	15	60	100	100	100	100	100	100	100	80	30	0	0	0	885	Committed		
Committed	LFE	Land at Grange Farm (AH 13)	58	0	0	5	30	23	0	0	0	0	0	0	0	0	0	0	0	0	0	58	Committed		
Committed	LFE	Land at Webb Close (AH 5)	21	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	21	Committed		
Committed	LFE	117 Hinckley Road Leicester Forest East Leicestershire LE3 3PF	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	Committed		
Committed	Lubbesthorpe	Lubbesthorpe SUE	3229	125	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	3185	Committed		
Committed	Blaby	Land Off Grove Road Blaby Leicestershire (AH 15)	15	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	Committed		
Committed	Blaby	43 New Street, Blaby. | Land Rear Of 43 New Street Blaby Leicestershire	11	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	Committed		
Committed	Countesthorpe	Land north of Foston Road	170	0	0	0	10	40	50	50	20	0	0	0	0	0	0	0	0	0	0	170	Committed		
Committed	Littlethorpe	Land at Oak Road																							
Committed	Sapcote	Land North Of Leicester Road Sapcote	80	0	0	0	10	40	30	0	0	0	0	0	0	0	0	0	0	0	0	80	Committed		
Small Sites	Small sites (committed) in RLA			**33**	**42**	**46**	**32**	**17**																	
	Total Committed by year		4688	158	252	292	366	365	330	341	300	280	280	280	280	280	260	210	180	180	180	4814			
Small Sites																								self build	
BLA030*	Blaby	Land off Lutterworth Road	53	0	0	8	30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	53	Outline Application Submitted	Resolution to grant subject to 106	0
BLA031	Blaby	Land north of Hospital Lane	100	0	0	0	0	0	10	40	40	10	0	0	0	0	0	0	0	0	0	100	Persued through Local Plan	County Council site	5
BLA033	Blaby	Land at Keepers Farm	350	0	0	0	0	20	40	70	70	70	60	20	0	0	0	0	0	0	0	350	Application in preparation	Hybrid application Imminent, part of site reserve allocation in Blaby NDP	13
BLA038	Blaby	Land east of Lutterworth Road. New Site	275	0	0	0	0	0	20	50	50	50	50	50	5	0	0	0	0	0	0	275	Application in preparation		0
BLA034/039/040	Blaby	Land North of Hospital Lane	550	0	0	0	0	0	0	0	0	0	20	60	70	70	70	70	70	70	50	550	Persued through Local Plan		27
COS009	Cosby	Land west of Broughton Road	180	0	0	0	0	20	40	40	40	35	5	0	0	0	0	0	0	0	0	180	Outline Application Submitted	Application Submitted	0
COS013*	Cosby	Land west of Cosby	200	0	0	20	40	50	50	40	0	0	0	0	0	0	0	0	0	0	0	200	Outline Application Submitted	Resolution to grant subject to 106	0
COU042*	Countesthorpe	Land east of Willoughby Road (large site)	190	0	0	0	0	10	40	40	40	40	20	0	0	0	0	0	0	0	0	190	Outline Application Submitted	Application Submitted	0
COU46	Countesthorpe	Peatling Road Sites	200	0	0	0	0	10	40	40	40	40	30	0	0	0	0	0	0	0	0	200	Application in preparation		0
COU047	Countesthorpe	Land off Gillam Butts	100	0	0	0	0	0	0	0	0	10	40	40	10	0	0	0	0	0	0	100	Detailed Application Submitted	Resolution to grant subject to 106	0
CRO006	Croft	Land at Poplars Farm	85	0	0	0	0	0	20	40	25	0	0	0	0	0	0	0	0	0	0	85	Outline Application Submitted	County Council Site	15
CRO009*	Croft	Croft Lodge Farm	95	0	0	20	40	35	0	0	0	0	0	0	0	0	0	0	0	0	0	95	Persued through Local Plan	Resolution to grant subject to 106	0
ELM011	Elmsthorpe	Church Farm Station Road	10	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10	Persued through Local Plan		0
GLE030	Glenfield	Land rear of County Hall	170	0	0	0	0	0	0	0	0	0	0	0	20	40	40	40	30	0	0	170	Persued through Local Plan	Application in Charnwood on adjoining site. Proposed allocation in Charnwood Local Plan	8
HUN013*	Huncote	Land south of Narborough Road	154	0	10	40	50	40	14	0	0	0	0	0	0	0	0	0	0	0	0	154	Outline Application Submitted	Planning Committee September?	0
HUN019*	Huncote	Springfield Farm, Forest Road	191	0	0	0	10	40	50	50	41	0	0	0	0	0	0	0	0	0	0	191	Detailed Application Submitted		0
KIL002	Kilby	Steeple Chase Farm, Main Street	25	0	0	0	0	0	0	5	15	5	0	0	0	0	0	0	0	0	0	25	Persued through Local Plan		1
KMU025	Kirby Muxloe	Land north of Hinckley Road	650	0	0	0	0	0	0	0	0	0	0	0	0	0	20	70	100	100	100	390	Persued through Local Plan		20
LFE019*	Leicester Forest East	Land at Kingstand Farm	145	0	0	0	0	10	40	50	40	5	0	0	0	0	0	0	0	0	0	145	Outline Application Submitted	Resolution to grant subject to 106	0
LFE020	Leicester Forest East	Land at Kingstand Golf Course	250	0	0	0	0	0	0	0	10	40	50	50	50	40	10	0	0	0	0	250	Outline Application Submitted		13
LIT022	Littlethorpe	Land south of Warwick Road and east of Cosby Road	150	0	0	0	0	0	0	10	35	35	35	35	0	0	0	0	0	0	0	150	Application in preparation	Application Pending	0
NAR016/END028	Narborough	Land south of Carlton Park, Hayes Meadow	500	0	0	0	0	0	0	0	0	10	40	70	70	70	70	70	70	20	10	500	Persued through Local Plan		25
LUB002	Lubbesthorpe	Land at Desford Road / Beggar's Lane	825	0	0	0	0	0	0	0	25	50	70	100	100	100	100	100	80	70	30	825	Application in preparation	Scoping Opinion issued application pending	41
SAP019/SAP025/S	Sapcote	Land south of Hinckley Road	177	0	0	0	0	0	10	40	50	50	27	0	0	0	0	0	0	0	0	177	Application in preparation	Imminent	0
SAP029	Sapcote	London Leys Farm, Sharnford Road	120	0	0	0	0	0	0	0	0	10	40	40	30	0	0	0	0	0	0	120	Persued through Local Plan	County Council site	35
SHA008	Sharnford	Land west of Coventry Road	19	0	0	0	0	0	0	5	10	4	0	0	0	0	0	0	0	0	0	19	Outline Application Submitted	Committee September	0

Notes. Based on 669 homes per annum over 18 year plan. 11% buffer. Figures based on Hena as of 08/08/2025 . Note awaiting update for 2025 monitoring

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	build-out in Plan Period		Notes	Notes. Based on 669 homes per annum over 18 year plan. 11% buffer. Figures based on Hena as of 08/08/2025 . Note awaiting update for 2025 monitoring
STO009	Stoney Stanton	Land west of Huncote Road	37	0	12	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	Application in preparation		0
STO025	Stoney Stanton	Land south of Broughton Road	165	0	0	0	10	40	50	50	15	0	0	0	0	0	0	0	0	0	0	165	Application in preparation		0
STO026	Stoney Stanton	Land West of Stoney Stanton	5000	0	0	0	0	0	0	0	0	0	0	0	0	40	80	140	180	180	180	800	Persued through Local Plan	Strategic Site	70
THU004	Thurlaston	Nursery, Hill View Nurseries	15	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	15	Persued through Local Plan		0
THU005	Thurlaston	Land east of Croft Road	25	0	0	0	0	5	15	5	0	0	0	0	0	0	0	0	0	0	0	25	Persued through Local Plan		0
THU009	Thurlaston (Earl Shilt	Land North of Thurlaston Lane	110	0	0	0	0	0	0	0	0	0	10	40	40	20	0	0	0	0	0	110	Persued through Local Plan		3
WHE 027	Whetstone	Whetstone Pastures	4500	0	0	0	0	0	0	0	0	0	0	0	0	40	80	140	180	180	180	800	Persued through Local Plan	Strategic Site	70
WHE026*	Whetstone	Land South of Abbott Way	56	0	0	0	10	30	16	0	0	0	0	0	0	0	0	0	0	0	0	56	Outline Application Submitted	Committee September	0
WHE031	Whetstone	Land south of Whetstone	650	0	0	0	0	0	20	40	50	70	70	70	70	70	70	70	40	10	0	650	Application in preparation	Application Submitted (part)	35
Windfalls			540	0	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40	40	520			381
				0	22	113	190	330	520	660	646	574	607	615	505	530	580	740	790	670	590	8682			
Total	**TOTAL Delivery**		16862	**0**	**274**	**405**	**556**	**695**	**850**	**1001**	**946**	**854**	**887**	**895**	**785**	**810**	**840**	**950**	**970**	**850**	**770**	**13338**			
					Submission	Examination	Adoption																		
				669	669	669	669	669	669	669	669	669	669	669	669	669	669	669	669	669	669	12042			

Site Reference	Settlement	Location/Site Name	Employment Land Capacity (overall) (ha)	Employment Land Capacity (plan period) (sqm)	Status	2024-25	2025-26	2026-27	2027-28	2028-29
Commitments										
92/1358	Narborough	Former railway embankment, Coventry Road	1.40	3,460	Under Construction	0	0	3460	0	0
20/1081	Sharnford	John Brindley Transport, Aston Lane	0.18	1,860	Under Construction	0	1860	0	0	0
22/0595	Potters Marston	Land Southwest Of Junction With Stanton Lane And Pingle Lane	0.31	3,100	Permission	0	0	3100	0	0
23/1040	Enderby	Next Plc, Desford Road	1.14	2,114	Permission	0	2114	0	0	0
23/0234	Braunstone	Land To The West Of Autoglass Ltd Meridian North	0.56	1,950	Permission	0	0	1950	0	0
24/0114	Countesthorpe	Leicester G B Tools Ltd, Regent Road	0.16	479	Permission	0	0	479	0	0
24/1064	Braunstone	Standards House, Meridian East, Meridian Business Park	0.26	468	Permission	0	0	0	468	0
23/1067	Whetstone	Block 82, The Whittle Estate (Alstom Site), Cambridge Road	2.43	1,485	Permission	0	0	0	1485	0
23/0740	Stoney Stanton	Highfields Farm Enterprise Centre, Huncote Road	2.59	7,687	Permission	0	0	0	2797	4890
23/0546	Glenfield	Unit B optimus Point	2.14	9,230	Under Construction	0	9230	0	0	0
24/0143	Glenfield	Unit D, Optimus Way	0.11	1,080	Permission	0	0	1080	0	0
21/0303	Kirby Muxloe	Airmans Rest Business Park, Ratby Lane	0.52	2,237	Permission	0	2237	0	0	0
		Everards Meadow		9,290						
25/0267	Thurlaston	Sawmill, Enderby Road, Thurlaston	1.4	3,546	Application (committee Se	0	0	0	1616	1930
Totals			**11.8**	**47986**						
Allocations										
STO026	Stoney Stanton	Land West of Stoney Stanton	15ha	25,000	Proposed Allocation	0	0	0	0	0
WHE027	Whetstone	Whetstone Pastures	15ha	25,000	Proposed Allocation	0	0	0	0	0
WHE031	Whetstone	Land South of Whetstone	3.0ha	10,000	Proposed Allocation	0	0	0	0	0
GLE032	Glenfield	Land North of Glenfield	16ha	48,000	Proposed Allocation	0	0	0	0	0
BLA038	Blaby	land south of Rose Hill, Lutterworth Road, Blaby	4.7ha	15,000	Proposed Allocation	0	0	0	0	0
NAR016/END028	Narborough/End	Hayes Gardens	0.31ha	1,200	Proposed Allocation	0	0	0	0	0
				124,200		0	15441	10069	6366	6820
Strategic B8	Stoney Stanton									
EAST001	Aston Firs/Stone	Land south East of Junction 2 M69, Stoney Stanton								

178,800

46.1 of which 34.7ha b8 and industrial 11.4 R&D offices 2021-41 (20 years) =41.49ha

Site Reference	Settlement	Location/Site Name	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41
Commitments														
92/1358	Narborough	Former railway embankment, Coventry Road	0	0	0	0	0	0	0	0	0	0	0	0
20/1081	Sharnford	John Brindley Transport, Aston Lane	0	0	0	0	0	0	0	0	0	0	0	0
22/0595	Potters Marston	Land Southwest Of Junction With Stanton Lane And Pingle Lane	0	0	0	0	0	0	0	0	0	0	0	0
23/1040	Enderby	Next Plc, Desford Road	0	0	0	0	0	0	0	0	0	0	0	0
23/0234	Braunstone	Land To The West Of Autoglass Ltd Meridian North	0	0	0	0	0	0	0	0	0	0	0	0
24/0114	Countesthorpe	Leicester G B Tools Ltd, Regent Road	0	0	0	0	0	0	0	0	0	0	0	0
24/1064	Braunstone	Standards House, Meridian East, Meridian Business Park	0	0	0	0	0	0	0	0	0	0	0	0
23/1067	Whetstone	Block 82, The Whittle Estate (Alstom Site), Cambridge Road	0	0	0	0	0	0	0	0	0	0	0	0
23/0740	Stoney Stanton	Highfields Farm Enterprise Centre, Huncote Road	0	0	0	0	0	0	0	0	0	0	0	0
23/0546	Glenfield	Unit B optimus Point	0	0	0	0	0	0	0	0	0	0	0	0
24/0143	Glenfield	Unit D, Optimus Way	0	0	0	0	0	0	0	0	0	0	0	0
21/0303	Kirby Muxloe	Airmans Rest Business Park, Ratby Lane	0	0	0	0	0	0	0	0	0	0	0	0
		Everards Meadow												
25/0267	Thurlaston	Sawmill, Enderby Road, Thurlaston	0	0	0	0	0	0	0	0	0	0	0	0
Totals														
Allocations														
STO026	Stoney Stanton	Land West of Stoney Stanton	0	0	0	0	0	0	0	0	5000	5000	5000	5000
WHE027	Whetstone	Whetstone Pastures	0	0	0	0	0	0	0	0	5000	5000	5000	5000
WHE031	Whetstone	Land South of Whetstone	0	0	0	2000	2000	2000	2000	2000	0	0	0	0
GLE032	Glenfield	Land North of Glenfield	8000	8000	8000	8000	8000	8000	0	0	0	0	0	0
BLA038	Blaby	land south of Rose Hill, Lutterworth Road, Blaby	0	0	0	0	0	5000	5000	5000	0	0	0	0
NAR016/END028	Narborough/End	Hayes Gardens	0	0	0	0	0	0	600	600	0	0	0	0
			8000	8000	8000	10000	10000	15000	7600	7600	10000	10000	10000	10000
Strategic B8	Stoney Stanton													
EAST001	Aston Firs/Stone	Land south East of Junction 2 M69, Stoney Stanton												

178,800

46.1 of which 34.7ha b8 and industrial 11.4 R&D offices 2021-41 (20 years) =41.49ha

Site Reference	Settlement	Location/Site Name	2041-42	Build out in the Plan period sq m	Build out in Plan period (ha)
Commitments					
92/1358	Narborough	Former railway embankment, Coventry Road	0	3460	1.40
20/1081	Sharnford	John Brindley Transport, Aston Lane	0	1860	0.18
22/0595	Potters Marston	Land Southwest Of Junction With Stanton Lane And Pingle Lane	0	3100	0.31
23/1040	Enderby	Next Plc, Desford Road	0	2114	1.14
23/0234	Braunstone	Land To The West Of Autoglass Ltd Meridian North	0	1950	0.56
24/0114	Countesthorpe	Leicester G B Tools Ltd, Regent Road	0	479	0.16
24/1064	Braunstone	Standards House, Meridian East, Meridian Business Park	0	468	0.26
23/1067	Whetstone	Block 82, The Whittle Estate (Alstom Site), Cambridge Road	0	1485	2.43
23/0740	Stoney Stanton	Highfields Farm Enterprise Centre, Huncote Road	0	7687	2.59
23/0546	Glenfield	Unit B optimus Point	0	9230	2.14
24/0143	Glenfield	Unit D, Optimus Way	0	1080	0.11
21/0303	Kirby Muxloe	Airmans Rest Business Park, Ratby Lane	0	2237	0.52
		Everards Meadow			
25/0267	Thurlaston	Sawmill, Enderby Road, Thurlaston	0	3546	1.4
Totals					11.8
Allocations					
STO026	Stoney Stanton	Land West of Stoney Stanton	5000	25000	7
WHE027	Whetstone	Whetstone Pastures	5000	25000	7
WHE031	Whetstone	Land South of Whetstone	0	10000	3
GLE032	Glenfield	Land North of Glenfield	0	48000	16
BLA038	Blaby	land south of Rose Hill, Lutterworth Road, Blaby	0	15000	4.7
NAR016/END028	Narborough/End	Hayes Gardens	0	1200	0.31
			10000	162896	
Strategic B8	Stoney Stanton				38.01
EAST001	Aston Firs/Stone	Land south East of Junction 2 M69, Stoney Stanton			49.81

178,800

46.1 of which 34.7ha b8 and industrial 11.4 R&D offices 2021-41 (20 years) =41.49ha

Appendix F TRICS Report

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 day
	SU	SUTTON	1 day
02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	10 days
	HC	HAMPSHIRE	9 days
	HF	HERTFORDSHIRE	3 days
	KC	KENT	5 days
	MW	MEDWAY	2 days
	SC	SURREY	6 days
	SP	SOUTHAMPTON	1 day
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	10 days
03	**SOUTH WEST**		
	DC	DORSET	4 days
	GS	GLOUCESTERSHIRE	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	10 days
	SF	SUFFOLK	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
	SE	SHEFFIELD	1 day
	YO	YORK	1 day
09	**NORTH**		
	IM	ISLE OF MAN	6 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 day
12	**CONNAUGHT**		
	MA	MAYO	1 day
13	**MUNSTER**		
	CL	CLARE	2 days
14	**LEINSTER**		
	ME	MEATH	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day
	DE	DERRY	2 days

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

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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:	DWELLS
Actual Range:	8 to 1177 (units:DWELLS)
Range Selected by User:	8 to 1177 (units:DWELLS)
Parking Spaces Range:	16 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/22 to 26/11/25

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:

Friday	7 days
Monday	10 days
Thursday	26 days
Tuesday	27 days
Wednesday	19 days

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

Selected survey types:

Manual count	89
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town	59 days
Edge of Town Centre	3 days
Neighbourhood Centre	17 days
Suburban Area	10 days

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:

Development Zone	1 days
Industrial Zone	1 days
No Sub Category	4 days
Out of Town	2 days
Residential Zone	64 days
Retail Zone	1 days
Village	16 days

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 Vehicle Counts:

Servicing vehicles Excluded	30 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	56 days

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Secondary Filtering Selection:

Use Class:

C3	89 surveys

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:

214 - 8961

Population within 1 mile:

1,001 to 5,000	14 surveys
10,001 to 15,000	30 surveys
15,001 to 20,000	11 surveys
20,001 to 25,000	6 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	25 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	5 surveys
125,001 to 250,000	22 surveys
25,001 to 50,000	26 surveys
250,001 to 500,000	7 surveys
5,000 or Less	1 surveys
5,001 to 25,000	13 surveys
50,001 to 75,000	7 surveys
500,001 or More	2 surveys
75,001 to 100,000	6 surveys

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	19 surveys
1.1 to 1.5	56 surveys
1.6 to 2.0	14 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	27 surveys
No	3 surveys
No	9 surveys
Yes	50 surveys

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:

1a (Low) - Very poor	1 surveys
4 - Good	1 surveys
No PTAL Present	87 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AN-03-A-10**	**DETACHED & SEMI-DETACHED**	**ANTRIM**

FERRARD GRANGE
ANTRIM
Suburban Area
Residential Zone
Number of dwellings: 87.00 DWELLS
Survey date: Friday 07/06/2024
Survey Type: Manual

2	**CA-03-A-08**	**DETACHED & SEMI-DETACHED**	**CAMBRIDGESHIRE**

GIDDING ROAD
SAWTRY
Neighbourhood Centre
Village
Number of dwellings: 83.00 DWELLS
Survey date: Thursday 13/10/2022
Survey Type: Manual

3	**CA-03-A-09**	**MIXED HOUSES & FLATS**	**CAMBRIDGESHIRE**

EDDINGTON AVENUE
CAMBRIDGE
EDDINGTON
Edge of Town
Development Zone
Number of dwellings: 153.00 DWELLS
Survey date: Thursday 28/11/2024
Survey Type: Manual

4	**CA-03-A-10**	**MIXED HOUSES & FLATS**	**CAMBRIDGESHIRE**

FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre
Village
Number of dwellings: 128.00 DWELLS
Survey date: Thursday 15/05/2025
Survey Type: Manual

5	**CL-03-A-01**	**PRIVATELY OWNED HOUSES**	**CLARE**

TULLA ROAD
ENNIS
KNOCKANOURA
Neighbourhood Centre
Residential Zone
Number of dwellings: 43.00 DWELLS
Survey date: Thursday 24/10/2024
Survey Type: Manual

6	**CL-03-A-02**	**PRIVATELY OWNED HOUSES**	**CLARE**

GORT ROAD
ENNIS
LIFFORD
Suburban Area
Residential Zone
Number of dwellings: 76.00 DWELLS
Survey date: Friday 25/10/2024
Survey Type: Manual

7	**CT-03-A-03**	**MIXED HOUSES**	**CENTRAL BEDFORDSHIRE**

ARLESEY ROAD
STOTFOLD
Edge of Town
Residential Zone
Number of dwellings: 73.00 DWELLS
Survey date: Tuesday 27/06/2023
Survey Type: Manual

8	**CV-03-A-04**	**DETACHED HOUSES**	**CAVAN**

DUBLIN ROAD
CAVAN

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Edge of Town
Retail Zone
Number of dwellings: 37.00 DWELLS
Survey date: Wednesday 26/11/2025 Survey Type: Manual

9 **DC-03-A-10** **MIXED HOUSES** **DORSET**
ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Number of dwellings: 26.00 DWELLS
Survey date: Wednesday 09/11/2022 Survey Type: Manual

10 **DC-03-A-12** **PRIVATELY OWNED HOUSES** **DORSET**
RYLANDS AVENUE
WEYMOUTH
WYKE REGIS
Suburban Area
Residential Zone
Number of dwellings: 17.00 DWELLS
Survey date: Tuesday 06/05/2025 Survey Type: Manual

11 **DC-03-A-13** **MIXED HOUSES** **DORSET**
ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Number of dwellings: 106.00 DWELLS
Survey date: Tuesday 10/06/2025 Survey Type: Manual

12 **DC-03-A-14** **MIXED HOUSES** **DORSET**
A350
SHAFTESBURY
Edge of Town
No Sub Category
Number of dwellings: 177.00 DWELLS
Survey date: Tuesday 18/11/2025 Survey Type: Manual

13 **DE-03-A-04** **SEMI-DETACHED & TERRACED** **DERRY**
GREENHALL HIGHWAY
COLERAINE
Edge of Town
Residential Zone
Number of dwellings: 38.00 DWELLS
Survey date: Thursday 19/05/2022 Survey Type: Manual

14 **DE-03-A-05** **SEMI-DETACHED & TERRACED** **DERRY**
CLOYFIN ROAD
COLERAINE
LOGUESTOWN IND. ESTATE
Edge of Town
Industrial Zone
Number of dwellings: 51.00 DWELLS
Survey date: Friday 20/05/2022 Survey Type: Manual

15 **DL-03-A-12** **SEMI-DETACHED & TERRACED** **DUBLIN**
BATH AVENUE
DUBLIN
Suburban Area
Residential Zone
Number of dwellings: 45.00 DWELLS
Survey date: Thursday 29/05/2025 Survey Type: Manual

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16	**EN-03-A-02**	**DETACHED HOUSES**	**ENFIELD**

DUCHY ROAD
HADLEY WOOD
Edge of Town
Residential Zone
Number of dwellings: 9.00 DWELLS
Survey date: Wednesday 14/09/2022 Survey Type: Manual

17	**ES-03-A-10**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

WATERGATE
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Number of dwellings: 139.00 DWELLS
Survey date: Thursday 28/09/2023 Survey Type: Manual

18	**ES-03-A-13**	**DETACHED HOUSES**	**EAST SUSSEX**

A265
HEATHFIELD
Edge of Town
Residential Zone
Number of dwellings: 36.00 DWELLS
Survey date: Monday 18/03/2024 Survey Type: Manual

19	**ES-03-A-14**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Number of dwellings: 120.00 DWELLS
Survey date: Tuesday 30/04/2024 Survey Type: Manual

20	**ES-03-A-17**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

RAILWAY ROAD
NEWHAVEN
Edge of Town Centre
No Sub Category
Number of dwellings: 145.00 DWELLS
Survey date: Friday 28/06/2024 Survey Type: Manual

21	**ES-03-A-19**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

WRESTWOOD ROAD
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Number of dwellings: 190.00 DWELLS
Survey date: Wednesday 09/10/2024 Survey Type: Manual

22	**ES-03-A-20**	**DETACHED & SEMI-DETACHED**	**EAST SUSSEX**

NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Number of dwellings: 13.00 DWELLS
Survey date: Wednesday 06/11/2024 Survey Type: Manual

23	**ES-03-A-21**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

PARK ROAD
HAILSHAM
HELLINGLY
Edge of Town

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Residential Zone
Number of dwellings: 160.00 DWELLS
Survey date: Wednesday 26/03/2025 Survey Type: Manual

24	**ES-03-A-22**	**MIXED HOUSES**	**EAST SUSSEX**

THE FAIRWAY
NEWHAVEN
Edge of Town
Residential Zone
Number of dwellings: 85.00 DWELLS
Survey date: Tuesday 22/04/2025 Survey Type: Manual

25	**ES-03-A-23**	**MIXED HOUSES**	**EAST SUSSEX**

BISHOPS LANE
RINGMER
Neighbourhood Centre
Village
Number of dwellings: 110.00 DWELLS
Survey date: Thursday 18/09/2025 Survey Type: Manual

26	**ES-03-A-24**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

HOREBEECH LANE
HORAM
Neighbourhood Centre
Village
Number of dwellings: 123.00 DWELLS
Survey date: Wednesday 10/09/2025 Survey Type: Manual

27	**GS-03-A-03**	**PRIVATLEY OWNED HOUSES**	**GLOUCESTERSHIRE**

GREEN LANE
TEWKESBURY
Suburban Area
Residential Zone
Number of dwellings: 24.00 DWELLS
Survey date: Thursday 10/10/2024 Survey Type: Manual

28	**HC-03-A-30**	**TERRACED HOUSES**	**HAMPSHIRE**

MEUDON AVENUE
FARNBOROUGH
Edge of Town Centre
Residential Zone
Number of dwellings: 31.00 DWELLS
Survey date: Friday 14/10/2022 Survey Type: Manual

29	**HC-03-A-32**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

GREEN LANE
FARNHAM
WEYBOURNE
Neighbourhood Centre
Residential Zone
Number of dwellings: 105.00 DWELLS
Survey date: Thursday 29/06/2023 Survey Type: Manual

30	**HC-03-A-34**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

STONEHAM LANE
EASTLEIGH
Edge of Town
Residential Zone
Number of dwellings: 243.00 DWELLS
Survey date: Tuesday 14/11/2023 Survey Type: Manual

31	**HC-03-A-36**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

HAVANT ROAD

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EMSWORTH
Edge of Town
Residential Zone
Number of dwellings: 145.00 DWELLS
Survey date: Tuesday 12/09/2023 Survey Type: Manual

32 **HC-03-A-37** **MIXED HOUSES** **HAMPSHIRE**
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Number of dwellings: 50.00 DWELLS
Survey date: Wednesday 27/03/2024 Survey Type: Manual

33 **HC-03-A-39** **MIXED HOUSES & FLATS** **HAMPSHIRE**
KILN ROAD
LIPHOOK
Edge of Town
Residential Zone
Number of dwellings: 156.00 DWELLS
Survey date: Thursday 14/11/2024 Survey Type: Manual

34 **HC-03-A-41** **MIXED HOUSES & FLATS** **HAMPSHIRE**
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Number of dwellings: 195.00 DWELLS
Survey date: Monday 30/06/2025 Survey Type: Manual

35 **HC-03-A-45** **MIXED HOUSES & FLATS** **HAMPSHIRE**
FINKLEY FARM ROAD
ANDOVER
Edge of Town
Residential Zone
Number of dwellings: 68.00 DWELLS
Survey date: Monday 10/11/2025 Survey Type: Manual

36 **HC-03-A-46** **MIXED HOUSES & FLATS** **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Number of dwellings: 289.00 DWELLS
Survey date: Wednesday 26/11/2025 Survey Type: Manual

37 **HF-03-A-05** **TERRACED HOUSES** **HERTFORDSHIRE**
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Number of dwellings: 8.00 DWELLS
Survey date: Monday 05/06/2023 Survey Type: Manual

38 **HF-03-A-06** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
A505
ROYSTON
Edge of Town
Residential Zone

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Number of dwellings: 180.00 DWELLS
Survey date: Tuesday 28/11/2023 Survey Type: Manual

39 **HF-03-A-07** **MIXED HOUSES & BUNGALOWS** **HERTFORDSHIRE**
BAKER STREET
POTTERS BAR
Suburban Area
Residential Zone
Number of dwellings: 92.00 DWELLS
Survey date: Monday 25/03/2024 Survey Type: Manual

40 **HI-03-A-16** **PRIVATLEY OWNED HOUSES** **HIGHLAND**
RIVERSIDE GROVE
NEAR FORT WILLIAM
LOCHYSIDE
Neighbourhood Centre
Village
Number of dwellings: 13.00 DWELLS
Survey date: Thursday 10/10/2024 Survey Type: Manual

41 **IM-03-A-01** **MIXED HOUSES** **ISLE OF MAN**
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre
Village
Number of dwellings: 31.00 DWELLS
Survey date: Tuesday 21/05/2024 Survey Type: Manual

42 **IM-03-A-02** **MIXED HOUSES** **ISLE OF MAN**
SHORE ROAD
KIRK MICHAEL
Neighbourhood Centre
Village
Number of dwellings: 27.00 DWELLS
Survey date: Thursday 23/05/2024 Survey Type: Manual

43 **IM-03-A-03** **MIXED HOUSES** **ISLE OF MAN**
MAIN ROAD
COLBY
Neighbourhood Centre
Village
Number of dwellings: 111.00 DWELLS
Survey date: Tuesday 21/05/2024 Survey Type: Manual

44 **IM-03-A-04** **MIXED HOUSES** **ISLE OF MAN**
NEW CASTLETOWN ROAD
DOUGLAS
Suburban Area
Residential Zone
Number of dwellings: 73.00 DWELLS
Survey date: Monday 20/05/2024 Survey Type: Manual

45 **IM-03-A-05** **MIXED HOUSES** **ISLE OF MAN**
SCARLETT ROAD
CASTLETOWN
Edge of Town
Residential Zone
Number of dwellings: 45.00 DWELLS
Survey date: Tuesday 21/05/2024 Survey Type: Manual

46 **IM-03-A-06** **MIXED HOUSES** **ISLE OF MAN**
MOORAGH PROMENADE

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RAMSEY
Edge of Town
Residential Zone
Number of dwellings: 129.00 DWELLS
Survey date: Thursday 23/05/2024 Survey Type: Manual

47	**KC-03-A-10**	**MIXED HOUSES**	**KENT**

HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Number of dwellings: 106.00 DWELLS
Survey date: Tuesday 09/05/2023 Survey Type: Manual

48	**KC-03-A-11**	**MIXED HOUSES & FLATS**	**KENT**

COLDHARBOUR ROAD
GRAVESEND
Edge of Town
No Sub Category
Number of dwellings: 375.00 DWELLS
Survey date: Monday 20/03/2023 Survey Type: Manual

49	**KC-03-A-14**	**MIXED HOUSES**	**KENT**

HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Number of dwellings: 167.00 DWELLS
Survey date: Thursday 22/05/2025 Survey Type: Manual

50	**KC-03-A-16**	**MIXED HOUSES & FLATS**	**KENT**

A20
ASHFORD
ORCHARD HEIGHTS
Edge of Town
Residential Zone
Number of dwellings: 61.00 DWELLS
Survey date: Wednesday 15/10/2025 Survey Type: Manual

51	**KC-03-A-17**	**MIXED HOUSES & FLATS**	**KENT**

WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Number of dwellings: 250.00 DWELLS
Survey date: Tuesday 30/09/2025 Survey Type: Manual

52	**MA-03-A-03**	**MIXED HOUSES & FLATS**	**MAYO**

GARRYDUFF PARK
CASTLEBAR
Edge of Town
Residential Zone
Number of dwellings: 64.00 DWELLS
Survey date: Friday 03/10/2025 Survey Type: Manual

53	**ME-03-A-01**	**PRIVATELY OWNED HOUSES**	**MEATH**

R155
RATOATH
Edge of Town
Residential Zone
Number of dwellings: 42.00 DWELLS
Survey date: Wednesday 30/10/2024 Survey Type: Manual

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54 **MW-03-A-02** **MIXED HOUSES** **MEDWAY**
OTTERHAM QUAY LANE
RAINHAM
Edge of Town
Residential Zone
Number of dwellings: 19.00 DWELLS
Survey date: Monday 06/06/2022 Survey Type: Manual

55 **MW-03-A-03** **MIXED HOUSES** **MEDWAY**
OTTERHAM QUAY LANE
RAINHAM
Edge of Town
Residential Zone
Number of dwellings: 295.00 DWELLS
Survey date: Monday 30/06/2025 Survey Type: Manual

56 **NF-03-A-28** **MIXED HOUSES & FLATS** **NORFOLK**
ATLANTIC AVENUE
NORWICH
SPROWSTON
Edge of Town
Residential Zone
Number of dwellings: 1146.00 DWELLS
Survey date: Thursday 22/09/2022 Survey Type: Manual

57 **NF-03-A-33** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
ATTLEBOROUGH
Edge of Town
Residential Zone
Number of dwellings: 143.00 DWELLS
Survey date: Thursday 29/09/2022 Survey Type: Manual

58 **NF-03-A-34** **MIXED HOUSES** **NORFOLK**
NORWICH ROAD
SWAFFHAM
Edge of Town
Out of Town
Number of dwellings: 80.00 DWELLS
Survey date: Tuesday 27/09/2022 Survey Type: Manual

59 **NF-03-A-35** **MIXED HOUSES & FLATS** **NORFOLK**
REPTON AVENUE
NORWICH
Edge of Town
Residential Zone
Number of dwellings: 116.00 DWELLS
Survey date: Wednesday 28/09/2022 Survey Type: Manual

60 **NF-03-A-36** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
WYMONDHAM
Edge of Town
No Sub Category
Number of dwellings: 75.00 DWELLS
Survey date: Thursday 29/09/2022 Survey Type: Manual

61 **NF-03-A-37** **MIXED HOUSES** **NORFOLK**
GREENFIELDS ROAD
DEREHAM
Edge of Town
Residential Zone

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Number of dwellings: 44.00 DWELLS
Survey date: Tuesday 27/09/2022 Survey Type: Manual

62 **NF-03-A-38** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Number of dwellings: 537.00 DWELLS
Survey date: Tuesday 20/09/2022 Survey Type: Manual

63 **NF-03-A-39** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT
Edge of Town
Residential Zone
Number of dwellings: 212.00 DWELLS
Survey date: Tuesday 27/09/2022 Survey Type: Manual

64 **NF-03-A-51** **SEMI-DETACHED** **NORFOLK**
CITY ROAD
NORWICH
LAKENHAM
Suburban Area
Residential Zone
Number of dwellings: 34.00 DWELLS
Survey date: Tuesday 13/09/2022 Survey Type: Manual

65 **NF-03-A-52** **MIXED HOUSES** **NORFOLK**
LYNNSPORT WAY
KING'S LYNN
Suburban Area
Residential Zone
Number of dwellings: 130.00 DWELLS
Survey date: Tuesday 07/11/2023 Survey Type: Manual

66 **NY-03-A-14** **DETACHED & BUNGALOWS** **NORTH YORKSHIRE**
PALACE ROAD
RIPON
Edge of Town
Residential Zone
Number of dwellings: 45.00 DWELLS
Survey date: Wednesday 18/05/2022 Survey Type: Manual

67 **NY-03-A-15** **DETACHED & SEMI-DETACHED** **NORTH YORKSHIRE**
MILBY ROAD
BOROUGHBRIDGE
MILBY
Edge of Town
Residential Zone
Number of dwellings: 145.00 DWELLS
Survey date: Thursday 19/09/2024 Survey Type: Manual

68 **SC-03-A-09** **MIXED HOUSES & FLATS** **SURREY**
AMLETS LANE
CRANLEIGH
Neighbourhood Centre
Village
Number of dwellings: 136.00 DWELLS
Survey date: Tuesday 24/05/2022 Survey Type: Manual

69 **SC-03-A-11** **MIXED HOUSES** **SURREY**

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FOLLY HILL
FARNHAM
Edge of Town
Residential Zone
Number of dwellings: 96.00 DWELLS
Survey date: Tuesday 14/05/2024 Survey Type: Manual

70 **SC-03-A-12** **MIXED HOUSES & FLATS** **SURREY**
AARONS HILL
GODALMING
Edge of Town
Residential Zone
Number of dwellings: 252.00 DWELLS
Survey date: Wednesday 12/06/2024 Survey Type: Manual

71 **SC-03-A-13** **MIXED HOUSES & FLATS** **SURREY**
GUILDFORD ROAD
ASH
Neighbourhood Centre
Village
Number of dwellings: 151.00 DWELLS
Survey date: Thursday 05/09/2024 Survey Type: Manual

72 **SC-03-A-14** **MIXED HOUSES & FLATS** **SURREY**
HOLLOWAY HILL
CHERTSEY
Edge of Town
Residential Zone
Number of dwellings: 186.00 DWELLS
Survey date: Tuesday 22/10/2024 Survey Type: Manual

73 **SC-03-A-15** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY
Edge of Town
Residential Zone
Number of dwellings: 1177.00 DWELLS
Survey date: Thursday 24/04/2025 Survey Type: Manual

74 **SE-03-A-02** **MIXED HOUSES & FLATS** **SHEFFIELD**
NEW SCHOOL ROAD
NEAR SHEFFIELD
MOSBOROUGH
Neighbourhood Centre
Village
Number of dwellings: 23.00 DWELLS
Survey date: Friday 20/09/2024 Survey Type: Manual

75 **SF-03-A-11** **BUNGALOWS** **SUFFOLK**
WHITTON CHURCH LANE
IPSWICH
WHITTON
Edge of Town
Residential Zone
Number of dwellings: 44.00 DWELLS
Survey date: Wednesday 06/11/2024 Survey Type: Manual

76 **SP-03-A-03** **MIXED HOUSES & FLATS** **SOUTHAMPTON**
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town

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Number of dwellings: 250.00 DWELLS
Survey date: Thursday 03/10/2024 Survey Type: Manual

77 **SU-03-A-01** **MIXED HOUSES & FLATS** **SUTTON**
COLLINGWOOD ROAD
SUTTON
Edge of Town Centre
Residential Zone
Number of dwellings: 61.00 DWELLS
Survey date: Thursday 13/06/2024 Survey Type: Manual

78 **WB-03-A-04** **MIXED HOUSES** **WEST BERKSHIRE**
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Number of dwellings: 199.00 DWELLS
Survey date: Thursday 12/09/2024 Survey Type: Manual

79 **WS-03-A-16** **DETACHED & SEMI-DETACHED** **WEST SUSSEX**
BRACKLESHAM LANE
BRACKLESHAM BAY
Neighbourhood Centre
Village
Number of dwellings: 58.00 DWELLS
Survey date: Wednesday 09/11/2022 Survey Type: Manual

80 **WS-03-A-18** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LONDON ROAD
HASSOCKS
Neighbourhood Centre
Village
Number of dwellings: 156.00 DWELLS
Survey date: Monday 15/05/2023 Survey Type: Manual

81 **WS-03-A-22** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 129.00 DWELLS
Survey date: Tuesday 19/03/2024 Survey Type: Manual

82 **WS-03-A-23** **MIXED HOUSES & FLATS** **WEST SUSSEX**
TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Number of dwellings: 197.00 DWELLS
Survey date: Tuesday 14/05/2024 Survey Type: Manual

83 **WS-03-A-24** **MIXED HOUSES** **WEST SUSSEX**
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Number of dwellings: 300.00 DWELLS
Survey date: Thursday 23/05/2024 Survey Type: Manual

84 **WS-03-A-25** **PRIVATE HOUSES & FLATS** **WEST SUSSEX**
LIDSEY ROAD

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WOODGATE
Neighbourhood Centre
Village
Number of dwellings: 65.00 DWELLS
Survey date: Wednesday 18/09/2024 Survey Type: Manual

85 **WS-03-A-26** **MIXED HOUSES & FLATS** **WEST SUSSEX**
RUSPER ROAD
HORSHAM
NORTH HORSHAM
Edge of Town
Residential Zone
Number of dwellings: 165.00 DWELLS
Survey date: Tuesday 24/09/2024 Survey Type: Manual

86 **WS-03-A-28** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 398.00 DWELLS
Survey date: Wednesday 18/06/2025 Survey Type: Manual

87 **WS-03-A-29** **MIXED HOUSES & FLATS** **WEST SUSSEX**
OCKLEY LANE
HASSOCKS
Edge of Town
Residential Zone
Number of dwellings: 355.00 DWELLS
Survey date: Thursday 18/09/2025 Survey Type: Manual

88 **WS-03-A-32** **MIXED HOUSES** **WEST SUSSEX**
HILLAND ROAD
BILLINGSHURST
Neighbourhood Centre
Village
Number of dwellings: 504.00 DWELLS
Survey date: Tuesday 18/11/2025 Survey Type: Manual

89 **YO-03-A-02** **MIXED HOUSES & FLATS** **YORK**
WATER LANE
YORK
CLIFTON MOOR
Suburban Area
Residential Zone
Number of dwellings: 212.00 DWELLS
Survey date: Wednesday 18/09/2024 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CT-03-A-01|22-06-2022	22-06-2022	Removed: Site re-surveyed by CT-03-A-03
DC-03-A-11|31-10-2023	31-10-2023	Removed: Site re-surveyed by DC-03-A-14
ES-03-A-08|12-10-2022	12-10-2022	Removed: Site re-surveyed by ES-03-A-19
ES-03-A-09|13-03-2023	13-03-2023	Removed: Site re-surveyed by ES-03-A-22
ES-03-A-11|28-09-2023	28-09-2023	Removed: Site re-surveyed by ES-03-A-23
ES-03-A-12|03-10-2023	03-10-2023	Removed: Site re-surveyed by ES-03-A-24
ES-03-A-16|14-03-2023	14-03-2023	Removed: Site re-surveyed by ES-03-A-17
HC-03-A-29|30-06-2022	30-06-2022	Removed: Site re-surveyed by HC-03-A-33

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Site Ref	Survey Date	Reason for Deselection
HC-03-A-31|07-10-2022	07-10-2022	Removed: Site re-surveyed by HC-03-A-39
HC-03-A-33|04-07-2023	04-07-2023	Removed: Site re-surveyed by HC-03-A-38
HC-03-A-35|31-10-2023	31-10-2023	Removed: Site re-surveyed by HC-03-A-46
HC-03-A-38|26-06-2024	26-06-2024	Removed: Site re-surveyed by HC-03-A-41
KC-03-A-12|19-09-2023	19-09-2023	Removed: Site re-surveyed by KC-03-A-17
SC-03-A-07|11-05-2022	11-05-2022	Removed: Site re-surveyed by SC-03-A-11
SC-03-A-10|14-09-2022	14-09-2022	Removed: Site re-surveyed by SC-03-A-13
WB-03-A-03|09-09-2022	09-09-2022	Removed: Site re-surveyed by WB-03-A-04
WS-03-A-17|01-03-2023	01-03-2023	Removed: Site re-surveyed by WS-03-A-22
WS-03-A-19|15-05-2023	15-05-2023	Removed: Site re-surveyed by WS-03-A-23
WS-03-A-21|09-11-2023	09-11-2023	Removed: Site re-surveyed by WS-03-A-32
WS-03-A-27|20-09-2024	20-09-2024	Removed: Site re-surveyed by WS-03-A-29

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.150	0.362	0.512
17:00-18:00	0.312	0.163	0.475

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.072**	**0.267**	**0.339**
08:00-09:00	**89**	**152**	**0.150**	**0.362**	**0.512**
09:00-10:00	**89**	**152**	**0.129**	**0.155**	**0.284**
10:00-11:00	**89**	**152**	**0.108**	**0.133**	**0.241**
11:00-12:00	**89**	**152**	**0.119**	**0.127**	**0.246**
12:00-13:00	**89**	**152**	**0.143**	**0.133**	**0.276**
13:00-14:00	**89**	**152**	**0.147**	**0.139**	**0.286**
14:00-15:00	**89**	**152**	**0.142**	**0.164**	**0.306**
15:00-16:00	**89**	**152**	**0.249**	**0.166**	**0.415**
16:00-17:00	**89**	**152**	**0.254**	**0.158**	**0.412**
17:00-18:00	**89**	**152**	**0.312**	**0.163**	**0.475**
18:00-19:00	**89**	**152**	**0.245**	**0.132**	**0.377**
19:00-20:00	**2**	**35**	**0.100**	**0.071**	**0.171**
20:00-21:00	**2**	**35**	**0.071**	**0.043**	**0.114**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.241**	**2.213**	**4.454**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	89
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.220	0.758	0.978
17:00-18:00	0.517	0.274	0.791

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.098**	**0.449**	**0.547**
08:00-09:00	**89**	**152**	**0.220**	**0.758**	**0.978**
09:00-10:00	**89**	**152**	**0.197**	**0.247**	**0.444**
10:00-11:00	**89**	**152**	**0.160**	**0.205**	**0.365**
11:00-12:00	**89**	**152**	**0.187**	**0.199**	**0.386**
12:00-13:00	**89**	**152**	**0.222**	**0.209**	**0.431**
13:00-14:00	**89**	**152**	**0.229**	**0.210**	**0.439**
14:00-15:00	**89**	**152**	**0.234**	**0.254**	**0.488**
15:00-16:00	**89**	**152**	**0.551**	**0.275**	**0.826**
16:00-17:00	**89**	**152**	**0.473**	**0.260**	**0.733**
17:00-18:00	**89**	**152**	**0.517**	**0.274**	**0.791**
18:00-19:00	**89**	**152**	**0.390**	**0.212**	**0.602**
19:00-20:00	**2**	**35**	**0.243**	**0.114**	**0.357**
20:00-21:00	**2**	**35**	**0.171**	**0.057**	**0.228**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.892**	**3.723**	**7.615**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	89
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.002**	**0.007**	**0.009**
08:00-09:00	**89**	**152**	**0.004**	**0.021**	**0.025**
09:00-10:00	**89**	**152**	**0.002**	**0.004**	**0.006**
10:00-11:00	**89**	**152**	**0.001**	**0.002**	**0.003**
11:00-12:00	**89**	**152**	**0.002**	**0.002**	**0.004**
12:00-13:00	**89**	**152**	**0.003**	**0.002**	**0.005**
13:00-14:00	**89**	**152**	**0.003**	**0.003**	**0.006**
14:00-15:00	**89**	**152**	**0.005**	**0.003**	**0.008**
15:00-16:00	**89**	**152**	**0.013**	**0.005**	**0.018**
16:00-17:00	**89**	**152**	**0.012**	**0.005**	**0.017**
17:00-18:00	**89**	**152**	**0.009**	**0.006**	**0.015**
18:00-19:00	**89**	**152**	**0.005**	**0.004**	**0.009**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.061**	**0.064**	**0.125**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	77
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.001**	**0.001**	**0.002**
08:00-09:00	**89**	**152**	**0.001**	**0.001**	**0.002**
09:00-10:00	**89**	**152**	**0.001**	**0.001**	**0.002**
10:00-11:00	**89**	**152**	**0.001**	**0.001**	**0.002**
11:00-12:00	**89**	**152**	**0.001**	**0.001**	**0.002**
12:00-13:00	**89**	**152**	**0.001**	**0.001**	**0.002**
13:00-14:00	**89**	**152**	**0.001**	**0.001**	**0.002**
14:00-15:00	**89**	**152**	**0.001**	**0.001**	**0.002**
15:00-16:00	**89**	**152**	**0.001**	**0.001**	**0.002**
16:00-17:00	**89**	**152**	**0.001**	**0.001**	**0.002**
17:00-18:00	**89**	**152**	**0.001**	**0.001**	**0.002**
18:00-19:00	**89**	**152**	**0.001**	**0.001**	**0.002**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.012**	**0.012**	**0.024**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	27/09/2022 - 30/09/2025
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.001**	**0.001**	**0.002**
08:00-09:00	**89**	**152**	**0.001**	**0.001**	**0.002**
09:00-10:00	**89**	**152**	**0.002**	**0.002**	**0.004**
10:00-11:00	**89**	**152**	**0.002**	**0.002**	**0.004**
11:00-12:00	**89**	**152**	**0.002**	**0.001**	**0.003**
12:00-13:00	**89**	**152**	**0.002**	**0.002**	**0.004**
13:00-14:00	**89**	**152**	**0.001**	**0.002**	**0.003**
14:00-15:00	**89**	**152**	**0.001**	**0.001**	**0.002**
15:00-16:00	**89**	**152**	**0.001**	**0.001**	**0.002**
16:00-17:00	**89**	**152**	**0.000**	**0.000**	**0.000**
17:00-18:00	**89**	**152**	**0.000**	**0.000**	**0.000**
18:00-19:00	**89**	**152**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.013**	**0.013**	**0.026**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.004**	**0.005**	**0.009**
08:00-09:00	**89**	**152**	**0.007**	**0.007**	**0.014**
09:00-10:00	**89**	**152**	**0.003**	**0.003**	**0.006**
10:00-11:00	**89**	**152**	**0.002**	**0.002**	**0.004**
11:00-12:00	**89**	**152**	**0.003**	**0.003**	**0.006**
12:00-13:00	**89**	**152**	**0.003**	**0.003**	**0.006**
13:00-14:00	**89**	**152**	**0.004**	**0.004**	**0.008**
14:00-15:00	**89**	**152**	**0.002**	**0.002**	**0.004**
15:00-16:00	**89**	**152**	**0.006**	**0.006**	**0.012**
16:00-17:00	**89**	**152**	**0.004**	**0.005**	**0.009**
17:00-18:00	**89**	**152**	**0.003**	**0.003**	**0.006**
18:00-19:00	**89**	**152**	**0.003**	**0.003**	**0.006**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.044**	**0.046**	**0.090**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	75
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.055**	**0.230**	**0.285**
08:00-09:00	**89**	**152**	**0.126**	**0.327**	**0.453**
09:00-10:00	**89**	**152**	**0.106**	**0.132**	**0.238**
10:00-11:00	**89**	**152**	**0.085**	**0.108**	**0.193**
11:00-12:00	**89**	**152**	**0.092**	**0.100**	**0.192**
12:00-13:00	**89**	**152**	**0.115**	**0.104**	**0.219**
13:00-14:00	**89**	**152**	**0.117**	**0.110**	**0.227**
14:00-15:00	**89**	**152**	**0.117**	**0.140**	**0.257**
15:00-16:00	**89**	**152**	**0.219**	**0.139**	**0.358**
16:00-17:00	**89**	**152**	**0.219**	**0.134**	**0.353**
17:00-18:00	**89**	**152**	**0.281**	**0.143**	**0.424**
18:00-19:00	**89**	**152**	**0.223**	**0.117**	**0.340**
19:00-20:00	**2**	**35**	**0.100**	**0.057**	**0.157**
20:00-21:00	**2**	**35**	**0.071**	**0.043**	**0.114**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.926**	**1.884**	**3.810**

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.

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Parameter Summary:

Trip rate parameter range selected:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	89
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.010**	**0.029**	**0.039**
08:00-09:00	**89**	**152**	**0.015**	**0.024**	**0.039**
09:00-10:00	**89**	**152**	**0.017**	**0.017**	**0.034**
10:00-11:00	**89**	**152**	**0.018**	**0.018**	**0.036**
11:00-12:00	**89**	**152**	**0.021**	**0.021**	**0.042**
12:00-13:00	**89**	**152**	**0.021**	**0.021**	**0.042**
13:00-14:00	**89**	**152**	**0.021**	**0.021**	**0.042**
14:00-15:00	**89**	**152**	**0.019**	**0.019**	**0.038**
15:00-16:00	**89**	**152**	**0.020**	**0.017**	**0.037**
16:00-17:00	**89**	**152**	**0.027**	**0.016**	**0.043**
17:00-18:00	**89**	**152**	**0.023**	**0.013**	**0.036**
18:00-19:00	**89**	**152**	**0.016**	**0.009**	**0.025**
19:00-20:00	**2**	**35**	**0.000**	**0.014**	**0.014**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.228**	**0.239**	**0.467**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	88
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.000**	**0.001**	**0.001**
08:00-09:00	**89**	**152**	**0.001**	**0.002**	**0.003**
09:00-10:00	**89**	**152**	**0.000**	**0.001**	**0.001**
10:00-11:00	**89**	**152**	**0.001**	**0.001**	**0.002**
11:00-12:00	**89**	**152**	**0.001**	**0.001**	**0.002**
12:00-13:00	**89**	**152**	**0.001**	**0.001**	**0.002**
13:00-14:00	**89**	**152**	**0.002**	**0.002**	**0.004**
14:00-15:00	**89**	**152**	**0.002**	**0.001**	**0.003**
15:00-16:00	**89**	**152**	**0.002**	**0.002**	**0.004**
16:00-17:00	**89**	**152**	**0.003**	**0.002**	**0.005**
17:00-18:00	**89**	**152**	**0.004**	**0.002**	**0.006**
18:00-19:00	**89**	**152**	**0.003**	**0.002**	**0.005**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.020**	**0.018**	**0.038**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.081**	**0.368**	**0.449**
08:00-09:00	**89**	**152**	**0.178**	**0.590**	**0.768**
09:00-10:00	**89**	**152**	**0.158**	**0.202**	**0.360**
10:00-11:00	**89**	**152**	**0.133**	**0.168**	**0.301**
11:00-12:00	**89**	**152**	**0.151**	**0.160**	**0.311**
12:00-13:00	**89**	**152**	**0.180**	**0.166**	**0.346**
13:00-14:00	**89**	**152**	**0.185**	**0.170**	**0.355**
14:00-15:00	**89**	**152**	**0.184**	**0.205**	**0.389**
15:00-16:00	**89**	**152**	**0.417**	**0.218**	**0.635**
16:00-17:00	**89**	**152**	**0.380**	**0.213**	**0.593**
17:00-18:00	**89**	**152**	**0.436**	**0.226**	**0.662**
18:00-19:00	**89**	**152**	**0.331**	**0.181**	**0.512**
19:00-20:00	**2**	**35**	**0.114**	**0.086**	**0.200**
20:00-21:00	**2**	**35**	**0.071**	**0.043**	**0.114**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.999**	**2.996**	**5.995**

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:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	89
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.014**	**0.041**	**0.055**
08:00-09:00	**89**	**152**	**0.036**	**0.108**	**0.144**
09:00-10:00	**89**	**152**	**0.035**	**0.031**	**0.066**
10:00-11:00	**89**	**152**	**0.023**	**0.027**	**0.050**
11:00-12:00	**89**	**152**	**0.029**	**0.031**	**0.060**
12:00-13:00	**89**	**152**	**0.034**	**0.035**	**0.069**
13:00-14:00	**89**	**152**	**0.034**	**0.032**	**0.066**
14:00-15:00	**89**	**152**	**0.038**	**0.041**	**0.079**
15:00-16:00	**89**	**152**	**0.092**	**0.047**	**0.139**
16:00-17:00	**89**	**152**	**0.058**	**0.038**	**0.096**
17:00-18:00	**89**	**152**	**0.051**	**0.040**	**0.091**
18:00-19:00	**89**	**152**	**0.041**	**0.025**	**0.066**
19:00-20:00	**2**	**35**	**0.086**	**0.029**	**0.115**
20:00-21:00	**2**	**35**	**0.057**	**0.014**	**0.071**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.628**	**0.539**	**1.167**

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.

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Parameter Summary:

Trip rate parameter range selected:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	88
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.001**	**0.031**	**0.032**
08:00-09:00	**89**	**152**	**0.002**	**0.030**	**0.032**
09:00-10:00	**89**	**152**	**0.002**	**0.009**	**0.011**
10:00-11:00	**89**	**152**	**0.003**	**0.007**	**0.010**
11:00-12:00	**89**	**152**	**0.004**	**0.007**	**0.011**
12:00-13:00	**89**	**152**	**0.005**	**0.005**	**0.010**
13:00-14:00	**89**	**152**	**0.005**	**0.005**	**0.010**
14:00-15:00	**89**	**152**	**0.006**	**0.005**	**0.011**
15:00-16:00	**89**	**152**	**0.024**	**0.004**	**0.028**
16:00-17:00	**89**	**152**	**0.019**	**0.003**	**0.022**
17:00-18:00	**89**	**152**	**0.019**	**0.002**	**0.021**
18:00-19:00	**89**	**152**	**0.011**	**0.001**	**0.012**
19:00-20:00	**2**	**35**	**0.043**	**0.000**	**0.043**
20:00-21:00	**2**	**35**	**0.043**	**0.000**	**0.043**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.187**	**0.109**	**0.296**

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.

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Parameter Summary:

Trip rate parameter range selected:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	83
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.000**	**0.021**	**0.021**
08:00-09:00	**89**	**152**	**0.002**	**0.022**	**0.024**
09:00-10:00	**89**	**152**	**0.002**	**0.006**	**0.008**
10:00-11:00	**89**	**152**	**0.002**	**0.006**	**0.008**
11:00-12:00	**89**	**152**	**0.003**	**0.006**	**0.009**
12:00-13:00	**89**	**152**	**0.004**	**0.004**	**0.008**
13:00-14:00	**89**	**152**	**0.004**	**0.005**	**0.009**
14:00-15:00	**89**	**152**	**0.005**	**0.004**	**0.009**
15:00-16:00	**89**	**152**	**0.020**	**0.003**	**0.023**
16:00-17:00	**89**	**152**	**0.014**	**0.002**	**0.016**
17:00-18:00	**89**	**152**	**0.013**	**0.001**	**0.014**
18:00-19:00	**89**	**152**	**0.007**	**0.001**	**0.008**
19:00-20:00	**2**	**35**	**0.043**	**0.000**	**0.043**
20:00-21:00	**2**	**35**	**0.029**	**0.000**	**0.029**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.148**	**0.081**	**0.229**

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.

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Parameter Summary:

Trip rate parameter range selected:	8 - 1177 (units: DWELLS)
Survey date date range:	18/05/2022 - 26/11/2025
Number of weekdays (Monday-Friday):	80
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.000**	**0.001**	**0.001**
08:00-09:00	**89**	**152**	**0.000**	**0.001**	**0.001**
09:00-10:00	**89**	**152**	**0.000**	**0.000**	**0.000**
10:00-11:00	**89**	**152**	**0.000**	**0.000**	**0.000**
11:00-12:00	**89**	**152**	**0.000**	**0.000**	**0.000**
12:00-13:00	**89**	**152**	**0.000**	**0.000**	**0.000**
13:00-14:00	**89**	**152**	**0.000**	**0.000**	**0.000**
14:00-15:00	**89**	**152**	**0.000**	**0.000**	**0.000**
15:00-16:00	**89**	**152**	**0.001**	**0.000**	**0.001**
16:00-17:00	**89**	**152**	**0.001**	**0.000**	**0.001**
17:00-18:00	**89**	**152**	**0.000**	**0.000**	**0.000**
18:00-19:00	**89**	**152**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.002**	**0.002**	**0.004**

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.

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Parameter Summary:

Trip rate parameter range selected:	8 - 1177 (units: DWELLS)
Survey date date range:	27/09/2022 - 30/09/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**89**	**152**	**0.000**	**0.009**	**0.009**
08:00-09:00	**89**	**152**	**0.000**	**0.007**	**0.007**
09:00-10:00	**89**	**152**	**0.001**	**0.002**	**0.003**
10:00-11:00	**89**	**152**	**0.001**	**0.001**	**0.002**
11:00-12:00	**89**	**152**	**0.001**	**0.001**	**0.002**
12:00-13:00	**89**	**152**	**0.001**	**0.001**	**0.002**
13:00-14:00	**89**	**152**	**0.001**	**0.001**	**0.002**
14:00-15:00	**89**	**152**	**0.001**	**0.001**	**0.002**
15:00-16:00	**89**	**152**	**0.002**	**0.001**	**0.003**
16:00-17:00	**89**	**152**	**0.004**	**0.001**	**0.005**
17:00-18:00	**89**	**152**	**0.006**	**0.000**	**0.006**
18:00-19:00	**89**	**152**	**0.005**	**0.000**	**0.005**
19:00-20:00	**2**	**35**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**35**	**0.014**	**0.000**	**0.014**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.037**	**0.025**	**0.062**

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.

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Parameter Summary:

Trip rate parameter range selected:	8 - 1177 (units: DWELLS)
Survey date date range:	06/06/2022 - 18/11/2025
Number of weekdays (Monday-Friday):	35
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.

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Appendix G Flint Vision Led Planning Tool Technical Note

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

SLR Consulting Limited

Blaby District Council

Blaby Local Plan Transport Evidence

SLR Project No.: 416.066233.00001

5 February 2026

Revision: 01

RE: VISION LED PLANNING TOOL METHODOLOGY

1.0 Introduction

1.1 SLR Consulting has been commissioned by Blaby District Council (BDC) to provide advice on the likely effects on the Transport network as a result of the development proposals being promoted through the forthcoming Local Plan and to assist in determining an appropriate Transport Infrastructure Delivery Plan (IDP) to ensure any effects can be suitably managed.

1.2 Traffic modelling is required for the progression of the Local Plan towards submission. The Blaby Local Plan modelling focuses on the BDC Plan Scenarios which has taken the housing and employment allocations into consideration.

1.3 The SLR Vision-led Planning Tool has been used to assess allocated housing sites over 100 dwellings to extract associated trip rates and trip generation.

SLR Vision-led Planning Tool

1.4 The existing industry standards approach to assessment using TRICS has significant limitations when considering large scale sites designed around Vision-led principles.

- TRICS is based on surveys of existing sites, mostly approved during the Predict and Provide era and hence does not reflect vision-led site designs that are radically different to what has gone before.
- TRICS includes a limited number of larger sites (handful of sites over 500 dwellings with multi-modal surveys conducted outside Covid-affected periods).
- Larger sites that do exist in TRICS have a limited mix of on-site amenities and hence do not reflect trip generation of sites with a wider range of on-site amenities that are likely to be included in Vision-led designs.

1.5 SLR have developed the Vision-led Planning Tool to quantify key impacts resulting from different site designs and tailored to specific site characteristics and local context.

1.6 The SLR Vision-led Planning Tool considers the characteristic of the proposals and how the inclusion of amenities within a site can deliver a change in mode through internalisation and thereby reduce car dependency for trips which would otherwise travel out of the development.

1.7 It considers the local characteristics of an area when making predictions and so is based on an interpolation of current trends but goes beyond traditional tools (such as TRICS) by seeking to manage the reason why people travel rather than the outcome of the travel itself (which reflects a traditional 'predict and provide' approach to planning).

1.8 The tool also considers wider improvements to the active travel and public transport network and the positive effect these can have on mode choice, which, in this case, is set out in the LCWIP and BSIP proposals.

1.9 The basis for the trip generation estimates within the Tool is National Travel Survey (NTS) data on average numbers of trips per person by area classification (urban conurbation, urban city and town, rural town and fringe, rural village and isolated) broken down by 14 trip purposes, modes of travel, and eight distance bands.

1.10 In order to better reflect local circumstances, this data is adjusted according to a number of factors. The Tool calculates trip generation for each allocated site, taking into account the local circumstances, proposed development, and the combination of on-site amenity provision and planned mobility interventions.

1.11 This Technical Note sets out the methodology behind the Vision-led Planning Tool, the inputs and assumptions made for the allocated sites to generate trip generation estimates.

2.0 Methodology, Inputs and Assumptions

2.1 The BDC Local Plan allocated sites and the number of proposed dwellings to be built out by 2042, the end of the local plan period, were taken from the trajectory issued by BDC in December 2025.

2.2 A map showing the location of the allocated housing sites of over 100 dwellings assessed is included in **Figure 1** and **Table 1** below.

Figure 1: Allocated Residential Led Developments Assessed

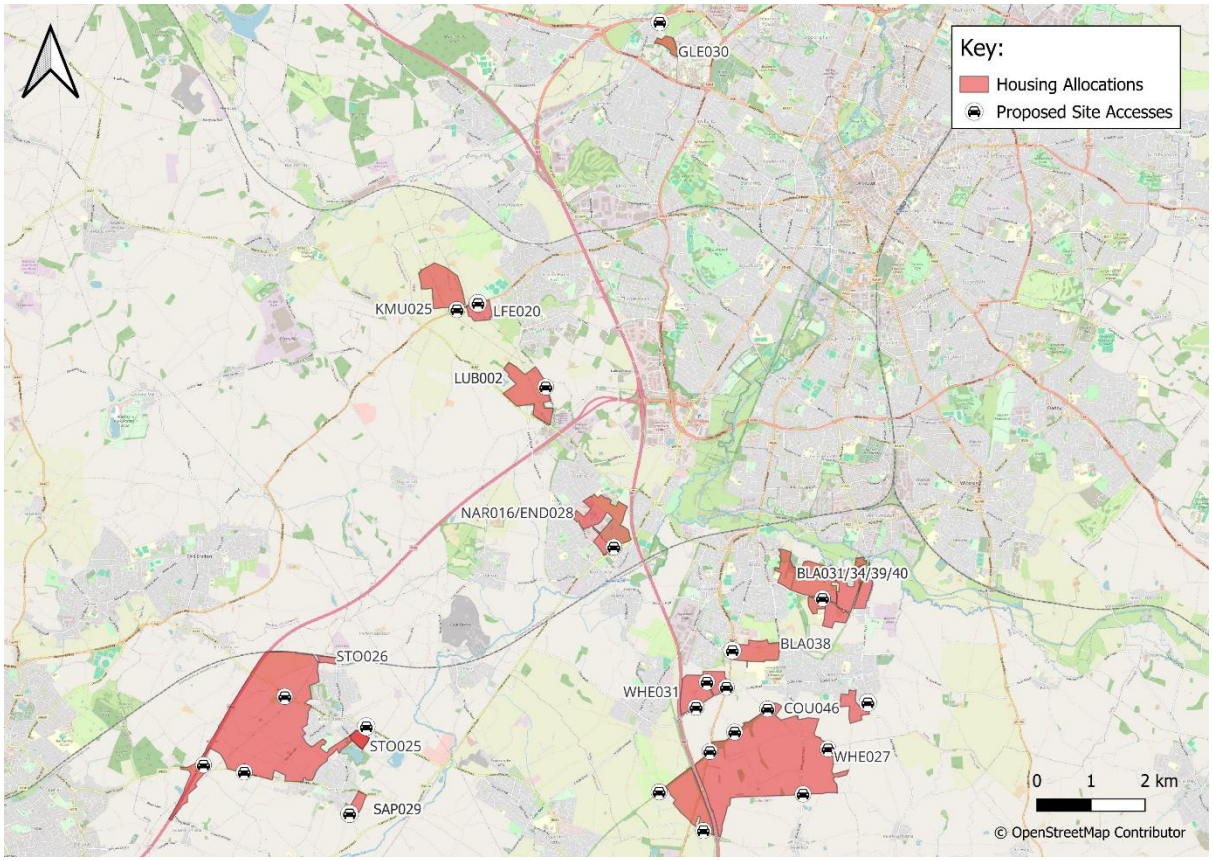


Table 1: Blaby Local Plan Allocated Sites

Allocation	Proposed Dwellings
BLA038	375
BLA031/BLA034/039/040	650
COU46	275
GLE030	170
KMU025	510
LFE020	250
NAR016/END028	560
LUB002	825
SAP029	120
STO025	165
STO026	800
WHE027	800
WHE031	584

2.3 The general methodology of the Tool and assumptions for the allocations is summarised in the following note, however, it should be noted that each housing allocation has been considered separately with their own set of assumptions including in relation to the distance to the closest amenities and the amenities provided by the site.

2.4 The application of this approach has also been confined to those sites which have been identified within the plan which are not considered to be 'nearly consented'. Where sites are either already consented or likely to receive consent prior to the Plan being adopted, the information submitted in support of those applications has been applied in calculating future traffic generation levels.

2.5 This means that the limitations associated with adopting a TRICS based approach apply in those circumstances and traffic forecasts may be higher as a consequence. Therefore, the benchmark, which includes traffic generation estimates based on this approach, is likely to be reflective of a worst case.

2.6 However, at this stage, the focus of the analysis is to determine the IDP measures necessary to support the proposed allocations which are not yet consented (or nearly consented) and so this limitation has been accepted for the purpose of applying the Tool at this stage.

Background Information on the Allocated Sites

2.7 The Tool requires background information on each allocated site. This includes the:

- Area of the development site;
- The number of dwellings in the site;
- The average number of persons per dwelling;
- The shape of the development site; and
- The planned year of build completion.

2.8 Neither the development site area, nor the net developable area of the allocated sites has been provided. As such, a high-level measurement of the area was undertaken on Google Maps based on red line boundaries included in the housing trajectory issued by BDC in December 2025. This is considered to be a worse-case scenario as the development site area occupied by dwellings and greenspace is anticipated to be smaller than the extent of the red line boundary.

2.9 All allocated sites have a planned year of completion of 2042 which is at the end of the Local Plan period.

Base Data Tailored to the Site

2.10 As previously mentioned, the basis for the Tool is NTS data and the area classification for all sites has been classed as 'Urban City and Town'.

2.11 The Tool reallocates the proportion of trips in each distance band for a given purpose based on NTS data according to the site location and proximity to existing amenities for that purpose. Hence the base data mode share for each purpose is related to the site-specific distances to existing amenities.

Existing Amenities

2.12 The proximity of the nearest existing amenities in the local surroundings has been measured for all allocated sites using Google Maps. As the proposed internal road networks of the allocated sites are unknown, the approximate distances from the centre of the allocated sites to the existing road network via the proposed means of access had been added on to the distances. This means that distances assumed represent the maximum value, in reality parts of the site will be closer to the amenities and greater benefits may be elicited as a result. However, for the purpose of this assessment, the use of the site centroid is considered sufficient.

2.13 Where sites had multiple proposed accesses, the access which was closest to the nearby amenity was used to measure the distance.

2.14 The distance distribution of employment trips from each allocated site was taken from 2011 Census data on place of work and usual residence of workers for the closest Lower Super Output Areas (LSOAs).

Household Composition

2.15 The average number of trips per person for each trip purpose, available from the NTS data, also varies according to household composition.

2.16 For the larger allocated sites, BDC provided draft policy documents. The affordable housing proportion was extracted where it was set out in the draft policy documents.

2.17 For the allocated sites where information was not provided on the affordable housing proportion, a 25% proportion was assumed. This percentage is based on Policy 4 of the BDC Housing Mix and Affordable Housing SPD (2013) which states:

“A contribution of 25% affordable housing will be sought as a minimum on all major developments across the District comprising of 15 or more dwellings.”

2.18 A default dwelling mix derived from National House Building Council (NHBC) statistics was utilised due to the absence of this information from BDC.

2.19 A final adjustment was made to the average NTS data to better reflect existing transport provision/connections to and around the allocated sites. For example, if the average NTS data for the area classification suggests a percentage train mode share but no train services exist near the local site, then this was adjusted accordingly.

2.20 The resulting adjusted base data reasonably represents the trip making demands of the future residents likely to live in the new development and reflects the local character of the site and its location prior to Vision-led placemaking being introduced.

Amenity Assessment

2.21 Based on the quantum of dwellings and site characteristics, the Vision-led Planning Tool provides guidance on the amenities that are likely to be tenable or necessary within the development.

2.22 The Tool suggests which amenities are viable based on the UK Business Count data on number of local units of different amenities for Blaby combined with the population per District to give an average population per unit of amenity in each District. This provides an indication of the number of dwellings needed to sustain a single unit of each kind of amenity in Blaby.

2.23 This is then combined with site specific characteristics on the population, persons per household, area and shape of the new development to identify what amenities are likely to attract sufficient demand from the resident population for an amenity to be tenable (for commercial amenities) or necessary (for public service amenities).

2.24 The need for Primary and Secondary schools is established on the traditional basis of applying pupil yield factors within BDC policy.

2.25 The amenity feasibility assessment results in guidance on the amenities that should be considered for inclusion within the development – a wide range of amenities are included in the assessment.

2.26 Where the draft policy for the local plan allocation has included the provision of specific amenities, these have been selected in the Tool as amenities to be included within the development site.

2.27 For the larger sites (over 500 dwellings) where additional amenities are considered viable by the Tool, these have been included within the development site. It is noted that consideration has also been given to whether the amenities' location as in a residential development would be feasible compared to amenities which are often clustered in town centres, such as clothing stores.

2.28 For the smaller sites (100-500 dwellings) no amenities were included within the allocated sites.

Placemaking Analysis

2.29 Having selected the mix of amenities to include in the development, the Tool then analyses the changes in trip making that this on-site amenity provision prompts by comparing the new distances and modes to these on-site amenities with those in the tailored base data.

2.30 Applying these changes to the number of trips likely to be affected enables estimation of realistic levels of residential trips that can be internalised and contained within the

development, the modes used for these internal trips, and the modes used and distances for remaining external trips.

2.31 The level of on-site employment and the extent to which this generates external versus internal trips is also considered in the assessment. This is based on in-depth analysis of Census data on place of work and usual residence of workers at the Middle Super Output Area (MSOA) level (comparable in scale to a large new development). From this, a relationship between job density and internal workforce proportion is derived to give an indication of the level of commute trips that are likely to remain internal to the site for different dwelling to job ratios within the development.

On-Site Employment

2.32 The planned on-site employment has been derived from the jobs associated with on-site amenities and general service jobs within the community. The jobs associated with on-site amenities have been based an approximate number of jobs for amenities set out in **Figure 2** below.

Figure 2: Jobs per Amenity

Amenity	Approx. jobs
Convenience store	8
Take-away	5
NON-FOOD	
Hardware store	10
Clothes shop	10
Chemist	7
Charity shop	5
Entertainment related activity + Social outside home	
Restaurants	8
Bars / Pubs	10
Café / Coffee Shop	7
Sport participate related activity	
Gym	25
Outdoor/public facilities	
Personal Business related activity	
GP	15
Dentist	10
Hairdresser + other beauty	5
Child care	7
Community Hall / Hub	5
Library	10
Education related Amenities	
Nursery	15
Primary School (1 form entry)	20
Primary School (2 form entry)	35
Primary School (3 form entry)	50
Secondary School (3 form entry)	60
Secondary School (4 form entry)	75
Secondary School (5 form entry)	90
Secondary School (6 form entry)	100

2.33 It was further assumed that general service jobs within the community such as cleaners and gardeners serving properties on-site is equivalent to approximately 2.5% of the number of dwellings.

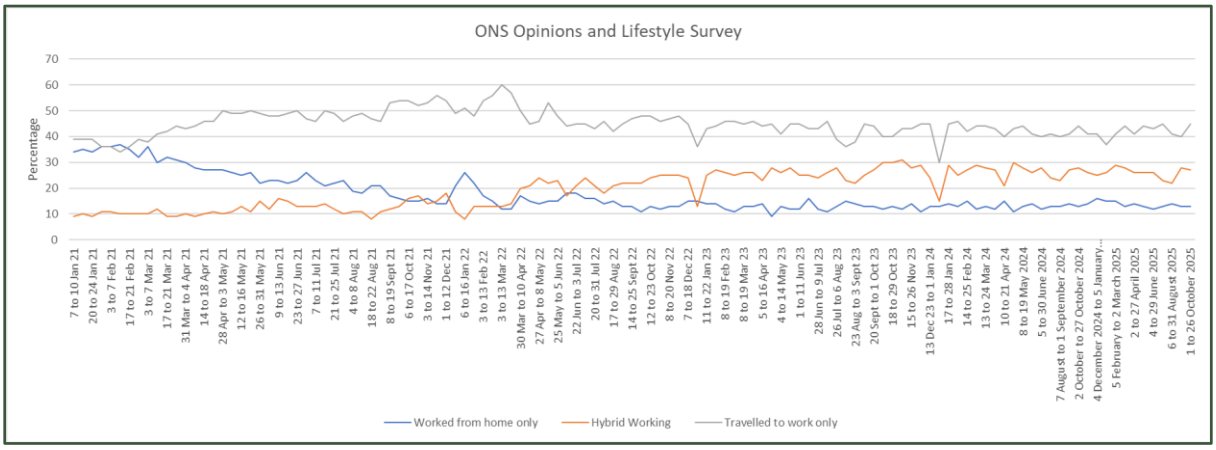
2.34 It should be noted that where there is planned employment on-site these have not been considered within the on-site employment in the Tool. The external employment trips have been derived from the TRICs database and will be separate to the trip generation outputs from the Tool.

Avoided Trips

2.35 Trips that can be avoided have also be included in the assessment, informed by trends in working from home rates, virtual business meetings, and home delivery of food and non-food shopping.

2.36 An assumption of an increase in working from home of 0.25% per annum from the 2023 base data until the 2042 building completion has been made. This is an equivalent to 4.75% of commuting trips in 2023 being avoided by 2042. This is considered reasonable because working from home rates stabilised after the Covid pandemic by the middle of 2022. Since then, there have been small overall increases in working from home mostly in the form of increases in hybrid working which is becoming commonplace in many sectors. ONS Opinions and Lifestyle surveys[1] show since mid-2022 working from home all the time has generally remained in the 13-15% range while hybrid working has generally increased from around 21%-22% to 26-28% in the same time period, as shown in **Figure 3**.

Figure 3: Recent trends in Working from Home



2.37 In addition, job growth in future is expected to occur in higher skilled / professional sectors that are more office based and therefore offer more potential for home based working[2]. It is

[1] Reference: https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/datasets/publicopinionsandsocialtrendsgreatbritainworkingarrangements

[2] Reference: The Future of Work Report | Summix

therefore expected that this continued growth in professional jobs in the future will result in continued increases in home working.

2.38 An assumption that 20% increase of business trips in 2023 being avoided by 2042 has also been made. This is considered to be a conservative estimate. The Covid pandemic essentially led to a rapid increase in employers investing in, and providing employees with technology, enabling working from home. Due to the increased use and acceptance of virtual meetings replacing some physical meetings during and post Covid, it can be expected that this trend for virtual meetings will continue and indeed increase as technology advances and office based working accounts for larger proportions of the workforce[3].

2.39 Finally, it has been assumed there will be an increase in online shopping and home deliveries. As such, an assumption that a 20% increase in supermarket trips in 2023 being avoided by 2042 has been made. This is considered reasonable because post Covid, the extent of Supermarket shopping that is now home delivery has increased from 7.7% in 2019 to 15.7% in 2023[4].

2.40 It is expected that these levels will continue to increase as more retailers offer on-line purchasing and delivery options. Around 80% of UK consumers say they would do more food shopping online if the experience was improved, and 28% plan to shop mostly online within the next two years.

2.41 For non-food shopping the levels of on-line shopping with home delivery have also risen since 2019 from 30% to 42% in 2023 with the expectation that it will rise to 50% by 2025[5]. It can be expected that this trend will continue and indeed increase as technology advances and on-line shopping channels become more widespread as more retailers provide this option and more of the population are daily internet users.

2.42 Combining the above elements, the Tool estimates the internal trips (including avoided trips) and those remaining external to the development and determines the initial modal share of trips resulting from the placemaking components of the development design.

Mobility Interventions

2.43 The Tool considers mobility intervention strategies that enhance the non-car connection to external destinations and quantifies the extent to which different trip purposes continue to contribute car trips to the external road network.

2.44 No additional mobility interventions have been included within the runs of the Tool for the allocated sites. This is because, at a policy level, the BDC Bus Service Improvement Plan (BSIP) and Leicestershire County Council (LCC) Local Cycling and Walking Improvement Plan (LCWIP) will inform mode shifts for the trip generation. There may of course be an

[3] Reference: The Future of Work Report | Summix

[4] Reference: spotlight-uk-grocery---january-2022.pdf

[5] Reference: Retail Gazette - Half of non-food sales will be made online by 2025 https://www.retailgazette.co.uk/blog/2022/02/half-of-non-food-sales-will-be-made-online-by-2025/

upside to this in terms of modal shift for a particular site, however at this level and without the benefit of consultation and viability, it is impossible to forecast what may come forward as a package of bespoke sustainability measures for each site in a vision led planning system.

Trips Attracted to On-Site Amenities

2.45 Providing amenities and/or employment on-site can lead to less external trips by residents through increased internalisation, however these amenities may also attract additional trips to the site from outside the site. The Tool provides estimates of numbers, distances and mode for trips attracted to the site.

2.46 The approach for this is to determine the extent of school places and jobs not filled by on-site residents to estimate the externally generated trips (those from outside the settlement) that are attracted to schools or jobs within the site.

2.47 For all other amenities (retail, leisure, social, personal business) where use is not capped or limited by a fixed number of places, an approximate estimate of the population from outside the development site for which the on-site amenity is likely to become their preferred choice is undertaken.

2.48 This requires estimates of the population surrounding the new development where an on-site amenity will become closer in distance or easier to access than future residents' previous nearest/easiest to access comparable amenity prior to the new site development.

2.49 The approximate population (excluding the residents in the new development) for 1km increments from the central point of the new development site is obtained from https://www.tomforth.co.uk/circlepopulations/.

2.50 Given knowledge on the distance from the centre of the development site to closest existing amenities, a catchment radius can be determined for each type of retail, leisure, social, personal business amenity located on-site. The catchment radius is defined as half the straight line (crow-fly) distance to the nearest amenity. An approximate catchment population per on-site amenity can then be obtained from the 1km increment population table.

2.51 Given this estimate of the external population in the catchment of an on-site amenity, the number of external dwellings preferring to use that on-site amenity can be derived and the daily trip rates per dwelling to specific types of amenity obtained from the base NTS data is applied.

2.52 In the case that a supermarket is included in the development, the catchment radius of the nearest existing supermarket with a similar size was inputted to understand the trips that may be attracted to the on-site amenity from outside the development.

3.0 Trip Generation

3.1 The Vision-led Planning Tool provides a trip generation (distances and modes by time of day) for each allocated site, taking into account the location, scale, housing mix, and the combination of on-site amenity provision.

3.2 The trip generation of the allocated sites include both the total external car driver trips generated by residents of the site and total car driver trips attracted to the site from external locations.

3.3 Arrivals and departures for external car driver trips generated by residents of the allocated sites are provided within the Tool. TRICS was used to derive the profile arrivals and departures for car driver trips attracted to site from external locations.

3.4 Arrival and departure proportions for total vehicle trip rates across 07:00-19:00 were derived for the following TRICS land uses and applied to the following journey purposes:

- ’02 - Employment / A- Office’ were applied to commuting trips;
- ‘04 - Education / A- Primary’ were applied to primary school trips;
- ‘04 - Education / A- Secondary’ were applied to secondary school trips; and
- ’01 - I Retail / Shopping Centre – Local Shops’ were applied to all other journey purposes including shopping and personal business trips.

3.5 The trip rates from the TRICS database only included surveys from 2023 onwards, post-covid restrictions, and excluded surveys within Town Centre location types.

3.6 The resulting trip generation between 07:00-19:00 for each site are included within **Appendix A**.

4.0 Summary

4.1 The existing industry standard approach to assessment using TRICS has major limitations when considering large scale sites designed around Vision-led principles.

4.2 TRICS is based on surveys of existing sites, mostly approved during the Predict and Provide era and hence does not reflect vision-led site designs that are radically different to what has gone before.

4.3 TRICS includes a limited number of larger sites (handful of sites over 500 dwellings with multi-modal surveys conducted outside Covid-affected periods).

4.4 Larger sites that do exist in TRICS have a limited mix of on-site amenities and hence do not reflect trip generation of sites with a wider range of on-site amenities that are likely to be included in Vision-led designs.

4.5 Within TRICS the focus is on assessing external car trip generation. This does not capture internal walk and cycle trips that are key to assessing the desired outcomes of Vision-led designs.

4.6 SLR's Vision-led Planning Tool quantifies key impacts resulting from different site designs and tailored to specific site characteristics and local context.

4.7 The SLR Vision-led Planning Tool considers the characteristic of the proposals and how the inclusion of amenities within a site can deliver a change in mode through internalisation and thereby reduce car dependency for trips which would otherwise travel out of the development.

4.8 It considers the local characteristics of an area when making predictions and so is based on an interpolation of current trends but goes beyond traditional tools (such as TRICS) by seeking to manage the reason why people travel rather than the outcome of the travel itself (which reflects a traditional 'predict and provide' approach to planning).

4.9 The tool also considers wider improvements to the active travel and public transport network and the positive effect these can have on mode choice, which, in this case, is set out in the LCWIP and BSIP proposals.

4.10 The Tool utilises existing data and evidence on trip making behaviour and amenity provision to give guidance on:

- Which amenities are likely to be tenable within new developments of different sizes;
- What the effect on trip making behaviour is likely to be if different amenities are included within the development: what trips can be internalised, and what modes are likely to be used for these trips including the proportion of these trips that can be walked; and
- The impacts of including additional mobility interventions that support low car use for remaining external trips.

4.11 In conclusion, The Vision-led Planning Tool has been used to inform Blaby Local Plan and it's transport evidence, assessing allocated housing sites over 100 dwellings to extract associated trip rates and trip generation, taking into account the location, scale, housing mix, and importantly combination of on-site amenity provision and planned mobility interventions.

4.12 The resulting trip generation estimates are now to be considered within the Traffic modelling in order that SLR can understand the extent to which reflecting influences on travel behaviour, such as those considered within the Vision-led Planning Tool may affect the outcomes of future stages of assessment.

Appendix A Housing Allocations Trip Generation and Trip Rates

Vision Led Planning Tool Methodology

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

5 February 2026

	BLA038
Dwellings	375

Trip Gen

	BLA038								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	10	63	73	1	1	2	11	64	75
08:00-09:00	28	109	137	1	0	2	29	109	138
09:00-10:00	38	47	85	0	0	0	38	47	85
10:00-11:00	37	41	79	0	0	0	37	41	79
11:00-12:00	43	39	82	0	0	0	43	39	82
12:00-13:00	40	41	81	0	0	0	40	41	81
13:00-14:00	41	35	76	0	0	0	41	35	76
14:00-15:00	40	38	78	0	0	0	41	38	78
15:00-16:00	68	50	118	0	0	1	68	50	119
16:00-17:00	71	38	109	0	1	1	71	39	110
17:00-18:00	79	33	111	0	2	2	79	34	113
18:00-19:00	60	27	87	0	1	1	60	28	88
07:00-19:00	554	561	1115	5	6	11	559	567	1126

Trip Rates

	BLA038								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.168	0.194	0.004	0.002	0.006	0.030	0.170	0.200
08:00-09:00	0.075	0.290	0.365	0.004	0.001	0.005	0.078	0.291	0.369
09:00-10:00	0.101	0.125	0.226	0.001	0.000	0.001	0.102	0.125	0.227
10:00-11:00	0.100	0.110	0.210	0.000	0.000	0.001	0.100	0.110	0.210
11:00-12:00	0.114	0.105	0.219	0.000	0.000	0.001	0.114	0.105	0.219
12:00-13:00	0.107	0.109	0.216	0.000	0.000	0.001	0.108	0.109	0.217
13:00-14:00	0.109	0.093	0.202	0.001	0.001	0.001	0.109	0.094	0.203
14:00-15:00	0.107	0.100	0.208	0.001	0.001	0.001	0.108	0.101	0.209
15:00-16:00	0.181	0.133	0.314	0.001	0.001	0.002	0.182	0.134	0.316
16:00-17:00	0.189	0.102	0.291	0.001	0.003	0.004	0.190	0.105	0.294
17:00-18:00	0.209	0.087	0.297	0.001	0.004	0.005	0.210	0.091	0.301
18:00-19:00	0.160	0.073	0.233	0.000	0.002	0.002	0.160	0.075	0.235
07:00-19:00	1.48	1.50	2.97	0.01	0.02	0.03	1.49	1.51	3.00

	COU046
Dwellings	275

Trip Gen

	COU046								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	7	45	53	1	0	2	8	46	54
08:00-09:00	19	74	93	1	0	1	20	74	95
09:00-10:00	26	32	58	0	0	0	26	32	58
10:00-11:00	25	28	53	0	0	0	25	28	53
11:00-12:00	29	27	55	0	0	0	29	27	56
12:00-13:00	27	28	55	0	0	0	27	28	55
13:00-14:00	28	24	52	0	0	0	28	24	52
14:00-15:00	27	26	53	0	0	0	28	26	54
15:00-16:00	46	34	79	0	0	1	46	34	80
16:00-17:00	50	27	76	0	1	1	50	28	77
17:00-18:00	56	23	79	0	1	1	56	24	80
18:00-19:00	42	19	62	0	1	1	43	20	62
07:00-19:00	382	386	768	4	5	9	386	391	777

Trip Rates

	COU046								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.165	0.191	0.004	0.002	0.006	0.030	0.167	0.197
08:00-09:00	0.070	0.269	0.339	0.004	0.001	0.005	0.073	0.270	0.344
09:00-10:00	0.094	0.117	0.211	0.001	0.000	0.001	0.095	0.117	0.212
10:00-11:00	0.091	0.101	0.193	0.000	0.000	0.001	0.092	0.101	0.193
11:00-12:00	0.105	0.096	0.201	0.000	0.000	0.001	0.105	0.097	0.202
12:00-13:00	0.099	0.101	0.200	0.000	0.000	0.001	0.100	0.101	0.201
13:00-14:00	0.101	0.087	0.189	0.001	0.001	0.001	0.102	0.088	0.190
14:00-15:00	0.100	0.093	0.193	0.001	0.001	0.001	0.101	0.094	0.195
15:00-16:00	0.166	0.122	0.288	0.001	0.001	0.002	0.167	0.123	0.290
16:00-17:00	0.180	0.097	0.278	0.001	0.003	0.004	0.181	0.100	0.282
17:00-18:00	0.203	0.084	0.287	0.001	0.004	0.005	0.203	0.089	0.292
18:00-19:00	0.154	0.070	0.224	0.000	0.002	0.003	0.155	0.072	0.227
07:00-19:00	1.39	1.40	2.79	0.01	0.02	0.03	1.40	1.42	2.82

	GLE030
Dwellings	170

Trip Gen

	GLE030								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	4	28	32	1	0	1	5	28	33
08:00-09:00	12	47	59	1	0	1	13	47	60
09:00-10:00	16	20	37	0	0	0	16	20	37
10:00-11:00	16	18	34	0	0	0	16	18	34
11:00-12:00	18	17	35	0	0	0	18	17	35
12:00-13:00	17	18	35	0	0	0	17	18	35
13:00-14:00	18	15	33	0	0	0	18	15	33
14:00-15:00	17	16	34	0	0	0	18	16	34
15:00-16:00	29	21	51	0	0	0	29	22	51
16:00-17:00	31	17	48	0	0	1	31	17	48
17:00-18:00	35	15	49	0	1	1	35	15	50
18:00-19:00	27	12	39	0	0	0	27	13	39
07:00-19:00	241	244	485	2	3	5	243	246	490

Trip Rates

	GLE030								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.165	0.190	0.004	0.002	0.005	0.029	0.166	0.196
08:00-09:00	0.071	0.275	0.346	0.004	0.001	0.005	0.075	0.276	0.351
09:00-10:00	0.096	0.120	0.216	0.001	0.000	0.001	0.097	0.120	0.217
10:00-11:00	0.094	0.104	0.198	0.000	0.000	0.001	0.094	0.104	0.198
11:00-12:00	0.108	0.099	0.207	0.000	0.000	0.001	0.108	0.100	0.208
12:00-13:00	0.102	0.103	0.205	0.000	0.000	0.001	0.102	0.104	0.206
13:00-14:00	0.104	0.089	0.193	0.001	0.001	0.001	0.104	0.090	0.194
14:00-15:00	0.102	0.096	0.198	0.001	0.001	0.001	0.103	0.097	0.200
15:00-16:00	0.172	0.126	0.298	0.001	0.001	0.002	0.173	0.127	0.300
16:00-17:00	0.183	0.099	0.281	0.001	0.003	0.004	0.184	0.102	0.285
17:00-18:00	0.204	0.085	0.290	0.001	0.004	0.005	0.205	0.089	0.294
18:00-19:00	0.157	0.072	0.229	0.000	0.002	0.002	0.157	0.074	0.231
07:00-19:00	1.42	1.43	2.85	0.01	0.02	0.03	1.43	1.45	2.88

	LFE020
Dwellings	250

Trip Gen

	LFE020								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	7	43	49	1	0	1	8	43	51
08:00-09:00	20	77	97	1	0	1	21	77	98
09:00-10:00	25	31	56	0	0	0	25	31	56
10:00-11:00	25	27	52	0	0	0	25	27	52
11:00-12:00	28	26	54	0	0	0	28	26	54
12:00-13:00	27	27	53	0	0	0	27	27	54
13:00-14:00	27	23	50	0	0	0	27	23	50
14:00-15:00	27	25	53	0	0	0	27	26	53
15:00-16:00	48	35	83	0	0	0	48	35	84
16:00-17:00	47	25	73	0	1	1	48	26	74
17:00-18:00	52	22	74	0	1	1	52	23	75
18:00-19:00	40	18	58	0	1	1	40	19	59
07:00-19:00	373	378	752	3	4	7	377	382	759

Trip Rates

	LFE020								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.027	0.171	0.197	0.004	0.002	0.006	0.031	0.172	0.203
08:00-09:00	0.080	0.306	0.386	0.004	0.001	0.005	0.083	0.307	0.391
09:00-10:00	0.100	0.124	0.224	0.001	0.000	0.001	0.101	0.124	0.225
10:00-11:00	0.099	0.108	0.207	0.000	0.000	0.001	0.099	0.109	0.208
11:00-12:00	0.113	0.104	0.217	0.000	0.000	0.001	0.114	0.104	0.218
12:00-13:00	0.106	0.107	0.214	0.000	0.000	0.001	0.107	0.107	0.214
13:00-14:00	0.108	0.092	0.200	0.001	0.001	0.001	0.109	0.093	0.201
14:00-15:00	0.109	0.101	0.211	0.001	0.001	0.001	0.110	0.102	0.212
15:00-16:00	0.193	0.140	0.333	0.001	0.001	0.002	0.194	0.141	0.335
16:00-17:00	0.190	0.102	0.291	0.001	0.003	0.004	0.191	0.104	0.295
17:00-18:00	0.209	0.086	0.295	0.001	0.004	0.005	0.209	0.090	0.299
18:00-19:00	0.160	0.072	0.232	0.000	0.002	0.002	0.160	0.074	0.234
07:00-19:00	1.49	1.51	3.01	0.01	0.02	0.03	1.51	1.53	3.04

	SAP029
Dwellings	120

Trip Gen

	SAP029								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	3	22	25	1	0	1	4	22	26
08:00-09:00	10	37	47	1	0	1	10	37	47
09:00-10:00	12	15	27	0	0	0	12	15	27
10:00-11:00	12	13	24	0	0	0	12	13	25
11:00-12:00	13	12	26	0	0	0	13	12	26
12:00-13:00	13	13	26	0	0	0	13	13	26
13:00-14:00	13	11	24	0	0	0	13	11	24
14:00-15:00	13	12	25	0	0	0	13	12	25
15:00-16:00	23	17	39	0	0	0	23	17	39
16:00-17:00	24	13	36	0	0	1	24	13	37
17:00-18:00	26	11	37	0	1	1	26	11	38
18:00-19:00	20	9	29	0	0	0	20	9	29
07:00-19:00	182	184	366	2	2	4	184	186	370

Trip Rates

	SAP029								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.029	0.183	0.212	0.005	0.002	0.006	0.033	0.185	0.218
08:00-09:00	0.081	0.308	0.389	0.004	0.001	0.006	0.085	0.310	0.394
09:00-10:00	0.102	0.125	0.227	0.001	0.000	0.002	0.103	0.125	0.228
10:00-11:00	0.097	0.107	0.204	0.000	0.000	0.001	0.098	0.107	0.205
11:00-12:00	0.112	0.102	0.214	0.000	0.000	0.001	0.112	0.102	0.214
12:00-13:00	0.106	0.107	0.213	0.000	0.000	0.001	0.107	0.107	0.214
13:00-14:00	0.109	0.092	0.201	0.001	0.001	0.001	0.109	0.093	0.202
14:00-15:00	0.109	0.101	0.210	0.001	0.001	0.002	0.110	0.102	0.212
15:00-16:00	0.189	0.138	0.327	0.001	0.001	0.002	0.190	0.139	0.329
16:00-17:00	0.197	0.105	0.302	0.001	0.003	0.004	0.198	0.108	0.306
17:00-18:00	0.220	0.091	0.310	0.001	0.005	0.005	0.220	0.095	0.316
18:00-19:00	0.166	0.075	0.240	0.000	0.002	0.003	0.166	0.077	0.243
07:00-19:00	1.52	1.53	3.05	0.02	0.02	0.03	1.53	1.55	3.08

	STO025
Dwellings	165

Trip Gen

	STO025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	5	30	34	1	0	1	5	30	35
08:00-09:00	13	50	63	1	0	1	14	50	64
09:00-10:00	16	20	36	0	0	0	16	20	36
10:00-11:00	15	17	32	0	0	0	15	17	32
11:00-12:00	18	16	34	0	0	0	18	16	34
12:00-13:00	17	17	33	0	0	0	17	17	34
13:00-14:00	17	15	32	0	0	0	17	15	32
14:00-15:00	17	16	33	0	0	0	18	16	34
15:00-16:00	31	22	53	0	0	0	31	22	53
16:00-17:00	32	17	48	0	1	1	32	17	49
17:00-18:00	35	14	50	0	1	1	35	15	51
18:00-19:00	27	12	39	0	0	0	27	12	39
07:00-19:00	242	245	486	3	3	5	244	247	492

Trip Rates

	STO025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.028	0.180	0.209	0.005	0.002	0.006	0.033	0.182	0.215
08:00-09:00	0.079	0.302	0.381	0.004	0.001	0.005	0.083	0.303	0.386
09:00-10:00	0.098	0.119	0.217	0.001	0.000	0.001	0.099	0.120	0.218
10:00-11:00	0.093	0.101	0.194	0.000	0.000	0.001	0.093	0.102	0.195
11:00-12:00	0.107	0.097	0.203	0.000	0.000	0.001	0.107	0.097	0.204
12:00-13:00	0.101	0.101	0.203	0.000	0.000	0.001	0.102	0.102	0.204
13:00-14:00	0.104	0.088	0.192	0.001	0.001	0.001	0.105	0.089	0.194
14:00-15:00	0.105	0.097	0.203	0.001	0.001	0.002	0.106	0.098	0.204
15:00-16:00	0.185	0.134	0.319	0.001	0.001	0.002	0.186	0.135	0.321
16:00-17:00	0.191	0.102	0.293	0.001	0.003	0.004	0.192	0.105	0.297
17:00-18:00	0.214	0.088	0.302	0.001	0.005	0.005	0.214	0.093	0.307
18:00-19:00	0.161	0.072	0.233	0.000	0.002	0.003	0.162	0.075	0.236
07:00-19:00	1.47	1.48	2.95	0.02	0.02	0.03	1.48	1.50	2.98

	STO026
Dwellings	800

Trip Gen

	STO026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	21	135	157	12	5	18	34	141	174
08:00-09:00	56	213	269	13	6	20	69	220	289
09:00-10:00	72	88	160	9	6	15	80	95	175
10:00-11:00	68	75	143	9	9	18	77	84	161
11:00-12:00	78	71	150	10	9	18	88	80	168
12:00-13:00	75	75	150	9	8	17	83	84	167
13:00-14:00	77	66	143	8	8	16	85	74	159
14:00-15:00	77	71	148	7	8	15	84	79	163
15:00-16:00	130	95	224	8	9	16	137	103	240
16:00-17:00	142	76	218	8	13	21	150	89	239
17:00-18:00	161	67	228	6	16	23	168	83	251
18:00-19:00	122	55	177	5	10	15	127	65	192
07:00-19:00	1078	1088	2166	105	108	213	1183	1196	2379

Trip Rates

	STO026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.169	0.196	0.015	0.007	0.022	0.042	0.176	0.218
08:00-09:00	0.069	0.266	0.336	0.017	0.008	0.025	0.086	0.274	0.361
09:00-10:00	0.090	0.110	0.200	0.011	0.008	0.019	0.100	0.118	0.219
10:00-11:00	0.085	0.094	0.179	0.012	0.011	0.023	0.097	0.105	0.202
11:00-12:00	0.098	0.089	0.187	0.012	0.011	0.023	0.110	0.100	0.210
12:00-13:00	0.093	0.094	0.187	0.011	0.011	0.021	0.104	0.104	0.208
13:00-14:00	0.096	0.082	0.179	0.010	0.010	0.020	0.107	0.092	0.199
14:00-15:00	0.096	0.089	0.185	0.009	0.010	0.019	0.105	0.099	0.204
15:00-16:00	0.162	0.118	0.280	0.010	0.011	0.020	0.172	0.129	0.301
16:00-17:00	0.178	0.095	0.273	0.010	0.016	0.026	0.187	0.111	0.299
17:00-18:00	0.202	0.083	0.285	0.008	0.020	0.028	0.209	0.104	0.313
18:00-19:00	0.152	0.069	0.221	0.007	0.013	0.019	0.159	0.081	0.240
07:00-19:00	1.35	1.36	2.71	0.13	0.14	0.27	1.48	1.50	2.97

	WHE027
Dwellings	800

Trip Gen

	WHE027								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	21	135	156	14	7	21	35	142	177
08:00-09:00	55	212	267	18	11	29	73	222	296
09:00-10:00	75	94	169	17	14	30	92	107	199
10:00-11:00	73	81	153	21	21	42	94	101	195
11:00-12:00	83	77	160	22	20	42	105	97	202
12:00-13:00	79	81	160	19	19	38	98	99	197
13:00-14:00	81	70	151	17	17	34	99	87	186
14:00-15:00	79	74	154	15	16	31	95	90	185
15:00-16:00	130	95	225	15	16	31	145	112	257
16:00-17:00	146	79	225	15	20	35	161	99	260
17:00-18:00	165	69	234	13	23	36	178	92	271
18:00-19:00	126	57	183	11	16	28	137	74	210
07:00-19:00	1113	1124	2237	198	200	398	1312	1324	2635

Trip Rates

	WHE027								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.169	0.195	0.018	0.009	0.027	0.04	0.18	0.222
08:00-09:00	0.068	0.265	0.333	0.023	0.013	0.036	0.09	0.28	0.370
09:00-10:00	0.094	0.117	0.211	0.021	0.017	0.038	0.12	0.13	0.249
10:00-11:00	0.091	0.101	0.192	0.026	0.026	0.052	0.12	0.13	0.244
11:00-12:00	0.104	0.096	0.200	0.027	0.025	0.052	0.13	0.12	0.252
12:00-13:00	0.099	0.101	0.200	0.024	0.024	0.047	0.12	0.12	0.247
13:00-14:00	0.102	0.088	0.189	0.022	0.021	0.043	0.12	0.11	0.232
14:00-15:00	0.099	0.093	0.192	0.019	0.020	0.039	0.12	0.11	0.231
15:00-16:00	0.162	0.119	0.282	0.019	0.020	0.039	0.18	0.14	0.321
16:00-17:00	0.182	0.099	0.281	0.019	0.025	0.044	0.20	0.12	0.325
17:00-18:00	0.207	0.086	0.293	0.016	0.029	0.046	0.22	0.12	0.339
18:00-19:00	0.157	0.072	0.229	0.014	0.021	0.035	0.17	0.09	0.263
07:00-19:00	1.39	1.40	2.80	0.25	0.25	0.50	1.64	1.65	3.29

	LUUB002
Dwellings	825

Trip Gen

	LUUB002								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	19	126	145	21	8	29	41	134	174
08:00-09:00	50	194	244	32	21	53	82	215	297
09:00-10:00	70	88	158	6	4	10	76	91	168
10:00-11:00	68	75	143	4	4	7	72	79	151
11:00-12:00	78	72	150	4	4	8	82	76	157
12:00-13:00	74	75	149	4	4	8	78	80	158
13:00-14:00	76	66	142	4	4	9	80	70	151
14:00-15:00	74	70	144	6	5	11	80	75	155
15:00-16:00	119	88	208	17	21	38	137	109	246
16:00-17:00	136	74	210	7	16	23	143	90	233
17:00-18:00	155	65	220	5	18	23	160	83	243
18:00-19:00	119	54	173	3	9	13	122	64	186
07:00-19:00	1038	1047	2085	114	118	232	1152	1165	2317

Trip Rates

	LUUB002								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.023	0.152	0.176	0.026	0.010	0.036	0.05	0.16	0.211
08:00-09:00	0.060	0.235	0.296	0.039	0.026	0.065	0.10	0.26	0.360
09:00-10:00	0.085	0.106	0.191	0.008	0.004	0.012	0.09	0.11	0.203
10:00-11:00	0.082	0.091	0.173	0.005	0.004	0.009	0.09	0.10	0.182
11:00-12:00	0.094	0.087	0.181	0.005	0.004	0.009	0.10	0.09	0.191
12:00-13:00	0.090	0.091	0.181	0.005	0.005	0.010	0.09	0.10	0.191
13:00-14:00	0.092	0.080	0.172	0.005	0.005	0.011	0.10	0.09	0.183
14:00-15:00	0.090	0.084	0.174	0.007	0.006	0.013	0.10	0.09	0.187
15:00-16:00	0.145	0.107	0.252	0.021	0.025	0.046	0.17	0.13	0.298
16:00-17:00	0.165	0.090	0.255	0.008	0.019	0.027	0.17	0.11	0.282
17:00-18:00	0.188	0.079	0.267	0.006	0.022	0.028	0.19	0.10	0.294
18:00-19:00	0.144	0.066	0.210	0.004	0.011	0.015	0.15	0.08	0.225
07:00-19:00	1.26	1.27	2.53	0.14	0.14	0.28	1.40	1.41	2.81

	KMU025
Dwellings	510

Trip Gen

	KMU025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	14	87	100	10	7	8	24	93	108
08:00-09:00	38	145	183	20	15	13	58	160	196
09:00-10:00	47	58	105	29	25	8	76	83	113
10:00-11:00	45	49	93	41	41	8	85	89	101
11:00-12:00	51	47	98	42	39	8	94	86	106
12:00-13:00	49	49	98	36	36	8	85	85	106
13:00-14:00	50	43	93	32	30	7	83	73	100
14:00-15:00	51	47	98	27	29	7	78	76	105
15:00-16:00	89	65	154	26	27	10	116	91	164
16:00-17:00	92	49	141	25	28	11	117	77	153
17:00-18:00	103	42	146	23	28	12	126	71	158
18:00-19:00	78	35	113	20	23	8	99	59	121
07:00-19:00	707	715	1423	332	328	108	1040	1043	1531

Trip Rates

	KMU025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.027	0.170	0.197	0.021	0.013	0.016	0.05	0.18	0.212
08:00-09:00	0.075	0.285	0.360	0.039	0.029	0.025	0.11	0.31	0.385
09:00-10:00	0.092	0.113	0.205	0.056	0.050	0.017	0.15	0.16	0.222
10:00-11:00	0.088	0.096	0.183	0.080	0.080	0.015	0.17	0.18	0.199
11:00-12:00	0.101	0.092	0.192	0.083	0.077	0.015	0.18	0.17	0.207
12:00-13:00	0.096	0.096	0.192	0.070	0.070	0.016	0.17	0.17	0.208
13:00-14:00	0.098	0.084	0.182	0.063	0.060	0.014	0.16	0.14	0.196
14:00-15:00	0.100	0.092	0.192	0.054	0.057	0.014	0.15	0.15	0.206
15:00-16:00	0.175	0.127	0.302	0.052	0.052	0.019	0.23	0.18	0.321
16:00-17:00	0.181	0.096	0.277	0.049	0.054	0.022	0.23	0.15	0.300
17:00-18:00	0.202	0.083	0.286	0.045	0.055	0.023	0.25	0.14	0.309
18:00-19:00	0.153	0.069	0.222	0.040	0.046	0.015	0.19	0.11	0.237
07:00-19:00	1.39	1.40	2.79	0.65	0.64	0.21	2.04	2.05	3.00

	WHE031
Dwellings	584

Trip Gen

	WHE031								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	14	89	103	12	6	19	25	95	122
08:00-09:00	32	126	159	16	10	27	48	136	186
09:00-10:00	48	61	109	15	12	29	63	73	138
10:00-11:00	46	51	97	20	19	41	65	71	137
11:00-12:00	52	49	101	20	19	41	73	68	142
12:00-13:00	50	52	102	17	17	37	68	69	139
13:00-14:00	52	45	98	16	15	33	68	61	131
14:00-15:00	50	47	96	14	15	30	64	62	127
15:00-16:00	76	56	132	14	15	30	90	72	163
16:00-17:00	95	52	146	13	18	34	108	69	180
17:00-18:00	110	46	156	12	20	35	121	66	190
18:00-19:00	83	38	122	10	14	26	94	53	148
07:00-19:00	708	713	1420	180	181	382	887	893	1802

Trip Rates

	WHE031								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.023	0.152	0.176	0.020	0.010	0.033	0.04	0.16	0.209
08:00-09:00	0.055	0.216	0.271	0.028	0.017	0.047	0.08	0.23	0.318
09:00-10:00	0.083	0.104	0.186	0.026	0.021	0.050	0.11	0.12	0.237
10:00-11:00	0.078	0.088	0.166	0.034	0.033	0.070	0.11	0.12	0.235
11:00-12:00	0.090	0.083	0.173	0.035	0.032	0.070	0.12	0.12	0.243
12:00-13:00	0.086	0.088	0.175	0.030	0.030	0.063	0.12	0.12	0.237
13:00-14:00	0.089	0.078	0.167	0.027	0.026	0.057	0.12	0.10	0.224
14:00-15:00	0.085	0.080	0.165	0.024	0.025	0.052	0.11	0.11	0.217
15:00-16:00	0.130	0.097	0.227	0.025	0.026	0.052	0.15	0.12	0.278
16:00-17:00	0.162	0.089	0.251	0.023	0.030	0.057	0.18	0.12	0.308
17:00-18:00	0.188	0.079	0.267	0.020	0.034	0.059	0.21	0.11	0.326
18:00-19:00	0.143	0.066	0.209	0.017	0.025	0.045	0.16	0.09	0.254
07:00-19:00	1.21	1.22	2.43	0.31	0.31	0.65	1.52	1.53	3.09

	BLA031/034/039/040
Dwellings	650

Trip Gen

	BLA031/034/039/040								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	16	101	117	5	2	7	20	104	124
08:00-09:00	45	174	219	6	3	9	51	177	228
09:00-10:00	59	73	131	6	4	10	64	77	142
10:00-11:00	57	63	119	7	7	15	64	70	134
11:00-12:00	65	60	125	8	7	15	73	67	140
12:00-13:00	62	62	124	7	7	13	68	69	137
13:00-14:00	63	54	117	6	6	12	69	60	129
14:00-15:00	63	58	121	5	6	11	68	64	132
15:00-16:00	108	79	187	5	5	10	113	84	197
16:00-17:00	112	60	172	5	7	11	117	67	184
17:00-18:00	125	52	176	4	8	12	129	59	188
18:00-19:00	95	43	138	4	6	9	99	49	147
07:00-19:00	868	879	1747	66	67	134	935	946	1881

Trip Rates

	BLA031/034/039/040								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.024	0.156	0.180	0.007	0.003	0.010	0.03	0.16	0.191
08:00-09:00	0.069	0.267	0.337	0.009	0.005	0.013	0.08	0.27	0.350
09:00-10:00	0.090	0.112	0.202	0.009	0.007	0.016	0.10	0.12	0.218
10:00-11:00	0.087	0.096	0.184	0.012	0.011	0.023	0.10	0.11	0.207
11:00-12:00	0.100	0.092	0.192	0.012	0.011	0.023	0.11	0.10	0.215
12:00-13:00	0.095	0.096	0.191	0.010	0.010	0.020	0.11	0.11	0.211
13:00-14:00	0.097	0.083	0.179	0.009	0.009	0.018	0.11	0.09	0.198
14:00-15:00	0.097	0.090	0.186	0.008	0.009	0.017	0.10	0.10	0.203
15:00-16:00	0.166	0.121	0.287	0.008	0.008	0.016	0.17	0.13	0.303
16:00-17:00	0.172	0.093	0.265	0.007	0.010	0.018	0.18	0.10	0.283
17:00-18:00	0.192	0.080	0.271	0.006	0.012	0.018	0.20	0.09	0.289
18:00-19:00	0.146	0.066	0.212	0.006	0.009	0.014	0.15	0.07	0.227
07:00-19:00	1.34	1.35	2.69	0.10	0.10	0.21	1.44	1.46	2.89

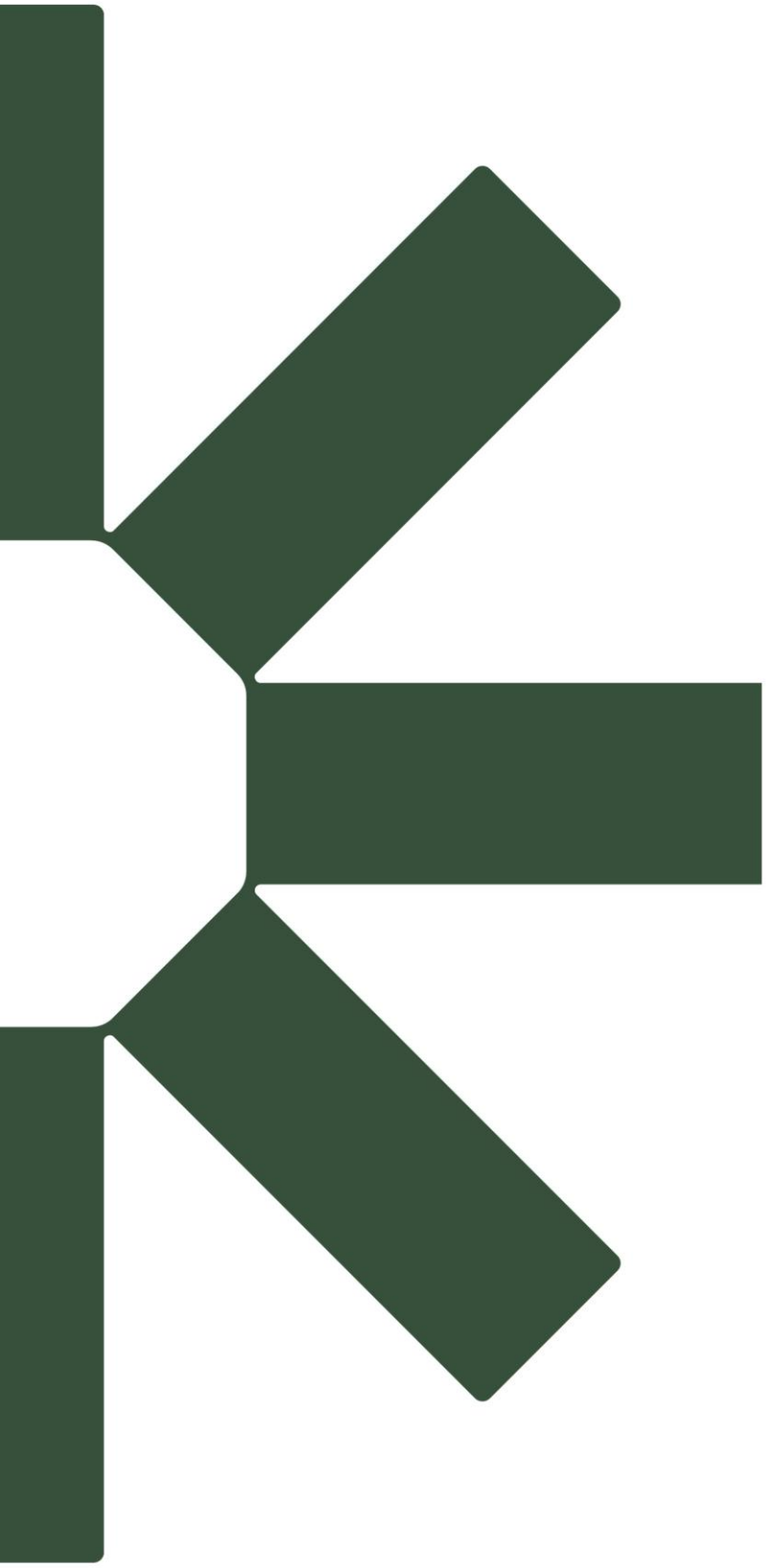
	NAR016 / END026
Dwellings	560

Trip Gen

	NAR016 / END026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	14	87	101	11	7	18	25	94	119
08:00-09:00	40	152	192	20	15	35	60	166	226
09:00-10:00	47	57	103	28	25	53	75	82	156
10:00-11:00	43	47	90	40	40	79	83	87	170
11:00-12:00	50	45	95	41	39	80	92	84	175
12:00-13:00	48	48	95	35	35	70	83	83	165
13:00-14:00	49	42	91	32	30	62	81	71	152
14:00-15:00	51	47	97	27	28	55	78	75	153
15:00-16:00	93	67	160	26	26	52	119	93	212
16:00-17:00	92	49	141	25	28	52	117	76	193
17:00-18:00	103	42	145	23	28	51	125	70	196
18:00-19:00	78	35	112	20	23	43	98	58	156
07:00-19:00	707	716	1423	327	323	652	1034	1039	2075

Trip Rates

	NAR016 / END026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.025	0.156	0.181	0.020	0.012	0.032	0.04	0.17	0.213
08:00-09:00	0.071	0.271	0.342	0.036	0.026	0.062	0.11	0.30	0.404
09:00-10:00	0.083	0.101	0.184	0.050	0.044	0.095	0.13	0.15	0.279
10:00-11:00	0.077	0.084	0.161	0.071	0.071	0.142	0.15	0.15	0.303
11:00-12:00	0.089	0.081	0.170	0.074	0.069	0.143	0.16	0.15	0.313
12:00-13:00	0.085	0.085	0.170	0.062	0.063	0.125	0.15	0.15	0.295
13:00-14:00	0.088	0.074	0.162	0.057	0.053	0.110	0.14	0.13	0.272
14:00-15:00	0.091	0.083	0.174	0.048	0.051	0.099	0.14	0.13	0.273
15:00-16:00	0.166	0.120	0.286	0.046	0.047	0.093	0.21	0.17	0.379
16:00-17:00	0.165	0.087	0.252	0.044	0.049	0.093	0.21	0.14	0.345
17:00-18:00	0.183	0.075	0.258	0.040	0.050	0.091	0.22	0.13	0.349
18:00-19:00	0.139	0.062	0.201	0.036	0.042	0.078	0.17	0.10	0.278
07:00-19:00	1.26	1.28	2.54	0.58	0.58	1.16	1.85	1.86	3.71



Making Sustainability Happen

Transport Strategy and Policy, Leicestershire County Council response to Blaby District Council Local Plan Evidence - Vision Led Planning Tool Methodology (SLR Consulting Ltd)

20/02/2026

This note is the Local Highway Authority (LHA) response to the Technical Note (dated 5 February 2026) submitted by SLR Consulting Ltd, on behalf of Blaby District Council, and received on 5 February 2025. The Technical Note has been produced to set out the proposed methodology for the generation of vehicle trip rates to be used in the transport modelling of the proposed Local Plan allocation sites in Blaby District. This will form a key part of the transport evidence that will support the plan and inform the associated Transport Infrastructure Delivery Plan (IDP) and it is important (and normal experience) that the methodology for calculating trip rates and the resulting rates calculated are agreed by the LHA prior to the commencement of any modelling work that is reliant on the use of those trip rates.

SLR has developed a tool that uses an alternative approach to the traditional method of calculating vehicle trip rates, that uses empirical evidence from surveys of completed developments across the country. The tool has been developed in response to national guidance that requires a vision led approach to development and transport assessment, to replace the previous 'predict and provide' approach.

The principles of the vision led approach are endorsed by the LHA, but the methodology proposed needs to be understood and approved by the LHA if the transport modelling is to be considered robust and appropriate evidence to support the Local Plan.

A key issue is to understand the use of the tool at a Local Plan level. The LHA has experience of the tool being used to support individual developments but not at a Local Plan level. There are key differences when the tool is being used to assess multiple sites across the whole district. The adaptation of the tool for use at this higher spatial level and the implications of it need to be more fully explained.

The following response to the note should be interpreted as our professional advice to navigate towards an acceptable assessment methodology, evidence and transport strategy in support of the plan. The policy aspects of the vision led approach and its relationship to the Local Transport Plan will be addressed in separate responses, although some links to policy are referenced below.

Vision Led Planning Tool

The tool emphasises that vision led site designs will be 'radically different' to previous designs. This may be true, but this assertion needs to be embedded within the relevant

site policies to ensure that this approach is continued throughout the planning system to implementation.

One example is the desire to increase levels of internalisation by providing on-site amenities (e.g. education, retail and health services). This is a laudable aim, but it often fails to materialise in the face of viability concerns. Policies will need to be sufficiently robust to ensure that the amenities provided will deliver the high levels of internalisation proposed by the methodology.

A general point about the presentation of the note is the need for a clearer distinction between local and national datasets. There would appear to be a significant focus on the latter and where these are refined based on local circumstances and conditions should be clearly defined to aid understanding and clarity. This would also simplify the audit process for key assumptions. The LHA benefits from significant local trip making data and therefore can consider the appropriateness and likelihood of success of the proposals in this context. It is difficult to currently discern between general vision led planning approaches and Blaby District-specific proposals.

Para. 2.4. The assessment uses the traditional approach to modelling those sites that are approaching consent, because it is assumed they have not adopted a vision led approach. This approach is acceptable.

Paras 2.7 and 2.8. The site areas have been estimated using Google Maps, but it is not clear how these areas influence the results if the number of houses has been specified by BDC. Could the use and importance of these inputs be clarified?

Para. 2.9. There is an assumption that all allocation sites will be completed by 2042. Can this be justified by the housing trajectory and are there any critical interim assessment years?

Para. 2.10. The tool uses National Travel Survey data that generates vehicle trip rates for different levels of urbanisation. All sites in Blaby District have been classified as 'Urban City and Town'. The justification for this assumption needs to be presented but having reviewed the locations of the larger sites and the NTS definitions, on the face of it this assumption would appear to be not unreasonable.

Para. 2.11. The tool uses NTS data to calculate trip rates, but this national data needs to be validated against the local data that is available.

Para. 2.12. The use of a centroid within each site does not 'represent the maximum value' of distance to the amenities. By definition, it represents an average distance, some trips will be longer, some shorter.

Para. 2.13. Why is the nearest access used to measure distance to amenities? This would underestimate some of the actual distances.

Para. 2.15. The section on Household Composition really refers to Housing Mix. There is no discussion or use of household size or occupancy levels. Local data is available on average household sizes that could be used.

Para. 2.18. The assumption about the proportion of affordable homes is accepted but data is available on actual housing mix in Blaby and this should be used.

Para. 2.19. Adjustments were made to account for the lack of rail services compared with the NTS average, but was any account taken of the level of existing bus service?

Para. 2.24. Have BDC and the LCC Education service been consulted about this assumption?

Para. 2.27. Where an assumption has been made about the amenities that will be provided on-site, this needs to be reflected in the relevant site policies. How will this be implemented in the event that viability concerns are raised at the planning application stage? The text states that consideration was given regarding amenities in the site compared with the town centre but does not explain what the result of that consideration was.

Para. 2.29. Have scenarios with and without local amenities been produced, so the relative impact can be quantified?

Para. 2.31. Can the date and location of the MSOA Census data used be provided?

Para. 2.32. What is the source of the data in Figure 2? Do the figures relate to number of people on site during a typical weekday? Some of these amenities operate outside of 'normal' work hours, has this been factored into the calculation? Has LCC Education agreed the assumed figures?

Para. 2.33. What is the source of the 2.5% assumption for general employment?

Para. 2.34. Is any account proposed to be taken of the employment of new residents at the new employment sites?

Para. 2.36. Can sources be provided for the assumptions used here to demonstrate they are robust? How much impact do these assumptions have within the tool? Can the calculations be provided so we can judge the relative importance and weight of the assumptions?

Para. 2.37. Does this assumption apply in Blaby?

Para. 2.38. What is the source of this assumption, and why is it considered to be 'conservative'? Is there any double-counting between this and the result of Para. 2.36? Is there any evidence that the trend in virtual meetings will continue to increase?

Para. 2.39. What is the source of these assumptions and the figures in Para. 2.40?

Para. 2.42. The text relates to a development, but the tool is being used to assess district-wide growth and Local Plan policies.

Para. 4.4. Have the amenities provided within the TRICS site sample of >500 homes been compared with the amenities that are proposed within the vision led sites?

Para. 4.9. Do the TRICS sample sites have significantly different levels of active travel and public transport accessibility than the vision led sites? Would the DfT Connectivity Tool be a useful source of information?

Para. 4.10. The national NTS data needs to be validated against local data and factored, if necessary to suit local circumstances. Could the data provided by PRTM be used?

Is there any evidence that these trip rates have been achieved anywhere else in the country?

What mechanisms are in place to validate the trip rates generated by the tool where it has been applied to other sites elsewhere in the country?

What measures are in place to protect local communities where the traffic impacts of a development are monitored to be greater than predicted by the tool?

SLR Consulting Limited

Blaby District Council

Blaby Local Plan Transport Evidence

SLR Project No.: 416.066233.00001

27 February 2026

Revision: 01

RE: VISION LED PLANNING TOOL METHODOLOGY – RESPONSE TO LEICESTERSHIRE COUNTY COUNCIL FEEDBACK

1.0 Introduction

1.1 SLR Consulting has been commissioned by Blaby District Council (BDC) to provide advice on the likely effects on the Transport network as a result of the development proposals being promoted through the forthcoming Local Plan and to assist in determining an appropriate Transport Infrastructure Delivery Plan (IDP) to ensure any effects can be suitably managed.

1.2 Traffic modelling evidence is required for the progression of the Local Plan towards submission. The Blaby Local Plan modelling focuses primarily on the effects of the developments identified through BDCs proposed Plan. Sensitivity test runs with wider growth assumptions are also being undertaken, within the traffic model, but it is not proposed to adjust these using the trip rates set out within this note.

1.3 The SLR Vision-led Planning Tool has been used to assess allocated housing sites over 100 dwellings to extract associated trip rates and trip generation.

1.4 SLR Vison-led Planning Tool Methodology note was issued to the Leicestershire County Council Local Highway Authority on Thursday 5 February 2026. This further note responds to feedback received from Leicestershire County Council Local Highway Authority on Friday 20 February 2026.

2.0 Feedback from Leicestershire County Council and Blaby District Council response

2.1 The feedback is set out within the table, along with the response.

Leicestershire County Council feedback	Blaby District Council response
This note is the Local Highway Authority (LHA) response to the Technical Note (dated 5 February 2026) submitted by SLR	As part of preparing the modelling evidence for Blaby Local Plan we have also run JTE trip rates as a comparator which Leicestershire County Council agree as being acceptable.

Leicestershire County Council feedback	Blaby District Council response
Consulting Ltd, on behalf of Blaby District Council, and received on 5 February 2025. The Technical Note has been produced to set out the proposed methodology for the generation of vehicle trip rates to be used in the transport modelling of the proposed Local Plan allocation sites in Blaby District. This will form a key part of the transport evidence that will support the plan and inform the associated Transport Infrastructure Delivery Plan (IDP) and it is important (and normal experience) that the methodology for calculating trip rates and the resulting rates calculated are agreed by the LHA prior to the commencement of any modelling work that is reliant on the use of those trip rates. SLR has developed a tool that uses an alternative approach to the traditional method of calculating vehicle trip rates, that uses empirical evidence from surveys of completed developments across the country. The tool has been developed in response to national guidance that requires a vision led approach to development and transport assessment, to replace the previous 'predict and provide' approach. The principles of the vision led approach are endorsed by the LHA, but the methodology proposed needs to be understood and approved by the LHA if the transport modelling is to be considered robust and appropriate evidence to support the Local Plan. A key issue is to understand the use of the tool at a Local Plan level. The LHA has experience of the tool being used to support individual developments but not at a Local Plan level. There are key differences when the tool is being used to assess multiple sites across the whole district. The adaptation of the tool for use at this higher spatial level and the implications of it need to be more fully explained. The following response to the note should be interpreted as our professional advice to navigate towards an acceptable assessment methodology, evidence and transport strategy in support of the plan. The policy aspects of the vision led approach and its relationship to the Local Transport Plan will be addressed in separate responses, although some links to policy are referenced below.	Following the initial modelling which has now been run, SLR and BDC will revisit the assumptions in response to comments raised by LCC and undertake amendments where LCC consider this to be necessary. This will then form an initial run of PRTM which will be considered prior to examination and, if possible, provide the basis for a Statement of Common Ground. SLR expects that any changes required by LCC, which amend the trip rate assumptions, will likely fall short of increasing trip generation estimates to the extent they exceed the JTE values. Therefore, the current runs are considered suitable for the exercise currently being undertaken by SLR as they provide a range of outcomes to plan for. SLR recognises the value in having agreement on these parameters prior to the Local Plan examination and will work with LCC to achieve this following the initial submission in April 2026.
Vision Led Planning Tool The tool emphasises that vision led site designs will be 'radically different' to	It is not the purpose of the Blaby Local Plan to repeat National Planning Policy however it is within the Council's gift to specify

Leicestershire County Council feedback	Blaby District Council response
previous designs. This may be true, but this assertion needs to be embedded within the relevant site policies to ensure that this approach is continued throughout the planning system to implementation.	the principles of what is expected in terms of layout/development, reflecting placemaking /best practice.
One example is the desire to increase levels of internalisation by providing on-site amenities (e.g. education, retail and health services). This is a laudable aim, but it often fails to materialise in the face of viability concerns. Policies will need to be sufficiently robust to ensure that the amenities provided will deliver the high levels of internalisation proposed by the methodology.	In most cases, the Vision-led Planning Tool allows for a lower level of amenity than is set out within the Policies and so it is considered robust in this regard. The evidence base for amenity viability has been set out in Paragraph 2.22 – 2.24 of SLR's Note. A cautious approach has been taken to ensure it is robust. The Vision-led Planning Tool considers each amenity individually and define an internalisation rate by amenity and not by purpose (i.e. we define internalisation rate for 'convenience store' if one is provided and apply this to the proportion of shopping trips that are to convenience stores). This considers all shopping amenities at a far more granular level providing a transparent approach to calculating appropriate internalisation rates than simply defining a 'shopping' internalisation rate.
A general point about the presentation of the note is the need for a clearer distinction between local and national datasets. There would appear to be a significant focus on the latter and where these are refined based on local circumstances and conditions should be clearly defined to aid understanding and clarity. This would also simplify the audit process for key assumptions. The LHA benefits from significant local trip making data and therefore can consider the appropriateness and likelihood of success of the proposals in this context. It is difficult to currently discern between general vision led planning approaches and Blaby District-specific proposals.	Can LCC please confirm which datasets they are unclear on and we will clarify accordingly. It is important to note that the purpose of the Vision-led approach focusses on reflecting the new Vision-led environment which is being promoted. Interpolation of historic trends to establish future conditions has been avoided since it extrapolates existing trends. Existing local data may be drawn from less comparable examples (i.e. car dominated housing with little to no amenities), relying on such a dataset would reinforce these trends across the network which is contrary to the aims of the assessment. It is also recognised that local trip making characteristics may also be tainted by previous policy objectives which prioritised peak hour car movements above active travel/ sustainability objectives.
Para. 2.4. The assessment uses the traditional approach to modelling those sites that are approaching consent, because it is assumed they have not adopted a vision led approach. This approach is acceptable.	This approach was requested by Leicestershire County Council and is agreed but it should be noted that some of the characteristics which inform the trip generation estimates will be applicable to these sites meaning that the assumptions for the nearly consented sites will consequently result in greater levels of future traffic growth.
Paras 2.7 and 2.8. The site areas have been estimated using Google Maps, but it is not clear how these areas influence the results if the number of houses has been specified by BDC. Could the use and importance of these inputs be clarified?	This is a routine way to measure site area and is sufficient for the purpose of the Vision-led Planning Tool, particularly with regards subsequent application within a regional strategic transport model. The site area is only used to give estimates of proportion of dwellings within 800m distance of a central amenity hub and proportion over 800m. This is then used to allocate suitable mode share by distance band to appropriate proportion of residents (also considering internalisation rates by amenity).
Para. 2.9. There is an assumption that all allocation sites will be completed by 2042. Can this be justified by the housing	Blaby Local Plan runs to 2042 and the transport modelling tests the housing and employment anticipated to be delivered by the plan period to 2042 as shown in the trajectory. It does not 'assume' that all allocation sites will be completed by 2042

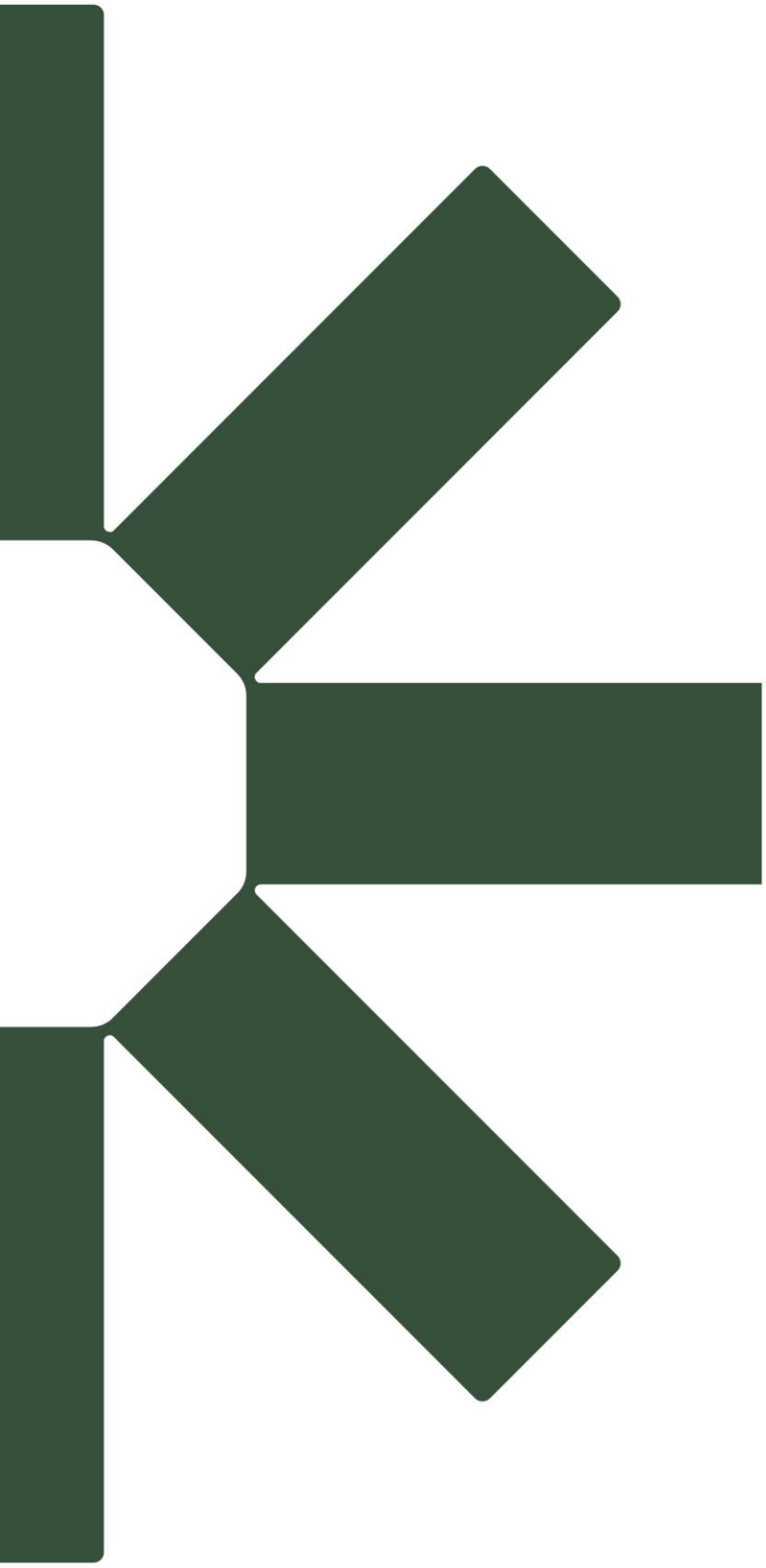
Leicestershire County Council feedback	Blaby District Council response
trajectory and are there any critical interim assessment years?	and further testing will be completed after the 2042 IDP has been identified to confirm what additional infrastructure would be required to support the larger sites. Whilst the policy stipulates the requirements related to the sites, particularly the larger sites, it is very unusual to consider phasing in significant detail as part of the Local Plan evidence base since it is extremely uncertain. This detail would follow as part of subsequent planning application work post-adoption.
Para. 2.10. The tool uses National Travel Survey data that generates vehicle trip rates for different levels of urbanisation. All sites in Blaby District have been classified as 'Urban City and Town'. The justification for this assumption needs to be presented but having reviewed the locations of the larger sites and the NTS definitions, on the face of it this assumption would appear to be not unreasonable.	The Vision-led Planning Tool has four area classifications for the development site, Urban Conurbations, Urban City and Town, Rural Town and Fringe and Rural Village and Isolated Dwelling. An Urban City and Town is defined as a Site with a population over 10,000 or adjoining existing built-up areas with combined population over 10,000 but not adjoining a large conurbation. The definition 'adjoin' is described as 'within a mile of'. Therefore a site that is smaller, but is within a mile of a population of 10,000 would be classed as Urban City and Town. It was considered that this definition applied to all of the sites. Whilst some of the larger sites were not considered to be adjoined to an existing built-up area of a population over 10,000, the population generated from the sites themselves were anticipated contribute to a combined population over 10,000.
Para. 2.11. The tool uses NTS data to calculate trip rates, but this national data needs to be validated against the local data that is available.	The Tool does not only use NTS data to calculate trip rates. As set out in Para 1.10 of the Note, the data is adjusted to better reflect local circumstances. This includes the use of 2011 Census data on the distance distribution of employment trips for the closest LSOAs for each allocated site, as set out in Para 2.14 of the Note. The Tool applies mode share by distance band for different trip purposes obtained from NTS data for the selected area classification. While the proportions of trips in each distance band varies between area classifications (see below), the mode share within distance bands remains relatively constant between 'Urban City and Town' and 'Rural Town and Fringe'. Urban conurbation does vary as there is higher public transport mode share in this category but sites in Blaby would certainly not fall into this. For the selected area classification, the typical proportions of trips by distance band within the NTS data is not directly applied to the Blaby sites. Rather the network distances from each site to surrounding amenities are measured and these distances are used to tailor the proportions of trips in each distance band to the site context. This allows us to obtain locally relevant data from the national data set for the area classification (i.e. we localise the national data).
Para. 2.12. The use of a centroid within each site does not 'represent the maximum value' of distance to the amenities. By definition, it represents an average distance, some trips will be longer, some shorter.	This is considered to be a reasonable approach. For the size of sites that have been considered (between 120 up to a maximum of 825 dwellings) the distance from the centre to the furthest edge on the largest site is unlikely to exceed 400m and so total distances to external amenities would be a maximum of 400m further than the average distances applied. For many of the sites considered, the furthest dwelling is likely to be only 200m greater than the average distance.

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	Final version of note will be updated at para 2.12, with strike through for deletions. "The proximity of the nearest existing amenities in the local surroundings has been measured for all allocated sites using Google Maps. As the proposed internal road networks of the allocated sites are unknown, the approximate distances from the centre of the allocated sites to the existing road network via the proposed means of access had been added on to the distances. ~~This means that distances assumed represent the maximum value, in reality parts of the site will be closer to the amenities and greater benefits may be elicited as a result. However, for the purpose of this assessment, the use of the site centroid is considered sufficient.~~"
Para. 2.13. Why is the nearest access used to measure distance to amenities? This would underestimate some of the actual distances.	Where there are multiple accesses people will use the closest access. This reflects that people act to minimise their inconvenience and is considered to be reasonable.
Para. 2.15. The section on Household Composition really refers to Housing Mix. There is no discussion or use of household size or occupancy levels. Local data is available on average household sizes that could be used.	The Census 2021 data for Blaby indicates an average occupancy per dwelling across the District of 2.42. The more urban Leicester has average occupancy of 2.89, Oadby and Wigston 2.55 and Harborough 2.42. The England average is 2.41. Since the housing sizes in the new developments are unknown at this stage, 2.9 is therefore the high end of what is likely and so provides a robust 'worst case' assessment.
Para. 2.18. The assumption about the proportion of affordable homes is accepted but data is available on actual housing mix in Blaby and this should be used.	Noted that the assumption about the proportion of affordable homes is accepted. We are unclear why the existing housing mix in Blaby is suggested to be used, when what is being assessed is future homes to be allocated and consented based on the affordable housing proportion set out in the emerging Blaby Local Plan.
Para. 2.19. Adjustments were made to account for the lack of rail services compared with the NTS average, but was any account taken of the level of existing bus service?	Para 2.19 set out adjustments were made to average NTS data to better reflect the existing transport provisions. The adjustment for lack of rail services was set out as an example of this methodology. The adjustment for existing bus services based on nearby bus stops and services were also taken into account and adjusted accordingly on a site by site basis.
Para. 2.24. Have BDC and the LCC Education service been consulted about this assumption?	Para 2.24 states: The need for Primary and Secondary schools is established on the traditional basis of applying pupil yield factors within BDC policy. The BDC local plan policy has been informed by LCC Education service and our approach is in line with this.
Para. 2.27. Where an assumption has been made about the amenities that will be provided on-site, this needs to be reflected in the relevant site policies. How will this be implemented in the event that viability concerns are raised at the planning application stage? The text states that consideration was given regarding amenities in the site compared with the town centre but does not explain what the result of that consideration was.	Sentence 1: Agreed and this is the approach that has been taken. Remainder: The Vision-led Planning Tool is based on local evidence of the number of people needed to support each amenity within a local area and therefore identifies amenities that are considered to be viable based on existing market evidence. Para 2.27 states: For the larger sites (over 500 dwellings) where additional amenities are considered viable by the Tool, these have been included within the development site. It is noted that consideration has also been given to whether the amenities' location as in a residential development would be

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	feasible compared to amenities which are often clustered in town centres, such as clothing stores. This is outlining that a conservative approach has been taken to including amenities to be robust.
Para. 2.29. Have scenarios with and without local amenities been produced, so the relative impact can be quantified?	As part of preparing the modelling evidence for Blaby Local Plan we have also run JTE trip rates which Leicestershire County Council agree. The JTE trip rates will provide the scenario whereby the influence of local amenities and internalisation within each site is excluded. Further runs will be agreed with LCC after these runs have been completed where the effect of this parameter can be investigated further if LCC considers it critical however the JTE trip rate excludes all of these assumptions and therefore provides a worst case benchmark in the interim.
Para. 2.31. Can the date and location of the MSOA Census data used be provided?	2011 Census data was utilised to provide insights into relationship between job density and internal workforce proportion. Every MSOA in England and Wales has been used to derive a general relationship between job density and internal workforce for each NTS area classification.
Para. 2.32. What is the source of the data in Figure 2? Do the figures relate to number of people on site during a typical weekday? Some of these amenities operate outside of 'normal' work hours, has this been factored into the calculation? Has LCC Education agreed the assumed figures?	The numbers per amenity are based on judgement for the amenity type and typical size likely to be provided on a new development, where this is relevant. This is an extremely small component of the dataset and, if so, any resulting effect of changing this parameter is minimal thereby meaning judgement, at this stage, is appropriate. This has also been sense checked with data on staff numbers within equivalent amenities surveyed in the TRICS database. The distribution of when commuting trips are made to employment is obtained from applying NTS0502: Trip start time by trip purpose (Monday to Friday only).
Para. 2.33. What is the source of the 2.5% assumption for general employment?	This is based on professional judgement. We include this for robustness as general employment exists and attracts trips into the site, but is often overlooked.
Para. 2.34. Is any account proposed to be taken of the employment of new residents at the new employment sites?	Para 2.34 states 'It should be noted that where there is planned employment on-site these have not been considered within the on-site employment in the Tool. The external employment trips have been derived from the TRICs database and will be separate to the trip generation outputs from the Tool.' This is considered to be a conservative approach as it has considered all resident's commuting trips to be external to the sites and has not allowed for any internalisation.
Para. 2.36. Can sources be provided for the assumptions used here to demonstrate they are robust? How much impact do these assumptions have within the tool? Can the calculations be provided so we can judge the relative importance and weight of the assumptions?	The sources are provided in the text with footnotes to where they can be accessed. Commuting trips are <15% of all trips. The assumption is that 4.75% of commuting trips will be avoided by 2042 compared to 2023 base data. This would equate to about 0.7% of all trips avoided by 2042. Any variation to this 4.75% assumption will have very little difference to overall car trip rates. Again this is a parameter which can be revisited in future model runs as LCC considers appropriate.

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Para. 2.37. Does this assumption apply in Blaby?	Para 2.37 states 'In addition, job growth in future is expected to occur in higher skilled / professional sectors that are more office based and therefore offer more potential for home-based working. It is therefore expected that this continued growth in professional jobs in the future will result in continued increases in home working.' There is no evidence to suggest that Blaby would be any different and therefore yes, this has been applied to Blaby.
Para. 2.38. What is the source of this assumption, and why is it considered to be 'conservative'? Is there any double-counting between this and the result of Para. 2.36? Is there any evidence that the trend in virtual meetings will continue to increase?	The sources are provided in the text with footnotes to where they can be accessed. There is no double counting. The NTS base data on numbers of trips by purpose differentiates between Commuting trips and Business trips. Para 2.36 is only applied to the proportion of trips within the commuting category. Para 2.38 is only applied to the proportion of trips within the Business category.
Para. 2.39. What is the source of these assumptions and the figures in Para. 2.40?	Para. 2.39 - The source is provided in the text with a footnote to where it can be accessed. In addition, the following source also indicates on-line sales forecast to increase by 20% between 2023 and 2027. https://www.igd.com/articles/growth-forecast-across-all-retail-channel/18099 Para. 2.40 – The source is https://www.thegrocer.co.uk/promotional-features/why-a-frictionless-online-checkout-experience-is-a-key-ingredient-for-online-grocery-growth/677194.article#:~:text=The%20report%20also%20reveals%20that%20%E2%80%9C80%25%20of,experience%20were%20improved%2C
Para. 2.42. The text relates to a development, but the tool is being used to assess district-wide growth and Local Plan policies.	Yes, each development of 100 + dwellings proposed to be allocated in Blaby Local Plan has been assessed within the tool. We use the Tool for individual sites. We can assess multiple sites across a District and then feed the trip generation outputs from each site into the traffic modelling at District or County level. It has been used to inform the transport modelling approach for Blaby Local Plan and will enable the impact of each development to be assessed which is key to identifying any site-specific requirements.
Para. 4.4. Have the amenities provided within the TRICS site sample of >500 homes been compared with the amenities that are proposed within the vision led sites?	There are 4 TRICS sites between 500 and 2000 dwellings with multi-modal surveys in the houses privately owned or mixed private / non-private housing categories. These are: 1817 dwellings with a primary school and community centre; 1177 dwellings with primary school; 984 dwellings with primary school, local shops, community centre, 918 dwellings with no amenities. Like-for-like comparison has been undertaken running each of these sites through the Tool with the stated on-site amenities. A good fit is obtained between the TRICS survey data and the Tool trip generation estimates at each site when like-for-like inputs are applied.
Para. 4.9. Do the TRICS sample sites have significantly different levels of active travel and public transport accessibility than the vision led sites?	Para 4.9 states 'The tool also considers wider improvements to the active travel and public transport network and the positive effect these can have on mode choice, which, in this case, is set out in the LCWIP and BSIP proposals.'

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Would the DfT Connectivity Tool be a useful source of information?	TRICS is focused on vehicle movements and in our experience does not contain useful information on active travel and public transport. The DfT Connectivity Tool has clear guidance on how it is to be used and for what purpose in plan making. It is separate from the Vision-led Planning Tool.
Para. 4.10. The national NTS data needs to be validated against local data and factored, if necessary to suit local circumstances. Could the data provided by PRTM be used?	We would welcome further discussion on how NTS assumptions could be validated against the assumptions which underpin PRTM. It is important to distinguish between observed data and PRTM estimates however as the latter, albeit derived through a strategic model, remains an estimate of conditions which has been adjusted through modelling techniques and, in this context, should not necessarily be considered as a substitute for direct observations.
Is there any evidence that these trip rates have been achieved anywhere else in the country?	Two of the larger TRICS sites have resident generated external car trip rates of 0.35 in the 0800-0900 peak hour. So a lot lower than conventionally accepted TRICS data. What we also know is that TRICS sites located close (within 800m) to a good mix of amenities - i.e. town centre and edge of town centre sites - show much lower car trip rates, ranging from 0.12 to 0.23 depending on location and housing mix.
What mechanisms are in place to validate the trip rates generated by the tool where it has been applied to other sites elsewhere in the country?	Somerset LHA has formally accepted the Tool's use / outputs in a Transport Assessment. For validation, see above explanations where like-for-like comparison has been undertaken with the largest TRICS sites.
What measures are in place to protect local communities where the traffic impacts of a development are monitored to be greater than predicted by the tool?	The JTE scenario run will provide an indication of the consequences, on the operation of the transport network, of a continuation of future travel projections informed through analysis of historic trends. Through this we will be able to observe the extent to which local communities are impacted upon by future travel trends and, most critically, the extent to which traffic arising from BDCs planned developments contribute to that impact. This can be considered in the context of the JTE run and the Vision-led run. Analysing both scenarios will provide an indication of what will happen if the vision does not materialise at which stage, if appropriate, discussions around what measures may be necessary would follow once this is understood based on the current runs.



Making Sustainability Happen

SLR Consulting Limited

Blaby District Council

Blaby Local Plan Transport Evidence

SLR Project No.: 416.066233.00001

4 May 2026

Revision: 02

RE: VISION LED PLANNING TOOL METHODOLOGY

1.0 Introduction

1.1 SLR Consulting has been commissioned by Blaby District Council (BDC) to provide advice on the likely effects on the Transport network as a result of the development proposals being promoted through the forthcoming Local Plan and to assist in determining an appropriate Transport Infrastructure Delivery Plan (IDP) to ensure any effects can be suitably managed.

1.2 Traffic modelling is required for the progression of the Local Plan towards submission. The Blaby Local Plan modelling focuses on the BDC Plan Scenarios which has taken the housing and employment allocations into consideration.

1.3 The SLR Vision-led Planning Tool has been used to assess allocated housing sites over 100 dwellings to extract associated trip rates and trip generation.

SLR Vision-led Planning Tool

1.4 The existing industry standards approach to assessment using TRICS has significant limitations when considering large scale sites designed around Vision-led principles.

- TRICS is based on surveys of existing sites, mostly approved during the Predict and Provide era and hence does not reflect vision-led site designs that are radically different to what has gone before.
- TRICS includes a limited number of larger sites (handful of sites over 500 dwellings with multi-modal surveys conducted outside Covid-affected periods).
- Larger sites that do exist in TRICS have a limited mix of on-site amenities and hence do not reflect trip generation of sites with a wider range of on-site amenities that are likely to be included in Vision-led designs.

1.5 SLR have developed the Vision-led Planning Tool to quantify key impacts resulting from different site designs and tailored to specific site characteristics and local context.

1.6 The SLR Vision-led Planning Tool considers the characteristic of the proposals and how the inclusion of amenities within a site can deliver a change in mode through internalisation and thereby reduce car dependency for trips which would otherwise travel out of the development.

1.7 It considers the local characteristics of an area when making predictions and so is based on an interpolation of current trends but goes beyond traditional tools (such as TRICS) by seeking to manage the reason why people travel rather than the outcome of the travel itself (which reflects a traditional 'predict and provide' approach to planning).

1.8 The Tool also considers wider improvements to the active travel and public transport network and the positive effect these can have on mode choice. In this case no mobility interventions were included in the Tool for allocated sites as mode shift for trip generation has been informed by the LCWIP and BSIP proposals separate to the trip generation outputs from the Tool.

1.9 The basis for the trip generation estimates within the Tool is National Travel Survey (NTS) data on average numbers of trips per person by area classification (urban conurbation, urban city and town, rural town and fringe, rural village and isolated) broken down by 14 trip purposes, modes of travel, and eight distance bands.

1.10 In order to better reflect local circumstances, this data is adjusted according to a number of factors. The Tool calculates trip generation for each allocated site, taking into account the local circumstances, proposed development, and the combination of on-site amenity provision and planned mobility interventions.

1.11 This Technical Note sets out the methodology behind the Vision-led Planning Tool, the inputs and assumptions made for the allocated sites to generate trip generation estimates.

2.0 Methodology, Inputs and Assumptions

2.1 The BDC Local Plan allocated sites and the number of proposed dwellings to be built out by 2042, the end of the local plan period, were taken from the trajectory issued by BDC in December 2025.

2.2 A map showing the location of the allocated housing sites of over 100 dwellings assessed is included in **Figure 1** and **Table 1** below.

Figure 1: Allocated Residential Led Developments Assessed

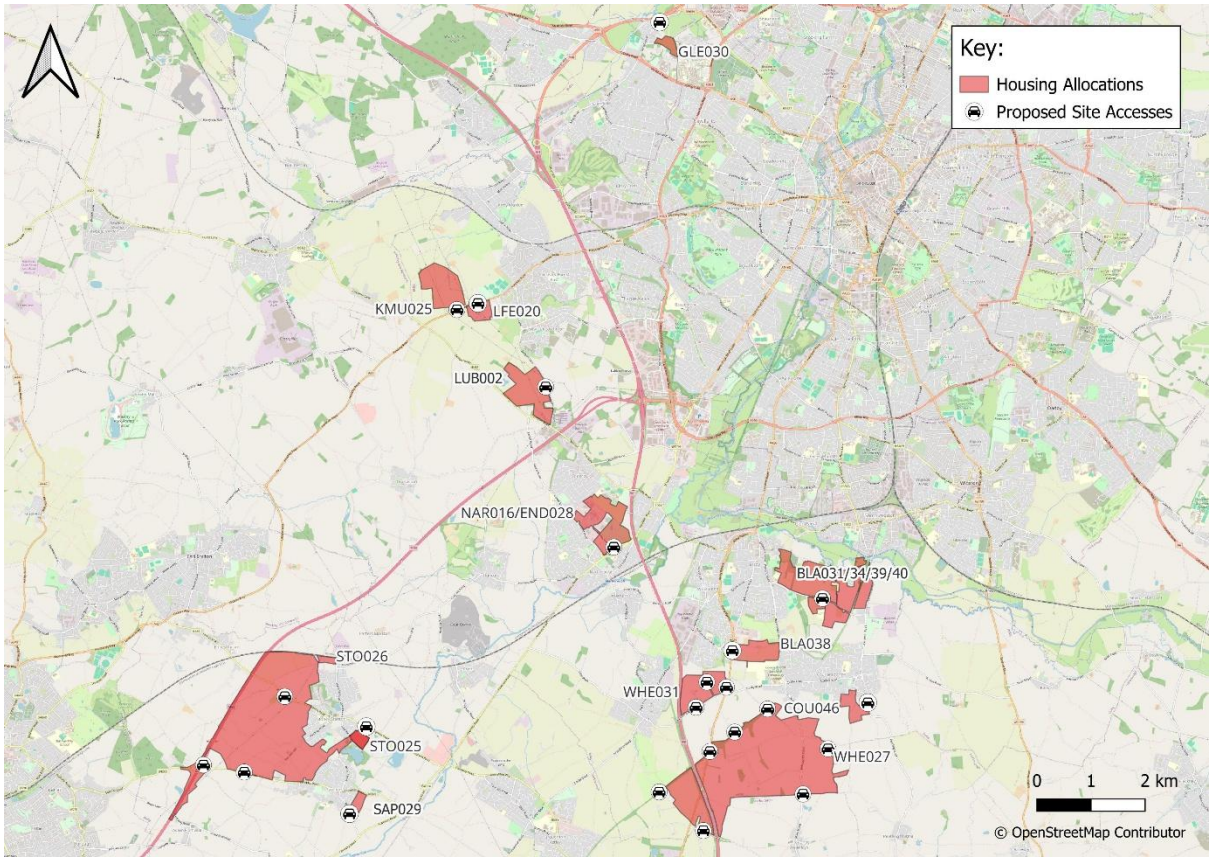


Table 1: Blaby Local Plan Allocated Sites

Allocation	Proposed Dwellings
BLA038	375
BLA031/BLA034/039/040	650
COU46	275
GLE030	170
KMU025	510
LFE020	250
NAR016/END028	560
LUB002	825
SAP029	120
STO025	165
STO026	800
WHE027	800
WHE031	584

2.3 The general methodology of the Tool and assumptions for the allocations is summarised in the following note, however, it should be noted that each housing allocation has been considered separately with their own set of assumptions including in relation to the distance to the closest amenities and the amenities provided by the site.

2.4 The application of this approach has also been confined to those sites which have been identified within the plan which are not considered to be 'nearly consented'. Where sites are either already consented or likely to receive consent prior to the Plan being adopted, the information submitted in support of those applications has been applied in calculating future traffic generation levels.

2.5 This means that the limitations associated with adopting a TRICS based approach apply in those circumstances and traffic forecasts may be higher as a consequence. Therefore, the benchmark, which includes traffic generation estimates based on this approach, is likely to be reflective of a worst case.

2.6 However, at this stage, the focus of the analysis is to determine the IDP measures necessary to support the proposed allocations which are not yet consented (or nearly consented) and so this limitation has been accepted for the purpose of applying the Tool at this stage.

Background Information on the Allocated Sites

2.7 The Tool requires background information on each allocated site. This includes the:

- Area of the development site;
- The number of dwellings in the site;
- The average number of persons per dwelling;
- The shape of the development site; and
- The planned year of build completion.

2.8 Neither the development site area, nor the net developable area of the allocated sites has been provided. As such, a high-level measurement of the area was undertaken on Google Maps based on red line boundaries included in the housing trajectory issued by BDC in December 2025. This is considered to be a worse-case scenario as the development site area occupied by dwellings and greenspace is anticipated to be smaller than the extent of the red line boundary.

2.9 All allocated sites have a planned year of completion of 2042 which is at the end of the Local Plan period.

Base Data Tailored to the Site

2.10 As previously mentioned, the basis for the Tool is NTS data and the area classification for all sites has been classed as 'Urban City and Town'.

2.11 The Tool reallocates the proportion of trips in each distance band for a given purpose based on NTS data according to the site location and proximity to existing amenities for that purpose. Hence the base data mode share for each purpose is related to the site-specific distances to existing amenities.

Existing Amenities

2.12 The proximity of the nearest existing amenities in the local surroundings has been measured for all allocated sites using Google Maps. As the proposed internal road networks of the allocated sites are unknown, the approximate distances from the centre of the allocated sites to the existing road network via the proposed means of access had been added on to the distances.

2.13 Where sites had multiple proposed accesses, the access which was closest to the nearby amenity was used to measure the distance.

2.14 The distance distribution of employment trips from each allocated site was taken from 2011 Census data on place of work and usual residence of workers for the closest Lower Super Output Areas (LSOAs).

Household Composition

2.15 The average number of trips per person for each trip purpose, available from the NTS data, also varies according to household composition.

2.16 For the larger allocated sites, BDC provided draft policy documents. The affordable housing proportion was extracted where it was set out in the draft policy documents.

2.17 For the allocated sites where information was not provided on the affordable housing proportion, a 25% proportion was assumed. This percentage is based on Policy 4 of the BDC Housing Mix and Affordable Housing SPD (2013) which states:

"A contribution of 25% affordable housing will be sought as a minimum on all major developments across the District comprising of 15 or more dwellings."

2.18 A default dwelling mix derived from National House Building Council (NHBC) statistics was utilised due to the absence of this information from BDC.

2.19 A final adjustment was made to the average NTS data to better reflect existing transport provision/connections to and around the allocated sites. For example, if the average NTS data for the area classification suggests a percentage train mode share but no train services exist near the local site, then this was adjusted accordingly.

2.20 The resulting adjusted base data reasonably represents the trip making demands of the future residents likely to live in the new development and reflects the local character of the site and its location prior to Vision-led placemaking being introduced.

Amenity Assessment

2.21 Based on the quantum of dwellings and site characteristics, the Vision-led Planning Tool provides guidance on the amenities that are likely to be tenable or necessary within the development.

2.22 The Tool suggests which amenities are viable based on the UK Business Count data on number of local units of different amenities for Blaby combined with the population per District to give an average population per unit of amenity in each District. This provides an indication of the number of dwellings needed to sustain a single unit of each kind of amenity in Blaby.

2.23 This is then combined with site specific characteristics on the population, persons per household, area and shape of the new development to identify what amenities are likely to attract sufficient demand from the resident population for an amenity to be tenable (for commercial amenities) or necessary (for public service amenities).

2.24 The need for Primary and Secondary schools is established on the traditional basis of applying pupil yield factors within BDC policy.

2.25 The amenity feasibility assessment results in guidance on the amenities that should be considered for inclusion within the development – a wide range of amenities are included in the assessment.

2.26 Where the draft policy for the local plan allocation has included the provision of specific amenities, these have been selected in the Tool as amenities to be included within the development site.

2.27 For the larger sites (over 500 dwellings) where additional amenities are considered viable by the Tool, these have been included within the development site. It is noted that consideration has also been given to whether the amenities' location as in a residential development would be feasible compared to amenities which are often clustered in town centres, such as clothing stores.

2.28 For the smaller sites (100-500 dwellings) no amenities were included within the allocated sites.

Placemaking Analysis

2.29 Having selected the mix of amenities to include in the development, the Tool then analyses the changes in trip making that this on-site amenity provision prompts by comparing the new distances and modes to these on-site amenities with those in the tailored base data.

2.30 Applying these changes to the number of trips likely to be affected enables estimation of realistic levels of residential trips that can be internalised and contained within the

development, the modes used for these internal trips, and the modes used and distances for remaining external trips.

2.31 The level of on-site employment and the extent to which this generates external versus internal trips is also considered in the assessment. This is based on in-depth analysis of Census data on place of work and usual residence of workers at the Middle Super Output Area (MSOA) level (comparable in scale to a large new development). From this, a relationship between job density and internal workforce proportion is derived to give an indication of the level of commute trips that are likely to remain internal to the site for different dwelling to job ratios within the development.

On-Site Employment

2.32 The planned on-site employment has been derived from the jobs associated with on-site amenities and general service jobs within the community. The jobs associated with on-site amenities have been based an approximate number of jobs for amenities set out in **Figure 2** below.

Figure 2: Jobs per Amenity

Amenity	Approx. jobs
Convenience store	8
Take-away	5
NON-FOOD	
Hardware store	10
Clothes shop	10
Chemist	7
Charity shop	5
Entertainment related activity + Social outside home	
Restaurants	8
Bars / Pubs	10
Café / Coffee Shop	7
Sport participate related activity	
Gym	25
Outdoor/public facilities	
Personal Business related activity	
GP	15
Dentist	10
Hairdresser + other beauty	5
Child care	7
Community Hall / Hub	5
Library	10
Education related Amenities	
Nursery	15
Primary School (1 form entry)	20
Primary School (2 form entry)	35
Primary School (3 form entry)	50
Secondary School (3 form entry)	60
Secondary School (4 form entry)	75
Secondary School (5 form entry)	90
Secondary School (6 form entry)	100

2.33 It was further assumed that general service jobs within the community such as cleaners and gardeners serving properties on-site is equivalent to approximately 2.5% of the number of dwellings.

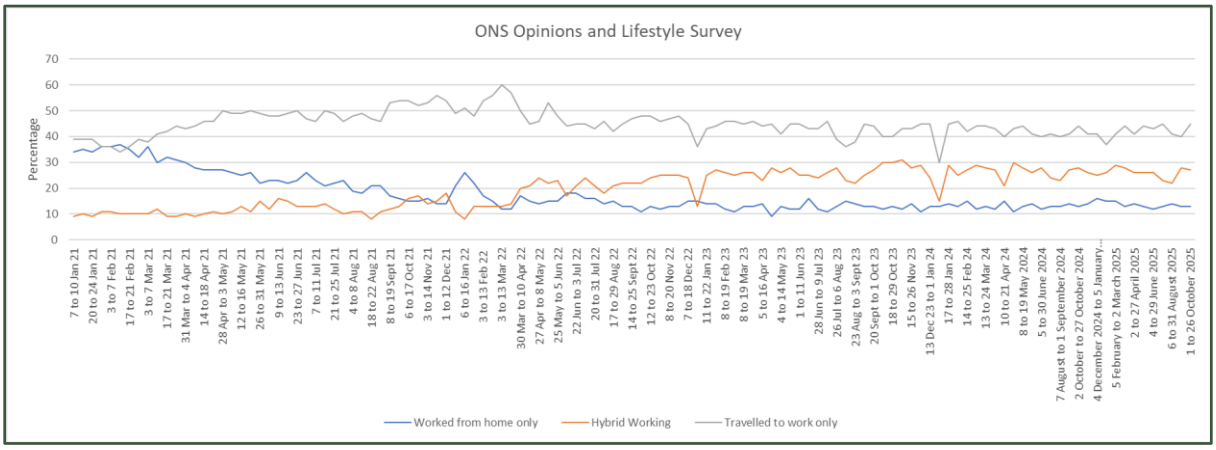
2.34 It should be noted that where there is planned employment on-site these have not been considered within the on-site employment in the Tool. The external employment trips have been derived from the TRICs database and will be separate to the trip generation outputs from the Tool.

Avoided Trips

2.35 Trips that can be avoided have also be included in the assessment, informed by trends in working from home rates, virtual business meetings, and home delivery of food and non-food shopping.

2.36 An assumption of an increase in working from home of 0.25% per annum from the 2023 base data until the 2042 building completion has been made. This is an equivalent to 4.75% of commuting trips in 2023 being avoided by 2042. This is considered reasonable because working from home rates stabilised after the Covid pandemic by the middle of 2022. Since then, there have been small overall increases in working from home mostly in the form of increases in hybrid working which is becoming commonplace in many sectors. ONS Opinions and Lifestyle surveys[1] show since mid-2022 working from home all the time has generally remained in the 13-15% range while hybrid working has generally increased from around 21%-22% to 26-28% in the same time period, as shown in **Figure 3**.

Figure 3: Recent trends in Working from Home



2.37 In addition, job growth in future is expected to occur in higher skilled / professional sectors that are more office based and therefore offer more potential for home based working[2]. It is

[1] Reference: https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/datasets/publicopinionsandsocialtrendsgreatbritainworkingarrangements

[2] Reference: The Future of Work Report | Summix

therefore expected that this continued growth in professional jobs in the future will result in continued increases in home working.

2.38 An assumption that 20% increase of business trips in 2023 being avoided by 2042 has also been made. This is considered to be a conservative estimate. The Covid pandemic essentially led to a rapid increase in employers investing in, and providing employees with technology, enabling working from home. Due to the increased use and acceptance of virtual meetings replacing some physical meetings during and post Covid, it can be expected that this trend for virtual meetings will continue and indeed increase as technology advances and office based working accounts for larger proportions of the workforce[3].

2.39 Finally, it has been assumed there will be an increase in online shopping and home deliveries. As such, an assumption that a 20% increase in supermarket trips in 2023 being avoided by 2042 has been made. This is considered reasonable because post Covid, the extent of Supermarket shopping that is now home delivery has increased from 7.7% in 2019 to 15.7% in 2023[4].

2.40 It is expected that these levels will continue to increase as more retailers offer on-line purchasing and delivery options. Around 80% of UK consumers say they would do more food shopping online if the experience was improved, and 28% plan to shop mostly online within the next two years.

2.41 For non-food shopping the levels of on-line shopping with home delivery have also risen since 2019 from 30% to 42% in 2023 with the expectation that it will rise to 50% by 2025[5]. It can be expected that this trend will continue and indeed increase as technology advances and on-line shopping channels become more widespread as more retailers provide this option and more of the population are daily internet users.

2.42 Combining the above elements, the Tool estimates the internal trips (including avoided trips) and those remaining external to the development and determines the initial modal share of trips resulting from the placemaking components of the development design.

Mobility Interventions

2.43 The Tool considers mobility intervention strategies that enhance the non-car connection to external destinations and quantifies the extent to which different trip purposes continue to contribute car trips to the external road network.

2.44 No additional mobility interventions have been included within the runs of the Tool for the allocated sites. This is because, at a policy level, the BDC Bus Service Improvement Plan (BSIP) and Leicestershire County Council (LCC) Local Cycling and Walking Improvement Plan (LCWIP) will inform mode shifts for the trip generation. There may of course be an

[3] Reference: The Future of Work Report | Summix

[4] Reference: spotlight-uk-grocery---january-2022.pdf

[5] Reference: Retail Gazette - Half of non-food sales will be made online by 2025 https://www.retailgazette.co.uk/blog/2022/02/half-of-non-food-sales-will-be-made-online-by-2025/

upside to this in terms of modal shift for a particular site, however at this level and without the benefit of consultation and viability, it is impossible to forecast what may come forward as a package of bespoke sustainability measures for each site in a vision led planning system.

Trips Attracted to On-Site Amenities

2.45 Providing amenities and/or employment on-site can lead to less external trips by residents through increased internalisation, however these amenities may also attract additional trips to the site from outside the site. The Tool provides estimates of numbers, distances and mode for trips attracted to the site.

2.46 The approach for this is to determine the extent of school places and jobs not filled by on-site residents to estimate the externally generated trips (those from outside the settlement) that are attracted to schools or jobs within the site.

2.47 For all other amenities (retail, leisure, social, personal business) where use is not capped or limited by a fixed number of places, an approximate estimate of the population from outside the development site for which the on-site amenity is likely to become their preferred choice is undertaken.

2.48 This requires estimates of the population surrounding the new development where an on-site amenity will become closer in distance or easier to access than future residents' previous nearest/easiest to access comparable amenity prior to the new site development.

2.49 The approximate population (excluding the residents in the new development) for 1km increments from the central point of the new development site is obtained from https://www.tomforth.co.uk/circlepopulations/.

2.50 Given knowledge on the distance from the centre of the development site to closest existing amenities, a catchment radius can be determined for each type of retail, leisure, social, personal business amenity located on-site. The catchment radius is defined as half the straight line (crow-fly) distance to the nearest amenity. An approximate catchment population per on-site amenity can then be obtained from the 1km increment population table.

2.51 Given this estimate of the external population in the catchment of an on-site amenity, the number of external dwellings preferring to use that on-site amenity can be derived and the daily trip rates per dwelling to specific types of amenity obtained from the base NTS data is applied.

2.52 In the case that a supermarket is included in the development, the catchment radius of the nearest existing supermarket with a similar size was inputted to understand the trips that may be attracted to the on-site amenity from outside the development.

3.0 Trip Generation

3.1 The Vision-led Planning Tool provides a trip generation (distances and modes by time of day) for each allocated site, taking into account the location, scale, housing mix, and the combination of on-site amenity provision.

3.2 The trip generation of the allocated sites include both the total external car driver trips generated by residents of the site and total car driver trips attracted to the site from external locations.

3.3 Arrivals and departures for external car driver trips generated by residents of the allocated sites are provided within the Tool. TRICS was used to derive the profile arrivals and departures for car driver trips attracted to site from external locations.

3.4 Arrival and departure proportions for total vehicle trip rates across 07:00-19:00 were derived for the following TRICS land uses and applied to the following journey purposes:

- ’02 - Employment / A- Office’ were applied to commuting trips;
- ‘04 - Education / A- Primary’ were applied to primary school trips;
- ‘04 - Education / A- Secondary’ were applied to secondary school trips; and
- ’01 - I Retail / Shopping Centre – Local Shops’ were applied to all other journey purposes including shopping and personal business trips.

3.5 The trip rates from the TRICS database only included surveys from 2023 onwards, post-covid restrictions, and excluded surveys within Town Centre location types.

3.6 The resulting trip generation between 07:00-19:00 for each site are included within **Appendix A**.

4.0 Summary

4.1 The existing industry standard approach to assessment using TRICS has major limitations when considering large scale sites designed around Vision-led principles.

4.2 TRICS is based on surveys of existing sites, mostly approved during the Predict and Provide era and hence does not reflect vision-led site designs that are radically different to what has gone before.

4.3 TRICS includes a limited number of larger sites (handful of sites over 500 dwellings with multi-modal surveys conducted outside Covid-affected periods).

4.4 Larger sites that do exist in TRICS have a limited mix of on-site amenities and hence do not reflect trip generation of sites with a wider range of on-site amenities that are likely to be included in Vision-led designs.

4.5 Within TRICS the focus is on assessing external car trip generation. This does not capture internal walk and cycle trips that are key to assessing the desired outcomes of Vision-led designs.

4.6 SLR's Vision-led Planning Tool quantifies key impacts resulting from different site designs and tailored to specific site characteristics and local context.

4.7 The SLR Vision-led Planning Tool considers the characteristic of the proposals and how the inclusion of amenities within a site can deliver a change in mode through internalisation and thereby reduce car dependency for trips which would otherwise travel out of the development.

4.8 It considers the local characteristics of an area when making predictions and so is based on an interpolation of current trends but goes beyond traditional tools (such as TRICS) by seeking to manage the reason why people travel rather than the outcome of the travel itself (which reflects a traditional 'predict and provide' approach to planning).

4.9 The Tool also considers wider improvements to the active travel and public transport network and the positive effect these can have on mode choice, which, in this case, is set out in the LCWIP and BSIP proposals.

4.10 The Tool utilises existing data and evidence on trip making behaviour and amenity provision to give guidance on:

- Which amenities are likely to be tenable within new developments of different sizes;
- What the effect on trip making behaviour is likely to be if different amenities are included within the development: what trips can be internalised, and what modes are likely to be used for these trips including the proportion of these trips that can be walked; and
- The impacts of including additional mobility interventions that support low car use for remaining external trips.

4.11 In conclusion, The Vision-led Planning Tool has been used to inform Blaby Local Plan and it's transport evidence, assessing allocated housing sites over 100 dwellings to extract associated trip rates and trip generation, taking into account the location, scale, housing mix, and importantly combination of on-site amenity provision and planned mobility interventions.

4.12 The resulting trip generation estimates are now to be considered within the Traffic modelling in order that SLR can understand the extent to which reflecting influences on travel behaviour, such as those considered within the Vision-led Planning Tool may affect the outcomes of future stages of assessment.

Appendix A Housing Allocations Trip Generation and Trip Rates

Vision Led Planning Tool Methodology

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

4 May 2026

	BLA038
Dwellings	375

Trip Gen

	BLA038								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	10	63	73	1	1	2	11	64	75
08:00-09:00	28	109	137	1	0	2	29	109	138
09:00-10:00	38	47	85	0	0	0	38	47	85
10:00-11:00	37	41	79	0	0	0	37	41	79
11:00-12:00	43	39	82	0	0	0	43	39	82
12:00-13:00	40	41	81	0	0	0	40	41	81
13:00-14:00	41	35	76	0	0	0	41	35	76
14:00-15:00	40	38	78	0	0	0	41	38	78
15:00-16:00	68	50	118	0	0	1	68	50	119
16:00-17:00	71	38	109	0	1	1	71	39	110
17:00-18:00	79	33	111	0	2	2	79	34	113
18:00-19:00	60	27	87	0	1	1	60	28	88
07:00-19:00	554	561	1115	5	6	11	559	567	1126

Trip Rates

	BLA038								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.168	0.194	0.004	0.002	0.006	0.030	0.170	0.200
08:00-09:00	0.075	0.290	0.365	0.004	0.001	0.005	0.078	0.291	0.369
09:00-10:00	0.101	0.125	0.226	0.001	0.000	0.001	0.102	0.125	0.227
10:00-11:00	0.100	0.110	0.210	0.000	0.000	0.001	0.100	0.110	0.210
11:00-12:00	0.114	0.105	0.219	0.000	0.000	0.001	0.114	0.105	0.219
12:00-13:00	0.107	0.109	0.216	0.000	0.000	0.001	0.108	0.109	0.217
13:00-14:00	0.109	0.093	0.202	0.001	0.001	0.001	0.109	0.094	0.203
14:00-15:00	0.107	0.100	0.208	0.001	0.001	0.001	0.108	0.101	0.209
15:00-16:00	0.181	0.133	0.314	0.001	0.001	0.002	0.182	0.134	0.316
16:00-17:00	0.189	0.102	0.291	0.001	0.003	0.004	0.190	0.105	0.294
17:00-18:00	0.209	0.087	0.297	0.001	0.004	0.005	0.210	0.091	0.301
18:00-19:00	0.160	0.073	0.233	0.000	0.002	0.002	0.160	0.075	0.235
07:00-19:00	1.48	1.50	2.97	0.01	0.02	0.03	1.49	1.51	3.00

	COU046
Dwellings	275

Trip Gen

	COU046								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	7	45	53	1	0	2	8	46	54
08:00-09:00	19	74	93	1	0	1	20	74	95
09:00-10:00	26	32	58	0	0	0	26	32	58
10:00-11:00	25	28	53	0	0	0	25	28	53
11:00-12:00	29	27	55	0	0	0	29	27	56
12:00-13:00	27	28	55	0	0	0	27	28	55
13:00-14:00	28	24	52	0	0	0	28	24	52
14:00-15:00	27	26	53	0	0	0	28	26	54
15:00-16:00	46	34	79	0	0	1	46	34	80
16:00-17:00	50	27	76	0	1	1	50	28	77
17:00-18:00	56	23	79	0	1	1	56	24	80
18:00-19:00	42	19	62	0	1	1	43	20	62
07:00-19:00	382	386	768	4	5	9	386	391	777

Trip Rates

	COU046								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.165	0.191	0.004	0.002	0.006	0.030	0.167	0.197
08:00-09:00	0.070	0.269	0.339	0.004	0.001	0.005	0.073	0.270	0.344
09:00-10:00	0.094	0.117	0.211	0.001	0.000	0.001	0.095	0.117	0.212
10:00-11:00	0.091	0.101	0.193	0.000	0.000	0.001	0.092	0.101	0.193
11:00-12:00	0.105	0.096	0.201	0.000	0.000	0.001	0.105	0.097	0.202
12:00-13:00	0.099	0.101	0.200	0.000	0.000	0.001	0.100	0.101	0.201
13:00-14:00	0.101	0.087	0.189	0.001	0.001	0.001	0.102	0.088	0.190
14:00-15:00	0.100	0.093	0.193	0.001	0.001	0.001	0.101	0.094	0.195
15:00-16:00	0.166	0.122	0.288	0.001	0.001	0.002	0.167	0.123	0.290
16:00-17:00	0.180	0.097	0.278	0.001	0.003	0.004	0.181	0.100	0.282
17:00-18:00	0.203	0.084	0.287	0.001	0.004	0.005	0.203	0.089	0.292
18:00-19:00	0.154	0.070	0.224	0.000	0.002	0.003	0.155	0.072	0.227
07:00-19:00	1.39	1.40	2.79	0.01	0.02	0.03	1.40	1.42	2.82

	GLE030
Dwellings	170

Trip Gen

	GLE030								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	4	28	32	1	0	1	5	28	33
08:00-09:00	12	47	59	1	0	1	13	47	60
09:00-10:00	16	20	37	0	0	0	16	20	37
10:00-11:00	16	18	34	0	0	0	16	18	34
11:00-12:00	18	17	35	0	0	0	18	17	35
12:00-13:00	17	18	35	0	0	0	17	18	35
13:00-14:00	18	15	33	0	0	0	18	15	33
14:00-15:00	17	16	34	0	0	0	18	16	34
15:00-16:00	29	21	51	0	0	0	29	22	51
16:00-17:00	31	17	48	0	0	1	31	17	48
17:00-18:00	35	15	49	0	1	1	35	15	50
18:00-19:00	27	12	39	0	0	0	27	13	39
07:00-19:00	241	244	485	2	3	5	243	246	490

Trip Rates

	GLE030								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.165	0.190	0.004	0.002	0.005	0.029	0.166	0.196
08:00-09:00	0.071	0.275	0.346	0.004	0.001	0.005	0.075	0.276	0.351
09:00-10:00	0.096	0.120	0.216	0.001	0.000	0.001	0.097	0.120	0.217
10:00-11:00	0.094	0.104	0.198	0.000	0.000	0.001	0.094	0.104	0.198
11:00-12:00	0.108	0.099	0.207	0.000	0.000	0.001	0.108	0.100	0.208
12:00-13:00	0.102	0.103	0.205	0.000	0.000	0.001	0.102	0.104	0.206
13:00-14:00	0.104	0.089	0.193	0.001	0.001	0.001	0.104	0.090	0.194
14:00-15:00	0.102	0.096	0.198	0.001	0.001	0.001	0.103	0.097	0.200
15:00-16:00	0.172	0.126	0.298	0.001	0.001	0.002	0.173	0.127	0.300
16:00-17:00	0.183	0.099	0.281	0.001	0.003	0.004	0.184	0.102	0.285
17:00-18:00	0.204	0.085	0.290	0.001	0.004	0.005	0.205	0.089	0.294
18:00-19:00	0.157	0.072	0.229	0.000	0.002	0.002	0.157	0.074	0.231
07:00-19:00	1.42	1.43	2.85	0.01	0.02	0.03	1.43	1.45	2.88

	LFE020
Dwellings	250

Trip Gen

	LFE020								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	7	43	49	1	0	1	8	43	51
08:00-09:00	20	77	97	1	0	1	21	77	98
09:00-10:00	25	31	56	0	0	0	25	31	56
10:00-11:00	25	27	52	0	0	0	25	27	52
11:00-12:00	28	26	54	0	0	0	28	26	54
12:00-13:00	27	27	53	0	0	0	27	27	54
13:00-14:00	27	23	50	0	0	0	27	23	50
14:00-15:00	27	25	53	0	0	0	27	26	53
15:00-16:00	48	35	83	0	0	0	48	35	84
16:00-17:00	47	25	73	0	1	1	48	26	74
17:00-18:00	52	22	74	0	1	1	52	23	75
18:00-19:00	40	18	58	0	1	1	40	19	59
07:00-19:00	373	378	752	3	4	7	377	382	759

Trip Rates

	LFE020								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.027	0.171	0.197	0.004	0.002	0.006	0.031	0.172	0.203
08:00-09:00	0.080	0.306	0.386	0.004	0.001	0.005	0.083	0.307	0.391
09:00-10:00	0.100	0.124	0.224	0.001	0.000	0.001	0.101	0.124	0.225
10:00-11:00	0.099	0.108	0.207	0.000	0.000	0.001	0.099	0.109	0.208
11:00-12:00	0.113	0.104	0.217	0.000	0.000	0.001	0.114	0.104	0.218
12:00-13:00	0.106	0.107	0.214	0.000	0.000	0.001	0.107	0.107	0.214
13:00-14:00	0.108	0.092	0.200	0.001	0.001	0.001	0.109	0.093	0.201
14:00-15:00	0.109	0.101	0.211	0.001	0.001	0.001	0.110	0.102	0.212
15:00-16:00	0.193	0.140	0.333	0.001	0.001	0.002	0.194	0.141	0.335
16:00-17:00	0.190	0.102	0.291	0.001	0.003	0.004	0.191	0.104	0.295
17:00-18:00	0.209	0.086	0.295	0.001	0.004	0.005	0.209	0.090	0.299
18:00-19:00	0.160	0.072	0.232	0.000	0.002	0.002	0.160	0.074	0.234
07:00-19:00	1.49	1.51	3.01	0.01	0.02	0.03	1.51	1.53	3.04

	SAP029
Dwellings	120

Trip Gen

	SAP029								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	3	22	25	1	0	1	4	22	26
08:00-09:00	10	37	47	1	0	1	10	37	47
09:00-10:00	12	15	27	0	0	0	12	15	27
10:00-11:00	12	13	24	0	0	0	12	13	25
11:00-12:00	13	12	26	0	0	0	13	12	26
12:00-13:00	13	13	26	0	0	0	13	13	26
13:00-14:00	13	11	24	0	0	0	13	11	24
14:00-15:00	13	12	25	0	0	0	13	12	25
15:00-16:00	23	17	39	0	0	0	23	17	39
16:00-17:00	24	13	36	0	0	1	24	13	37
17:00-18:00	26	11	37	0	1	1	26	11	38
18:00-19:00	20	9	29	0	0	0	20	9	29
07:00-19:00	182	184	366	2	2	4	184	186	370

Trip Rates

	SAP029								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.029	0.183	0.212	0.005	0.002	0.006	0.033	0.185	0.218
08:00-09:00	0.081	0.308	0.389	0.004	0.001	0.006	0.085	0.310	0.394
09:00-10:00	0.102	0.125	0.227	0.001	0.000	0.002	0.103	0.125	0.228
10:00-11:00	0.097	0.107	0.204	0.000	0.000	0.001	0.098	0.107	0.205
11:00-12:00	0.112	0.102	0.214	0.000	0.000	0.001	0.112	0.102	0.214
12:00-13:00	0.106	0.107	0.213	0.000	0.000	0.001	0.107	0.107	0.214
13:00-14:00	0.109	0.092	0.201	0.001	0.001	0.001	0.109	0.093	0.202
14:00-15:00	0.109	0.101	0.210	0.001	0.001	0.002	0.110	0.102	0.212
15:00-16:00	0.189	0.138	0.327	0.001	0.001	0.002	0.190	0.139	0.329
16:00-17:00	0.197	0.105	0.302	0.001	0.003	0.004	0.198	0.108	0.306
17:00-18:00	0.220	0.091	0.310	0.001	0.005	0.005	0.220	0.095	0.316
18:00-19:00	0.166	0.075	0.240	0.000	0.002	0.003	0.166	0.077	0.243
07:00-19:00	1.52	1.53	3.05	0.02	0.02	0.03	1.53	1.55	3.08

	STO025
Dwellings	165

Trip Gen

	STO025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	5	30	34	1	0	1	5	30	35
08:00-09:00	13	50	63	1	0	1	14	50	64
09:00-10:00	16	20	36	0	0	0	16	20	36
10:00-11:00	15	17	32	0	0	0	15	17	32
11:00-12:00	18	16	34	0	0	0	18	16	34
12:00-13:00	17	17	33	0	0	0	17	17	34
13:00-14:00	17	15	32	0	0	0	17	15	32
14:00-15:00	17	16	33	0	0	0	18	16	34
15:00-16:00	31	22	53	0	0	0	31	22	53
16:00-17:00	32	17	48	0	1	1	32	17	49
17:00-18:00	35	14	50	0	1	1	35	15	51
18:00-19:00	27	12	39	0	0	0	27	12	39
07:00-19:00	242	245	486	3	3	5	244	247	492

Trip Rates

	STO025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.028	0.180	0.209	0.005	0.002	0.006	0.033	0.182	0.215
08:00-09:00	0.079	0.302	0.381	0.004	0.001	0.005	0.083	0.303	0.386
09:00-10:00	0.098	0.119	0.217	0.001	0.000	0.001	0.099	0.120	0.218
10:00-11:00	0.093	0.101	0.194	0.000	0.000	0.001	0.093	0.102	0.195
11:00-12:00	0.107	0.097	0.203	0.000	0.000	0.001	0.107	0.097	0.204
12:00-13:00	0.101	0.101	0.203	0.000	0.000	0.001	0.102	0.102	0.204
13:00-14:00	0.104	0.088	0.192	0.001	0.001	0.001	0.105	0.089	0.194
14:00-15:00	0.105	0.097	0.203	0.001	0.001	0.002	0.106	0.098	0.204
15:00-16:00	0.185	0.134	0.319	0.001	0.001	0.002	0.186	0.135	0.321
16:00-17:00	0.191	0.102	0.293	0.001	0.003	0.004	0.192	0.105	0.297
17:00-18:00	0.214	0.088	0.302	0.001	0.005	0.005	0.214	0.093	0.307
18:00-19:00	0.161	0.072	0.233	0.000	0.002	0.003	0.162	0.075	0.236
07:00-19:00	1.47	1.48	2.95	0.02	0.02	0.03	1.48	1.50	2.98

	STO026
Dwellings	800

Trip Gen

	STO026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	21	135	157	12	5	18	34	141	174
08:00-09:00	56	213	269	13	6	20	69	220	289
09:00-10:00	72	88	160	9	6	15	80	95	175
10:00-11:00	68	75	143	9	9	18	77	84	161
11:00-12:00	78	71	150	10	9	18	88	80	168
12:00-13:00	75	75	150	9	8	17	83	84	167
13:00-14:00	77	66	143	8	8	16	85	74	159
14:00-15:00	77	71	148	7	8	15	84	79	163
15:00-16:00	130	95	224	8	9	16	137	103	240
16:00-17:00	142	76	218	8	13	21	150	89	239
17:00-18:00	161	67	228	6	16	23	168	83	251
18:00-19:00	122	55	177	5	10	15	127	65	192
07:00-19:00	1078	1088	2166	105	108	213	1183	1196	2379

Trip Rates

	STO026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.169	0.196	0.015	0.007	0.022	0.042	0.176	0.218
08:00-09:00	0.069	0.266	0.336	0.017	0.008	0.025	0.086	0.274	0.361
09:00-10:00	0.090	0.110	0.200	0.011	0.008	0.019	0.100	0.118	0.219
10:00-11:00	0.085	0.094	0.179	0.012	0.011	0.023	0.097	0.105	0.202
11:00-12:00	0.098	0.089	0.187	0.012	0.011	0.023	0.110	0.100	0.210
12:00-13:00	0.093	0.094	0.187	0.011	0.011	0.021	0.104	0.104	0.208
13:00-14:00	0.096	0.082	0.179	0.010	0.010	0.020	0.107	0.092	0.199
14:00-15:00	0.096	0.089	0.185	0.009	0.010	0.019	0.105	0.099	0.204
15:00-16:00	0.162	0.118	0.280	0.010	0.011	0.020	0.172	0.129	0.301
16:00-17:00	0.178	0.095	0.273	0.010	0.016	0.026	0.187	0.111	0.299
17:00-18:00	0.202	0.083	0.285	0.008	0.020	0.028	0.209	0.104	0.313
18:00-19:00	0.152	0.069	0.221	0.007	0.013	0.019	0.159	0.081	0.240
07:00-19:00	1.35	1.36	2.71	0.13	0.14	0.27	1.48	1.50	2.97

	WHE027
Dwellings	800

Trip Gen

	WHE027								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	21	135	156	14	7	21	35	142	177
08:00-09:00	55	212	267	18	11	29	73	222	296
09:00-10:00	75	94	169	17	14	30	92	107	199
10:00-11:00	73	81	153	21	21	42	94	101	195
11:00-12:00	83	77	160	22	20	42	105	97	202
12:00-13:00	79	81	160	19	19	38	98	99	197
13:00-14:00	81	70	151	17	17	34	99	87	186
14:00-15:00	79	74	154	15	16	31	95	90	185
15:00-16:00	130	95	225	15	16	31	145	112	257
16:00-17:00	146	79	225	15	20	35	161	99	260
17:00-18:00	165	69	234	13	23	36	178	92	271
18:00-19:00	126	57	183	11	16	28	137	74	210
07:00-19:00	1113	1124	2237	198	200	398	1312	1324	2635

Trip Rates

	WHE027								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.026	0.169	0.195	0.018	0.009	0.027	0.04	0.18	0.222
08:00-09:00	0.068	0.265	0.333	0.023	0.013	0.036	0.09	0.28	0.370
09:00-10:00	0.094	0.117	0.211	0.021	0.017	0.038	0.12	0.13	0.249
10:00-11:00	0.091	0.101	0.192	0.026	0.026	0.052	0.12	0.13	0.244
11:00-12:00	0.104	0.096	0.200	0.027	0.025	0.052	0.13	0.12	0.252
12:00-13:00	0.099	0.101	0.200	0.024	0.024	0.047	0.12	0.12	0.247
13:00-14:00	0.102	0.088	0.189	0.022	0.021	0.043	0.12	0.11	0.232
14:00-15:00	0.099	0.093	0.192	0.019	0.020	0.039	0.12	0.11	0.231
15:00-16:00	0.162	0.119	0.282	0.019	0.020	0.039	0.18	0.14	0.321
16:00-17:00	0.182	0.099	0.281	0.019	0.025	0.044	0.20	0.12	0.325
17:00-18:00	0.207	0.086	0.293	0.016	0.029	0.046	0.22	0.12	0.339
18:00-19:00	0.157	0.072	0.229	0.014	0.021	0.035	0.17	0.09	0.263
07:00-19:00	1.39	1.40	2.80	0.25	0.25	0.50	1.64	1.65	3.29

	LUUB002
Dwellings	825

Trip Gen

	LUUB002								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	19	126	145	21	8	29	41	134	174
08:00-09:00	50	194	244	32	21	53	82	215	297
09:00-10:00	70	88	158	6	4	10	76	91	168
10:00-11:00	68	75	143	4	4	7	72	79	151
11:00-12:00	78	72	150	4	4	8	82	76	157
12:00-13:00	74	75	149	4	4	8	78	80	158
13:00-14:00	76	66	142	4	4	9	80	70	151
14:00-15:00	74	70	144	6	5	11	80	75	155
15:00-16:00	119	88	208	17	21	38	137	109	246
16:00-17:00	136	74	210	7	16	23	143	90	233
17:00-18:00	155	65	220	5	18	23	160	83	243
18:00-19:00	119	54	173	3	9	13	122	64	186
07:00-19:00	1038	1047	2085	114	118	232	1152	1165	2317

Trip Rates

	LUUB002								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.023	0.152	0.176	0.026	0.010	0.036	0.05	0.16	0.211
08:00-09:00	0.060	0.235	0.296	0.039	0.026	0.065	0.10	0.26	0.360
09:00-10:00	0.085	0.106	0.191	0.008	0.004	0.012	0.09	0.11	0.203
10:00-11:00	0.082	0.091	0.173	0.005	0.004	0.009	0.09	0.10	0.182
11:00-12:00	0.094	0.087	0.181	0.005	0.004	0.009	0.10	0.09	0.191
12:00-13:00	0.090	0.091	0.181	0.005	0.005	0.010	0.09	0.10	0.191
13:00-14:00	0.092	0.080	0.172	0.005	0.005	0.011	0.10	0.09	0.183
14:00-15:00	0.090	0.084	0.174	0.007	0.006	0.013	0.10	0.09	0.187
15:00-16:00	0.145	0.107	0.252	0.021	0.025	0.046	0.17	0.13	0.298
16:00-17:00	0.165	0.090	0.255	0.008	0.019	0.027	0.17	0.11	0.282
17:00-18:00	0.188	0.079	0.267	0.006	0.022	0.028	0.19	0.10	0.294
18:00-19:00	0.144	0.066	0.210	0.004	0.011	0.015	0.15	0.08	0.225
07:00-19:00	1.26	1.27	2.53	0.14	0.14	0.28	1.40	1.41	2.81

	KMU025
Dwellings	510

Trip Gen

	KMU025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	14	87	100	10	7	8	24	93	108
08:00-09:00	38	145	183	20	15	13	58	160	196
09:00-10:00	47	58	105	29	25	8	76	83	113
10:00-11:00	45	49	93	41	41	8	85	89	101
11:00-12:00	51	47	98	42	39	8	94	86	106
12:00-13:00	49	49	98	36	36	8	85	85	106
13:00-14:00	50	43	93	32	30	7	83	73	100
14:00-15:00	51	47	98	27	29	7	78	76	105
15:00-16:00	89	65	154	26	27	10	116	91	164
16:00-17:00	92	49	141	25	28	11	117	77	153
17:00-18:00	103	42	146	23	28	12	126	71	158
18:00-19:00	78	35	113	20	23	8	99	59	121
07:00-19:00	707	715	1423	332	328	108	1040	1043	1531

Trip Rates

	KMU025								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.027	0.170	0.197	0.021	0.013	0.016	0.05	0.18	0.212
08:00-09:00	0.075	0.285	0.360	0.039	0.029	0.025	0.11	0.31	0.385
09:00-10:00	0.092	0.113	0.205	0.056	0.050	0.017	0.15	0.16	0.222
10:00-11:00	0.088	0.096	0.183	0.080	0.080	0.015	0.17	0.18	0.199
11:00-12:00	0.101	0.092	0.192	0.083	0.077	0.015	0.18	0.17	0.207
12:00-13:00	0.096	0.096	0.192	0.070	0.070	0.016	0.17	0.17	0.208
13:00-14:00	0.098	0.084	0.182	0.063	0.060	0.014	0.16	0.14	0.196
14:00-15:00	0.100	0.092	0.192	0.054	0.057	0.014	0.15	0.15	0.206
15:00-16:00	0.175	0.127	0.302	0.052	0.052	0.019	0.23	0.18	0.321
16:00-17:00	0.181	0.096	0.277	0.049	0.054	0.022	0.23	0.15	0.300
17:00-18:00	0.202	0.083	0.286	0.045	0.055	0.023	0.25	0.14	0.309
18:00-19:00	0.153	0.069	0.222	0.040	0.046	0.015	0.19	0.11	0.237
07:00-19:00	1.39	1.40	2.79	0.65	0.64	0.21	2.04	2.05	3.00

	WHE031
Dwellings	584

Trip Gen

	WHE031								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	14	89	103	12	6	19	25	95	122
08:00-09:00	32	126	159	16	10	27	48	136	186
09:00-10:00	48	61	109	15	12	29	63	73	138
10:00-11:00	46	51	97	20	19	41	65	71	137
11:00-12:00	52	49	101	20	19	41	73	68	142
12:00-13:00	50	52	102	17	17	37	68	69	139
13:00-14:00	52	45	98	16	15	33	68	61	131
14:00-15:00	50	47	96	14	15	30	64	62	127
15:00-16:00	76	56	132	14	15	30	90	72	163
16:00-17:00	95	52	146	13	18	34	108	69	180
17:00-18:00	110	46	156	12	20	35	121	66	190
18:00-19:00	83	38	122	10	14	26	94	53	148
07:00-19:00	708	713	1420	180	181	382	887	893	1802

Trip Rates

	WHE031								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.023	0.152	0.176	0.020	0.010	0.033	0.04	0.16	0.209
08:00-09:00	0.055	0.216	0.271	0.028	0.017	0.047	0.08	0.23	0.318
09:00-10:00	0.083	0.104	0.186	0.026	0.021	0.050	0.11	0.12	0.237
10:00-11:00	0.078	0.088	0.166	0.034	0.033	0.070	0.11	0.12	0.235
11:00-12:00	0.090	0.083	0.173	0.035	0.032	0.070	0.12	0.12	0.243
12:00-13:00	0.086	0.088	0.175	0.030	0.030	0.063	0.12	0.12	0.237
13:00-14:00	0.089	0.078	0.167	0.027	0.026	0.057	0.12	0.10	0.224
14:00-15:00	0.085	0.080	0.165	0.024	0.025	0.052	0.11	0.11	0.217
15:00-16:00	0.130	0.097	0.227	0.025	0.026	0.052	0.15	0.12	0.278
16:00-17:00	0.162	0.089	0.251	0.023	0.030	0.057	0.18	0.12	0.308
17:00-18:00	0.188	0.079	0.267	0.020	0.034	0.059	0.21	0.11	0.326
18:00-19:00	0.143	0.066	0.209	0.017	0.025	0.045	0.16	0.09	0.254
07:00-19:00	1.21	1.22	2.43	0.31	0.31	0.65	1.52	1.53	3.09

	BLA031/034/039/040
Dwellings	650

Trip Gen

	BLA031/034/039/040								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	16	101	117	5	2	7	20	104	124
08:00-09:00	45	174	219	6	3	9	51	177	228
09:00-10:00	59	73	131	6	4	10	64	77	142
10:00-11:00	57	63	119	7	7	15	64	70	134
11:00-12:00	65	60	125	8	7	15	73	67	140
12:00-13:00	62	62	124	7	7	13	68	69	137
13:00-14:00	63	54	117	6	6	12	69	60	129
14:00-15:00	63	58	121	5	6	11	68	64	132
15:00-16:00	108	79	187	5	5	10	113	84	197
16:00-17:00	112	60	172	5	7	11	117	67	184
17:00-18:00	125	52	176	4	8	12	129	59	188
18:00-19:00	95	43	138	4	6	9	99	49	147
07:00-19:00	868	879	1747	66	67	134	935	946	1881

Trip Rates

	BLA031/034/039/040								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.024	0.156	0.180	0.007	0.003	0.010	0.03	0.16	0.191
08:00-09:00	0.069	0.267	0.337	0.009	0.005	0.013	0.08	0.27	0.350
09:00-10:00	0.090	0.112	0.202	0.009	0.007	0.016	0.10	0.12	0.218
10:00-11:00	0.087	0.096	0.184	0.012	0.011	0.023	0.10	0.11	0.207
11:00-12:00	0.100	0.092	0.192	0.012	0.011	0.023	0.11	0.10	0.215
12:00-13:00	0.095	0.096	0.191	0.010	0.010	0.020	0.11	0.11	0.211
13:00-14:00	0.097	0.083	0.179	0.009	0.009	0.018	0.11	0.09	0.198
14:00-15:00	0.097	0.090	0.186	0.008	0.009	0.017	0.10	0.10	0.203
15:00-16:00	0.166	0.121	0.287	0.008	0.008	0.016	0.17	0.13	0.303
16:00-17:00	0.172	0.093	0.265	0.007	0.010	0.018	0.18	0.10	0.283
17:00-18:00	0.192	0.080	0.271	0.006	0.012	0.018	0.20	0.09	0.289
18:00-19:00	0.146	0.066	0.212	0.006	0.009	0.014	0.15	0.07	0.227
07:00-19:00	1.34	1.35	2.69	0.10	0.10	0.21	1.44	1.46	2.89

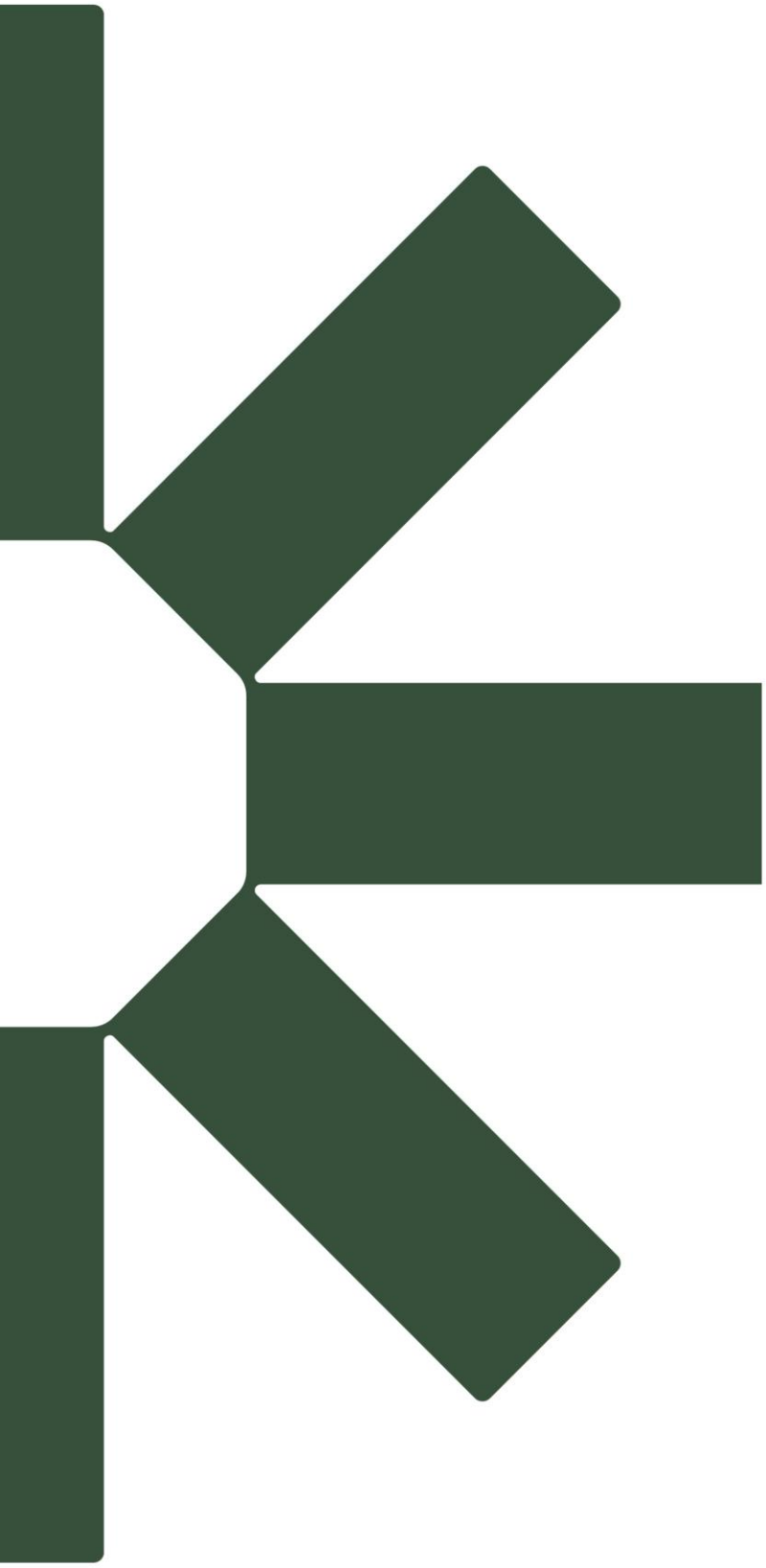
	NAR016 / END026
Dwellings	560

Trip Gen

	NAR016 / END026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	14	87	101	11	7	18	25	94	119
08:00-09:00	40	152	192	20	15	35	60	166	226
09:00-10:00	47	57	103	28	25	53	75	82	156
10:00-11:00	43	47	90	40	40	79	83	87	170
11:00-12:00	50	45	95	41	39	80	92	84	175
12:00-13:00	48	48	95	35	35	70	83	83	165
13:00-14:00	49	42	91	32	30	62	81	71	152
14:00-15:00	51	47	97	27	28	55	78	75	153
15:00-16:00	93	67	160	26	26	52	119	93	212
16:00-17:00	92	49	141	25	28	52	117	76	193
17:00-18:00	103	42	145	23	28	51	125	70	196
18:00-19:00	78	35	112	20	23	43	98	58	156
07:00-19:00	707	716	1423	327	323	652	1034	1039	2075

Trip Rates

	NAR016 / END026								
	Total External Car Driver Trips Generated by Residents of Site			Total Car Driver Trips Attracted to Site from External Locations			Total		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.025	0.156	0.181	0.020	0.012	0.032	0.04	0.17	0.213
08:00-09:00	0.071	0.271	0.342	0.036	0.026	0.062	0.11	0.30	0.404
09:00-10:00	0.083	0.101	0.184	0.050	0.044	0.095	0.13	0.15	0.279
10:00-11:00	0.077	0.084	0.161	0.071	0.071	0.142	0.15	0.15	0.303
11:00-12:00	0.089	0.081	0.170	0.074	0.069	0.143	0.16	0.15	0.313
12:00-13:00	0.085	0.085	0.170	0.062	0.063	0.125	0.15	0.15	0.295
13:00-14:00	0.088	0.074	0.162	0.057	0.053	0.110	0.14	0.13	0.272
14:00-15:00	0.091	0.083	0.174	0.048	0.051	0.099	0.14	0.13	0.273
15:00-16:00	0.166	0.120	0.286	0.046	0.047	0.093	0.21	0.17	0.379
16:00-17:00	0.165	0.087	0.252	0.044	0.049	0.093	0.21	0.14	0.345
17:00-18:00	0.183	0.075	0.258	0.040	0.050	0.091	0.22	0.13	0.349
18:00-19:00	0.139	0.062	0.201	0.036	0.042	0.078	0.17	0.10	0.278
07:00-19:00	1.26	1.28	2.54	0.58	0.58	1.16	1.85	1.86	3.71



Making Sustainability Happen

SLR Consulting Limited

Blaby District Council

Blaby Local Plan Transport Evidence

SLR Project No.: 416.066233.00001

17 February 2026

Revision: 01

RE: AMENITIES INCLUDED IN ALLOCATED SITES

1.0 Introduction

1.1 SLR Consulting has been commissioned by Blaby District Council (BDC) to provide advice on the likely effects on the Transport network as a result of the development proposals being promoted through the forthcoming Local Plan and to assist in determining an appropriate Transport Infrastructure Delivery Plan (IDP) to ensure any effects can be suitably managed.

1.2 Traffic modelling is required for the progression of the Local Plan towards submission. The Blaby Local Plan modelling focuses on the BDC Plan Scenarios which has taken the housing and employment allocations into consideration.

1.3 The SLR Vision-led Planning Tool has been used to assess allocated housing sites over 100 dwellings to extract associated trip rates and trip generation.

1.4 This note sets out the methodology behind the amenity assessment and the specific amenities that have been included in the allocated sites within SLR's Vision-led Planning Tool.

2.0 Amenity Provision Methodology

2.1 The SLR Vision-led Planning Tool provides guidance on the amenities that are likely to be tenable or necessary within the development.

2.2 The Tool suggests which amenities are viable based on UK Business Count data on the number of local units of different amenities for Blaby combined with the population per District to give an average population per unit of amenity. This provides an indication of the number of dwellings needed to sustain a single unit of each kind of amenity in Blaby.

2.3 This is then combined with site specific characteristics on the population, persons per household, area and shape of the new development to identify what amenities are likely to

attract sufficient demand from the resident population for an amenity to be tenable (for commercial amenities) or necessary (for public service amenities).

2.4 The need for Primary and Secondary schools is established on the traditional basis of applying pupil yield factors that reflect the BDC policy.

2.5 The Tool then provides guidance on the amenities that should be considered for inclusion within the development.

Amenity Selection

2.6 It should be noted that not all allocated sites were considered to provide amenities within the development. This is because there is a minimum number of dwellings needed for amenities to be considered viable. As such, only the larger allocated sites have viable amenities.

2.7 Draft policy for the local plan allocations was provided by BDC. Where the draft policy included the provision of specific amenities, these have been selected in the Tool as amenities to be included within the development site.

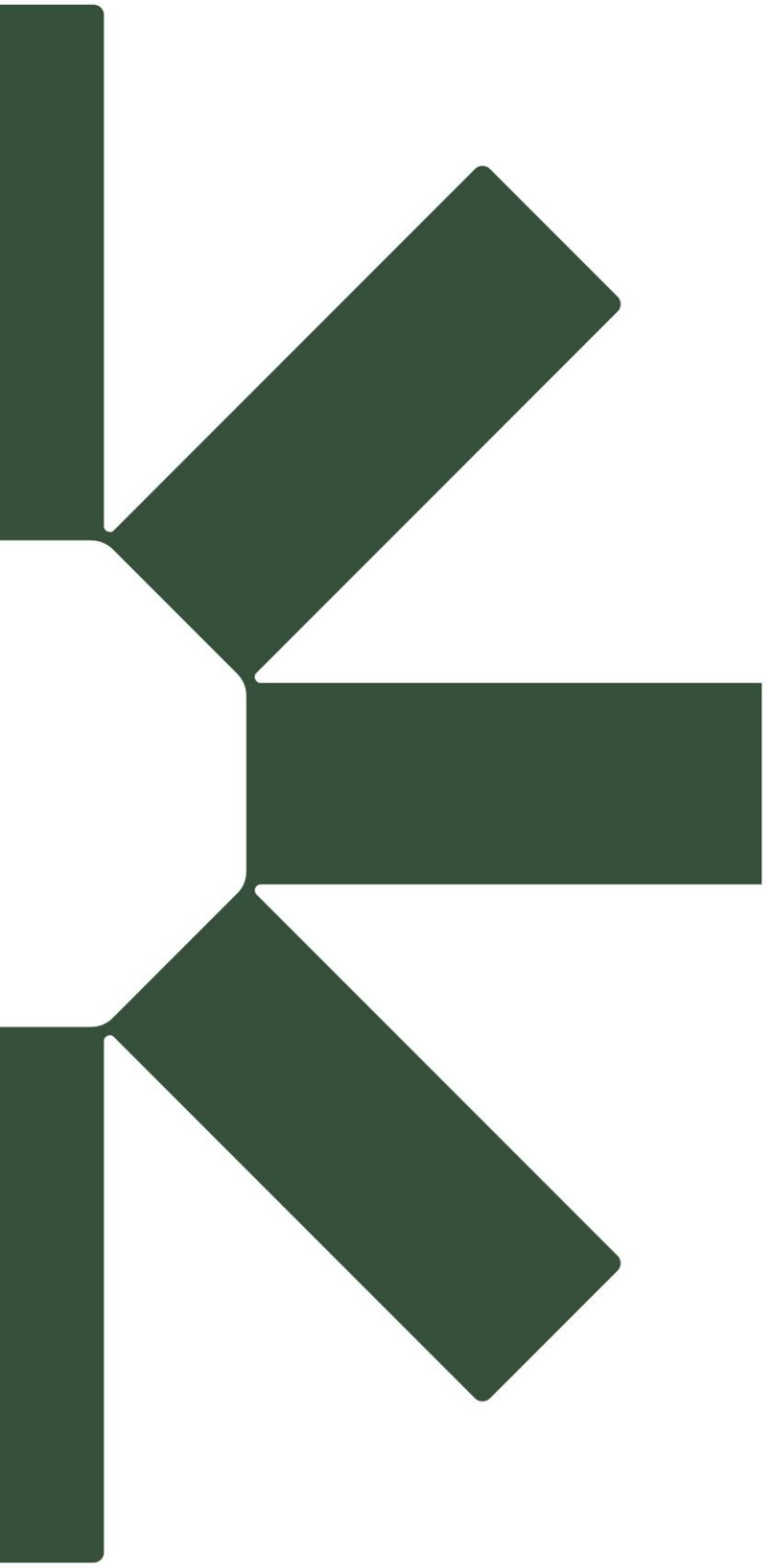
2.8 The draft policy suggested provision of new local or district centres within the draft policies for some local plan allocations. Where local/district centres are proposed, additional amenities that are considered viable by the Tool have also been included within the development site. It is noted that consideration has also been given to whether the amenities location in a residential development would be feasible compared to amenities which are often clustered in town centres, such as clothing stores.

2.9 It is noted that allocated sites KMU025, STO026, and WHE027 have final build out periods beyond the end of the local plan period (2042). Only the amenities that are considered viable in the Tool for the number of dwellings to be delivered at the end of the plan period has been considered.

2.10 **Table 1** below sets out all the amenities that have been included in the Tool.

Table 1: Blaby Local Plan Allocated Sites

Allocation	Proposed Dwellings	Amenities Included in Development
BLA031/BLA034/039/040	650	A convenience store.
KMU025	510	A convenience store and community centre.
NAR016/END028	560	A convenience store and community hall.
LUB002	825	A convenience store, community hall, 2FE primary school, hairdresser, public house.
STO026	800	A convenience store, community hall, 1FE primary school, hairdresser, public house.
WHE027	800	A convenience store, community hall, hairdresser and 1FE primary school.
WHE031	584	A local convenience store, community hall and 1FE primary school.



Making Sustainability Happen

Vision-Led Trip Generation

Case studies of Bespoke Trip Generation

Prepared by:

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10 April 2026

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	10 April 2026	Agne Slipaityte, Chloe Stanbury,	Paul Curtis	Paul Curtis

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1.0 Introduction

1.1 The purpose of this report is to present examples of residential and mixed-use schemes where trip generation has been derived through the use of multiple data sources and first principles assessment methods.

1.2 This *Vision-led* approach does not simply predict the number of vehicles that a development may generate and then provide the full road capacity for all, since that equates to the outdated Predict and Provide approach. Rather, it is an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes.

1.3 The trip generation approach should be designed to represent expected travel behaviour based on the masterplan design and take into account the influential factors of local amenities, sustainable mobility alternatives and local characteristics.

1.4 In recent years this assessment is undertaken through Flint: SLR's Vision-led Planning Tool. Based on the site location (proximity to destinations) and housing mix (size and tenure), the tool estimates:

- Person trip generation by purpose and time period;
- Trips internalised (given the mix of on-site amenity and employment provision);
- Trips avoided through remote working and digital substitution;
- Residual external trips; and
- Mode shares across walking, cycling, public transport, car passenger, and car driver.

1.5 Even before the Tool was developed, and for more than 10 years, SLR has applied the same principles and datasets seen in Flint across strategic residential projects.

1.6 This Vision-led approach estimates total person trips by purpose and mode, while capturing internal trips to on-site amenities by drawing on:

- Disaggregated National Travel Survey data giving typical travel behaviour by area type and trip purpose;
- Evidence on how typical travel behaviour changes with changes in trip distance, income, household composition;
- Trends in hybrid working and online activity; and
- Research on the influence of land use mix and accessibility on travel choices.

1.7 This approach of breaking down person trip generation methodically by applying multiple data sources has become more important as it is more sensitive to the provision of amenities and sustainable mobility within short walking distance as set out in the masterplan.

1.8 A weakness of relying on TRICS data for strategic sites is that there are very few references to comparable large scale mixed-use residential sites delivered with on-site amenities and strong sustainable mobility alternatives.

1.9 This report contains case studies where bespoke trip generation has been successfully applied using first principles and/or multiple data sources, including more recent examples where this has been delivered through Flint.

2.0 Pickering's Farm, Penwortham, Preston

- Outline Planning Application
- Local Planning Authority: South Ribble Borough Council
- Local Highways Authority: Lancashire County Council
- Application Reference: 07/2021/00886/ORM (Refused Application), 22/00003/REFAPP (Appeal Against Refusal)
- Status: granted planning approval at appeal in 2024, where it was stated that the development will not have an adverse impact on the highway network.

Introduction

2.1 The original outline planning application was for all matters reserved except for the principal means of access for a residential-led mixed-use development of up to 920 dwellings (Use Classes C3 and C2), a local centre including retail, employment and community uses (Use Classes E and Sui Generis), a two form entry primary school (Use Class F), green infrastructure, and associated infrastructure following the demolition of certain existing buildings.

2.2 SLR was appointed by Homes England and Taylor Wimpey to provide an alternative vision-led approach to a planning application for 1,100 homes. The Site was subject to a Planning Appeal, and the Inspector ultimately approved the scheme - stating that the resulting environmental, health and housing benefits carried greater weight, than designing to accommodate an unfettered forecast in traffic.

Masterplan



Trip Generation

2.3 Person trip rates were derived from TRICS. To convert person trips into vehicle trips, the assessment used the National Travel Survey (NTS) for trip purpose and timing. This method was applied to determine education, recreation and leisure trips. Commuting trips were determined using 2011 census data.

Retail/Leisure

Because the development includes a Local Centre with shops and community facilities, and due to its overall scale, many leisure/recreation trips are expected to be internalised.

2.4 For assessment purposes, it was assumed that:

- 50% of leisure trips remain within the site; and
- 50% travel off-site

Education

2.5 There were 4 schools (with the addition of the on-site school) within a 1-mile distance. The distribution allocated 25% of these trips as “internal trips”, assumed to be walked – given the close proximity.

2.6 The total person trip rates derived from the methodology described are presented below.

Time	Drive		Passenger/Taxi		Walk		Cycle		Public Transport	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
07:00 - 08:00	61	284	5	26	13	63	4	19	30	68
08:00 - 09:00	107	392	6	21	50	182	7	25	24	107
09:00 - 10:00	93	125	8	11	15	20	6	8	19	27
10:00 - 11:00	74	98	7	10	7	9	4	6	17	19
11:00 - 12:00	76	87	7	8	8	9	5	5	17	17
12:00 - 13:00	96	91	9	9	11	10	6	5	20	19
13:00 - 14:00	98	93	10	9	10	10	6	6	20	20
14:00 - 15:00	115	120	10	10	24	25	7	7	21	27
15:00 - 16:00	237	130	12	7	110	60	14	8	24	37
16:00 - 17:00	246	126	23	12	42	22	16	8	39	36
17:00 - 18:00	292	126	29	13	36	16	19	8	47	41
18:00 - 19:00	245	135	25	14	24	13	15	8	43	35

Outcome

2.7 The initial application was refused because it had not been demonstrated that the development would avoid causing a severe adverse impact on the local highway network, with insufficient evidence, and inadequate bridge improvements raising significant highway and pedestrian safety concerns.

2.8 At the planning appeal for the revised application, the Inspector stated that forecast increases in journey times of 3 minutes over a distance of 4 km would not lead to **severe** delays on the local highway network:

“To my mind, it is likely that a reasonable driver would find such journey time increases and speed decreases as simply mildly inconvenient, over and above this baseline. It is quite possible that many drivers would barely notice, particularly given such changes are likely to occur over a number of years. In considering if this delay would be severe, in terms of the Framework, there is no precise definition of what should constitute severe. The dictionary definition is ‘very great’. Consequently, this magnitude of change in journey time, when taken at its face value, falls far short of being very great or severe.”

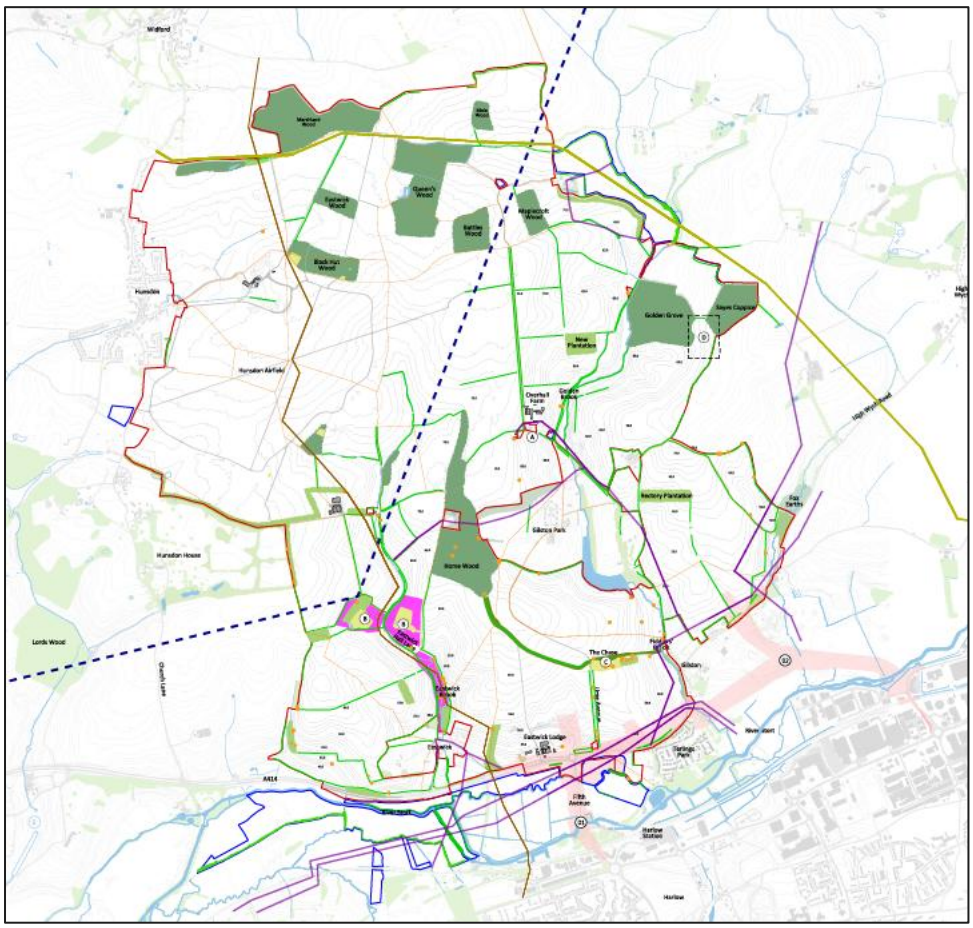
3.0 Gilston Park Estate, East Herts

- Outline Planning Application
- Local Planning Authority: East Hertfordshire District Council
- Local Highways Authority: Hertfordshire County Council
- Application Reference: 3/19/1045/OUT
- Status: site allocated within the Local Plan (2020) and subsequently obtained outline consent for 10,000 homes in January 2025 (8,500 homes for Places for People across six villages and 1,500 homes for Taylor Wimpey in a seventh village).

Introduction

3.1 Appointed by Places for People, SLR's transport planning and microsimulation teams provided combined consultancy advice in the development of the Gilston Park Estate. Focussing on the 8,500 dwelling component across six village areas, the masterplan included new primary and secondary schools, retail, leisure, employment, and community services. SLR designed the Sustainable Transport Strategy which included a network of mobility hubs, extension of bus routes through the Site, and the opening up of Harlow Town Rail Station.

Masterplan



Trip Generation

3.2 Following submission of the planning application, a number of comments were received on the trip generation methodology which were addressed. Several meetings were held to discuss the methodology and assumptions. The Trip Generation Report Addendum (R17) used Census modal share data, with mode shift applied later within the modelling process.

3.3 A detailed multi-modal assessment was carried out, applying a 20% shift away from car use and accounting for internal trips. To conservatively assess sustainability targets, only 50% of car-share trips were treated as sustainable. The results inform how the development can achieve 60% sustainable mode share.

3.4 The multi-modal trip generation percentages for the AM and PM peaks are shown within the tables below.

AM Peak multi-modal Trip Generation

	0700-0800			0800-0900			0900-1000		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Car Driver	47%	46%	47%	39%	34%	35%	44%	42%	43%
Rail	4%	5%	4%	1%	2%	2%	1%	2%	1%
Bus	15%	14%	14%	13%	9%	10%	11%	9%	10%
Walking	16%	18%	17%	35%	42%	40%	26%	30%	29%
Cycling	9%	8%	8%	6%	5%	5%	7%	6%	6%
Car Passenger	7%	8%	7%	5%	7%	6%	11%	10%	10%
Other	1%	2%	2%	1%	1%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

PM Peak multi-modal Trip Generation

	1600-1700			1700-1800			1800-1900		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Car Driver	41%	41%	41%	44%	45%	45%	44%	45%	44%
Rail	2%	2%	2%	3%	3%	3%	2%	2%	2%
Bus	10%	12%	11%	12%	13%	12%	10%	11%	10%
Walking	28%	25%	26%	21%	18%	20%	24%	21%	23%
Cycling	5%	6%	6%	6%	8%	7%	6%	6%	6%
Car Passenger	14%	13%	14%	12%	12%	12%	14%	14%	14%
Other	1%	1%	1%	1%	1%	1%	1%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Outcome

3.5 The site was allocated within the Local Plan and subsequently obtained outline planning consent in January 2025. The outline planning permissions for the Gilston area of the Garden Town comprise 8,500 homes for Places for People across six villages and 1,500 homes for Taylor Wimpey in a seventh village.

3.6 Earlier, the planning applications were considered by the District Council's Development Management Committees on 28 February 2023 and 23 March 2023, where it was resolved that permission be granted subject to the finalisation of conditions and completion of a Section 106 agreement to secure the necessary infrastructure.

4.0 Plasdwr Garden City and Wider Northwest Cardiff

- Outline Planning Application
- Local Planning Authority: Cardiff Council
- Local Highways Authority: Cardiff Council
- Application Reference: 14/02733/MJR
- Status: the planning committee resolved to grant planning permission for the development in March 2017. There was no objection in relation to trip assignment or generation.

Introduction

4.1 Appointed by Barratt Redrow, SLR provided transport planning services to successfully bring forward this sustainable community of up to 7,000 homes which puts public transport, active travel and wellbeing at its core. The vision was to achieve 50% sustainable mode share.

4.2 This outline planning application (all matters reserved except strategic access) was for a phased, residential-led mixed-use development including affordable housing, with local and district centres. The scheme includes schools, retail, employment, community and healthcare, open space, sports provision and supporting infrastructure such as highways works, active travel routes, utilities, and sustainable drainage.

Masterplan



- 7,000 Homes across five neighbourhoods
- Cycle super route network designed in collaboration with Sustrans. Cycle routes to be provided through the strategic sites which connect with infrastructure off-site.
- Development of attractive, direct and economically viable bus routes, with a mixture of express and stopping services benefiting from bus priority measures in the site.

- Measures proposed removed 35% of the forecast demand from the model and demonstrated that a mode share of 50% car and 50% sustainable means was achievable.

Trip Generation

4.3 The multi-modal trip generation of the Proposed Development was informed by the TRICS database, National Travel Survey Statistics, and Census data.

4.4 The trip generation assumed high levels of internalisation, especially for education, and significantly reduced external vehicle demand. Employment trip mode shares aligned with Cardiff's 50:50 sustainable mobility target.

4.5 The data contained within the table below informed an assessment of the highway network, and the assessment of the walking, cycling and public transport networks. This was based upon an assessment of existing mode share of residents living along the Llantristrant Road corridor.

4.6 Final trip totals were used for the highway, walking, cycling and public transport assessment. Non-residential uses were assumed trip-neutral for robustness, though many trips will actually be internalised within the site. A summary of these rates are shown below.

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Underground, Metro, Light Rail, Tram	2	6	7	7	5	12
Train	129	413	542	496	324	820
Bus, Minibus or Coach	297	949	1,246	1,123	733	1,856
Taxi	4	13	18	17	11	29
Motorcycle, Scooter or Moped	4	12	16	16	10	26
Driving a Car or Van	170	545	715	581	379	960
Passenger in a Car or Van	99	317	417	412	269	681
Walking and Cycling	983	3,143	4,126	1,082	706	1,788
Other (including working from home)	47	150	197	154	101	255
Total	1736	5548	7284	3888	2537	6425

Outcome

4.7 The planning committee resolved to grant planning permission for the development in March 2017. There was no objection in relation to trip assignment or generation.

5.0 Easton Park Garden Community & Land East of Highwood Quarry, Essex

- Outline Planning Application
- Local Planning Authority: Uttlesford District Council
- Local Highways Authority: Essex County Council
- Application Reference: UTT/21/1708/OP & 21/00138/REF
- Status: The application for a 1st Phase of 1,200 homes at Land East of Highwood Quarry was granted at appeal.

Introduction

5.1 SLR delivered the transport strategy for Easton Park Garden Community which led to its successful inclusion in the Draft Uttlesford Local Plan for 10,000 homes with associated community facilities and significant employment.

5.2 SLR delivered transport planning services to LandSec for the outline planning application for a 1st Phase of 1,200 homes at Land East of Highwood Quarry which was granted at appeal with SLR acting as expert transport witness for the site. This included up to 21,500 sqm gross of additional development for Use Classes: C2 (residential institutions care/nursing home); E(a-f & g(i)) (retail, indoor recreation, health services and offices); F1(a) (Education); F2(a-c) (local community uses); car parking; energy centre; open spaces; public realm and landscaping within the development.

Masterplan



- 1,000-1,200 homes
- Care home/nursing home
- Retail, indoor recreation, health services and offices

5.3 SLR devised the overall transport strategy to support the development of the Garden Community which focusses on sustainability outcomes:

- Creation of a new sustainable transport corridor with nearby employment centres: Stansted Airport and Great Dunmow
- Creation of walking and cycling routes in and through the scheme
- Creation of a new access onto the A120

5.4 SLR led the approach working closely with Essex County Council and Uttlesford District Council to gain an agreement in principle on the key aspects of the strategy.

Trip Generation and Distribution

5.5 The Transport Assessment expanded on the trip generation approach previously agreed in the Scoping Report and refined following ECC comments. Residential trip rates were based on the recently approved Land South of Stortford Road application, and these rates were applied to the 1,200 proposed homes proposed under this application.

5.6 Journey purposes were identified using TEMPRO 2031 data for the relevant Uttlesford MSOA, producing proportions for work, education, shopping, personal business and other trips. These percentages were applied to the person trip totals to generate a purpose-based breakdown.

5.7 Work trips were then assigned a multi-modal split using the 2011 Census (Uttlesford 007), consistent with ECC-approved methodology.

5.8 All residential person trips were treated as external for the purposes of trip generation and distribution. The total proposed external trips are summarised in the table below.

Method of Travel	08:00-09:00		17:00-18:00	
	Arrivals	Departures	Arrivals	Departures
Train, underground, metro, light rail or tram	7	22	17	11
Bus, minibus or coach	29	99	36	21
Taxi	1	5	6	3
Motorcycle, scooter or moped	1	2	2	1
Driving a car or van	153	389	328	221
Passenger in a car or van	27	79	111	62
Bicycle	15	37	17	13
On foot	38	99	83	54
Other	1	4	4	2
Total	**273**	**736**	**605**	**390**

5.9 The TA notes that travel patterns have notably changed since then, with more emphasis on sustainable travel and based on a Vision-led approach rather than Predict and Provide.

Outcome

5.10 The transport strategy for Easton Park Garden Community led to its successful inclusion in the Draft Uttlesford Local Plan for 10,000 homes with associated community facilities and significant employment.

5.11 The application for a 1st Phase of 1,200 homes at Land East of Highwood Quarry was granted at appeal and SLR acted as expert transport witness for the Site.

6.0 Cobdens, Cranbrook

- Outline Planning Application
- Local Planning Authority: East Devon District Council
- Local Highways Authority: Devon County Council
- Application Reference: 22/0406/MOUT
- Status: Secured unanimous resolution to grant permission for 1,435 homes by East Devon District Council Planning Committee on 25 April 2023.

Introduction

6.1 Appointed by Persimmons Homes, SLR provided transport planning services including the Transport Assessment for this outline planning application of 1,435 homes, neighbourhood centre, school and other amenities.

Masterplan



6.2 Boasting a number of proposed community benefits, the scheme will bring a range of facilities to the local community, including a new three form entry primary school, a neighbourhood centre (750sqm, provision for take away and pub/bar) SEN school, allotments, place of worship, cemetery, enhanced green space for leisure and recreation and 10 serviced pitches for the gypsy and traveller community.

6.3 Having education facilities on site is a key method by which to reduce wider vehicle movements. These are well located with good pedestrian and cycle access to the rest of the scheme as well as little landscape impact as a result of their location. Their delivery is a significant benefit of the development and weighed in favour of approval.

6.4 The provision of the community assets helped with the sustainability credentials of the scheme. They also helped to maximise the number of internal trips made within the site – thereby minimising the number of external vehicle-based trips that would use the local and wider highway network.

6.5 DCC supported the applicant's commitment to sustainable travel and to provide walkable neighbourhoods and a high-quality network of pedestrian and cycle routes, which will help to reduce traffic and carbon emissions, improving health outcomes in line with planning practice guidance on travel plans, transport assessments and statements.

Trip Generation

6.6 In terms of highway impacts on the wider network, these were modelled both by the developer and separately by Devon County Council. The headlines from both modelling exercises show that using a Vision-led approach, and with the expectation of good internalisation, the number of trips generated by the excess housing proposed can be accommodated without putting additional strain on the network. This is particularly important for junction 29 of the M5. This junction forms part of the strategic network and is managed by National Highways (NH). NH haven't objected to the scheme.

6.7 The trip generation methodology builds on a set of vehicle trip rates previously agreed with Devon County Council and Highways England, originally derived as part of a planning application submitted in 2005 for the first part of Cranbrook (2,900 dwellings). The original trip rates were derived using a first principles approach for each journey purpose, accounting for mode share, trip distribution and the level of containment with the use of Census journey to work and National Travel Survey data.

Time Period	Vehicle Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak (0800-0900)	0.118	0.301	0.419
PM Peak (1700-1800)	0.255	0.123	0.378

6.8 Since the original proposals, the scale of Cranbrook significantly increased both in terms of the number of dwellings (3,940 to 7,750 dwellings), but also in terms of the additional uses proposed. An updated trip generation assessment was undertaken considering the latest survey data within the TRICS database and considering the more extensive and wider range of development proposals at Cranbrook and the greater potential for trips to be contained within Cranbrook.

6.9 The table below shows the External (to Cranbrook) trip rates and proposed trip rates for 1695 dwellings (1495 at Cobdens + 260 at Farlands).

Time Period	Vehicle Trip Rates (per dwelling)			External Vehicle Trips		
	Arr.	Dep.	Totals	Arr.	Dep.	Total
AM Peak (0800-0900)	0.049	0.157	0.206	83	266	349
PM Peak (1700-1800)	0.180	0.082	0.261	305	138	443

6.10 The above external traffic generation was assessed on the local road network to inform the proposed site access junction designs and demonstrate that any unacceptable impacts would be mitigated.

6.11 Within the Committee Report, dated April 2023, paragraph 3.12.19 states:

"In this instance the work by DCC, […], supported both the general [Vision and Validate] approach that has been advocated and importantly the overall findings. This is that with increased internalisation as a result of a wider breadth of services and facilities in the town, increased bus provision as a result of identified section 106 contributions, and a reinvigorated travel plan approach […], the higher number of houses do not lead to a higher number of vehicle movements when compared with the original assessment carried out in the mid 2010's".

Outcome

6.12 Secured unanimous resolution to grant permission for 1,435 homes by East Devon District Council Planning Committee on 25 April 2023.

6.13 The council stated that the increased internalisation as a result of a wider breadth of services and facilities in the scheme, increased bus provision as a result of identified section 106 contributions, and a reinvigorated travel plan approach (which itself recognises the provision of good accessibility by foot and is required by Policy CB18), the higher number of houses would not lead to a higher number of vehicle movements when compared with the original assessment carried out in the 2010s.

7.0 Dunsfold Park, Surrey

- Outline Planning Application
- Local Planning Authority: Waverly Borough Council
- Local Highways Authority: Surrey County Council
- Application Reference: WA/2015/2395
- Status: Planning permission was granted by the Secretary of State in March 2018. Agreement was reached with Surrey County Council on all technical transport issues and a S106 Agreement was completed.

Introduction

7.1 SLR provided transport planning services for a 1,800 dwelling, residential-led, mixed-use development for Dunsfold Park Garden Village in Waverley, Surrey (commonly known as Dunsfold Park).

Masterplan



7.2 The proposals included up to 1,800 residential dwellings, 32,166 sqm of new commercial, education, retail and leisure space plus a medical centre and community facilities. We also assisted Dunsfold Airport in promoting a larger scheme for between 2,600 and 3,400 homes through the Local Plan process.

Trip Generation

7.3 Detailed pre-application submissions were made to Surrey County Council, culminating in the majority of trip generation assumptions being agreed in advance of submission. We undertook a Transport Assessment, which included a detailed Sustainable Transport Strategy, Paramics microsimulation model of the nearby A281 corridor and standalone junction assessments of junctions within the wider study area

7.4 The trip generation methodology uses TRICS-based trip rates for key land uses, supported by TEMPRO and National Travel Survey to define journey purposes and hourly travel patterns.

7.5 The table below shows the total person residential trips by journey purpose for the AM peaks.

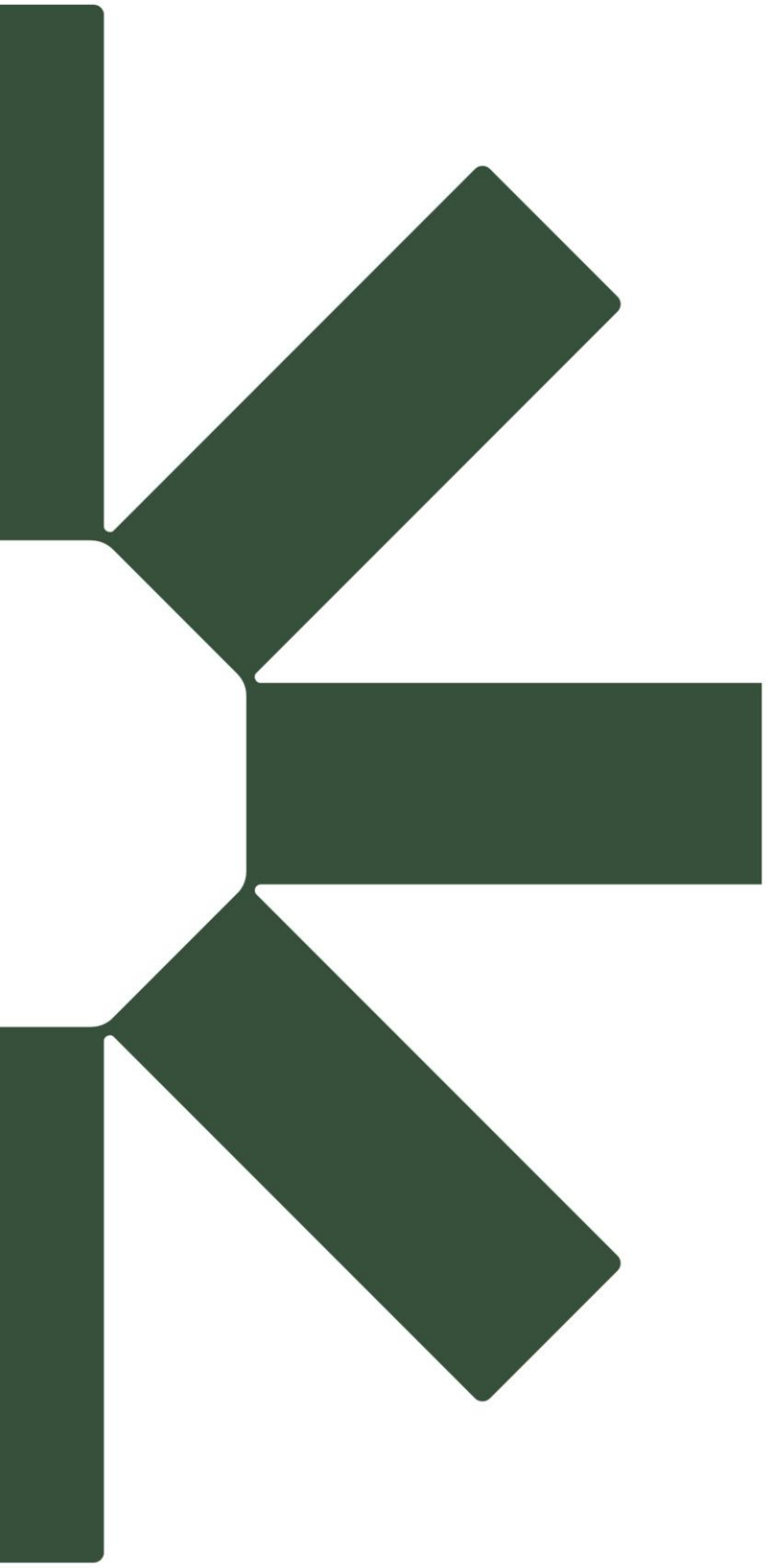
Journey Purpose	AM (0700-0800)			AM (0800-0900)			AM (0900-1000)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Work	141	505	646	126	449	575	33	117	150
Education	29	84	113	132	652	784	93	5	98
Shopping	6	19	26	22	67	89	57	175	233
Personal Business	6	18	24	13	40	52	13	39	52
Residential Recreation/ Social	17	52	69	32	97	129	64	192	255
Total	199	678	878	324	1,304	1,629	259	528	788

7.6 Significant reductions in external trip generation are achieved through the highly mixed-use nature of the scheme. A comprehensive internalisation strategy has been developed using Census data to inform travel-to-work patterns, with the assumptions applied as shown in the table below.

Land Use/ Journey Purpose	Distribution	
	% Off Site	% On Site
Residential to Employment	88%	12%
Residential to Education (Primary)	10%	90%
Residential to Education (Secondary)	100%	0%
Residential to Food Retail	50%	50%
Residential to Non-Food Retail	90%	10%
Residential to Personal Business	75%	25%
Residential to Recreation/ Social	90%	10%
Employment	82%	18%
Pre/ Primary & additional Jigsaw School (Staff)	80%	20%
Care Home	90%	10%

Outcome

7.7 The site has been allocated in Waverley Borough Council's Draft Local Plan and the planning committee resolved to grant planning consent in December 2016. The application was called in by the Secretary of State in March 2017 and the Public Inquiry took place that July, with SLR acting as the transport expert witness. Planning permission was granted by the Secretary of State in March 2018.



Making Sustainability Happen

Appendix H BSIP and LCWIP Technical Note

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

SLR Consulting Limited

Blaby District Council

BLP Transport Evidence

SLR Project No.: 416.066233.00001

24 June 2026

Revision: 2

RE: BLABY TRANSPORT EVIDENCE BSIP AND LCWIP TECHNICAL NOTE

1.0 Introduction

1.1 This technical note outlines the methodology used to replicate the influence of improvements to the active and sustainable transport network through the district of Blaby within the demands assigned to the PRTM model. The note documents the assumptions and methods used to determine a reasonable shift away from in private car travel arising from the delivery of network improvements informed via a review of existing policies.

1.2 This methodology has been created in the absence of a suitable alternative, the adjustment matrices created were input into the PRTM

1.3 A review of the routes in the Bus Service Improvement Plan (BSIP) and Local Cycling and Walking Improvements Plan (LCWIP) has been conducted to determine the potential benefits that delivery of these routes would have, in terms of mode shift away from private car, for journeys around Blaby including those generated by the development proposals identified within the Blaby Local Plan (BLP).

1.4 The local transport authority, Leicestershire County Council, published the BSIP for 2024 setting out a vision “where the county’s bus services are simply ‘best-in-class’. Our future bus network will seamlessly connect people with employment locations, education and training opportunities, key services, other transport modes, leisure destinations and, of course, each other; in a way that is **reliable, affordable, environmentally friendly, easy-to-use, safe, and inclusive**,” The overall aim “is to increase bus usage (compared with pre-pandemic levels) across the county through improved, financially sustainable, higher standard services that better meet the needs of Leicestershire residents, employees, and visitors - making bus travel a preferred choice for travel around the county and travel into the city of Leicester. This will enable long term clean growth, supporting delivery of the Leicester & Leicestershire Strategic Growth Plan.” The objectives include; Reliable - quicker journey times delivered more reliably and where possible, more frequently; and use of DRT to provide greater availability, particular in rural areas of the county.”

1.5 Blaby District Council LCWIP 2024 – 2034 outlines that “*LCWIPs provide a new strategic approach to identifying cycling and walking improvements at the local level. They aim to*

enable a long-term approach to forming local cycling and walking networks, ideally over a 10-year period, and form a fundamental part of the Government's strategy to increase the number of trips made on foot or by bicycle."

1.6 A review of the sites allocated in the local plan, including the scale and location of sites, including assessing their proximity to improvements set out in the BSIP and LCWIP has been undertaken to identify which sites allocated in the local development plan are linked to BSIP and LCWIP improvements. In addition, there is likely to be a wider benefit to surrounding areas as a result of investment in active and sustainable travel infrastructure improvements and this has also been considered.

1.7 The remainder of this note is set out as follows:

- **Section 2 – LSOA OD Matrix:** This has formed the basis for understanding the network of trips taking place across the district. Distances between pairs of LSOA areas has guided the potential for mode shift between areas.
- **Section 3 – BSIP Analysis:** With the introduction of the BSIP, routes across the district and to Leicester will be improved and progress will be made towards increased bus patronage across the district. A review of the potential reduction in car trips has been conducted in this section as well as the methodology that was conducted.
- **Section 4 – LCWIP Analysis:** A number of proposed cycle corridors are outlined in the LCWIP. These would improve the uptake of cycling across the district. A review of the potential reduction in car trips has been included in this section as well as the conducted methodology.
- **Section 5 – Development contributions:** A review of developments that are already linked or could be linked to proposals within the LCWIP and BSIP has been conducted.
- **Section 5 – Summary and Conclusion**

1.8 This note demonstrates that Blaby District Council (BDC) can reduce dependence on the private car in line with national, regional and local policy through the delivery of both BSIP and LCWIP initiatives. By then inputting these changes within PRTM the expectation is that the potential impacts considered through the modelling is the residual impact after the most obvious opportunities to reduce car dependency have been applied.

1.9 These demand changes have been input to PRTM to inform the first mitigation run (Run 4b). It is critical that any highway interventions considered necessary to support the plan are defined after steps have been taken to consider active and sustainable transport. It should be noted that, in SLRs view, this remains a conservative approach as there are likely to be further opportunities at the site-specific level, however, it provides a proportionate starting point upon which to inform the analysis of potential highway network impacts as part of the wider local plan evidence base.

1.10 The outcome of this methodology was a set of demand adjustments, derived to reflect changes in mode of travel, based on LSOA origin/destination and distance patterns as well as existing travel trends derived through analysis of either Census data or DfT's Propensity

to Cycle Tool (PCT). The steps taken to create this adjustment matrix are set out in the following sections.

2.0 LSOA OD Matrix

Introduction

2.1 The first stage of the methodology comprises a review of distances between LSOA areas in Blaby and Leicester. This exercise underpins the opportunity for mode shift to both bike and bus which is constrained by trip lengths to inform the potential trips which could be intercepted via the measures promoted within the LCWIP and BSIP.

Data handling

2.2 LSOA boundary data was collected from the ONS Census boundaries which is the authoritative source of LSOA boundaries[1].

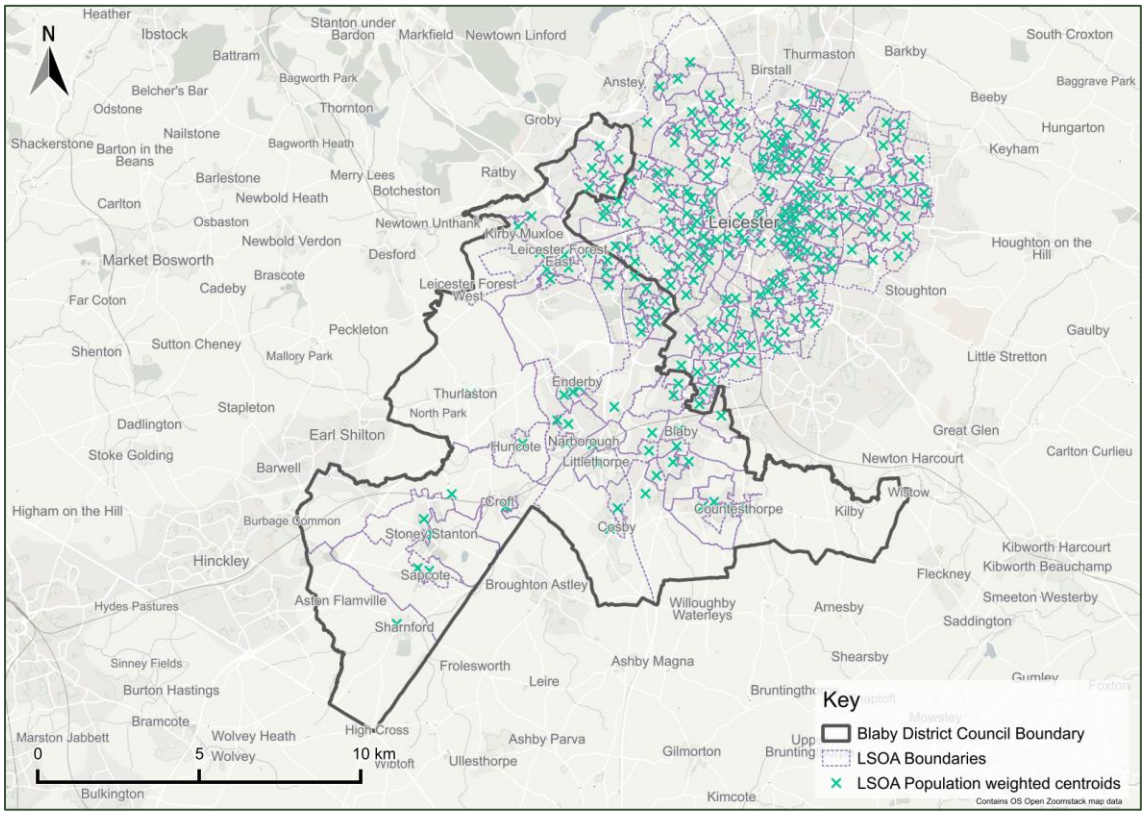
2.3 Additionally, the population weighted centroids of these areas which show the spatial distribution of people within the wider LSOA area[2]. Given the rural nature of many areas within Blaby this ensured that it is the distance of trips between populated areas that are identified rather than the geometric centre of the LSOA which, for large LSOAs, can be some distance away from the population weighted centroid and may skew results accordingly.

2.4 The LSOA boundaries and weighted centroids are illustrated in **Figure 2-1**.

[1] https://geoportal.statistics.gov.uk/datasets/ons::lower-layer-super-output-areas-december-2021-boundaries-ew-bsc-v4-2/about

[2] https://geoportal.statistics.gov.uk/datasets/c8b3fc3c98a842708e201c8af1db15e3

Figure 2-1 LSOA boundaries and weighted centroids



Origin Destination (OD) Matrix

2.5 To understand the scope of journeys that could reasonably be undertaken by bike or by bus journey distances between LSOA. Journey distances have been obtained by measuring the straight-line distance between LSOA's population centres.

2.6 A sample of the OD matrix is illustrated below in **Table 2-1.**

Table 2-1 Origin Destination Matrix distance in meters between urban weighted centroids of LSOA's

	Blaby 003E	Blaby 004A	Blaby 004B	Blaby 004C
Leicester 025D	13680.67	8374.509	7670.239	8505.405
Leicester 025E	13722.51	8628.74	7862.227	8724.691
Leicester 026A	7153.045	1909.054	1039.905	1922.039
Leicester 026B	6525.679	844.574	468.981	967.346

2.7 The full table demonstrates that many of the journeys between LSOA's in Blaby and Leicester could reasonably be undertaken by bike and those that are beyond that, if a suitable convenient bus route was available could be undertaken by bus.

2.8 The threshold used for potential trips is as follows;

- Bus Trips: 10km
- Cycling Trips: 5km

2.9 A threshold of 10 km has been used for an accessible distance for bus travel between LSOA's. Whilst there is no clear guidance on likely journey distance this represents an approximate distance for a 30-minute journey[3] from origin to destination and is considered to offer a robust analysis of potential mode shift given journey times could be further in practise. Potentially this may be considered conservative when compared to other authorities, such as TfL, who adopt a 1-hour catchment when assessing effectiveness of interventions to encourage bus use.

2.10 A threshold of 5 km has been used for an accessible distance for cycle travel between LSOA's. Whilst it is the case that journeys up to 8km are acceptable within LTN1/20 standards (paragraph 2.2.2) this has not been included in this assessment in the interest of offering a robust analysis of potential mode shift. At this stage, 5 km is in line with the distance threshold adopted within the Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT), the default applied average cycling trip length is 4.84 km to 5.47 km (roughly 3 to 3.4 miles) based on National Travel Survey data, so 5 km is considered an appropriate figure.

2.11 These thresholds provide a conservative estimate of the potential trip lengths that can reasonably be intercepted via active and sustainable transport modes. These thresholds act as a cut off points with no reduction applied to journeys exceeding these distances meaning that longer distance trips, including those which assign via the Strategic Road Network (SRN), are unaffected.

3.0 BSIP Analysis

3.1 The Bus Service Improvement Plan (BSIP) is a document which provides a vision for the provision of bus services across Leicestershire. It contains a brief strategy centralised on improvements to the existing bus network through frequency and reliability improvements. The BSIP also includes reference to Demand Responsive Transport (DRT).

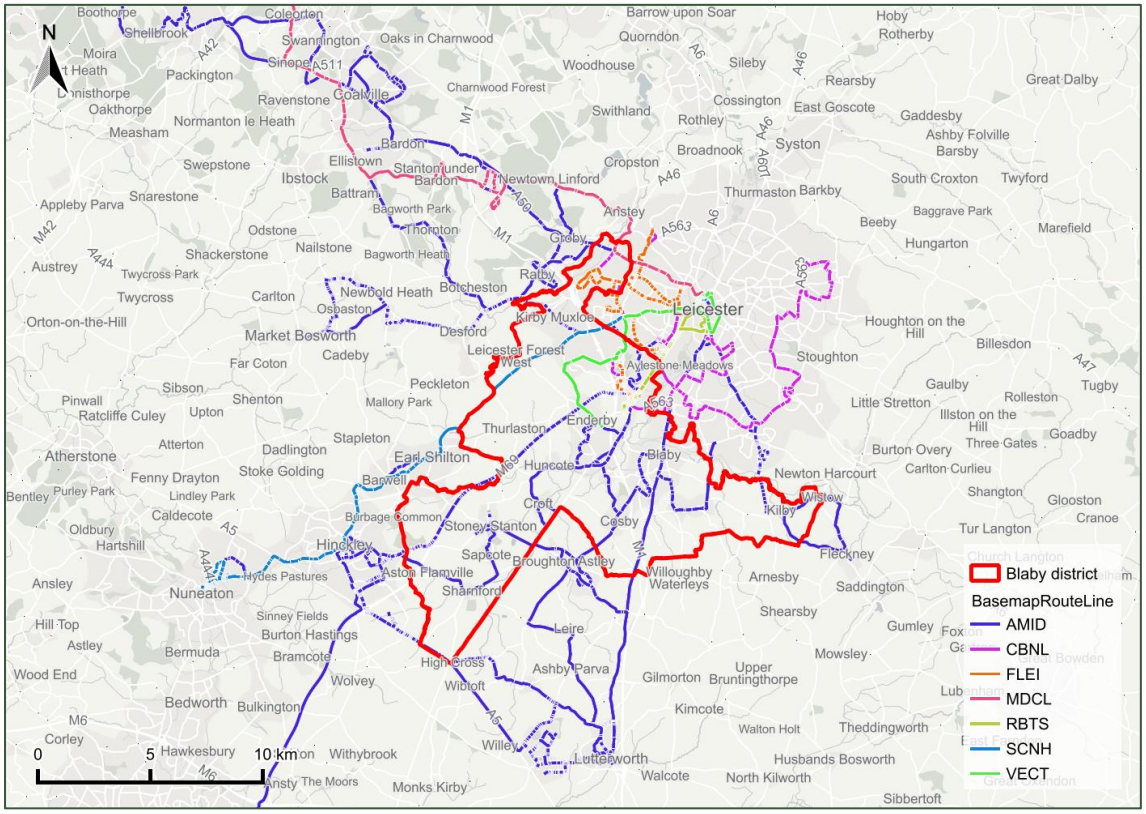
3.2 The BSIP analysis estimates the potential reduction in private car use by identifying which LSOAs lie within a reasonable walking distance of existing bus routes and are therefore likely to benefit from service improvements. This is a distance of 400m which is a reasonable walking distance to a bus stop as outlined in CIHT guidance Planning for Walking. Service improvement tiers have been determined based on existing development proposals in the area, or the scale of development where no specific bus mitigation measures have been outlined. The tier of improvement will inform the scope for offering a car beating service and therefore reduction in car use.

[3] (400m walking at 1.5m/s * 2 = 9 minutes) + (9200m bus travel at 7 m/s [15mph bus speed] = 21.9 minutes) = 31 minutes journey time. For walking distances planning for walking CIHT has been used to determine a 400m distance. A conservative estimate has been used for bus distances given the average bus journey may be longer than 22minutes therefore this should be treated as a robust distance threshold for bus travel.

Data Handling

3.3 Blaby is serviced by a large number of bus routes maintained by several different operators. Arriva Midlands is the largest and offers the greatest coverage across BDC. Many of the routes connect the area to Leicester which is the largest nearby city. **Figure 3-1** is an illustration of the existing bus network, by operator, across Blaby.

Figure 3-1 Bus routes by operator code



3.4 The primary source of data for identifying the bus routes was the BSIP, however this contained all routes within Leicestershire which was beyond the scope of the initial stage of analysis (albeit it is reasonable to expect that the proposed changes and enhancements identified through the BSIP would elicit network wide benefits and not, as has been assumed, be confined to trips starting of ending within Blaby. SLR used Basemap's Datacutter to identify all bus routes that intersect with Blaby District Council's boundary.

3.5 These results were inputted into GIS. Notably several routes that were in the Datacutter sample were not in the BSIP. These routes are LC14, X6, 83, 83A, 40S and 203. These routes have been validated through google maps and bustimes.org as well as the relevant bus operator's website to confirm if the route runs or not. All active routes have been considered within this analysis.

3.6 The BSIP[4] also informed the way that improvements have been reflected in the methodology. The ambitious proposals outlined in the BSIP are outlined below;

- **Measures to improve bus service reliability and frequency**.
- Reviewing the Leicestershire bus network to provide a mix of service types and **better frequencies / later journeys to complement commercial provision**.
- Introduction of new ticketing arrangements to make **bus travel more affordable**, particularly for young people.
- Improvements to bus service information using different operators' services and paying fares.
- Measures to improve integration between different bus services and between bus and rail and other travel modes such as cycling, walking and e-mobility.
- An expansion in the number of areas where **Demand Responsive Transport (DRT)** services are available.
- Integrating school and commuter travel into services
- Encouraging and supporting the move to 'greener' fleets

3.7 This sets out a vision for developing routes by improving timetables, therefore the existing frequency has not been used to determine if a route will experience a mode shift. Additionally, a DRT scheme has been proposed which will be used as the lowest tier of improvement causing a small shift across the district in areas presently unserved by a bus route.

Methodology

LSOA proximity to bus routes

3.8 The BSIP delivers planned improvements to the bus network and so the existing frequency of bus routes has not been used to determine the potential for mode shift. Instead, it is assumed that the frequency of buses will be improved, as per the BSIP strategy. Therefore, the proximity of the bus routes to LSOA centre points is the determining factor

3.9 A table of the distance from an LSOA centre point to the nearest point on each bus route has been used to determine the potential for an LSOA to reasonably be deemed accessible. An extract of this table is outlined in **Table 3-1**.

[4] https://www.leicestershire.gov.uk/sites/default/files/2024-09/Bus-Service-Improvement-Plan-2024.pdf

Table 3-1 Bus Route to LSOA Centre Point in meters

	Bus Routes					
LSOA	**85**	**103**	**104**	**125**	**148**	**153**
Blaby 002A	4455	1030	2335	4042	374	374
Blaby 002B	4796	1699	2854	4632	466	778
Blaby 002C	4231	315	1940	3398	55	55

3.10 Planning for Walking[5], a document by CIHT, characterised walkable neighbourhoods as those that have a range of facilities within 10 minutes of walking, which is roughly 800 meters. The propensity to walk is influenced by the quality of the destination. For bus stops, 400 meters has been typically considered as the cut-off point. This has been used to represent a conservative estimate for accessibility to a bus route even though some people may travel up to 800 meters or more for a convenient, regular or fast service.

3.11 The previous table demonstrates that a select number of LSOA's are within 400 meters of a bus these areas are those that could reasonably be impacted by improvements of those routes through the proposed schemes in the BSIP.

3.12 The table demonstrates that a journey from Blaby 002A to Blaby 002C can be undertaken by the bus routes 148 or 153 given the distance to the bus route at both the point of origin and destination is below the threshold given. It is therefore eligible for a mode shift towards bus (not DRT) if it also meets the threshold for distance between the LSOA's. This logic was applied to all LSOAs within Blaby to compile a full data table for the analysis.

3.13 A cooccurrence matrix has been created to identify all trips that could be undertaken by bus. An extract of this table is outlined below in **Table 3-2**.

[5] https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

Table 3-2 Co-occurrence matrix for LSOA trips by bus

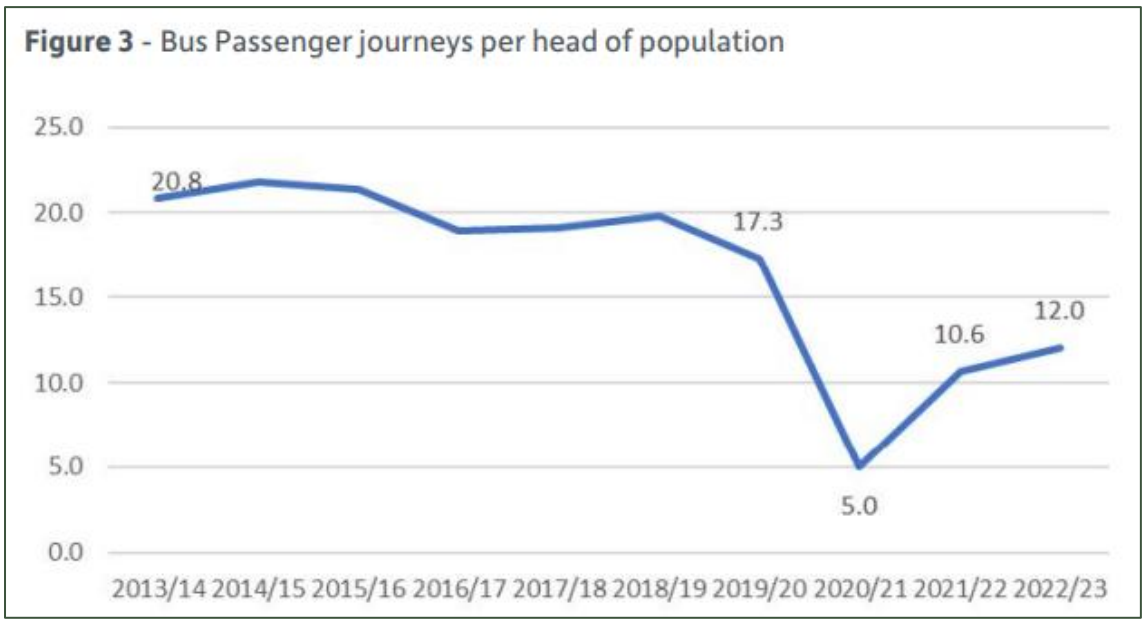
Place of Work	Usual place of residence					
	Blaby 002A	Blaby 002B	Blaby 002C	Blaby 002D	Blaby 003A	Blaby 003B
Blaby 002A	148,153,158		148,153,158	148,153,158	148,158	148,153,158
Blaby 002B						
Blaby 002C	148,153,158		51,103,148,153,158	148,153,158	148,158	148,153,158
Blaby 002D	148,153,158		148,153,158	148,153,158	148,158	148,153,158
Blaby 003A	148,158		148,158	148,158	148,158	148,158
Blaby 003B	148,153,158		148,153,158	148,153,158	148,158	148,153,158

Impact on private car use

Target

3.14 It is stated that a 63% (based on 2014/15 to 2022/23) increase in bus usage is targeted through the BSIP's implementation as this would equate to pre-COVID bus patronage[6] levels as illustrated in the Leicester BSIP and **Figure 3-2**.

Figure 3-2 Bus Patronage levels (LCC BSIP extract)



[6] https://www.leicestershire.gov.uk/sites/default/files/2024-09/Bus-Service-Improvement-Plan-2024.pdf

Growth in Bus Patronage

3.15 To reflect the differences in existing travel behaviours the census mode share for travel to work in 2011 has been used (2021 data omitted due to the impact of Covid19). This enabled the growth in bus patronage of 63% to correspond with the existing travel behaviours within Blaby.

3.16 The bus increase and car driver decrease is calculated on a person basis to avoid inflating the reduction in car trips given the existing mode share in Blaby as outlined below in **Table 3-3**.

Table 3-3 Blaby Mode Share 2011 Travel to work and with target patronage increase

Mode	People Commuting Trips	Mode Share	Trips with target	Mode Share with target
Bus	370	3.1%	603	5.0%
Car Driver	8,068	66.9%	7,835	64.9%
Total	12,068	100.0%	12,068	100.0%

3.17 Not all new bus trips will be intercepted by reductions in private car usage. Bus patronage increases will intercept trips form many modes including walking/cycling. Therefore, a car intercept level needed to be determined to assign the reduction in car trips which corresponds to the level of improvement that can reasonably be achieved through the allocated sites in the LP.

BSIP Tier of Improvements

3.18 The impact of the local plan allocations on the local bus services and the resultant effect on the mode share across the district of Blaby has been adjusted to reflect the level of improvements to the local bus service and infrastructure that a site will provide as a part of their mitigation. The starting point for this is the TAG data book A5.4.6 which contains information on the marginal external costs method for trip diversion factors.

3.19 The tier of improvements reflects a level of improvement to the bus service and infrastructure and how competitive the route will be in taking trips from private car use. A vague guide of the tiers is outlined below:

- **Tier 1:** The highest tier offered which results in 30% of bus patronage increase coming from private car drivers. This is reflective of a new route, extended route or frequency enhancements brought forward by a site.
- **Tier 2:** Some improvement but a lower impact with only 20% of new bus users stopping driving to do so. A Tier 2 site will offer infrastructure improvements or some financial contributions.
- **Tier 3:** The lowest tier of bus service improvement will be given to sites where no explicit schemes are outlined in the application or allocation and therefore is from only a general contribution from a site.
- **Tier 4:** Applied to all LSOA-to-LSOA trips resulting from the DRT scheme in place and the improvements to it outlined in the BSIP.

3.20 Each scheme has been reviewed in relation to the guidelines above. A review of each allocation and the rationale for the tier of improvement is outlined below in **Table 3-4**.

Table 3-4 Summary of BSIP Tier of improvements

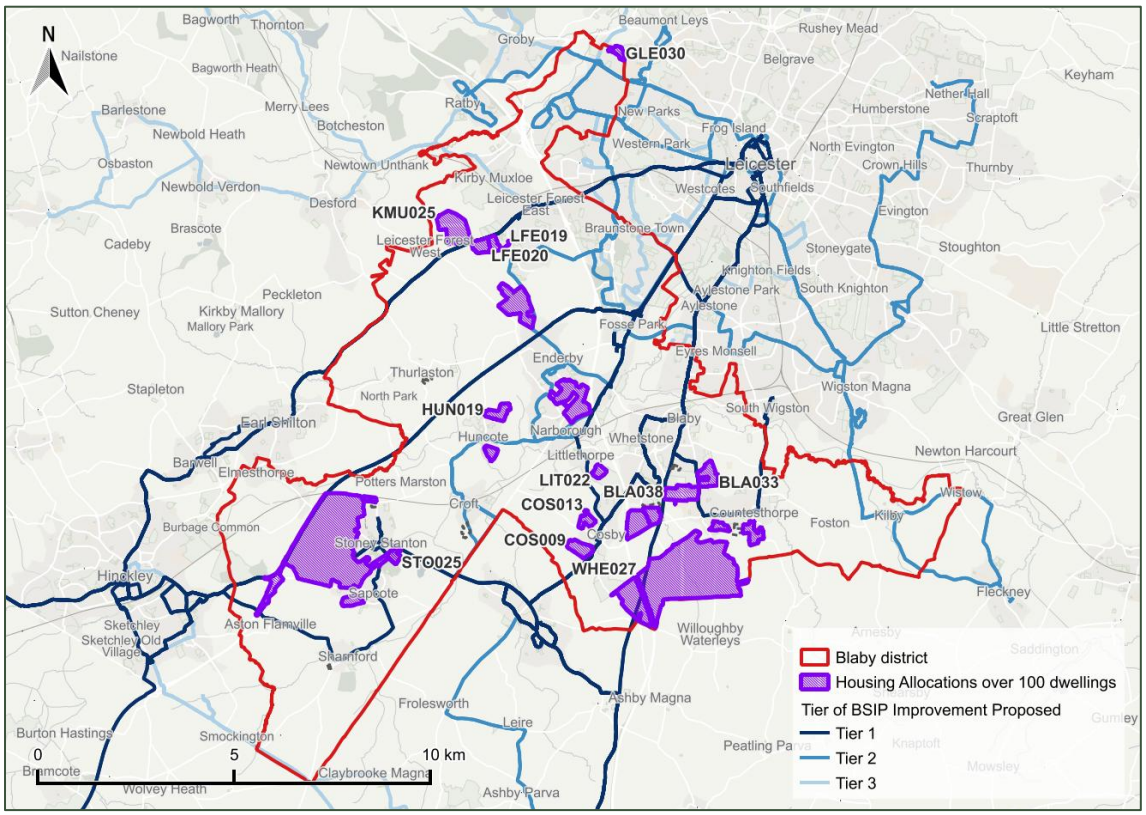
Housing Allocation	Name	BSIP Tier of Improvement
BLA030	Land off Lutterworth Road	Tier 2
BLA038	Land East of Lutterworth Road (A426) (Blaby)	Tier 2
COU046	Land off Peatling Road, Countesthorpe	Tier 3
COU047	Land off Gillam Butts, Countesthorpe	Tier 3
CRO009	Croft Lodge Farm (Croft)	Tier 3
ELM011	Church Farm Station Road	Tier 3
GLE030	Land rear of County Hall	Tier 3
KIL002	Steeple Chase Farm, Main Street, Kilby	Tier 2
KMU025	Land north of Hinckley Road (SW of The Oaks Farm)	Tier 1
LFE020	Land at Kingstand Golf Course	Tier 3
LUB002	Land at Desford Road / Beggar's Lane	Tier 3
NAR016/END028	Carlton Park/Enderby Golf Course (aka NAR022)	Tier 2
SHA008	Land west of Coventry Road	Tier 3
STO009	Land west of Huncote Road	Tier 3
STO025	Land south of Broughton Road	Tier 1
STO026	Land west of Stoney Stanton	Tier 1
THU004	Nursery, Hill View Nurseries	Tier 3
THU005	Land east of Croft Road	Tier 3
WHE026	Land south of Abbott Way	Tier 1
WHE027	Whetstone Pastures	Tier 1
WHE031	Land south of Whetstone (includes WHE026)	Tier 1
Not included in the modelling		
BLA033	Land at Keepers Farm, Blaby	Tier 2
COS009	Land west of Broughton Road, Cosby	Tier 3
COS013	Land west of Cosby	Tier 3
COU042	Land east of Willoughby Road (large)	Tier 3
HUN013	Land south of Narborough Road	Tier 3
HUN019	Springfield Farm Forest Road	Tier 3
LFE019	Kingstand Farm, Hinckley Road Leicester	Tier 3
LIT022	Land south of Warwick Road and east of Cosby Road	Tier 2
SAP019/025/035	Land South of Hinckley Road (combination of SAP019, SAP025 and SAP035)	Tier 3
Employment Allocation		
WHE031	Land south of Whetstone	Tier 1
WHE027	Whetstone Pastures	Tier 1
STO026	Land west of Stoney Stanton	Tier 1
GLE032	Land north of Glenfield	Tier 2
EAST001	Land west of M69 J2 (Strategic B8)	Tier 2

3.21 These tiers have been agreed in discussions with Blaby District Council on a call dated 26/02/2026 and were considered a suitable basis upon which to inform the latter stages of demand adjustments.

3.22 The specific proposals assumed to be enhanced by allocated sites as identified in discussion with BDC are discussed in **Appendix A.** Further bus service improvements could arise from beyond the IDP however, these have not been reflected in the mode shift assumptions at this stage of the analysis.

3.23 These are summarised below in **Figure 3-3.**

Figure 3-3 Bus Routes Tier of Improvements and Allocated Sites



Private Car Reduction

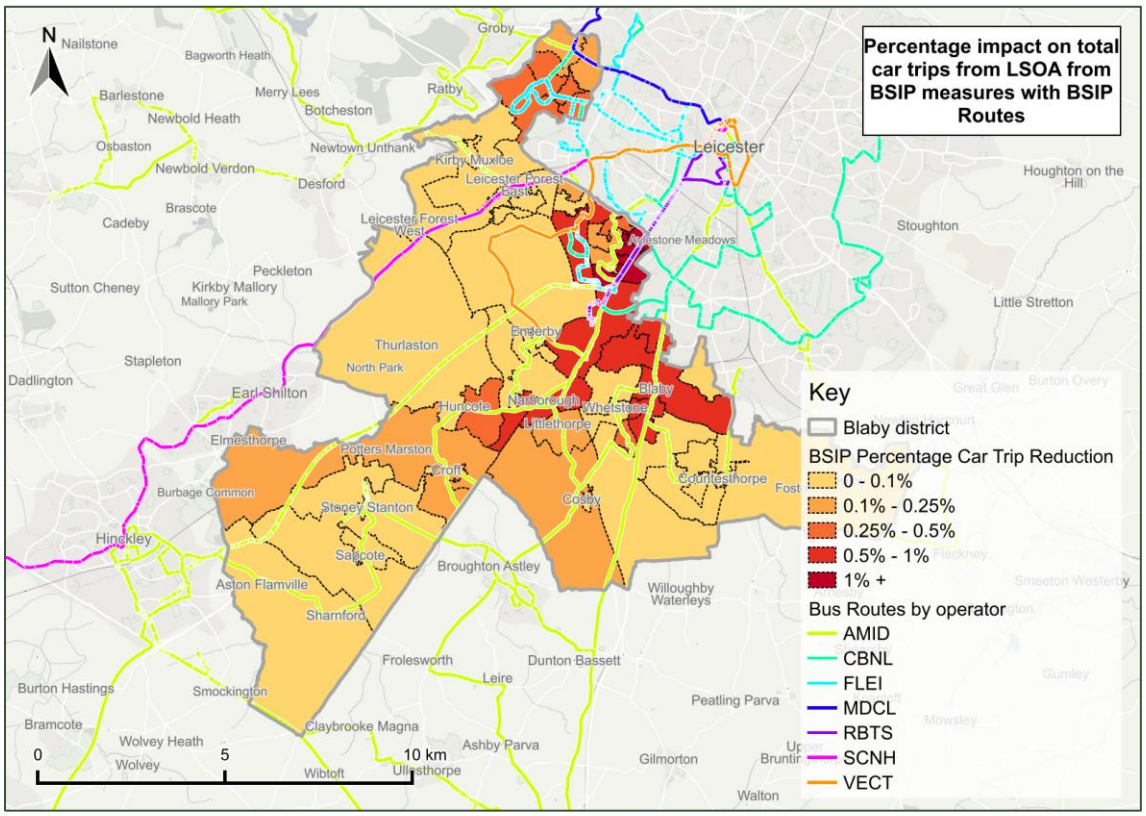
3.24 An extract of the result of this analysis is outlined in **Table 3-5**, a full copy of the OD Matrix and potential growth in bus uptake across the district and reduction in private car use can be provided upon request.

Table 3-5 BSIP Car Reduction Percentage

	Usual place of residence					
Place of Work	**Blaby 002A**	**Blaby 002B**	**Blaby 002C**	**Blaby 002D**	**Blaby 003A**	**Blaby 003B**
Blaby 002A	0.083%	0.083%	0.083%	0.083%	0.000%	0.000%
Blaby 002B	0.083%	0.083%	0.083%	0.083%	0.000%	0.000%
Blaby 002C	0.083%	0.083%	0.083%	0.083%	0.000%	0.000%
Blaby 002D	0.083%	0.083%	0.083%	0.083%	0.000%	0.000%
Blaby 003A	0.098%	0.098%	0.098%	0.098%	0.039%	0.039%
Blaby 003B	0.098%	0.098%	0.098%	0.098%	0.039%	0.039%

3.25 The percentage reductions have been applied to a uniform LSOA to LSOA trip matrix which demonstrated the following pattern of reduction of overall trips as illustrated in **Figure 3-4**.

Figure 3-4 Percentage impact on total car trips from BSIP measures



4.0 LCWIP Analysis

4.1 This section sets out the methodology to estimate the potential reduction in private car use resulting from the delivery of the Blaby Local Cycling and Walking Infrastructure Plan (LCWIP).

4.2 The analysis considered how improved cycling infrastructure and a connected district-wide network could enable a greater proportion of short and medium-distance trips to be made by bike.

4.3 Using the Propensity to Cycle Tool (PCT) and the proposed LCWIP route network, the assessment identified which LSOAs are likely to benefit from enhanced cycle accessibility and applied a conservative, evidence-based approach to quantify expected mode shift.

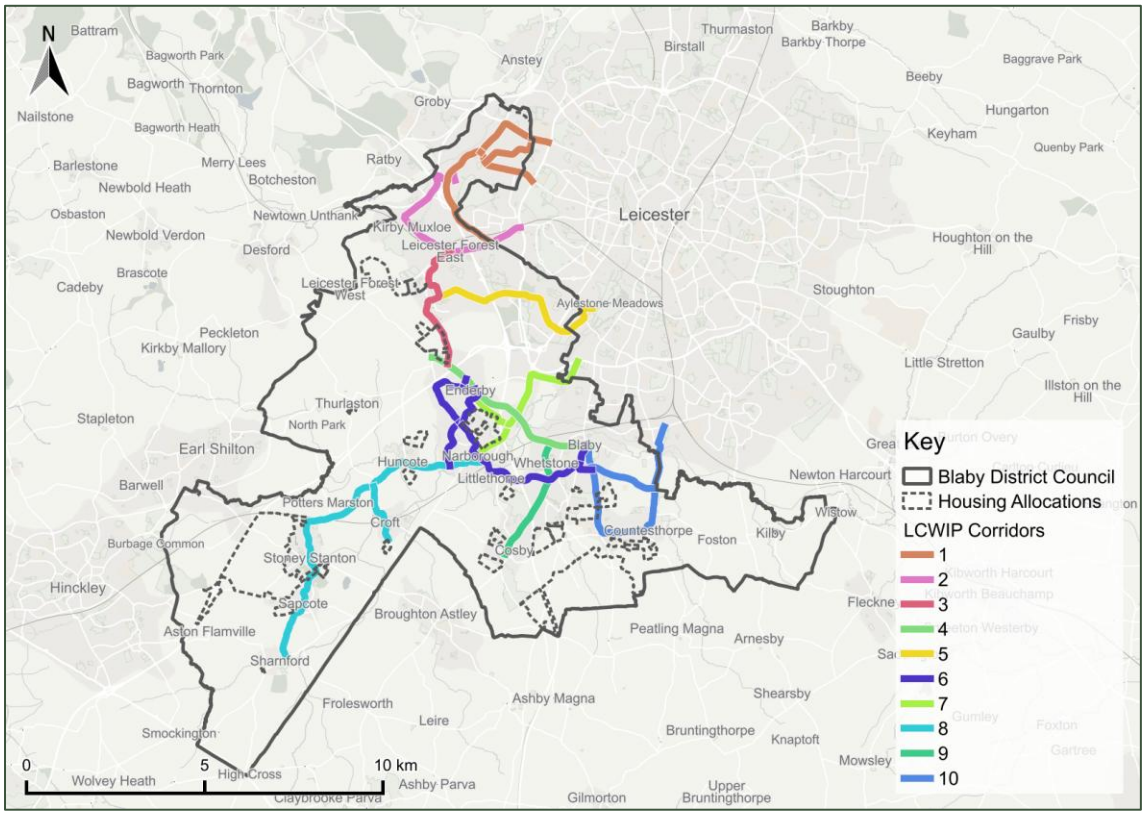
4.4 The results provide a conservative indication of how the LCWIP could support national and local objectives to increase active travel and reduce reliance on the private car based on existing travel patterns and potential future changes informed via PCT analysis.

Data Handling

4.5 The Propensity to Cycle tool (PCT) has been used to determine the factor of reduction of private car use in areas which will benefit from the introduction on the LCWIP initiatives.

4.6 The Blaby LCWIP has been used to inform which routes will be improved and will respectively see a mode shift away from driving these routes are illustrated in **Figure 4-1**.

Figure 4-1 LCWIP Initiatives



Methodology

4.7 Active travel is a key opportunity for mode shift within the vision led approach. This mode shift must be reasonable, taking place along routes that are safe, convenient and accessible. Whilst a mode shift will occur more broadly as cycling becomes a more attractive option for cost and convenience the methodology proposed only allows for improvements along dedicated cycling corridors as outlined in the LCWIP to inform the shift.

LSOA proximity to LCWIP routes

4.8 The potential for an LSOA to LSOA to be completed by bike is contingent on the ability to access a route from a point of origin and for that route to connect to the destination, within a reasonable distance.

4.9 A table of the distances from an LSOA urban weighted centre point to the nearest point on the proposed cycling network has been used. An extract of this table is outlined in **Table 4-1.**

Table 4-1 Bus Route To LSOA Centre Point

Distance from LSOA to LCWIP route in meters	LCWIP Routes					
LSOA	1	2	3	4	5	6
Blaby 002A	967	374	481	2712	728	3215
Blaby 002B	1590	781	257	2258	494	2930
Blaby 002C	295	58	882	3313	1333	3676

4.10 Given the LCWIP routes form a network that connects across the district of Blaby if an LSOA can access any route within the given threshold of 500m it is deemed that the entire area covered by the network will be accessible.

4.11 The only LSOA's that cannot access the LCWIP routes by this process are, Blaby 003E, Blaby 004A, Blaby 004B, Blaby 004C, Blaby 006E, and Blaby 008D.

4.12 The proximity of routes to allocated sites has also been measured, this will inform the IDP measures and can be found in **Appendix A.**

PCT tool

4.13 The PCT tool gives various scenarios for bike uptake for each LSOA. These are outlined in **Table 4-2**.

Table 4-2 PCT Scenarios

PCT Scenario	Desctiption
Government Target (Equality)	Models the cycling levels required to meet national cycling targets, assuming cycling uptake increases evenly across demographic groups.
Government Target (Near Market)	Models increased cycling among people already more likely to cycle, representing realistic short-term growth based on existing behavioural tendencies.
Gender Equality	Models cycling rates if men and women cycled at the same level, removing current gender differences in cycling behaviour.
Go Dutch	Models potential cycling levels if cycling behaviour matched Dutch patterns, adjusted for local distance and hilliness, reflecting high-quality cycling conditions.
E-bike	Models cycling uptake assuming widespread adoption of electrically assisted bikes, accounting for increased feasibility of longer and hillier trips.

4.14 The tool includes proportional changes for all modes through increases in cycling.

4.15 For this analysis the near market scenario has been used which is the most conservative of all scenarios available in the tool.

4.16 The PCT tool predicts a reduction in car travel for each scenario by LSOA. This factor of reduction in private car use has been applied based on the place of residence (Origin).

4.17 This reduction can be applied in two different methods:

- Target Achieved – This approach assumes the overall PCT target for each LSOA is proportionally weighted towards trips that are realistically cyclable, i.e. between LSOAs located within 500m of an LCWIP route and within a 5km cycling distance. As a result, the overall PCT target is achieved across all LSOA-to-LSOA trips by a greater shift occurring in areas which meet the threshold.
- Flat Rate – This approach applies the PCT target uniformly across all LSOA pairs. Consequently, individual LSOAs do not achieve their overall target; instead, only trips between LSOAs that are considered cyclable contribute towards the target.

4.18 The Flat Rate is the chosen method for Run 4b because it is the more conservative mode shift of the two. This would mean the predicted mode shift underperforms in relation to national mode shift targets.

Private Car Reduction

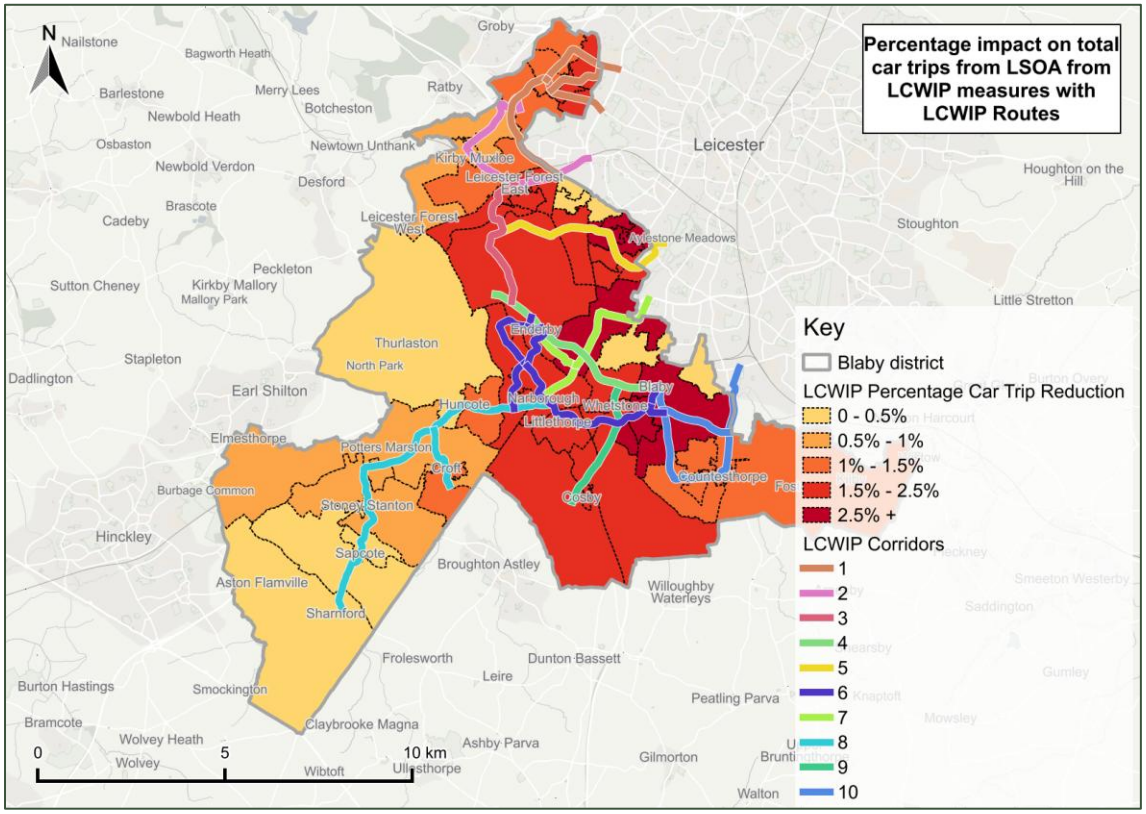
4.19 An extract of the result of this analysis is outlined below in **Table 3-5**, a full copy of the OD Matrix and potential growth in cycling uptake across the district and reduction in private car use can be provided upon request.

Table 4-3 LCWIP Car Reduction Percentage

	Usual place of residence					
Place of Work	Blaby 002A	Blaby 002B	Blaby 002C	Blaby 002D	Blaby 003A	Blaby 003B
Blaby 002A	3.53%	2.57%	3.26%	3.19%	2.90%	2.79%
Blaby 002B	3.53%	2.57%	3.26%	3.19%	2.90%	2.79%
Blaby 002C	3.53%	2.57%	3.26%	3.19%	2.90%	2.79%
Blaby 002D	3.53%	2.57%	3.26%	3.19%	2.90%	2.79%
Blaby 003A	3.53%	2.57%	3.26%	3.19%	2.90%	2.79%
Blaby 003B	3.53%	2.57%	3.26%	3.19%	2.90%	2.79%

4.20 The percentage reductions have been applied to a uniform LSOA to LSOA trip matrix which demonstrated the following pattern of reduction of overall trips as illustrated in **Figure 4-2**.

Figure 4-2 Percentage impact on total car trips from LCWIP measures



5.0 Summary

5.1 The results when the adjustment matrices from the BSIP and LCWIP analysis are input into the Pan Regional Transport Mode (PRTM) is illustrated below in **Figure 5-1** and **Figure 5-2**. This demonstrates the wider ranging benefits across the district, particularly on local road. Areas were flows have increased demonstrate increased capacity on these roads as demand is returned to its original course before being displaced due to congestion.

Figure 5-1 Run 4b percentage impact on Run 4a link flows AM

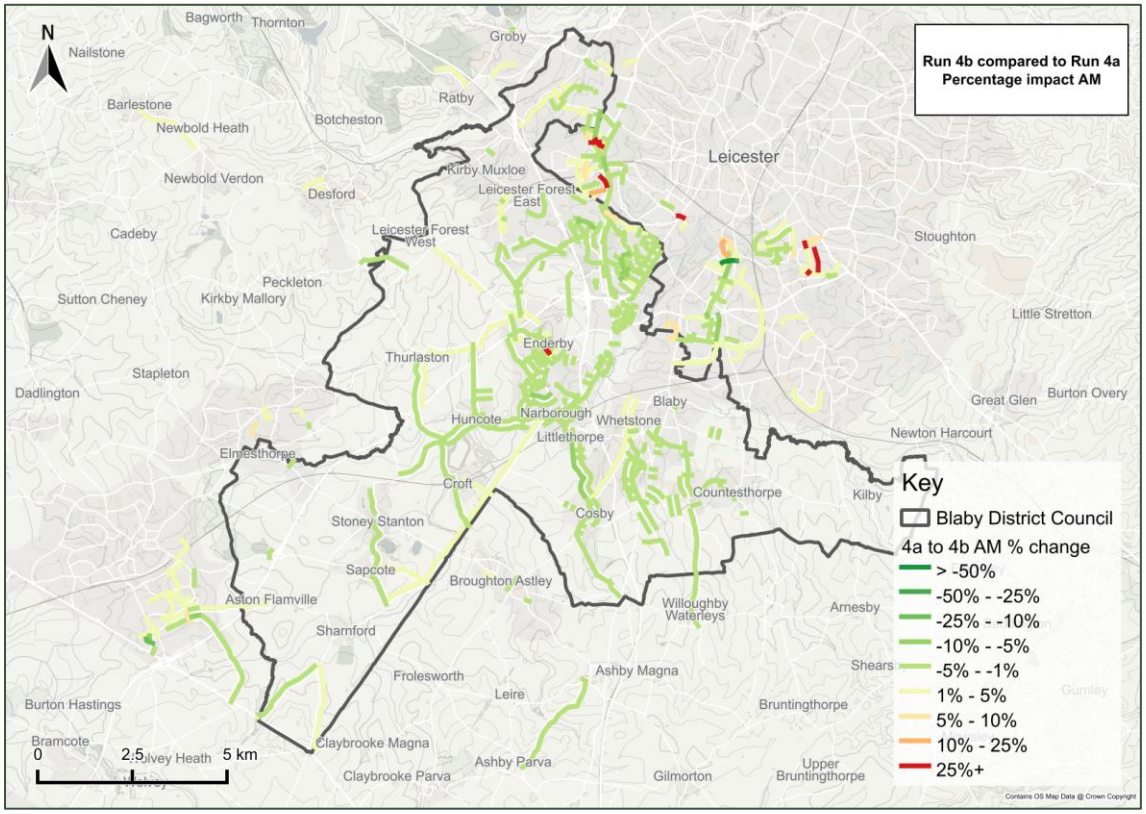
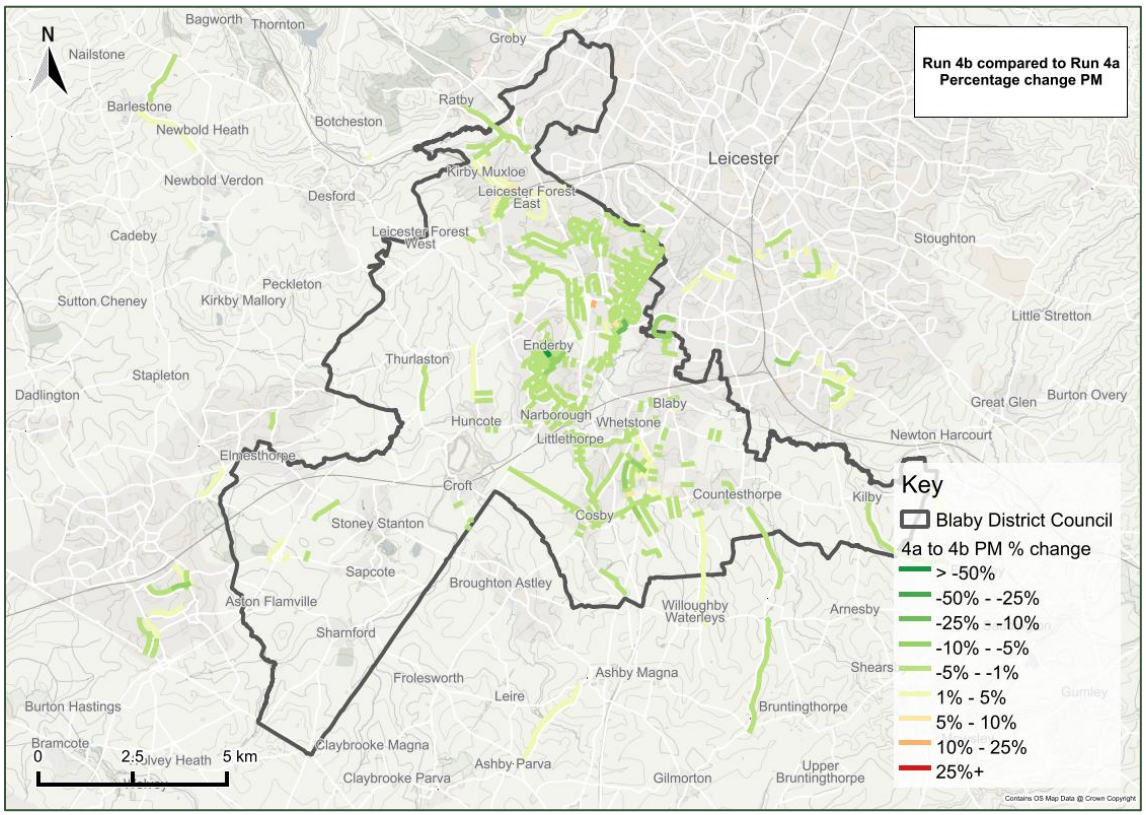


Figure 5-2 Run 4b percentage impact on Run 4a link flows PM



5.2 This demonstrates that the mode shift reductions in private car use caused a small increase in some links highlighting the capacity issues in the PRTM model. Overall, large areas of the district experience a 5% – 10% reduction in the flows on the link.

5.3 This is a small decrease compared to the opportunity for mode share across the district and should be seen as a conservative prediction of mode shift in the district.

5.4 The second measure of the network capacity we analysed is the VoC at key junctions across the district. This demonstrated that a number of junctions remain over-capacity however a few see improvements from these measures. This is outlined in **Table 5-1**.

Table 5-1 Comparison of VoC from before and after mode shift applied

Junction ID	Run 4a AM	Run 4b AM	Run 4a PM	Run 4b PM
Junction 2	1.056	1.089	1.099	1.091
Junction 3b	1.002	0.998	0.998	0.998
Junction 5	1.089	0.978	0.972	0.970
Junction 14	0.871	0.872	0.924	0.920
Junction 15b	0.925	0.901	0.947	0.945
Junction 17	0.970	0.995	0.998	0.998
Junction 18	0.908	0.977	0.983	0.991
Junction 19	0.902	0.831	0.846	0.844
Junction 20	0.919	0.777	0.801	0.799
Junction 22	0.903	0.970	1.002	1.001
Junction 24	0.905	0.733	0.749	0.749
Junction 27	1.031	0.948	1.005	1.004
Junction 28	1.037	1.001	1.004	1.005
Junction 29	1.020	0.986	0.989	0.999
Junction 30	1.013	0.828	0.842	0.838
Junction 31	1.081	1.046	1.040	1.039
Junction 32	1.003	0.945	0.962	0.961
Junction 34	0.770	0.931	0.949	0.943
Junction 35	0.930	1.003	1.003	1.002
Junction 36	0.956	1.023	1.038	1.037
Junction 39	0.997	0.695	0.735	0.733
Junction 40	0.957	0.772	0.801	0.802
Junction 41	0.993	0.928	0.946	0.944
Junction 43	0.715	0.904	0.916	0.914
Junction 44	0.884	0.938	0.967	0.964
Junction 45	0.858	0.932	0.962	0.958

Summary

5.5 This note has outlined the data, methodology and results of the BSIP and LCWIP inputs that were shared with LCC and inputted into the Run 4b PRTM model run.

5.6 This note has outlined the robust and sensible assumptions that have been made and briefly outlined the potential impacts these measures could have on private car use.

5.7 Further work will be conducted to determine the specific measures that will form the IDP in support of Blaby's Local Plan however, this document provides guidance on where mitigation is likely to occur.

Appendix A Development contributions

BSIP

These measures were determined in discussion with BDC and represent the present scenario.

Included in the modelling:

Tier 1:

- **KMU025:** Improved bus service
- **STO025:** New bus service as part of Stoney Stanton Development.
- **STO026:** New bus service.
- **WHE026:** New bus service proposed through the Whetstone Site.
- **WHE027:** New bus service.
- **WHE031:** New bus service.

Tier 2:

- **BLA30:** Granted with a bus stop infrastructure improvement.
- **BLA038:** Bus stop infrastructure improvement.
- **KIL002:** Bus stop infrastructure improvement.
- **NAR016/END028:** Public Transport infrastructure improvements

Tier 3:

- **COU046:** Adjoining site with some improvements to footways to access bus routes.
- **COU047:** Adjoining site with some improvements to footways to access bus routes.
- **CRO009:** No stated bus service improvements.
- **ELM011:** No stated bus service improvements.
- **GLE030:** No stated bus service improvements.
- **LFE020:** No stated bus service improvements.
- **LUB002:** No stated bus service improvements.
- **SHA008:** No stated bus service improvements.
- **STO009:** No stated bus service improvements.
- **THU004:** No stated bus service improvements.
- **THU005**: No stated bus service improvements.

Not included in the modelling:

Tier 2:

- **BLA033:** Bus stop improvements on Winchester Road.
- **LIT022:** Bus Stop improvements on Ridgeway.

Tier 3:

- **COS009:** No stated bus service improvements.
- **COS013:** No stated bus service improvements.
- **COU042:** No stated bus service improvements.

- **HUN013:** No stated bus service improvements.
- **HUN019:** No stated bus service improvements.
- **LFE019:** No stated bus service improvements.
- **SAP019/025/035:** No stated bus service improvements.

Employment Allocations:

Tier 1:

- **WHE031:** Attached to the site at Whetstone, will receive a new bus route.
- **WHE027:** Attached to the site at Whetstone, will receive a new bus route.
- **STO026:** Attached to the site at Stoney Stanton, will receive a new bus route.

Tier 2:

- **GLE032:** Attached to another development outside of Blaby which will have associated bus service improvements.
- **EAST001:** Linked to the site at Stoney Stanton will contribute to bus service improvements.

LCWIP

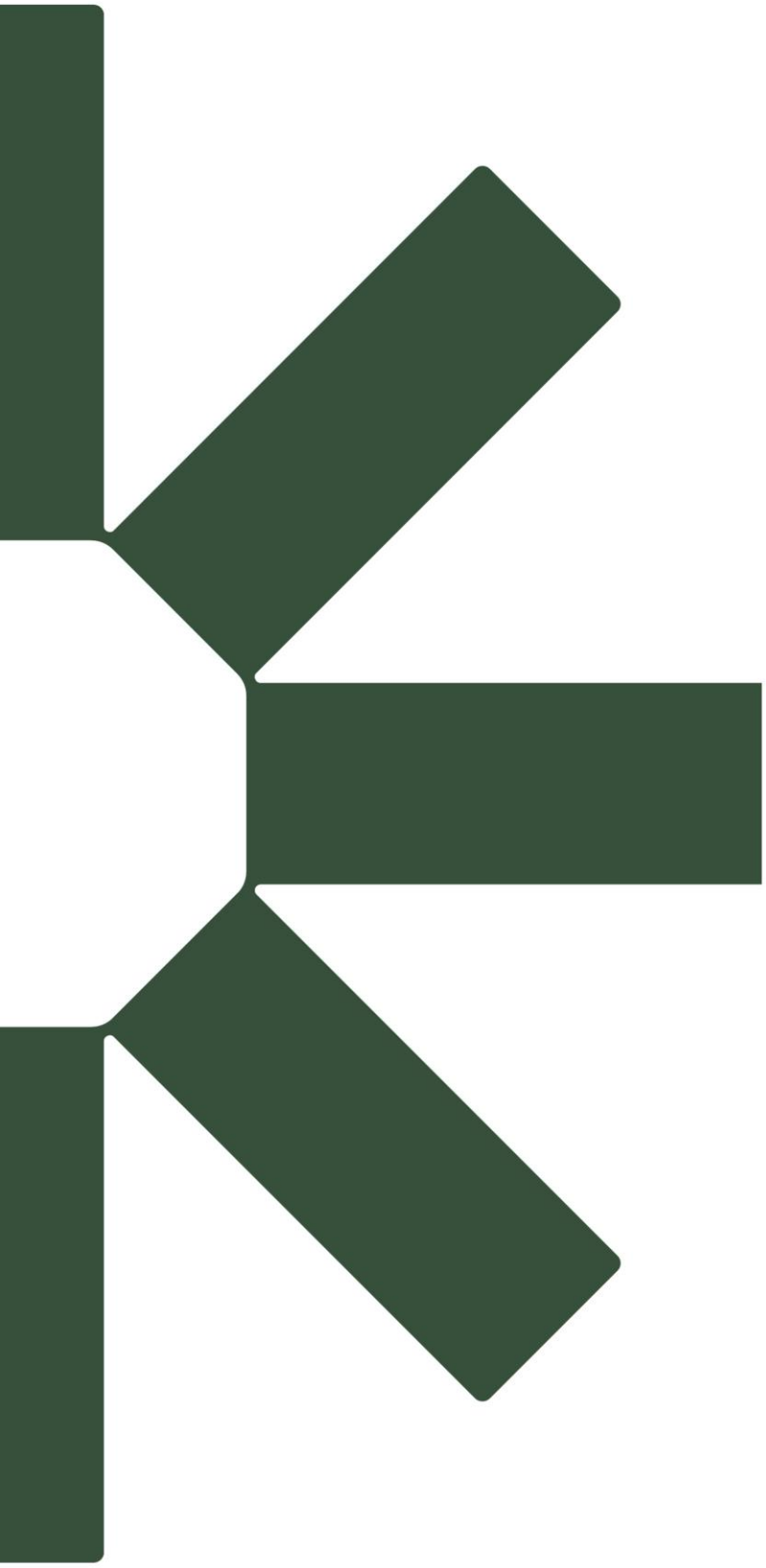
The LCWIP will be brought forward through a mix of contributions from the allocated sites that will benefit from them alongside other funding sources as they become available.

A list of the allocated sites that are within a reasonable accessible distance of the routes are outlined below in **Table A**. Whilst the size of the site and the associated trip generation should also be considered when seeking contributions towards these routes.

Table A LCWIP allocated sites and nearby LCWIP corridors

Housing Allocation	Name	Notes on LCWIP
BLA030	Land off Lutterworth Road	6, 10
BLA038	Land East of Lutterworth Road (A426) (Blaby)	10
COU046	Land off Peatling Road, Countesthorpe	10
COU047	Land off Gillam Butts, Countesthorpe	10
CRO009	Croft Lodge Farm (Croft)	8
ELM011	Church Farm Station Road	
GLE030	Land rear of County Hall	1
KIL002	Steeple Chase Farm, Main Street, Kilby	
KMU025	Land north of Hinckley Road (SW of The Oaks Farm)	
LFE020	Land at Kingstand Golf Course	
LUB002	Land at Desford Road / Beggar's Lane	3, 4
NAR016/END028	Carlton Park/Enderby Golf Course (aka NAR022)	4, 6, 7, 8
SHA008	Land west of Coventry Road	
STO009	Land west of Huncote Road	8
STO025	Land south of Broughton Road	8
STO026	Land west of Stoney Stanton	8
THU004	Nursery, Hill View Nurseries	

THU005	Land east of Croft Road	
WHE026	Land south of Abbott Way	
WHE027	Whetstone Pastures	10
WHE031	Land south of Whetstone (includes WHE026)	9
Not included in the modelling		
BLA033	Land at Keepers Farm, Blaby	10
COS009	Land west of Broughton Road, Cosby	9
COS013	Land west of Cosby	9
COU042	Land east of Willoughby Road (large)	10
HUN013	Land south of Narborough Road	8
HUN019	Springfield Farm Forest Road	
LFE019	Kingstand Farm, Hinckley Road Leicester	3, 5
LIT022	Land south of Warwick Road and east of Cosby Road	6
SAP019/025/035	Land South of Hinckley Road (combination of SAP019, SAP025 and SAP035)	8
Employment Allocation		
WHE031	Land south of Whetstone	9
WHE027	Whetstone Pastures	10
STO026	Land west of Stoney Stanton	8
GLE032	Land north of Glenfield	1, 2
EAST001	Land west of M69 J2 (Strategic B8)	



Making Sustainability Happen

Appendix I AECOM Additional Modelling Report

Blaby Strategic Transport Assessment Report

Blaby Local Plan Transport Evidence

Blaby District Council

SLR Project No.: 416.066233.00001

24 June 2026

PRTM2023
Blaby Local Plan Additional Modelling

Methodology and Results

Delivering a better world

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Methodology

Background

- New Blaby Local Plan
- Delivery horizon of 2042
- Work previously undertaken under South Leicestershire Joint Transport Evidence project
- New modelling required to consider the latest growth assumptions and make use of the latest version of PRTM

Scenarios

1. 2042 Baseline – committed developments only
2. 2042 With BDC Plan – including the latest Blaby Local Plan proposals
3. 2042 With Wider Plans – including the latest Blaby Local Plan proposals as well as wider Local Plan proposals from surrounding districts/boroughs
4. 2042 Vision Led – variation on Scenario 2 featuring vision-led trip rates

4b. 2042 Reduced Demand – variation on Scenario 4 featuring forecast demand reductions as a result of proposed BSIP and LCWIP investment

Scenario 1 2042 Baseline Assumptions

- Uncertainty log based on standard PRTM 2023 assumptions for planning data and highway schemes
- Includes list of already consented sites in development zones with trip generation taken from Transport Assessments
- Site accesses identified from planning documentation and included in the model

Scenario 2 2042 With BDC Local Plan Assumptions

- All residential sites larger than 100 dwellings and all employment sites included in development zones
- Assumes South Leicestershire JTE trip rates for Local Plan developments
- 6,340 dwellings in total
- 124,680sqm employment in total
- Site accesses provided by client and coded into network

Scenario 3 2042 With Wider Plans Assumptions

- Adopted latest Local Plan assumptions for Harborough, Hinckley and Bosworth, and Oadby and Wigston
- Included larger developments in development zones and applied trip rates as agreed for Joint Transport Evidence work

Scenario 4 2042 Vision Led Assumptions

- Same development assumptions as Scenario 2
- Applied vision-led trip rates instead

Forecast Outputs

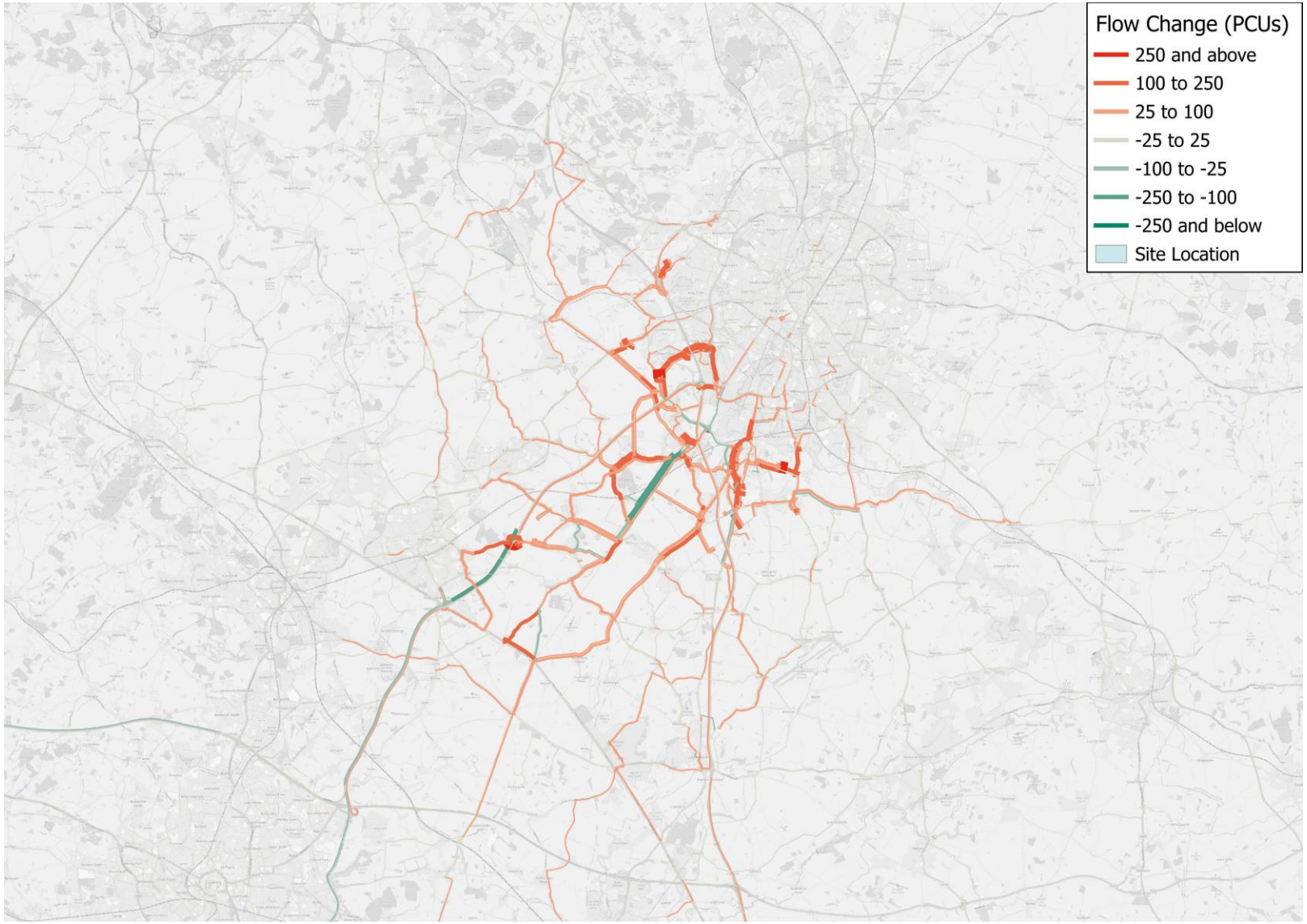
Forecast Flow Changes

Forecast flow changes between the 2042 Baseline scenario and the three 2042 With Local Plan scenarios.

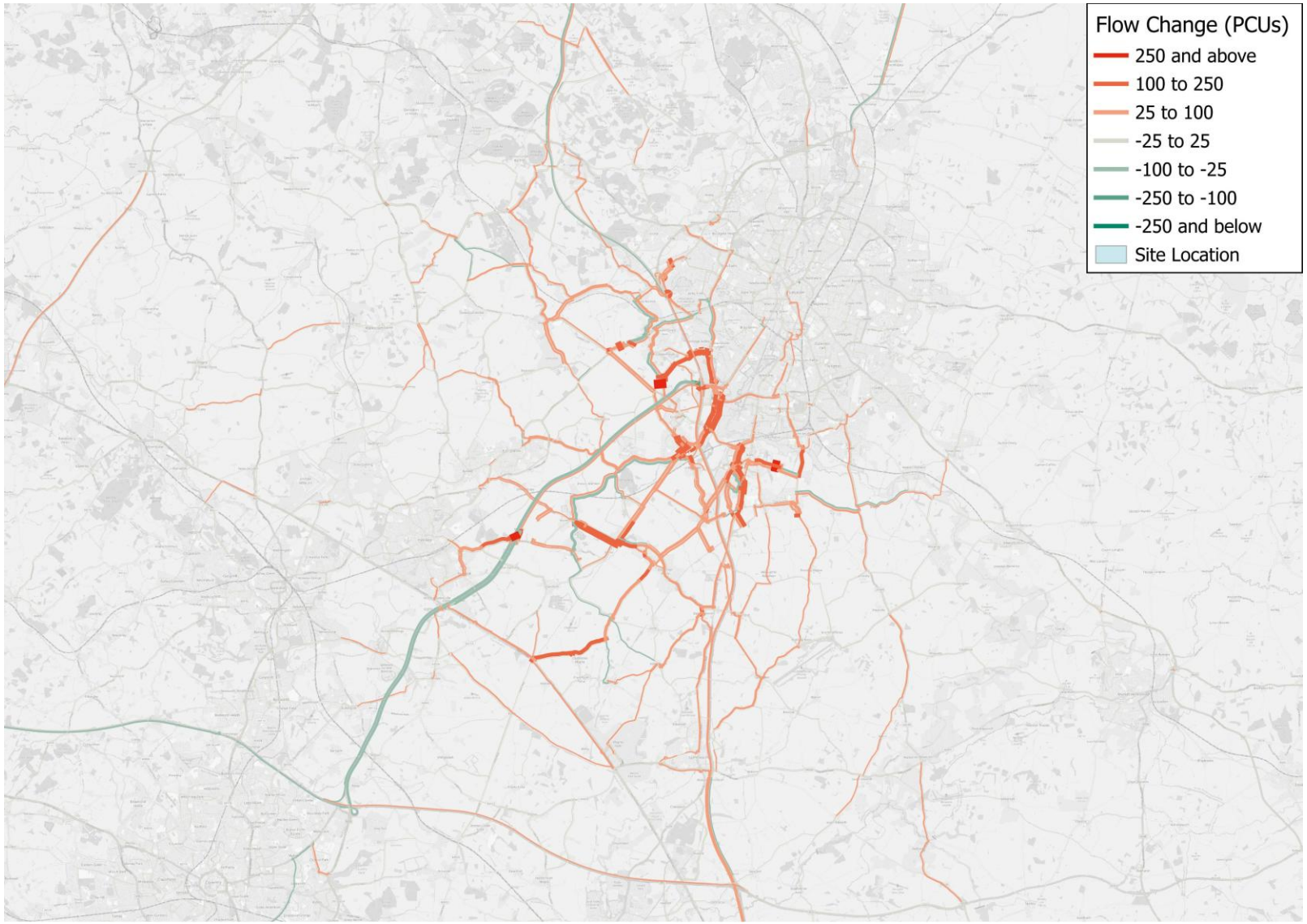
These figures show that in:

1. Scenario 2 - as expected, there is a forecast increase in traffic in and around Blaby District with Blaby Local Plan development included. However, a small number of roads are forecast to have a reduction in traffic, such as the B4114 and the M69. These reductions are caused by traffic diverting onto alternative routes in Scenario 2 as the network becomes more congested and sensitive to additional demand.
2. Scenario 3 – forecasts that traffic is forecast to increase over a wider area with Blaby, Harborough, Hinckley and Bosworth and Oadby and Wigston latest Local Plans assumptions included. Again, there are a small number of roads that are forecasts to see a reduction in traffic for the reasons stated in the point above. One of these roads includes the M69 as additional demand in Scenario 3 is causing congestion / delays at the M69 Junction 2.
3. Scenario 4 – is forecast to have a similar distributional impact on traffic in and around Blaby District but with less pronounced increases and decreases in traffic compared with Scenario 2.
4. Scenario 4b – is forecast to have a minimal impact on traffic. Some of the differences in traffic, for example to the northeast of Leicester City in the PM Peak hour, relate to ‘model noise’ rather than the additional traffic in Scenario 4b compared with Scenario 1. Note that the scale on the Scenario 4b figures is different to the other three scenarios.

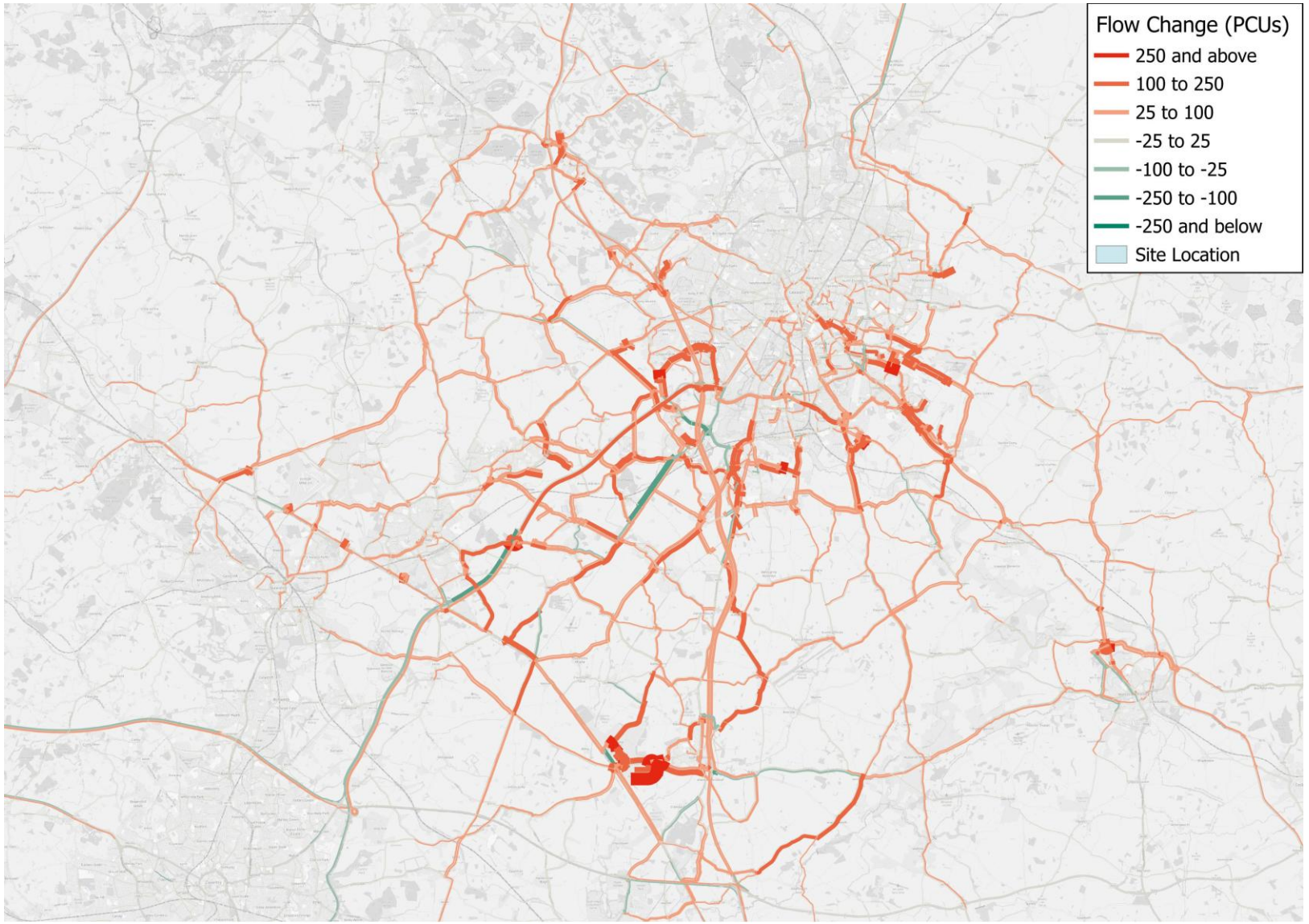
Forecast Flow Changes – Scenario 2 - With BDC Plan - AM



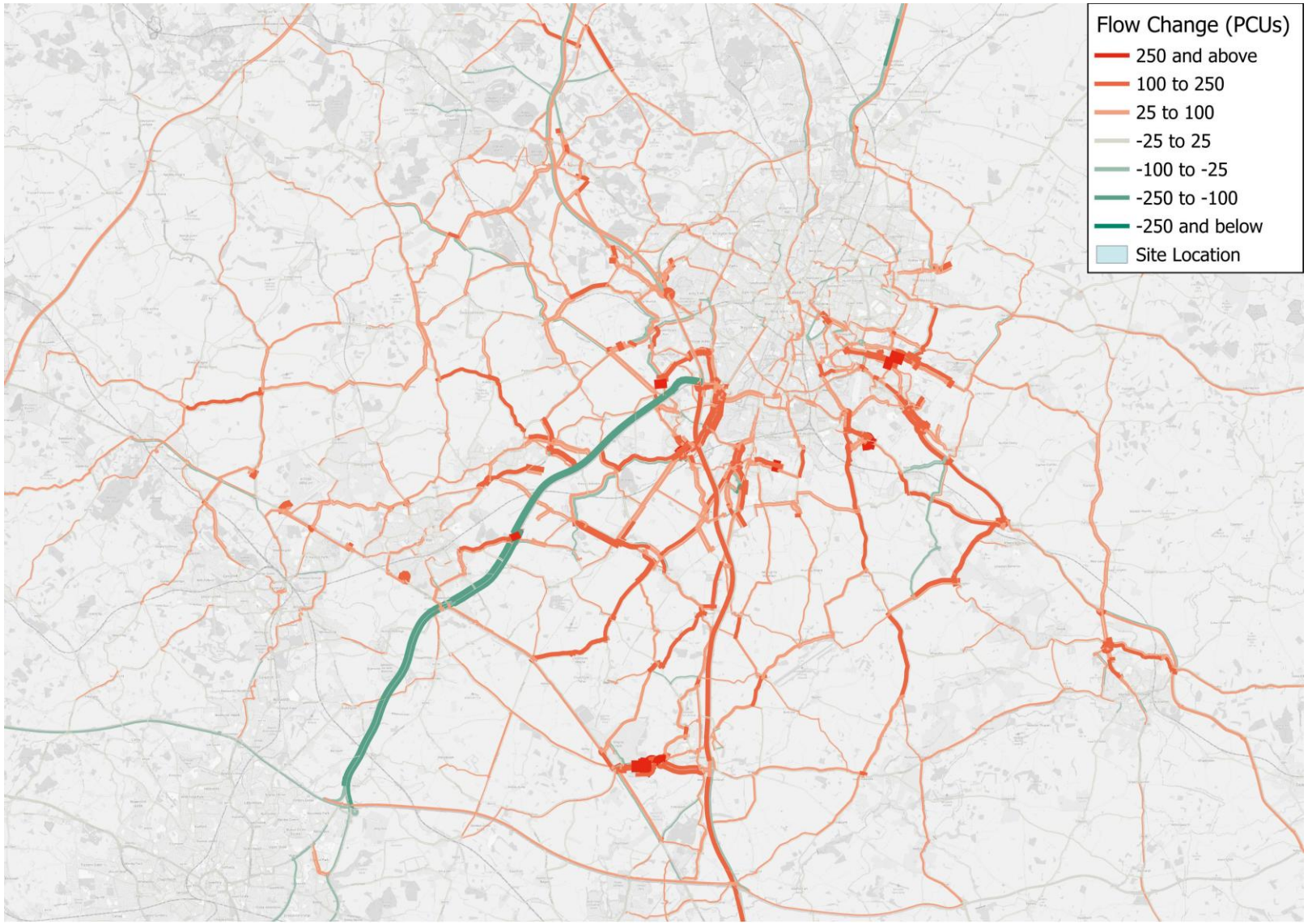
Forecast Flow Changes – Scenario 2 - With BDC Plan - PM



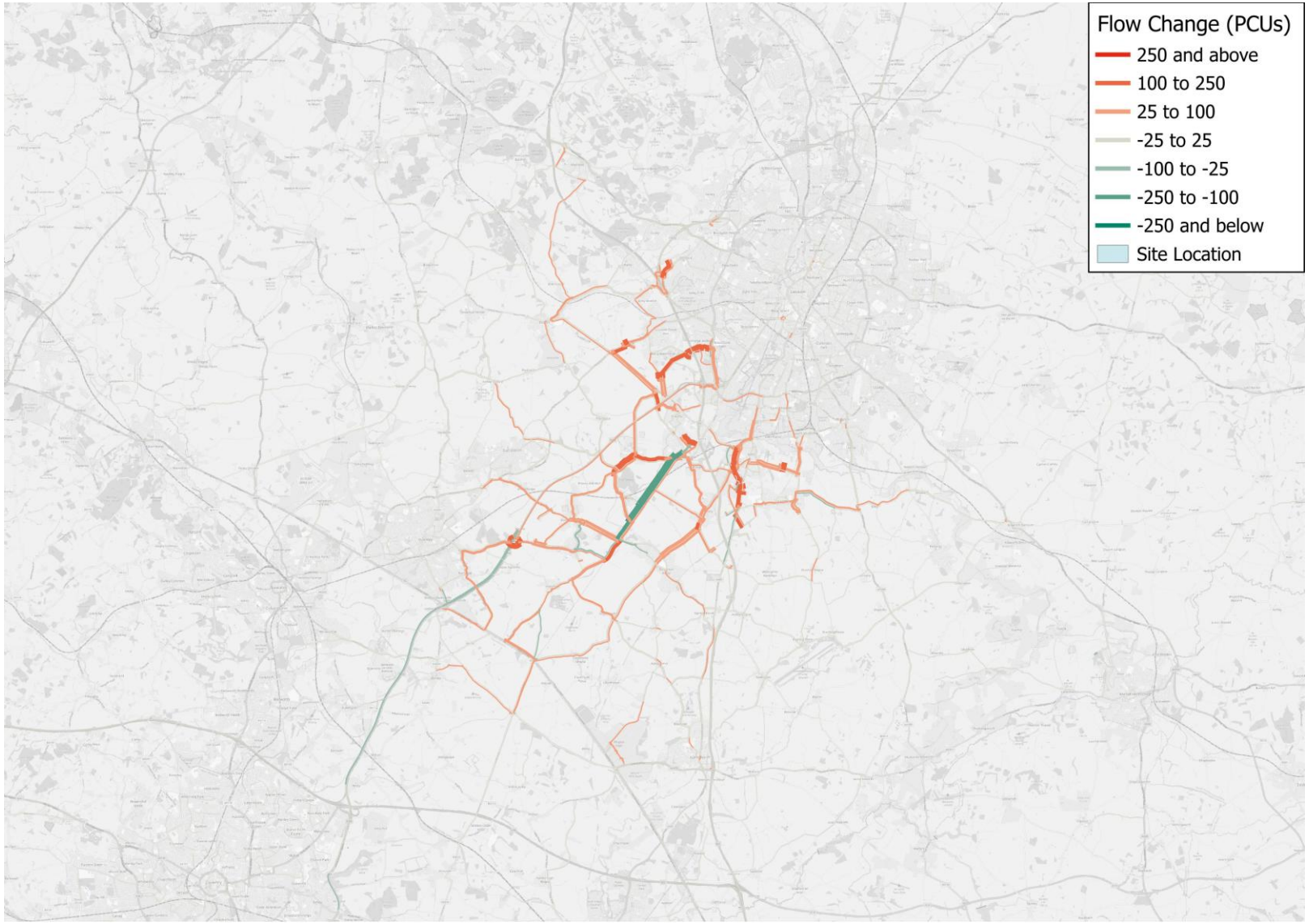
Forecast Flow Changes – Scenario 3 - With Wider Plans - AM



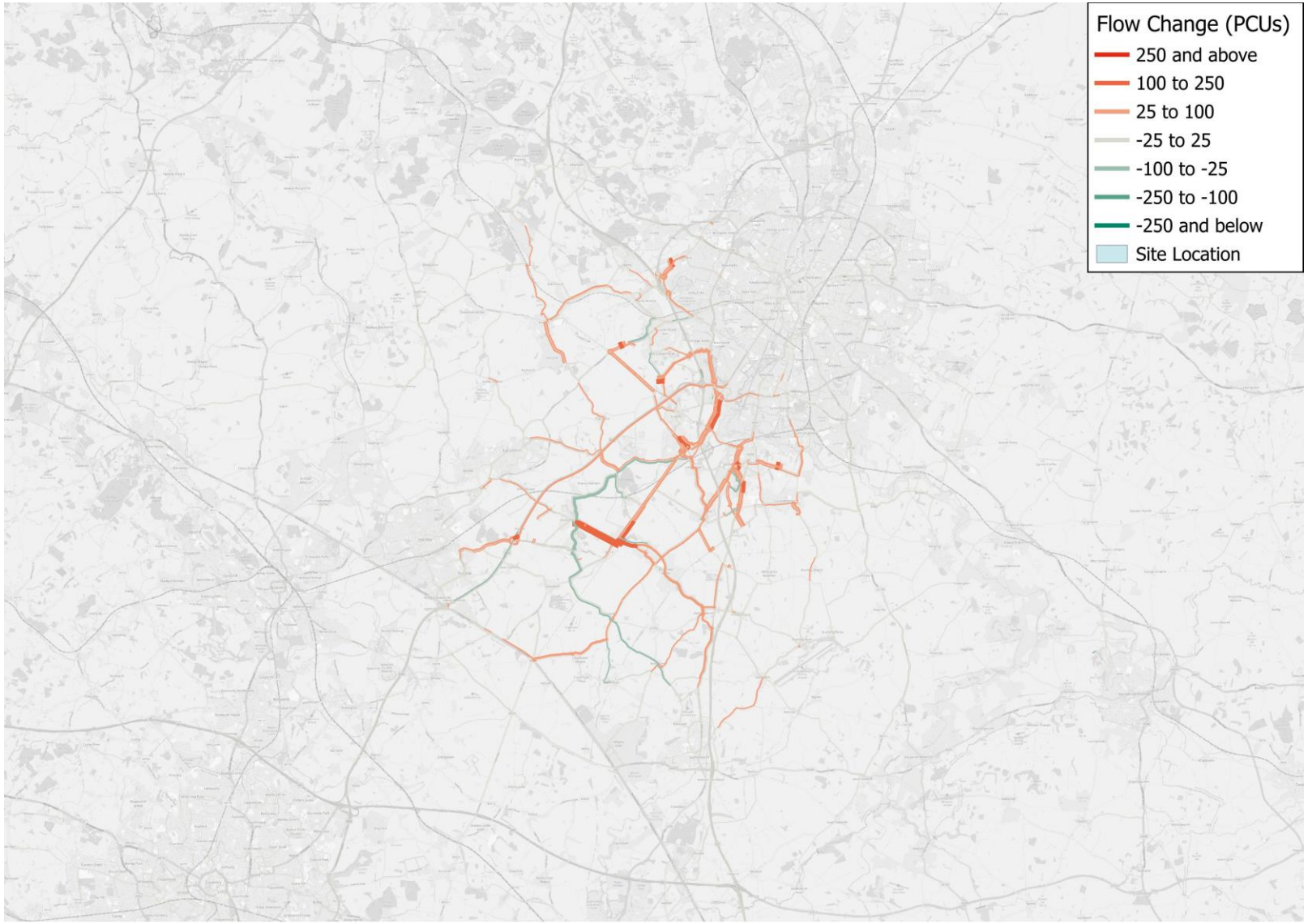
Forecast Flow Changes – Scenario 3 - With Wider Plans - PM



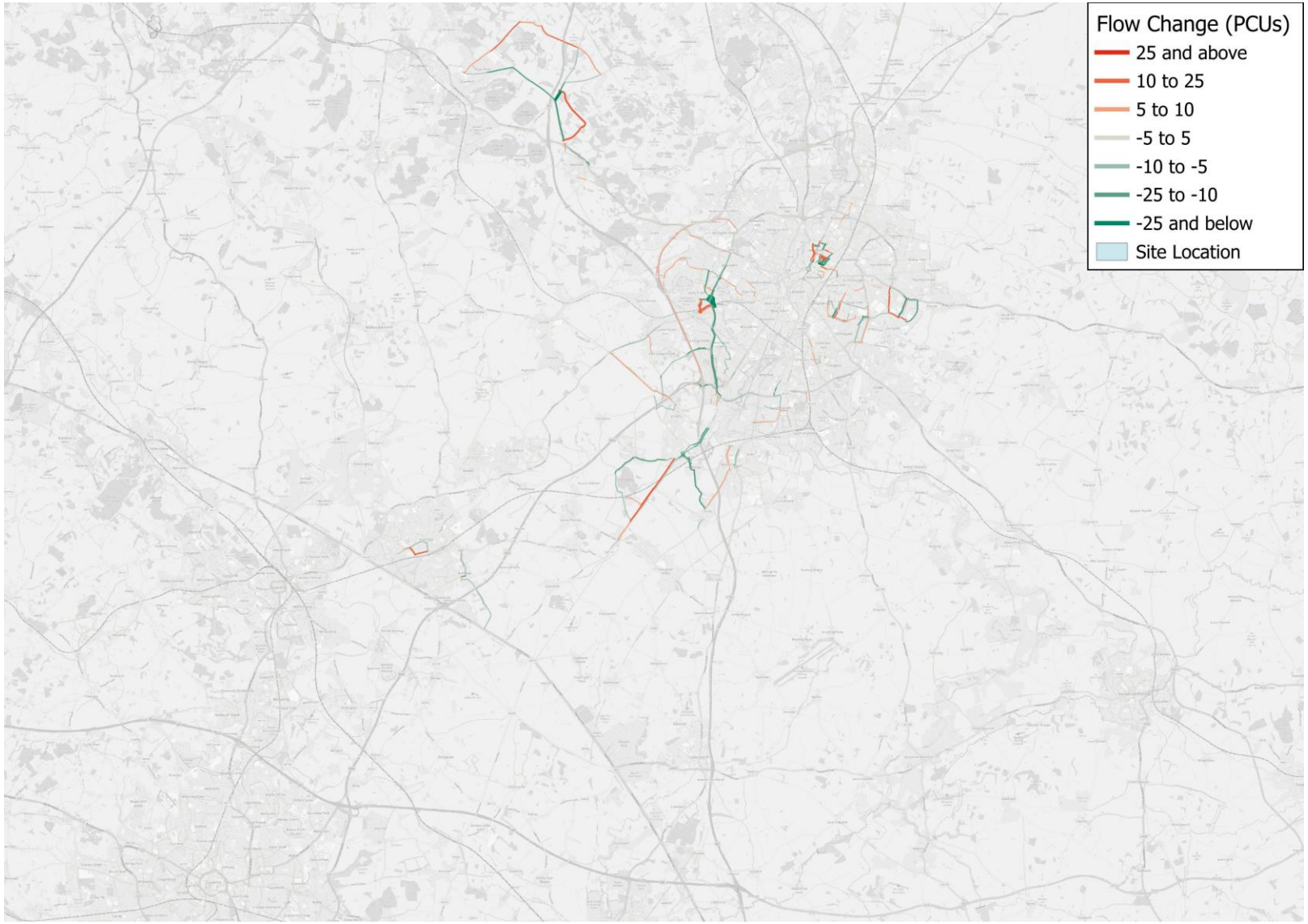
Forecast Flow Changes – Scenario 4 - With Vision Led - AM



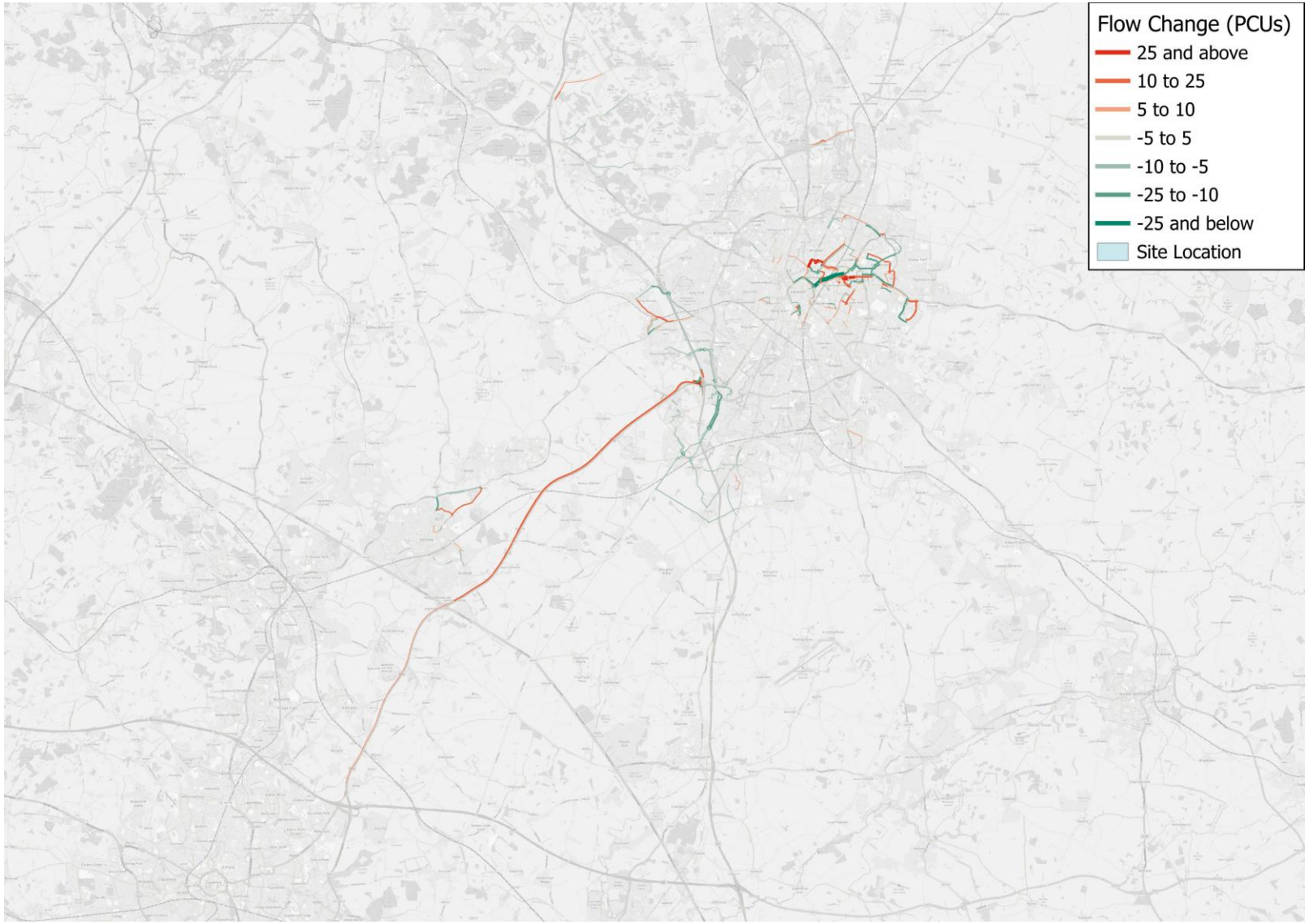
Forecast Flow Changes – Scenario 4 - With Vision Led - PM



Forecast Flow Changes – Scenario 4b - AM



Forecast Flow Changes – Scenario 4b - PM



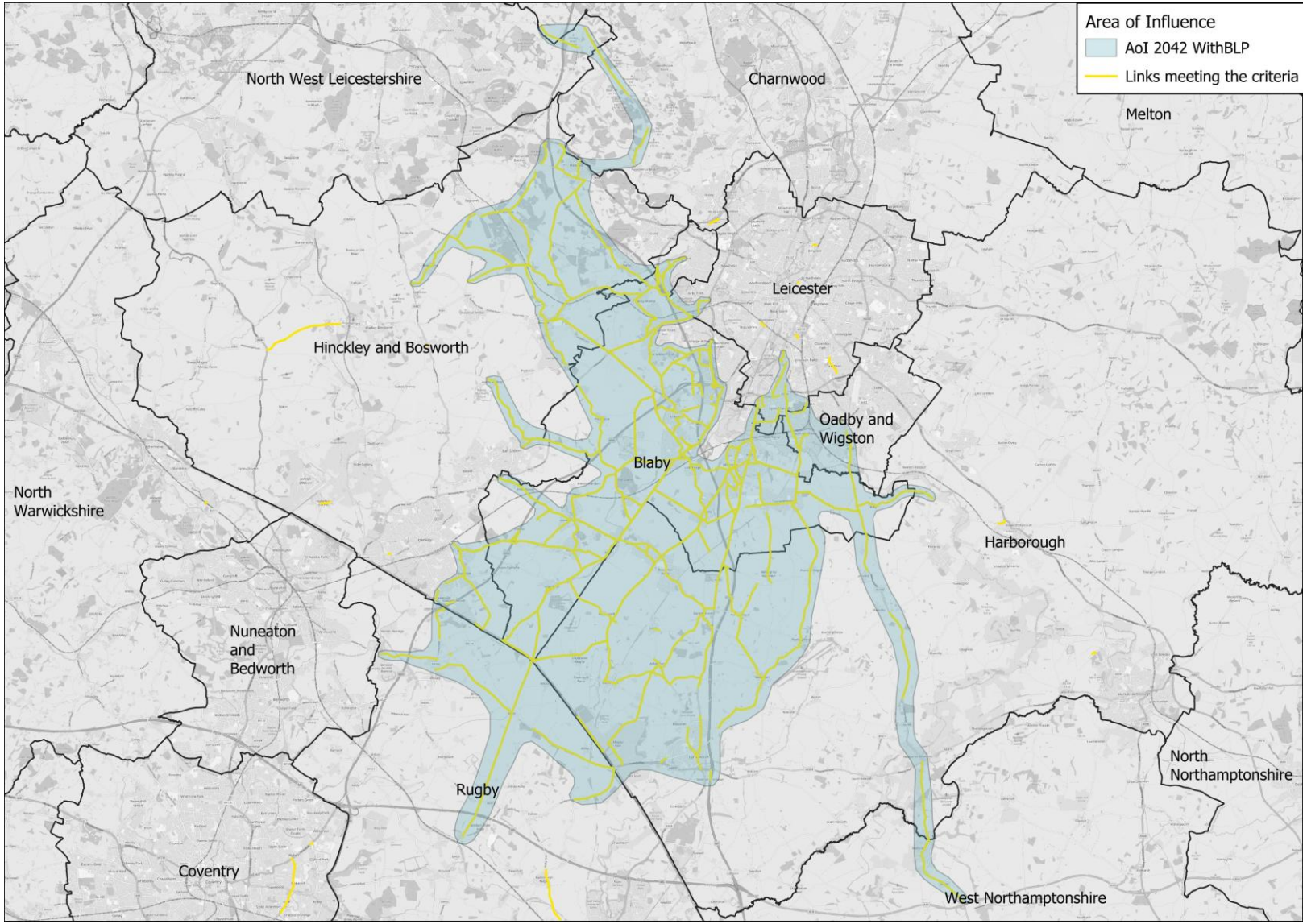
Area of Influence

The Areas of Influence (AoI), identified by links with a forecast flow change of at least 5% and more than 30 passenger car units passenger car units (PCUs) between the 2042 Baseline scenario and the three 2042 With Local Plan scenarios in either the AM or PM Peak hours.

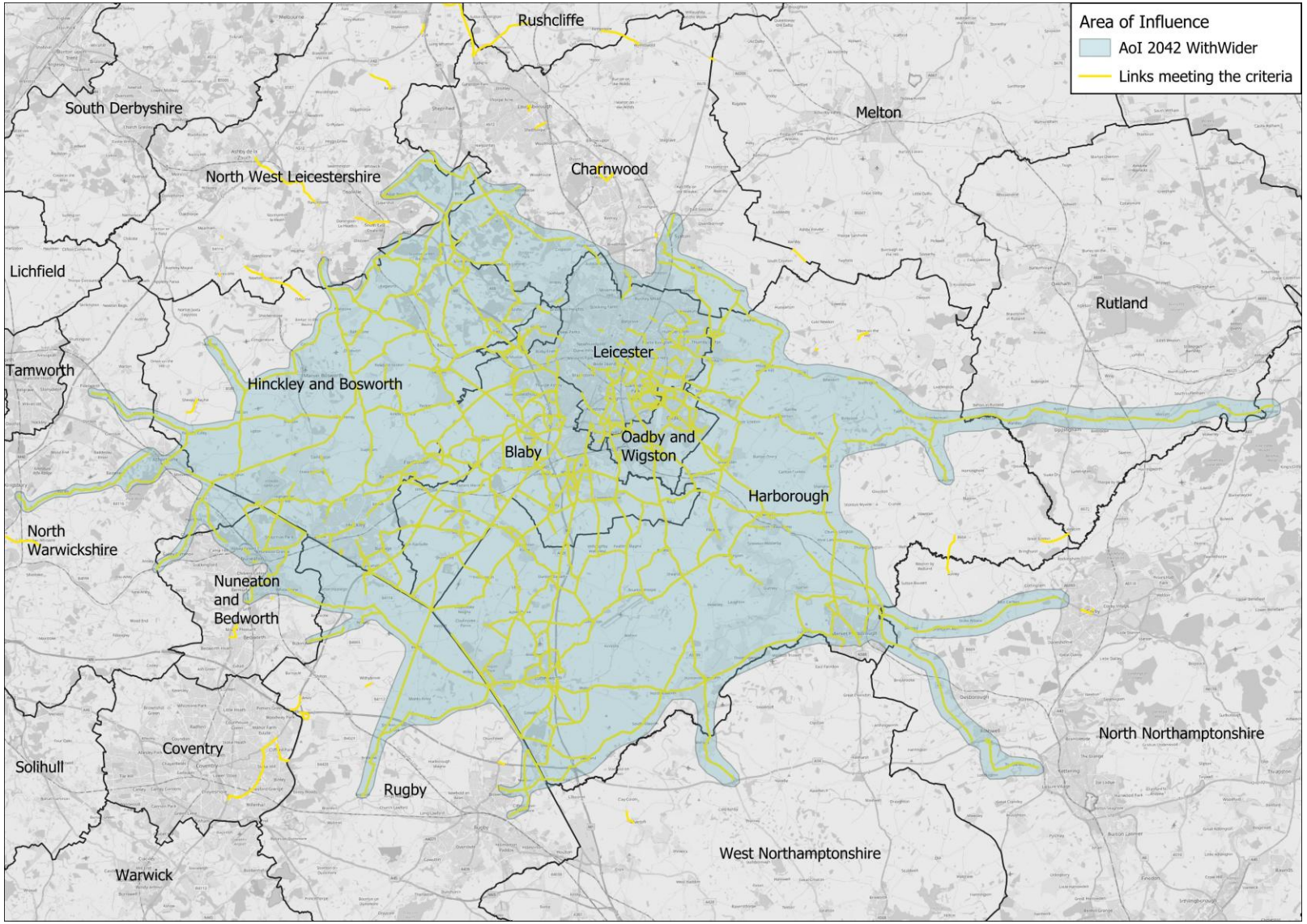
These figures show that in:

1. Scenario 2 – the links that are forecast to meet these criteria cover the most of Blaby and parts of neighbouring districts including Hinckley and Bosworth, Oadby and Wigston, Harborough and Rugby.
2. Scenario 3 – as expected, this scenario is forecast to have the largest AoI and covers most of Blaby, Harborough, Hinckley and Bosworth and Oadby and Wigston. It also covers parts of neighbouring districts in Leicestershire, Warwickshire including Leicester City.
3. Scenario 4 – the AoI is forecast to be largely contained within Blaby with a few roads triggering the AoI criteria in neighbouring districts.

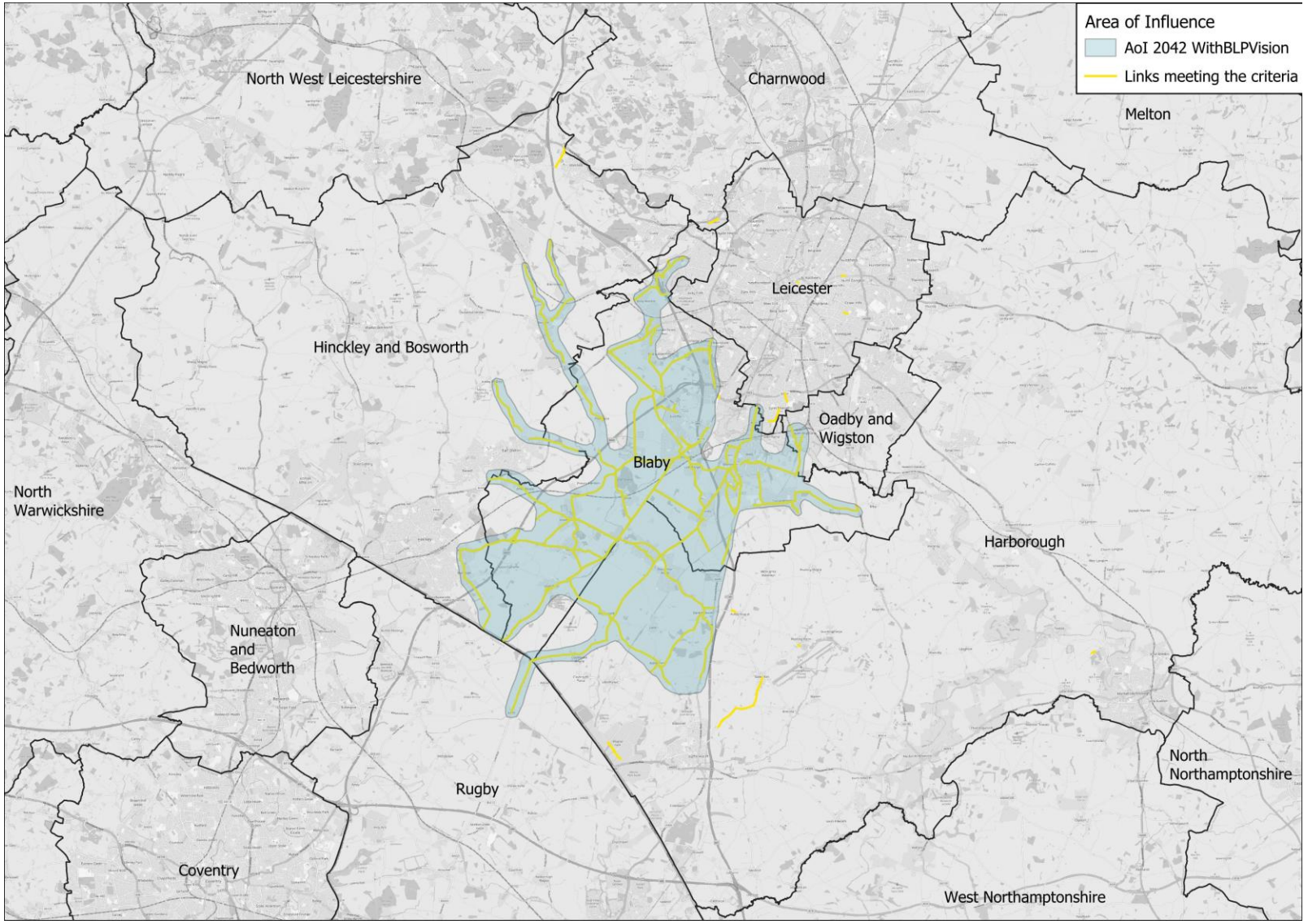
Area of Influence – Scenario 2 - With BDC Plan



Area of Influence – Scenario 3 - With Wider Plans



Area of Influence – Scenario 4 - With Vision Led



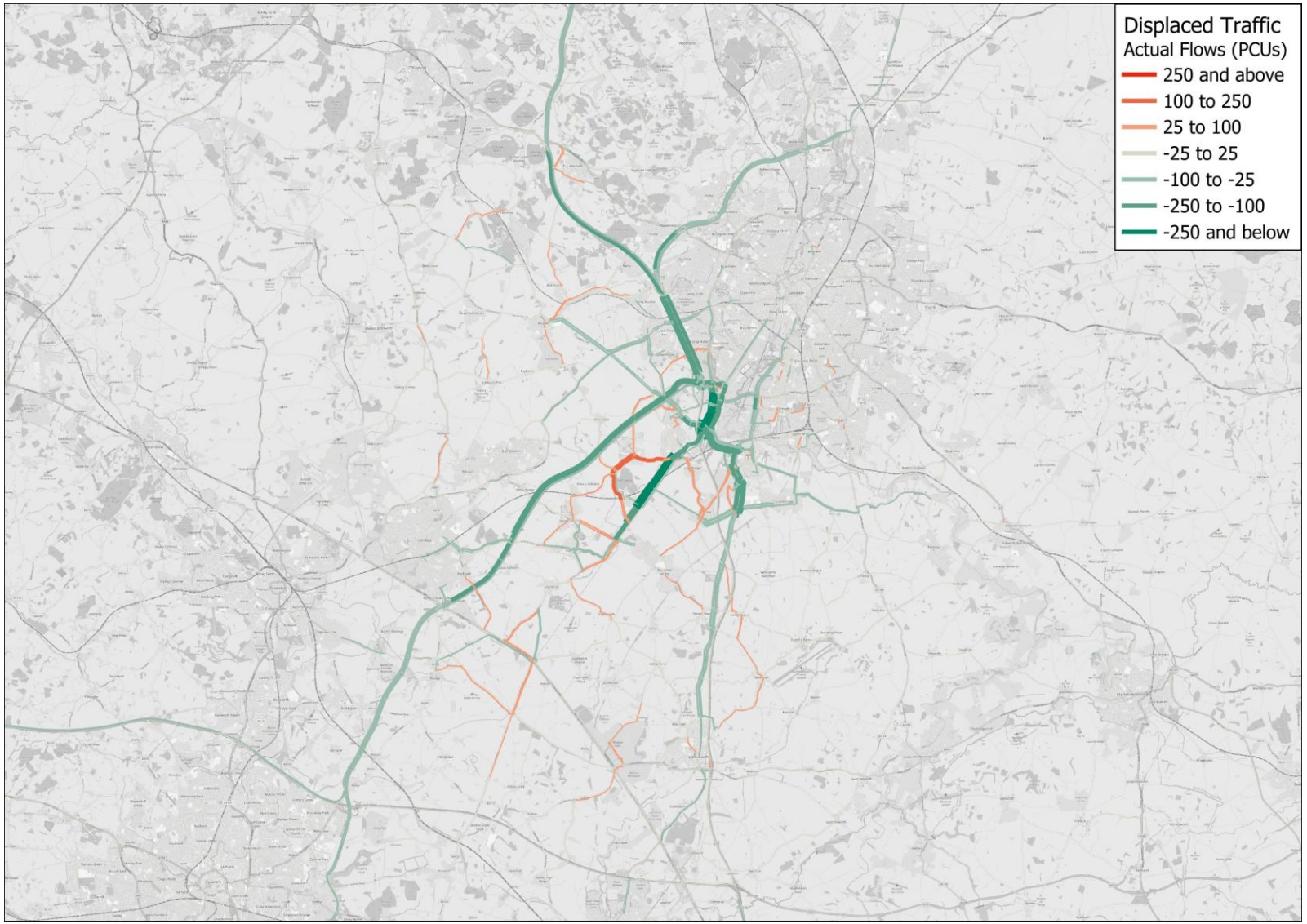
Displaced Traffic

These plots show the displacement of non-Local Plan related traffic between the 2042 Baseline scenario and the 2042 With Local Plan scenarios.

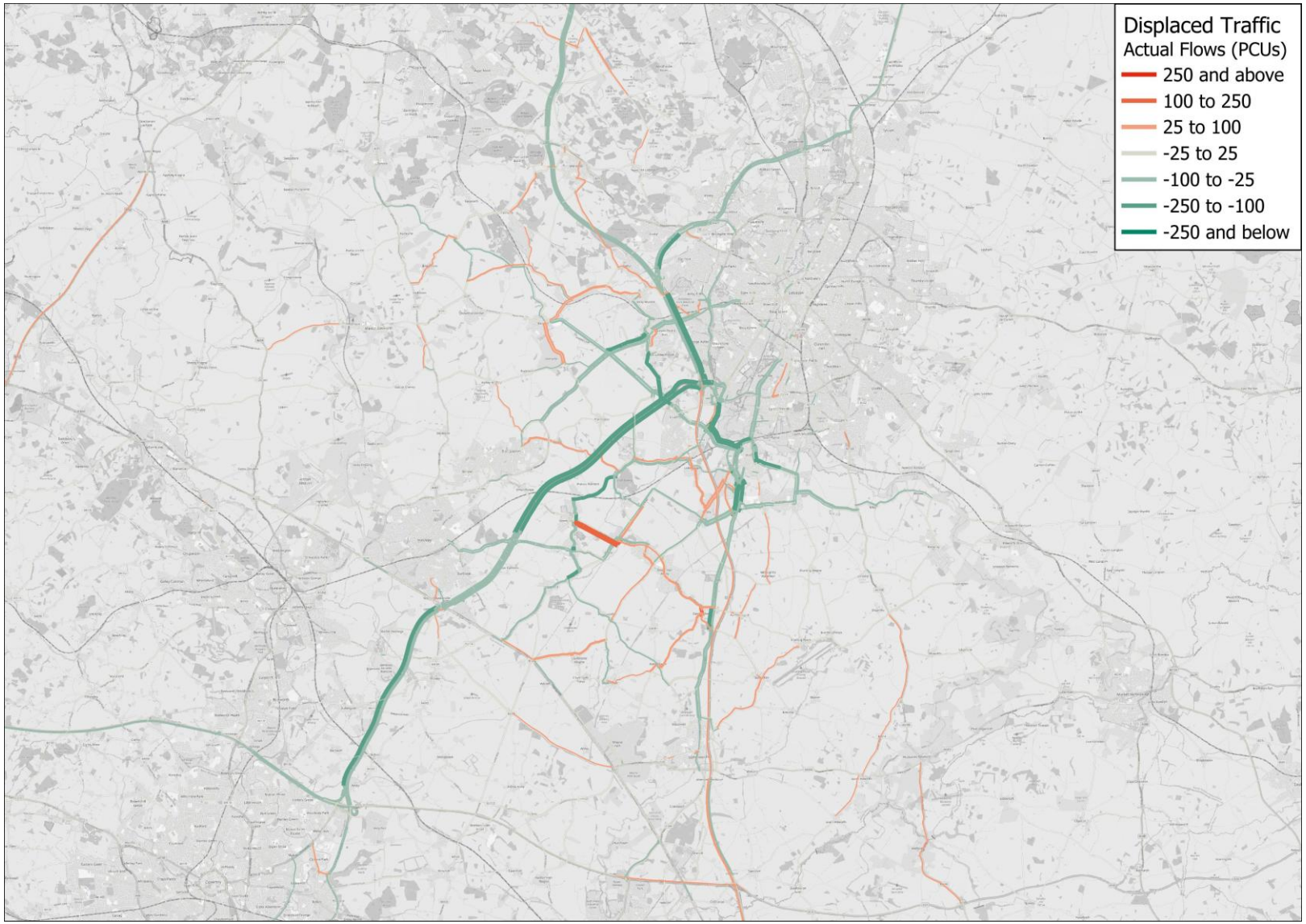
These figures show that in:

1. Scenario 2 – non-Local Plan traffic is forecast to be displaced off roads including the M1, M69 and the B4114 and on to local roads in and around Blaby.
2. Scenario 3 – similar to Scenario 2, non-Local Plan traffic is forecast to be displaced off the M1, M69 and B4114 but with increases in non-Local Plan traffic in and around Blaby, Harborough, Hinckley and Bosworth and Oadby and Wigston. There are increases in flow forecast in neighbouring districts including Leicester City.
3. Scenario 4 – is forecast to have a similar distributional impact on non-Local Plan traffic in and around Blaby District but with less pronounced increases and decreases in traffic compared with Scenario 2.

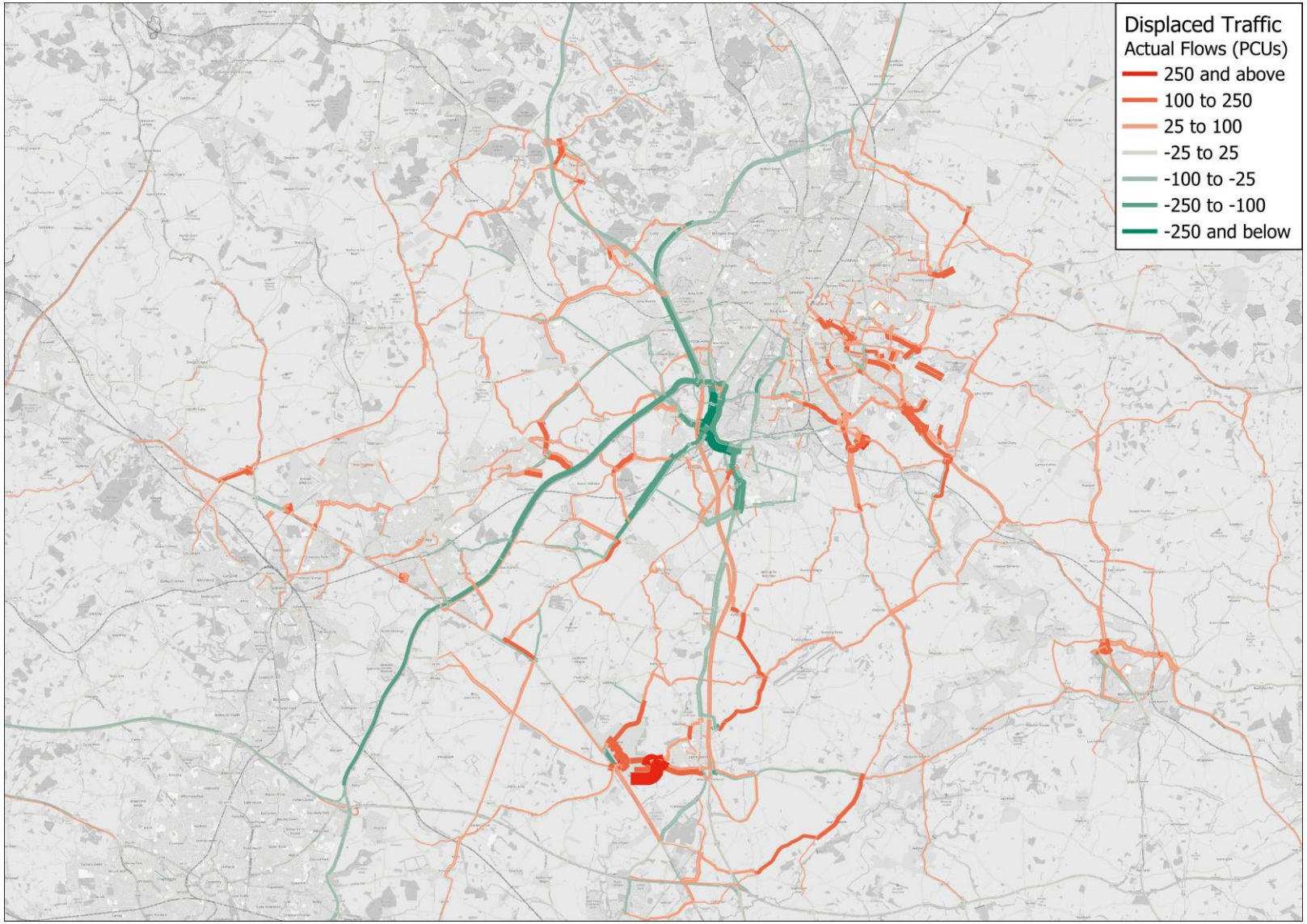
Displaced Traffic – Scenario 2 - With BDC Plan - AM



Displaced Traffic – Scenario 2 - With BDC Plan - PM



Displaced Traffic – Scenario 3 - With Wider Plans



Displaced Traffic – Scenario 2 - With BDC Plan - PM



Displaced Traffic – Scenario 4 - With Vision Led - AM



Displaced Traffic – Scenario 4 - With Vision Led - PM



Displaced Traffic – Scenario 4b - AM



Displaced Traffic – Scenario 4b - PM



Average and Maximum Volume over Capacity

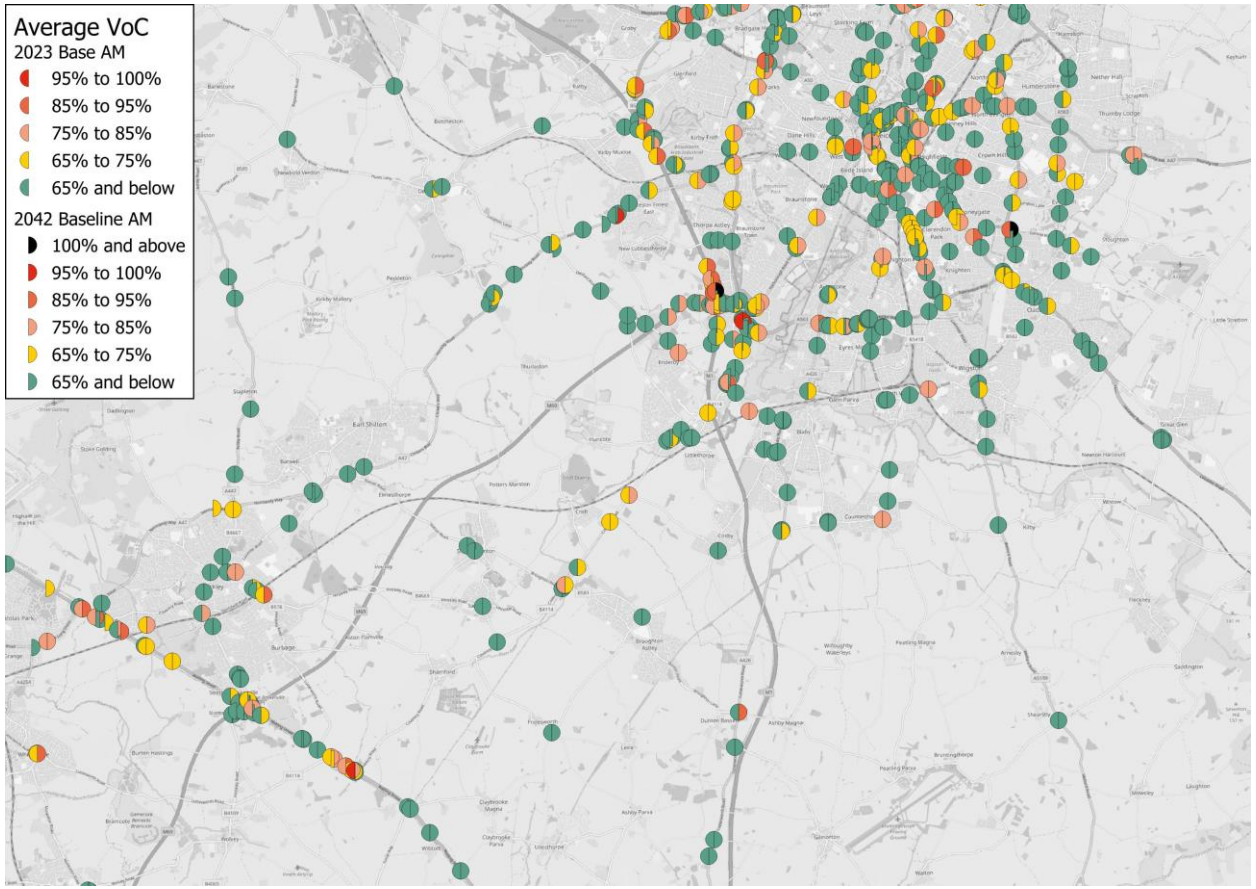
Local area plots showing the forecast node volume to capacity ratio values (average across all turns).

These figures show that in:

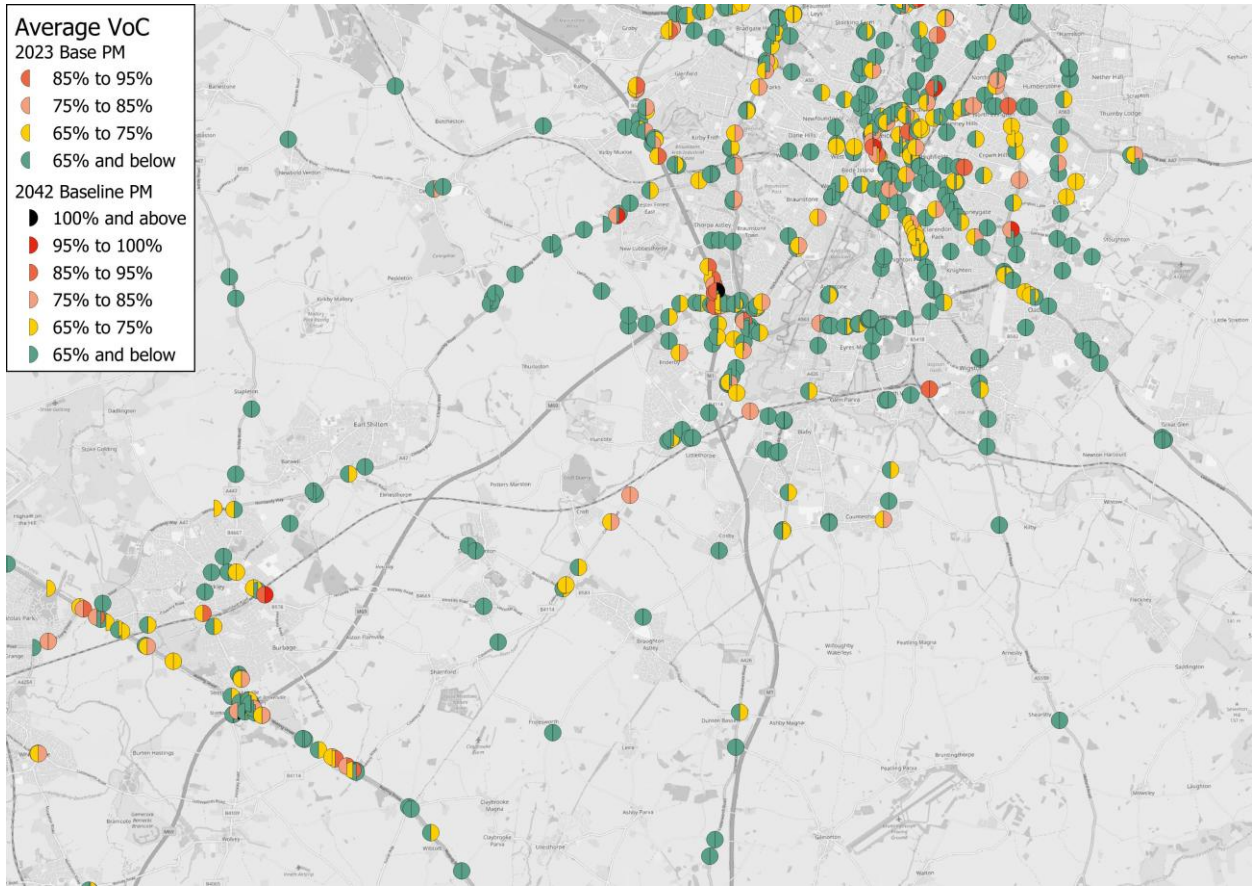
1. Scenario 2 – there are forecast increase in V/C on the B4114, A5 and nodes entering or exiting the M1.
2. Scenario 3 – similar to the Scenario 2 comparison, there are forecast increase in V/C on the B4114, A5 and nodes entering or exiting the M1 with some additional forecast increases in V/C in Harborough, Hinckley and Bosworth and Oadby and Wigston.
3. Scenario 4 –there are forecast increase in V/C on a small number of roads including the B4114.
4. Scenario 4b –there are very few nodes forecast to have an increase in V/C with some of these being on the B4114.

Average VoC – 2023 Base Year vs Scenario 2

AM

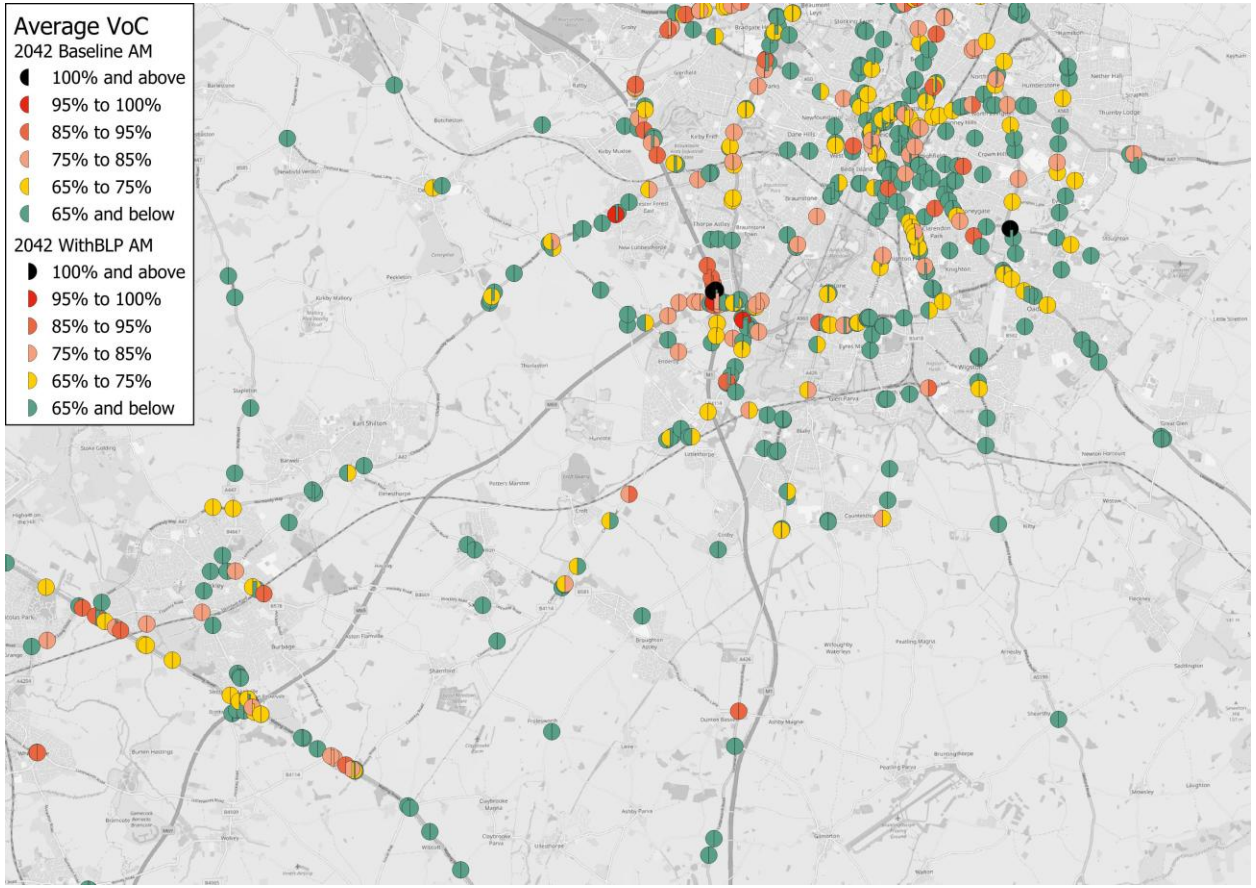


PM

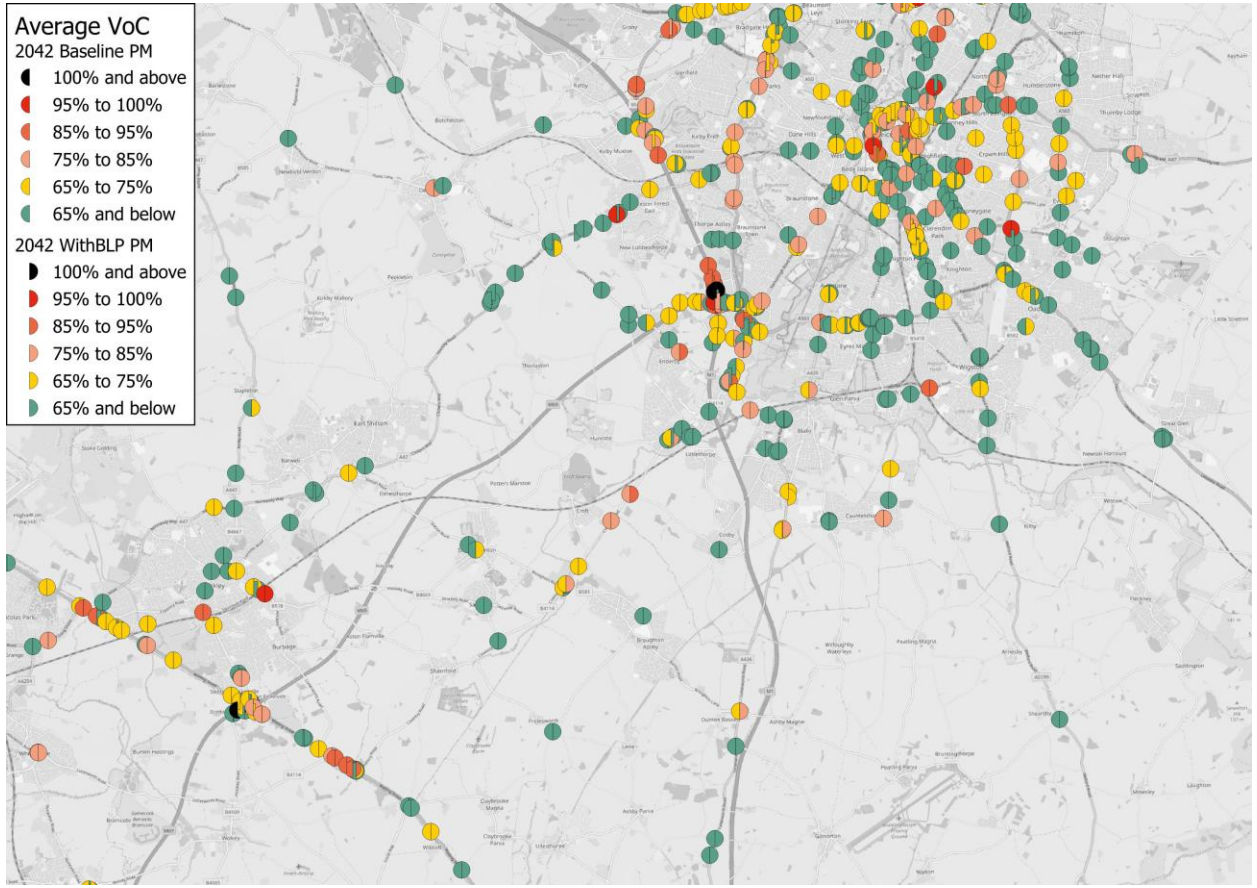


Average VoC –Scenario 1 vs Scenario 2

AM

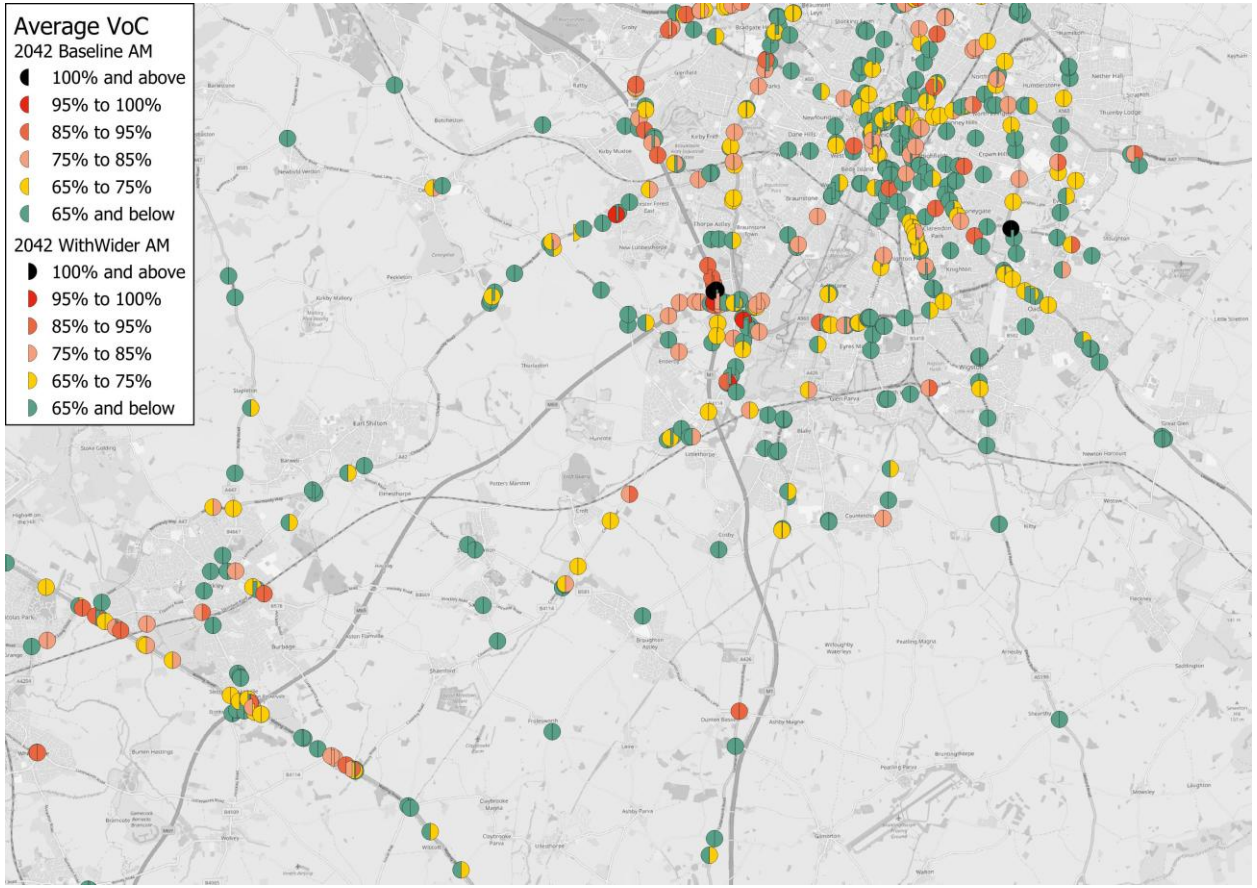


PM

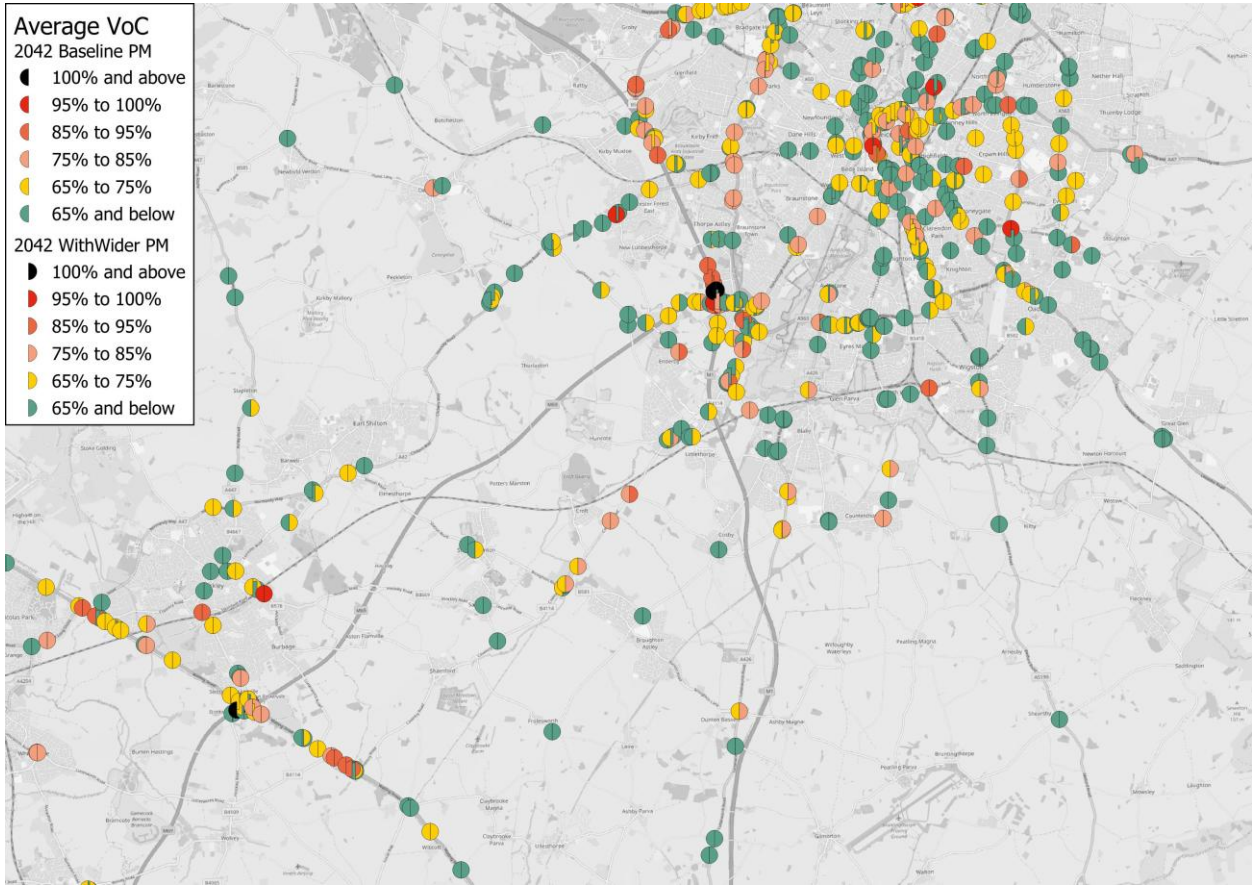


Average VoC –Scenario 1 vs Scenario 3

AM

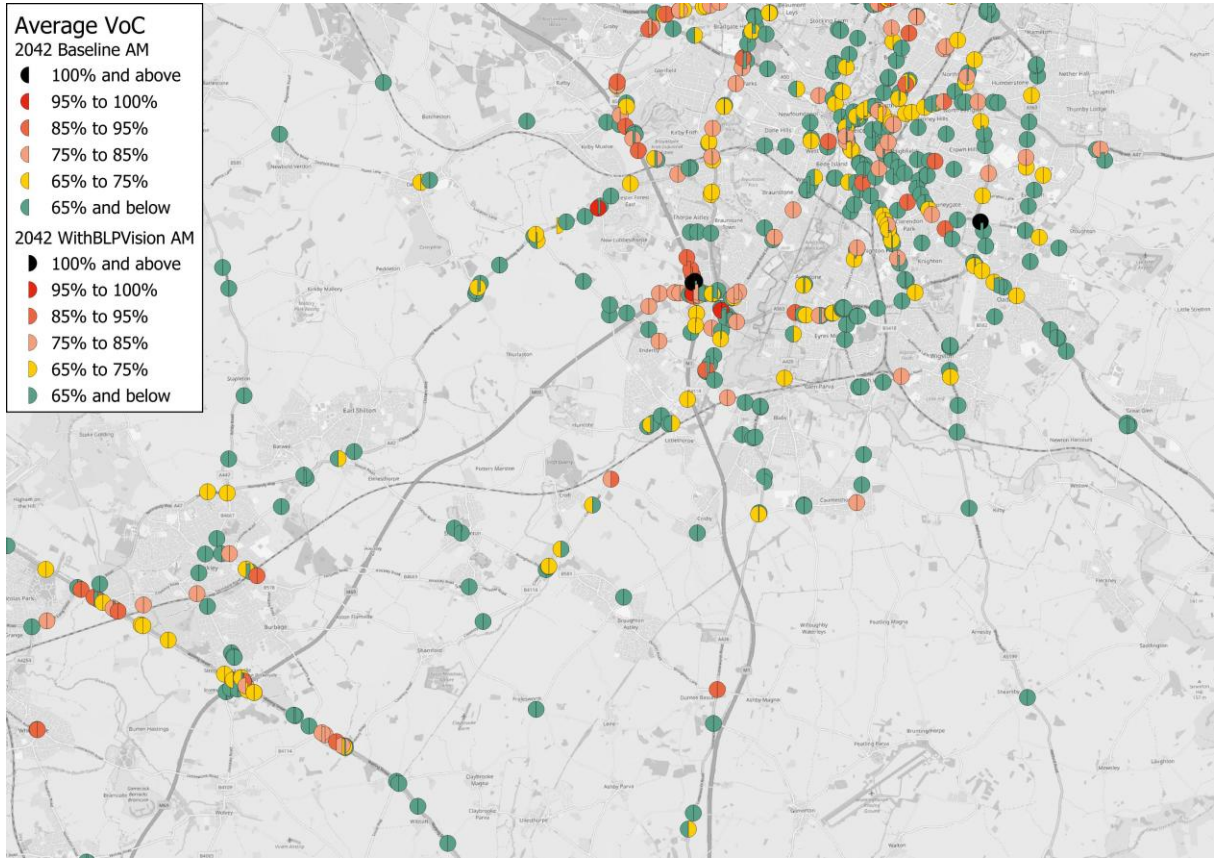


PM

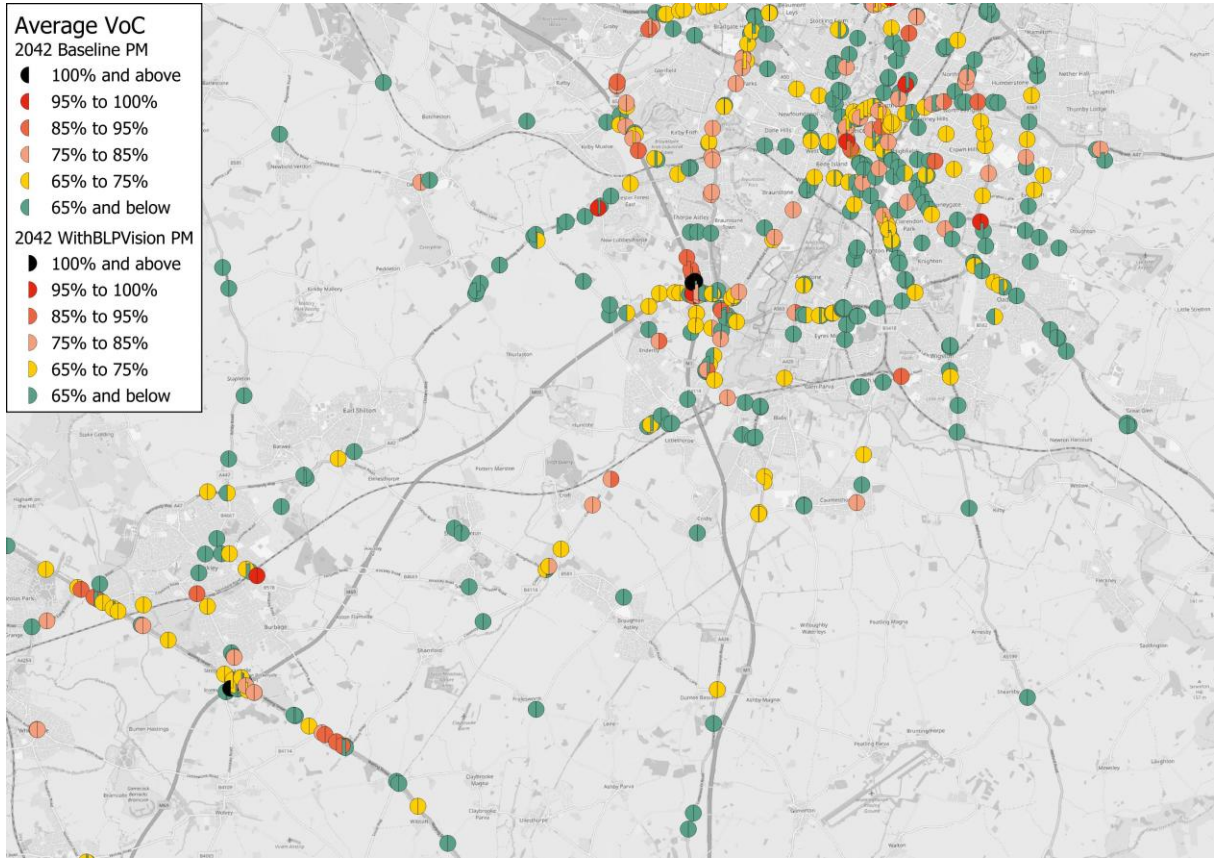


Average VoC –Scenario 1 vs Scenario 4

AM

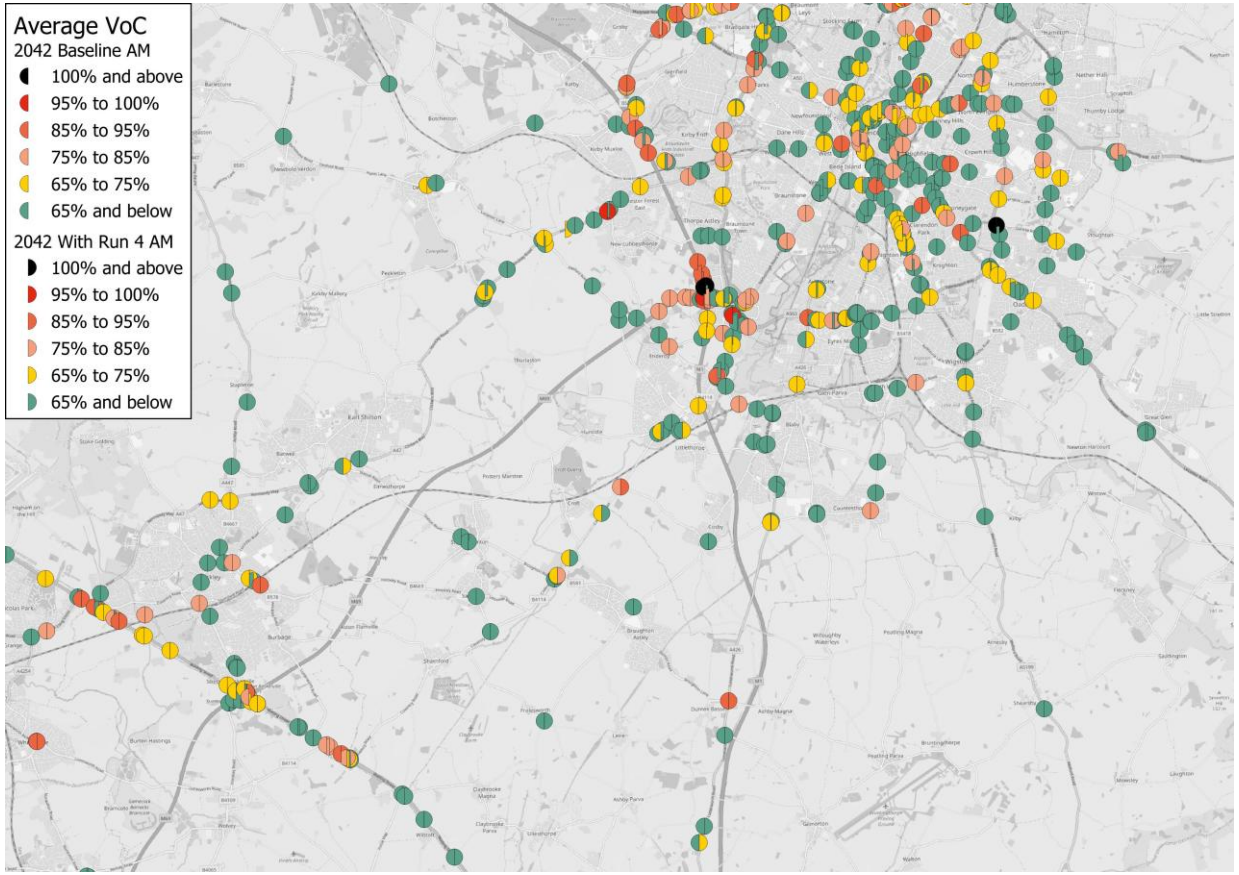


PM



Average VoC –Scenario 1 vs Scenario 4b

AM



PM

