

**Appendix D – Wigston Census
Data**

**Appendix E – Wigston Traffic
Survey Data**

SITE: 61970002 Welford Road, N of Guthlaxton Way, Wigston

Road No: A5199

Report contains count(s): 23741

Sitecode: GR: 461066 297975

Approach: App1-Welford Road, N of Guthlaxton Way, Link Reference: 61970002

Direction: (App1/D1) - Northbound

For : 0700 to 1900 Wednesday 01 Apr 2009

For Each Vehicle Class

Time_Per.:	PCL	M/C	CAR	BUS	LGV	MGV	HGV	MTRVEH	Total
0700-0800	1	3	467	5	63	7	4	549	550
0800-0900	0	3	580	1	50	6	10	650	650
0900-1000	1	4	311	3	40	2	11	371	372
1000-1100	1	3	259	1	32	10	10	315	316
1100-1200	2	4	245	2	24	6	5	286	288
1200-1300	3	6	260	2	36	7	6	317	320
1300-1400	2	3	283	2	30	6	1	325	327
1400-1500	1	3	312	2	40	9	5	371	372
1500-1600	0	4	332	6	45	7	6	400	400
1600-1700	2	8	373	2	51	1	3	438	440
1700-1800	1	7	427	2	39	2	0	477	478
1800-1900	0	6	322	3	23	1	3	358	358

AM-Peak	2	4	580	5	63	10	11	650	650
Start-time	1100	0900	0800	0700	0700	1000	0900	0800	0800
PM-Peak	3	8	427	6	51	9	6	477	478
Start-time	1200	1600	1700	1500	1600	1400	1200	1700	1700
0700-1900	14	54	4171	31	473	64	64	4857	4871

Approach: App1-Welford Road, N of Guthlaxton Way, Link Reference: 61970002

Direction: (App1/D2) - Southbound

For : 0700 to 1900 Wednesday 01 Apr 2009

For Each Vehicle Class

Time_Per.:	PCL	M/C	CAR	BUS	LGV	MGV	HGV	MTRVEH	Total
0700-0800	0	3	266	6	38	6	1	320	320
0800-0900	1	4	372	2	40	8	9	435	436
0900-1000	2	2	200	1	36	8	7	254	256
1000-1100	1	3	221	2	31	8	8	273	274
1100-1200	0	2	214	1	34	11	7	269	269
1200-1300	0	6	271	2	47	8	2	336	336
1300-1400	2	6	261	1	29	7	3	307	309
1400-1500	1	6	271	1	39	6	4	327	328
1500-1600	0	4	383	3	40	6	3	439	439
1600-1700	7	7	470	1	42	6	2	528	535
1700-1800	2	4	546	2	55	7	0	614	616
1800-1900	4	6	387	1	28	1	1	424	428

AM-Peak	2	4	372	6	40	11	9	435	436
Start-time	0900	0800	0800	0700	0800	1100	0800	0800	0800
PM-Peak	7	7	546	3	55	8	4	614	616
Start-time	1600	1600	1700	1500	1700	1200	1400	1700	1700
0700-1900	20	53	3862	23	459	82	47	4526	4546

Approach: Welford Road, N of Guthlaxton Way, Link Reference: 61970002

Combined

For : 0700 to 1900 Wednesday 01 Apr 2009

For Each Vehicle Class

Time_Per.:	PCL	M/C	CAR	BUS	LGV	MGV	HGV	MTRVEH	Total
0700-0800	1	6	733	11	101	13	5	869	870
0800-0900	1	7	952	3	90	14	19	1085	1086
0900-1000	3	6	511	4	76	10	18	625	628
1000-1100	2	6	480	3	63	18	18	588	590
1100-1200	2	6	459	3	58	17	12	555	557
1200-1300	3	12	531	4	83	15	8	653	656
1300-1400	4	9	544	3	59	13	4	632	636
1400-1500	2	9	583	3	79	15	9	698	700
1500-1600	0	8	715	9	85	13	9	839	839
1600-1700	9	15	843	3	93	7	5	966	975
1700-1800	3	11	973	4	94	9	0	1091	1094
1800-1900	4	12	709	4	51	2	4	782	786

AM-Peak	3	7	952	11	101	18	19	1085	1086
Start-time	0900	0800	0800	0700	0700	1000	0800	0800	0800
PM-Peak	9	15	973	9	94	15	9	1091	1094
Start-time	1600	1600	1700	1500	1700	1200	1400	1700	1700
0700-1900	34	107	8033	54	932	146	111	9383	9417

SITE: 62970001 Newton Lane, N of Glen Rd, Wistow

Road No: C4503

Report contains count(s): 23503

Sitecode: GR: 462858 297496

Approach: App1-Newton Lane Wistow

Link Reference: 62970001

Direction: (App1/D1) - Northbound

For : 0700 to 1900 Wednesday 16 Apr 2008

For Each Vehicle Class

Time Per.:	PCL	MCL	CAR	BUS	LGV	MGV	R2	R3	R4	A34	A5	A6	MtrVeh	HGVs	Total
0700-0800	1	0	168	1	50	2	0	0	0	0	0	0	221	0	222
0800-0900	2	0	178	1	53	2	0	0	0	0	0	0	234	0	236
0900-1000	0	1	121	1	30	5	0	0	0	0	0	0	158	0	158
1000-1100	0	1	96	2	27	3	0	0	0	0	0	0	129	0	129
1100-1200	2	0	137	2	26	0	1	0	3	0	0	2	171	6	173
1200-1300	1	3	160	0	29	5	3	0	0	0	0	0	200	3	201
1300-1400	1	2	140	0	33	0	1	0	0	0	0	0	176	1	177
1400-1500	0	2	166	0	23	0	2	0	0	0	0	0	193	2	193
1500-1600	0	3	223	2	29	0	0	0	0	0	0	0	257	0	257
1600-1700	1	2	234	1	36	0	0	0	0	0	0	0	273	0	274
1700-1800	3	4	320	1	30	0	1	0	0	0	0	1	357	2	360
1800-1900	3	5	230	0	19	0	0	0	0	0	0	2	256	2	259
AM-Peak	2	1	178	2	53	5	1	0	3	0	0	2	234	6	236
Start-time	0800	0900	0800	1000	0800	0900	1100	0700	1100	0700	0700	1100	0800	1100	0800
PM-Peak	3	5	320	2	36	5	3	0	0	0	0	2	357	3	360
Start-time	1700	1800	1700	1500	1600	1200	1200	1200	1200	1200	1200	1800	1700	1200	1700
0700-1900	14	23	2173	11	385	17	8	0	3	0	0	5	2625	16	2639

Approach: App1-Newton Lane Wistow

Link Reference: 62970001

Direction: (App1/D2) - Southbound

For : 0700 to 1900 Wednesday 16 Apr 2008

For Each Vehicle Class

Time Per.:	PCL	MCL	CAR	BUS	LGV	MGV	R2	R3	R4	A34	A5	A6	MtrVeh	HGVs	Total
0700-0800	2	4	239	2	30	1	0	0	0	0	0	0	276	0	278
0800-0900	1	6	296	3	38	2	0	0	0	0	0	0	345	0	346
0900-1000	0	1	203	0	29	2	0	0	0	0	0	0	235	0	235
1000-1100	0	1	136	0	34	4	0	0	0	0	0	0	175	0	175
1100-1200	1	0	115	1	40	4	0	0	0	0	0	0	160	0	161
1200-1300	1	0	132	0	33	3	1	0	0	0	0	0	169	1	170
1300-1400	2	2	140	0	23	3	0	0	0	0	0	0	168	0	170
1400-1500	4	1	169	1	33	4	1	0	0	0	0	0	209	1	213
1500-1600	0	2	139	3	31	2	1	0	0	0	0	0	178	1	178
1600-1700	0	0	208	6	61	1	0	0	0	0	0	0	276	0	276
1700-1800	0	4	243	1	46	1	0	0	0	0	0	0	295	0	295
1800-1900	1	2	211	1	17	1	0	0	0	0	0	0	232	0	233
AM-Peak	2	6	296	3	40	4	0	0	0	0	0	0	345	0	346
Start-time	0700	0800	0800	0800	1100	1000	0700	0700	0700	0700	0700	0700	0800	0700	0800
PM-Peak	4	4	243	6	61	4	1	0	0	0	0	0	295	1	295
Start-time	1400	1700	1700	1600	1600	1400	1200	1200	1200	1200	1200	1200	1700	1200	1700
0700-1900	12	23	2231	18	415	28	3	0	0	0	0	0	2718	3	2730

Approach: Newton Lane Wistow

Link Reference: 62970001

Combined

For : 0700 to 1900 Wednesday 16 Apr 2008


For Each Vehicle Class

Time Per.:	PCL	MCL	CAR	BUS	LGV	MGV	R2	R3	R4	A34	A5	A6	MtrVeh	HGVs	Total
0700-0800	3	4	407	3	80	3	0	0	0	0	0	0	497	0	500
0800-0900	3	6	474	4	91	4	0	0	0	0	0	0	579	0	582
0900-1000	0	2	324	1	59	7	0	0	0	0	0	0	393	0	393
1000-1100	0	2	232	2	61	7	0	0	0	0	0	0	304	0	304
1100-1200	3	0	252	3	66	4	1	0	3	0	0	2	331	6	334
1200-1300	2	3	292	0	62	8	4	0	0	0	0	0	369	4	371
1300-1400	3	4	280	0	56	3	1	0	0	0	0	0	344	1	347
1400-1500	4	3	335	1	56	4	3	0	0	0	0	0	402	3	406
1500-1600	0	5	362	5	60	2	1	0	0	0	0	0	435	1	435
1600-1700	1	2	442	7	97	1	0	0	0	0	0	0	549	0	550
1700-1800	3	8	563	2	76	1	1	0	0	0	0	1	652	2	655
1800-1900	4	7	441	1	36	1	0	0	0	0	0	2	488	2	492
AM-Peak	3	6	474	4	91	7	1	0	3	0	0	2	579	6	582
Start-time	0700	0800	0800	0800	0800	0900	1100	0700	1100	0700	0700	1100	0800	1100	0800
PM-Peak	4	8	563	7	97	8	4	0	0	0	0	2	652	4	655
Start-time	1400	1700	1700	1600	1600	1200	1200	1200	1200	1200	1200	1800	1700	1200	1700
0700-1900	26	46	4404	29	800	45	11	0	3	0	0	5	5343	19	5369


**Appendix F – Qualitative
Comparison ‘Transport’**

Criteria		Criteria	Pnts	Wt	Op
Wt	Criteria	Criteria	Pnts	Wt	Op
Public Transport	Distance to nearest bus stop from main entrance to site, via direct, safe route	< 400m (IHT recommended distance)	3		3
		< 2km (PPG 13)	1	1	
		>2km	0		
	Distance to nearest bus stop from rear of site, via direct, safe route	< 400m (IHT recommended distance)	3		
		< 2km (PPG 13)	1		1
		>2km	0	0	
	Distance to nearest railway station from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
		< 2km (PPG 13)	1		
>2km		0	0	0	
>2km		0	0	0	
Distance to nearest railway station from rear of site, via direct, safe route	< 800m (IHT recommended distance)	3			
	< 2km (PPG 13)	1			
	>2km	0	0	0	
	>2km	0	0	0	
Local Amenities	Distance to nearest Health Centre from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
		< 2km (PPG 13)	1		
		>2km	0	0	0
	Distance to nearest GP Surgery from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
		< 2km (PPG 13)	1		1
		>2km	0	0	
	Distance to nearest Primary School from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
		< 2km (PPG 13)	1	1	1
		>2km	0		
	Distance to nearest Secondary School from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
		< 2km (PPG 13)	1		1
		>2km	0	0	
	Distance to Leisure Centre from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
		< 2km (PPG 13)	1		
		>2km	0	0	0
	Distance to nearest Library from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		
< 2km (PPG 13)		1	1	1	
>2km		0			
Distance to nearest Local Employment from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3			
	< 2km (PPG 13)	1	1	1	
	>2km	0			
Distance to Leisure Centre from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3			
	< 2km (PPG 13)	1			
	>2km	0	0	0	
Distance to nearest Supermarket from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		3	
	< 2km (PPG 13)	1	1		
	>2km	0			
Distance to nearest Shop from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3		3	
	< 2km (PPG 13)	1	1		
	>2km	0			
Distance to nearest Town Centre from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3			
	< 2km (PPG 13)	1	1	1	
	>2km	0			
TOTAL SCORES (of 24)				6	15
Project		AECOM	Dwg by:	App by:	Ckd by:
Direction of Growth' Transport Comparison			TC	AW	AW
Client		Beaufort House	Tel: +44 (0) 121 262 1900	Drawing no.	
BLOOR HOMES LTD AND WHEATCROFT & SON		94/96 Newhall Street	Fax: +44 (0) 121 262 1999	APPENDIX	
		Birmingham, B3 1PB	www.aecom.com	Date: Nov'09	

IHT recommended distance' from Planning for public transport in development (1999)


Criteria		Criteria	Pts	Wt Sc	Of Sc
Cycling	Distance to nearest railway station from main entrance to site, via direct, safe route	< 3km	3		
		< 5km (PPG 13)	1	1	
		> 5km	0		0
Cycling	Distance to nearest railway station from rear of site, via direct, safe route	< 3km	3		
		< 5km (PPG 13)	1		
		> 5km	0	0	0
Cycling	Proximity to Cycle Route	< 1km	3		3
		< 3km	1	1	
		> 5km (PPG13)	0		
Cycling	Distance to nearest Health Centre from main entrance to site, via direct, safe route	< 3km	3		
		< 5km (PPG 13)	1		
		> 5km	0	0	0
	Distance to nearest GP Surgery	< 3km	3	3	3
		< 5km (PPG 13)	1		
		> 5km	0		
	Distance to nearest Primary School from main entrance to site, via direct, safe route	< 3km	3	3	3
		< 5km (PPG 13)	1		
		> 5km	0		
	Distance to nearest Secondary School from main entrance to site, via direct, safe route	< 3km	3	3	3
		< 5km (PPG 13)	1		
		> 5km	0		
	Distance to nearest University from main entrance to site, via direct, safe route	< 3km	3		
		< 5km (PPG 13)	1		
		> 5km	0	0	0
	Distance to nearest Local Employment from main entrance to site, via direct, safe route	< 3km	3	3	3
		< 5km (PPG 13)	1		
		> 5km	0		
Distance to nearest Local Care from main entrance to site, via direct, safe route	< 3km	3			
	< 5km (PPG 13)	1			
	> 5km	0	0	0	
Distance to nearest Supermarket from main entrance to site, via direct, safe route	< 3km	3	3	3	
	< 5km (PPG 13)	1			
	> 5km	0			
Distance to nearest Shop (grocery) from main entrance to site, via direct, safe route	< 3km	3	3	3	
	< 5km (PPG 13)	1			
	> 5km	0			
Distance to nearest Taxi Cab from main entrance to site, via direct, safe route	< 3km	3	3	3	
	< 5km (PPG 13)	1			
	> 5km	0			
TOTAL SCORES (at 08)				29	0
Project			Dwg by:	App by:	Ckd by:
Direction of Growth' Transport Comparison			TC	AW	AW
Client			Date:	Date:	Date:
BLOOR HOMES LTD AND WHEATCROFT & SON		Beaufort House 84/96 Newhall Street Birmingham, B3 1PB	Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.aecom.com	Drawing no. APPENDIX	

Project		Direction of Growth' Transport Comparison				
Criteria	Criteria	Criteria	Pass	Min Score	Max Score	
Mgolds pitt transport Birmingham directional table	Distance to nearest bus stop from main entrance to site, via direct, safe route	< 400m (IHT recommended distance)	3		3	
		< 2km (PPG 13)	1	1		
		>2km	0			
	Distance to nearest bus stop from rear of site, via direct, safe route	< 400m (IHT recommended distance)	3			
		< 2km (PPG 13)	1		1	
		>2km	0	0		
	Distance to nearest railway station from main entrance to site, via direct, safe route	< 800m (IHT recommended distance)	3			
		< 2km (PPG 13)	1			
>2km		0	0	0		
< 800m (IHT recommended distance)		3				
Distance to nearest railway station from rear of site, via direct, safe route	< 2km (PPG 13)	1				
	>2km	0	0	0		
	< 800m (IHT recommended distance)	3				
	< 2km (PPG 13)	1				
Cylford railway station directional table	Distance to nearest railway station from main entrance to site, via direct, safe route	< 3km	3			
		< 5km (PPG 13)	1	1		
		>5km	0		0	
	Distance to nearest railway station from rear of site, via direct, safe route	< 3km	3			
< 5km (PPG 13)		1				
>5km		0	0	0		
Public transport	Bus frequency of principal service from nearest bus stop	every 15mins or less	3			
		15-30mins	1	1	1	
		>30mins	0			
	Number of bus services, serving different localities, stopping within 400m of main entrance to site	4+	3			
		1 to 3	1	1	1	
		Bus Stop not within 400m	0			
	Travel time to nearest High Street from local applicable bus service	<30mins	3			
		30-60mins	1			
		>hour / no direct bus service	0	0	0	
	Travel time to City Centre from local applicable bus service	<30mins	3			
		30-60mins	1	1	1	
		>hour / no direct bus service	0			
Travel time to Park Street from local applicable bus service (45)	<30mins	3				
	30-60mins	1	1	1		
	>hour / no direct bus service	0				
Train frequency from nearest 'accessible' within PPG 13 walking (2km) and cycling (5km) distance of station (monday to sat daytime)	30min or less	3				
	30-59mins	1				
	Hourly or more / Not 'accessible'	0	0	0		
TOTAL SCORES (at d6)				6	8	
Project		AECOM		Dwg by:	App by:	Ckd by:
Direction of Growth' Transport Comparison				TC	AW	AW
Client		Beaufort House 84/96 Newhall Street Birmingham, B3 1PB Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.aecom.com		Date:	Date:	Date:
BLOOR HOMES LTD AND WHEATCROFT & SON				Nov'09	Nov'09	Nov'09
				Drawing no. APPENDIX		

PmCaAs		CritA	CritEoo	Pots	Est Soc	Opt Soc
PmCa	Route to LiteCityCare entrance to site	from main	One Direct Primary Route	3	3	3
			2-4 Primary Routes to destination	1		
			No Direct Primary Route	0		
	Travel time to LiteCityCare from main entrance to site, via direct, safe route	from	<30mins	3	3	3
			30-60mins	1		
			>hour / no direct bus service	0		
	Route to UristydLite entrance to site	from main	One Direct Primary Route	3	3	
			2-4 Primary Routes to destination	1		1
			No Direct Primary Route	0		
	Travel time to UristydLite from main entrance to site, via direct, safe route	from	<30mins	3	3	3
			30-60mins	1		
			>hour / no direct bus service	0		
	Route to LiteRbyStn main entrance to site	from	One Direct Primary Route	3		3
			2-4 Primary Routes to destination	1	1	
			No Direct Primary Route	0		
	Travel time to LiteRbyStn from main entrance to site, via direct, safe route	from	<30mins	3	3	3
			30-60mins	1		
			>hour / no direct bus service	0		
	Route to SattlnRbyStn from main entrance to site	from	One Direct Primary Route	3		
			2-4 Primary Routes to destination	1	1	1
No Direct Primary Route			0			
Travel time to SattlnRbyStn from main entrance to site, via direct, safe route	from	<30mins	3	3	3	
		30-60mins	1			
		>hour / no direct bus service	0			
Route to LiteHoptb entrance to site	from main	One Direct Primary Route	3	3		
		2-4 Primary Routes to destination	1		1	
		No Direct Primary Route	0			
Travel time to LiteHoptb from main entrance to site, via direct, safe route	from main	<30mins	3	3	3	
		30-60mins	1			
		>hour / no direct bus service	0			
Route to FampStngCare from main entrance to site	from	One Direct Primary Route	3		1	
		2-4 Primary Routes to destination	1	1	1	
		No Direct Primary Route	0			
Travel time to FampStngCare from main entrance to site, via direct, safe route	from	<30mins	3	3	3	
		30-60mins	1			
		>hour / no direct bus service	0			
TOTAL SCORES (at 08)					8	28
Project				Dwg by:	App by:	Ckd by:
Direction of Growth' Transport Comparison				TC	AW	AW
Client		Beaufort House 94/96 Newhall Street Birmingham, B3 1PB		Date:	Date:	Date:
BLOOR HOMES LTD AND WHEATCROFT & SON		Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.aecom.com		Nov'09	Nov'09	Nov'09
				Drawing no. APPENDIX		

Travel times measured according to AA Route Planner

**Appendix G – Qualitative
Comparison ‘Potential Access
Strategy’**

A6		A6		
A6		A6		
A6		A6		
A6		A6		
Design Standards (Preliminary horizontal design) & LCC 'HTD'	✓✓✓✓	✓✓✓		
Design Constraints	✓✓	✓✓✓		
Capacity Assessment	✓✓✓	✓		
Land take (from site for main junction footprint)	✓	✓✓		
Potential Cost	✓	✓✓		
Pedestrian and Cycle Links	✓	✓✓✓		
Potential for Public Transport Re-routing	✓✓✓	✓✓✓		
Emergency Access	✓✓✓	✓✓✓		
	18	20		
Appendix				
Design Standards				
✓	3 departures from standard			
✓✓	2 departures from standard			
✓✓✓	1 departure from standard			
✓✓✓✓	Designed in accordance with DMRB / LCC HTD design guides			
Design Constraints				
✓	3+ Constraints			
✓✓	2 Constraints			
✓✓✓	1 Constraint			
✓✓✓✓	No Constraints			
Capacity Assessment				
*	Does not operate within capacity, has excessive queues/delays, therefore option discounted			
✓	Operates within capacity, however either has arms approaching capacity or could potentially affect other junctions or external factors could affect junction			
✓✓✓	Operates within capacity with little or no queues/delays			
Land take (this does not take into account potential earthworks i.e. kerbside)				
✓	Excessive (>4000m ²)			
✓✓	Significant (>2000m ²)			
✓✓✓	Minimal (500 to 2000m ²)			
✓✓✓✓	Little (<500m ²)			
Potential Cost (when compared to each other)				
✓	Highest Cost Option			
✓✓	High Cost Option			
✓✓✓	Low Cost Option			
✓✓✓✓	Lowest Cost Option			
Pedestrian and Cycle Links				
✓	Scheme links to pedestrian route			
✓✓	Scheme provides direct link to pedestrian/cycle route, however not all potential routes			
✓✓✓	Scheme provides direct links to pedestrian/cycle route and uncontrolled access to all potential routes			
✓✓✓✓	Junction provides safe pedestrian/cycle links / Scheme links to pedestrian/cycle route (all routes)			
Potential for Public Transport Re-routing				
✓	Not ideal, indirect route and increased journey times			
✓✓✓	Redirected without excessive delay			
Emergency Access				
✓	Indirect route			
✓✓✓	Access from all directions			
Project		Dwg by: TC	App by: AW	Chk by: AW
Direction of Growth' Transport Comparison		Date: Nov'09	Date: Nov'09	Date: Nov'09
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