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Your Ref: 24/00914/OUT
Our Ref: ATE ATE/24/01346/OUT
Date: 17/03/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Alex Jelley - Hinckley and Bosworth Borough Council

Application Ref: 24/00914/OUT

Site Address: **BURROUGHS ROAD RECREATION GROUND, BURROUGHS ROAD, RATBY, LE6 0XZ**

Description of development: *New: Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway. (Old description: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.)*

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1.0 Background and Summary

Thank you for reconsulting ATE, we note the further work undertaken by the transport consultants to respond to our comments. Further assessment has been undertaken by way of responses to our queries and CLoS assessments. This helps with further context on the local environment.

ATE has made a range of wider comments on the how the site would meet the local plan requirements for access to employment, which is welcome and noted. We maintain our position that access along Burroughs road must be designed and finalised in accordance with the access matter under consideration in this application; and we have discussed this with the case officer. We continue to be concerned that the access to the south via Desford road is problematic which does not prioritise walking and cycling from this development as a first priority (NPPF para 117).

ATE make the following observations on the CLoS (Cycling Level of Service) assessments:

Cycle Audits - Route A

No JAT (Junction Assessment Tool) has been undertaken for the Main St/Markfield Road junction through which cycles are expected to interact with high volumes of turning traffic in carriageway (LTN1/20 para 1.1.2). Safety and level of service issues likely.

Main St/Markfield Road junction - cycles are on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

Groby Road between Markfield Road and M1 bridge (cycling on carriageway) - likely 85% traffic speeds, traffic volumes and HGV content appear to have been overlooked in scoring.

Groby Road – lack of continuity and requirement to dismount between Grosby Road on-carriageway cycling and the shared use cycletrack across the M1 bridge, particularly the westbound movement, appears to have been overlooked in scoring.

Similarly there is no signage for this movement eastbound and it is unintuitive.

Scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

Markfield Road appears to have lane widths in the critical range.

The source of “Leicester Cycle Infrastructure” used in the permeability assessment is not recognised.

ATE disagree with the statement that the route is currently suitable for cycle travel, especially given the likely attractiveness of the route for utility trips to the nearby secondary school. The feasibility of interventions to overcome route deficiencies has not been carried out.

Cycle Audits - Route B

No JATs have been completed for major junctions (LTN1/20 para 1.1.2), notably Main St/Burroughs Rd, Main St/Markfield Rd, Groby Rd/Dane Hill. Safety and level of service issues likely.

Junctions along Main St and Groby Rd - cycles on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

ATE considers that the particular deficiencies of Burroughs Road, Main Street & Groby Road, such as high traffic volumes, complex junctions, critical lane widths and kerbside activity have not been reflected in the assessment. This distinct section has been conflated with a longer route of a notably different character. The Burroughs Road link is a key low traffic free route into the adjacent village at the centre of the development for which a separate assessment would have been instructive.

For the village centre section the scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

The source of “Leicester Cycle Infrastructure” used in the permeability assessment is not recognised.

ATE disagree with the statement that the route is currently suitable for cycle travel. The feasibility of interventions to overcome clear route deficiencies has not been carried out.

Cycle Audits - Route C

No JATs have been completed for major junctions (LTN1/20 para 1.1.2), notably Main St/Desford Ln. Cycles on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

The scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

The assessment has numerous instances of optimistic scoring, such as awarding the top score for cycle parking and a top score for impact on pedestrians.

ATE disagree with the statement that the route is currently suitable for cycle travel. The feasibility of interventions to overcome clear route deficiencies has not been carried out.

Cycle route audits - Route C

No JATs have been completed for major junctions (LTN1/20 para 1.1.2), notably Main St/Desford Ln. Cycles on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

The scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

The assessment has numerous instances of optimistic scoring, such as awarding the top score for cycle parking and a top score for impact on pedestrians.

ATE disagree with the statement that the route is currently suitable for cycle travel. The feasibility of interventions to overcome clear route deficiencies has not been carried out.

Summary

The CLoS assessments appear to be optimistically scored and several areas of concern have potentially been overlooked:

- The lack of lighting and poor personal security conditions along Burroughs Road limiting its uptake as a key active travel into the village centre and primary school. Possible mitigation in the form of ecologically sensitive lighting and integration of the active travel route into the development road network and surrounding land use proposals.
- Shortcomings for the cycling route to the nearby secondary school and possible mitigation measures such as crossings, traffic management and provision of protected cycling infrastructure.
- The potential need for enhanced crossing facilities, traffic management and traffic calming in the village centre.

ATE maintain the position that the design for Burroughs Road must be considered under the access matter in this application and not left to reserved matters stage.