



Active
Travel
England

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Your Ref: 23/00432/OUT
Our Ref: ATE/23/00101/OUT
Date: 15 April 2024

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

From: Planning & Development Division, Active Travel England

To: Alex Jelley, Hinckley and Bosworth Borough Council

Application Ref: 23/00432/OUT

Site Address: Land North Of A47 Normandy Way And East Of Stoke Road,
Hinckley

Description of development: Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure

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

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **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.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) has been reconsulted on this application following a response made previously regarding the robustness of the Transport Assessment as a result of the deletion of the space reserved for the on site primary school; in particular whether this had implications for the off site trips previously accounted for.

2.0 Summary

ATE welcome the further clarification provided on trip generation and the proposed change to remove the primary school, however onward routing for active travel trips remains unresolved and ATE still have concerns over the lack of clarity proposed in the travel plan. ATE recommend any decision on this planning application is deferred until these matters, and those previously raised, are resolved.

3.0 Areas of Concern

Transport Assessment

The transport consultant has helpfully clarified that the original transport assessment submitted did not make any discount in terms of education trips for the on site primary school. It is also worth recognising that the original single form entry school proposed would be larger in terms of pupil numbers than the LEA's pupil yield calculation for the 475 dwellings sought through this development. This means that 60 pupils would no longer need to make the trip into the site for education purposes with this amendment.

Given this change all circa 150 education trips for primary school pupils will now need to be taken off site and the routing of such trips require more scrutiny now in the light of these changes. The nearest primary schools being Dorothy Goodman Primary on Stoke Road and Richmond Primary school, via Stoke road/Towers Drive or via Richmond Park. ATE noted in our previous responses that the active travel infrastructure towards these school destinations has specific limitations on Stoke Road in particular.

ATE set out in our comments of the 20.12.2023 that the cycle route to Richmond primary school (and the Dorothy Goodman school also) would be via Stoke Road and cycling required on-road east side for a section of 300m with no segregation. Both routes also require use of an uncontrolled crossing of Stoke Road/A47 roundabout, as yet not assessed using the Junction Assessment Tool in LTN 1/20 Cycle Infrastructure Design, and Inclusive Mobility, to ascertain whether routes need to be upgraded to cope with the new movements. Whilst there is some shared surface to the west of Stoke Road there appears to be only a pedestrian crossing point, and no toucan at this point to help east/west cycle crossing. There is also a less direct but attractive route via Cloverfield and Richmond Park which is currently restricted to a footpath only which would not support cycling; wrongly identified within the route audit. Resolving these issues will not only benefit primary school pupils but is also likely to support secondary education trips to Redmoor Academy. Widening the route via Richmond Park to include cycling should be an objective of this development, or safer provision for on-road cycling to bridge the gap and better support cyclists would be a very significant improvement for school children and also provide a key route onwards towards the town centre for other trips.

Travel Plan

A change to on site amenities must also require the travel plan to work harder to prevent car use being the default modal choice. The original travel plan lacks detail, having more of a framework approach, and has a very low modal shift ambition; failing to recognise that Government's target for 50% of all journeys to be by active modes by 2020 within towns and cities, set out in Gear Change (2020). ATE has also raised concerns over this submission in our previous responses, the below is extracted from our original toolkit assessment of the planning application:

Although census info is provided and the anticipated aim to reduce car trips, by 5%, no new modal share target is proposed. Some monitoring by Modeshift STARS but lack of real targets for active travel weakens the whole approach. No remedial actions are proposed for failure to meet the targets. No quality or audit information in the TA for active

travel means there are no infrastructure improvement recommended to assist in delivering mode shift. No recognition of distance problems to bus routes and other barriers to shift to bus use.

ATE has also noted in several responses that: "A robust and comprehensive travel plan is required to inform improvements through robust monitoring." This matter is as yet unresolved.

4.0 Next Steps

ATE would welcome a more comprehensive travel plan informed by a better understanding and contributions to improving the active travel environment.