

Technical note:

Title: Newbold Verdon Footway Provision

Client: Bloor Homes

Date: 16th September 2025

1.1 Introduction

The Transportation Consultancy 'ttc' has been commissioned by Bloor Homes to support the planning application for 200 dwellings off Bosworth Lane, Newbold Verdon. The application (ref. 25/00515/OUT) was submitted in May 2025. A formal consultation response was received from Leicestershire County Council (LCC), in their role as the Local Highway Authority (LHA), on 25th July 2025. As part of the response LCC stated:

'LHA would request that the 2m wide footway alongside Bosworth Lane is continued from the existing access up to the proposed access into the site. Whilst the LHA acknowledge pedestrian footfall is likely to be higher on other links to the south of the development, this is consistent with the access strategy for the existing development and would also provide the most direct link to existing bus stops on Barlestone Road.'

The response went on to add:

'The Applicant has stated that as the main desire lines from the development would be towards the centre of Newbold Verdon, providing a footway connection along the B585 Bosworth Lane was not deemed necessary, and doing so would have resulted in the loss of green vegetation along the frontage of the site and further north along the frontage of the Ferrers Green development. In addition, the Applicant states any pedestrians wishing to travel towards Barlestone Road would be able to through the Ferrers Green development utilising the proposed links to Moat Close or via the proposed secondary access.'

Notwithstanding this, as detailed within the Primary Site Access section further above, the LHA would expect a continuation of the 2m wide footway link from the existing site access up to the proposed development access alongside Bosworth Lane and therefore this is required.'

The request for a footway connection along Bosworth Lane has been considered by the applicant, however given the other pedestrian links available to and from the site, the footway connection along Bosworth Lane is not considered an essential link and the implications of providing it would outweigh the benefit.

The purpose of the note is to provide justification as to why an additional footway connection along Bosworth Lane is unnecessary, and not an essential part of the access strategy. It should be noted that all other comments raised by LCC in their formal response will be addressed in due course, however, this note focuses on the need for the Bosworth Lane footway link.

1.2 Walking Distance Comparison

Site Context

The proposed development consists of up to 200no. dwellings with the primary vehicular access taken off the Bosworth Lane and a secondary vehicular access into the Ferrers Green development to the north east of the site. The development proposals include for additional active travel connections to Moat Close to the north east of the site, and to Main Street towards the southeast of the site along the existing PRoW S19.

It should also be noted that as part of the response dated 25th July 2025 LCC have stated:

'As noted in Page 18 of the submitted Design & Access Statement "A Public Right of Way runs along the south west of the Site, providing convenient access to main street and access to facilities in the village." The public right of way is Footpath S19. However, it requires physical enhancement and possible legal changes to fulfil this role. As a result, a Footpath Improvements Contribution would be requested by the LHA. This would include 2.0m wide surfacing, lighting, fencing and diversions at a cost of £89,784'.

The applicant has considered this request from LCC and is happy with this in principle. As a result, this would provide an additional all weather route towards the centre of Newbold Verdon.

Figure 1 below provides an overview of the access strategy for the proposed development site, whilst **Figure 2** below illustrates the main desire lines to key destinations in Newbold Verdon from the site. The facilities selected include the local primary school, Main Street shops and the medical practice.

Figure 1 – Proposed Site Access Strategy



Figure 2 – Desire Lines to Key Destinations from Site

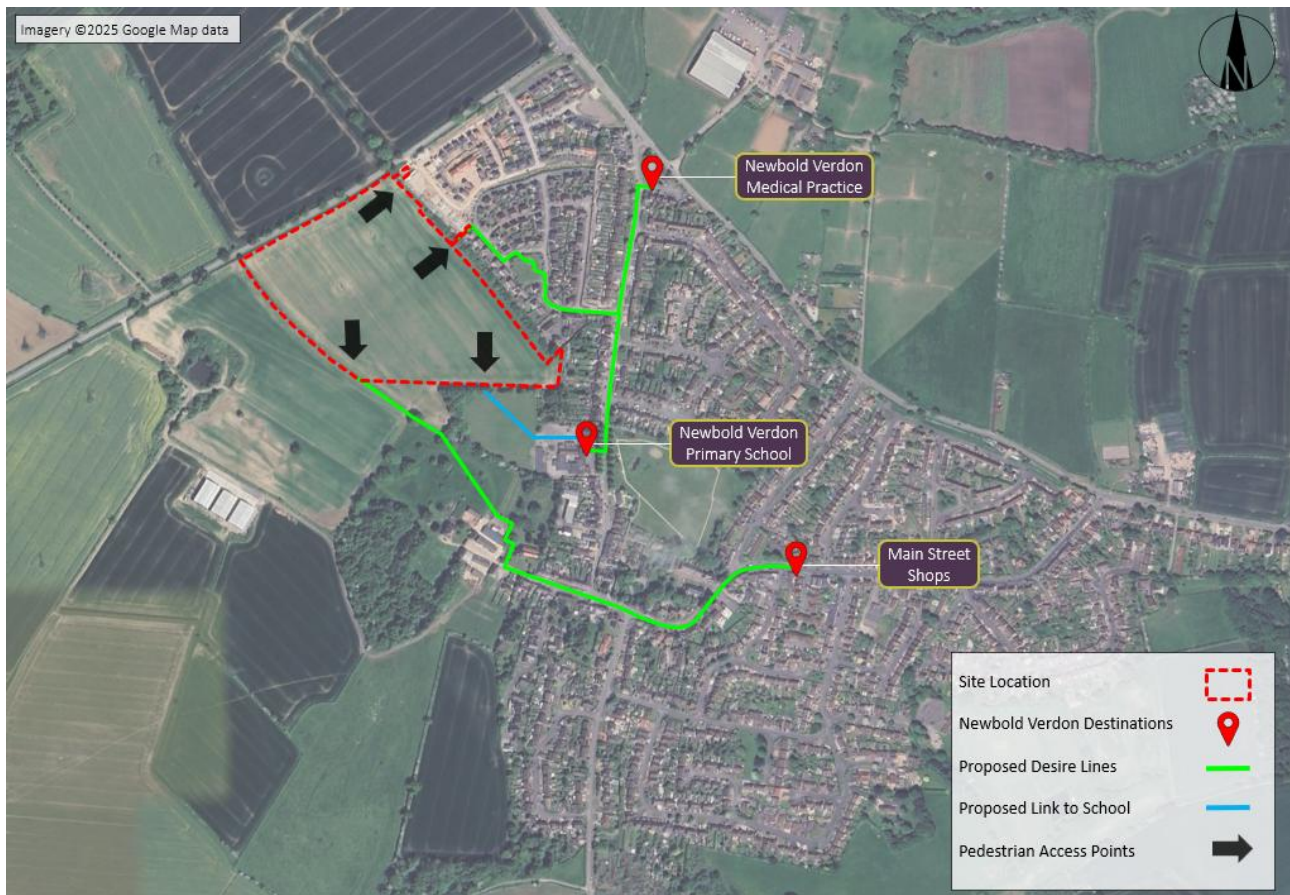


Figure 2 indicates that desire lines to key facilities in the vicinity of the site are all to the west of the development. As a result, pedestrian would utilise the proposed links via Moat Close or the PRoW. It is therefore clear that a footway connection along Bosworth Lane would not provide a benefit for residents wishing to access these facilities.

Bus Stop

LCC stated that the justification for requesting a footway connection along Bosworth Lane is that it would provide a more direct link to the bus stop on Barlestone Road. It is also understood that as of August 2025 a new bus stop is located on Bosworth Lane, adjacent to its junction with Hall Lane. The new bus stop is situated along the southern portion of the Bosworth Lane, c.30m to the northeast of the Hall Lane junction which leads into the neighbouring Ferrers Green development.

The new bus stop on Bosworth Lane is served by the LC6 services. This provides four services per day between Coalville and Hinckley.

The 153 service also serves Newbold Verdon and routes between Leicester St Margrets Bus Station and Newbold Verdon, via Market Bosworth and Desford. The service provides an hourly frequency throughout the day and can be accessed from stops on Barlestone Road and Dragon Lane.

A comparison has been carried out to compare the walking distances between the various bus stops and the site via the proposed pedestrian access points (via Moat Close/PRoW S19) and the requested footway link along Bosworth Lane. The routes have been identified in **Figure 3** below.

Figure 3 – Bus Stop Desire Lines

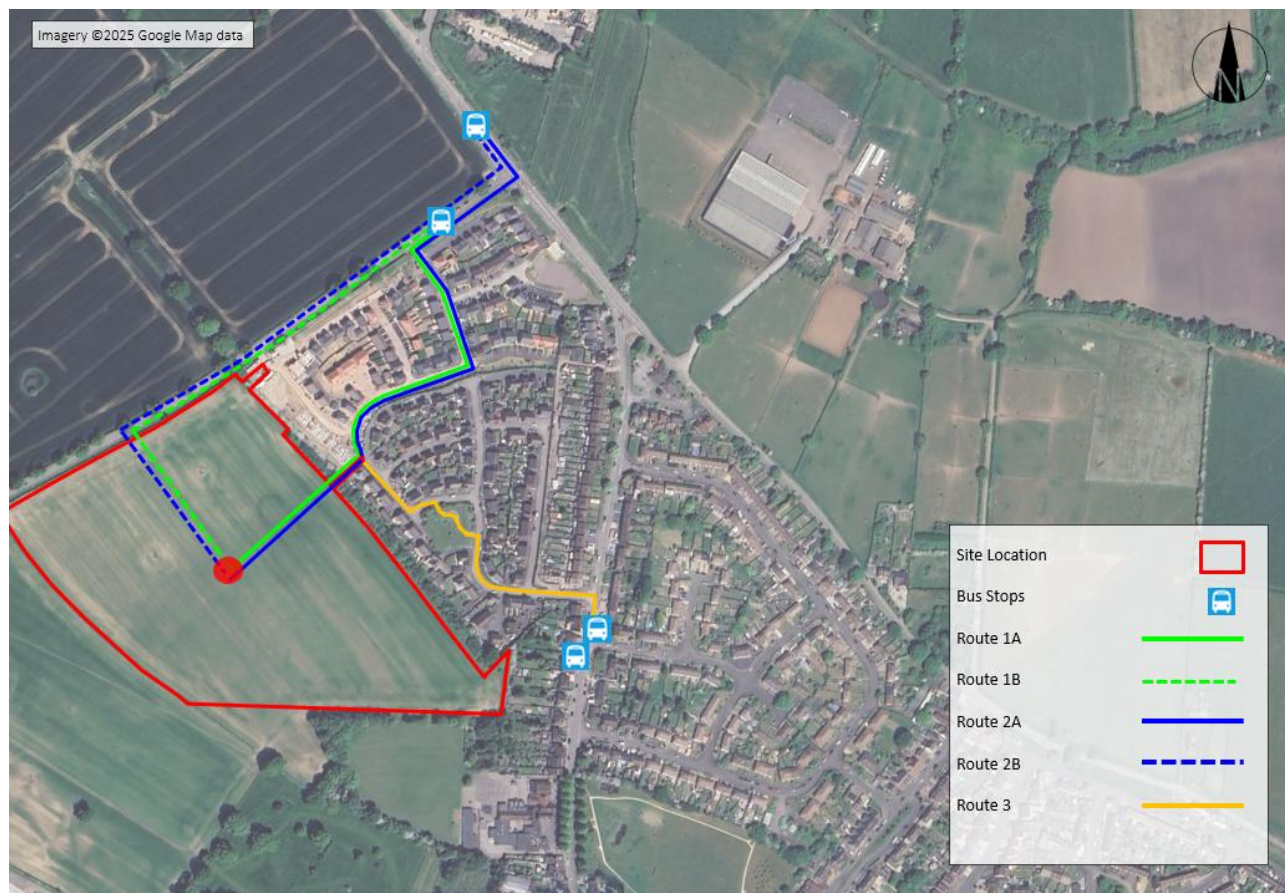


Table 1 below provides a comparison between the various walking distances for the routes set out above.

Table 1 Walking Distance Comparison

Route	From	To	Via	Distance
Route 1A	Centre of site	Bosworth Lane Bus Stop	Moat Close	450m
Route 1B	Centre of site	Bosworth Lane Bus Stop	Bosworth Lane	485m
Route 2A	Centre of Site	Barlestone Road Bus Stop	Moat Close	575m
Route 2B	Centre of Site	Barlestone Road Bus Stop	Bosworth Lane	610m
Route 3	Centre of Site	Dragon Lane Bus Stop	Moat Close	550m

Table 1 demonstrates the following:

- From the centre of the site, walking distances to the Bosworth Lane bus stop are 35m shorter via the proposed Moat Close link, compared to the requested Bosworth Lane footway link.
- From the centre of the site, walking distances to the Barlestone Road bus stop are 35m shorter via the proposed Moat Close link, compared to the requested Bosworth Lane footway link.

- From the centre of the site, walking distances to the Dragon Lane bus stop are 25m and 60m shorter compared to distances to the Barlestone Road bus stop via Moat Close or Bosworth Lane, respectively. This is significant because the bus stops along Dragon Lane provide the same service (the LC6 and 153) as the bus stop on Barlestone Road.

This demonstrates that the requested Bosworth Lane footway would not provide shorter walking distances to the local bus stops. Furthermore, the Dragon Lane bus stop which provides access to both the 153 and LC6 service is closer to the centre of the site compared to the Barlestone Road bus stop.

It is acknowledged that residents living in the northern most part of the site may benefit more from a potential footway link on Bosworth Lane, however the benefit is marginal. To demonstrate this, distances to the Barlestone Road bus stop have been measured from a point within the northern quarter of the development, using the requested footway link on Bosworth Lane, or the proposed Moat Close link. This is demonstrated in Figure 4.

Figure 4 – Northern Quarter of Site Bus Stop Desire Lines



Figure 4 demonstrates that from the northern quarter of the site, distances to the Barlestone Road Bus stop would be 115m shorter compared to routing via Moat Close. This equates to a time saving of approximately 82 seconds (based on a walking speed of 1.4m/s). The benefit of the footway link along Bosworth Lane is therefore considered marginal.

1.3 Other Considerations

It should be noted that providing the proposed footway along Bosworth Lane would have a significant impact on the existing hedge line that runs along the frontage of the proposed development site and the adjacent Ferrers Green development. There is an existing drainage ditch that runs between the highway verge and the

hedge line, therefore, to incorporate the footway provision the ditch would need to be relocated to the back of footway, resulting in the removal of the hedge.

Furthermore, there is a category A tree located in the northeast corner of the site. The requested footway provision along Bosworth Lane would have an impact on the root protection area of the tree.

It should also be noted that the applicant has had discussions with Hinckley and Bosworth Borough Council (HBBC) as Local Planning Authority (LPA) with regard to LCC's request. The LPA have also communicated their concern regarding the requested footway provision given the potential impact on the green infrastructure. The preference is for alternative routes to be relied upon.

1.4 Conclusion

As a result of the information provide in this report, it has established that:

- The primary desire lines to key local facilities within the vicinity of the site are to the east of the development and are best served via the proposed Moat Close connection and PRow S19 which will be upgraded to provide an all-weather surface.
- From the centre of the site, the Moat Close connection provides shorter walking distances to the Bosworth Lane and Barlestone Road bus stops compared to an alternative route via the requested Bosworth Lane footway.
- From the centre of the site, the bus stops on Dragon Lane (accessed via Moat Close) are closer compared to those on Barlestone Road. Furthermore, the Dragon Lane stops provide access to the same bus services as those on Barlestone Road.
- From the northern quarter of the site, the walking distances to the Barlestone Road bus stops would be shorter compared to the alternative route via Moat Close, however the benefit is considered marginal.
- The requested footway provision along Bosworth Lane would result in significant impact on the existing green infrastructure which fronts the development site and the adjacent Ferrers Green development.

As a result, access to local bus services for future residents would not be demonstrably enhanced by the construction of the suggested footway, with the proposed access via Moat Close and PRow S19 providing excellent alternative routes. Therefore, it is considered that a footway connection is not required along Bosworth Lane to make the development acceptable. If the link is not provided, safe and suitable access can still be provided for all users and is therefore in line with guidance set out in the NPPF.

