

TRANSPORT AND ACCESSIBILITY

Wheeldon Bros 1867 Ltd
Land North of Barlestone Road, Newbold Verdon
Transport Statement

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1. INTRODUCTION

Instruction

- 1.1 BWB Consulting Ltd (BWB) has been instructed by Wheeldon Bros 1867 Ltd (the Applicant) to provide highways and transport advice and prepare a Transport Statement (TS) to support an outline planning application for a proposed residential development located on land to the north of Barlestone Road in Newbold Verdon, Leicestershire.
- 1.2 The proposed development comprises one plot of land that is expected to accommodate up to 67 dwellings, served via a single point of access from Barlestone Road. A copy of the Development Framework Plan is included within **Appendix 1**.
- 1.3 The Local Planning Authority is Hinckley and Bosworth Borough Council, while the Local Highway Authority is Leicestershire County Council, who is responsible for the local road network including Barlestone Road to the south of the site.
- 1.4 The purpose of this TS is to support the outline planning application by seeking to demonstrate how safe and suitable access can be achieved, how there would be no severe or unacceptable impacts on the surrounding highway network and how residents would have a range of sustainable travel modes to access key facilities and amenities.

Report Structure

- 1.5 Following this introductory section, the remainder of this TS is structured as follows:
 - **Section 2: Policy Context** – summarises the key national and local planning policies relating to transport within the context of the scale and location of the proposed development;
 - **Section 3: Background Planning History** – provides details of current neighbouring schemes that may impact the proposed development;
 - **Section 4: Existing Conditions** – describes the site location and existing use, the local highway network and summarises the recent Personal Injury Collision records;
 - **Section 5: Local Facilities and Sustainable Travel** – provides details of the local facilities in Newbold Verdon and describes the existing sustainable travel opportunities in the vicinity of the site;
 - **Section 6: Proposed Development** – provides details of the proposed development, access arrangements, parking provision and how the site will be serviced;
 - **Section 7: Trip Generation and Highway Impact** – quantifies the estimated multi-modal trip generation of the development proposals and assesses the impact of the additional activity on the local highway network; and,
 - **Section 8: Summary and Conclusions** – summarises the findings of the report and offers conclusions in relation to the proposed development impact.

2. POLICY CONTEXT

Introduction

- 2.1 This section of the TS examines the context of the site and how this relates to the relevant transport and development planning policies and guidelines. It provides an overall spatial and planning context for the proposed development.
- 2.2 The following national and local planning documents have been reviewed:
- The National Planning Policy Framework (NPPF);
 - Planning Practice Guidance (PPG);
 - Hinckley and Bosworth Local Development Framework Core Strategy DPD (2009);
 - Site Allocation and Development Management Policies DPD (Local Plan 2006-2026)

National Planning Policy

National Planning Policy Framework (NPPF)

- 2.3 The Government's National Planning Policy Framework (NPPF) replaced the majority of previous Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) documents on 27 March 2012 and was updated in December 2024. It sets out the Government's expectations and requirements from the planning system. It provides guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.
- 2.4 The NPPF defines the delivery of sustainable development through three roles:
- an economic objective;
 - a social objective; and
 - an environmental objective.
- 2.5 These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 2.6 The NPPF states that "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. This should involve:
- a) *making transport considerations an important part of early engagement with local communities;*

- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains”.*

2.7 Paragraph 110 states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”.

2.8 The NPPF paragraph 111 requires planning policies to:

- 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;*
- b) *be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) *identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) *provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
- e) *provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy”.*

2.9 In assessing sites that may be allocated for development in plans, or specific applications for development, NPPF paragraph 115 states that *“it should be ensured that:*

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".*

2.10 Paragraph 116 of the NPPF goes on to state that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

2.11 Within the context of the NPPF, paragraph 117 sets out that "development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations".*

2.12 Paragraph 118 seeks to ensure that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored".

Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements in Decision Making

2.13 Guidance on Transport Assessments (GTA) was published in March 2007 but as of October 2014, has been archived and replaced with Planning Practice Guidance (PPG).

2.14 PPG sets out when Travel Plans, Transport Assessments and Statements for developments are required. PPG was produced to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of Transport

Assessments and Transport Statements and the promotion of smarter choices via Travel Plans.

2.15 PPG suggests that a Transport assessment should be:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);

2.16 In determining whether a Travel Plan will be needed for a proposed development, PPG states that local planning authorities should take into account the following considerations:

- The Travel Plan policies (if any) of the Local Plan;
- The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/ strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area;
- Whether there are particular types of impacts around which to focus the Travel Plan (e.g., minimising traffic generated at peak times); and
- Relevant national policies.

2.17 In this instance, given the scale and type of development being proposed, it is considered that a Travel Plan is not required in accordance with the requirements of PPG.

Local Planning Policy

Hinckley and Bosworth Local Development Framework Core Strategy DPD (2009)

2.18 The Hinckley & Bosworth Local Development Framework sets out the long term visions and objective for future developments in the local area up to 2026.

2.19 Newbold Verdon is identified within the Core Strategy as a Key Rural Centre, meaning it is expected to accommodate a proportion of new housing and services to support both the village itself and the surrounding rural catchment.

2.20 The Core Strategy policies that are relevant to this application are as follows:

- Policy 7: Key Rural Centres - supports housing, employment, retail and community development within Key Rural Centres, provided it is proportionate and supported by transport improvements (via Policy 14).
- Policy 11: Key Rural Centres Stand Alone (Newbold Verdon) - allocates land for a minimum of 110 new homes, supports improvements to GP facilities, green space, and community infrastructure, and specifically requires delivery of safe cycle routes from Newbold Verdon to Bosworth Community College, alongside other sustainable transport measures.
- Policy 14: Rural Areas: Transport - seeks to improve accessibility in rural areas by safeguarding public transport services, supporting demand-responsive networks, and delivering safe cycle paths, particularly linking Key Rural Centres to schools, employment and leisure facilities.

Site Allocation & Development Management Policies DPD

- 2.21 Hinckley & Bosworth Borough Council's Site Allocations and Development Management Policies DPD, was adopted in July 2016, and is used alongside other relevant documents to form the Local Plan. This document allocates land to meet the borough's development needs, including housing, employment, recreation, green spaces, and community and leisure uses. It serves as a key reference when determining planning applications.
- 2.22 DM17: Highways and Transportation policy list out the transport related requirements the proposed developments must meet. These requirements are as follow:
- a) *"Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services; and cycling to services and facilities; significant movement;*
 - b) *Seek to ensure that there is convenient and safe access for walking*
 - c) *Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates*
 - d) *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; of development on the transport network are not severe.*
 - e) *Where it can be demonstrated that the residual cumulative impacts*

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority."

- 2.23 The relevant Core Strategy Spatial Objectives include:

- Spatial Objective 9 – Identity, Distinctiveness and Quality of Design
- Spatial Objective 13 – Transportation and Need to Travel

3. BACKGROUND PLANNING HISTORY

- 3.1 There are a number of other planning applications on-going in Newbold Verdon. The following section summarises details of these developments and the infrastructure improvements being proposed where they have a direct influence on the design of the infrastructure proposed for the proposed development, detailed later in this TS.
- 3.2 An outline planning application (ref: 24/01061/OUT) for a residential development of up to 240 dwellings on land immediately adjacent to the western boundary of the site was recommended approval by Officers but refused at planning committee in November 2025. The reason for refusal related to landscaping and visual impacts and it is understood there were no highways related reasons for refusal.
- 3.3 The scheme was being delivered by David Wilson Homes (DWH), hereafter referred to as "DWH scheme". The Transport Assessment set out a series of pedestrian and cycle access measures, some of which, influence the strategy of connecting residents at the proposed development to the wider area of Newbold Verdon. It is understood that the Applicant will be proceeding with an Appeal, and therefore details of the scheme have been taken on board, although it should be noted the proposed development is not reliant on the DWH Scheme coming forward.
- 3.4 A further outline application (25/00515/OUT), is also pending decision and is located to the southwest of the DWH scheme, seeking up to 200 dwellings with associated community and recreational facilities. The locations of the two applications in context of the site are shown at **Figure 1**.

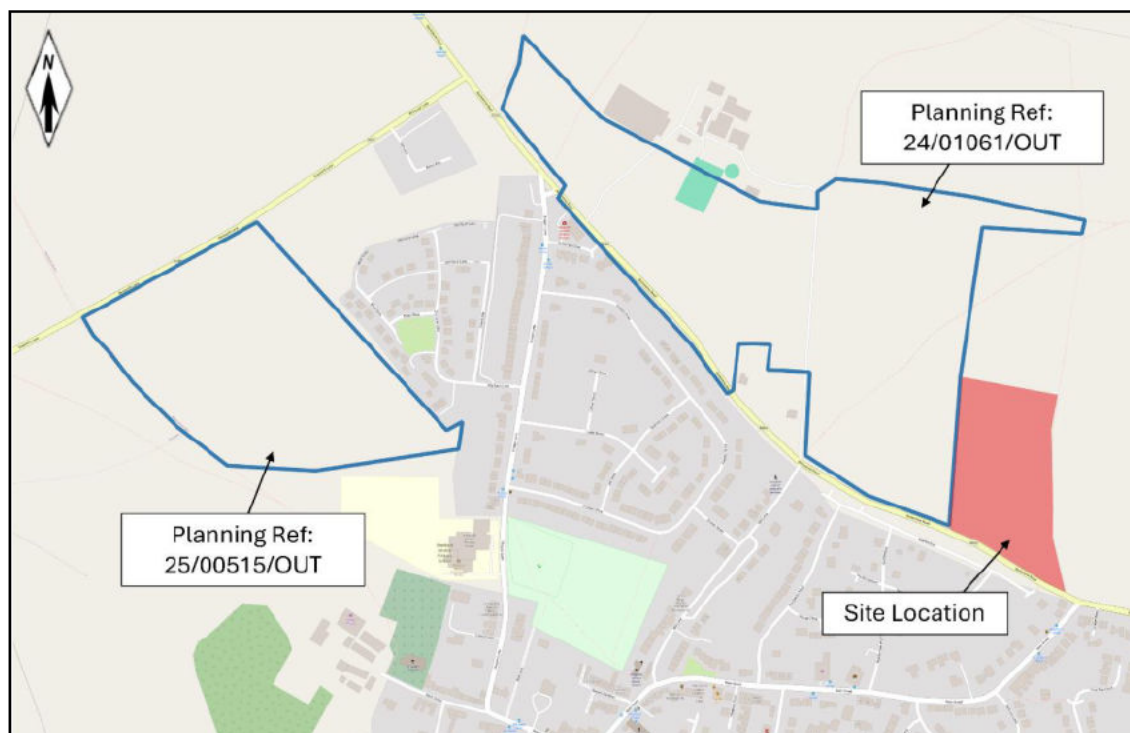


Figure 1: Location of the Proposed Development and Adjacent/Neighbouring Residential Schemes

- 3.5 The proposed DWH scheme is proposing a range of infrastructure improvements, including:
- A new primary vehicular access from Barlestone Road, with secondary vehicular access retained further west towards a proposed cemetery.
 - A new Toucan crossing on Barlestone Road with a 4m wide shared footway/cycleway leading to it from the site, providing direct connection to Sparkenhoe within the existing built-up area of Newbold Verdon.
 - Upgrading the existing Public Right of Way through the site to a landscaped 'Green Avenue'.
 - Reduction of the existing 40mph speed limit on Barlestone Road to 30mph, between the Bosworth Lane signalised junction and the Barlestone Road/Main Street junction.
- 3.6 The key infrastructure being proposed as part of the proposed DWH scheme that has an influence on the proposed development is the new Toucan crossing and associated cycle improvements on Barlestone Road. Further details on this are presented later in the TS.
- 3.7 An indicative masterplan for the DWH scheme is provided in **Appendix 2**.

4. EXISTING CONDITIONS

Site Location

- 4.1 The site is located on land to the north of Barlestone Road in Newbold Verdon, Leicestershire. It comprises predominantly greenfield land and is bound by open land to the north, east, and west. To the south, the site is bound by Barlestone Road (B582). There is a small cluster of existing buildings in the south-west corner of the site which are proposed to be demolished to facilitate development. There is an existing vehicular access from Barlestone Road (private drive) serving the existing cluster of buildings.
- 4.2 **Figure 2** below displays the indicative location of the site.

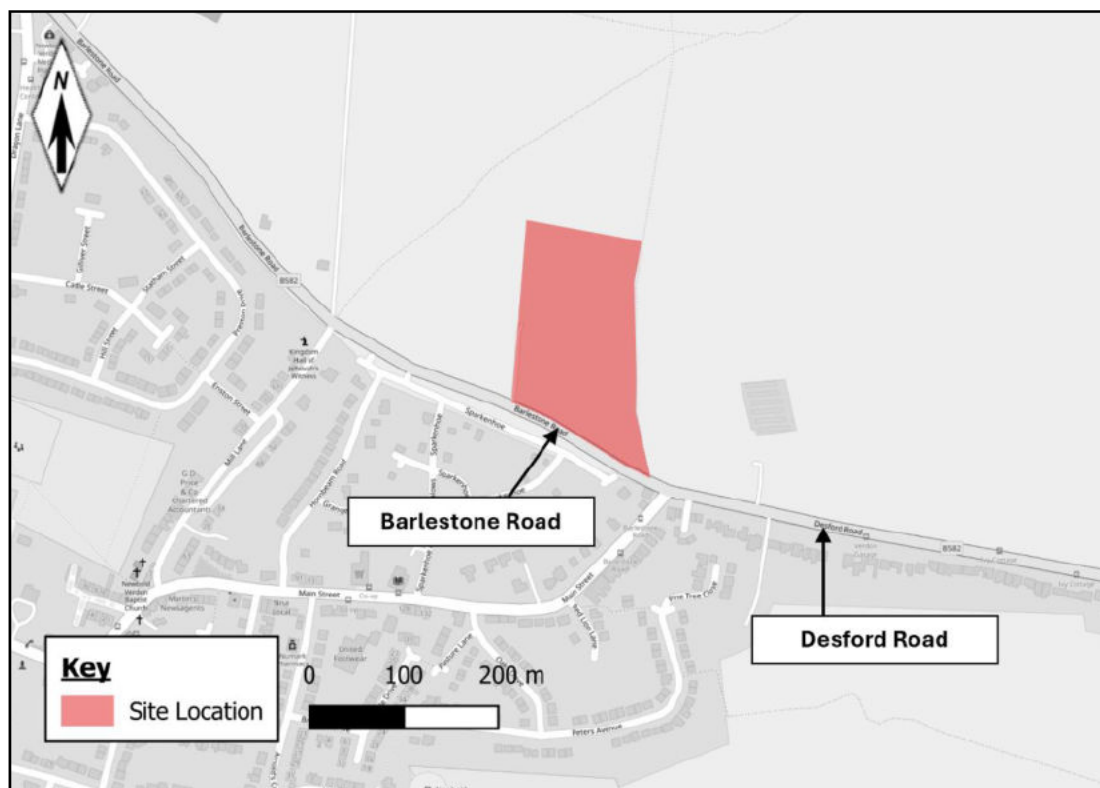


Figure 2: Site Location

Local Highway Network

Barlestone Road

- 4.3 Barlestone Road extends in an east to west direction along the southern boundary of the site, originating from Newbold Road to the west, passing through the village of Newbold Verdon, and continuing eastbound where it changes to Desford Road. It provides a connection to local roads such as Dragon Lane and Mill Lane, which extend into Newbold Verdon to the south.
- 4.4 In the vicinity of the site, Barlestone Road is a two-way single carriageway road subject to a 40mph speed limit. The carriageway is approximately 6m wide and bound by

grassed verges at both sides across the site frontage. Footway infrastructure exists on the southern side of Barlestone Road approximately 105 metres west of the site connecting with a pedestrian/cycle route to Sparkenhoe within Newbold Verdon. However, there are currently no crossing facilities on Barlestone Road due to the lack of existing development on the northern side of the road. The road is lit by street lighting.

- 4.5 Barlestone Road is maintained by Leicestershire County Council (LCC) as the local highway authority. The highway boundary plan, provided in **Appendix 3**, has been used to inform access design and ensure that all proposed works, including the new site access and associated pedestrian/cycle improvements, can be delivered within extent of adopted highway, which includes the carriageway, verges and footways along Barlestone Road.

Desford Road

- 4.6 Desford Road extends to the east from the end of Barlestone Road, continuing through to Hunts Lane, which then connects to Desford village. It also provides access to local roads such as Kirkby Lane. In the vicinity of the site, Desford Road is a two-way single carriageway road subject to a 40mph speed limit. It has a general carriageway width of approximately 6 metres. A footway is present along the southern side of road, with grassed verges on the northern side of the road. The road is lit by street lighting.

Highway Safety

- 4.7 To assess whether there are any existing highway safety concerns that could be exacerbated by the proposed development, Personal Injury Collision (PIC) data has been obtained from LCC for a section of Barlestone road and Desford Road, for the most recent five-year Period from 01/01/2020 to 18/06/2025.
- 4.8 **Figure 3** displays the location and severity of all recorded PICs near the site with the PIC records included at **Appendix 4**.

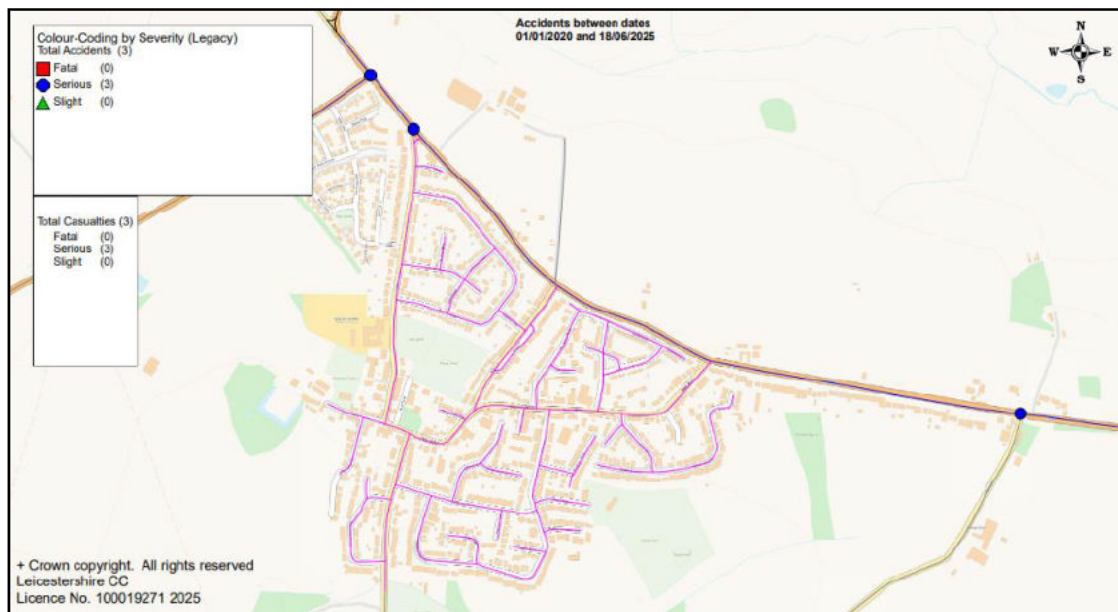


Figure 3: Copy of Leicestershire County Council PIC Data

4.9 As shown in **Figure 3** the PIC history shows three locations where collisions have occurred between 2020 and 2025. Details of the three PICs are provided below

- B582 Barlestone Road Newbold Veron/Bosworth Lane signalised Junction.
- B582 Desford Road Newbold Verdon
- B582 Barlestone Road Newbold Verdon/Dragon Lane Junction

4.10 All three PICs have been classified as serious in nature and therefore have been reviewed further and are detailed below

B582 Barlestone Road Newbold Veron/Bosworth Lane Junction.

4.11 This PIC occurred on 6 August 2024 at the junction of Barlestone Road and Bosworth Lane. The PIC was classified as serious and involved a motorcycle travelling ahead along the main road and a car turning right from the side road. The PIC took place in daylight and on a wet/damp road surface. The car driver and motorcycle rider sustained injuries classified as less serious.

B582 Desford Road Newbold Verdon

4.12 This PIC occurred on 19 November 2024 on Desford Road at an unspecified location. The PIC involved a car and a motorcycle travelling ahead along the carriageway. Conditions were dry with street lighting present, but the PIC occurred during darkness. The motorcycle rider sustained injuries classified as serious.

B582 Barlestone Road Newbold Verdon/Dragon Lane Junction.

4.13 This PIC occurred on 19 December 2022 at the junction of Barlestone Road and Dragon Lane. The PIC was classified as serious and involved two private cars, with one vehicle turning right from the side road into the path of another travelling ahead along

Barlestone Road. Conditions were dry and daylight at the time of the incident. Vehicle passengers sustained injuries classified as serious.

PIC Summary

- 4.14 Whilst there have been a small number of PICs recorded on the network near the site, these are dispersed and are isolated incidents. The details show that they involved a variety of vehicle types, light conditions, and weather conditions. There is no evidence of a PIC cluster at a specific location on the network or repeat causation factors, and on this basis, it is considered that there are no existing highway safety issues that would be exacerbated by the proposed development.

5. LOCAL FACILITIES AND SUSTAINABLE TRAVEL

Local Facilities

- 5.1 The majority of residential trips that will be made by sustainable modes are for the purpose of commuting, short shopping trips, access to leisure facilities and trips to school. Of particular interest are the number and types of facilities that can be accessed locally.
- 5.2 **Table 1** shows the types of facilities that exist in Newbold Verdon and their distance from the site. It also shows the approximate walking time, based on a typical walking speed of approximately 4.8kph.

Table 1: Key Local Amenities

Amenity Type	Amenity	Approximate Walking Distance (metres)	Approximate Walking Time (minutes)
Education	Our Library @ Newbold Verdon	450m	5 min
Local Shops	Co-op Food Store	450m	5 min
Local Shops	United Footwear	500m	6 min
Health	Heathbrook Pharmacy	600m	7 mins
Education	De Verdun Nursery & Preschool	600m	7 mins
Local Shops	Lotus House Takeaway	650m	8 mins
Leisure	Newbold Verdon Cricket Club	650m	8 mins
Leisure	Liberteas coffee shop	650m	8 mins
Local Shops	One Stop	650m	8 mins
Education	Little Maple Trees Preschool	650m	8 mins
Leisure	Jubilee Inn	650m	8 mins
Education	CLS Driving School	650m	8 mins
Health	Newbold Verdon Medical Practice	750m	9 mins
Education	Newbold Verdon Primary School	800m	9 mins
Leisure	Play Park	800m	9 mins

- 5.3 **Table 1** shows that there are many facilities within 1km of the site including education, retail, hospitality and recreation use.

- 5.4 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km.
- 5.5 GPJF states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed. The walking distance thresholds for commuting and other facilities set out in the GPJF document (within table 3.2) are summarised below in **Table 2**.

Table 2: GPJF Acceptable Walking Distances Guidance Table

Journey Purpose	Suggested Acceptable Walking Distance (Metres)		
	Town Centres	Commuting/ School/ Sight-Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 5.6 **Figure 4** identifies a 2km walking isochrone from the site which included the desirable, acceptable, and preferred maximum distances. This demonstrates that all of Newbold Verdon is within a reasonable walking distance of the site.

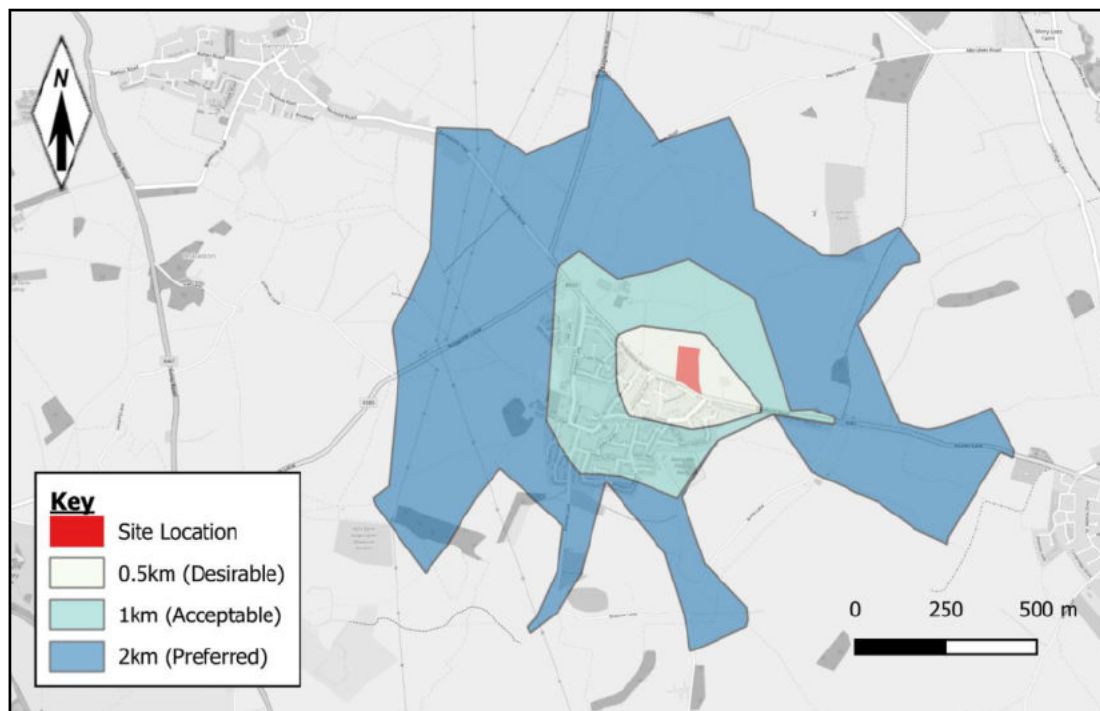


Figure 4: 2km Pedestrian Isochrone

- 5.7 There is currently no formal pedestrian infrastructure along Barlestone Road across the site frontage and the existing footway network commences 105 metres to the west of the site opposite a pedestrian/cycle connection to Sparkenhoe. There are also no existing crossing facilities on Barlestone Road to connect people into the existing built up area of Newbold Verdon.

5.8 There are existing Public Rights of Way within and adjacent to the site. A public footpath runs along the eastern boundary, providing connections to the wider pedestrian network. In addition, there is currently a footpath near the western side of the site connecting to a designated byway to the north.

5.9 **Figure 5** shows the existing Public Rights of way within the vicinity of the site.

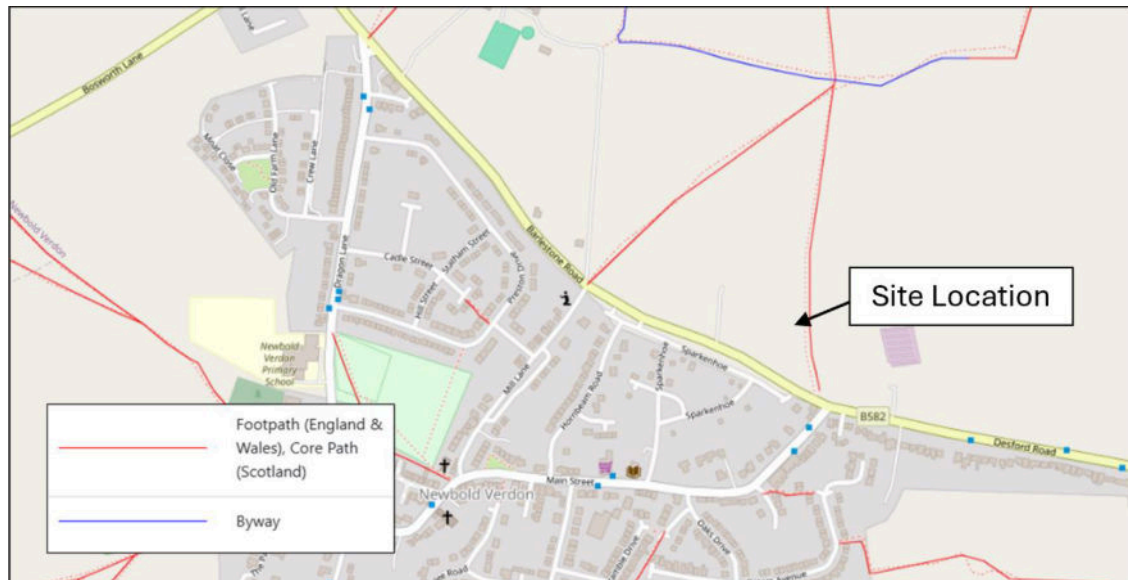


Figure 5: Public Rights of Way

Cycle Travel

5.10 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys. **Figure 6** shows a 5 kilometres cycle isochrone from the site, which encompasses all of Newbold Verdon as well as Desford and the eastern edge of Market Bosworth.

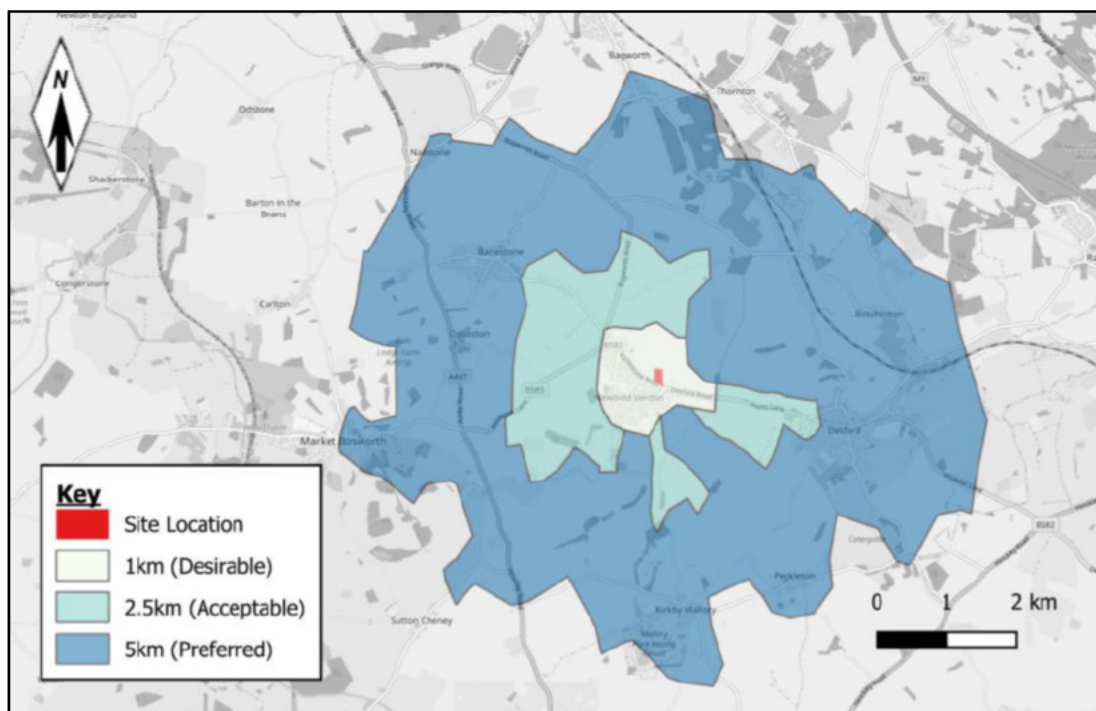


Figure 6: 5km Cycle Isochrone

- 5.11 There are no National Cycle Route in the vicinity of the site. The closest route is located approximately 2.7km away from the site in Thornton Village.
- 5.12 At a local level, there are a number of quieter roads, including Barlestone Road and Desford Road, which are recommended routes for cyclists. These roads are typically less trafficked than the wider highway network. They form part of the local cycle network and are illustrated in **Figure 7**.

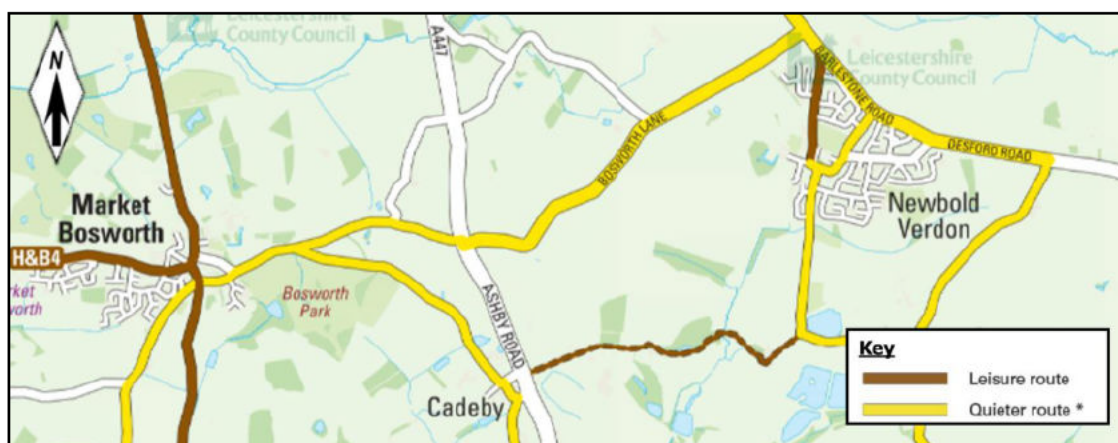


Figure 7: 2025 Leicestershire County Council Cycle map

Bus services

- 5.13 The Guidelines for Planning for Public Transport in Developments, states that “generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m”. However, the Buses in Urban Developments guidance advises a more rigorous approach to catchment area planning as displayed in **Table 3**.

Table 3: Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

- 5.14 The nearest bus stop to the site is within the acceptable walking distance and located on Main Street approximately 250m to the south from a central part of the site. **Figure 8** shows the locations of the bus stops, which are served by two routes (153 and LC6)

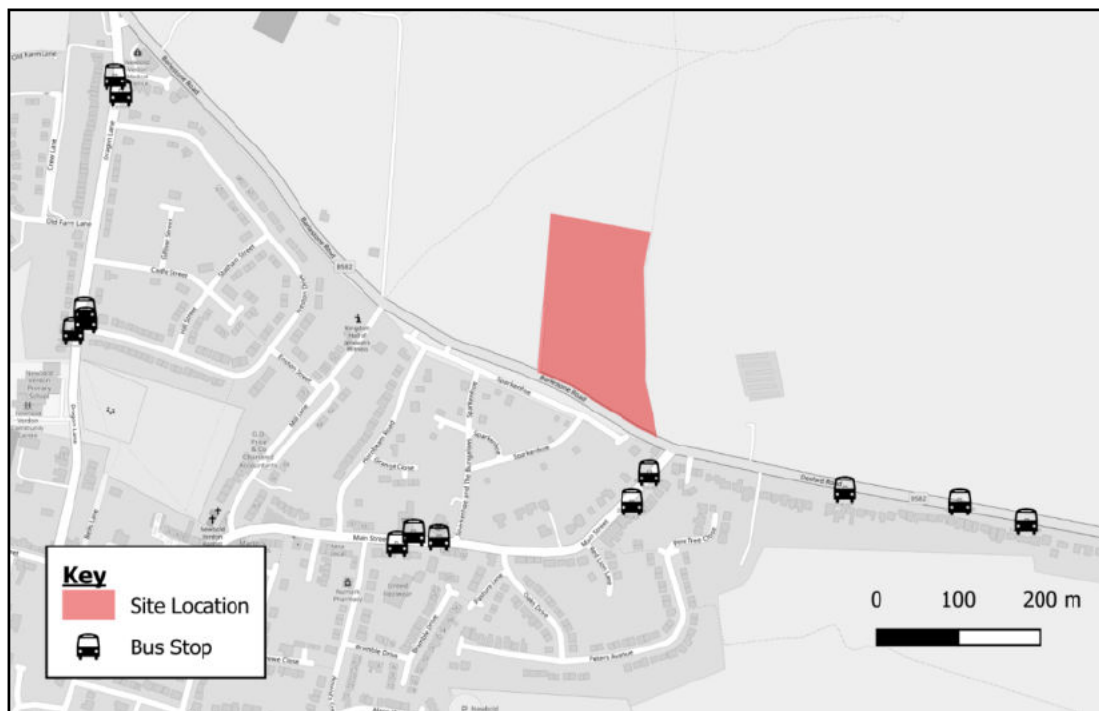


Figure 8: Bus stops within the vicinity of the proposed site

- 5.15 **Table 4** and **Table 5** set out the frequencies of the two bus services during a typical weekday and weekend.

Table 4: Summary of Weekday Bus Services

Service Number	Service Route	First Service		Last Service		Daytime Frequency
		'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
153	Leicester - Market Bosworth -	06:40	-	20:15	-	Hourly
LC6	Coalville - Hinckley	06:40	08:10	17:00	18:30	Circa every 3 hours

Note: Timetable information obtained (September 2025), first/last service based on time service arrives/leaves the nearest bus stop to the development site. Service 153 outbound timetable is not available

Table 5: Summary of Saturday Bus Services

Service Number	Service Route	First Service		Last Service		Daytime Frequency
		'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
153	Leicester - Market Bosworth	07:55	-	19:55	-	Hourly
LC6	Coalville - Hinckley	06:40	08:10	17:00	18:30	Circa every 3 hours

Note: Timetable information obtained (September 2025), first/last service based on time service arrives/leaves the nearest bus stop to the development site. Service 153 outbound timetable is not available

- 5.16 Route Number 153 operates at a frequency of one service per hour and connects the site with Leicester and Market Bosworth. Route Number LC6 is less frequent and provides connections to Coalville and Hinckley.

6. PROPOSED DEVELOPMENT

Introduction

- 6.1 The proposed development seeks outline planning permission for up to 67 residential dwellings on land situated to the north of Barlestone Road. The scheme will include the realignment of part of Barlestone Road, a new vehicular access, internal roads, footways, parking, drainage infrastructure, and areas of public open space and landscaping.
- 6.2 Strengthened planting to the north and east will provide screening, while green space along the southern boundary will soften views from Barlestone Road and integrate the development with the surrounding landscape. Detailed matters such as layout, scale, appearance and landscaping will be determined at the reserved matters stage.

Vehicular Access

- 6.3 LCC's adopted highway design standards are outlined in the Leicestershire Highway Design Guide (LHDG), which sets out standards for accesses serving new residential developments.
- 6.4 For two-way operation, carriageway widths are required to be:
- 4.8m where the road serves up to 50 dwellings; and
 - 5.5m where the road serves between 50 and 400 dwellings.
- 6.5 A single priority junction can serve up to 150 dwellings, which is suitable for the scale of the proposed development. Junction corner radii should be a minimum of 6m, with forward visibility of 25m provided at internal junctions. Grass verges should be at least 1m wide, and minimum footway widths should be 2m
- 6.6 Vehicular access is proposed via a new priority-controlled T-junction on Barlestone Road, located approximately midway along the site frontage. Drawing Number **BRNV_BWB_HML_00_DR_TR_100_S2_P3** shows the proposed access arrangement.
- 6.7 The junction will take the form of an adoptable Residential Access Road, comprising a 5.5m wide carriageway with 3m wide footway/cycleway on the western side and a 2m wide footway on the eastern side, in line with LHDG standards. The design incorporates 6m corner radii.
- 6.8 It is proposed that the footway/cycleway continues west along the northern edge of Barlestone Road. However, the existing verge within the highway boundary narrows to 2m across the frontage of the proposed DWH scheme. Therefore, it is proposed that Barlestone Road is realigned slightly to the west of the site in order to deliver a continuous 2.5m shared footway/cycleway up to the Toucan crossing being proposed as part of the DWH scheme. This is the minimum width accepted within LTN1/20 and is considered suitable given this link would only serve cyclists from the development, given there is no onward route to the east. The section of realigned carriageway would have a width of 6m, which is largely unchanged from its existing width.

- 6.9 To the east of the proposed site access, the 2m wide footway would continue along Barlestone Road to opposite an existing pedestrian route to Sparkenhoe close to Main Street, where the existing bus stops are located. A new pedestrian refuge island crossing (2m x 5m) is proposed to transfer pedestrians to the southern side of the road, inclusive of dropped kerbs and tactile paving. This will provide a safe crossing point towards the existing pedestrian cut-through linking into Sparkenhoe Road and bus stops on Main Street. The existing footway leading to Main Street is narrow at circa 1 metre wide. Therefore, it is proposed to widen the footway to 1.5 metres to provide a safer connection to the bus stops.
- 6.10 The Toucan crossing being proposed by the DWH scheme will therefore accommodate pedestrians and cyclists into Newbold Verdon, whilst the proposed pedestrian refuge island crossing will accommodate pedestrians travelling to the existing bus stops. Both are considered suitable crossing types for the existing 40mph speed limit on Barlestone Road, albeit noting that the proposed DWH scheme is proposing to reduce the speed limit to 30mph past the eastern boundary of the site.
- 6.11 The existing farm access will be permanently closed and reinstated with full-height kerbs.
- 6.12 The internal road network will be designed as part of future Reserved Matters applications, however, will confirm to LHDG standards, ensuring forward visibility, appropriate junction spacing, and turning provision. Residential road speeds will be managed to 20mph through layout design and traffic calming as necessary.
- 6.13 Drawing Number **BRNV_BWB_HML_00_DR_TR_100_S2_P3** shows how visibility splays of 2.4m x 120m are achievable in both directions, in accordance with the Design Manual for Roads and Bridges (DMRB) for a 40mph speed limit. A 2.4m x 59m visibility splay has also been taken to the tangential point of the carriageway to the west of the site. A 2.4m x 122m pedestrian visibility splay is also shown from the proposed refuge island crossing to the oncoming lane of traffic.
- 6.14 A Stage 1 Road Safety Audit (RSA) has been undertaken independently of the proposed site access. This followed an agreement on the RSA brief with LCC on 14 October 2025. A copy of the agreed RSA brief and the Stage 1 RSA report are included at **Appendix 5**.
- 6.15 The Stage 1 RSA report raised a total of six problems, which have been addressed within Drawing Numbers **BRNV_BWB_HML_00_DR_TR_100_S2_P3** and **BRNV_BWB_HGN_00_DR_TR_110_S2_P2**. A RSA Response Report has been produced by the design organisation explaining how each of the six problems has been resolved. A copy of the RSA Response Report is included at **Appendix 6**.

Access for active travel modes

- 6.16 The active travel strategy has been designed taking into account the infrastructure being proposed as part of the DWH scheme to ensure the two applications complement and consider each other. Delivery of the infrastructure will be based on two options depending on the outcome of the proposed DWH scheme application, which is proceeding with an appeal:

- Option 1 – With proposed DWH Development
 - If the proposed DWH scheme is approved, then the Toucan crossing will be built by the developer. The proposed development will therefore connect with the new Toucan crossing via the proposed 2.5m shared footway/cycleway on Barlestone Road from the proposed site access point.
 - Option 2 – Without proposed DWH Development
 - If the proposed DWH scheme does not receive planning permission, the Toucan crossing would be delivered by the Applicant, alongside the new footway/cycleway infrastructure. This will ensure that a Toucan crossing is provided to connect pedestrians and cyclists into Newbold Verdon regardless of whether the DWH scheme receives planning permission or not.
- 6.17 In both options, the proposed refuge island crossing will be delivered by the Applicant to connect pedestrians to the existing bus stops on Main Street. Therefore, the proposed development is not reliant on the proposed DWH Scheme being successful at Appeal.
- 6.18 As both the proposed development and proposed DWH scheme progress through Reserved Matters applications (subject to a successful appeal), there are likely to be further connectivity improvements to link both sites. These include:
- A dedicated pedestrian/cycle link at the western boundary of the site to provide future integration directly into the proposed DWH scheme. This can provide an alternative route to the Toucan crossing on Barlestone Road.
 - Conversion of the existing farm access on the southern boundary into a dedicated pedestrian/cycle connection.
 - Pedestrian connections to the existing public footpath along the eastern side of the site.

Parking

- 6.19 The LHDG sets out minimum residential parking standard, summarised in **Table 6** below.

Table 6: Parking Guidelines per Dwelling (LHDG)

Parking type	1-3 Bed Dwelling	4+ Bed dwelling	Apartments/Flats
Car	2 spaces	3 spaces	Typically, 1 – 2 spaces per unit
Visitor	0.25 spaces	0.25 spaces	0.25 spaces
Cycle	1 space	1 space	1 per 5 dwelling (communal)
Motorcycle	1 space + 1 per 10 car spaces	1 space + 1 per 10 car spaces	1 space + 1 per 10 car spaces

- 6.20 As part of any Reserved Matters application in the future, the above standards will be adhered to within the design of the proposed site masterplan.

Servicing

- 6.21 The LHDG references Building Regulations Approved Document B for site access arrangements. These regulations state that residential refuse collection vehicles should be able to access properties within a maximum carry distance of 25 metres.
- 6.22 Where this distance is exceeded, it is recommended that the following measures are implemented:
- A minimum driveway width of 5m to accommodate large vehicles;
 - Provision of turning heads within the site to allow refuse vehicles to exit safely; and
 - Construction of the driveway to support the weight of refuse vehicles.
- 6.23 The LHDG also notes that communal collection points should be provided close to the highway where on-plot collection is not possible
- 6.24 For emergency vehicles, where a development is situated more than 45 metres from the highway, the following minimum standards should be met:
- At least 3.7m between the kerbs
 - Adequate provision to allow emergency vehicles to turn within the site
 - Emergency vehicles should not have to reverse more than 20 metres.
- 6.25 Again, the above requirements for refuse collection and access by emergency servicing vehicles will be considered as part of any Reserved Matters application.
- 6.26 A swept path analysis has been undertaken to confirm that a large 4-axle refuse vehicle can enter and exit the proposed site access, as well as a tractor and trailer travelling past the new pedestrian refuge island along Barlestone Road. These are shown at Drawing Number **BRNV-BWB-HGN-00-DR-TR-110_S2-P2**.

7. TRIP GENERATION AND HIGHWAY IMPACT

Introduction

- 7.1 This section presents the trip rates and forecasts traffic generation associated with the proposed development. It then goes on to assess the potential impacts of the additional activity on the surrounding highway network.
- 7.2 The anticipated vehicle trip generation for the proposed development has been derived using trip rates agreed with LCC as part of the proposed DWH scheme. These trip rates were informed by observed traffic count data collected at the Dragon Lane/Old Farm Lane junction in Newbold Verdon, originally undertaken to support the Bosworth Lane planning application (ref:11/00489/FUL). Given the similarity in location and settlement context, this trip rates are considered appropriate for application to the current proposals, ensuring a consistent and locally validated approach to estimating traffic impacts.
- 7.3 The trip rates and forecast trip generation for the proposed development are presented in **Table 7**.

Table 7: Vehicle Trip Rates and Trip Generation (67 Dwellings)

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
08:00 – 09:00	0.074	0.606	0.681	5	41	46
17:00 – 18:00	0.521	0.170	0.691	35	11	46

- 7.4 The proposed development is expected to generate 63 two-way movements in the morning and evening peak hours. This equates to less than one movement per minute in either direction.

Modal Split

- 7.5 To provide an understanding of the forecast modal split anticipated at the proposed development, Census Journey to Work data has been analysed. The site is located within the Hinckley and Bosworth E01025872 and E01025875 Lower Super Output Areas.
- 7.6 The method of travel to work data has been examined and modal splits calculated, the results are summarised below in **Table 8**. The relevant outputs are included at **Appendix 7**.

Table 8: Modal Splits

Method of Travel to Work	Modal Split
Car Driver	74.74%
On Foot	8.10%
Car Passenger	5.28%
Bus	5.15%
Bicycle	1.03%
Motorcycle	0.69%
Other	5.01%
Total	100.00%

Source: Nomis – Office for National Statistics

- 7.7 **Table 8** shows that 74.74% of trips are expected to be car drivers, 9.13% by active travel modes (walking/cycling) and 5.15% of trips made using bus services.

Person Trip Generation

- 7.8 The modal splits outlined in **Table 8** have been combined with the person trip generation in **Table 7** to calculate the two-way multi-modal trips associated with the proposed development, shown in **Table 9**.

Table 9: Multi-modal Trip Generation

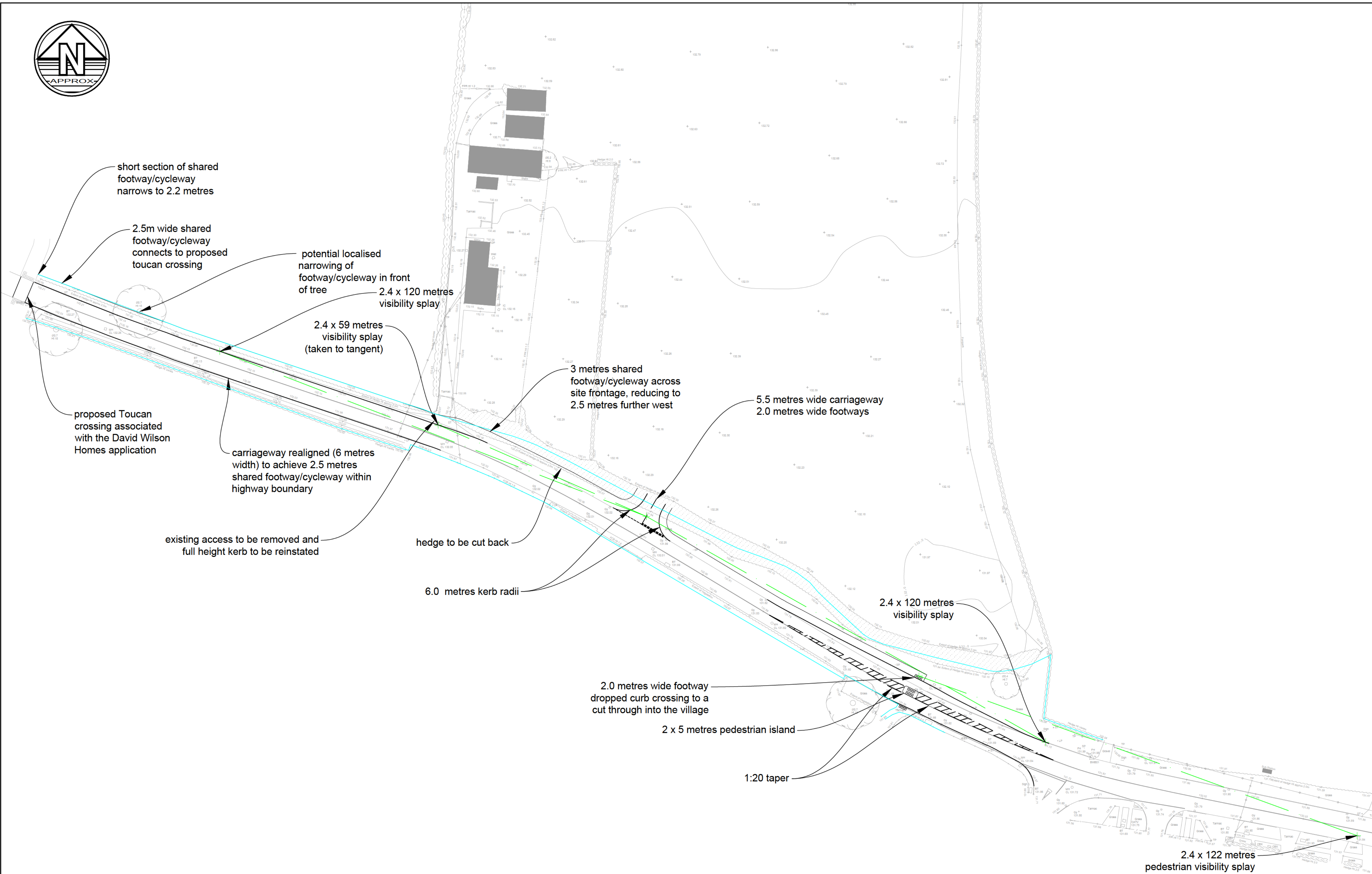
Mode	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Car Driver	5	41	46	35	11	46
On Foot	1	4	5	4	1	5
Car Passenger	0	3	3	2	1	3
Bus	0	3	3	2	1	3
Bicycle	0	1	1	0	0	1
Motorcycle	0	0	0	0	0	0
Other	0	3	3	2	1	3
Total	7	55	62	47	15	62

- 7.9 **Table 9** indicates that the development has the potential to generate 5 peak hour walking trips, 1 trips by bicycle and 3 trips by bus.
- 7.10 The additional activity that is forecast to be generated by the proposed development is therefore relatively modest. The proposed development would promote and accommodate the additional active travel trips through the provision of new footway/cycleway and footway infrastructure as well as improve crossing facilities through the provision of a Toucan crossing (proposed by the DWH scheme) and the pedestrian refuge island. These infrastructure improvements would accommodate pedestrians and cyclists along the key desire lines between the site and the existing facilities in Newbold Verdon to the south.

- 7.11 In terms of vehicular impacts, an additional 46 trips during the peak periods equates to less than one additional movement per minute. It is envisaged that car trips will distribute evenly at the proposed site access point onto Barlestone Road for journeys to Leicester and the M1 to the east and Tamworth/Birmingham and the M42 to the west. Therefore, there is likely to be up to 23 additional peak hour trips through any off-site junction. This is a negligible impact that would not fundamentally affect the operation of any existing junctions.
- 7.12 Therefore, with this infrastructure in place, it is considered that the development would satisfactorily accommodate the additional demand and activity forecast from the development. This would promote sustainable travel and result in there being no severe or unacceptable impacts on the highway network.

8. SUMMARY & CONCLUSIONS

- 8.1 BWB Consulting Ltd has been commissioned by Wheeldon Bros 1867 Ltd to provide transport and highways advice in support of an outline planning application for up to 67 residential dwellings on land to the north of Barlestone Road in Newbold Verdon, Leicestershire.
- 8.2 The site is well located in relation to local services and facilities within a 5 to 10 minute walk. All of Newbold Verdon is accessible within a 2km walking catchment. Bus stops are located on Main Street that provide services towards Leicester, Market Bosworth, Coalville, and Hinckley, ensuring opportunities for sustainable travel to and from the development.
- 8.3 PIC analysis demonstrates that three recorded incidents occurred in the study area between 2020 and 2025. These incidents were dispersed, with no identifiable patterns or recurring causation factors. It is therefore concluded that there are no existing highway safety issues that would be worsened by the proposed development.
- 8.4 Vehicular access will be provided via a new priority T-junction on Barlestone Road, designed to meet the requirements of the Leicestershire Highway Design Guide. Visibility splays of 2.4m x 120m can be achieved in both directions, compliant with the current 40mph speed limit. The access has undergone an independent Stage 1 Road Safety Audit (RSA) and all problems have been addressed within the report and detailed in a separate RSA Response Report.
- 8.5 Pedestrian and cycle access will be improved, including new footway and cycleway infrastructure linking the site to Newbold Verdon. There will also be improved crossing facilities on Barlestone Road, and connections to existing Public Rights of Way.
- 8.6 The traffic generation assessment indicates that the development could generate 46 two-way vehicle trips in the morning and evening peak periods. This level of traffic is modest and is not expected to have a material impact on the operation of the surrounding highway network. There will also be a small increase in the number of movements by all other modes, which would be accommodated by the infrastructure improvements being proposed.
- 8.7 In summary, the proposed development will deliver a safe and suitable means of access, promote sustainable travel through infrastructure improvements for walking and cycling, and will not result in any significant highway safety or capacity concerns. On this basis, the proposed development is considered to meet the requirements of the National Planning Policy Framework and is acceptable in highways and transport terms.



Notes

1.

Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2.

This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3.

All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.

4.

Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Highway boundary

P3	06.11.25	Addressing problems from RSA	FS MC
P2	20.08.25	Updated Junction Location	FS MC
P1	28.07.25	Preliminary Issue	FS MC
Rev	Date	Details of issue / revision	Drw Rev

Issues & Revisions

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Client

WHELDON BROTHERS
1867 LTD

Project Title

NORTH OF BARLESTONE
ROAD, NEWBOLD VERDON

Drawing Title

GENERAL ARRANGEMENT
DRAWING

Drawn:	F. Summerfield	Reviewed:	M. Corner
BWB Ref:	255555	Date:	28.07.25
Scale@A1:		1:500	

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
BRNV-BWB-HML-00-DR-TR-100	S2	P3

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J:\2025\255555-North of Barlestone Road, Newbold Verdon\Project\Delivery\01-WIP\Drawings\BRNV-BWB-HML-00-DR-TR-100_GA_S2-P3.dwg




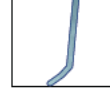
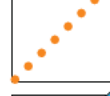











APPENDICES

APPENDIX 1: Development Framework Plan

APPENDIX 2: 24/01061/OUT Indicative Masterplan



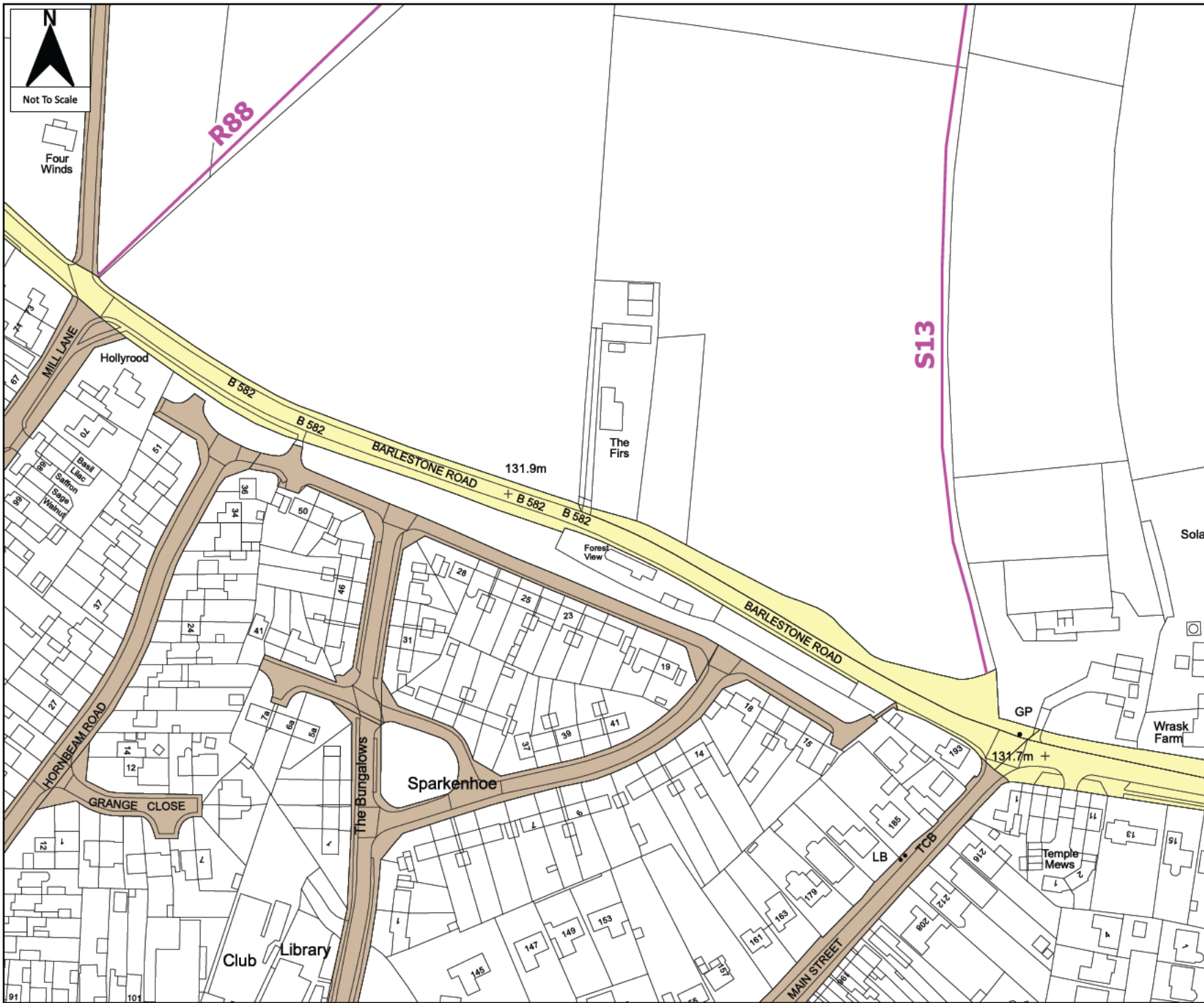
KEY

-  SITE BOUNDARY
-  INDICATIVE PUBLIC OPEN SPACE
-  RETAINED EXISTING VEGETATION
-  INDICATIVE PROPOSED TREES AND PLANTING
-  INDICATIVE BUILT FORM
-  CORRECTED VIEWPOINT 5 (DRAFT REGULATION 16 NEIGHBOURHOOD PLAN)
-  INDICATIVE SWALES
-  EXISTING BYWAY OPEN TO ALL TRAFFIC
-  UNCLASSIFIED ADOPTED ROAD
-  EXISTING FOOTPATH
-  POTENTIAL PEDESTRIAN CYCLE CONNECTION
-  RETAINED VEHICULAR ACCESS ROUTE TO EQUESTRIAN CENTRE/ PROPOSED ACCESS TO CEMETERY
-  PROPOSED PEDESTRIAN ACCESS POINT
-  RETAINED PROW ACCESS POINTS
-  PRIMARY VEHICULAR ACCESS POINT
-  EXISTING BARLESTONE ROAD CROSSING POINTS
-  NEW BARLESTONE ROAD CROSSING POINTS
-  INDICATIVE FOUL PUMPING STATION
-  AGRICULTURAL ACCESS
-  PRIVATE DRIVE ACCESS TO (EXISTING) WILLOWBROOK COTTAGE
-  DRAINAGE OUTFALL

BARLESTONE ROAD, NEWBOLD VERDON – INDICATIVE MASTERPLAN

PEGASUS
GROUP

APPENDIX 3: Highway Boundary



Key

Highway Status

Extents

- Adopted: Classified Route
- Adopted: Unclassified Route

Public Rights of Way


- Footpath

NOTES

The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.

This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.

If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.



**Leicestershire
County Council**

ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Barlestone Road, Newbold Verdon

Reference	NDI/HRE/2509019
Drawing No.	100/A
Date Produced	15/09/2025

Highway Record Enquiries
County Hall, Glenfield, LE3 8RU
0116 305 7189 | hre@leics.gov.uk

APPENDIX 4: Detailed PIC Collision Data

Accidents between dates 01/01/2020 and 18/06/2025 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("BWB Barlestone Road 12.08.2025")

Selected Polygon:BWB Barlestone Road 12.08.2025

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202201101	19/12/2022	444490	304405	Fine without high winds	Dry	Daylight	Serious	1415

Location: B582 BARLESTON ROAD NEWBOLD VERSION JW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	S	SE
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Vehicle Passenger	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202400714	06/08/2024	444390	304530	Fine without high winds	Wet/Damp	Daylight	Less serious	0720

Location: B582 BARLESTONE ROAD NEWBOLD VERON JW BOSWORTH LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead	SE	NW
Car	Leaving main road	Turning right	NW	SW

Casualties:

Class	Severity
Driver / Rider	Less serious

Accidents between dates 01/01/2020 and 18/06/2025 (66) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("BWB Barlestone Road 12.08.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202401160	19/11/2024	445895	303745	Fine without high winds	Dry	Darkness: street lights present and lit	Less serious	1700

Location: B582 DESFORD ROAD NEWBOLD VERDON EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Starting	Unknown	Unknown
Motor Cycle over 50 cc and up to 125cc	Mid Junction - on roundabout or main road	Going ahead	E	W

Casualties:

Class	Severity
Driver / Rider	Less serious

Number of records in selection: 3

APPENDIX 5: Stage 1 RSA Brief and Report

STAGE 1 ROAD SAFETY AUDIT BRIEF


Barlestone Road, Newbold Verdon

BRNV-BWB-GEN-XX-RP-TR-0002



1 PROJECT SUMMARY

Project	Barlestone Road, Newbold Verdon, Leicestershire		
Document Number	BRNV-BWB-GEN-XX-RP-TR-0002	BWB Ref	255555
Prepared By	BWB Consulting Ltd	Status	S2
Overseeing Organisation	Leicestershire County Council	Revision	P2
Report Title	Stage 1 RSA Audit Brief	Date	13.10.25

Prepared By:	M. Corner
Signed & Dated:	
Position:	Associate
Organisation:	BWB Consulting Ltd

I approve the RSA brief and instruct the RSA to take place on behalf of the overseeing organisation:	
Name:	David Hunt
Signed & Dated:	
Organisation:	Leicestershire County Council

STAGE 1 ROAD SAFETY AUDIT BRIEF

Barlestone Road, Newbold Verdon

BRNV-BWB-GEN-XX-RP-TR-0002

2 GENERAL DETAILS

General

Highway Scheme Name:	<p>Proposed site access arrangement from Barlestone Road to serve a residential development of 63 dwellings.</p> <p>The access comprises a simple T-junction designed to residential standards. It includes a 2.5m footway/cycleway on the northwestern side which extends along Barlestone Road to a Toucan crossing proposed as part of the adjacent David Wilson Homes application. This requires minor kerb line changes to Barlestone Road.</p> <p>A 2 metres wide footway is proposed on the southeastern side of the access, which continues along the site frontage to a new dropped kerb refuge island crossing. This again requires minor kerb line amendments at the northern side of Barlestone Road to achieve the required lane widths.</p> <p>Visibility splays of 2.4 x 120 metres are provided at both sides of the access in line with the existing 40mph speed limit.</p>
Road Names/Numbers:	B582 Barlestone Road, Newbold Verdon
Type of Scheme:	New site access to serve a residential development of 63 dwellings.
Road Safety Audit Stage:	Stage 1

Contact Details

Role	Organisation	Contact name	Email	Phone
Highway Authority and RSA contact	Leicestershire County Council	David Hunt	David.Hunt@leics.gov.uk	

Audit Team

- 2.1 The Audit Team will be AJ Oakes (Team Leader) and Paul Wilson (Team Member). Relevant CVs have been provided separate to this Audit brief.

Terms of reference

- 2.2 This Audit Brief is prepared in accordance with GG 119 'Road Safety Audit' and the Audit shall be undertaken in accordance with this brief and the requirements of GG 119.

STAGE 1 ROAD SAFETY AUDIT BRIEF

Barlestone Road, Newbold Verdon

BRNV-BWB-GEN-XX-RP-TR-0002

3 SCHEME DETAILS

3.1 The overall scheme details are as follows:

Scheme Overview and Purpose	<p>A new residential access to serve a development of 63 dwellings. An outline planning application will be submitted for the proposed development.</p> <p>Consideration has been given to infrastructure improvements being proposed as part of a live planning application on land directly west of the site by David Wilson Homes (24/01061/OUT). Full details are provided in the Transport Assessment.</p>
Extent / Scope of Audit	<p>This RSA covers the proposed site access arrangement and infrastructure improvements along Barlestone Road.</p>
Construction Programme	<p>Works are in the planning stage.</p>
Design standards	<p>Leicestershire Highways Design Guide.</p>

3.2 The red line site boundary is shown on **Figure 1**, along with the boundaries of two other live planning applications in Barlestone Road. Full copies of the drawings have been supplied separately, as well as a copy of the Transport Assessment.

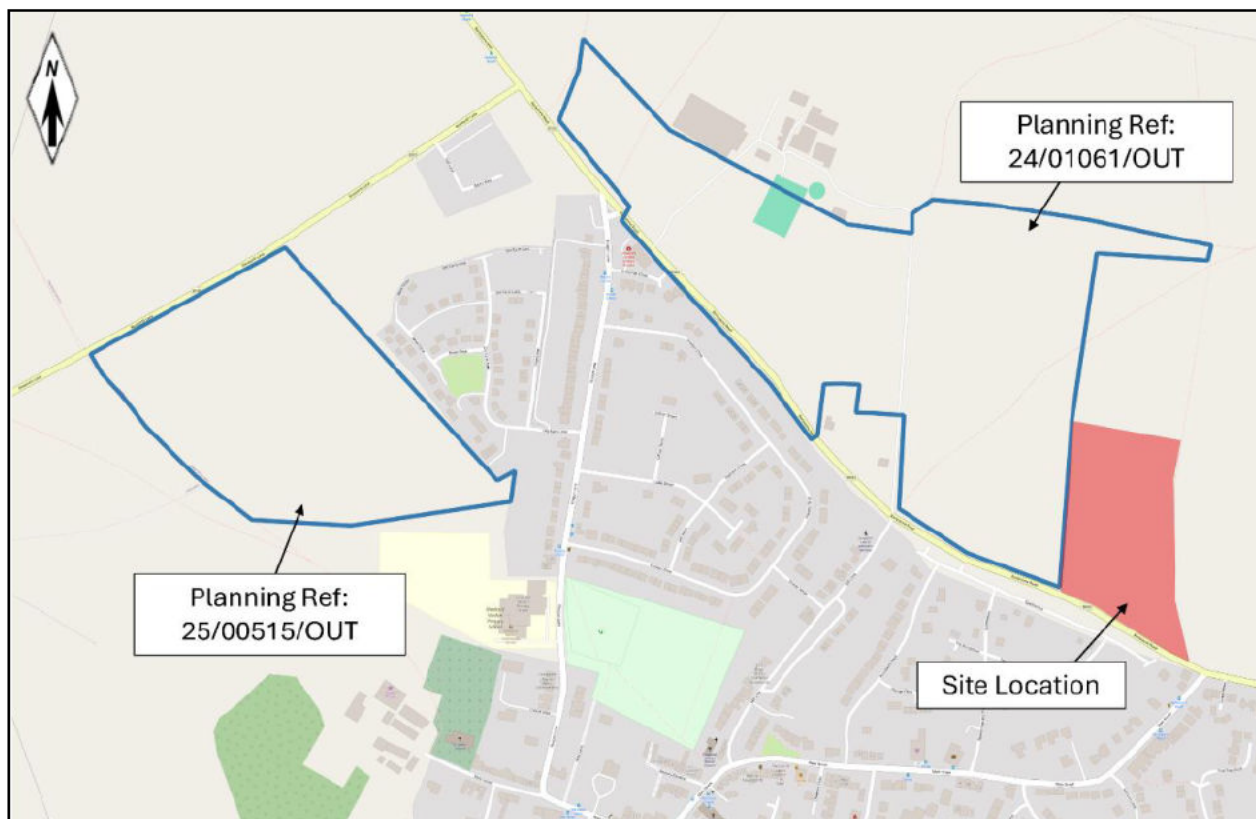


Figure 1: Site location

STAGE 1 ROAD SAFETY AUDIT BRIEF

Barlestone Road, Newbold Verdon

BRNV-BWB-GEN-XX-RP-TR-0002



4 LOCALITY

General description

- 4.1 The site is located on land to the north of Barlestone Road in Newbold Verdon, Leicestershire. It comprises predominantly greenfield land and is bound by open land to the north, east, and west. To the south, the site is bound by Barlestone Road (B582). There is a small cluster of existing buildings in the south-west corner of the site which are proposed to be demolished to facilitate development. There is an existing vehicular access from Barlestone Road (private drive) serving the existing cluster of buildings.
- 4.2 Barlestone Road extends in an east to west direction along the southern boundary of the site, originating from Newbold Road to the west, passing through the village of Newbold Verdon, and continuing eastbound where it changes to Desford Road. It provides a connection to local roads such as Dragon Lane and Mill Lane, which extend into Newbold Verdon to the south.
- 4.3 In the vicinity of the site, Barlestone Road is a two-way single carriageway road subject to a 40mph speed limit. The carriageway is approximately 6m wide and bound by grassed verges at both sides across the site frontage. Footway infrastructure exists on the southern side of Barlestone Road approximately 105 metres west of the site connecting with a pedestrian/cycle route to Sparkenhoe within Newbold Verdon. However, there are currently no crossing facilities on Barlestone Road due to the lack of existing development on the northern side of the road. The road is lit by street lighting.
- 4.4 Barlestone Road is maintained by Leicestershire County Council (LCC) as the local highway authority.

5 ANALYSIS

Personal Injury Collision (PIC) Data

- 5.1 The TA includes a summary of the PIC records for the latest 5 year period. This shows there have been no recorded PICs on Barlestone Road across the site frontage but isolated PICs further afield. Details of the PIC are presented in the TA.

Departures and Relaxations from Standards

- 5.2 There are no departures or relaxations from standard identified.

Previous Road Safety Audits

- 5.3 No previous Road Safety Audits have been carried out.

Strategic decisions – items outside scope of this Audit

- 5.4 Not applicable for this area of works.

List of documents and drawings provided with this Brief

STAGE 1 ROAD SAFETY AUDIT BRIEF

Barlestone Road, Newbold Verdon

BRNV-BWB-GEN-XX-RP-TR-0002

- 5.5 The following information is provided in addition to this Audit Brief. The TA contains a large amount of technical information including access design information and swept path analysis as well as other background information.

Document / Drawing	Title	Revision
BRNV-BWB-GEN-XX-RP-TR-0001_TS	Transport Assessment	P1
BRNV-BWB-HML-00-DR-TR-100_GA	Proposed site access arrangement	P2
BRNV-BWB-HGN-00-DR-TR-110_Swept Pat	Swept path analysis (refuse vehicle)	P1

6 CHECKLIST

Item	Location	Item	Location
Site location plan	Within RSA brief & TA	Scale layout plans	Within TA
Departures and relaxations from standards	Within RSA brief	Construction/ typical details	Not applicable
Previous RSA reports	None	Previous RSA response reports and evidence of agreed actions	None
Collision data and collision data analysis	Within TA	Road traffic collision plot	Within TA
Traffic signal staging	Not applicable	Traffic counts	Within David Wilson Homes TA
Speed surveys	Not applicable	Pedestrian, cyclist and horse riding desire lines and volumes	Within TA
Walking, cycling and horse riding assessment and reviews	Not applicable	Items outside the scope of the RSA/ strategic decisions	Within brief and TA
Other factors that may impact on road safety	Not applicable	Design speeds/ speed limits	Described within brief and TA
Design standards used	Leicestershire Highways Design Guide	Adjacent land uses	Described within brief and TA

Matt Corner

From: David Hunt [REDACTED]
Sent: 14 October 2025 16:28
To: Matt Corner
Cc: Ashvini Mohanathas; Darcey Fisher; Kerry Andrews
Subject: FW: Barlestone Road, Newbold Verdon outline application for residential development - RSA1 brief

Follow Up Flag: Follow up
Flag Status: Completed

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Good afternoon Matt,

Based on the revised RSA1 with audit CVs the Local Highway Authority has no further comments on the RSA1 brief.

Therefore we are happy for BWB to proceed with the RSA.

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: [REDACTED]

Subject: RE: Barlestone Road, Newbold Verdon outline application for residential development - RSA1 brief

Hi David,

Please see attached the audit CVs. The audit team will comprise of AJ Oakes (Team Leader) and Paul Wilson (Team Member). This has been updated in the revised version of the brief attached (rev P2).

Kind regards

Matt Corner

Associate – Transport & Accessibility Planning
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
T: 0115 924 1100 | **M:** 07425 757 095 | **W:** bwbconsulting.com



From: [REDACTED]

Subject: RE: Barlestone Road, Newbold Verdon outline application for residential development - RSA1 brief

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Good afternoon Matt

Further to our recent correspondence the LHA can confirm the RSA brief looks acceptable,

However it does say the audit teams CV's have been forwarded separately to the email below, but I don't seem to have received them?

Therefore please can you send them to me for review?

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: [REDACTED]

Subject: RE: Barlestone Road, Newbold Verdon outline application for residential development - RSA1 brief

Hi David,

Thank you and I can send a copy of the Transport Statement to the email address provided.

Are you happy to respond to the RSA1 brief directly to allow this element of work to progress?

Kind regards

Matt Corner

Associate – Transport & Accessibility Planning
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
T: 0115 924 1100 | **M:** 07425 757 095 | **W:** bwbconsulting.com



From: [REDACTED]

Subject: RE: Barlestone Road, Newbold Verdon outline application for residential development - RSA1 brief

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi Matt

Many thanks for detailed response if you do want to submit a pre-application request please send it to HDC@leics.gov.uk with a site location plan / blue line boundary (if available).

Welcome any discussions you could have with the adjacent site to look at improving connectivity between the two sites.

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: [REDACTED]

[REDACTED] RSA1 brief

Hi David,

I'm glad you're well and am also good too thank you and keeping busy which is not a bad thing!

Thank you for coming back to me so quickly and we will look out for comments on the RSA1 brief. We would also welcome any pre-app comments on the Transport Statement, which we can take on board ahead of the application being submitted.

In terms of sustainable travel connections with the DWH site, this is something we have considered in the TS and our work so far. For example, our drawings provide a footway/cycleway connection to the Toucan crossing being proposed by DWH. However, as both applications are at outline stage, it may be that we can agree internal connections as masterplan layouts develop and we can liaise with HBBC/DWH to discuss this, which may become easier once our application is submitted.

Kind regards

Matt Corner



From: [REDACTED]

Subject: RE: Barlestone Road, Newbold Verdon outline application for residential development - RSA1 brief

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Good afternoon Matt

I am very well thanks and very busy. Hope you are keeping well?

The LHA will check the RSA1 brief and provide comments as soon as we can. Would you like formal pre-application advice before your client submits a TA for the planning application?

Also has your client spoken to HBBC about the site and how it could link in with the adjacent DWH site for sustainable modes of travel (acknowledge there is a cycle link included on site plan) and vehicular traffic as part of wider development along this corridor?

Kind regards,
David

David Hunt - Senior Transport Planner
Highway Development Management

From: [REDACTED]

[REDACTED] brief

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi David,

It has been a while since we last spoke, so I hope you are well and don't mind the direct email.

We are involved in an outline planning application for a residential development of 63 dwellings on land to the north of Barlestone Road in Newbold Verdon. Our site is located immediately east of a live planning application submitted by David Wilson Homes for a larger residential development (24/01061/OUT), which I note you are the highway officer for.

We have produced a draft Transport Statement and associated drawings to support the outline application, which is due to be submitted in November 2025. We have advised our client to commission a Stage 1 Road Safety Audit of the proposed site access arrangement and associated infrastructure on Barlestone Road and have therefore provided a copy of the RSA1 brief and associated drawings.

Before we commission the RSA1, I wanted to share the brief with you to see if have any comments? Once the RSA1 has been carried out, we will include the details in a revised version of the Transport Statement that will be submitted with the outline application.

I appreciate this is your first involvement in this scheme, so I'd be happy to arrange a call to talk through the details should that be of use. Otherwise, if you are able to reply before the end of next week that would be greatly appreciated and allow us to continue the work in line with our programme.

Kind regards

Matt Corner

Associate – Transport & Accessibility Planning

5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

T: 0115 924 1100 | **M:** 07425 757 095 | **W:** bwbconsulting.com



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TRANSPORT & ACCESSIBILITY PLANNING

Wheeldon Brothers 1867 Ltd
Land North of Barlestone Road,
Newbold Verdon, Leicestershire
Stage 1 Road Safety Audit

TRANSPORT & ACCESSIBILITY PLANNING

Wheeldon Brothers 1867 Ltd
Land North of Barlestone Road,
Newbold Verdon, Leicestershire
Stage 1 Road Safety Audit

Birmingham
Livery Place, 35 Livery Street, Colmore Business District
Birmingham, B3 2PB
T: 0121 233 3322

Leeds
Whitehall Waterfront, 2 Riverside Way
Leeds, LS1 4EH
T: 0113 233 8000

London
11 Borough High Street
London, SE1 9SE
T: 0207 407 3879




Manchester
11 Portland Street
Manchester, M1 3HU
T: 0161 233 4260

Nottingham
5th Floor, Waterfront House, Station Street
Nottingham, NG2 3DQ
T: 0115 924 1100

October 2025

DOCUMENT ISSUE RECORD

Document Number	BRNV-BWB-GEN-RSA-RP-TR-0001_RSA1
BWB Reference	255555
Prepared By:	BWB Consulting
On Behalf Of:	Leicestershire County Council

Revision	Date Of Issue	Status	Author:	Checked:	Approved:
1	30/10/2025	Issued for Designers Response	AJ Oakes MCIHT MSoRSA	Paul Wilson BA (Hons) MCIHT MSoRSA CMILT MInstLM	AJ Oakes MCIHT MSoRSA
					

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1. Introduction 1

2. Items Raised at this Stage 1 Audit 2

3. Audit Team Statement 5

FIGURES

Figure 1: Location of problems identified in this audit

APPENDICES

Appendix 1: List of Documents Supplied to the Audit Team

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) undertaken on the highway works associated with a proposed residential development comprising of 63 residential dwellings on land to the north of Barlestone Road in Newbold Verdon, Leicestershire. This Audit covers the site access junction, the associated footway/cycleway facilities and their interaction with the existing highway only.
- 1.2 The Audit Team members are listed in Section 3.0. The audit took place at the Nottingham office of BWB Consulting Limited between 16th and 30th October 2025.
- 1.3 The Audit comprised an examination of the drawings, documents and information provided by the Design Team, who have prepared the general arrangement drawings for this section of the project. The information received by the Audit Team is listed in **Appendix 1**.
- 1.4 A daylight examination of the site was undertaken by the Audit Team between 1330 and 1430 hours on 16th October 2025. During the site visit the weather was fine and dry. Traffic flows on Barlestone Road were moderate and no pedestrian or cyclist movements were observed during the site visit.
- 1.5 The terms of reference of the audit are as described in GG 119. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. All comments and recommendations refer to the highway proposal drawings and the locations have been indicated in **Figure 1**.
- 1.6 In summary, the proposals provide a simple priority T-junction on the northern side of Barlestone Road which is designed to residential standards measuring 5.5 metres wide, with 6.0 metres kerb radii, a 2.0 metres wide footway on the eastern side of the access, and a 3.0 metres wide shared footway/cycleway on the western side of the access. The shared facility continues northwest along Barlestone Road narrowing to 2.5 metres after the site boundary and connecting to a proposed Toucan crossing which is to be provided as part of the neighbouring scheme. The footway on the eastern side of the access continues south along Barlestone Road before terminating opposite the link through to Sparkenhoe on the southern side of carriageway. A dropped kerb crossing with a central refuge is provided to aid pedestrian movements over Barlestone Road.
- 1.7 For the purposes of this RSA it is assumed that the neighbouring site and its infrastructure will be provide before the proposed development covered by this Audit. However, there is a risk that these provisions may not come forward and therefore may not be able to be tied into.

2. ITEMS RAISED AT THIS STAGE 1 AUDIT

Problem

2.1 Location: Barlestone Road to the east of the proposed site access.

Summary: Potential for vehicles to collide with the kerb or lose control.

The proposals include for localised widening on the northern side of Barlestone Road around the proposed central refuge at the pedestrian crossing point to the east of the proposed site access. At the eastern extents of the localised widening where the proposed kerb ties into the existing kerb, the channel line appears to result in a kinked alignment. This could result in vehicles colliding with the kerb as they travel along the carriageway or potentially losing control if they have to swerve to avoid the kerb.

Recommendation

The proposed widened section of carriageway should tie in smoothly with the existing carriageway without any kinks or sharp deviations in alignment.

Problem

2.2 Location: Barlestone Road to the east of the proposed site access.

Summary: Potential for larger vehicles to overrun the kerbed central island.

As described above, there is a central refuge provided to the east of the proposed access to aid pedestrian movements over Barlestone Road. It is unclear from the drawings what the proposed width of the through lanes are at the refuge, but given the rural nature of the site, it is likely that some large agricultural vehicles may route along Barlestone Road. This could result in larger vehicles overrunning the kerbs at the central island if the lane widths either side are not adequate, potentially leading to damaged kerbs and debris in the carriageway.

Recommendation

The width of the through lanes at the central island should be reviewed to ensure that larger agricultural vehicles can pass the island without overrunning it and damaging it.

Problem

2.3 Location: Pedestrian link to Sparkenhoe to the south.

Summary: Potential for collisions between users.

The proposals include a footway on the northern side of Barlestone Road extending southeast from the site access with a crossing point over Barlestone Road in the vicinity of the pedestrian link through to Sparkenhoe to the south. There is also a narrow existing footway provided on the southern side of Barlestone Road extending westbound, which measures approximately 1.0 metres wide. If pedestrians using the new crossing facility

were to utilise this section of narrow footway, it could result in pedestrians having to walk in the carriageway to pass another user, potentially resulting in collisions.

Recommendation

Whilst it is understood that the narrow footway on the southern side of Barlestone Road is an existing issue, the proposals could increase the number of pedestrians using that section of footway. As a result, the pedestrian link to the south should look to be improved to make this direction of travel the most favourable route. This could be achieved by widening the section through to Sparkenhoe to make it the most attractive route.

Problem

2.4 Location: Proposed site access on Barlestone Road.

Summary: Potential for collisions involving larger vehicles at the access.

The proposed site access design was provided with a swept path drawing showing the swept path of a refuse vehicle entering and exiting the site. However, the vehicle appears to require a large amount of the carriageway to undertake each turning manoeuvre, especially the right turn into the access from Barlestone Road. This could result in larger vehicles colliding with other vehicles at the access.

Recommendation

The vehicle that has been used to undertake the swept paths should be reviewed to ensure that it is suitable for the use of the site. The access may need to be amended to allow more space for the refuse vehicle to enter and exit the site access.

Problem

2.5 Location: Barlestone Road to the west of the proposed site access.

Summary: Potential for vehicles to collide with the kerb or lose control.

The proposals include realigning the carriageway on Barlestone Road to the west of the site access to accommodate a 2.5 metres wide shared footway/cycleway. However, where the realigned carriageway ties into the existing carriageway, the kerb alignments results in a kink in the channel lines on both sides of Barlestone Road. This could result in vehicles either colliding with the kerb as they travel along the carriageway or potentially losing control if they have to swerve to avoid the kerb.

Recommendation

The proposed realigned section of carriageway should tie in smoothly with the existing carriageway without any kinks or sharp deviations in alignment.

Problem

2.6 Location: Barlestone Road to the west of the proposed site access.

Summary: Potential for pedestrians or cyclists to fall down the ditch/embankment.

During the site visit, it was noted that there was either a ditch or a steep embankment to the rear of the verge on the northern side of Barlestone Road. There is a risk that once the shared footway/cycleway is provided along the site frontage, that this ditch/embankment would be directly behind the facility. This could lead to pedestrians or cyclists falling down the ditch/embankment if they are not protected from doing so.

Recommendation

The levels to the rear of the shared facility should be graded out as part of the proposals. If this is not achievable, a fence should be provided to the back of the shared facility to protect users from falling down the ditch/embankment.

3. AUDIT TEAM STATEMENT

3.1 We certify that this audit has been undertaken in accordance with GG 119.

AUDIT TEAM LEADER

AJ Oakes **MSoRSA MCIHT**

Highways England approved Certificate of Competency

Associate Director

BWB Consulting Ltd

5th Floor

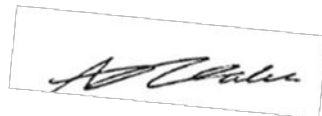
Waterfront House

Station Street

Nottingham

NG2 3DQ

Signed:



Date: 30th October 2025

AUDIT TEAM MEMBER

Paul Wilson **BA (Hons) MCIHT MSoRSA CMILT MInstLM**

Highways England approved Certificate of Competency

Operations Director

BWB Consulting Ltd (address above)

Signed:



Date: 30th October 2025

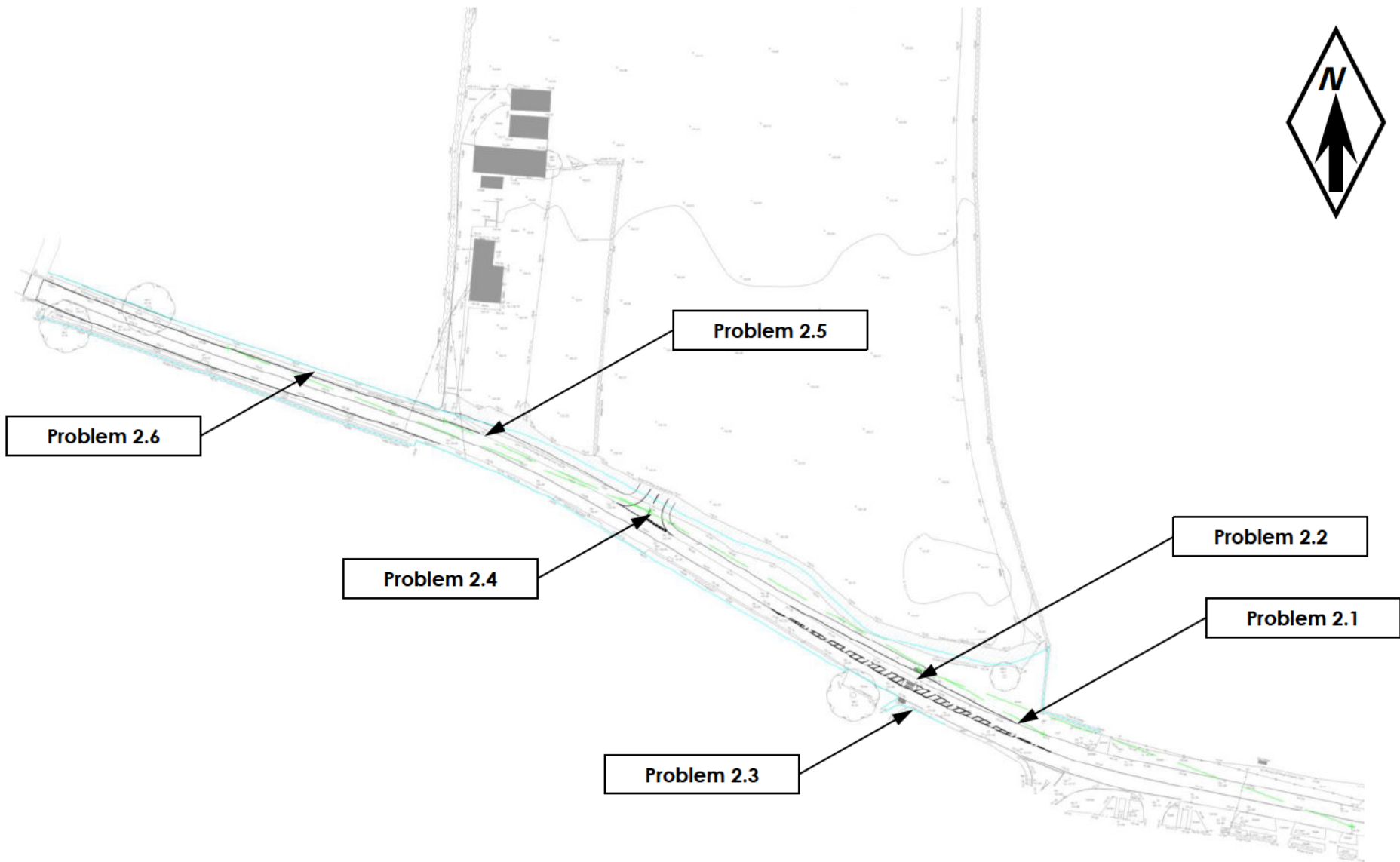
AUDIT TEAM OBSERVER

Adam Gill **BSc**

Graduate Engineer

BWB Consulting Ltd (address above)

FIGURES



APPENDICES

Appendix 1: List of Documents Supplied to the Audit Team

LIST OF INFORMATION SUPPLIED TO THE AUDIT TEAM

DRAWING/DOCUMENT NUMBERS AND TITLES

BWB CONSULTING

BRNV-BWB-GEN-XX-RP-TR-0001_P1	Transport Statement
BRNV-BWB-HML-00-DR-TR-100_P2	General Arrangement
BRNV-BWB-HGN-00-DR-TR-110_P1	Swept Path

APPENDIX 6: Stage 1 RSA Response Report

TRANSPORT AND INFRASTRUCTURE DESIGN

Wheeldon Brothers 1867 Ltd
Barlestone Road, Newbold Verdon,
Leicestershire
Stage 1 Road Safety Audit
RESPONSE REPORT

DOCUMENT ISSUE RECORD

Report Title:	Barlestone Road, Newbold Verdon, Leicestershire RSA1 Response Report
Document Number:	BRNB-BWB-GEN-XX-RP-TR-0003
Prepared By:	BWB Consulting Ltd
Overseeing Organisation:	Leicestershire County Council
BWB Reference:	255555

Revision	Date of Issue	Status	Author:	Checked:	Approved
P1	03.11.2025	S2	M. Corner	M Corner	P Wilson

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 Overseeing Organisation Statement 10

1. INTRODUCTION

Instruction

- 1.1. BWB Consulting Ltd have been commissioned by Wheeldon Brothers 1867 Ltd to provide highways and transport advice on a proposed residential development of 63 dwellings on land to the north of Barlestone Road in Newbold Verdon, Leicestershire.
- 1.2. A drawing of a preliminary access arrangement from Barlestone Road has been produced to support an outline planning application. An independent Stage 1 Road Safety Audit (RSA) has been commissioned of the proposed access arrangement, following an agreement on the audit brief and CVs of the audit team with Leicestershire County Council on 14 October 2025.
- 1.3. There is a live outline planning application (ref: 24/01061/OUT) for a residential development of up to 240 dwellings on land immediately adjacent to the western boundary of the site being delivered by David Wilson Homes. The Transport Assessment sets out a series of pedestrian and cycle connectivity measures, some of which, if implemented, will be of benefit in connecting residents of the proposed development to the wider area of Newbold Verdon. This has been considered as part of the infrastructure improvements proposed and the Stage 1 RSA.

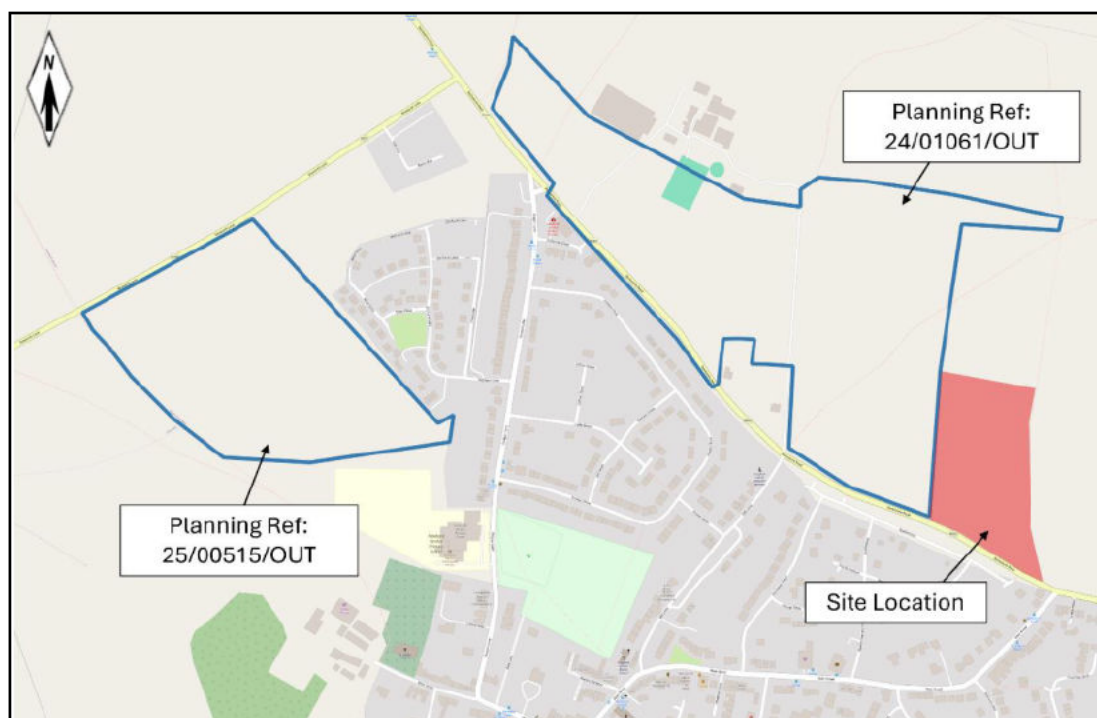
Objectives

- 1.4. This report responds to the Stage 1 RSA carried out independently of the design team by BWB Consulting Ltd in October 2025. The purpose of the Audit is as described in the Audit Report.
- 1.5. This Response Report has been based on the template in DMRB standard GG 119.
- 1.6. The text of the Audit report has been copied into this report for ease of reference. Locations of the items raised are as given in the Audit.

Site Location

Figure 1 shows the site location.

Figure 1. Site Location Plan



Key Personnel

1.7. The following key personnel have been involved in this Road Safety Audit:

	Name	Key Contact	Role	Contact Details
Overseeing Organisation	Leicestershire County Council	David Hunt	Highway Authority	David.Hunt@leics.gov.uk
RSA Team	BWB Consulting	AJ Oakes	Audit Team Leader	Andrew.Oakes@bwbconsulting.com
Design Organisation	BWB Consulting	Matt Corner	Associate	Matt.Corner@bwbconsulting.com

2. ITEMS RAISED AT THE STAGE 1 AUDIT: DECISION LOG

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.1	<p>Location: Barlestone Road to the east of the proposed site access.</p> <p>Summary: Potential for vehicles to collide with the kerb or lose control.</p> <p>The proposals include for localised widening on the northern side of Barlestone Road around the proposed central refuge at the pedestrian crossing point to the east of the proposed site access. At the eastern extents of the localised widening where the proposed kerb ties into the existing kerb, the channel line appears to result in a kinked alignment. This could result in vehicles colliding with the kerb as they travel along the carriageway or potentially losing control if they have to swerve to avoid the kerb.</p>	<p>The proposed widened section of carriageway should tie in smoothly with the existing carriageway without any kinks or sharp deviations in alignment</p>	<p>Agree with RSA Recommendation: Yes / No / In Part</p> <p>The designer agrees with the RSA recommendation. Drawing Number BRNV-BWB-HML-00-DR-TR-100_S2-P3 now proposes a smoother tie in point that removes the kink at the widened section of carriageway.</p>		

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.2	<p>Location: Barlestone Road to the east of the proposed site access.</p> <p>Summary: Potential for larger vehicles to overrun the kerbed central island.</p> <p>As described above, there is a central refuge provided to the east of the proposed access to aid pedestrian movements over Barlestone Road. It is unclear from the drawings what the proposed width of the through lanes are at the refuge, but given the rural nature of the site, it is likely that some large agricultural vehicles may route along Barlestone Road. This could result in larger vehicles overrunning the kerbs at the central island if the lane widths either side are not adequate, potentially leading to damaged kerbs and debris in the carriageway.</p>	<p>The width of the through lanes at the central island should be reviewed to ensure that larger agricultural vehicles can pass the island without overrunning it and damaging it.</p>	<p>Agree with RSA Recommendation: Yes / No / In Part</p> <p>Drawing Number BRNV-BWB-HGN-00-DR-TR-110_S2-P2 shows a swept path analysis of a tractor with trailer travelling along Barlestone Road in both directions and satisfactorily manoeuvring past the central refuge island without conflict.</p>		

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.3	<p>Location: Pedestrian link to Sparkenhoe to the south.</p> <p>Summary: Potential for collisions between users.</p> <p>The proposals include a footway on the northern side of Barlestone Road extending southeast from the site access with a crossing point over Barlestone Road in the vicinity of the pedestrian link through to Sparkenhoe to the south. There is also a narrow existing footway provided on the southern side of Barlestone Road extending westbound, which measures approximately 1.0 metres wide. If pedestrians using the new crossing facility were to utilise this section of narrow footway, it could result in pedestrians having to walk in the carriageway to pass another user, potentially resulting in collisions</p>	<p>Whilst it is understood that the narrow footway on the southern side of Barlestone Road is an existing issue, the proposals could increase the number of pedestrians using that section of footway. As a result, the pedestrian link to the south should look to be improved to make this direction of travel the most favourable route. This could be achieved by widening the section through to Sparkenhoe to make it the most attractive route.</p>	<p>Agree with RSA Recommendation: Yes /No / In Part</p> <p>The pedestrian route to the southeast of the site would be primarily used by residents walking to the existing bus stops on Main Street. Section 7 of the Transport Statement calculates the person trip generation and predicts the development will generate three additional bus passenger trips in the peak hour periods. Whilst there is not expected to be a significant increase in movements along the footway, Drawing Number BRNV-BWB-HML-00-DR-TR-100_S2-P3 proposes to widen the footway to 1.5m by building into the carriageway. This would allow two pedestrians to walk past each other without stepping onto the carriageway.</p>		

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.4	<p>Location: Proposed site access on Barlestone Road.</p> <p>Summary: Potential for collisions involving larger vehicles at the access.</p> <p>The proposed site access design was provided with a swept path drawing showing the swept path of a refuse vehicle entering and exiting the site. However, the vehicle appears to require a large amount of the carriageway to undertake each turning manoeuvre, especially the right turn into the access from Barlestone Road. This could result in larger vehicles colliding with other vehicles at the access.</p>	<p>The vehicle that has been used to undertake the swept paths should be reviewed to ensure that it is suitable for the use of the site. The access may need to be amended to allow more space for the refuse vehicle to enter and exit the site access.</p>	<p>Agree with RSA Recommendation: Yes / No / In Part</p> <p>The original swept path assessment used the largest refuse vehicle in the AutoTRACK database and demonstrated how this could enter and depart the proposed site access.</p> <p>Drawing Number BRNV-BWB-HGN-00-DR-TR-100_S2-P2 now shows a swept path analysis of the refuse vehicle type used across Leicestershire, which continues to show how it could enter and depart in all directions. Whilst the vehicle would be required to use the full width of the site access, this is commonplace across all residential access designs and accepted on the basis that visits only occur one per week.</p>		

RSA Ref.	RSA Problem	RSA Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
2.5	<p>Location: Barlestone Road to the west of the proposed site access.</p> <p>Summary: Potential for vehicles to collide with the kerb or lose control.</p> <p>The proposals include realigning the carriageway on Barlestone Road to the west of the site access to accommodate a 2.5 metres wide shared footway/cycleway. However, where the realigned carriageway ties into the existing carriageway, the kerb alignments results in a kink in the channel lines on both sides of Barlestone Road. This could result in vehicles either colliding with the kerb as they travel along the carriageway or potentially losing control if they have to swerve to avoid the kerb.</p>	<p>The proposed realigned section of carriageway should tie in smoothly with the existing carriageway without any kinks or sharp deviations in alignment.</p>	<p>Agree with RSA Recommendation: Yes /No/In Part</p> <p>The designer agrees with the RSA recommendation. Drawing Number BRNV-BWB-HML-00-DR-TR-100_S2-P3 now proposes a smoother tie in point that removes the kink at the realigned section of carriageway.</p>		
2.6	<p>Location: Barlestone Road to the west of the proposed site access.</p> <p>Summary: Potential for pedestrians or cyclists to fall down the ditch/embankment.</p> <p>During the site visit, it was noted that there was either a ditch or a steep embankment to the rear of the verge on the northern side of Barlestone Road. There is a risk that once the shared footway/cycleway is provided along the site frontage, that this ditch/embankment would be directly behind the facility. This could lead to pedestrians or cyclists falling down the ditch/embankment if they are not protected from doing so.</p>	<p>The levels to the rear of the shared facility should be graded out as part of the proposals. If this is not achievable, a fence should be provided to the back of the shared facility to protect users from falling down the ditch/embankment.</p>	<p>Agree with RSA Recommendation: Yes /No/In Part</p> <p>The designer agrees with the RSA recommendation. Drawing Number BRNV-BWB-HML-00-DR-TR-100_S2-P3 now includes a label confirming that a fence will be provided at the back of the footway/cycleway. This will be considered further as part of the detailed design.</p>		

3. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Design Organisation Statement

3.1. On behalf of the Design Organisation I certify that:

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Matt Corner
Signed & Dated:	
Position:	Associate
Organisation:	BWB Consulting Ltd

Overseeing Organisation Statement

3.2. On behalf of the Overseeing Organisation I certify that:

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- The agreed RSA actions will be progressed.

Name:	
Signed & Dated:	
Position:	
Organisation:	

APPENDIX 7: Nomis Census Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 22 September 2025]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E01025872 : Hinckley and Bosworth 005A	E01025875 : Hinckley and Bosworth 005D
All categories: Method of travel to work	1,191	1,053
Work mainly at or from home	51	24
Underground, metro, light rail	1	1
Train	3	1
Bus, minibus or coach	25	35
Taxi	1	0
Motorcycle, scooter or moped	3	7
Driving a car or van	587	502
Passenger in a car or van	37	40
Bicycle	5	10
On foot	54	64
Other method of travel to work	2	4
Not in employment	422	365

In order to protect against disclosure of personal information, records have been swapped between different categories

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 22 September 2025]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Rural (total)

Method of Travel to Work	E01025872 : Hinckley and Bosworth 005A	E01025875 : Hinckley and Bosworth 005D
All categories: Method of travel to work	0	0
Work mainly at or from home	0	0
Underground, metro, light rail	0	0
Train	0	0
Bus, minibus or coach	0	0
Taxi	0	0
Motorcycle, scooter or moped	0	0

Driving a car or van	0	0
Passenger in a car or van	0	0
Bicycle	0	0
On foot	0	0
Other method of travel to work	0	0
Not in employment	0	0

In order to protect against disclosure of personal information, records have been swapped between different groups

