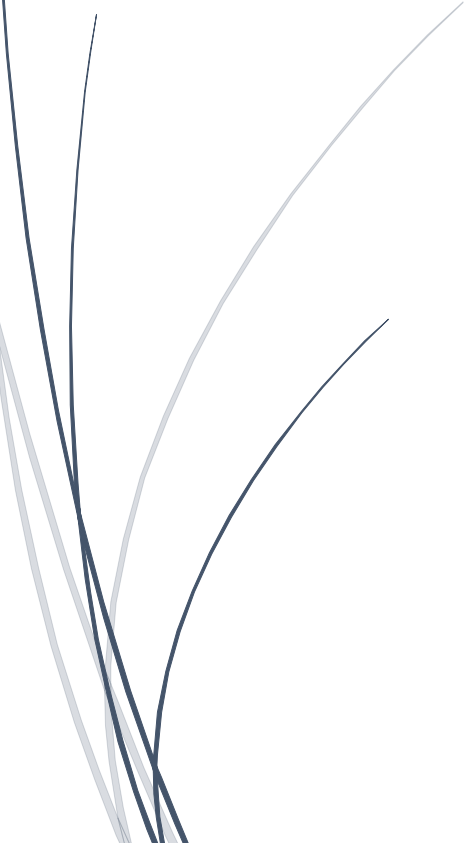




Transport Statement

Proposed Residential Development Crabtree Farm, Barwell (West)



NOVEMBER 2023

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1 Introduction

1.1 Background

Savoy Consulting, a specialist transport planning consultancy, has been instructed by Fort Estates Limited to prepare a Transport Statement (TS) to accompany a planning application for a residential development comprising 45 dwellings in the village of Barwell, Leicestershire.

Access to the site will be by means of a new simple T-junction on the southern side of Hinckley Road.

The site is located within the administrative area of Hinkley and Bosworth District, in the County of Leicestershire.

1.2 Report Structure

This TS has been prepared using the Department for Transport's (DfT) document "Guidance on Transport Assessment" and where appropriate the Leicestershire Highway Design Guide.

The TS will therefore cover the following matters:

- ❖ An assessment of the existing conditions on the surrounding highway network.
- ❖ A review of the relevant transport policy guidance applicable to the site.
- ❖ Analysis of the proposed development, including the means of access.
- ❖ Assessment of the personal injury collisions (PICs) recorded on the local highway network within the latest 5 year period.
- ❖ Review of transport links available and assessment of sustainable travel options.
- ❖ Overall conclusions from the technical work undertaken.

Following the Introduction, the report is structured as follows:

- ❖ Chapter 2 describes existing conditions and analyses the PIC data supplied.
- ❖ Chapter 3 examines relevant transport policies in relation to the proposed development.
- ❖ Chapter 4 considers the proposed development and proposed means of access.
- ❖ Chapter 5 presents an assessment of the site's sustainability as defined in the design guide and assesses the existing facilities in Barwell.
- ❖ Chapter 6 examines the cumulative traffic impact from the proposed development and a development to the east granted planning permission for 25 houses.
- ❖ Chapter 7 summaries the work undertaken to prepare the transport statement and presents the overall conclusions.

2 Existing Conditions

The application site benefits from planning permission for a new burial ground for which a transport statement was prepared by Mode Transport Planning. Some of the background information from their transport statement has therefore been used in the preparation of this fresh report.

2.1 Site Location

The proposed development is located on the south western edge of the village of Barwell. It is bounded to the north by Hinckley Road, to the west and south by open land and to the east by existing residential properties.

2.2 Existing Highway Network

Hinckley Road forms the northern boundary of the site and runs broadly in an east/west direction. It is largely residential in character with the existing dwellings fronting the carriageway on both sides of the road to the east.

The road is subject to a 30 mph speed limit, has pedestrian footways on both sides of the carriageway to the east and a footway on the northern side of the road to the west. Hinckley Road benefits from a system of street lighting.

Hinckley Road leads to Barwell and Earl Shilton to the east and Hinckley to the west via Ashby Road.

2.3 Personal Injury Collision Records

Paragraph 4.23 of the DfT document entitled "Guidance on Transport Assessment" (2007) indicates that the transport statement should *"identify any significant highway safety issues and provide an analysis of the recent accident history of the study area"*.

Details of any PICs that have occurred on the local highway network in the vicinity of the proposed development would normally have been analysed using data from CrashMap. CrashMap uses data collected by the police forces throughout the United Kingdom regarding road traffic incidents occurring on British roads where someone is injured. This site uses data obtained directly from official sources.

An analysis of the personal injury collision (PIC) data has therefore been undertaken to establish whether there are any existing road safety concerns in the local area which potentially could require mitigation measures as a result of the proposed development. The data obtained covers the most recent five-year period available.

The area of the study on Hinkley Road extended from the junction with Shilton Road to the northeast and Ashby Road to the west. It should be noted that a PIC is recorded as occurring at a junction if it is reported as being within 20 metres of the junction.

From the analysis of the collision data for the latest five year period for which data is available there were two PICs were recorded in the study area during this time. Both PICs were classified as being 'slight'.

	Date Time	Conditions	Severity	Location	Summary
1	Friday 18.05.18 1626	Dry Light	Slight	Hinckley Road 150m west junction with St Mary's Avenue	Goods vehicle reversing into access way collides with motorcycle waiting behind.
2	Sunday 24.06.18 1805	Dry Light	Slight	Hinckley Road 250m west junction with St Mary's Avenue	Car strikes pedal cyclist, passing too close when overtaking.

There were no obvious causation factors with these PICs nor have there been any clusters of PICs recorded. The PICs appear to be the result of a driver error or not driving appropriately for prevailing road conditions and were not a direct result of the road layout or geometry.

As there have been no further recorded collisions over the latest five year period, the analysis suggests that there is no evidence of any existing road safety problem in the vicinity of the proposed development.

It is not anticipated that there will be an increase in frequency or severity of PICs resulting from the proposed development. Therefore, there are no safety mitigation measures proposed.

2.4 Existing Traffic Flows

Mode organised the installation of an automatic traffic counter in the vicinity of the proposed access locations to record the speed and traffic volumes on this section of Hinckley Road. A summary of the results is presented in **Table 2.1** below.

Peak hours were determined to be between 0800-0900 hours and 1700-1800 hours and traffic flows are summarised in the table below:

Table 2.1 Existing Traffic Flows

SUMMARY OF TRAFFIC SURVEY RESULTS		
	Eastbound	Westbound
AM peak	160	203
PM peak	223	212

The ATC also recorded the speeds of passing traffic along this section of Hinckley Road and the 85th percentile speeds were recorded as follows:

- ❖ 32.0 mph eastbound
- ❖ 33.3 mph westbound

From the analysis of the traffic counts, it can readily be seen that existing traffic flows on Hinkley Road are very modest, even at peak times and vehicles generally observe the posted speed limit.

3 Transport Policy Background

Savoy Consulting considers that the most important transport related policies of relevance to the proposed development are contained within the following documents:

- ❖ National Planning Policy Framework
- ❖ DfT's Towards a Sustainable Transport System
- ❖ Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen
- ❖ Leicestershire's 3rd Local Transport Plan (2011-2026)
- ❖ Hinkley and Bosworth Local Development Scheme
- ❖ Leicestershire Highway Design Guide

3.1 National Planning Policy Framework 2021

The latest National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's planning policies for England and how these should be applied.

It provides a framework within which locally prepared plans for housing and other development can be produced. It notes that planning law requires applications for planning permission be determined in accordance with a development plan unless material considerations indicate otherwise. Therefore, the National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions.

It states that planning policies and decisions must also reflect relevant international obligations and statutory requirements and the Framework should be read as a whole (including its footnotes and annexes).

General references to planning policies in the Framework should be applied in a way that is appropriate to the type of plan being produced, taking into account policy on plan-making in chapter 3.4.

The NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Section 4 deals with decision-making and says that local planning authorities should approach decisions on proposed development in a positive and creative way.

They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 9 of NPPF is entitled “Promoting Sustainable Transport”. It states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

The planning system should actively manage patterns of growth in support of these objectives. 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.

The NPPF notes that planning policies should:

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 attractive and well-designed walking and cycling networks with supporting facilities such as secure 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. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.

When considering development proposals, the NPPF says that when assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 46; 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.

The NPPF 2021 at paragraph 111 says 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 would be severe.

Chapter 9 concludes by stating 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.

Chapter 11 deals with the effective use of land and states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

3.2 Towards a Sustainable Transport System

At a national level, five national transport goals underpin transport policy. The government set the goals for the development of the UK's future transport policy and infrastructure. The goals as set out in DfT's Towards a Sustainable Transport System (2007) include:

- ❖ Maximising the overall competitiveness and productivity of the national economy so as to achieve a sustained high level of GDP growth.
- ❖ Reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of avoiding dangerous climate change.
- ❖ Contributing to better health and longer life expectancy through reducing the risk of both injury or illness arising from transport and promoting travel modes that are beneficial to health.
- ❖ Improving quality of life for transport users and non-transport users, including through a healthy, natural environment, with the desired outcome of improving well being for all.
- ❖ Promoting greater equality of transport opportunity for all citizens with the desired outcome of achieving a fairer society.

3.3 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012)

DfT Local Transport's White Paper Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (June 2012) reiterates the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. The document explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas.

3.4 Leicestershire County Council Local Transport Plan 3

First announced in 1998 in the White Paper "A New Deal for Transport - Better for Everyone", the Transport Act 2000 required strategic transport authorities in England, including county councils, to produce a Local Transport Plan (LTP) for their area. Since this announcement, three LTPs have been produced in Leicestershire and the latest runs from 2011 to 2026.

LTPs are the key mechanism for delivering integrated transport at a local level and they help to promote transport and act as an enabler for other things. Until recently the LTPs produced by Leicestershire County Council have covered the whole of the county, but on this occasion the LTP does not cover Leicester City, who is producing their own separate plan.

The LTP indicates that good transport delivers improved economic and social outcomes. From an economic perspective it enables people to get to work, children to get to school and businesses to receive material and distribute goods. Socially it enables people to access a range of facilities and in doing so a good transport system helps build a growing economy and a strong, sustainable, safe and healthy community.

The latest LTP sets out how the County Council will seek to ensure that transport continues to play an important role in helping Leicestershire to continue to be a prosperous, safe and attractive county.

Leicestershire County Council's ability to continue to develop and improve their transport system through the LTP3 period will be affected by a number of constraints, particularly the short term impacts of the public sector spending cuts that have recently been announced as part of the efforts to tackle the national deficit. Nevertheless, the County Council believes it is important that their ambitions are not limited by current constraints and that they set high aspirations for the quality of transport in Leicestershire.

One of the most significant challenges identified by the County Council, and associated with helping to support increased economic activity and provide for future levels of economic and population growth, is seeking ways that minimise the resultant impact on their transport system, communities, individuals and the environment.

Leicestershire County Council's Local Transport Plan 3 highlights a number of strategic challenges that the County Council's long term transport strategy must seek to address. The wider issues and challenges faced in Leicestershire are identified as being both enormous and complex. The most significant challenge facing Leicestershire is the challenge of helping to facilitate increased economic activity and then seeking to help plan for and deliver future levels of growth and regeneration in such a way as to minimise the impact of the transport system on individuals and the environment.

The review of the previous LTP indicates that good progress across the majority of Leicestershire County Council's objectives and targets has been made and is generally safe and performing well. There still remains, however, the need to tackle congestion, to improve accessibility and road safety and reduce the impact of traffic on individuals, communities and the environment.

In the face of these issues, the dilemmas Leicestershire County Council face in developing the LTP are identified as being 'tricky'. Leicestershire County Council have identified genuine reasons for increasing local transport capacity in a fair and equitable way, not least to aid the economic recovery and underpin future prosperity and improve social inclusion, but at the same time identifying that everyone will have to work to change their travel behaviour.

These dilemmas have to be faced in the context of the current economic climate whilst acknowledging the nature and scale of interventions introduced through the LTP will be constrained by a difficult financial climate and will take place at a time of considerable uncertainty.

Leicestershire County Council has a responsibility to give certainty to transport planning and policy through the LTP. The County Council has therefore sought to develop a strategic framework which will allow them to do that.

The LTP identifies six strategic goals which have been developed to allow them to embrace and respond to strategic challenges that they face and to deliver their long term vision for transport in Leicestershire.

Amongst the goals that have been set is to deliver a transport system that supports and helps the economy prosper and results in an efficient resilient and sustainable transport system which helps reduce the carbon footprint of the County.

Other goals include an accessible and integrated transport system that helps promote equality of opportunity for all and that also improves the safety, health and security of all Leicestershire residents which in turn makes the County a more attractive place to live, work and visit.

By delivering their strategic goals, the County Council believes these will result in improved outcomes for the residents. The outcomes that they would like to see delivered include more consistent, predictable and reliable journey times with all residents having efficient, easy and available access to key services including employment, education, healthcare and food shopping.

Other outcomes that the County Council would like to achieve are reducing the impact of their transport system on the environment and individuals and encouraging people to walk, cycle and use public transport more as part of their daily journeys.

Finally, the County Council would like to see the natural environment accessed more easily, particularly by bike or on foot.

The outcomes that the County Council are seeking to achieve have to be viewed in the context of the pressures that they are likely to face going forward, in particular the reduced level of funding that they have available and the anticipated level of growth that is forecast for the County. It is seen as important therefore that the County Council seek to focus their effort and resources as effectively and efficiently as possible.

They have therefore chosen to group their efforts around five broad areas of activity, namely:

- ❖ to support the economy and population growth;
- ❖ to encourage active and sustainable journeys;
- ❖ to improve the connectivity and accessibility of their transport system;
- ❖ to improve road safety; and
- ❖ to manage the impact of the transport system on quality of life.

The LTP goes on to review the strategy drivers that more active and sustainable travel will play in their long term transport strategy and sets out the County Council's approach to encouraging more active and sustainable travel.

In the previous LTP efforts to increase walking, cycling and the use of public transport were at the heart of their strategy to improve local transport in Leicestershire and they focused on encouraging smarter choices, marketing and promoting of services, improving bus performance and improving the County Council's rights of way network.

Combined with work that the County Council had done to deliver other parts of their LTP strategy, the efforts outlined above helped to make strides in encouraging more active and sustainable travel. However, residents' satisfaction with public transport information and local bus services remains lower than the County Council would have liked and is an area where the County compares particularly poorly with other authorities.

As part of LTP3, Leicestershire County Council will therefore seek to ensure that encouraging more active and sustainable travel plays its part in delivering other LTP outcomes, including encouraging more people to walk, cycle and use public transport, thus reducing congestion and helping deliver a transport system that provides for the effective and efficient movement of people, materials and goods.

The County Council will continue to support bus services and seek to ensure that new development can access a range of facilities by means of other than private car which should help promote equality of opportunity.

National research has revealed that people's motivation for making changes to their travel behaviour is not linked to concerns about their carbon footprint but more to issues such as cost and convenience. This research found that people will be more inclined to change their journey patterns than their mode of travel, for example by avoiding unnecessary trips, combining trips and being more 'fuel wise'.

There are, however, some positive signs and government research shows that people do acknowledge the health benefits of walking and cycling and reports that 40% of car users recognised that many of their shorter journeys could be undertaken on foot.

Locally, Leicestershire residents are increasingly recognising the importance of public transport but nevertheless LTP3 will need to do more to inform and educate people about the role that personal travel can play in helping to reduce carbon emissions and improve general well-being.

The County Council also recognises there are a number of weaknesses with their current transport system that are barriers to people using more sustainable modes of travel. Leicestershire County Council acknowledges there is often limited access to buses to centres of employment outside central Leicester and the Rural Transport Study reported that access to jobs and services is a major issue for residents in rural areas.

In respect of walking and cycling, local research revealed that congested roads, poorly maintained surfaces, a lack of consideration of other road users towards pedestrians and cyclists, were all cited as why people do not walk and cycle more in Leicestershire.

The LTP goes on to identify ways of delivering the key elements of their long term strategy to encourage more active and sustainable travel. These include working through the planning system to seek to reduce the need of travel by promoting and supporting land use policies that aim to reduce the need for residents to travel outside their local area.

The County Council also says that they will improve the quality of walking, cycling and public transport services on offer across the County by seeking to improve the quality of information they provide about existing and new facilities for walking and cycling and the use of public transport. This includes continuing to proactively maintain and publish the existing rights of way.

As part of their immediate delivery strategy, Leicestershire County Council will increase their efforts to influence travel choices and raise awareness of residents and businesses about the impact of their travel behaviour on the environment, their health and their quality of life. This will include marketing and promotion of smarter choices which will help reduce the dependency of car use and develop more targeted marketing, promotional and awareness raising campaigns to encourage healthier and more sustainable travel.

The LTP recognises that travel plans are an important tool for promoting more walking, cycling and public transport use and for helping to reduce single occupancy car use.

Leicestershire County Council will therefore encourage less polluting travel by car by developing their approach to the management of their road network and working with the business community to look at ways to improve information and training opportunities for green driving courses and continuing to support the development of car sharing initiatives.

3.5 Hinkley and Bosworth Local Development Scheme

The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare, maintain and publish a Local Development Scheme (LDS).

The LDS establishes the programme for the production of Development Plan Documents (DPDs) such as the Local Plan and other complimentary planning documents, and sets out the key stages for their production such as public consultation. This enables local communities, businesses, developers, service and infrastructure providers and anyone else with an interest in the borough to know what is being prepared for their area and when they will be able to get involved.

The current LDS covers the period from 2018 to 2022 and supersedes the previous LDS published in December 2018. It provides information about the Hinckley & Bosworth Local Plan 2020-2039 and other related documents that may be produced.

Current Hinckley and Bosworth Local Plan

The adopted Hinckley & Bosworth Local Plan consists of:

- ❖ Core Strategy (2009)
- ❖ Hinckley Town Centre Area Action Plan (2011)
- ❖ Earl Shilton and Barwell Area Action Plan (2014) and
- ❖ Site Allocations and Development Management Policies (2016)

All documents which comprise or support the delivery of the Local Plan are Local Development Documents.

Development Plan Documents

Development Plan Documents (DPDs) detail the planning strategies for development within the borough.

They set out policies and guidance for the use, protection and/or development of land and will normally include the allocation and designation of land for particular uses such as housing or play and open space.

These must be in general conformity with government guidance, in particular the National Planning Policy Framework (NPPF). DPDs carry the most weight for determining planning applications and form the 'Development Plan' for the borough in conjunction with any Neighbourhood Development Plans once made.

The new Local Plan will eventually replace the current suite of adopted local planning documents listed above.

3.6 The Leicestershire Highway Design Guide

The Leicestershire Highways Design Guide deals with highways and transportation infrastructure for new developments in areas for which Leicestershire County Council is the highway authority.

Part 1 provides important information about this new document, the Highway Authority's policies and objectives, including the County Council's Highways Development Control and Access to Road Network policies.

Part 2 offers guidance on preparing and considering proposals and explains when transport assessments, travel plans and other supporting information are normally required.

Part 3 is entitled "Design Guidance" and sets out the highway authority's normal requirements and is intended to inform the design process to provide for the safe and free movement of all road users.

It also covers parking for cars, service vehicles, cycles and motorbikes setting out the normal requirements, and is intended to help design layouts that provide for the safe and free movement of all road users. Part 3 also covers parking for cars, service vehicles, cycles and motorbikes.

4 Proposed Development

4.1 Introduction

The proposed residential development is designed to accommodate 45 dwelling houses. The layout proposed by the project architects is included as part of the planning application.

The drawing illustrates the location of the proposed dwellings, the layout of the internal access road including pedestrian access and the parking provision for individual houses.

4.2 Site Access Arrangements

It is proposed to provide vehicular access to the main part of the site by means of the construction of a new simple T-junction on the southern side of Hinkley Road. The junction has been designed in accordance with the advice set out in the Leicestershire Highway Design Guide.

Although it can be seen from the results of the speed surveys carried out by Mode Transport Planning, traffic did travel close to the posted speed limit. The speed cushions on this section of Hinkley Road have recently been removed, so for the abundance of caution, a design speed of 37 mph has been adopted in order to provide 2.4m x 59m visibility splays at the new site access on Hinkley Road.

A plan showing the design of the site access and tracking for a refuse lorry at the new junction is attached at **Appendix A**.

The proposed vehicular site access will also provide access for pedestrians and cyclists as traffic flows in to and out of the proposed development will be very modest, even at peak times.

4.3 Parking Provision

Guidance on the maximum levels of vehicular parking that should be provided within the new development is set out in Part D of the Highway Design Guide. This guide states that for any house of four or more bedrooms, a minimum of three parking spaces should be provided and for a development where houses have three or less bedrooms, two parking spaces should be provided.

This guidance indicates that the car parking standards are based on the Department for Communities and Local Government's methodology which derives the required parking spaces based on various socio-economic factors, car ownership and dwelling types/number of bedrooms.

In terms of the required level of cycle parking for residential schemes, cycle parking will be provided within the curtilage of each dwelling.

A separate transport statement has been produced to accompany a planning application for a residential development of 51 houses to the east of this site, also accessed from Hinkley Road.

5 Accessibility

This chapter of the report examines the availability of sustainable modes of transport in the area, i.e. public transport, walking and cycling and access to local amenities.

5.1 Walking Links

The footways in the vicinity of the site provide a network for pedestrians to gain access to the centre of Barwell where there is a range of local amenities and services.

Walking speeds, based on the guidance given in paragraph 3.30 in the IHT's publication "Guidelines for Providing for Journeys on Foot", states that adopting an average walking speed of 1.4 metres per second, it can be assumed that it is possible to walk approximately 400 metres in five minutes, or 4.8 kilometres in an hour.

Based on these assumptions it has been calculated that it is possible to walk 840 metres in 10 minutes, 1,260 metres in 15 minutes and 1,680 metres in 20 minutes.

5.2 Cycling Links

In order to identify facilities that are within a reasonable cycling distance of the development site, an accessibility exercise has been carried out based on a cycling speed of 4.4 metres per second or ten kilometres an hour. This has been taken from Sustrans Information Sheet FF11 which states that a five mile (eight kilometres) journey can be comfortably cycled by an adult in 30 minutes.

There is a comprehensive network of on and off road cycle routes within Barwell and Hinckley which can be easily accessed by future residents of the proposed development.

5.3 Public Transport Links

Public Transport

The site is well located in terms of convenient access to local bus services with the nearest bus stops being located approximately 200 metres from the site access on Hinckley Road.

There are regular bus services operating along Hinkley Road linking Barwell with Leicester, Earl Shilton, Nuneaton and Coventry. A summary of the services is set out over in **Table 5.1**.

Table 5.1. Local Bus Service Summary

Number	Route	Typical Daytime Frequency (Services per hour)		
		Weekday	Saturday	Sunday
48L	Haymarket Bus Station-Earl Shilton-Barwell-Hinckley-Nuneaton-Coventry	Every 20 mins First:0525 Last:1701	Every 20 mins First:0748 Last:2058	Every hour First:1005 Last:1805
158	Leicester St Margaret's Bus Station-Earl Shilton- Barwell-Hinckley-Nuneaton	Every 20 mins First:0546 Last:2257	Every 20 mins First:00646 Last:2353	Every 20 mins First:0937 Last:1837

Source: Bustimes.org September 2022

5.4 Local Amenities

Barwell village provides a number of retail, leisure and food retail amenities, all of which are within a short walking distance of the application site. The infants' school is a 15 minute walk from the application site.

An analysis has been carried out of the local amenities in the area and the results are set out below in **Table 5.2**.

Table 5.2 Local Amenities

TYPE OF AMENITY NAME	DISTANCE FROM SITE	JOURNEY TIME ON FOOT	JOURNEY TIME BY BICYCLE
Barwell Church of England Academy	800 m	10 mins	3 mins
Well Barwell Pharmacy	900 m	11 mins	4 mins
Barwell Medical Centre	1 km	12 mins	4 mins
Co-operative Food	1 km	12 mins	4 mins
Barwell Post Office and Convenience Store	1 km	12 mins	4 mins
The George Ward Community Centre	1 km	12 mins	4 mins
Barwell Infants School	1.3 km	15 mins	5 mins
Londis Barwell Village Store	1.3 km	15 mins	5 mins
Carlton House Dental Practice	1.3 km	15 mins	5 mins
The Old Rectory Nursery	1.4 km	17 mins	6 mins
Asda Hinckley Superstore	2.2 km	26 mins	9 mins
Heath Lane Academy	2.5 km	30 mins	10 mins
Hinckley and District Community Hospital	3.8 km	45 mins	16 mins

From this analysis it can be seen that the local store, post office and junior school can be reached on foot within a 12 minute walk time, whilst it is possible to cycle to all the amenities within 16 minutes.

In summary, the proposed development is considered to benefit from a good range of sustainable transport infrastructure and easy access to local amenities.

6 Traffic Generation and Predicted Traffic Flows

6.1 Introduction

This chapter of the report considers the cumulative traffic impact of the proposed development subject of this planning application and the existing development to the east which has been granted permission for 25 dwellings.

The exercise therefore assesses the peak hour trip generation from the two developments and the distribution of the generated traffic onto the adjacent highway network.

6.2 Residential Trip Generation

Vehicle Trips

To establish the forecast traffic generation from this element of the two schemes, the Residential – Houses Privately Owned Housing category of the TRICS database (version 7.4.4 2017) was examined by Mode. All sites located in Greater London and outside England were deselected and only sites located within suburban area and edge of town locations were examined.

This resulted in 12 sites being selected and a summary of the trip rates are detailed below in **Table 6.1**.

Table 6.1: Summary of Residential Vehicle Trip Rates/Dwelling (Based on 70 dwellings)

	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Trip Rate	0.158	0.473	0.631	0.418	0.183	0.601
Trips	11	33	44	29	13	42

As can be seen from these results, the two schemes cumulatively would result in a total of 44 two-way trips during the AM peak hour period and 42 in the PM peak hour.

The trip distribution at the site access has been based on the splits recorded by the ATC carried out by Mode and is as follows:

- ❖ AM Peak (08:00 – 09:00) 44.1% eastbound and 55.9% westbound
- ❖ PM Peak (17:00 – 18:00) 51.3% eastbound and 48.7% westbound

The cumulative traffic generation from the two developments would be very modest and in the opinion of Savoy Consulting this would have a negligible impact on the operation of the highway network and the impact would be reduced further as the vehicle trips are dispersed through the network.

Person Trips

To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data for the resident population of the Lower Super Output Area (LSOA) within which the site is located has been reviewed from the 2011 census. The site is located within the MSOA of Hinckley and Bosworth 007.

A summary of the modal share of people who travel to work from this MSOA is provided below in **Table 6.2**.

Table 6.2: Modal Share Data

Mode	Resident Population Modal Share
Train	0%
Bus	5%
Motorcycle	1%
Driving a car or van	76%
Passenger in a car or van	7%
Bicycle	2%
On foot	9%
Other method of travel	0%
TOTAL	100%

Table 6.2 indicates that currently 76% of people travel to work by car. In terms of the percentage of the resident population that currently travel to work using non car modes 5%, 2% and 9% travel via bus, bicycle and walk respectively. Given the location of the site, the above modal shares are considered appropriate.

Hence the modal splits outlined in **Table 6.3** below have been combined with the vehicle trip generation to calculate the two-way person trips associated with the two developments for journeys to work.

Table 6.3: Summary of Person Trips

Mode	AM PEAK (0800-0900)		PM PEAK (1700-1800)	
	Arrive	Depart	Arrive	Depart
Train	0	0	0	0
Bus	0	4	4	0
Motorcycle	0	0	0	0
Driving a car or van	16	46	38	10
Passenger in a car or van	0	4	4	0
Bicycle	0	0	0	0
On foot	0	4	4	4
Other method of travel	0	0	0	0
TOTAL	8	58	50	14

7 Summary and Conclusions

Savoy Consulting has been instructed by Fort Estates Limited to prepare a Transport Statement to accompany a planning application for a residential development comprising 45 dwellings in the village of Barwell. The statement also assesses the cumulative impact of this development and the development to the east, which has been granted permission for 25 dwellings.

The Transport Statement has been prepared using both national and local guidance.

It has assessed existing conditions on the surrounding highway network and an analysis has been carried out of the proposed development, including the means of access to the site.

Access to the main site will be by means of a simple T-junction on the southern side of Hinckley Road, shown on the plan included as part of the planning application.

As part of the assessment of existing conditions, the personal injury collision records on Hinckley Road for the latest five year period in the vicinity of the proposed site access have been examined. Only two recorded personal injury collisions have occurred, and they were classified as slight.

The analysis therefore indicates that there is no evidence of any underlying road safety problems on this section of Hinckley Road and Savoy Consulting believes the situation will not change as a result of the proposed development.

To support the planning application there has been a review of current planning policy guidance and Savoy Consulting has concluded that the proposed development accords with all relevant policies and criteria, at both a national and local level.

The cumulative impact of the two developments is considered to be very modest and will not materially affect the operation of the local highway network.

From the work carried out in preparing this Transport Statement, Savoy Consulting has concluded that the application accords with the advice set out in the NPPF and therefore there are no material or overriding highway or transportation reasons why the development should not be granted planning permission.