



Bloor Homes Jelson Homes Barwood Land

EARL SHILTON SUE

Framework Travel Plan Addendum



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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 42523

OUR REF. NO. 42523-WSPE-XX-XX-RP-OT-00002_S0_P01

DATE: MARCH 2024

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	20/03/24			
Prepared by	Sam Gardner			
Signature	Gardner, Samantha (UKSFG775)  Digitally signed by Gardner, Samantha (UKSFG775) DN: cn=Gardner, Samantha (UKSFG775), ou=Active, email=samantha.gardner@wsp.com Date: 2024.03.20 12:56:59			
Checked by	Bev Coupe			
Signature	Coupe, Bev (UKBJC775)  Digitally signed by Coupe, Bev (UKBJC775) DN: cn=Coupe, Bev (UKBJC775), ou=Active, email=bev.coupe@wsp.com Reason: I have reviewed this document Date: 2024.03.20 13:31:20			
Authorised by	Bev Coupe			
Signature	Coupe, Bev (UKBJC775)  Digitally signed by Coupe, Bev (UKBJC775) DN: cn=Coupe, Bev (UKBJC775), ou=Active, email=bev.coupe@wsp.com Reason: I am approving this document Date: 2024.03.20 13:32:01			
Project number	42523			
Report number	42523-WSPE-XX-XX-RP-OT-00002_S0_P01			
File reference	\\corp.pbwan.net\glbe&\UK\GBWWK300-WAR\shared\Projects\42523 Earl Shilton\Post Submission\Transport\F TP_Addendum			

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1 INTRODUCTION

- 1.1.1. WSP UK Limited (WSP), formerly Wood E&IS UK Limited, has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the ‘Applicants’) to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The Earl Shilton SUE is an allocated site within the Hinckley and Bosworth Borough Council (HBBC) Local Plan for up to 1,600 dwellings, employment, primary school, local centre and associated infrastructure. The two separate, but aligned, OPAs are referred to as Application A and Application B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023.
- 1.1.2. Both applications have been prepared to work in combination to deliver the majority of the overall SUE allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as ‘the Proposed Development’.
- 1.1.3. One Transport Assessment (TA) and Framework Travel Plan (FTP) was produced in December 2021 to support both Applications, referred to herein as the ‘submitted TA and the ‘submitted FTP’.
- 1.1.4. Comments from the Leicestershire County Council (LCC) Highways Development Management (HDM) team and National Highways identified the need for agreements on the approach to the traffic modelling and therefore re-testing of the Pan Regional Traffic Model (PRTM), as well as approvals for junction design and the transport strategy.
- 1.1.5. This FTP Addendum has been produced to outline changes to the information within the submitted FTP as a result of various factors, principally:
- Recent policy and guidance context updates;
 - Changes to the existing transport context of the Site particularly regarding the withdrawal of bus service 1;
 - Updates to the proposed FTP measures relating to electric vehicle charge point provision, the public transport strategy for the Site; and
 - Developments to the proposed access and movement strategy, principally the access junction designs and the bus strategy.
- 1.1.6. An addendum to the submitted TA has, also been produced which should be read alongside this FTP Addendum.

1.2 SCOPE OF THE FRAMEWORK TRAVEL PLAN ADDENDUM

The scope of the FTP Addendum is to provide an update to the information presented in the submitted FTP where relevant. The main body of the FTP Addendum is structured similarly to the submitted FTP, as follows:

- Section 2 Policy Context – sets out the relevant national and local transport policy context for the development.
- Section 3 Existing Conditions – outlines the existing baseline transport network.
- Section 4 Development Proposals - describes the development proposals.

- Section 5 Travel Plan Development – outlines TP timescales and co-ordination.
- Section 6 Travel Plan Aim, Objectives and Targets – identifies the TP aim, objectives and targets.
- Section 7 Travel Plan Measures – sets out the proposed TP package of initiatives and an indicative implementation programme.
- Section 8 Marketing and Promotion – describes marketing and promotion methods.
- Section 9 Monitoring and Review – identifies type of and timescales for monitoring and review.
- Section 10 – Summary and Conclusion – summarises the FTP Addendum content and presents a conclusion.

2 POLICY CONTEXT

2.1 NATIONAL GUIDANCE

2.1.1. The submitted FTP summarised relevant national transport policy and guidance. Since the submission, the following have been updated and summaries of the updates are provided in the following sections.

- The Department for Levelling Up, Housing and Communities (DLUHC) *National Planning Policy Framework* (NPPF) – last updated in December 2023.
- The Department for Transport (DfT) Circular 02/2013 *The Strategic Road Network and the delivery of sustainable development* has been superseded by Circular 01/2022 which was published on 23rd December 2022.

NATIONAL PLANNING POLICY FRAMEWORK (DLUHC, 2023)¹

- 2.1.2. The submitted FTP included a summary of Section 9 of the July 2021 NPPF which sets out the approach for promoting sustainable transport, from plan making, planning policy and parking standards setting, to considering development proposals.
- 2.1.3. The NPPF has since been updated, on 5th September 2023 and 19th December 2023. The updates have not changed the content of *Section 9 Promoting sustainable transport*, just the paragraph numbering which is now paragraphs 108 to 117.
- 2.1.4. With specific regards to decision making in considering development proposals, the NPPF continues to state:
- ‘115. 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.’*

CIRCULAR 01/2022 STRATEGIC ROAD NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (DFT, 2022)²

- 2.1.5. The Circular sets out the policy for National Highways engagement with the planning system and how it will deliver sustainable economic growth (whilst maintaining, managing and operating a safe and efficient strategic road network).

The Circular includes expectations on early engagement between developers and National Highways on impacts on the Strategic Road Network (SRN) (Paragraph 42) and that National Highways will as required engage at pre-application state for Transport Assessment/Statement and Travel Plan (Paragraph 47), to enable determination of potential impact on the SRN and any

¹ Department for Levelling Up, Housing and Communities (2023) National Planning Policy Framework (Online). Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² Department for Transport (2022) Strategic road network and the delivery of sustainable development (Online). Available at: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>

consequent required mitigation. It, also, highlights the effectiveness of travel plans for encouraging sustainable travel (Paragraph 44):

‘Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.’

TRAVEL PLAN GUIDANCE DOCUMENTS

- 2.1.6. No updates are required to the information regarding national Travel Plan guidance set out within Section 2.1 of the submitted FTP.

2.2 LOCAL GUIDANCE

- 2.2.1. The submitted FTP summarised relevant local planning and transport policy. Since the FTP was submitted, the LCC Strategic Plan 2018-2022 has been superseded and the emerging Local Plan Review for Hinckley and Bosworth has progressed. A summary of the current LCC Strategic Plan along with additional details on the HBBC draft Local Plan Review are provided within this section of the FTP Addendum. There are no updates to the summaries within the submitted FTP for the following plans:

- Leicestershire Local Transport Plan 3 (2011-2026);
- HBBC Core Strategy 2009; and
- Earl Shilton and Barwell Area Action Plan 2014 (Local Plan 2006-2026).

HINCKLEY AND BOSWORTH DRAFT LOCAL PLAN (2021)³

- 2.2.2. The submitted FTP summarised the emerging Hinckley and Bosworth Draft Local Plan 2020-2039. The Local Plan Review is still in process and the Local Plan period has been expanded to cover the period 2020-2041⁴.

LEICESTERSHIRE COUNTY COUNCIL STRATEGIC PLAN 2022-2026⁵

- 2.2.3. The LCC Strategic Plan 2022-2026 was adopted in March 2022. It outlines LCC's five desired strategic outcomes to be achieved in its administrative area which are: Clean and Green; Great Communities; Improved Opportunities; Strong Economy, Transport and Infrastructure and Safe and Well. Each strategic outcome has identified aims, actions and measures of success.

³ Hinckley & Bosworth Borough Council (2021) Draft Local Plan 2020 – 2029 (online). Available at: https://www.hinckley-bosworth.gov.uk/downloads/file/7356/draft_local_plan_2020_-_2039 Accessed 24/11/2023.

⁴ Hinckley & Bosworth Borough Council (2024) Local plan review 2020 to 2041 (online). Available at: <https://www.hinckley-bosworth.gov.uk/localplanreview> Accessed 24/11/2023.

⁵ Leicestershire County Council (2022) Strategic Plan 2022-26 (Online). Available at: <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2022/7/13/LCC-Strategic-Plan-2022-26.pdf> Accessed 27/11/2023.

- 2.2.4. Transport plays a key role in three of the strategic outcome areas (Clean and Green, Strong Economy, Transport and Infrastructure and Safe and Well).
- 2.2.5. Key actions include:
- Working with bus operators to deliver the LCC Bus Service Improvement Plan (BSIP) which will promote affordable, frequent, and high-quality passenger transport services.
 - Working with the region's transport body, Midlands Connect, to improve passenger rail services.
 - Working with partners to enable and encourage electrical vehicle usage, such as by expanding charging points.
 - Enhancing the infrastructure that supports cycling and walking, such as segregated infrastructure, cycle parking, pedestrian crossings and traffic reduction measures to create healthy streets and spaces.
 - Providing cycle training and work with schools and workplaces to provide people with the required skills and information to cycle and walk.
- 2.2.6. Indicators of measurement of success identified within the document include: levels of electric vehicle uptake, proportion of adults walking and cycling three days a week, public transport use and satisfaction of use, proportion of roads where structural maintenance should be considered and numbers of road fatalities and serious injuries.

2.3 LOCAL TRANSPORT STRATEGIES

- 2.3.1. The submitted FTP summarised relevant local transport strategies, there are no updates to the summaries within the submitted TA for the included strategies which were as follows:
- Leicester and Leicestershire Working Together Strategic Transport Priorities 2020-2050 (2020)
 - Leicestershire County Council Cycling and Walking Strategy (2021)
 - Leicestershire County Council Passenger Transport Policy and Leicestershire County Council Passenger Transport Strategy (2019)
 - Strategic Growth Plan Leicester & Leicestershire 2050: Our Vision for Growth (2018)
 - Green Infrastructure Strategy (2020)
 - Leicestershire County Council Writing a Successful Travel Plan A Guide to Developers (2013)
- 2.3.2. It is noted that there has been publication of Local Cycling and Walking Infrastructure Plans (LCWIPs) for a number of areas in the county, but this doesn't include Earl Shilton.
- 2.3.3. Since the production of the submitted FTP, a Net Zero Leicestershire Strategy has been published along with a Net Zero Leicestershire Action Plan which are summarised below as relevant documents.

NET ZERO LEICESTERSHIRE STRATEGY 2023-2045 (2022)⁶

- 2.3.4. The LCC Net Zero Strategy has the aim to achieve net zero carbon from Leicestershire by or before 2045. The strategy focuses on several categories of emissions including road and rail transport.

⁶ Leicestershire County Council (2022) Net Zero Leicestershire Strategy 2023 – 2045 (online). Available at: <https://www.leicestershire.gov.uk/sites/default/files/2022-12/net-zero-leicestershire-strategy.pdf> Accessed 27/11/23.

NET ZERO LEICESTERSHIRE ACTION PLAN 2023-2027 (2022)⁷

- 2.3.5. The Net Zero Action Plan identifies the delivery of the Net Zero Leicestershire Strategy for the five-year period 2023-2027. The plan outlines: actions for six areas (one of which is transport) along with actions that are cross-cutting of these areas; a methodology for action prioritisation; governance and monitoring and reporting.
- 2.3.6. The Action Plan identifies the hierarchy for mitigation measures to cut carbon emissions as follows: eliminate, reduce, substitute and compensate/neutralise. Regarding transport, the Action Plan's aim is *'to deliver low-carbon, affordable transport choices for all'*. This aim is supported by six objectives:
- *'Encourage and enable more cycling, walking and other active travel*
 - *Reduce the need to travel by car*
 - *Encourage changes to travel behaviours, including fuel efficient driving*
 - *Support people to choose public transport*
 - *Support the transition to ultra-low emission vehicles for example, electric and hydrogen fuelled*
 - *Reduce the impact of freight movement within and across the county'*
- 2.3.7. Each of the six objectives has associated actions for delivery. Those of key relevance to the Proposed Development include, but are not limited to, the following:
- Supporting planning policies for development that reduces the need to travel and promotes active and public transport.
 - Deliver sustainable travel advice through the Choose How you Move campaign.
 - Encourage employers to promote remote and flexible working and sustainable travel choices.

2.4 SUMMARY

- 2.4.1. The updates to the national and local policy, strategy and guidance of relevance to the Site and Proposed Development relating to transport do not have a significant impact on the proposed aims, objectives, targets and package of measures presented within the FTP.
- 2.4.2. The Proposed Development has been designed to, as far as reasonable, reduce the need to travel and to facilitate and encourage sustainable travel choices, thus aligning to the aims of national and local policy including the recent LCC Net Zero Strategy and Action Plan.

⁷ Leicestershire County Council (2022) Net Zero Leicestershire Action Plan 2023 – 2027 (online.) Available at: <https://www.leicestershire.gov.uk/sites/default/files/2022-12/net-zero-leicestershire-action-plan.pdf> Accessed 27/11/23.

3 EXISTING CONDITIONS

- 3.1.1. This section sets out updates to the baseline situation presented in the submitted FTP.

3.2 DESCRIPTION OF THE SITE

- 3.2.1. There are no updates required to the Site context and description presented in the submitted FTP Section 3.2.

3.3 LOCAL ROAD NETWORK

- 3.3.1. There are no updates required to the description of the outline of the local road network presented in the submitted FTP Section 3.3.

3.4 STRATEGIC ROAD NETWORK

- 3.4.1. There are no updates required to the description of the outline of the SRN presented in the submitted FTP Section 3.4.

3.5 PUBLIC TRANSPORT NETWORK

BUS SERVICES AND FACILITIES

- 3.5.1. The submitted FTP outlined three bus services serving the local road network near the Site, services: 1, 48L and 158. Bus service 1 was withdrawn at the end of August 2023 and bus service 48L has been replaced with Service 148.
- 3.5.2. The current⁸ bus service provision consists of:
- Stagecoach Service 148 (between Leicester and Coventry): which has approximately two services per hour per direction Monday to Saturday and 1 per hour per direction on Sunday.
 - Arriva Service 158 (between Nuneaton/Hinkley and Coventry): which has approximately two services per hour per direction Monday to Saturday and 1 per hour per direction on Sunday.
- 3.5.3. These bus services serve bus stops on High Street (nearest to the Mill Lane and the Astley Road Site access points approximately a 15-minute walking time and 1.1km walking distance and a 6-minute walking time and 440m walking distance respectively) and Wood Street (nearest to the Breach Lane access at approximately 14 minutes walking time and 1 km walking distance). An updated revision of **Figure 3.2** in **Appendix A** illustrates these bus routes and nearest bus stops.
- 3.5.4. The LCC publication *Leicestershire Highway Design Guide* (2022)⁹ identifies that:
- "...normally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m."*

⁸ <https://www.stagecoachbus.com/timetables> and www.arrivabus.co.uk/find-a-service accessed 20/10/23.

⁹ Leicestershire County Council (2022) *Leicestershire Highway Design Guide* (Online.) Available at: <https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>

- 3.5.5. It is noted that the Stagecoach Group publication *Bus Services and New Residential Developments* (2017)¹⁰ and the Chartered Institute of Highways and Transportation (CIHT) publication *Buses in Urban Developments* (2018)¹¹ advise that there will be circumstances where achieving a 400-metre walking catchment:
- 3.5.6. “...results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route. Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate.”
- 3.5.7. The bus stops on High Street and Wood Street are not within an appropriate walking distance for most of the Site to be very attractive as a mode of transport choice. The bus strategy for the Site has therefore needed to consider a bespoke bus service.
- 3.5.8. The Arriva bus service 1 that was withdrawn at the end of August 2023 served bus stops nearer to the Site, located on Mill Lane, Alexander Avenue, Astley Road and Meadow Court Road, which would have been accessible for new residents in northern parts of the Site. The bus service took 33 minutes from Earl Shilton Sandringham Avenue to Hinckley Bus Station and 17 minutes from Hinckley Bus Station and Sandringham Avenue (50 minutes total). Therefore, one bus was sufficient for an hourly bus service. However, the service ran every two hours as it also looped to Barwell as bus service 2. It is understood that the service was not subsidised by LCC. Arriva announced that the withdrawal of the bus service was because customer demand had reduced. This could have been a result of the Covid-19 pandemic impact on bus patronage, and because of its low frequency.
- 3.5.9. A service with a higher frequency than two hourly is likely to be a more attractive travel choice option and will attract better patronage levels.

RAIL SERVICES AND STATIONS

- 3.5.10. The submitted FTP set out key station facilities at Hinckley Railway Station and summarised the rail service frequency between Hinckley and Leicester and Birmingham.
- 3.5.11. The updated key station facilities information at Hinckley Railway Stations is as follows:
- 63 car park spaces at the rate of £6.50 per day with weekly, monthly and annual options available¹²; and
 - sheltered cycle storage¹³.

¹⁰ Stagecoach (2017) *Bus Services and New Residential Developments* (online) available at <https://www.stagecoachgroup.com/~media/Files/S/Stagecoach-Group/Attachments/pdf/bus-services-and-new-residential-dev.pdf>

¹¹ CIHT (2018) *Buses in Urban Developments* (online) available at: www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf

¹² <https://www.eastmidlandsrailway.co.uk/trains-stations/at-the-station/car-parking> Accessed: 29/11/23.

¹³ <https://www.nationalrail.co.uk/stations/hinckley-leics/> Accessed 29/11/23.

3.5.12. **Table 3-1** sets out the maximum service frequency between Hinckley and Leicester and Birmingham.

Table 3-1 – Hinckley Railway Station Service Summary

Route	Day	Approximate Service Times	Max. Frequency/Service Level
Hinckley to Leicester	Monday – Friday	05:55-22:58	Approximately 1 per hour
	Saturday	06:30-22:58	approximately 1-2 per hour
	Sunday	10:28-22:28	approximately 1 per hour
Leicester to Hinckley	Monday – Friday	06:18-22:26	Approximately 1 per hour
	Saturday	06:30-22:20	approximately 1-2 per hour
	Sunday	10:20-22:20	approximately 1-2 per hour
Birmingham New Street to Hinckley	Monday – Friday	05:19-22:22	Approximately 1-2 per hour
	Saturday	05:52-22:22	approximately 1 per hour
	Sunday	09:52-21:52	Approximately 1 per hour
Hinckley to Birmingham New Street	Monday – Friday	07:08-22:46	Approximately 1-2 per hour
	Saturday	06:08-22:40	approximately 1 per hour
	Sunday	14:40-22:40	approximately 1 per hour

Source: Trainline

3.5.13. Bus services 148 and 158 route through Earl Shilton and, also, stop in Hinckley Town centre which is approximately 700 m away from Hinckley Railway Station.

3.6 PUBLIC RIGHTS OF WAY, CYCLE AND PEDESTRIAN FACILITIES

3.6.1. There are no updates required to the outline of the Public Right of Way (PRoW), cycle and pedestrian networks presented in the submitted FTP Section 3.6.

3.7 ACCESS TO LOCAL SERVICES AND FACILITIES

3.7.1. Section 3.7 of the submitted FTP set out metrics for assessing the accessibility of the Site with regard to local services and facilities by walking and cycling. It notes that the Proposed Development would include retail and a primary school internal to the Site which would be highly accessible to the occupants of the Proposed Development. The submitted FTP Table 3.4 set out a

selection of key services and facilities in Earl Shilton and their accessibility to the Site. The information within the submitted FTP Table 3.4 remains relevant apart from:

- The nearest bus stops are now located on High Street (nearest to the Mill Lane and the Astley Road Site access points approximately 15 and 6 minute walking time respectively) and Wood Street (nearest to the Breach Lane access at approximately 14 minutes walking time), as outlined in Section 3.5.
- Two opticians were listed within Table 3.4 of the submitted FTP. The current information for the nearest opticians to the Site is as follows and supersedes that previously presented:
 - Wood Street Opticians approximately:
 - 830m straight line distance.
 - 994m walking/cycling journey distance.
 - 12 minutes walking journey time.
 - 4 minutes cycling journey time.

3.7.2. Overall, with the exclusion of accessibility to bus stops, the conclusion of the FTP regarding the accessibility of the Site to local services and facilities by active transport remain unchanged: the Site has good accessibility to the Earl Shilton town centre area, primary and early years facilities and a variety of local services and facilities and only just exceeds the preferred maximum for access to the secondary school. An updated revision of **Figure 3.5** in **Appendix A** illustrates the local services and facilities plan submitted as part of the FTP updated where required.

3.7.3. It is noted that the Site, in its baseline state, has limited access to bus services and this is considered within **Section 7** of this FTP Addendum which provides and updated bus strategy for the Proposed Development.

3.8 JOURNEY TO WORK TRAVEL PATTERNS

3.8.1. In the submitted FTP 2011 National Census Data for 'method of travel to work' was used to derive modal split of travel to work for residents of the Super Output Lower Layer Areas in Hinckley and Bosworth: 006A, 006B, 006C, 006D, 006E and 006F (presented in submitted FTP Table 3.5).

3.8.2. The 2021 National Census Data for 'method of travel to work' has since been published (data published in December 2022). The 2021 Census was undertaken during the period of the Covid-19 pandemic when there were travel restrictions. The Office for National Statistics (ONS) released information¹⁴ regarding the 'method of travel to work' 2021 data set.

3.8.3. **Table 3-2** is an updated version of Table 3.5 in the submitted FTP with the addition of the 2021 journey to work data to compare the change in modal split values.

Table 3-2 - Updated FTP Table 3.5 Baseline Modal Share (2011 and 2021 Census)

¹⁴ Office for National Statistics (2022) Travel to work quality information for Census 2021 (Online). Available at: <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/travelto-workqualityinformationforcensus2021>

Mode	Census 2011			Census 2021		
	Count	Mode Share (%) Excl Work from Home	Mode Share (%)	Count	Mode Share (%) Excl Work from Home	Mode Share (%)
Driving a car or van	3,695	78.20	75.59	3,095	80.54	60.33
On foot	331	7.01	6.77	279	7.26	5.44
Passenger in a car or van	294	6.22	6.01	191	4.97	3.72
Bus, minibus or coach	207	4.38	4.23	145	3.77	2.83
Bicycle	90	1.90	1.84	51	1.33	0.99
Motorcycle, scooter or moped	52	1.10	1.06	20	0.52	0.39
Train	20	0.42	0.41	7	0.18	0.14
Taxi	16	0.34	0.33	11	0.29	0.21
Underground, metro, light rail, tram	3	0.06	0.06	3	0.08	0.06
Other method of travel to work	17	0.36	0.35	41	1.07	0.80
Works at or mainly from home	163	n/a	3.33	1,287	n/a	25.09
Total	4,888	100%	100%	5,130	100%	100%

*Excluding those not in employment

Data source: ONS (nomis) www.nomisweb.co.uk

- 3.8.4. Due to the unique situation of the pandemic on journeys to work, with extensive working from home, workers on furlough, closed businesses and avoidance of public transport encouraged, this data from 2021 is not representative of 'normal' conditions. Consequently, it is not considered a robust, complete or appropriate data source for determining the modal share to inform the targets contained within this FTP Addendum and the 2011 Census data has been retained.
- 3.8.5. It is noted that there were reductions in public transport use during the Covid-19 pandemic which would have impacted on local bus provision such as Arriva service 1.

4 DEVELOPMENT PROPOSALS

4.1 OVERVIEW OF DEVELOPMENT PROPOSALS

- 4.1.1. The description of the Proposed Development is unchanged from that presented in the submitted FTP Section 4.1. There have been revisions to the proposed land-use parameters plan to account for changes to the access and movement strategy, an updated land-use parameter plan and movement and access strategy are provided within **Appendix A**.

4.2 ACCESS AND MOVEMENT STRATEGY

VEHICULAR ACCESS

The submitted FTP included a description of the five proposed access junctions. The junction designs have since been revised following consultation with LCC HDM and Road Safety Audits (RSAs) and Designer's Responses for each have been undertaken and submitted. LCC has provided final approvals of the proposed junction designs. This section summarises the updates to the five proposed vehicular access designs which are included in **Appendix B**. Full details of the proposed vehicular accesses are presented in the accompanying TA Addendum Section 4.

A47 Northern Access Junction

- 4.2.1. There is no change to the A47 northern roundabout access design principle set out in the submitted TA Section 4, however, the roundabout design has been refined following consultation with LCC and Departure from Standards (DfS) submitted and approved.

A47 Southern Access Junction

- 4.2.2. There is no change to the A47 southern roundabout access design principle set out in the submitted TA Section 4, however, the roundabout design has been refined following consultation with LCC.
- 4.2.3. There has been discussion with LCC HDM regarding bridleway U105 which runs along the northern side of the A47 at the top of the embankment that was created as part of the road construction. The new roundabout will cut across the bridleway and it is proposed to divert it along the access road within the Site for a short section – along both sides with a Pegasus crossing. The principle for this will be set out in a planning condition, with the detailed design being part of Reserved Matters.

Astley Road Access Junction

- 4.2.4. The Astley Road access junction is proposed to be a three-arm priority junction. A short right turn lane on Astley Road for eastbound traffic routing into the Site access has been added at the request of LCC HDM. A dropped kerb and informal pedestrian crossing on the Site access is proposed to link both sides of the existing pedestrian footway on the eastern side of Astley Road.

Mill Lane Access Junction

- 4.2.5. In the submitted FTP and TA, the access proposal did not include a junction design as the SUE masterplan is illustrative but showed the principle of the link between the existing road carriageway and the Site, comprising widening on Mill Lane, a footway connection and traffic management measures to deter through traffic.
- 4.2.6. LCC HDM has required a junction design to be submitted. A three-arm mini roundabout it proposed to connect Mill Lane with the Site access roads to the north and south. 2m footways will be provided

on the northern and southern side of the carriageway of Mill Lane to tie into the existing footway provision. In addition, a short section of shared use footway/cycleway will be provided on the southern side at the eastern end to continue proposed provision on the southern access road. At its eastern end Mill Lane would be stopped up to vehicular traffic and be available for use by pedestrians and cyclists. At the western end of Mill Lane, the carriageway is proposed to be widened to allow the inclusion of the 2m footway and retention of the Union Mill Close junction arrangement, while the lane width restriction will act as a horizontal traffic management feature, priority will be given to eastbound traffic with a give way for westbound traffic. The design allows for accommodation of a 12m bus.

Breach Lane Access Junction

- 4.2.7. In the submitted FTP and TA, the access proposal did not include a junction design as the SUE masterplan is illustrative but showed the principle of the link between the existing Breach Lane road carriageway and the Site, comprising widening on Breach Lane and a footway connection.
- 4.2.8. LCC HDM has required a junction design to be submitted. The proposed access design comprises widening of Breach Lane; a 2m footway on the northern side of Breach Lane west of the access junction and the western side of the Site access road with dropped kerbs and tactile paving at the access junction and a 2m footway on the northern side of Breach Lane east of the access junction with dropped kerb to tie into existing carriageway. Additionally, an informal crossing with dropped kerbs and tactile paving where the existing footway/cycleway and route from Oaklands Avenue meets Breach Lane.

INTERNAL HIGHWAYS ARRANGEMENTS

- 4.2.9. There is no change in the design principle of the internal highway arrangements, however, there have been changes to the alignment of the spine road through the Site to avoid a tree. The conclusion of the submitted FTP that the arrangement of the Site will promote walking, cycling and public transport access remains, as outlined in Section 4.2 of the submitted FTP. The updated access and movement strategy is included in **Appendix A**.

PARKING STANDARDS

Section 4.2 of the submitted FTP set out LCC's requirements for minimum vehicle and cycle parking provision based on land-uses as set out in the Leicestershire Highway Design Guide (2018)¹⁵ Part 3 and the Highway Requirements for Developments (2017)¹⁶ Part 4. The interim LCC Leicestershire Highway Design Guide (2022)⁹ contains the same requirements for vehicle and cycle parking set out within the FTP Table 4.2. Therefore, no updates are required to the proposals for parking, the Proposed Development parking provision will be provided per LCC standards.

¹⁵ LCC (2018) Leicestershire Highway Design Guide: Part 3 (online) available at: <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/6/Part-3-design-guidance.pdf>

¹⁶ LCC (2017) Highway Requirements for Developments (online) available at: https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/2017/2/9/Highway_requirements_for_developments_part4.pdf

5 TRAVEL PLAN DEVELOPMENT

5.1 INTRODUCTION

- 5.1.1. There are no updates required to the introduction text of the Travel Plan Development presented in the submitted FTP Section 5.1.

5.2 TRAVEL PLAN TIMESCALES

There are no updates to the proposed timescales for the Travel Plan. This FTP Addendum sits alongside the submitted FTP as part of the OPA.

5.3 TRAVEL PLAN CO-ORDINATION

There are no updates to the proposed co-ordination for the TP set out in Section 5.3 of the submitted FTP.

- 5.3.1. It is noted that once the contact details of the TPC are known, the details are to be provided to LCC via s106monitoring@leics.gov.uk.

5.4 LAND-USE TRAVEL PLANS

- 5.4.1. There are no changes to the information relating to the proposed residential and school TPs outlined within Section 5.4. of the submitted FTP.
- 5.4.2. To identify the requirement for workplace Travel Plans the submitted FTP Section 5.4 was informed by the *Leicestershire County Council Highways Design Guide Part 2 (2018)*¹⁵. LCC have published a *Leicestershire Highway Design Guide Part 2 (2022)*⁹ as an interim for a full refreshed design guide which will be subject to consultation. The *Leicestershire Highway Design Guide Part 2 (2022)* includes the same thresholds for workplace TPs as the previously identified thresholds from the *Leicestershire County Council Highway Design Guide Part 2 (2018)*¹⁵. Therefore, there are no changes to the information relating to the proposed approach to workplace Travel Plans outlined within Section 5.4. of the submitted FTP.

6 TRAVEL PLAN AIM, OBJECTIVES AND TARGETS

6.1 TRAVEL PLAN AIM

- 6.1.1. The aim of the Travel Plan is unchanged from that presented in the submitted FTP Section 6.1: *'to develop a culture of sustainable travel choice by occupants and visitors to the site. The emphasis is on reducing single occupancy vehicles (SOV) as this is one of the main sources of congestion and one of the least sustainable forms of transport'*.

6.2 TRAVEL PLAN OBJECTIVES

- 6.2.1. The three key objectives of the Travel Plan are unchanged from that presented in the submitted FTP Section 6.2:
- Objective 1: to provide sustainable travel choice to future occupants of the Site to minimise the need to travel by SOV.
 - Objective 2: to reduce travel by SOV and increase travel by sustainable forms of transport.
 - Objective 3: to reduce the need to travel from the Site.

6.3 TARGETS

- 6.3.1. There are no updates required to the description and purpose of SMART targets outlined in the submitted FTP Section 6.3.

OBJECTIVE 1 TARGETS

- 6.3.2. Objective 1 is to ensure that the development and infrastructure facilitates sustainable transport choice.
- 6.3.3. The design of the development, as set out in **Section 4** of this FTP Addendum and further detailed in Section 4 of the accompanying TA Addendum would promote and encourage sustainable travel choice such as through cycle/footway links to Earl Shilton. Additionally, a bus strategy would be implemented for the Site including the construction of infrastructure.
- 6.3.4. The submitted FTP presented Objective 1 targets within Table 6.1. This table is replicated below with the required updates due to the proposed changes to the Proposed Development that are the subject of this FTP Addendum.

Table 6-1 - Updated FTP Table 6.1 Objective 1 Targets and Timescales

Objective	Target	Timescale		
		Detailed Design	Construction Phase	Post Completion
To improve the sustainable travel choice available to future occupants of the Site to minimise the need to travel by SOV	To provide appropriate highway design to allow a bus service to route through the Site.	WSP and the applicant will work with LCC and local bus operators to identify the future routing of services through the Site and design requirements.	Service to route through the Site upon completion of the spine road.	Commercial viability of service through the Site.
	To provide bus stops of an appropriate standard within 400m of the majority of dwellings.	Bus stop design and locations to be agreed with LCC at reserved matters, to include appropriate level of bus service information.	Construction of bus stops at appropriate locations.	Bus stops available for use.
	To provide a network of pedestrian and cycle links within the Site and connections to the external network.	Detailed design and routes to be agreed with LCC.	Link to Mill Lane created. Links to Breach Lane and Meadow Court Road. Links to Astley Road and Avenue South Internal links created.	Additional improvements may be required dependent on results of travel surveys following occupation and the initial travel survey.

OBJECTIVE 2 TARGETS

- 6.3.5. While the latest available National Census data is now the 2021 census, as set out in **Section 3.8** this data should be treated with caution due to the unique situation of the Covid-19 pandemic on journey to work data. Therefore, no updates are required to the Objective 2 targets identified within the submitted FTP Section 6.3 (which are based off the 2011 Census data) which are outlined to be reviewed and, if required, revised post completion of the baseline travel survey.
- 6.3.6. In summary the Object 2 target is a 10% reduction on the mode share of SOV trips 2011 Census (72%) to a mode share of 62% over the ten years from opening.

OBJECTIVE 3 TARGETS

- 6.3.7. There is no update required to the Objective 3 target identified in the submitted FTP Section 6.3.
- 6.3.8. In summary the Objective 3 target is to increase home working levels by approximately 10% on the 2011 Census level of 3.33%.

7 TRAVEL PLAN MEASURES

7.1 INTRODUCTION

- 7.1.1. There are no updates required to the introduction text of the Travel Plan Measures presented in the submitted FTP Section 7.1.

7.2 PHYSICAL MEASURES

- 7.2.1. Physical measures consist of transport infrastructure to facilitate travel choice. Within this FTP Addendum, there are updates to the Electric Vehicle Charging Points and Bus Services and Infrastructure measures. There are no updates to the proposed Pedestrian and Cycle Infrastructure, Car share Infrastructure, Information Communication Technology (ICT) and Car Club measures, however these are replicated below for ease of reference.

ELECTRIC VEHICLE CHARGING POINTS

- 7.2.2. The submitted FTP made reference to suggested standards within the Hinckley and Boswell Draft Local Plan 2020-2039 (2021).
- 7.2.3. Since the submitted FTP, the 2021 Part S of The Building Regulation *Infrastructure for the Charging of Electric Vehicles*¹⁷ took effect from June 2022. This document sets out the requirements for quantum and type of provision of electric vehicle charge points for residential and non-residential new development.
- 7.2.4. Electric vehicle charging points will be provided on Site in compliance with the requirements set out in the building regulations.

BUS SERVICES AND INFRASTRUCTURE

- 7.2.5. Bus Services
- 7.2.6. The bus service proposal has been updated because, as identified in **Section 3.5**, the bus service 1 which routed through Earl Shilton providing connection to Hinckley is no longer in operation.
- 7.2.7. Discussion with bus operators Arriva and Stagecoach, has established that a diversion of existing services 148 or 158 is not a feasible option as these are direct, fast routes and any diversion nearer to or through the Site would lengthen journey times which would be to the detriment of existing passengers. Therefore, the bus strategy for the Site as a whole needs to incorporate a bespoke bus service.
- 7.2.8. An updated bus service strategy is now proposed. The bus service strategy is set out in detail in the *Bus Strategy Technical Note* within **Appendix C** and in summary consists of:

¹⁷ Department for Levelling Up, Housing and Communities (2021) The Building Regulations 2010 Infrastructure for the charging of electrical vehicles approved document 2021 edition (online.) available at: <https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s> accessed 21/02/24

- Short and medium term: proposed Hinckley to Earl Shilton bus service (developed with reference to the withdrawn bus service 1 route) routing into the Site's proposed A47 southern roundabout and performing a loop (in the vicinity of the community hub) and exiting the Site via the proposed A47 southern roundabout. One bus would be sufficient to provide an hourly service.
- Long term: proposed Hinckley to Earl Shilton bus service as per short and medium term but with service routing through the Site via the proposed A47 southern roundabout and either the Proposed Mill Lane access or proposed A47 northern roundabout. One bus would be sufficient to provide an hourly service.

- 7.2.9. The bus strategy is dependent on developer contributions to pump prime the bus service. A phased bus service strategy will be required that fits with the staged delivery of each of the application sites. Commencement of a bus service to serve a new development is a balance between providing travel choice in the early stages of occupation and optimum use of developer contribution funding. Whilst it would be ideal for a bus service to be in place from day 1 of occupation in order to influence travel choice at the outset, this would be poor use of funding as revenue earned from patronage from occupants from the site would be minimal. A pragmatic approach is to identify a threshold of development that would trigger the commencement of the service.
- 7.2.10. It is proposed that the contribution or commencement of bus provision is triggered within one year of occupation of development or once 100 dwellings have been delivered – whichever threshold is reached first.
- 7.2.11. The bus service would benefit from the patronage produced by the Proposed Development and patronage from the existing households along the re-instated bus service 1 route.
- 7.2.12. Developer contributions for a bus service and the commercial viability of the proposed bus service is investigated within the Technical Note within **Appendix C**. It is noted that bus operating cost per annum per bus is anticipated to be £180,000 for a 12-hour bus service operating Monday to Saturday (based on indicative advice on standard annual bus cost from Arriva), though this would depend on bus service level and operator.

Bus Services Infrastructure

- 7.2.13. As set out in the submitted FTP, the spine road through the Site will be designed to accommodate buses with provision for bus stops being made at suitable intervals, to be agreed with LCC, but anticipated to be no greater than 600 m apart. It is intended to provide high quality DDA compliant bus stops throughout the site. The stops would generally include the following:
- installation of high quality bus shelters (with at minimum lighting, seats and passenger information panels);
 - raised access kerbs would be installed, providing level access for passengers boarding or alighting the buses;
 - have an associated maintenance and cleaning programme so the stops do not fall below the required standard;
 - be safe, well-lit and level pedestrian routes to the bus stops, including suitable points to cross the highway; and
 - have appropriate traffic management to prevent illegal parking at the bus stops i.e. Clearway Orders.

7.2.14. As also set out in the submitted FTP, consideration will be given to the following in agreement with LCC:

- investigation into the need and provision of Real Time Information (RTI) displays at shelters/stops serving the development site and potentially other key local sites if required;
- investigation into the need and provision of reviewing with the operator the need for buses with RTI facilities to operate to the site if required;
- investigation into the need and provision of multi modal bus and rail real-time information via a media broadcast type RTI display within development site if required; and
- investigation into the need and provision of RTI codes at bus stops to enable access to information on bus arrivals via smart phones, etc.

7.2.15. In addition, there will need to be restoration of bus stops along the route of the reinstated bus service.

PEDESTRIAN AND CYCLE INFRASTRUCTURE *[NO CHANGE FROM SUBMITTED FTP]*

7.2.16. Provision for pedestrians and cyclists will be integral to the design of the Earl Shilton SUE. Walking and cycling are anticipated to be the main modes of travel for journeys within the new development and to the existing facilities within Earl Shilton.

7.2.17. The following measures will be included:

- an extensive network of shared use walking and cycling routes within the site which also connect to the existing external network, including Astley Road, Masefield Road, Mill Lane, Breach Lane and Avenue South;
- appropriate signage will be provided indicating local destinations from the site along the routes radiating from the development boundary;
- Home Zone design principles will be applied to the residential priority streets where the living environment will be predominant over provision for traffic; and
- the primary school is located centrally to promote sustainable access.

7.2.18. Cycle parking will be in accordance with LCC standards and provided at key local points, providing the following:

- cycle parking for each dwelling, for plots without garages a metal cycle stand bolted to the rear elevation will be provided where cycle parking is required; and
- secure, covered cycle parking within the school and the employment areas.

CAR SHARE INFRASTRUCTURE *[NO CHANGE FROM SUBMITTED FTP]*

7.2.19. It is accepted that the private car will remain the only viable form of transport for certain journeys. However, car sharing will be encouraged and dedicated car share spaces will be provided within the workplace and education areas to encourage those for whom this is a feasible option. These spaces will be positioned in favourable locations and be available for car sharers only. The management of these spaces will be the responsibility of each on-site organisation.

INFORMATION COMMUNICATION TECHNOLOGY (ICT) *[NO CHANGE FROM SUBMITTED FTP]*

7.2.20. Measures to encourage and facilitate working from home will be incorporated within the design of homes, such as the provision of broadband internet connections, home networking facilities and flexible layouts to accommodate a home/office culture.

CAR CLUB [NO CHANGE FROM SUBMITTED FTP]

- 7.2.21. A 'car club' provides its members with flexible access to the 'hire' of a car club vehicle. Car club vehicles are parked in reserved parking spaces, close to homes and/or workplaces and can be used, and paid for, on an hourly, daily or weekly basis.
- 7.2.22. LLC published *Moving Forward: The future of passenger transport in Leicestershire Community-Led Solutions – Ideas and Guidance* (2019) which provides information on Car Clubs and links to CoMoUK who provide a range of guidance on Car Clubs including the information document *Car clubs in property developments* (2015). This document highlights the importance of being integrated into a travel plan to a car club's success prospects, particularly in relation to complimentary walking/cycling and public transport provisions. Within this guidance it identifies that for a car club to work well in a new development, it should reflect the following circumstances.
- The minimum size of development which is considered likely to support a stand-alone viable car club is 250 units.
 - Mixed-use developments tend to be able to support car clubs because they provide a complement of day time business use and out of hours residents use.
 - Membership of a car club tends to be maximised if it is available from when occupants first move in.
- 7.2.23. However, based on discussions with car club operators, a number will only offer car club schemes for developments in areas where they currently operate as schemes outside of existing operating areas are not commercially viable due to there being very limited economies of scale. There are Car Clubs operating in Leicestershire; for example, the Leicester Car Sharing Club¹⁸ however, Earl Shilton only just falls within the boundary for this club's local rate cost. The opportunity to locate one or more car clubs within the site will be investigated by the TPC with residents and those car club operators who would be willing to locate in the development, subject to commercial viability of such a scheme.

7.3 INFLUENCING TRAVEL BEHAVIOUR MEASURES

- 7.3.1. Influencing travel behaviour measures promote and encourage sustainable travel choices. Within this FTP Addendum, there are updates to the Travel Information Pack's and Public Transport Strategy measures sections. There are no updates to the proposed Personalised Travel Planning service, Pedestrian and Cycle Strategy and Car Share Strategy measures, however these are replicated below for ease of reference.

TRAVEL INFORMATION PACKS

- 7.3.2. LCC TP guidance ²⁰ expects a welcome information pack to be provided where there are more than 10 dwellings in a development.

¹⁸ <https://leicestercarsharingclub.org.uk/>

- 7.3.3. Travel Information Packs will be provided to occupants including information on key services and destinations and the travel choices available (public transport, active travel and car share) prior to occupation can help influence the choice of travel mode.
- 7.3.4. The pack contains information on sustainable transport options and information regarding other relevant local services and facilities and their access by sustainable transport modes including: local transport bus services and stops information, cycle routes, taxi information, walking and cycling maps and journey planning assistance tools (such as www.choosehowyoumove.co.uk). It would, also, include any information on bus passes for local bus services and the Choose How You Move BetterPoints¹⁹ active travel incentives scheme.
- 7.3.5. This pack will be supported by a full range of information on the development website, or sub website which will be maintained in the medium term from the start of marketing of the residential and employment areas.

PUBLIC TRANSPORT STRATEGY

As identified within Section 7.3 within the submitted FTP LCC identifies, within *Writing a Successful Travel Plan (2013)*²⁰, that travel vouchers are required for new occupants to promote sustainable travel. The submitted FTP outlines that bus passes would be negotiated with local operators at the appropriate point. It is now understood that LCC expectation is that two adult bus passes valid for six months be provided per residential plot and LCC advise the cost of an Arriva bus pass to this requirement is £360.

As outlined, and further detailed in, in the submitted FTP public transport will also be promoted through publicity and dissemination of public transport information.

PERSONALISED TRAVEL PLANNING [NO CHANGE FROM SUBMITTED FTP]

- 7.3.6. This is an approach to delivering targeted information directly to occupants, to help them make sustainable travel choices. It seeks to overcome habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars. It can also seek to discourage unnecessary travel, through the provision of local or site-specific information.
- 7.3.7. Guidance on Personal Travel Planning (PTP) programmes and case study examples are based on targeting existing residential communities to influence travel choice and reduce SOV.
- 7.3.8. The TPC will use similar tools and techniques, such as one-to-one conversations, the provision of information and the offer of incentives, but would be undertaken prior to occupation (prospective residential buyers) and on occupation. This would encourage sustainable travel from the commencement of occupation of the development as a whole, thereby encouraging the whole ethos of sustainable travel to and from the site.

¹⁹Leicester City Council and Leicestershire County Council, BetterPoints (online). Available at: <https://www.choosehowyoumove.co.uk/betterpoints/> accessed: 21/02/24

²⁰ Leicestershire County Council (2013) *Writing a Successful Travel Plan A Guide to Developers* (Online.) Available at: <https://www.choosehowyoumove.co.uk/wp-content/uploads/2019/12/writing-a-successful-travel-plan.pdf>

- 7.3.9. There is, also, the LCC Choose How You Move campaign online journey planning tool²¹ which is available to users of the Site for further travel planning guidance.

PEDESTRIAN AND CYCLE [NO CHANGE FROM SUBMITTED FTP]

- 7.3.10. In addition to the measures listed above, a range of other cycle and walking specific measures will be designed and implemented within the Site, including:
- cycle and local walking maps to be provided in a household welcome pack and available to the workplace employers for dissemination to employees, and to the school;
 - arrangement of a discount scheme with local cycle shops site occupants;
 - cycle demonstrations on site by bicycle providers and a Bicycle User Group (BUG) would also be established on site by the TPC if deemed appropriate by users; and
 - regular promotion of walking and cycling via short term schemes, such as a Cycling Challenge or Pedometer Challenge would be undertaken via the TPC.

CAR SHARE STRATEGY [NO CHANGE FROM SUBMITTED FTP]

- 7.3.11. LCC developed a car sharing service²² in partnership with Leicester City Council Leicestershare.com, is a free car - sharing scheme that is available to people in and around Leicestershire. This service is, also promoted on LCC's Choose How You Move online journey planning tool.
- 7.3.12. The car share scheme will be promoted by the TPC through the site Travel Plan, the information pack, personalised travel planning, and liaison with the workplace TPCs and through regular promotional events. The TPC will work with TPCs set by the employers to promote car share.

7.4 IMPLEMENTATION PROGRAMME

Updates are required to the implementation programme set out in the submitted FTP Section 7.4 resulting from changes to the proposed bus strategy and emergence of further costing information. **Table 7.1** sets out an updated implementation programme which captures the proposed changes.

²¹ <https://www.choosehowyoumove.co.uk/>

²² <https://liftshare.com/uk/community/leicestershare>

Table 7-1 - Implementation Programme

Stage	Target	Description	Cost	Responsibility
Design and construction	On-site pedestrian provision	As detailed within Section 7.2 of the submitted FTP: Network of walking routes constructed on-site linking to the external network.	Integral to development design	Developer
	On-site cycle provision	As detailed within Section 7.2 of the submitted FTP: Network of cycle routes constructed on-site linking to the external network and cycle parking infrastructure.	Integral to development design	Developer
	Bus stop infrastructure	As detailed within Section 7.2 of the submitted FTP: provision of high-quality bus stops within the Site.	Subject to design – informed by discussion with LCC, bus operators and key decision makers	Developer/LCC
	ICT	As detailed within Section 7.2 of the submitted FTP: dwellings designed to facilitate home working.	Integral to development design	Developer
	Electric vehicle charging points	As detailed within Section 7.2 : charging points provided at suitable locations.	Integral to development design	Developer
	Provision of full travel plan	Produced for submission and approval by LCC.	Developer cost	Developer
Pre/Early Occupancy and Through the Life of the TP	Appointment of TPC	TPC appointed to implement measures in the approved TP and contact details provided to LCC.	Developer cost	Developer
	Travel Information Pack	As detailed within Section 7.3 and 8.2 : sustainable travel information to be produced and disseminated and, when required, updated.	Cost dependent on method of production either cost for LCC to produce or cost for	Developer/TPC

Stage	Target	Description	Cost	Responsibility
			developer to produce and LCC to agree the content.	
	Liaise with local shops	As detailed within Section 7.3 of the submitted FTP: liaison to gain local information and arrange resident/employee discounts.	Part of TPC role	TPC
	Personalised Travel Planning	As detailed within Section 7.3 of the submitted FTP: targeted information provided to Site occupants.	Part of TPC role	TPC
	Launch of BUG	As detailed within Section 7.3 of the submitted FTP: a local group to support cyclist issues which would organise on Site cycle demonstrations and activities.	Part of TPC role	TPC/BUG
	Dr Bike	Provide onsite maintenance session once per annum.	Assume approximately £250 p.a. up to a maximum of £2,000.	TPC/BUG
	Car share infrastructure	As detailed within Section 7.2 of the submitted FTP: dedicated car sharing spaces to be provided at workplace and education areas where appropriate.	Employers based on Site	Employers based on Site
	Car share scheme	As detailed within Section 7.3 of the submitted FTP: car sharing promoted to residents and employees.	As part of TPC role	TPC/Employers based on Site
	Promotion of sustainable travel events	As detailed within Section 7.3 and 8.3 of the submitted FTP: continuous promotion of sustainable travel events throughout the life of the TP.	As part of TPC role	TPC
Short Term	Launch of bus service	As detailed within Section 7.2 : introduction of a bespoke bus service between Hickley and Earl	Developer contributions – amount to be identified.	To be identified

Stage	Target	Description	Cost	Responsibility
		Shilton which accesses/egresses the Site via the proposed A47 southern roundabout.		
Long Term	Bus service	As detailed within Section 7.2 : routing of the bespoke bus service through the Site once appropriate Site connectivity is constructed.	Assumed to be commercially viable in the longer term	To be identified
Other – subject to car club operator being interested in locating on site, and interest from occupants of the Site.	Car club infrastructure on Site	As detailed within Section 7.2 of the submitted FTP: Infrastructure and promotion of car club.	If implemented, assume developer subsidy for the first year, thereafter to be commercially viable.	TPC

8 MARKETING AND PROMOTION

8.1 INTRODUCTION

- 8.1.1. There are no updates required to the introduction text of the Travel Plan Measures presented in the submitted FTP Section 8.1.

8.2 TRAVEL INFORMATION PACK

- 8.2.1. As previously identified a Travel Information Pack will be produced as a Travel Plan measure. A bespoke pack will be produced for the Site comprising of a combination of Site-specific information showing bus stop locations, cycle and walking routes, as well as LCC produced bus service information and cycle maps.
- 8.2.2. The information will be included on the development website, or a sub website which will be maintained in the medium term from start of marketing.
- 8.2.3. It is understood that there are two options for the production of the Travel Information Pack:
- Applicant produced Travel Information Pack which would need to be approved by LCC at a cost of £500.
 - LCC provide a Travel Information Pack for the Site at a cost of £52.85 per pack, with one pack provided per residential plot.
- 8.2.4. A Personal Travel Planning (PTP) service is still proposed as set out within paragraphs 8.2.3 and 8.2.4 of the submitted FTP.

8.3 MARKETING AND PROMOTION

- 8.3.1. The FTP sets out the potential marketing and promotion strategy to be implemented by the TPC, this strategy remains unchanged, however it is noted that the FTP identified public transport promotions through the local bus operators as part of the strategy. It is understood that LCC have an expectation that two adult bus passes valid for six months be provided per residential plot and advise the cost of an Arriva bus pass to this requirement is £360.

9 MONITORING AND REVIEW

9.1 INTRODUCTION

- 9.1.1. The purpose of monitoring remains as set out in the submitted FTP and based on the guidance within *Writing a Successful Travel Plan*²⁰.
- Monitoring from first occupation to a minimum of five years post full occupation with an annual report.
 - Beyond five years post occupation bi- or tri-annual monitoring reports.
- 9.1.2. LCC TP guidance²⁰ lists the LCC Travel Plan Monitoring Fee for a five-year duration monitoring of a full Travel Plan is £6,000 and a Framework Travel Plan £11,337.

9.2 TYPES OF MONITORING

The anticipated types of monitoring remain as identified within Section 9.2 of the submitted FTP, with the addition that the TPC will consider using or advising the use of MODESHIFT STARS where appropriate to capture Travel Survey Information.

9.3 REGULAR MONITORING

- 9.3.1. There are no updates required to the outline of regular monitoring presented in the submitted FTP Section 9.3.

9.4 TIMESCALES OF MONITORING

- 9.4.1. There are no updates required to the outline of the timescales of monitoring presented in the submitted FTP Section 9.4.

9.5 MONITORING REPORT

- 9.5.1. There are no updates required to the information regarding the monitoring report presented in the submitted FTP Section 9.5.

10 SUMMARY AND CONCLUSION

10.1 SUMMARY

- 10.1.1. This FTP Addendum has been produced to reflect changes to the transport context and proposals for the Site since the submission of the FTP. The key changes to the FTP, that are outlined within this addendum are updates/changes to:
- Site's policy context;
 - the transport context for the Site regarding public transport, accessibility of local services and facilities and journey to work census data;
 - the access and movement strategy principally due to revisions to the access junctions designs and the bus strategy;
 - Objective 1 targets; and
 - TP measures (and the associated implementation programme) regarding electric vehicle charge point provision, the public transport strategy for the Proposed Development particularly regarding bus service proposals and Travel Information Packs.
- 10.1.2. Additionally, further information has been incorporated into this FTP Addendum regarding LCC costs and expectations.

10.2 CONCLUSION

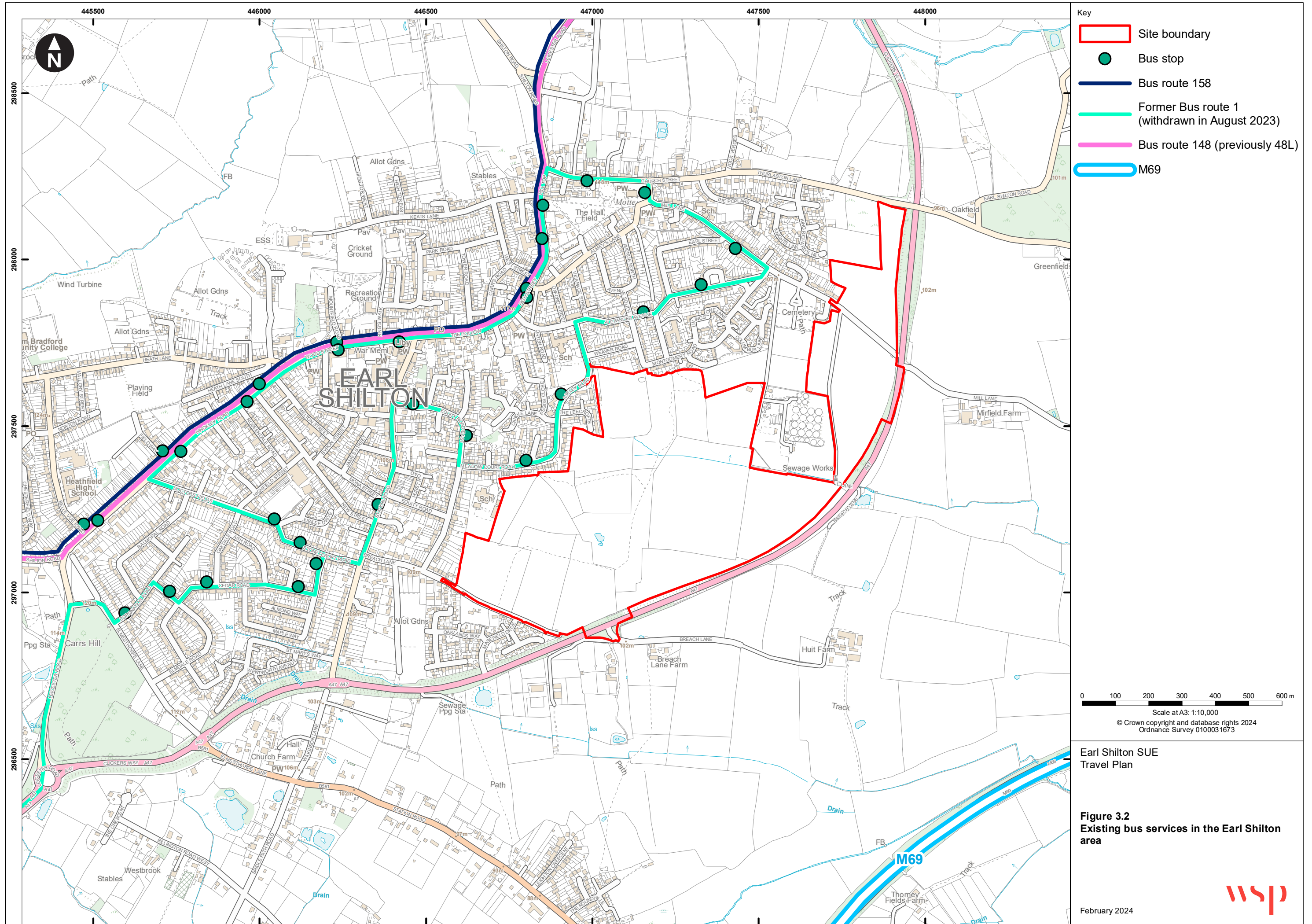
- 10.2.1. The changes presented within this FTP Addendum do not present a detriment to the position presented within the submitted FTP. The proposed aim, objectives, targets and supporting measures and monitoring are considered appropriate to the development and to align with LCC guidance.

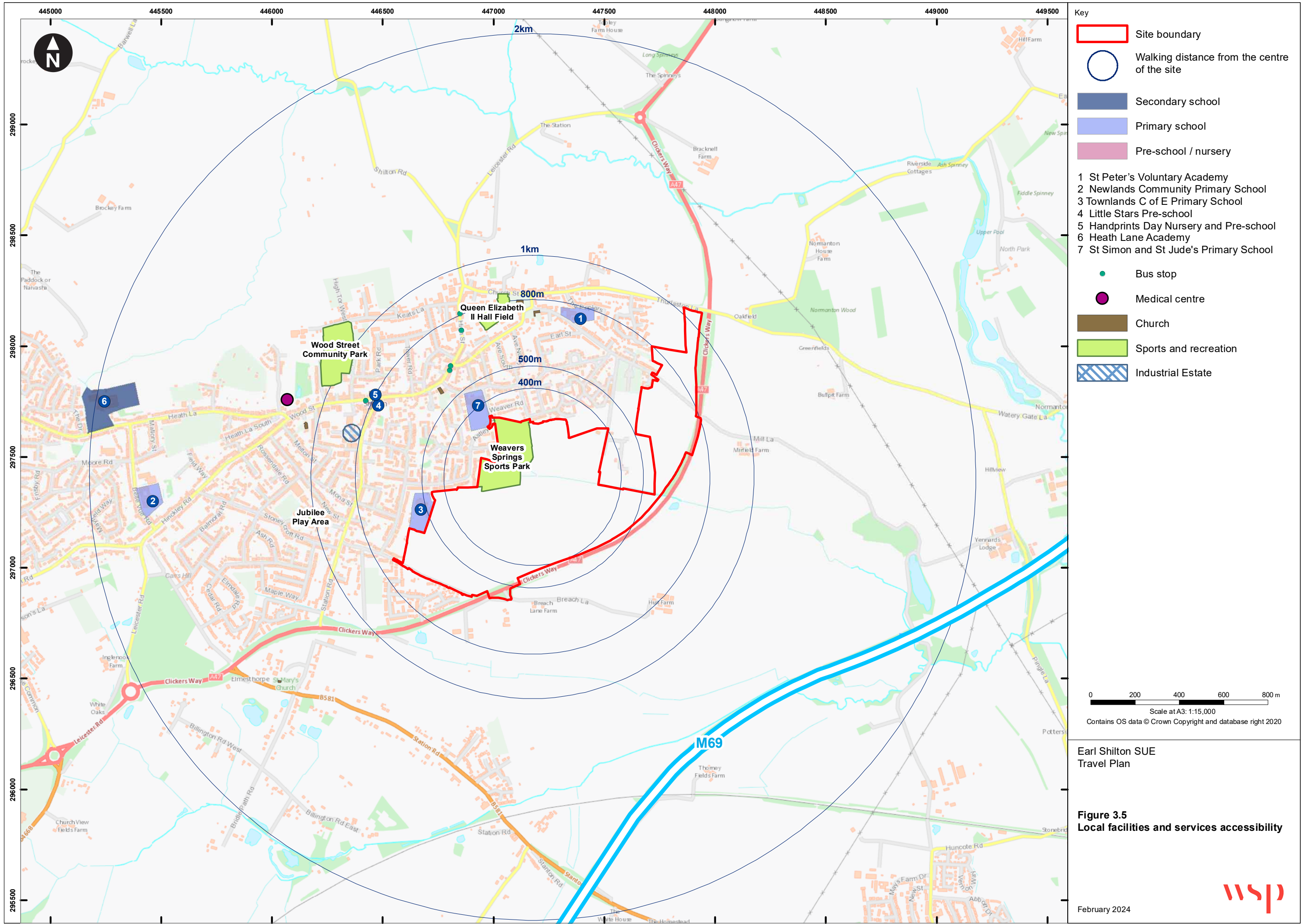
Appendix A

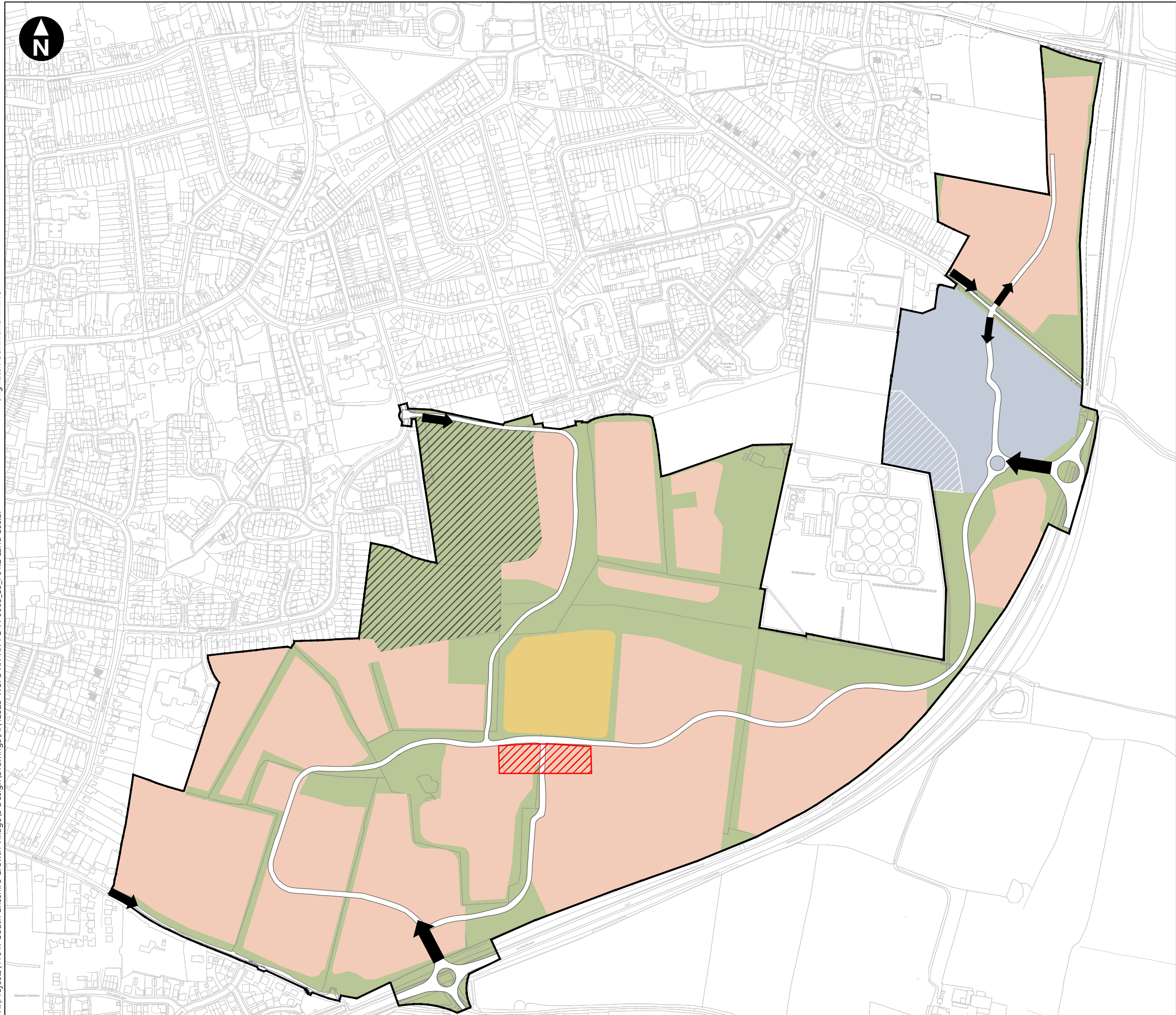
FIGURES



Figures included within submitted FTP (42523-WOOD-XX-XX-RP-OT-0001_S3_P02.1)	Required Update due to Proposed Changes Outlined in this FTP Addendum (42523-WSPE-XX-XX-RP-OT-00002_S0_P01)	New drawing revision included within this FTP Addendum (42523-WSPE-XX-XX-RP-OT-00002_S0_P01)
Figure 1.1. Site Location	No	N/A
Figure 1.2 Landownership for Applications	No	N/A
Figure 3.1 Local Road Network	No	N/A
Figure 3.2 Existing Bus Services in the Earl Shilton Area	Yes	P02
Figure 3.3 Existing Public Rights of Way Across the Site	No	N/A
Figure 3.4 Existing Cycle and Pedestrian Route in the Earl Shilton Area	No	N/A
Figure 3.5 Local Facilities and Services Accessibility	Yes	P02
Figure 3.6 Study Area Method of Travel to Work	No	N/A
Figure 4.1 Proposed Land-use Parameters	Yes	P01.2
Figure 4.2 Access and Movement Strategy	Yes	P02







Key

- Site Boundary (65 ha)
- Residential (35 ha)
- Public open space and Green Infrastructure (incorporating SuDS) (19.3 ha)
- Roads/ Access Works (2.73 ha)
- Employment (5.3 ha)
- Non sensitive employment uses (e.g ancillary uses, storage, parking)
- School Site (2 ha)
- Community Hub (0.5 ha)
- Sports Pitches (Weaver Springs)
- Location of Access Points (for detailed approval)

(Areas shown are approximate)

0 m 300 m

Scale 1:5000 @ A3

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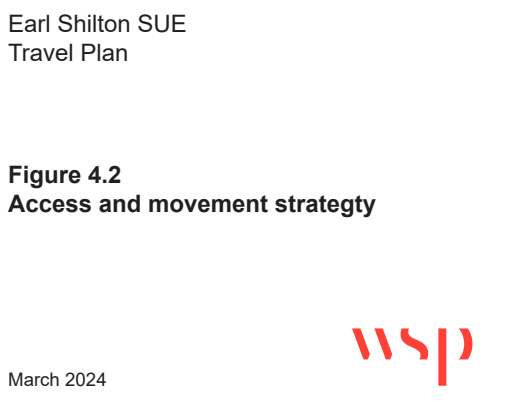
Earl Shilton SUE
Planning Application

Land Use Parameter Plan

September 2023

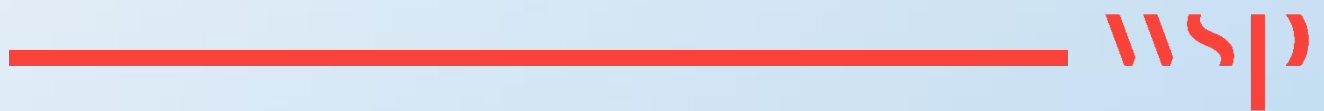


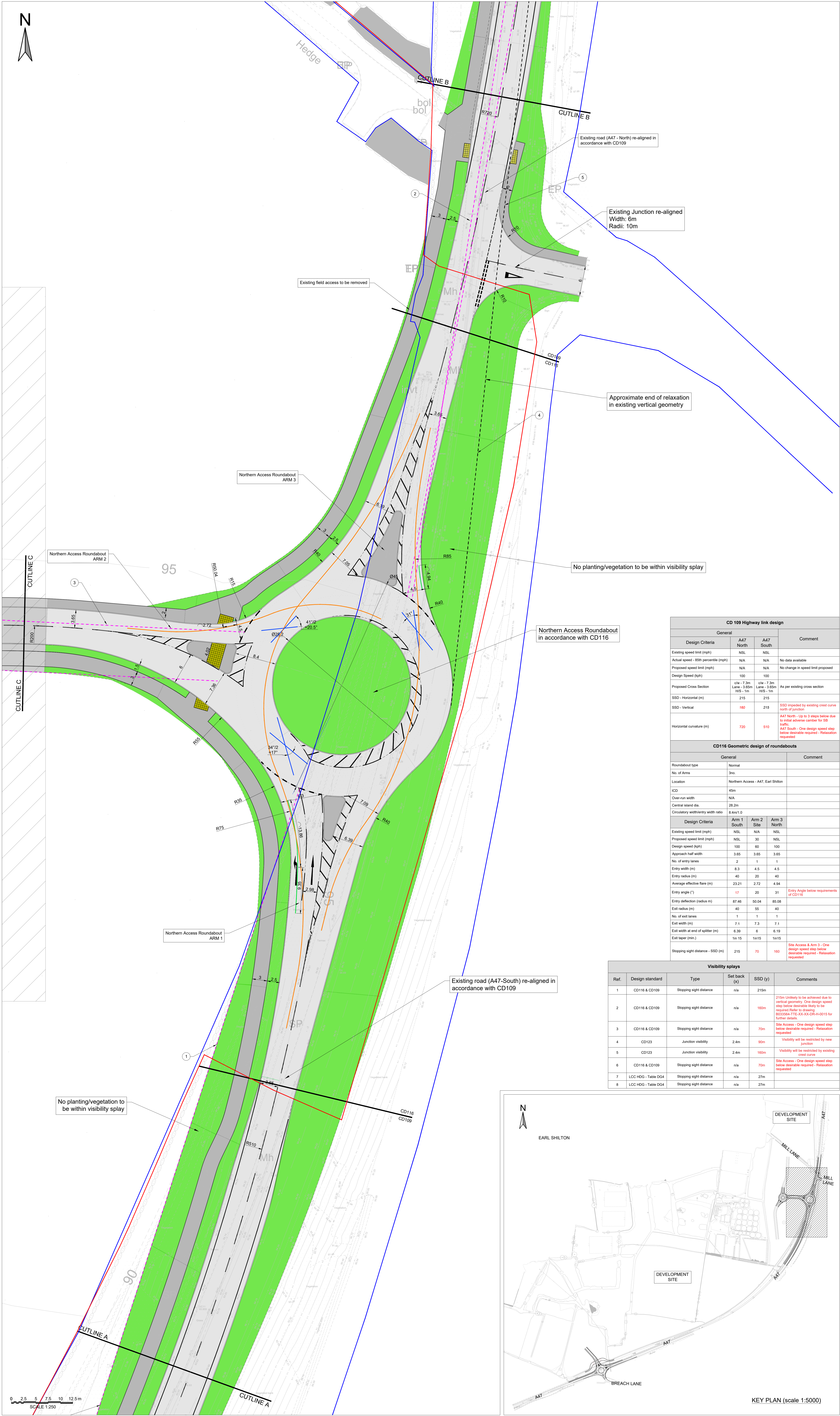
42523-WSPE-XX-XX-FG-A-0003_S3_P01.2



Appendix B

PROPOSED ACCESS DESIGNS





Key - General Arrangement

- Carriageway
- Footway
- Verges
- Overrun Area
- Tactile - Blister - uncontrolled crossing

Key - Geometry - Roundabout

- Entry Path Radius
- Entry Flare
- Entry Angle

Key - Visibility

- Junction visibility
- Junction approach SSD
- Refer to visibility table

Key - Traffic sign

- Non illuminated traffic sign on new post.

Key - Boundaries

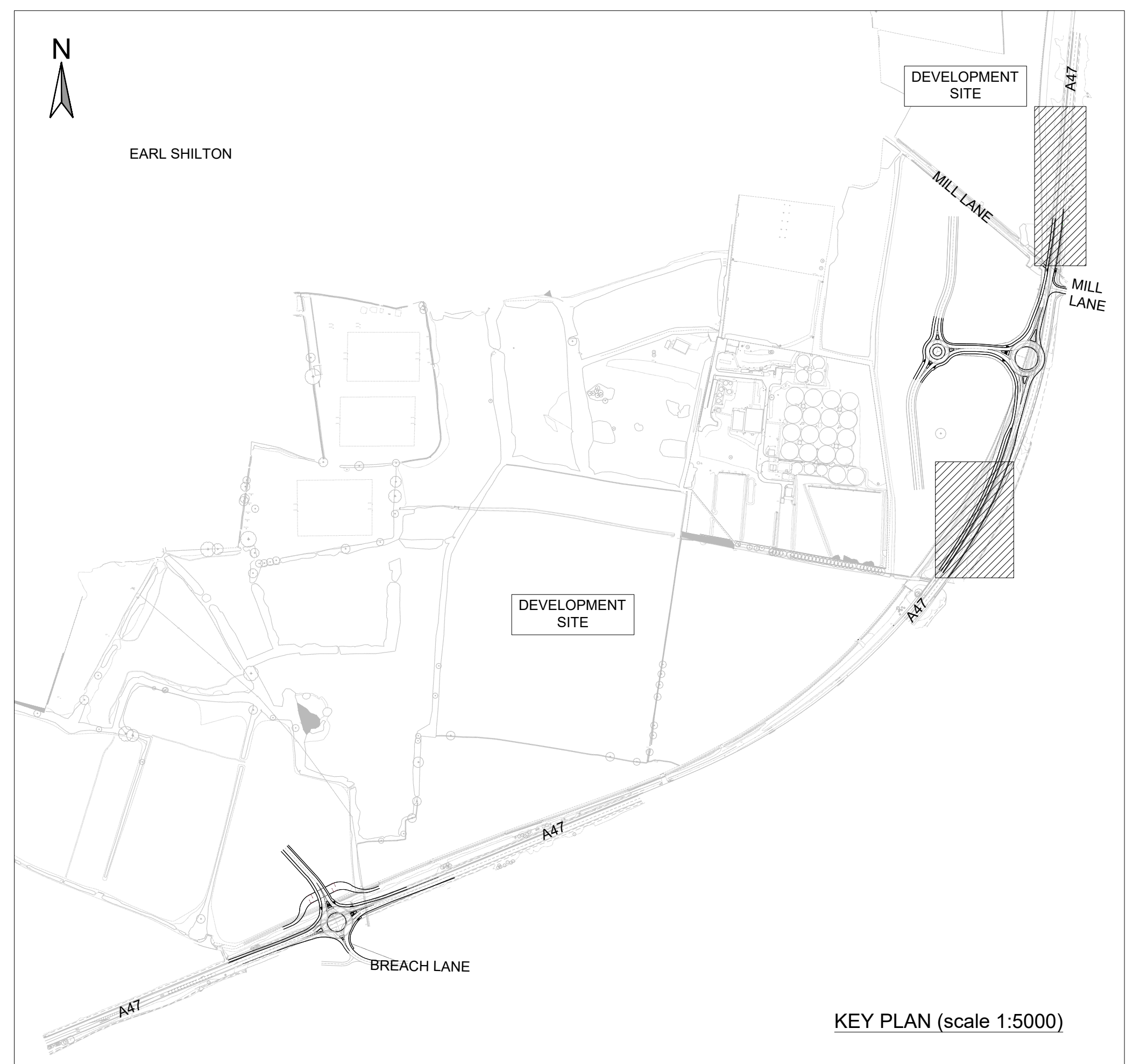
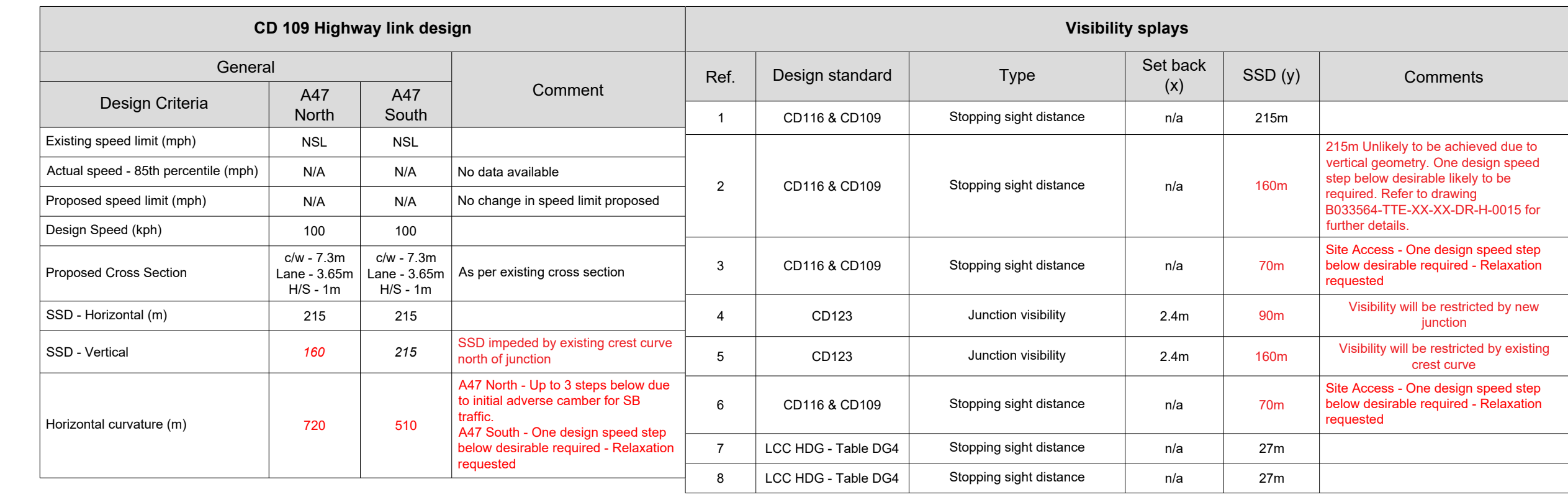
- Planning application boundary
- Highway boundary (LCoC)

CD 109 Highway link design			
General			
Design Criteria	A47 North	A47 South	Comment
Existing speed limit (mph)	NSL	NSL	
Actual speed - 85th percentile (mph)	N/A	N/A	No data available
Proposed speed limit (mph)	N/A	N/A	No change in speed limit proposed
Design Speed (kph)	100	100	
Proposed Cross Section	c/w - 7.3m Lane - 3.65m HS - 1m	c/w - 7.3m Lane - 3.65m HS - 1m	As per existing cross section
SSD - Horizontal (m)	215	215	
SSD - Vertical	160	215	SSD impeded by existing crest curve north of junction
Horizontal curvature (m)	720	510	A47 North - Up to 3 steps below due to initial adverse camber for SB traffic. A47 South - One design speed step below desirable required - Relaxation requested
CD116 Geometric design of roundabouts			
General			Comment
Roundabout type	Normal		
No. of Arms	3no.		
Location	Northern Access - A47, Earl Shilton		
ICD	45m		
Over-run width	N/A		
Central island dia.	28.2m		
Circulatory width/entry width ratio	8.4m/1.0		
Design Criteria	Arm 1 South	Arm 2 Site	Arm 3 North
Existing speed limit (mph)	NSL	N/A	NSL
Proposed speed limit (mph)	NSL	30	NSL
Design speed (kph)	100	60	100
Approach half width	3.65	3.65	3.65
No. of entry lanes	2	1	1
Entry width (m)	6.3	4.5	4.5
Entry radius (m)	40	20	40
Average effective flare (m)	23.21	2.72	4.94
Entry angle (°)	17	20	31
Entry deflection (radius m)	87.46	50.04	85.08
Exit radius (m)	40	55	40
No. of exit lanes	1	1	1
Exit width (m)	7.1	7.3	7.1
Exit width at end of splitter (m)	6.39	6	6.19
Exit taper (min.)	1m15	1m15	1m15
Stopping sight distance - SSD (m)	215	70	160

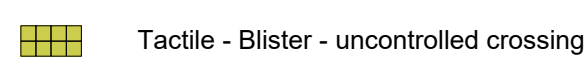
Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	CD116 & CD109	Stopping sight distance	n/a	215m	
2	CD116 & CD109	Stopping sight distance	n/a	160m	215m Unlikely to be achieved due to vertical geometry. One design speed step below desirable likely to be required. Refer to drawing B033564-TTE-XX-XX-DR-H-0015 for further details.
3	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
4	CD123	Junction visibility	2.4m	90m	Visibility will be restricted by new junction
5	CD123	Junction visibility	2.4m	160m	Visibility will be restricted by existing crest curve
6	CD116 & CD109	Stopping sight distance	n/a	70m	Site Access - One design speed step below desirable required - Relaxation requested
7	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	
8	LCC HDG - Table DG4	Stopping sight distance	n/a	27m	

PRELIMINARY ISSUE

P05	ADVANCE WARNING SIGNS ADDED AND AMENDED	16.02.2024	NM	IF	IF
P04	ROADWORKS ADDED - NOTE ADDED REGARDING VISIBILITY SPLAY AND VEGETATION PLANTING	06.10.2023	NM	IF	IF
P03	INDICATIVE ADS AND SIGNS ADDED	14.08.2023	NM	IF	IF
P02	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	MB	IF	IF
P01	PRELIMINARY FIRST ISSUE	29.11.2022	DM	IF	IF
Document Control					
Issuing Office					
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Client					
JELSON HOMES BLOOR HOMES					
Project Name					
A47 EARL SHILTON					
Sheet Title					
NORTHERN ACCESS PRELIMINARY ACCESS SHEET 1					
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By
784-B033564	DM	Nov 22	IF	Nov 22	IF
Client Project Number	Designer	Visits/Revisions	Location	Type/Date	Number
B033564 - TTE	XX	XX	DR	H	0011
					P05
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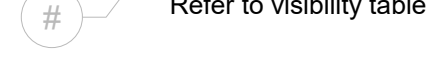
Key - General Arrangement



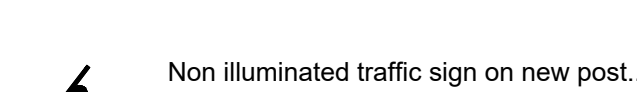
Key - Geometry - Roundabout



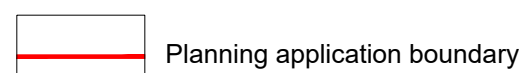
Key - Visibility



Key - Traffic sign



Key - Boundaries



PRELIMINARY ISSUE

P05	ADVANCE WARNING SIGNS ADDED AND AMENDED	16.02.2024	NM	IF	IF
P04	HIGHWAY AND PLANNING APPLICATION				
P03	BOUNDARIES ADDED	06.10.2023	NM	IF	IF
P04	INDICATIVE ADS AND SIGNS ADDED	14.08.2023	NM	IF	IF
P03	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	MB	IF	IF
P01	PRELIMINARY FIRST ISSUE	29.11.2022	DM	IF	IF
Rev	Description	Date	Drn / Chk	App	

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BLOOR HOMES®

Project Name
A47 EARL SHILTON

Sheet Title

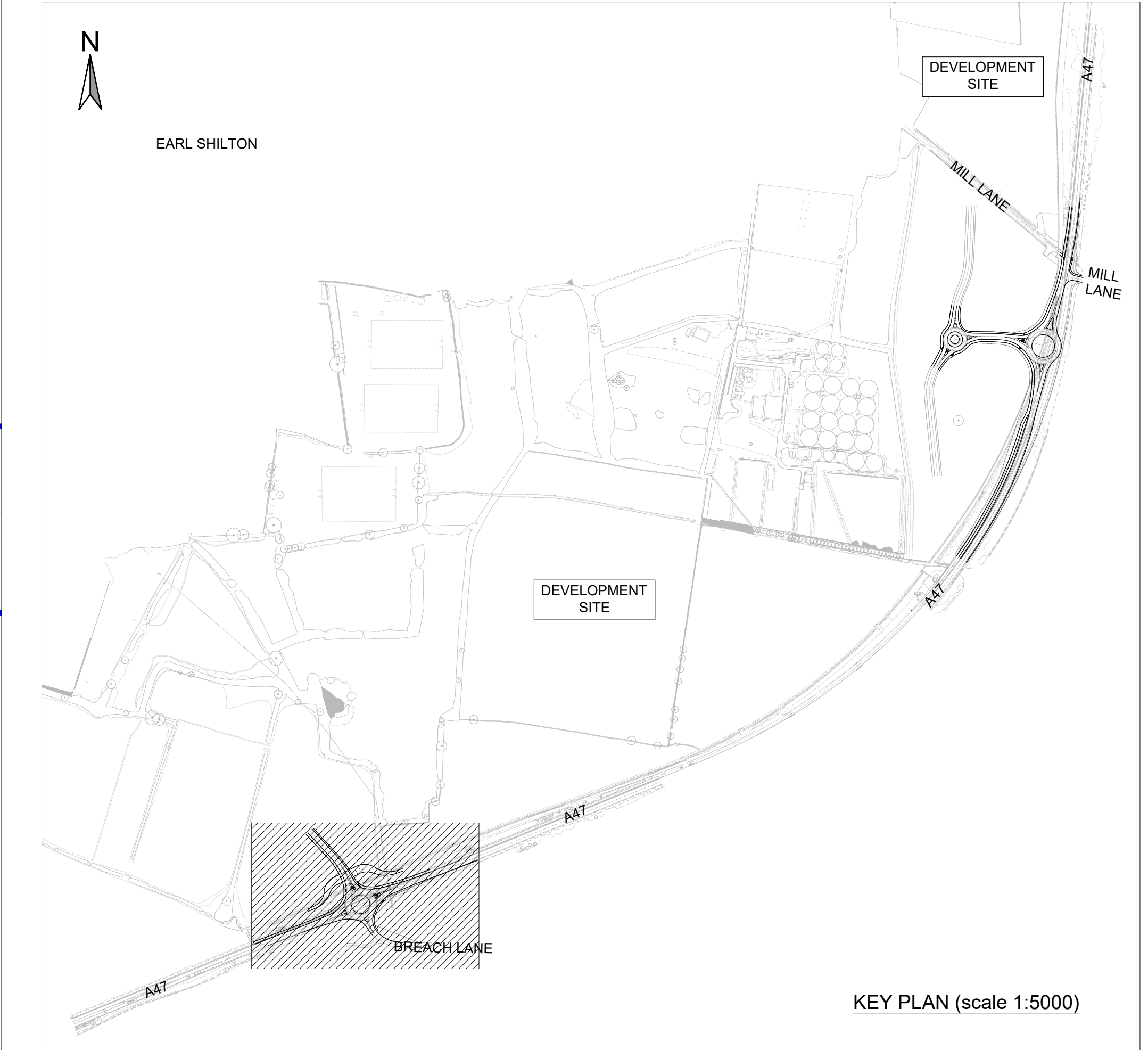
NORTHERN ACCESS
PRELIMINARY LAYOUT
SHEET 2

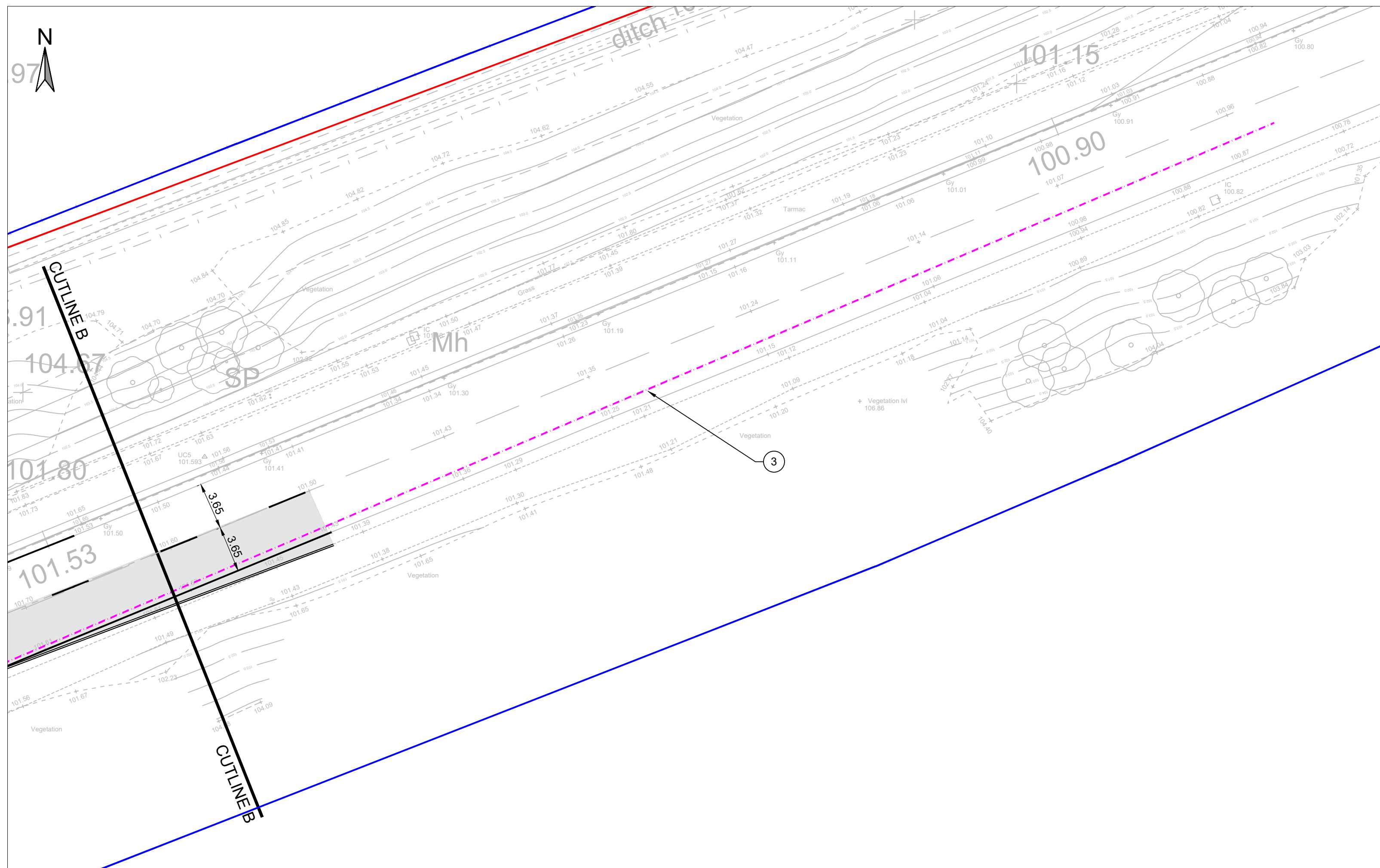
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784-B033564	DM	Nov '22	IF	Nov '22	IF	Nov '22	1:250	S0
Client Project Number	Originator	Volume/System Level	Location	Type/Code	Rate	Number	Revision	
B033564 - TTE	- XX	- XX	- DR	- H	- 0012	P05		

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TTF MT v1

CD 109 Highway link design				
General		A47 North	A47 South	Comment
Design Criteria				
Existing speed limit (mph)		NSL	N/A	
Actual speed - 85th percentile (mph)		N/A	N/A	No data available
Proposed speed limit (mph)		N/A	N/A	No change in proposed speed limit
Design Speed (mph)		100	100	
Proposed Cross Section		c/w = 7.3m Lane = 3.65m N/S - 10m	c/w = 7.3m Lane = 3.65m N/S - 10m	As per existing cross section
SSD - Horizontal (m)		215	215	
SSD - Vertical		Refer to long sections	Refer to long sections	
Horizontal curvature (m)		2040	2040	
Vertical curvature		Refer to long sections	Refer to long sections	





Key - General Arrangement

Carriageway

Footway

Verges

Tactile - Blister - uncontrolled crossing

Key - Geometry - Roundabout

Entry Path Radius

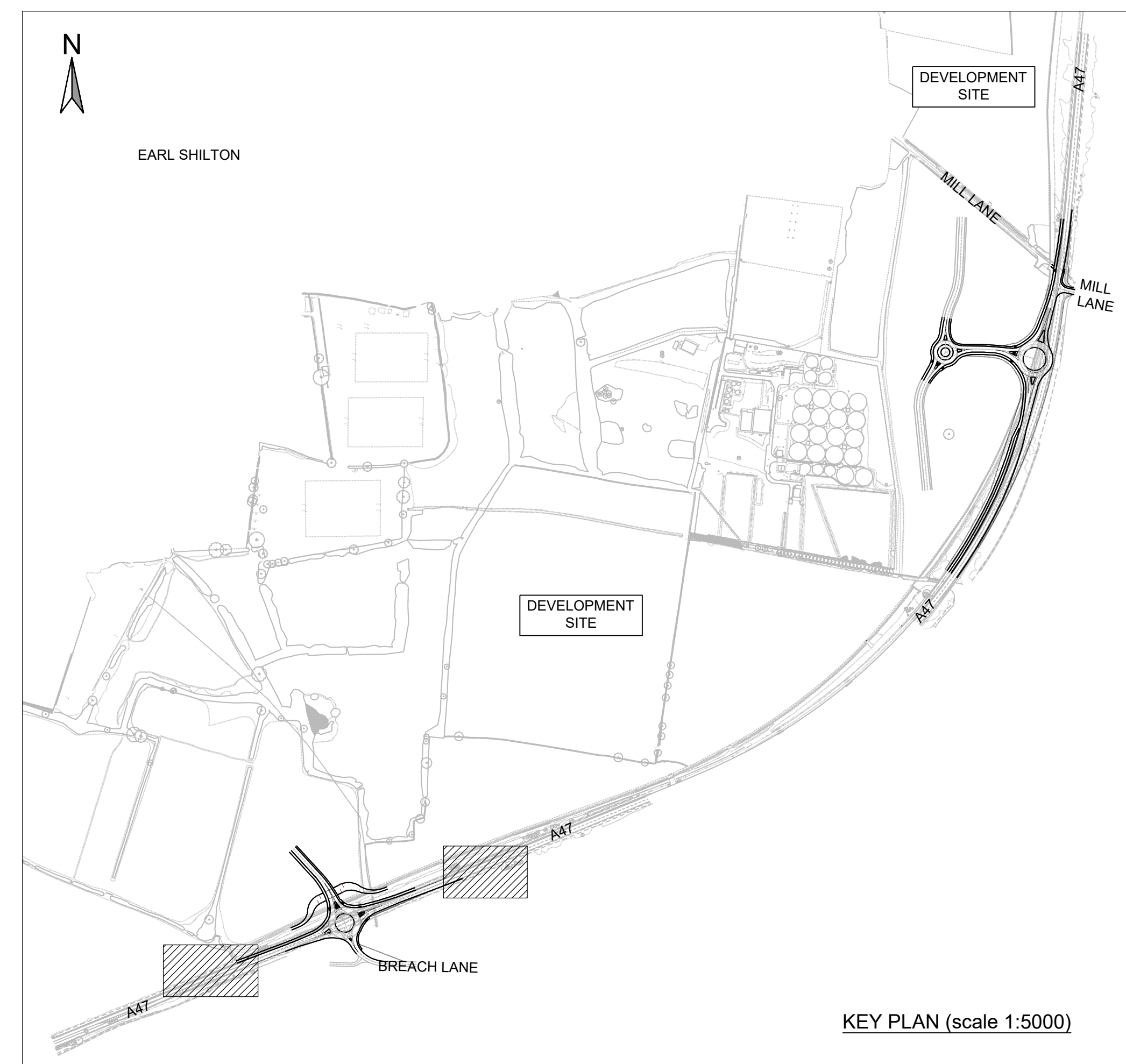
Entry Flare

Entry Angle

Key - Visibility

Junction approach SSD

Refer to visibility table



Client




Project Name

A47 EARL SHILTON

Issuing Office

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Sheet Title

SOUTHERN ACCESS
PRELIMINARY LAYOUT
SHEET 2

PN	DESCRIPTION	DATE	BY	CHK	APP	REV
PN1	HIGHWAY AND PLANNING APPLICATION BOUNDARIES ADDED	18.06.2023	NM	IF	IF	
PN2	BOUNDARY ADDED	19.06.2023	NM	IF	IF	
PN3	AMENDMENTS FOLLOWING LCC COMMENTS	21.06.2023	NM	IF	IF	
PN4	AMENDMENTS FOLLOWING FIRST ISSUE	29.01.2022	DM	IF	IF	
Rev	0000000					011_012/050

Document Control

TTE Project Number

0476-0033664

Drawn By

DM

Checked By

DM

Drawn By

DM

Approved By

DM

Issue Date

1.05.20

Stability

80

Originator

0476-0033664

Revision

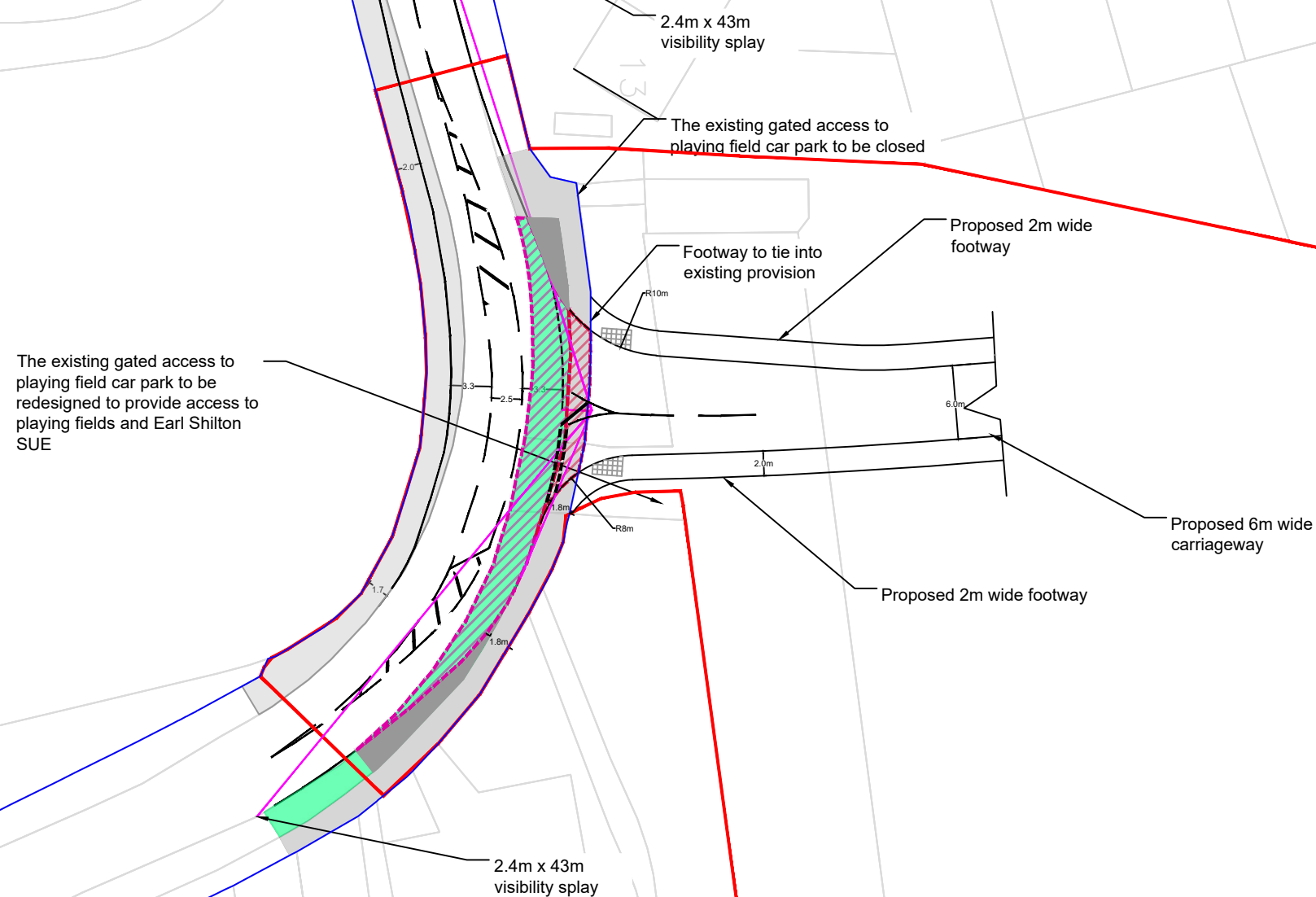
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PN

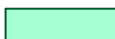
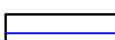
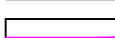
0476-0033664

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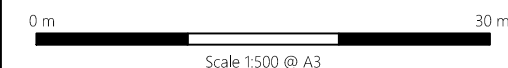


Key

- | | |
|---|-------------------------------|
|  | Existing |
|  | Existing footway |
|  | Existing verge |
|  | Highway boundary |
|  | 2.4 x 43m visibility splay |
|  | Verge to become carriageway |
|  | Footway to become carriageway |
|  | New areas of footway |

NOTES:

1. Alternative access to the playing fields will be suitably located beyond the cut line and that the detail will be submitted as part of the relevant reserved matter application.
2. Highway boundary reproduced from a plan provided by LCC
3. This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
4. Reference should be made to other documents accompanying this planning application.
5. Drawing to be used for planning purposes only.



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Client	
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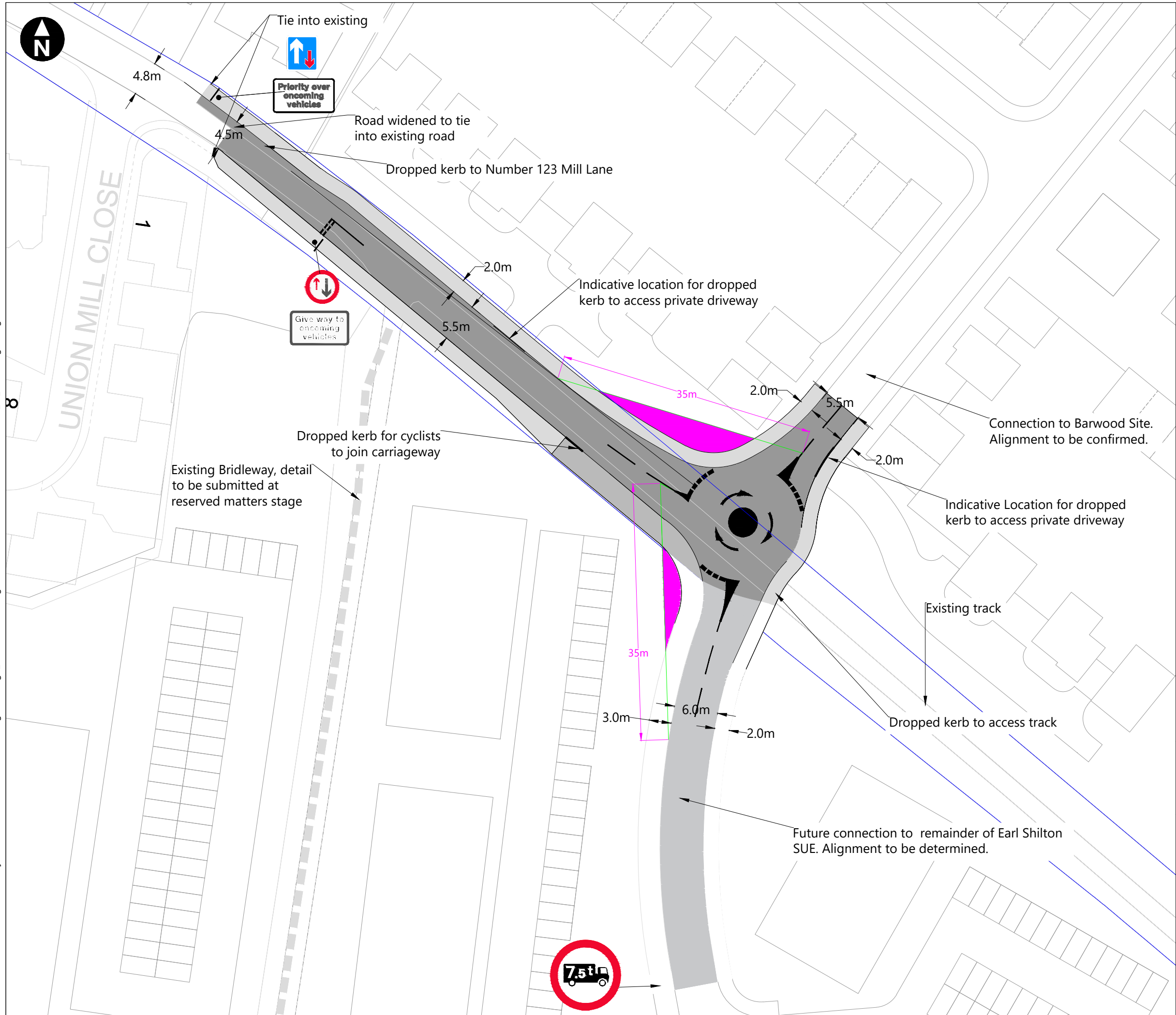
Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension
Transport Assessment

Proposed Site Access from Astley Road General Arrangement

February 2024





Key

- Proposed carriageway
- Proposed footway
- Proposed shared route pedestrian / cyclist
- Proposed lane marking
- Indicative Proposed development. For illustrative purposes only.
- Site boundary
- Highway boundary
- Visibility from Table 5.21, CD116
- Area required for visibility

NOTES:

- This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
- Reference should be made to other documents accompanying this planning application.
- Drawing to be used for planning purposes only.

0 m 25 m
Scale 1:500 @ A3
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Barwood Strategic Land LLP

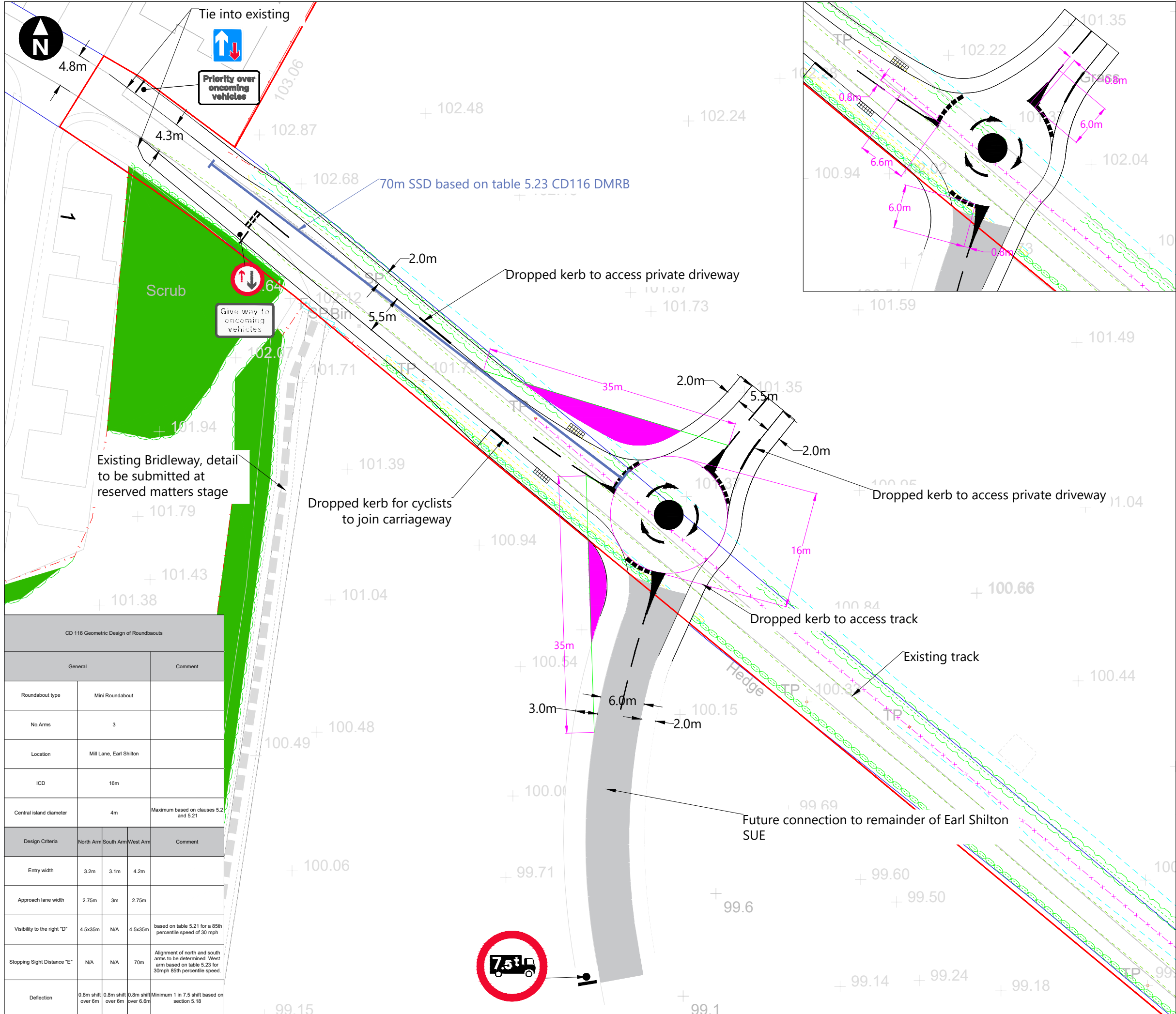
Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

**Mill Lane
General Arrangement Plan**

February 2024

wsp

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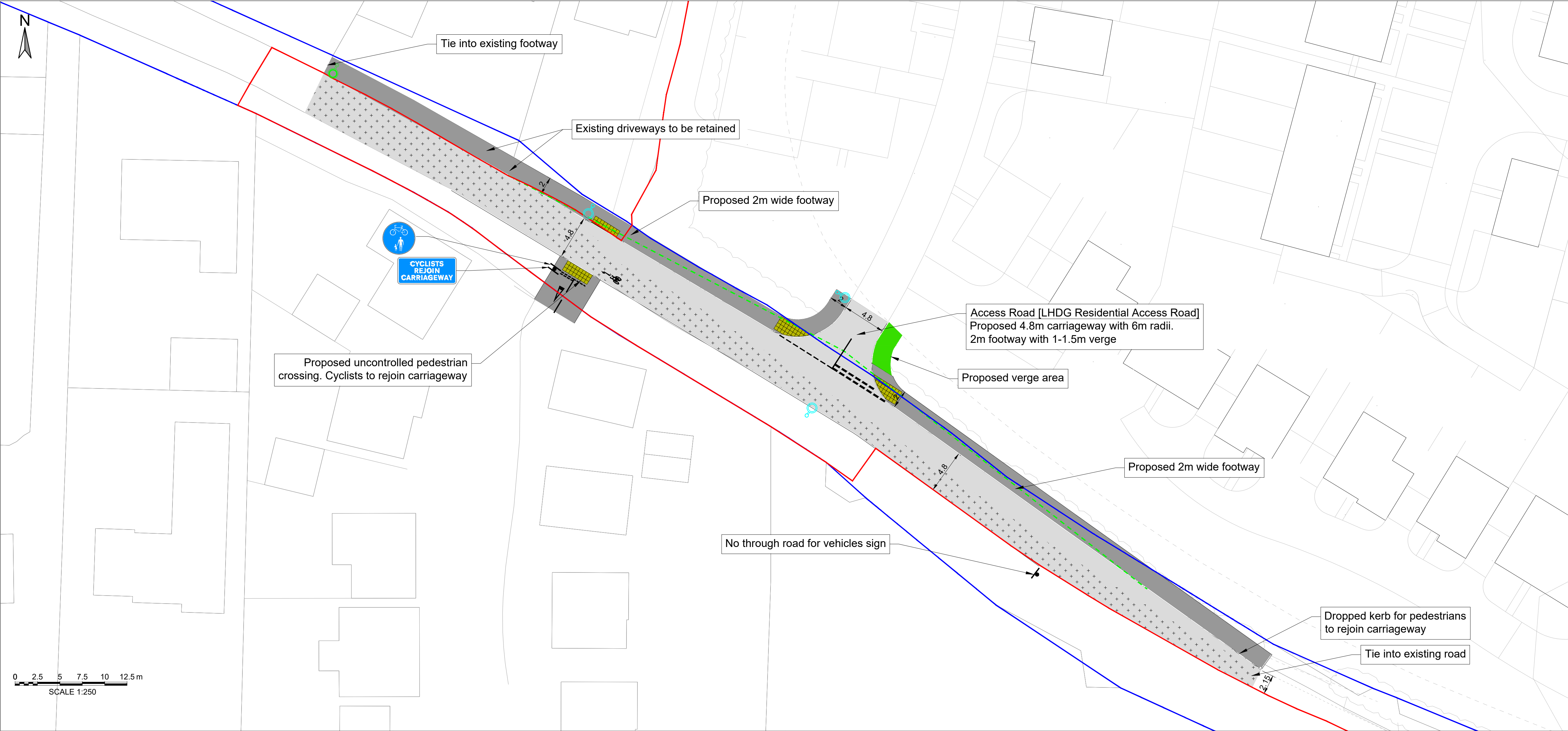
Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE)
Planning Application

**Mill Lane
General Arrangement Plan with
Topographical Survey**

February 2024

wsp



- Notes - General Arrangement**
- The information shown on this drawing is intended to provide a general overview of the highway improvement works. Please refer to the detailed design drawings for specific project details.
 - Do not scale from this drawing. All dimensions must be checked/verified on site.
 - Any discrepancies noted on site are to be reported to the engineer immediately.
 - All works to be undertaken in accordance with Leicestershire County Council design standards, specifications and standard details.
 - This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 - No works shall commence within the existing public highway until the legal agreement has been signed.

Key - General Arrangement

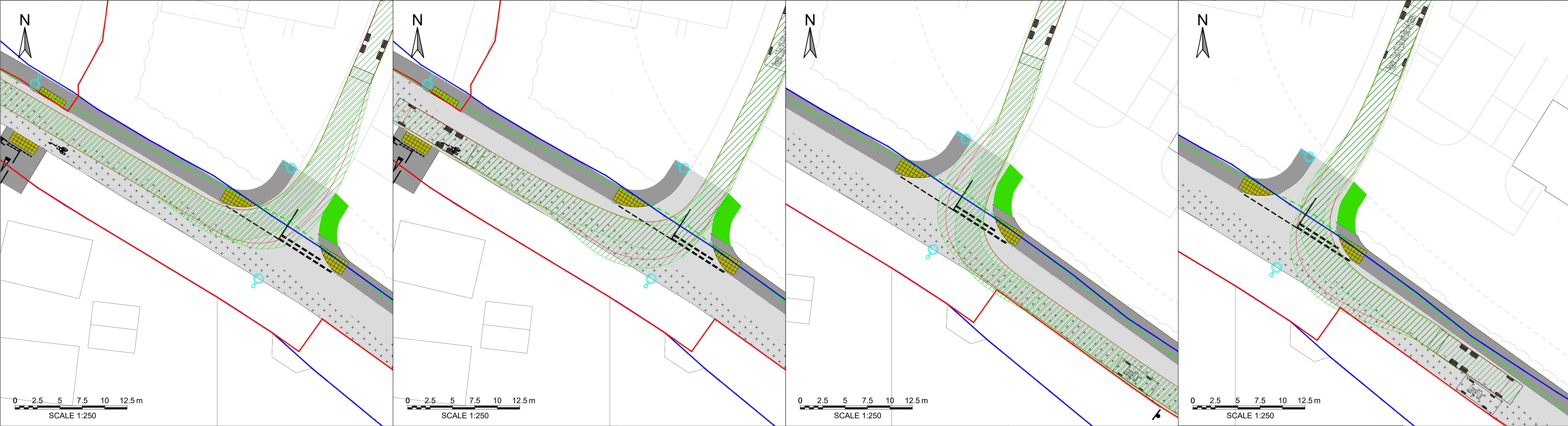
- Area of new carriageway
- Area of carriageway re-surfacing
- Footway
- Verges
- Tactile - Blister - uncontrolled crossing
- Highway boundary (Leicestershire County Council)
- Site boundary
- Non-illuminated traffic sign
- Existing lighting column to be relocated [Location TBC].
- Indicative new lighting column position [TBA with LCC].

Key - Visibility - Junction & Bends

- Junction visibility - 2.4m x 43m (LHDG Part 3 Table DG4 based on 30mph speed limit)

Key - Vehicular Tracking

- Vehicular wheel track - forward
- Vehicular overhang - forward



Vehicle tracking		
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Left turn into site	

Vehicle tracking		
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Right turn exiting site	

Vehicle tracking		
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Right turn into site	

Vehicle tracking		
Vehicle	Refuse Vehicle	
Speed	15kph	
Manoeuvre	Left turn exiting site	

PRELIMINARY ISSUE

P05	VEHICLE TRACKING SPEED AMENDED TO 15KPH	16.02.2024	NM	IF	IF
P04	INDICATIVE STREET LIGHTING ADDED	21.12.2023	NM	IF	IF
P03	DESIGN LAYOUT AND TRACKING AMENDED	07.12.2023	NM	IF	IF
P02	VEHICLE TRACKING AMENDED	16.01.2023	GO	IF	MR
P01	PRELIMINARY FIRST ISSUE	13.01.2023	GO	IF	MR

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Client

BLOOR HOMES

Project Name
A47 EARL SHILTON

Sheet Title

**BREACH LANE
PRELIMINARY GENERAL ARRANGEMENT**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033564	GO	Jan '23	IF	Jan '23	IF	Jan '23	1:250	S3

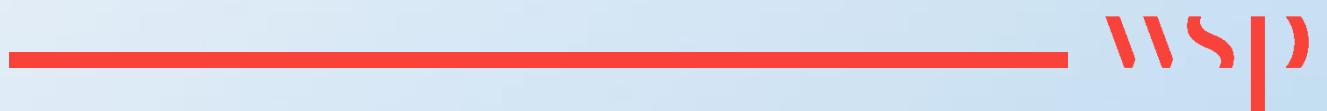
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033564	- TTE	- XX	- BL	- DR	- H	- 0101	P05

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TTE_MT_v1

Appendix C

BUS STRATEGY TECHNICAL NOTE



TECHNICAL NOTE: Bus Strategy

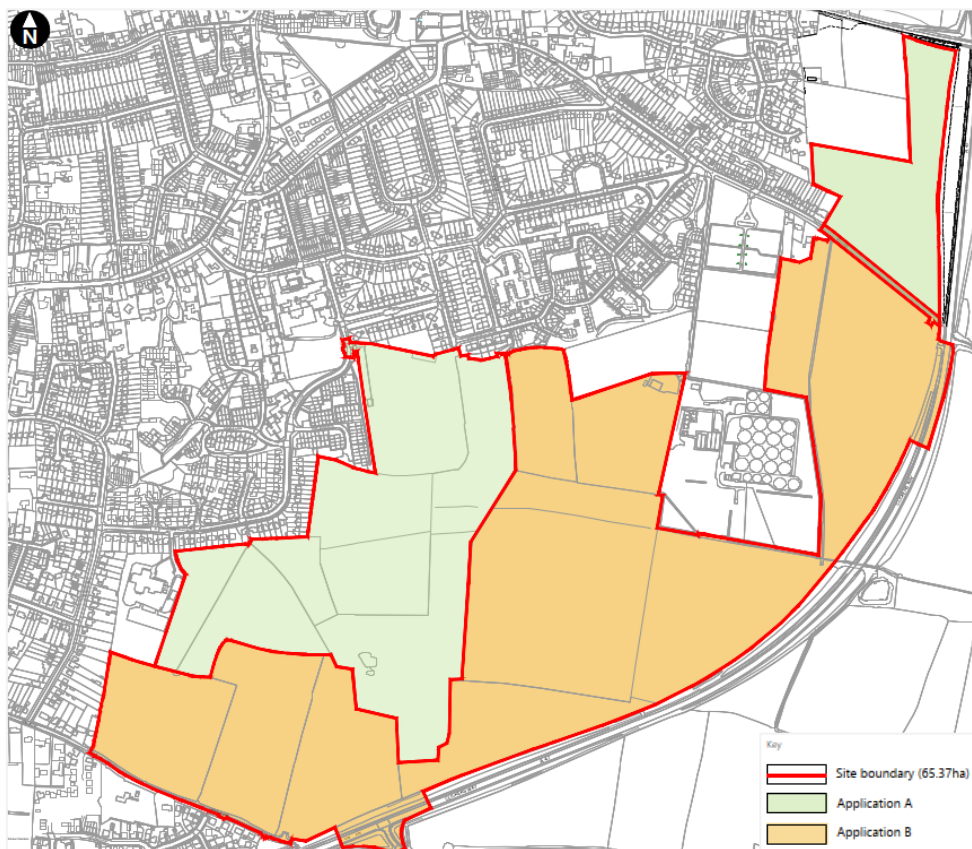
DATE:	19 March 2024	CONFIDENTIALITY:	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

1. INTRODUCTION

Overview

WSP UK Limited (WSP) has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the ‘Applicants’) to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development known as the Earl Shilton Sustainable Urban Extension (SUE). The Earl Shilton SUE is an allocated site within the Hinckley and Bosworth District Council (HBBC) Local Plan for up to 1,600 dwellings, employment, primary school, local centre and associated infrastructure. The two separate, but aligned, OPAs are referred to as Applications A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and Application A for Barwood Strategic Land was submitted in March 2023. **Figure 1** shows the indicative planning application boundaries.

Figure 1 Indicative Planning Application Boundaries for Applications A & B



One Transport Assessment (TA) (referred to herein as ‘the submitted TA’ and Framework Travel Plan (FTP) (‘the submitted FTP’) were produced to support both OPAs. The Leicestershire County Council (LCC) Highways Development Management (HDM) team provided comments on the submission which identified the need to provide more information on the proposed Site access strategy, including proposals for bus provision.

TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	CONFIDENTIALITY:	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

Purposed of Technical Note

The purpose of this technical note (TN) is to outline the short, medium and long-term proposals for the bus strategy for the Site. As there is no longer a bus service that routes in the vicinity of the Site, the strategy will require pump prime funding of a bus to serve the Site. This will require a phased approach as the Site is built out.

Proposed Development – Access and Interconnectivity

Both applications have been prepared to work in combination to deliver the majority of the overall allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. This is referred to herein as ‘the Proposed Development’. The illustrative masterplan for the Proposed Development is shown in **Figure 2**.

Figure 2 Illustrative Masterplan of Proposed Development



There are five proposed vehicular accesses as part of the Proposed Development:

- A47 Southern Roundabout – into Application B site;

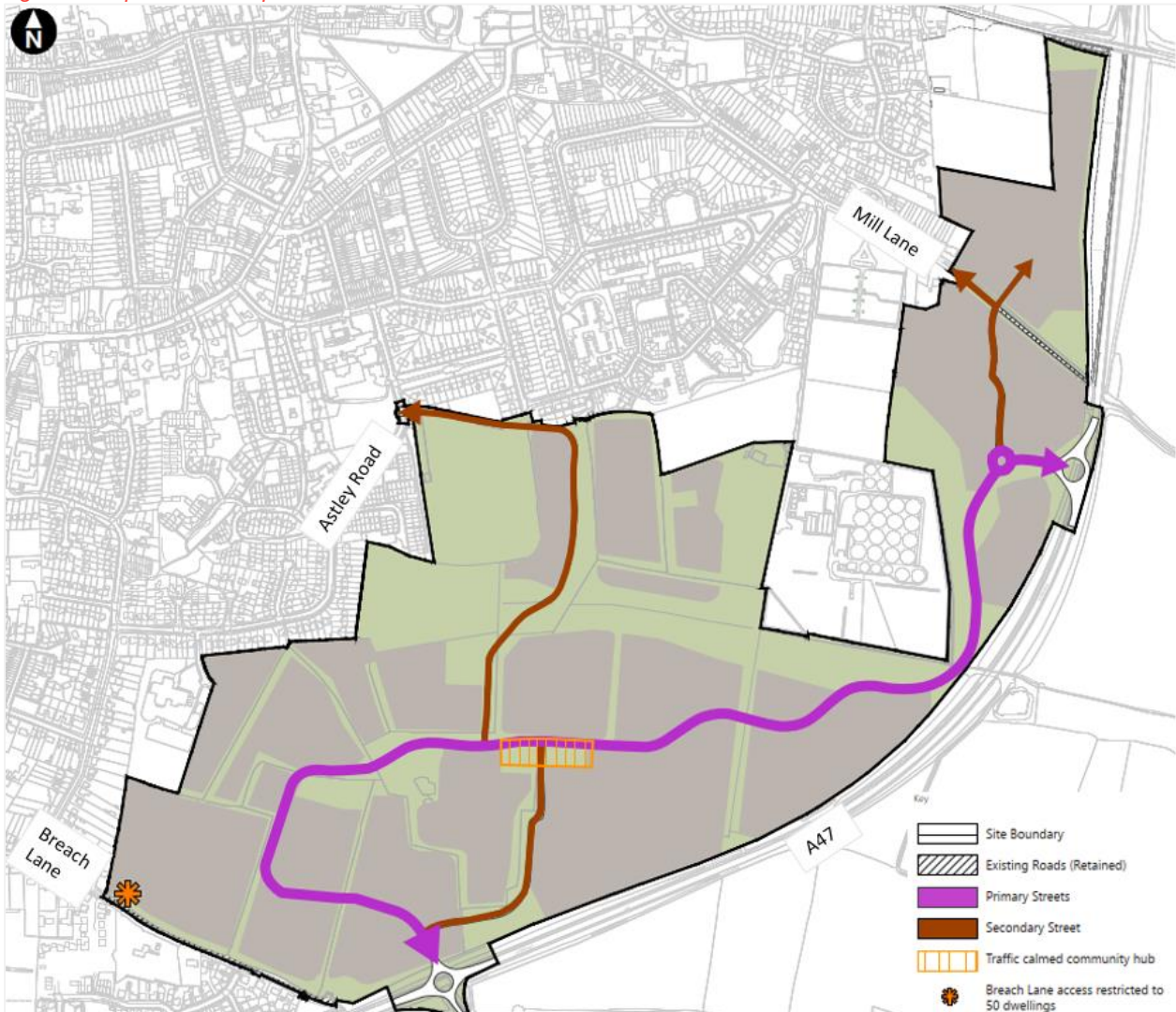
TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	CONFIDENTIALITY:	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

- A47 Northern Roundabout – into Application B site;
- Mill Lane mini-roundabout – into Application A and B sites;
- Astley Road priority junction – into Application A site; and
- Breach Lane priority junction – into a discrete residential land parcel, part of Application B.

The vehicular accesses are illustrated in **Figure 3**.

Figure 3 Proposed Development Parameter Plan



The Proposed Development Parameter Plan (**Figure 3**) details a primary street and an internal loop/secondary street to enable alternative routes into the central part of the Site, the community hub and primary school.

TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	CONFIDENTIALITY:	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

- The broad location of the primary street through the SUE is on a similar alignment to that set out in the AAP. It will run through the centre of the SUE and connect the Application A and B areas, joining the new southern and northern A47 roundabouts. The route has been designed to accommodate future bus services (6.75m wide carriageway) and pedestrian and cycle facilities with a 2m footway on one side and a 3m shared cycle facility on the other.
- An internal loop/secondary street is proposed running south from the local centre to the A47 southern access within Application B. Secondary streets will also connect to Astley Road and Mill Lane (and proposed employment area) and will be designed to allow access and bus use but discourage through traffic. Other routes will provide access to residential areas only and in the case of Breach Lane will be for no more than 50 homes.

This design provides flexibility in terms of overall phasing as early connectivity could be achieved either by linking Astley Road to either one of the A47 accesses or by creating a link between the two A47 accesses. The design, also, creates greater internal connectivity for buses and other road users, and allows optimisation of bus routing to maximise accessibility for occupants, subject to detailed design.

The primary and secondary road geometries comply with the *Leicestershire Highway Design Guide* (2022) which states that 'Major Residential' access roads should have a carriageway width of 6.75m and 'Residential' access roads should have a carriageway width of 6m minimum where it is part of a bus route.

Content of the Technical Note

The Technical Note is set out as follows:

- Section 2 – Baseline Situation;
- Section 3 – Earl Shilton SUE Bus Strategy;
- Section 4 – Application B Bus Strategy;
- Section 5 – Application A Bus Service Costings and Contribution and
- Section 6 – Summary and Conclusions.

2. BASELINE BUS ACCESSIBILITY

The existing bus services provide Earl Shilton with good connectivity to major local destinations such as Leicester, Barwell, Hinckley and Nuneaton.

Earl Shilton is currently served by two local bus services^{1,2}:

- 148 – Leicester to Coventry (operated by Stagecoach) runs through the town centre and has two services per hour per direction Monday to Saturday and one per hour per direction on Sunday.

¹ www.arrivabus.co.uk/find-a-service accessed 20/10/23

² <https://www.stagecoachbus.com/timetables> accessed 20/10/23

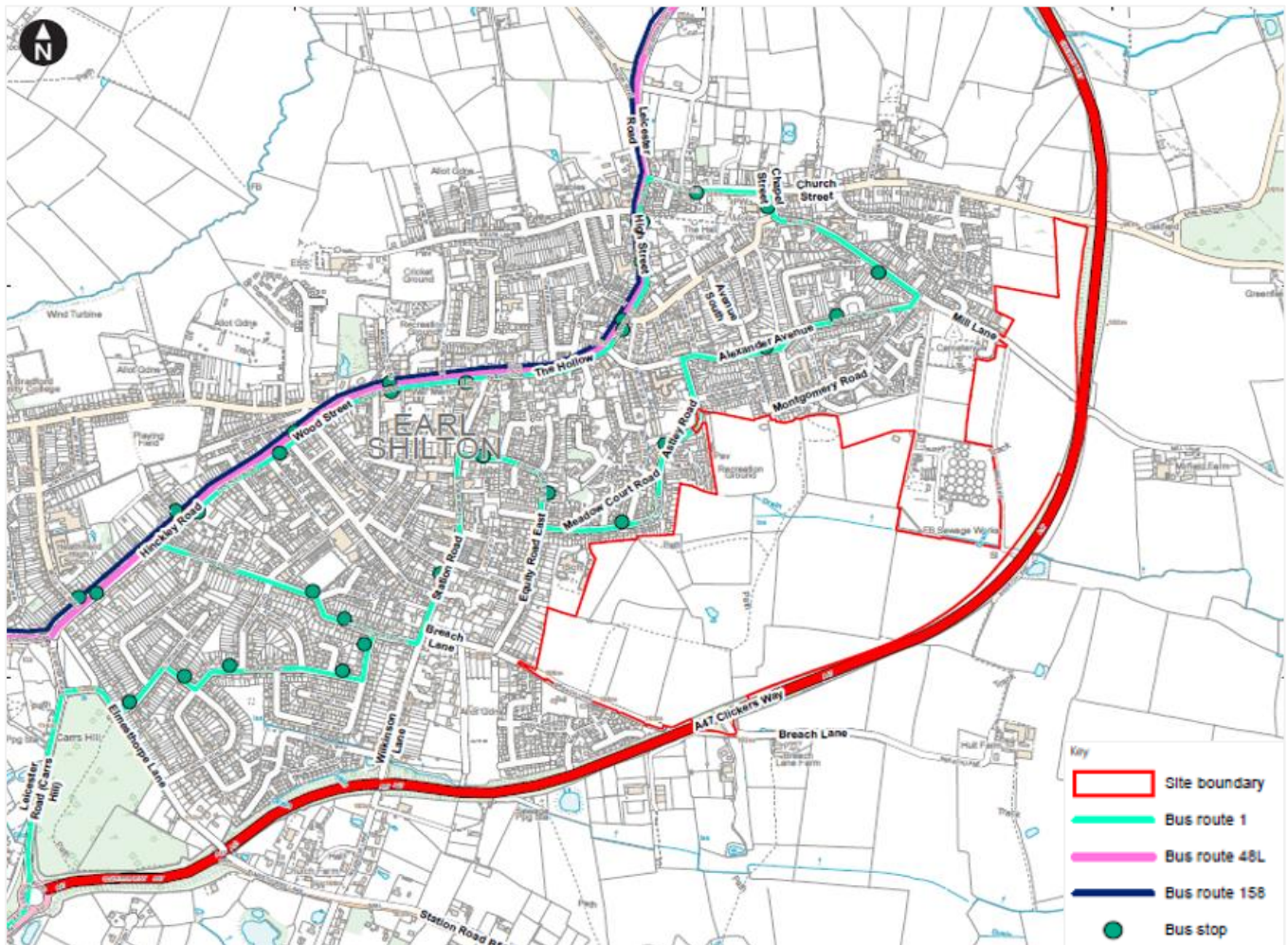
TECHNICAL NOTE: Bus Strategy

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- 158 – Nuneaton/Hinckley to Leicester (operated by Arriva) also runs through the town centre and has approximately two services per hour per direction Monday to Saturday and one per hour per direction on Sunday.

Both of the bus services run on strategic routes, linking Earl Shilton the major local destinations.. **Figure 4** illustrates these bus service routes within Earl Shilton and the bus stops served by the buses.

Figure 4 Existing and Recently Withdrawn Bus Services in the Earl Shilton Area



The nearest bus stops to the Site which are served by the existing bus services are located in the centre of Earl Shilton along High Street and Wood Street (Keates Lane and twin stops Almey's Lane on High Street and Library on Wood Street), and have bus shelters. **Table 1** summarises the walking distances and journey times from each of the accesses within Earl Shilton to the nearest bus stops and shows that the nearest is from Astley Road (440m/six minute walk) and the furthest from Mill Lane (1.1km/15 minute walk).



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Table 1 Distance from the Site to the nearest bus stop summary

Site Location	Nearest Bus Stop	Approximate Walking Distance	Approximate Walking Time
Mill Lane Access	High Street - Almey's Lane stop	1,100 m	15 mins
Astley Road Access	High Street - Almey's Lane stop	440 m	6 mins
Breach Lane Access	Wood Street - Library stop	1,000 m	14 mins

The LCC publication *Leicestershire Highway Design Guide* (2022)³ identifies that:

"...normally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m."

It is noted that the Stagecoach Group publication *Bus Services and New Residential Developments* (2017)⁴ and the Chartered Institute of Highways and Transportation (CIHT) publication *Buses in Urban Developments* (2018)⁵ advises that there will be circumstances where achieving a 400-metre walking catchment:

"...results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route. Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service. Thus we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate."

The walking distances from the Site to the nearest bus stops served by existing bus services, as shown in Table 1, are too far to be attractive as a mode of transport choice. Discussion with the bus operators, Arriva and Stagecoach, has established that a diversion of either of the services near to and/or within the Site is not a feasible option as these are direct, fast routes and it would lengthen journey times which would be to the detriment of existing passengers. Therefore, the bus strategy for the Site as a whole needs to incorporate a bespoke service.

Within the submitted TA it was proposed that the Arriva bus service 1, also shown in Figure 4, which routed between Hinckley Bus Station and Earl Shilton, would be enhanced in terms of service frequency and re-routed through the SUE on completion of the spine road through the Site. Since the submission of both OPAs, bus service 1 has been withdrawn, occurring at the end of August 2023. .

The service took 33 minutes from Earl Shilton Sandringham Avenue to Hinckley Bus Station and 17 minutes from Hinckley Bus Station and Sandringham Avenue, a total of 50 minutes. Therefore, one bus was sufficient for an hourly bus service. However, the service ran every two hours as it also looped to

³ Leicestershire Highways Design Guide – 2022 interim guide, online available at:

<https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>

⁴ Stagecoach, *Bus Services and New Residential Developments*, 2017, available online at

<https://www.stagecoachgroup.com/~media/Files/S/Stagecoach-Group/Attachments/pdf/bus-services-and-new-residential-dev.pdf>

⁵ CIHT Buses in Urban Developments, January 2018, available online at [CIHT - BUSES BROCHURE 2018_cs4.indd](#)

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Barwell as bus service 2. Arriva announced that the withdrawal of the bus service was because customer demand had reduced. This could have been a result of the Covid-19 pandemic impact on bus patronage, and because of its low frequency. A service with a higher frequency than two hourly is likely to be a more attractive travel choice option. The timetable prior to withdrawal of the service is shown below.

Bus Service 1 Timetable (withdrawn August 2023)

Monday to Friday - Barwell East Green

	2 ¹	2 ²	1	2	1	2	1	2
Earl Shilton Sandringham Avenue	--	--	1027	--	1227	--	1657	--
Earl Shilton Coniston Close	--	--	1032	--	1232	--	1702	--
Earl Shilton Library	--	--	1044	--	1244	--	1714	--
Hinckley Ashby Road	--	--	1053	--	1253	--	1723	--
Hinckley The Crescent Bus Station	--	--	1103	--	1303	--	1733	--
Hinckley The Crescent Bus Station	0910	0910	--	1110	--	1310	--	1740
Hinckley Netherley Court	0918	0918	--	1118	--	1318	--	1748
Barwell Brockey Close	0933	0933	--	1133	--	1333	--	1803
Barwell East Green	--	--	--	--	--	--	--	1812

¹ Term Time Only ² Only During School Holidays

Monday to Friday - Earl Shilton Sandringham Avenue

	2	1	2	1	2	1
Barwell Brockey Close	0933	--	1133	--	1333	--
Barwell East Green	0942	--	1142	--	1342	--
Hinckley Ashby Road	0953	--	1153	--	1353	--
Hinckley The Crescent Bus Station	1003	--	1203	--	1403	--
Hinckley The Crescent Bus Station	--	1010	--	1210	--	1640
Hinckley Netherley Court	--	1018	--	1218	--	1648
Earl Shilton Sandringham Avenue	--	1027	--	1227	--	1657

Saturday - Hinckley The Crescent Bus Station

	1	2	1	2	1	2	1	2
Hinckley The Crescent Bus Station	--	1110	--	1310	--	1510	--	1710
Hinckley Netherley Court	--	1118	--	1318	--	1518	--	1718
Barwell Brockey Close	--	1133	--	1333	--	1533	--	1733
Barwell East Green	--	--	--	--	--	--	--	1742
Earl Shilton Sandringham Avenue	1027	--	1227	--	1427	--	1627	--
Earl Shilton Coniston Close	1032	--	1232	--	1432	--	1632	--
Earl Shilton Library	1044	--	1244	--	1444	--	1644	--
Hinckley Ashby Road	1053	--	1253	--	1453	--	1653	--
Hinckley The Crescent Bus Station	1103	--	1303	--	1503	--	1703	--

Saturday - Earl Shilton Sandringham Avenue

	2	1	2	1	2	1	2	1
Barwell Brockey Close	0933	--	1133	--	1333	--	1533	--
Barwell East Green	0942	--	1142	--	1342	--	1542	--
Hinckley Ashby Road	0953	--	1153	--	1353	--	1553	--
Hinckley The Crescent Bus Station	1003	--	1203	--	1403	--	1603	--
Hinckley The Crescent Bus Station	--	1010	--	1210	--	1410	--	1610
Hinckley Netherley Court	--	1018	--	1218	--	1418	--	1618
Earl Shilton Sandringham Avenue	--	1027	--	1227	--	1427	--	1627

As shown in Figure 4, service 1 was closest to the Application A Site with bus stops on Mill Lane, Alexander Avenue, Astley Road and Meadow Court Road which would have been accessible for new residents in northern parts of the Site.

Analysis of the walking distances to the bus stops served by the withdrawn Service 1 using Basemap TRACC 2.0.4 software was undertaken as part of the submitted TA and FTP. This was based on the illustrative masterplan and focuses on the key links from the Site rather than all possible pedestrian routes that will be constructed. TRACC uses a walking speed of 4.8 kmph which is based on the Department of Transport (DfT) publication *Journey Time Statistics: Notes and Definitions*⁶. For origins/destinations not on the road network the journey commences with a walk to the nearest point on the network, with a speed penalty applied, and then continues on the road network.

Figure 5 shows the walking distances to each bus stop and illustrates the extent of accessibility within the Site, demonstrating that locations near to Meadow Court Road, Astley Road and Montgomery Road are within 400m of the withdrawn Service 1 bus stops and the majority of the Site is within 800m.

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/853603/notes-and-definitions.pdf

TECHNICAL NOTE: Bus Strategy

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Figure 5 Withdrawn Service 1 - Bus Stop Catchment Areas – Distance (m)

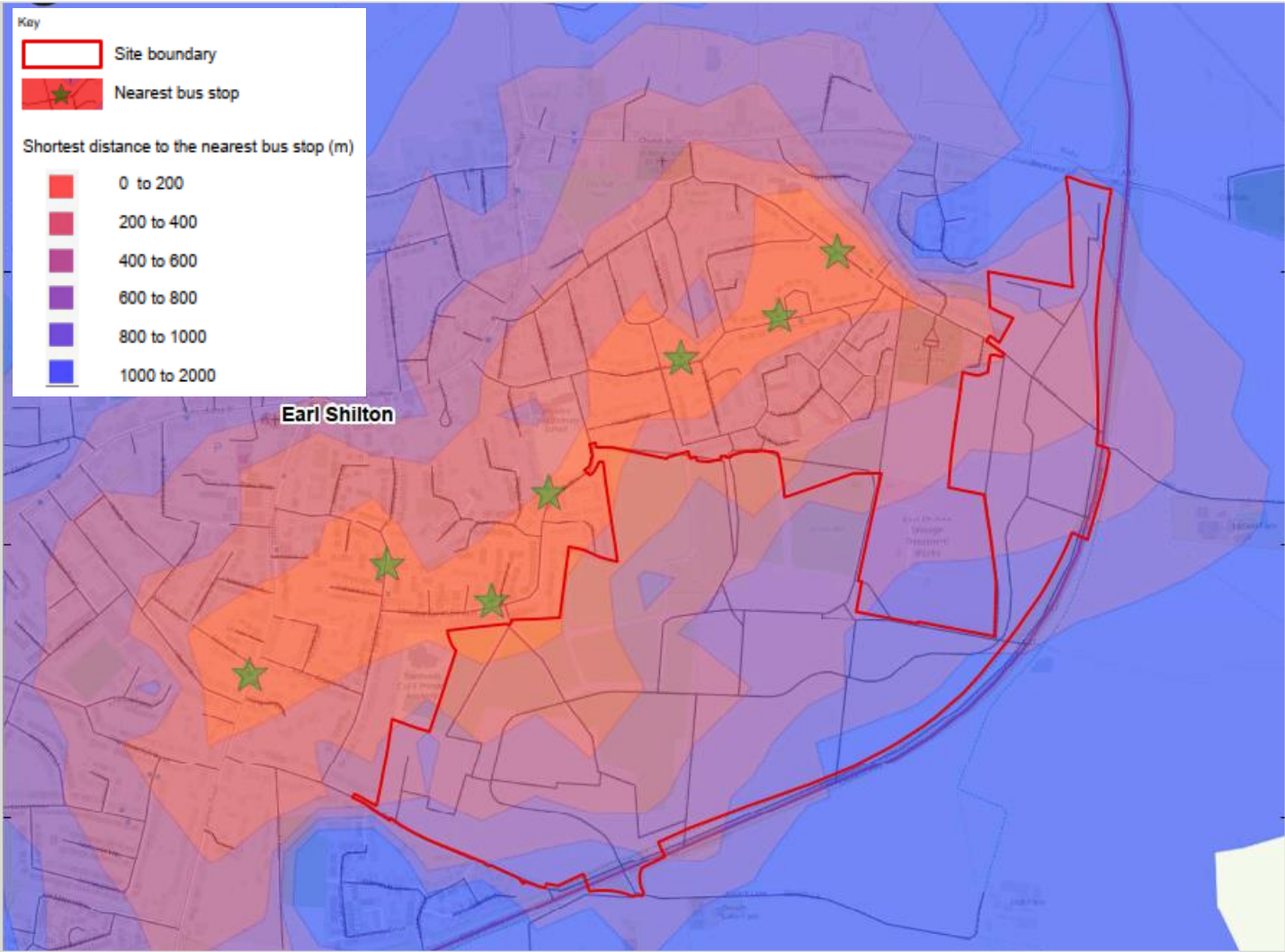


Table 2 provides a summary of this for the whole completed site and the separate Application A and Application B sites. This shows that the Application A site has better accessibility to the former bus service 1 bus stops than Application B, however, the average walking distance for Application B is only 743m and a 9-minute journey time, which is a reasonable walking distance.



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Table 2 Average walking distance and time from areas of the Site to the former Service 1 bus stops

Internal Road and Footway Scenario	Application and Land Parcel	Average Walking Distance to Nearest Bus Stop (m)	Average Walking Time to Nearest Bus Stop (mins)
Existing connections and all internal connections	Whole Site	595	8
Existing connections and Application A internal connections	Application A Land Main Parcel 1	367	5
Existing connections and Application A internal connections	Application A North Mill Lane Parcel 2	595	7
Existing connections and Application B internal connections	Application B	743	9

The bus strategy for the Site considers reinstatement of part of the route, as set out in the following section.

3. EARL SHILTON SUE BUS SERVICE STRATEGY

The bus strategy for the Site at full completion is based on connectivity to Earl Shilton town centre and to Hinckley Bus Station, from where Hinckley Train Station is an eight-minute walk away.

Bus Routeing

On full completion of the Proposed Development, the bus service would route through the Site, either via Mill Lane and Astley Road or via one or both of the A47 roundabouts. The routeing options are identified below.

1. A47 from Hinckley – Wilkinson Road – Station Road – Equity Road East – Meadow Court Road – Astley Road – Earl Shilton SUE Astley Road access – Earl Shilton SUE Spine Road – Earl Shilton SUE Mill Lane access - Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Station Road – Wilkinson Road – A47 to Hinckley.
2. A47 from Hinckley - Station Road – Wilkinson Road - Hinckley Road - Wood Street - High Street - Hill Top - Church Street - Chapel Street - Mill Lane – Earl Shilton SUE Mill Lane access - Earl Shilton SUE Spine Road - Earl Shilton SUE Astley Road access - Astley Road - Meadow Court Road - Equity Road East - Station Road - Wilkinson Road - A47 to Hinckley
3. A47 from Hinckley A47 – Earl Shilton SUE A47 Southern Roundabout – Earl Shilton SUE Spine Road – Earl Shilton SUE Mill Lane access - Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Station Road – Wilkinson Road – A47 to Hinckley.
4. A47 from Hinckley A47 – Earl Shilton SUE A47 Southern Roundabout – Earl Shilton SUE Spine Road – Earl Shilton SUE A47 Northern Roundabout – A47 to Hinckley.

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Bus Frequency

One bus would be sufficient to provide at least an hourly service for Route Options 1 - 3, which could potentially be one every 45 minutes.

Route Option 4 would be quicker, and one bus could potentially have a frequency of one every 30 – 45 minutes. However, this route would not provide a connection between the SUE and Earl Shilton town centre and wouldn't offer the benefit of patronage from existing residential areas within Earl Shilton to support the commercial viability of the service.

It is anticipated that the bus service will be commercially viable before the SUE is completed and the bus service frequency by this stage will be dependent on the bus operator.

4. PHASED BUS STRATEGY

As there is no existing bus service to appropriately serve the majority of the Site due to the distance to the bus stops on Earl Shilton High Street and Wood Street, there will be a need for the funding of a bus to serve the Site. A phased bus service strategy will be required that fits with the staged delivery of each of the application sites. In the short and medium term, this will entail reinstatement of bus service 1 which will be most accessible to the Application A Site, as well as the residential parcel of Breach Lane, Application B, and an extension into the Application B Site via the southern A47 roundabout to serve its early phasing delivery.

Short and Medium Term

Commencement of a bus service to serve a new development is a balance between providing travel choice in the early stages of occupation and optimum use of developer contribution funding. Whilst it would be ideal for a bus service to be in place from day 1 of occupation in order to influence travel choice at the outset, this would be poor use of funding as revenue earned from patronage from occupants from the site would be minimal. A pragmatic approach is to identify a threshold of development that would trigger the commencement of the service.

It is proposed that the contribution or commencement of bus provision is triggered once 150 dwellings have been constructed and occupied.

Initial construction delivery will be based off separate access points with no internal connections. On the basis that there will be no internal connectivity, the short-term bus strategy is the reinstatement of Service 1, potentially with a modified route through Earl Shilton to shorten the journey time, thereby enabling a slight increase in frequency compared to the withdrawn service – an approximate 40 - 45 minute journey time. The re-instated bus service would additionally route to Application B via the southern roundabout with a loop facilitated by a turning arrangement.

Figure 6 illustrates the short-term bus access route to the Application B Site, noting that would be a turning head or loop to enable the service to route into the Site along the secondary street and turn in the vicinity of the community hub and school.

Figure 6 Potential short-term bus route into Application B's site

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The potential route from Hinckley would be as follows (red text showing revised route from pervious service 1):

- A47 from Hinckley – Proposed Site southern roundabout, turning within the Site – A47 - Wilkinson Road – Station Road – Equity Road East – Meadow Court Road – Astley Road - Alexander Avenue – Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Station Road – Wilkinson Road – A47 to Hinckley.

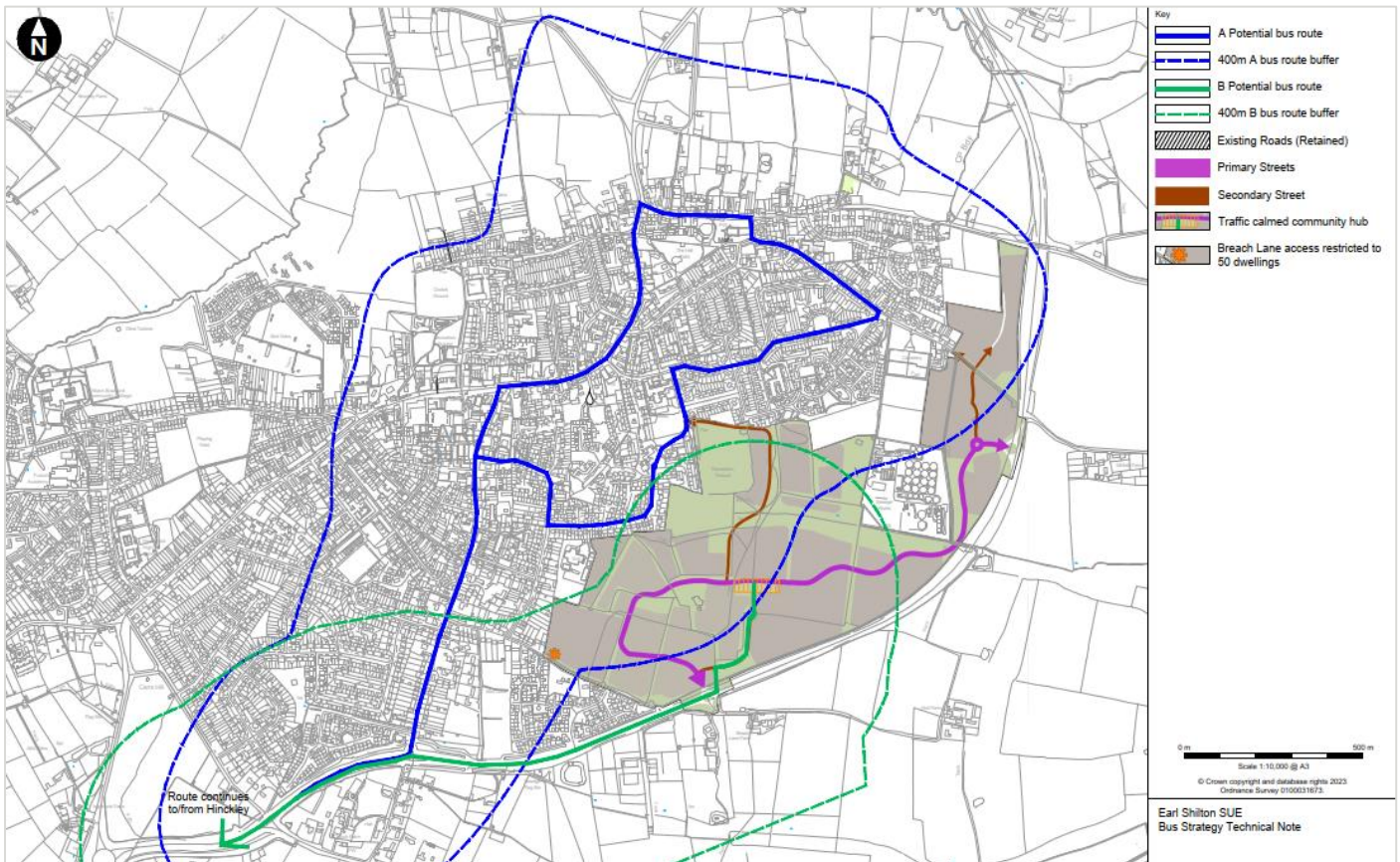
One bus would be sufficient to provide at least an hourly service.

Figure 7 shows an overlay of a 400m buffer around the bus route for both Application A and Application B in the short-term, showing good coverage of both sites, although acknowledging that this is a ‘crow flies’ distance rather than walking distance.

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Figure 7 400m buffer from overlayed on Primary and Secondary access parameter plan



Long term Year 6 to Year 10

On full completion of the Proposed Development, the bus service would route through the Site, either via Mill Lane (Application A) or both A47 roundabouts (Application B):

- A47 –Southern Roundabout – through Site – Mill Lane – Chapel Street - Church Street – Hill Top – High Street – Wood Street – Hinckley Road – Leicester Road (Carrs Hill) – A47 to Hinckley.
- A47 –Southern Roundabout – through Site – Northern Roundabout – A47 to Hinckley.

5. BUS STOP INFRASTRUCTURE

Bus stop locations will be site to enable the majority of residential properties to be within 400m of an existing or a new bus stop. New bus stops would be at suitable intervals, to be agreed with LCC, but anticipated to be no greater than 600 m apart. It is intended to provide high quality Disability Discrimination Act (DDA) compliant bus stops which would generally include the following:

- installation of high-quality bus shelters (with at minimum lighting, seats and passenger information panels);

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- raised access kerbs would be installed, providing level access for passengers boarding or alighting the buses;
- an associated maintenance and cleaning programme so the stops do not fall below the required standard;
- be safe, well lit and level pedestrian routes to the bus stops, including suitable points to cross the highway; and
- appropriate traffic management to prevent illegal parking at the bus stops i.e. Clearway Orders.

6. BUS SERVICE COSTINGS AND CONTRIBUTION

Consideration has been given to potential bus service costs and a contribution amount, taking into account potential patronage from the new occupants and existing households and revenue from this.

Assumptions

Table 4 sets out the assumptions on costs and revenue. It should be noted that this does not include assumptions on inflation.

Table 4 Potential Bus Service Scenario Assumptions

	Assumptions
Bus Operating Cost per annum *	£180,000
Patronage	The residential and employment land uses of the Proposed Development Application B and existing households within 400m of a bus stop on the potential bus route.

* based on advice from Arriva regarding an indicative standard annual bus cost for one bus operating a 12 hour per day Monday to Saturday service. Bus operating cost will vary depending on service level and operator, for example.

The following is assumed with regards to the Proposed Development.

- Mode share – consideration has been given to the implications of differing percentages, including the 2011 Census journey to work data which recorded a mode share for bus of 4.23% and the 2021 Census journey to work data which recorded a mode share for bus of 2.83%.
- The mode share has been applied to the person trips for the Proposed Development residential land use. For employment, the estimated number of jobs for the employment land uses has been based on Table 12.9 of the Environmental Statement (ES) and the mode share applied to this.
- A construction period of 10 years for the residential element has been assumed, comprising an average of 50 dwellings per annum for Application A and 100 residential units per annum for Application B. The employment uses are assumed to occur later in the construction programme, from Year 7 to Year 12.

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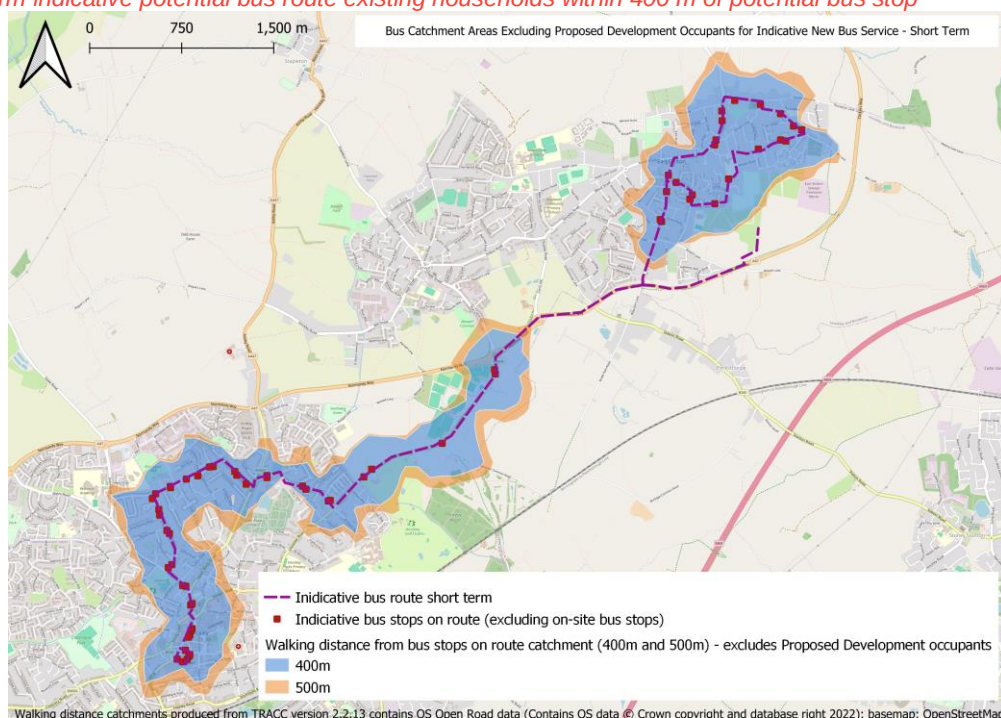
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- An average fare cost of £1.35 has been assumed based on the current fare structure in the locality and taking into account patronage by full fare paying adults (assumed to be 56.3% based Census 2021 data on age in Hinckley and Bosworth 006A-006F) and children (11.3%) and non-fare paying passengers – children under 4 years old (5.4%) and pensioners with a bus pass (20.6%).

The following is assumed with regards to existing household patronage.

- The mode share for the Proposed Development residential land use is applicable, however, consideration needs to be given to the catchment overlap with existing bus services (148 and 158). To allow for these established, 'competing' services, the potential mode share for the proposed new route from existing households has been reduced to an eighth.
- Existing households within 400m of a bus stop on the potential bus service route have been determined using TRACC (v. 2.2.13 using OS Open Road road network) and bus stops⁷ along the potential bus route taking consideration the locations of the bus stops for the withdrawn service (**Figure 8** and **Figure 9**). The number of households was derived from the 2011 Census 'KS401EW - Dwellings, household spaces and accommodation type'⁸ for 2011 Census Output Areas where the majority of residential areas within the Output Area reside within the 400m bus stop catchment boundary.

Figure 8 Short-term indicative potential bus route existing households within 400 m of potential bus stop



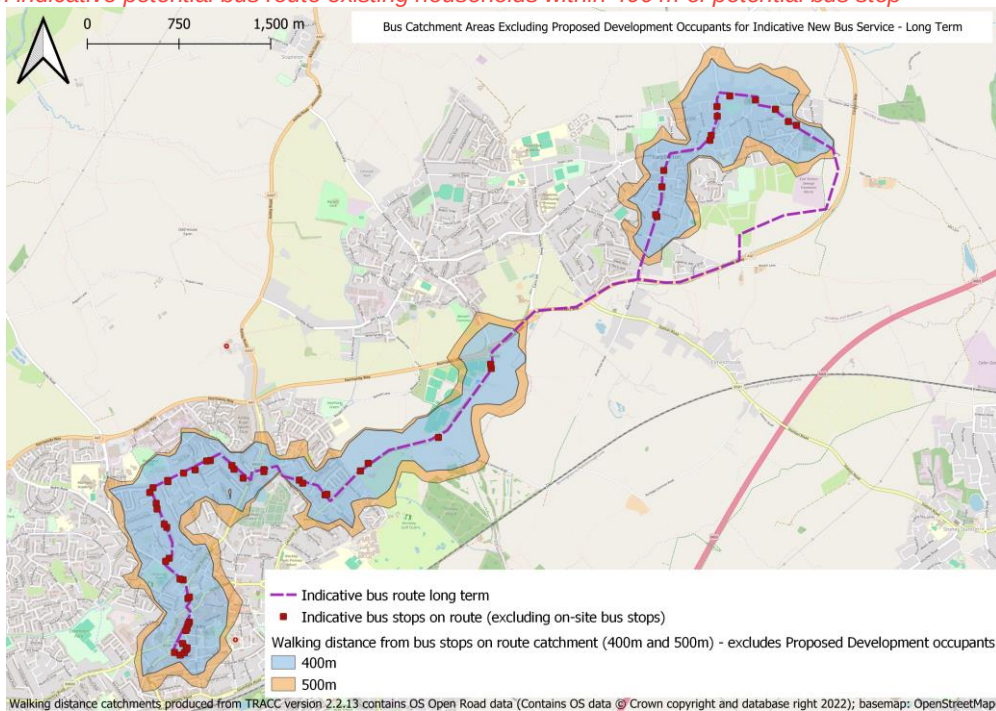
⁷ Department for Transport National Public Transport Access Notes (NaPTAN) dataset (online). Available at: <https://beta-naptan.dft.gov.uk/download/la> [Accessed 13/12/23]

⁸ Nomis 2011 Census Dataset 'KS401EW - Dwellings, household spaces and accommodation type' (online). Available at: https://www.nomisweb.co.uk/sources/census_2011 [Accessed 13/12/23]

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Figure 9 Long-term indicative potential bus route existing households within 400 m of potential bus stop



- Based on the calculation of existing households within 400m of the bus service routes, there are up to 5,777 households along the short term route and 5,631 households along the long term route.
- Based on the bus mode share and allowance for patronage on existing bus services, it is estimated that there would be 282 daily passengers from existing households along the short term route and 275 daily passengers along the long term route.

Results

A summary of the calculations, for commercially viable mode share scenarios, is provided in **Table 5**. This shows that with the inclusion of revenue from existing households within 400m of the proposed bus route, commercial viability will be as follows:

- One bus – by Year three and completion of 450 dwellings
- Two buses – by Year 10 and completion of all of the dwellings, school and community hub and 67% employment

Table 6 provides a summary of the results for the commercial viability showing that a contribution of £55,843 would be needed towards the operation of one bus service and £1,106,215 towards two bus services.

The calculations for each scenario are included in **Appendix A**.

Table 5 – Summary of Bus Cost Revenue by Year

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12
Estimated Annual Patronage												
Earl Shilton SUE	17815	35630	53445	71775	89590	107405	127256	145071	164923	184774	186810	188846
Existing Households	85,765	85,765	85,765	85,765	85,765	85,765	83,598	83,598	83,598	83,598	83,598	83,598
Total Annual Patronage	103,580	121,395	139,210	157,540	175,355	193,170	210,854	228,669	248,520	268,371	270,407	272,443
Estimated Revenue												
Earl Shilton SUE revenue	£24,085	£48,171	£72,256	£97,037	£121,122	£145,207	£172,045	£196,130	£222,968	£249,806	£172,274	£175,027
Existing household revenue	£115,951	£115,951	£115,951	£115,951	£115,951	£115,951	£113,020	£113,020	£113,020	£113,020	£113,020	£113,020
Total Revenue	£140,036	£164,121	£188,206	£212,987	£237,072	£261,158	£285,065	£309,150	£335,988	£362,826	£365,579	£368,331
Annual Bus cost/revenue – One bus												
Bus cost per annum*	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000
Bus subsidy (-) /bus viability	-£39,964	-£15,879	£8,206	£32,987	£57,072	£81,158	£105,065	£129,150	£155,988	£182,826	£185,579	£188,331
Annual Bus cost/revenue – Two buses												
Bus cost per annum*	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000
Bus subsidy (-) /bus viability	-£219,964	-£195,879	-£171,794	-£147,013	-£122,928	-£98,842	-£74,935	-£50,850	-£24,012	£2,826	£5,579	£8,331

* Based on operator cost provided

Table 6 Commercial Viability Results Summary

Proposed Development Mode Share Value	One Bus	Two Buses
Year of Commercial Viability	Year 3	Year 10
Proposed Development Status at Year of Commercial Viability	450 dwellings have been built and occupied	1,500 dwellings built and occupied School, retail and community hub completed 67% of employment built and occupied
Contribution Amount Overall to Year of Viability*	£55,843	£1,106,215

*Taking into account revenue from fare paying passengers



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PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

It is proposed to provide a contribution of £1,106,215 to fund two buses in order to ensure that there is a good level of frequency. It is anticipated that the contribution will be split into three payment periods, to be confirmed with the public transport officer in LCC. As identified earlier in this TN, it is proposed that the development threshold to trigger the first contribution payment is construction and occupation of 150 dwellings.

7. ADDITIONAL BUS STRATEGY CONTRIBUTIONS

The Applicants will comply with LCC advice and requirements regarding Travel Plan contributions and monitoring. Relative to the bus strategy, this will include the following:

- Travel Information Packs will be produced as part of the Travel Plan implementation. This will include information on the SUE funded bus service and the other services in Earl Shilton, and connections to Hinckley Rail Station. The Applicant will either produce their own Travel Information Packs and will pay LCC £500 to review and approve the content or will pay LCC to produce these, understood to be £52.85 per pack.
- LCC currently asks for two adult passes (each pass being valid for six months) per residential plot. An Arriva bus pass costs £360.00.

8. SUMMARY

There are two existing bus services which provide Earl Shilton with good connectivity to major local destinations. A third service, bus service 1, routed closest to the Site, however, was withdrawn in August 2023.

The bus strategy for the Earl Shilton SUE will need to consider the reinstatement of the withdrawn route as the existing services and associated bus stops are more than 400m from the Site boundary.

The routing for the Earl Shilton SUE bus strategy is anticipated to be as follows:

- Short-term (no internal connectivity within the Site) – reinstate bus service 1 to route along road network in proximity to Site boundary and to Application B site via the proposed southern roundabout junction.
- Medium-term – as per the short-term route.
- Long term - route service through the whole Site.

Based on the provision of one bus, the contribution amounts towards the operation of the bus service would be £55,843 or £1,106,215 towards two bus services.

It is proposed to provide a contribution of £1,106,215 to fund two buses in order to ensure that there is a good level of frequency. It is anticipated that the contribution will be split into three payment periods and that the development threshold to trigger the first contribution payment is construction and occupation of 150 dwellings.



TECHNICAL NOTE: Bus Strategy

DATE:	19 March 2024	CONFIDENTIALITY:	Public
SUBJECT:	Bus Strategy		
PROJECT:	Earl Shilton Sustainable Urban Extension	AUTHOR:	Sam Gardner
CHECKED:	Bev Coupe	APPROVED:	Bev Coupe

Appendix A

BUS COST/REVENUE

Earl Shilton Bus Patronage Calculations

Mode share			
	2011 Census - Lower Layer Output Area 009c	Future Assumption ES SUE*	Future Assumption Existing HH*
Bus mode share	4.23%	4.23%	0.53%
* 2011 census level reduced to a 1/8 due to the existing services having overlapping catchment areas			

	Person trip rates based on TA		Bus Patronage based on number of jobs derived from Table 12.9 of Environmental Statement			
	Residential		Employment B1	Employment B2	Employment B8	Retail
AM Peak Hour	1.17	Number of Jobs	142	227	204	20
PM Peak Hour	1.078	Two-way trips	284	454	408	40
Daily	9.236	Bus mode share trips	12	19	17	2
Daily bus trip rate based on bus mode share of person trip rate	0.391	Total Employment two-way daily trips by bus	50			

Daily bus trip rate based on mode share of person trip rate - Exising Households	0.049
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	Potential patronage opportunities within 400m of bus route	Annual Growth based on Construction Phasing (year)											
		1	2	3	4	5	6	7	8	9	10	11	12
Residential - dwellings	1,000	150	300	450	600	750	900	1,050	1,200	1,350	1,500	1,500	1,500
Emp B1- m²	2,000							333	667	1,000	1,333	1,667	2,000
Emp B2- m²	11,400							1,900	3,800	5,700	7,600	9,500	11,400
Emp B8- m²	11,400							1,900	3,800	5,700	7,600	9,500	11,400
Existing HH - Short Term and Long Term Bus Routes		5,777	5,777	5,777	5,777	5,777	5,631	5,631	5,631	5,631	5,631	5,631	5,631

	Daily bus patronage based on bus trip rates											
	1	2	3	4	5	6	7	8	9	10	11	12
Residential	59	117	176	234	293	352	410	469	527	586	586	586
Emp B1-	0	0	0	0	0	0	2	4	6	8	10	12
Emp B2-	0	0	0	0	0	0	3	6	10	13	16	19
Emp B8-	0	0	0	0	0	0	3	6	9	12	14	17
Retail (Employment)				2	2	2	2	2	2	2	2	2
Existing HH - Short Term and Long Term Bus Routes	282	282	282	282	282	282	275	275	275	275	275	275

Annual bus patronage

Operating days:

304	Residential	304	Retail	252	Employment
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	Annual bus patronage based on daily trips and annual operating days											
	1	2	3	4	5	6	7	8	9	10	11	12
Residential	17815	35630	53445	71261	89076	106891	124706	142521	160336	178151	178151	178151
Emp B1	0	0	0	0	0	0	505	505	1009	1514	2018	2523
Emp B2	0	0	0	0	0	0	807	807	1613	2420	3226	4033
Emp B8	0	0	0	0	0	0	725	725	1450	2175	2899	3624
Retail (Employment)	0	0	0	514	514	514	514	514	514	514	514	514
Total SUE	17815	35630	53445	71775	89590	107405	127256	145071	164923	184774	186810	188846
Existing HH - Short Term and Long Term Bus Routes	85,765	85,765	85,765	85,765	85,765	85,765	83,598	83,598	83,598	83,598	83,598	83,598
Total	103,580	121,395	139,210	157,540	175,355	193,170	210,854	228,669	248,520	268,371	270,407	272,443

Bus Cost / Revenue Per Annum

Average single bus fare	£1.35	Annual bus cost	No of buses	Bus cost	Total cost
			1	£180,000.00	£180,000.00

Years of Construction	1	2	3	4	5	6	7	8	9	10	11	12
Annual Bus cost	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000	£180,000
SUE Residential	£24,085	£48,171	£72,256	£96,341	£120,426	£144,512	£168,597	£192,682	£216,768	£240,853	£240,853	£240,853
SUE Emp B1	£0	£0	£0	£0	£0	£0	£682	£682	£1,364	£2,046	£2,729	£3,411
SUE Emp B2	£0	£0	£0	£0	£0	£0	£1,090	£1,090	£2,181	£3,271	£4,362	£5,452
SUEEmp B8	£0	£0	£0	£0	£0	£0	£980	£980	£1,960	£2,940	£3,920	£4,900
SUE Retail Employment	£0	£0	£0	£695	£695	£695	£695	£695	£695	£695	£695	£695
SUE Revenue	£24,085	£48,171	£72,256	£97,037	£121,122	£145,207	£172,045	£196,130	£222,968	£249,806	£252,559	£255,311
Existing HH	£115,951	£115,951	£115,951	£115,951	£115,951	£115,951	£113,020	£113,020	£113,020	£113,020	£113,020	£113,020
Total Revenue	£140,036	£164,121	£188,206	£212,987	£237,072	£261,158	£285,065	£309,150	£335,988	£362,826	£365,579	£368,331
Bus subsidy (-) /bus viability	-£39,964	-£15,879	£8,206	£32,987	£57,072	£81,158	£105,065	£129,150	£155,988	£182,826	£185,579	£188,331

Average single bus fare	£1.35	Annual bus cost	No of buses	Bus cost	Total cost
			2	£180,000.00	£360,000.00

Years of Construction	1	0	1.692	1.692	1.692	1.692	1.692	1.692	1.692	1.692	1.692	0
Annual Bus cost	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000	£360,000
SUE Residential	£24,085	£48,171	£72,256	£96,341	£120,426	£144,512	£168,597	£192,682	£216,768	£240,853	£240,853	£240,853
SUE Emp B1	£0	£0	£0	£0	£0	£0	£682	£682	£1,364	£2,046	£2,729	£3,411
SUE Emp B2	£0	£0	£0	£0	£0	£0	£1,090	£1,090	£2,181	£3,271	£4,362	£5,452
SUEEmp B8	£0	£0	£0	£0	£0	£0	£980	£980	£1,960	£2,940	£3,920	£4,900
SUE Retail Employment	£0	£0	£0	£695	£695	£695	£695	£695	£695	£695	£695	£695
SUE Revenue	£24,085	£48,171	£72,256	£97,037	£121,122	£145,207	£172,045	£196,130	£222,968	£249,806	£252,559	£255,311
Existing HH	£115,951	£115,951	£115,951	£115,951	£115,951	£115,951	£113,020	£113,020	£113,020	£113,020	£113,020	£113,020
Total Revenue	£140,036	£164,121	£188,206	£212,987	£237,072	£261,158	£285,065	£309,150	£335,988	£362,826	£365,579	£368,331
Bus subsidy (-) /bus viability	-£219,964	-£195,879	-£171,794	-£147,013	-£122,928	-£98,842	-£74,935	-£50,850	-£24,012	£2,826	£5,579	£8,331



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