

Pell Frischmann

Land West of Ratby

Pell Frischmann Response to ATE Comments

109003

Project	Land West of Ratby
Document Title or Subject	Pell Frischmann Response to ATE Comments
Document Reference	109003-PEF-ZZ-XX-T.TN-H-000016
Revision Reference	S2_P2
Date	13/02/2026

1 Introduction

- 1.1.1 Pell Frischmann (PF) has been instructed by Lagan Homes (the Client) to provide highways and transport advice to support an outline planning application (with all matters reserved apart from access) for a phased, mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.
- 1.1.2 Active Travel England (ATE) provided comments based on the Transport Assessment, Transport Assessment Addendum, Travel Plan and a response to initial comments and then further comments. ATE's most recent response is dated 30th January 2026 and is replicated in **Appendix A** for quick reference.
- 1.1.3 ATE's most recent comments notes that the previous response is helpful, however further queries are still outstanding, primarily regarding the change in status regarding the National Cycle Network and whether specific improvements are required beyond wayfinding around route widths and lighting. Other routes are also identified for further assessment and there are additional queries regarding Burroughs Road.
- 1.1.4 The following presents additional detail, clarification and response to ATE's remaining queries as appropriate, with the aim of providing the additional information as requested in order to clear ATE's deferral.

2 ATE Comments

2.1 Comment 1

"It is welcome that the Response now reviews the route to the Brookvale Groby Learning Campus using an ATE recognised tool, the Route Check Tool but not the Cycling Level of Service CLoS identified in the induction to this work. The response does not cover the links to Glenfield and Kirby Muxloe and to Timkens employment site, as detailed in the Core Strategy above, however."

- 2.1.1 Pell Frischmann has previously undertaken the route check to the nearest education facilities as requested. ATE have subsequently requested a similar exercise is undertaken for nearby employment facilities. Pell Frischmann have subsequently included a further audit of the route to Glenfield/Optimus point employment area which forms the nearest major employment area. As a robust assessment this route has also been continued to the nearest large retail park, which also passes Glenfield Hospital.
- 2.1.2 The route has been assessed in **Table 1** and shown in **Figure 1**.

Figure 1. Audit Routes - Beaumont via Glenfield

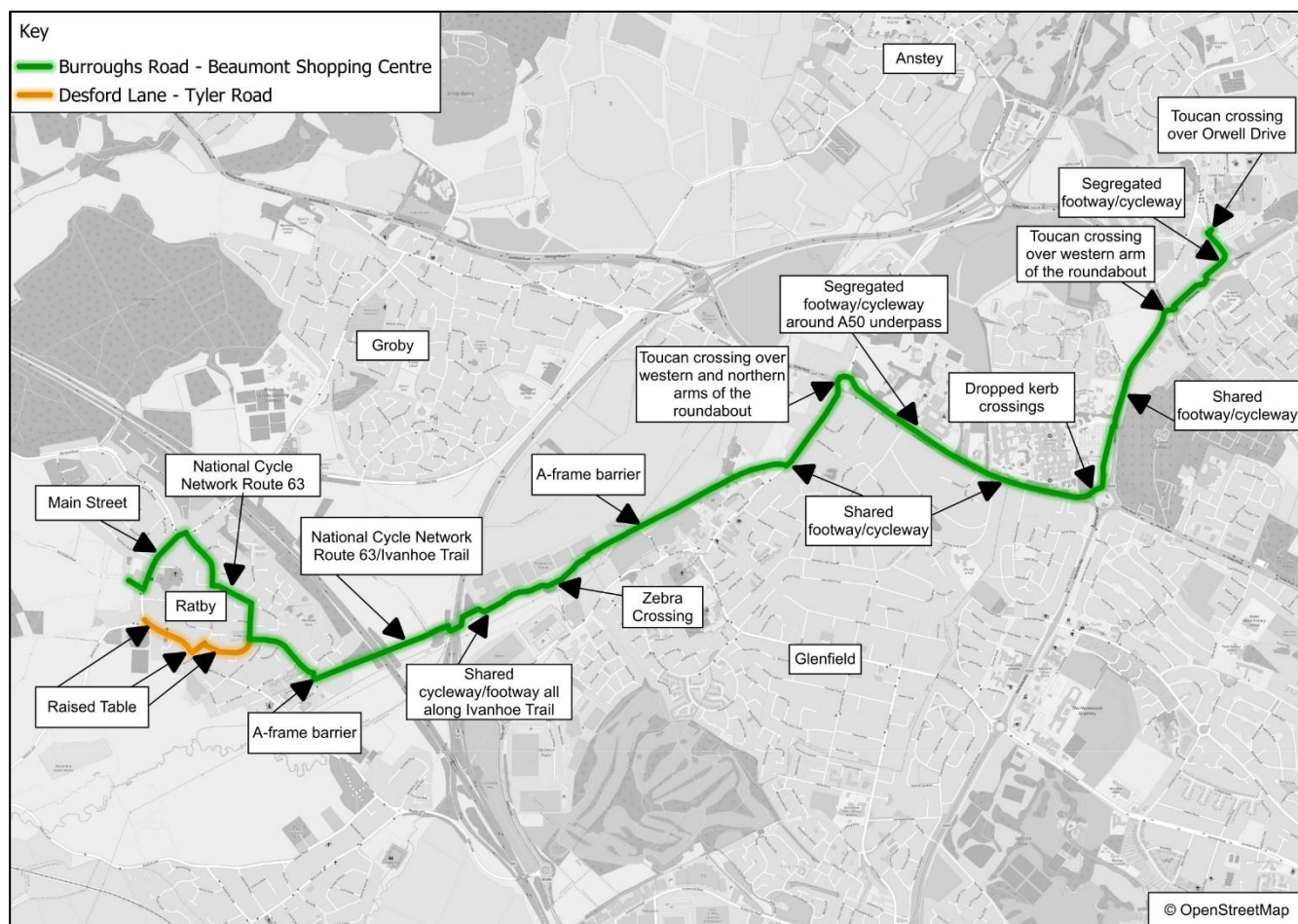


Table 1. ATE Route Check Criteria 2: Beaumont via Glenfield

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
P001	Are cyclists separated from pedestrians?	Cyclists travel along shared and segregated footway / cycleways from the Ivanhoe Trail. This is for the majority of the route, approximately 80% of the route.	-	Proposed demand is less than 300 hourly pedestrian / cyclist movements as per the threshold within LTN 1/20. Pedestrians/cyclist demand is low and visibility is high between users due to the long straight providing good lines of view. The shared and segregated facilities that allow for reduced interaction / conflict between users.
P002	Is the route free from barriers such as chicane barriers, steps or dismount signs?	There are barriers / bollards along the Ivanhoe Trail where it intersects with the carriageway, including an A-frame barrier at the start of the trail. There are guardrails around the arms of the key junctions along the A50 and A563.	-	The A-frame barrier means that part of the route cannot easily / continuously traversed. The bollards along the Ivanhoe Trail may make passage difficult if encountering a user heading in the opposite direction, as someone may have to 'give and take'. The guardrails do not affect the flow of the route. They protect the cyclists from the navigating the junctions at the A-roads.

P003	Does the route feel direct, logical and intuitive to understand for all road users?	The route feels generally direct due to their straight paths with limited junctions, especially along the Ivanhoe Trail as well as the shared / segregated facilities. The route is also logical to understand, which is helped by National Cycle Route signs and cycle infrastructure markings.	-	The signage and markings are present throughout the entire route, including through the residential roads of Ratby. Anymore signage / markings may be overbearing to the user and clutter the route. The as the route is the shortest distance it can be, so the flow feels logical.
P004	Are surfaces suitable for all users?	Whilst slowing down the speed of vehicles, there are several raised tables and speed cushion along Main Street in Ratby, which may not be suitable for all users.	-	These traffic calming measures create a safer environment for cyclists throughout Ratby, by reducing they vehicle speeds, meaning cyclists can navigate the carriageway better. This also may encourage more cyclists.
P005	Is appropriate lighting provided?	Appropriate lighting is provided along the entire route, except for the Ivanhoe Trail.	-	Street lighting is provided to ensure year-round usage in Ratby and Glenfield, especially by the A-roads where the visibility is most important.
P006	Does the route join together, or join other facilities together, as part of a holistic, connected network?	The majority of the route is along National Cycle Network (NCN) Route 63, connecting the centre of the site to Ratby and Glenfield. Local cycle routes / infrastructure route north into Beaumont from NCN 63 to pr	-	Local cycle routes / infrastructure route north into Beaumont from NCN 63 to make up a wider connected network

2.1.3 It should be noted that to access this route, users will utilise the new LTN1/20 spine route through the site which forms part of the improvement schemes proposed. Furthermore, as detailed later within this TN, as part of the detailed design process including subsequent quality audit, should further improvements be required to Burroughs Road these will be made as required.

2.1.4 Note that Timkens is located outside of the urban extents as an isolated rural site and therefore, active travel demand will be limited and significant improvements would not be viable to fit demand on this route. Furthermore, the Desford Lane Gladman site which was approved on appeal is located closer to that site and has also not proposed any improvements in the direction of Timkens, likely for this reason. Facilities within Kirby Muxloe are also limited with most of these replicated in central Ratby and so active travel demand here will also be low.

“With regard to routes to the secondary school, ATE have consulted the National Cycle Network maps and it is worth noting that the Walk, Wheel, Cycle Trust (WWCT formally Sustrans) has recently deleted sections of the described route towards Groby, reclassifying them due to high motor traffic speeds and volumes. These deleted sections are shown as dashed lines on the Route 63 map and identified as no longer meeting the high standards for the network, as such only suitable for experienced users. It needs to be remembered that most cyclists riding to secondary school will be children and teenagers, some of the more vulnerable groups. Those considering the current acceptability of these routes should do so with care and due consideration, weighing in the balance the

needs of more vulnerable and less confident cyclists. ATE would strongly recommend on this basis and the findings of the WWCT, a more thorough assessment is undertaken regarding improvements required."

- 2.1.5 A CLOS has been undertaken and is set out in **Appendix B** demonstrating the route is suitable. It should also be noted that along Burroughs Road (east) near Main Street there will be significantly less traffic as the link will be severed resulting in existing through traffic using the new access road and then Burroughs Road west as required.

"It has not been mentioned previously in our consideration of this application that the secondary school if relocated would move to the application site. Land is clearly identified for a primary school within the masterplan, but not a secondary school; therefore, it is hard for ATE to place much or any weight on this statement in the response."

- 2.1.6 To clarify, the sentence regarding the school related to the primary school were it to be re-located from its existing position at the end of Burroughs Road in Ratby where most of the existing facilities are rather than an additional new school. However, it is understood that the school will likely form new demand rather than re-location. As a robust assessment, the transport assessment work has assumed this school will be in addition to the existing school. Subsequently, the new school will be within the site adjacent to the LTN1/20 shared footway/cycleway where most primary school students will likely go. The existing school, should any students go here, is immediately adjacent to the site at the end of Burroughs Road at the start of one of the CLOS routes assessed.

2.2 Comment 2

"Para 2.2.2. highlights precisely the problem with relying on census travel to work data, there is more up to date national data in the National Travel Survey covering wider trip purposes. In 2024 this identified shopping as the most frequent journey (18%) acknowledging that work trips had reduced due to hybrid working, however education continued to be a strong destination. Commuting trips continue to be lower than they were in 2019. The travel plan and trip assignment work in the TA should focus more specifically on these trips and consider separately what interventions could be ascribed to the support mode shift by destination, in a forthcoming travel plan update."

- 2.2.1 Agreed, as part of any future TP updates, interventions will be ascribed to the support mode shift by destination where practical.

2.3 Comment 3 & 4

"Noted the further positioning on active travel numbers of movements via Burroughs road. ATE remain of the opinion that there should be a quality audit and designs submitted to demonstrate how Burroughs road can support the level of use intended, which must include an understanding of route quality, gradient, surfacing and vegetation/hedge encroachment, as well as lighting. Indeed all factors that would all affect the coherency, safety, attractiveness, comfort of the route aligning with LTN 1/20 principles. It is noted that this section of the National Cycle Network has also been reclassified and only identified for experienced cyclists."

- 2.3.1 Agreed, as part of the detailed design stage, quality audit and designs can be submitted to demonstrate how Burroughs Road can support the demonstrated level of intended level of use, including an understanding of route quality, gradient, surfacing and vegetation/hedge encroachment, as well as lighting.

"ATE raise concerns that the application, as yet, does not give full consideration to the access matter as no detailed and final designs have been submitted to show how Burroughs road would connect at the Spine road and to Main Street."

- 2.3.2 We agree that sufficient detail needs to be shown to show the site/scheme is deliverable. Drawing 109003-PEF-ZZ-XX-DR-TP-00007 shows the proposed interface of Burroughs Road at the eastern end near Main Street and Drawing 109003-PEF-ZZ-XX-DR-TP-00002 shows the proposed interface between Burroughs Road with the spine road. These drawings demonstrate that the principle of access is appropriate and deliverable which is sufficient for the planning permission being sought. Final designs will be submitted as part of the detailed design phase as agreed with the highway authority who will be responsible for the infrastructure once it is adopted.

2.4 Comment 5

"P001 - there is no dedicated cycle infrastructure, save the shared use provision over the M1 bridge and Groby road to the east. Whilst it is likely that demand would be less than the 300 cyclists per hour, 300cph itself is not a threshold requirement and LTN1/20 does not recommend that below this level a non- LTN 1/20 compliant route is acceptable. The up to 300cph figure at table 6-3, only specifies the width of shared use path required at 3m minimum, not that no rules apply. The route check outputs have not acknowledged the minimum widths required for shared use, and whether the shared use provision can comply with this table. In particular the bridge with crash barrier on Streetview images looks narrow. Is there a solution to be had to replacing the crash barrier closer to the road to help widen the path at this point?"

Note as above declassification of NCN which may require additional signage. If NCN routes are declassified are there any critical issues raised?"

- 2.4.1 The CLOS sets out the audit of the cycle route in further detail. In terms of the crash barrier, the minimum set back likely to be accepted is at least 0.6m which would represent only a marginally change compared to its existing position. Furthermore, any change to the barrier would require it to be re-built with an entirely new restraint to modern design standards which would be very costly with any marginal benefits likely not noticeable to users.

"P004 - Please can existing surface treatment be presented/described in more detail, especially with regard to Burroughs road. P005 - Lighting is not a discretionary element, it is paramount for personal safety and security. Expecting existing light spill to solve the problems is missing the point, at the western section there is likely to be very little or no spill, as a recreation ground and an undeveloped school site will offer nothing in terms of background lighting. Has the route been surveyed in darkness hours to establish that existing light spill will make vulnerable groups safe and importantly feel safe? ATE are concerned that if Burroughs Road was proposed as a new vehicle access, we would not be having a debate about street lighting. Potential as yet undefined conflicts with ecology should not be seen as a reason to ignore designing for this crucial active travel connection."

- 2.4.2 As previously noted, we agree that sufficient detail needs to be shown to show the site/scheme is deliverable. As part of the detailed design stage, quality audit and designs will be submitted which will include lighting. This will be balanced against the needs of ecology, and should it be determined that street lighting should be included within the scheme when balanced against the ecological impacts at the detailed design stage, then this will be implemented as required.

"Noted that the LHA whilst recommending conditions raises questions on kerbing, at the proposed junction with the spine road and Burrough Road. It specifically asks how will vehicles be restricted from using Burroughs Road, which is not yet addressed. ATE would question whether the access matters pertaining to this application have yet fully been considered if details such as these have not been addressed."

- 2.4.3 As previously noted, the principle of this scheme has been outlined and demonstrated within the associated drawings. As such the local highway authority, who will be responsible for the infrastructure, is content to proceed on this basis with the detail to follow within the reserved matters applications. Details on kerbing can be determined as part of the detailed design stage as the principles of the access drawing have already been established as deliverable.

2.5 Comment 6 & 10

"Thank you for advising on how movements have been calculated, but the point is missed about why segregated infrastructure is not continued to the south of the Burroughs road junction. There are no cycles per hour figures that justifies only shared use is appropriate. Section 6.5.6 of LTN 1/20 states that shared use may be acceptable in some limited circumstances. On a green field site with no obvious constraints the limited circumstances do not easily fit here. Why should people residing in the south of this large residential growth area expect inferior infrastructure, when this may be a route to school connecting with segregated routes to the north, or to access the significant range of facilities in the main street via the quite non-trafficked Burroughs Road. The limited infrastructure in this

direction is also concerning as the LHA advise in their response, they expect the new spine road to take some of the traffic Main Street currently does, which could include cycles and possibly pedestrians and wheelers.”

- 2.5.1 The primary relief of the spine road will be to traffic avoiding the full length of Main Street via Markfield Road, as demonstrated by the modelling exercise. As previously set out, the route choice for active travel users through the site will be via Burroughs Road, except for residents at the very southern extent of the site. It should be noted that to the west of the site, active travel generally only forms occasional leisure use and so demand is limited and sporadic in nature. Furthermore, as previously noted, the land restrictions do not allow for a LTN1/20 route through to Desford Lane and the demand also subsequently does not justify such infrastructure at this location.

“No details of the speed limit for the spine road have been noted, the recommended separation distances from carriageway to cycle tracks, table 6-1 LTN1/20, has a desirable 0.5m separation at 30mph.”

- 2.5.2 A 0.5m buffer is provided adjacent to the LTN1/20 segregated footway/cycleway. Any further design requirements will be determined and incorporated as required through the detailed design process.

2.6 Comment 7 & 8

“Note Drawing 109003-PEF-ZZ-XX-DR-TP-00001 and no revisions are proposed. The theory is understood that it would be possible to cross to the Toucan via the junction and side road on a cycle by way of tactile paving arranged to support pedestrian movements, but it is not ideal and the design does not yet allow for tactile corduroy to support cycling. This design routes the crossing at the widest point of the access spine road junction, whereas set back beyond the junction splay into the site would put vulnerable people in the road for less time better reflecting the movement hierarchy. Bringing this arrangement into the red line boundary where it could be planned more coherently. Whilst it is appreciated it maybe intended to resolve the final layout for this element during the section 278 works, ATE would strongly emphasise that the final design must plan well for cycle movements as well as pedestrians and clear consideration given to these modes in the Road Safety Audit work alongside regard to chapter 10 of LTN 1/20 on crossing and junctions. “

- 2.6.1 Agreed that the local improvements should plan well for cycle movements. However, It should be noted that the elements in blue are to support the Desford Lane planning application and are not required to be implemented to support this application. As such, should that site come forward then their proposals will need to go through the proper approval process including the full road safety audit process to ensure the designs are safe and sufficient. Notwithstanding this, the designs (this sites proposed elements) will be updated through the detailed design process as required, ensuring they plan well for cycle movements in line with road safety and design requirements. It should also be noted that as part of these preliminary designs, the designs have been subject to a Stage 1 Road Safety Audit.

2.7 Comment 9

“The design for the internal access road junction with Burroughs road drawing 109003 PEF ZZ XX DR TP 00002 is limited in how it will control traffic and would be greatly enhanced by urban design considerations that could effectively come at reserved matters stage or via a design code, however it remains undetermined yet how it fully will interface with the infrastructure at the spine road and at the Plough Inn with vehicles.”

“ATE are concerned that given 'accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network' must be considered under the access matter, relevant specifics should be considered at this stage rather than left to be considered alongside other matters at a later point when the access specifics may be missed. Please can more details be provided relevant to the access matter?

“It is noted that LHA suggest in their response that the full detailed design of the link road will be subject to a future reserved matters application with a trigger at 251st dwelling and have recommended a planning condition. This may be acceptable however the treatment of key interfaces in the network should be considered first.”

- 2.7.1 As previously noted in earlier comments, it is agreed that sufficient detail needs to be shown to demonstrate that the site/scheme is deliverable. The drawings submitted demonstrate the principle of access is appropriate and deliverable which is sufficient for the planning permission being sought. Final designs will be submitted as part of the detailed design phase which the local highway authority has agreed to who will be responsible for adopting the infrastructure.

2.8 Comment 11,12,14-16

- 2.8.1 ATE confirm that site is very well located to support active travel modes and note they will require the use of planning conditions to secure cycle parking and active use including for the Travel Plan and recommendations on way finding.

2.9 Summary

- 2.9.1 Pell Frischmann has provided additional Information to ATE in order to satisfy their outstanding queries. Key issues included further route audits and CLOS assessments which have been provided to appropriate locations, demonstrating these routes are appropriate. Commitments have also been made as part of the future reserved matters process both to the scheme designs themselves and also to include a quality audit of Burroughs Road and address issues as appropriate. Appropriate conditions can be implemented as required for outstanding queries, including cycle parking, Travel Plan requirements and scheme designs.
- 2.9.2 Pell Frischmann agrees that sufficient detail needs to be shown that the site/schemes proposed are deliverable. Notwithstanding this, the proposals submitted have demonstrated that these are appropriate, safe and deliverable in principle and the local highway authority, who will be responsible for the infrastructure once it is adopted, have confirmed that the remaining elements can be dealt with as part of the detailed design phase through the reserved matters applications.
- 2.9.3 Therefore, the proposals form safe, suitable, sustainable development and there should be no barriers to development and ATE should now have the information required to remove their deferral response.

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

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P1	S2	Initial Draft	12/02/26	J.Hope	L.Thomas	L.Thomas
P2	S2	Updated Issue	13/02/26	J.Hope	L.Thomas	L.Thomas

Ref. reference. Rev revision. Suit suitability.

Appendix A ATE Comments Dated 25.03.25



Active
Travel
England

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Your Ref: 24/00914/OUT
Our Ref: ATE/24/01346/OUT
Date: 30 January 2026

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

From: Planning & Development Division, Active Travel England

To: Alex Jelley, Hinckley and Bosworth Borough Council

Application Ref: 24/00914/OUT

Site Address: BURROUGHS ROAD RECREATION GROUND,
BURROUGHS ROAD, RATBY, LE6 0XZ

Description of development: New: Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.

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

- a. **No Objection:** ~~ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. **Conditional approval:** ~~ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. **Refusal:** ~~ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Assessment

Thank you for reconsulting ATE on this application, we note that a response to our comments has been supplied. We have made two sets of substantive comments previously. The most recent of these substantive comments dated 25 March 2025 welcomed additional data to help understand active trips but raised and maintained the following matters,

1 - No information on local route quality

Particularly with a development as large as this, access and movement does not stop at the site entrance. This is recognised by the NPPF paras 109 c) and e), 111 d) along with the Core Strategy, policies 8 and 14 require the delivery of safe cycle routes with specific reference to from Ratby to Groby Community College, into Glenfield and Kirby Muxloe and to Timkens employment site.

2 - Within the site why is the segregated route south not continued?

3 - The design of the junction with Burroughs road.

4 - Toucan crossing on Deford road, misses the connections from the shared use path

5 - Vision and validate approach required in the TA and updates required to the Travel Plan. To include trip assignment.

Pell Frischmann Response to ATE Comments - dated 05.01.2026

ATE raise the following with regard to the submissions.

ATE comment 1

This describes the range of services accessible from the site and helps define trip assignment, showing how important the Burroughs road connection will be, as a welcome largely non-motor traffic route. This is even more reason to provide detail design work for this section in with this outline application with access considered.

It is welcome that the Response now reviews the route to the Brookvale Groby Learning Campus using an ATE recognised tool, the Route Check Tool but not the Cycling Level of Service CLoS identified in the induction to this work. The response does not cover the links to Glenfield and Kirby Muxloe and to Timkens employment site, as detailed in the Core Strategy above, however.

With regard to routes to the secondary school, ATE have consulted the National Cycle Network maps and it is worth noting that the Walk, Wheel, Cycle Trust (WWCT formally Sustrans) has recently deleted sections of the described route towards Groby, reclassifying them due to high motor traffic speeds and volumes. These deleted sections are shown as dashed lines on the Route 63 map and identified as no longer meeting the high standards for the network, as such only suitable for experienced users. Please see image below taken from the WWCT website.



What do the dashed lines on the OS map mean?

The dashed lines show on-road and traffic-free routes that are not part of the National Cycle Network.

Many of these on-road sections were formerly part of the Network, and have now been reclassified due to high motor traffic speeds and volumes.

These sections do not meet the high quality standards we aspire to for the Network. However, they form part of valued named routes, so we still promote them to experienced users.

<https://www.walkwheelcycletrust.org.uk/about-us/paths-for-everyone/reclassification-of-the-national-cycle-network-faqs/>

It needs to be remembered that most cyclists riding to secondary school will be children and teenagers, some of the more vulnerable groups. Those considering the current acceptability of these routes should do so with care and due consideration, weighing in the balance the needs of more vulnerable and less confident cyclists. ATE would strongly recommend on this basis and the findings of the WWCT, a more thorough assessment is undertaken regarding improvements required.

It has not been mentioned previously in our consideration of this application that the secondary school if relocated would move to the application site. Land is clearly identified for a primary school within the masterplan, but not a secondary school; therefore, it is hard for ATE to place much or any weight on this statement in the response.

Para 2.1.4 states that ATE supported Leicestershire CC's position on a separate planning application ref 24/0574/OUT, in relation to 15% reduction in vehicle trips as a travel plan target. The text below is extracted from ATE's penultimate set of comments on the application.

"ATE agree with the need for a condition requiring the submission of an amended Travel Plan setting out a more ambitious target and clear programme of initiatives. ATE would hope to see more ambitious Travel Plan targets in the future, to better reflect the

Government objectives for half of all trips within towns and cities to be walked, wheeled, or cycled by 2030."

This approach was reiterated in ATE's final response agreeing to a travel plan condition. It is clear that whilst we agree to a planning condition for an updated travel plan we continue to seek ambitious targets. It is welcomed that at para 2.1.5 it is stated that a future FTP will include such ambitious targets; ATE reiterate this must include specific targets or all active modes and not solely focus on reducing car trips. This must also consider cycle training such as Bikeability, if young people are to consider cycling to school.

ATE comment 2

Para 2.2.2. highlights precisely the problem with relying on census travel to work data, there is more up to date national data in the National Travel Survey covering wider trip purposes. In 2024 this identified shopping as the most frequent journey (18%) acknowledging that work trips had reduced due to hybrid working, however education continued to be a strong destination. Commuting trips continue to be lower than they were in 2019. The travel plan and trip assignment work in the TA should focus more specifically on these trips and consider separately what interventions could be ascribed to the support mode shift by destination, in a forthcoming travel plan update.

ATE comments 3 & 4

Noted the further positioning on active travel numbers of movements via Burroughs road. ATE remain of the opinion that there should be a quality audit and designs submitted to demonstrate how Burroughs road can support the level of use intended, which must include an understanding of route quality, gradient, surfacing and vegetation/hedge encroachment, as well as lighting. Indeed all factors that would all affect the coherency, safety, attractiveness, comfort of the route aligning with LTN 1/20 principles. It is noted that this section of the National Cycle Network has also been reclassified and only identified for experienced cyclists.



Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 defines Access matter as, '....the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.'

ATE raise concerns that the application, as yet, does not give full consideration to the access matter as no detailed and final designs have been submitted to show how Burroughs road would connect at the Spine road and to Main Street.

ATE comment 5

We welcome the audit work on the route to Brookvale Groby Learning Centre. The first section of the ATE route check has been used which offers only a light touch approach and does not score the route or obviously consider any critical issues. No specifics for walkers or wheelers are mentioned. No specific details on routes to Glenfield and Kirby Muxloe and to Timkens employment site as prescribed by Core Strategy policies set out above, are included.

Table 2. ATE Route Check Criteria 2: Markfield Road - Brookvale Groby Learning Campus

P001 - there is no dedicated cycle infrastructure, save the shared use provision over the M1 bridge and Groby road to the east. Whilst it is likely that demand would be less than the 300 cyclists per hour, 300cph itself is not a threshold requirement and LTN1/20 does not recommend that below this level a non- LTN 1/20 compliant route is acceptable. The up to 300cph figure at table 6-3, only specifies the width of shared use path required at 3m minimum, not that no rules apply. The route check outputs have not acknowledged the minimum widths required for shared use, and whether the shared use provision can comply with this table. In particular the bridge with crash barrier on Streetview images looks narrow.

Is there a solution to be had to replacing the crash barrier closer to the road to help widen the path at this point?

P002 - Narrowing of a section on the Groby road is not referenced, as below. Perhaps this has this been removed since the Streetview image was taken?



P003 - Welcome the reference to additional wayfinding signage, particularly as it is understood the WWC Trust intend to remove the NCN cycle signage from unclassified routes. ATE would seek this is specifically sought via a contribution to the S106 obligation.

P004 - Welcome advice here.

P005 - Welcome advice on lighting

P006 Note as above declassification of NCN which may require additional signage. If NCN routes are declassified are there any critical issues raised?

Table 3. ATE Route Check Criteria 2: Burroughs Road - Brookvale Groby Learning Campus

P001 - This appears to describe spine road treatment rather than Burroughs road as it intersects with main street, which would be all shared use and no designs are provided on the route or transition onto main street.

P003 - Note NCN declassification

P004 - Please can existing surface treatment be presented/described in more detail, especially with regard to Burroughs road.

P005 - Lighting is not a discretionary element, it is paramount for personal safety and security.

The Government's Violence Against Women and Girls Strategy published in December 2025 aims to halve violence against women and girls (VAWG) within the next decade. It notes *"Women and girls must both feel safe and be safe in every aspect of public life, including shared and open spaces such as streets, parks, transport hubs, and public buildings. Safety is not just about reducing risk, it is about creating environments that foster confidence, dignity, and freedom of movement. Design and planning are critical tools in achieving this. Well-lit streets, accessible transport, and thoughtful urban design can deter violence, reduce opportunities for harm, and send a clear message that public spaces belong to everyone. By embedding considerations of VAWG into planning and transport guidance, we can ensure that safety is built into the fabric of our communities, making public spaces welcoming and secure for all"* Page 65 of the strategy.

Expecting existing light spill to solve the problems is missing the point, at the western section there is likely to be very little or no spill, as a recreation ground and an undeveloped school site will offer nothing in terms of background lighting. Has the route been surveyed in darkness hours to establish that existing light spill will make vulnerable groups safe and importantly feel safe? ATE are concerned that if Burroughs Road was proposed as a new vehicle access, we would not be having a debate about street lighting. Potential as yet undefined conflicts with ecology should not be seen as a reason to ignore designing for this crucial active travel connection.

P006 - note comment above re NCN.

Noted that the LHA whilst recommending conditions raises questions on kerbing, at the proposed junction with the spine road and Burrough Road. It specifically asks how will vehicles be restricted from using Burroughs Road, which is not yet addressed. ATE would question whether the access matters pertaining to this application have yet fully been considered if details such as these have not been addressed.

ATE Comments 6 & 10

Thank you for advising on how movements have been calculated, but the point is missed about why segregated infrastructure is not continued to the south of the Burroughs road junction. There are no cycles per hour figures that justifies only shared use is appropriate. Section 6.5.6 of LTN 1/20 states that shared use may be acceptable in some limited circumstances. On a green field site with no obvious constraints the limited circumstances do not easily fit here. Why should people residing in the south of this large residential growth area expect inferior infrastructure, when this may be a route to school connecting

with segregated routes to the north, or to access the significant range of facilities in the main street via the quite non-trafficked Burroughs Road. The limited infrastructure in this direction is also concerning as the LHA advise in their response, they expect the new spine road to take some of the traffic Main Street currently does, which could include cycles and possibly pedestrians and wheelers.

No details of the speed limit for the spine road have been noted, the recommended separation distances from carriageway to cycle tracks, table 6-1 LTN1/20, has a desirable 0.5m separation at 30mph.

ATE Comments 7 & 8

Note Drawing 109003-PEF-ZZ-XX-DR-TP-00001 and no revisions are proposed. The theory is understood that it would be possible to cross to the Toucan via the junction and side road on a cycle by way of tactile paving arranged to support pedestrian movements, but it is not ideal and the design does not yet allow for tactile corduroy to support cycling. This design routes the crossing at the widest point of the access spine road junction, whereas set back beyond the junction splay into the site would put vulnerable people in the road for less time better reflecting the movement hierarchy. Bringing this arrangement into the red line boundary where it could be planned more coherently. Whilst it is appreciated it maybe intended to resolve the final layout for this element during the section 278 works, ATE would strongly emphasise that the final design must plan well for cycle movements as well as pedestrians and clear consideration given to these modes in the Road Safety Audit work alongside regard to chapter 10 of LTN 1/20 on crossing and junctions.

ATE comment 9

Having the benefit of more consideration on the matter of the access through Burroughs Road along with the further information supplied on how attractive Burroughs Road will be for active travel trips, ATE are of the opinion that this route must be planned sufficiently at this stage to assure of a design to meet the full requirements of the access matter defined above.

The application has well demonstrated the attractiveness of Burroughs Road to education and local facilities and it will be likely to support a high number of users given it will be mostly closed to traffic. Vehicles will use to eastern section to access the Plough Inn car park presumably which may have the potential to cause conflict in the narrow section by the substation.

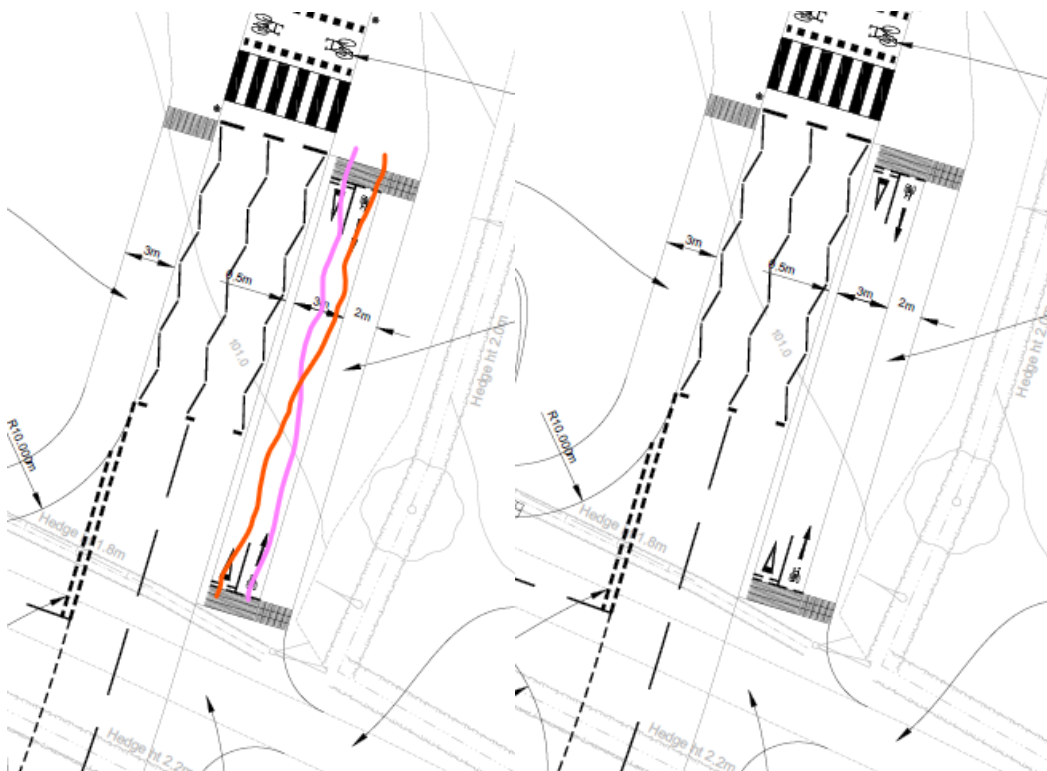
The design for the internal access road junction with Burroughs road drawing 109003 PEF ZZ XX DR TP 00002 is limited in how it will control traffic and would be greatly enhanced by urban design considerations that could effectively come at reserved matters stage or via a design code, however it remains undetermined yet how it fully will interface with the infrastructure at the spine road and at the Plough Inn with vehicles.

ATE are concerned that given *'accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network'* must be considered under the access matter, relevant specifics should be considered at this stage rather than left to be considered alongside other matters at a later point when the access specifics may be missed. Please can more details be provided relevant to the access matter? Please note the comments above regarding personal safety and security and street lighting.

It is noted that LHA suggest in their response that the full detailed design of the link road will be subject to a future reserved matters application with a trigger at 251st dwelling and

have recommended a planning condition. This may be acceptable however the treatment of key interfaces in the network should be considered first.

Considering the revised plan shared with ATE by the case officer, ref: 109003 PEF ZZ XX DR TP 00002, the segregated section to the east of the spine road has the cycles giveway and directional painted signs the wrong way round and would involve cyclists crossing paths within the bidirectional section, as shown below.



Thank you for acknowledging our comments in respect of comments 11,12,14-16. Much of these issues will require the use of planning conditions to secure cycle parking and a robust high aspiration travel plan as discussed. This site is very well located to support a high number of trips by active modes. ATE model conditions for cycle parking and travel plans are appended to our first response on this application in November 2024. Please note also the recommendation for a way finding condition.

2.0 Next Steps

At this stage it has not been possible to amend our position away from a recommendation of deferral of decision. Whilst the route audit work is helpful questions are raised regarding the changing status of the National Cycle Network and whether specific improvements are required, beyond wayfinding particularly around route widths and lighting. Other routes are also identified in the Core Strategy that have not been assessed. Given Burroughs Road will be a key access route more details are specifically required to ascertain how this road will connect into the network to provide for the requirements of the National Planning Policy Framework.

NPPF Paragraph 115, '*...it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users;*' and

Paragraph 117, '*...Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.*'

The response to ATE is welcome but has failed to address our concerns that the Transport Assessment and Travel Plan does not yet take a vision led approach to comply with paragraph 109 of the NPPF.

Whilst it is noted that the Local Highway Authority have raised no further concerns and are content to use conditions to deal with outstanding matters, ATE would highlight the fact that it fulfils a different role to that of the LHA and therefore it is not uncommon that it may raise issues that differ to those raised by the LHA. Nonetheless, it is expected that, as a statutory consultee, ATE's views will be given significant weight, and it is requested that the LPA will consider this accordingly when determining this application.

Appendix B LTN 1/20 CLOS Assessment

P e l l F r i s c h m a n n

Land West of Ratby

Cycle Level of Service Assessment

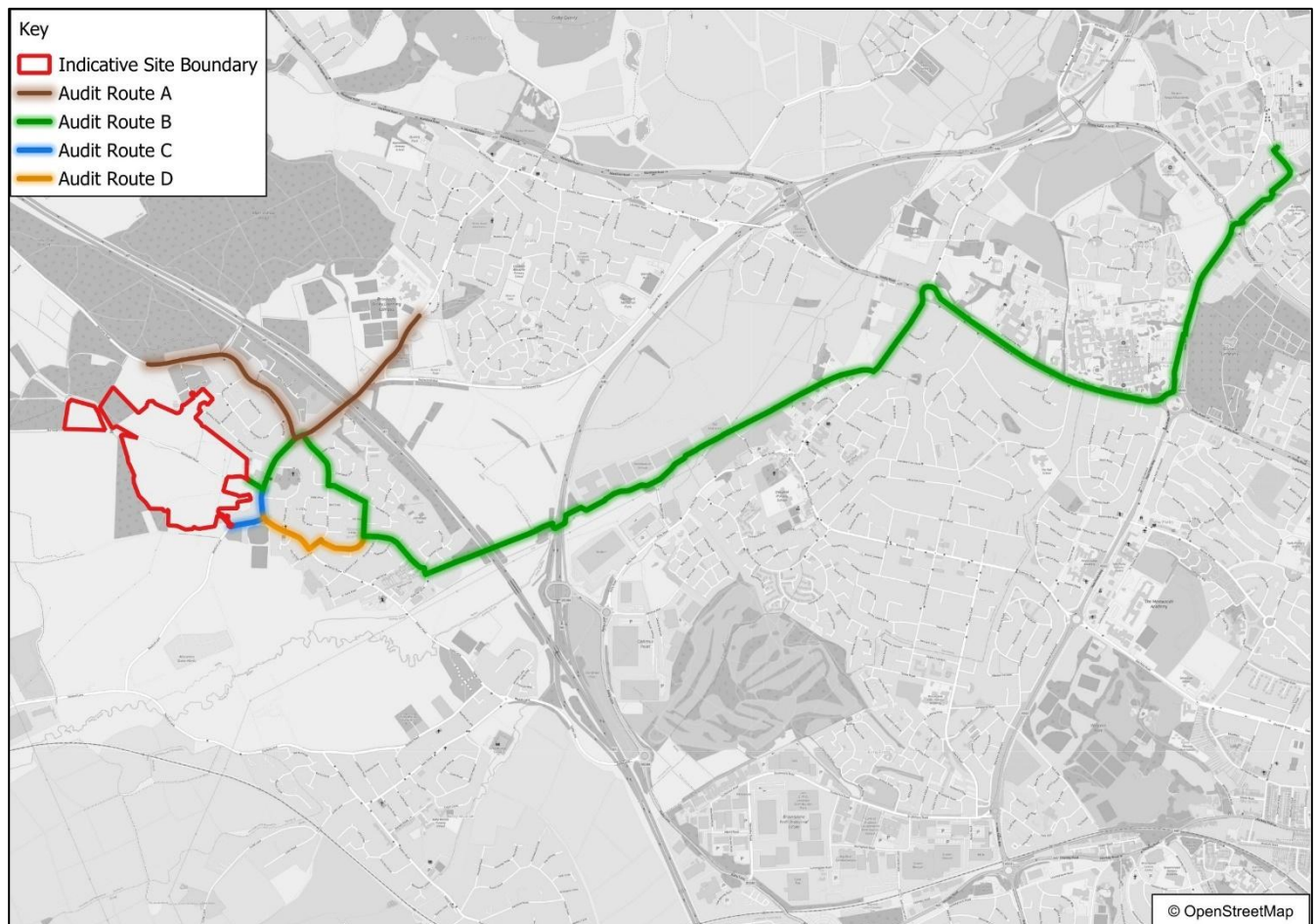
109003

Project	Land West of Ratby
Document Title or Subject	Cycle Level of Service Assessment
Document Reference	109003-PEF-ZZ-XX-RP-TP-000003
Revision Reference	S2_P1
Date	12/02/2026

1 Introduction

- 1.1.1 Pell Frischmann has been commissioned by Lagan Homes to provide highways and transport advice for a proposed residential development located off Markfield Road on land west of Ratby.
- 1.1.2 As part of this Pell Frischmann have undertaken a Cycle Level of Service (CLoS) assessment from Appendix A of Local Transport Note (LTN) 1/20, to audit the key existing cycle routes within the area to likely local destinations. The CLoS assessment includes a simple scoring assessment based on the five design criteria (Cohesion, Directness, Safety, Comfort and Attractiveness)
- 1.1.3 **Figure 1** shows an overview of the routes audited.

Figure 1. Overview of the Audited Routes

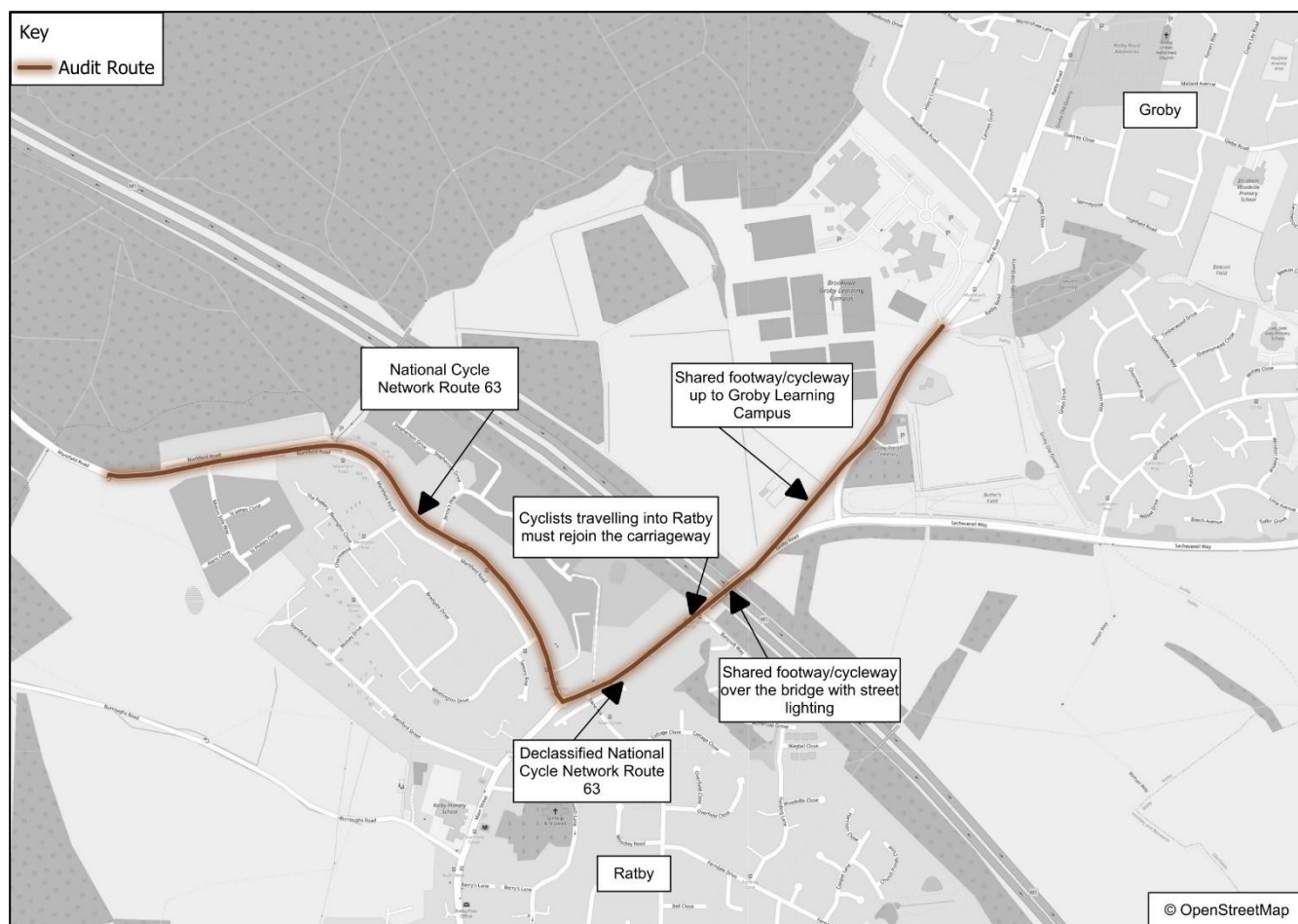


2 Route A - Groby

2.1.1 The first route audited as part of the site visit involved travelling from Markfield Road to Groby via the declassified NCN Route 63 and Groby Road. The route is approximately 2.25km in length and is mainly made up of off-road sections, except for a section along Groby Road where there is a shared footway/cycleway. The route involves two junctions to be traversed for a continuous journey, which are located at the Markfield Road/Main Street/Groby Road roundabout and the other is at the Groby Road/Ratby Road roundabout.

2.1.2 **Figure 2** shows the audited route.

Figure 2. Audit Route A - Groby



2.2 Cohesion

2.2.1 **Table 1** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

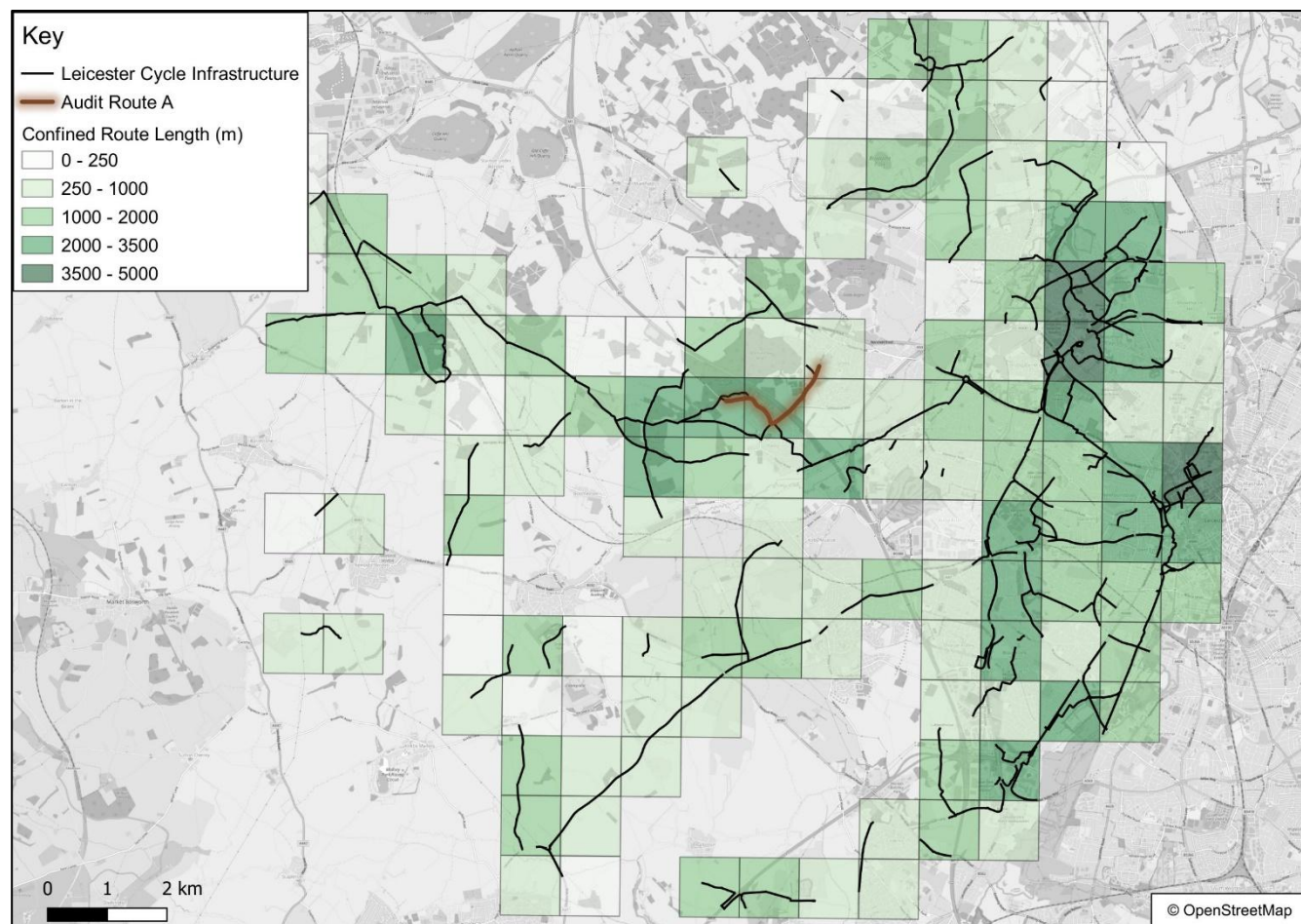
Table 1 Cycle Level of Service – Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	2	
Continuity and Wayfinding	The route is made of discrete sections, with some sections of NCN route and some sections declassified, but cyclists can clearly understand how to navigate	2	

Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	2	
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2.2.2 Route A scored 6/6 for cohesion.

Figure 3. Density of Network



2.2.3 **Figure 3** shows the density of the surrounding network.

2.3 Directness

2.3.1 **Table 2** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 2 Cycle Level of Service - Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	1	The route is the fastest possible route, however, the route is 1.36 times longer the 'as-the-crow-flies' route
Time: Frequency of required stops or give ways	Stopping and give way frequency	2	The number of stops or give ways is less than 2 per km (1 per 1.13km)
Time: Delay at Junctions	Delay at junctions	1	Delay for cyclist crossing at junctions is similar to road vehicles

Time: Delay on Links	Ability to maintain own speed on links	1	Cyclists can usually pass slow traffic and other cyclists
Gradients	Gradient	1	There is a gradual slope on Ratby Road of approximately 2.6%.

2.3.2 Route A scored 6/10 in directness.

2.4 Safety

2.4.1 **Table 3** below shows the assessment undertaken to score the route on how safe it currently is.

Table 3 Cycle Level of Service – Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	1	All roads where cyclists share the carriageway through junctions are restricted to 30mph
	Motor traffic speed on sections of shared carriageway	1	All roads where cyclists share the carriageway are restricted to 30mph
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	1	Markfield Road AADT in 2024 is approximately 2,500. While cyclists do route onto Groby Road, this is very brief with approximately 90% of the route spent either on Markfield Road or off-carriageway.
Risk of collision	Segregation to reduce risk of collision alongside or from behind	0	Cyclists have a cycle path which is separate to the carriageway for the majority of the route except for Ratby Road where cyclists are in unrestricted traffic lanes outside critical range.
Avoid complex design	Conflicting movements at junctions	1	Side roads and junctions are infrequent
	Legible road markings and road layout	1	Some sections of faded road markings on Markfield Road and Groby Road
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	n/a	There are no in road cycle lanes.
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	1	The route does consist of good levels of evasion room for most of the length with verges present.

2.4.2 Route A scored 6/14 in safety (with certain factors discounted as they are not relevant to the route).

2.5 Comfort

2.5.1 **Table 4** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 4 Cycle Level of Service – Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	2	
	Surface type	2	
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type	1	Where narrowing does occur this is over brief lengths

	(where cyclists are separated from motor vehicles).		
Wayfinding	Signing	2	

2.5.2 Route A scored 7/8 in comfort.

2.6 Attractiveness

2.6.1 **Table 5** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is, and the impact on pedestrians.

Table 5 Cycle Level of Service – Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	2	
	Isolation	1	The route is overlooked for the majority of its length except for the shared facility
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	2	
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	Cycle parking meeting local demand

2.6.2 Route A scored 9/10 for attractiveness.

2.7 Summary and Total Audit Score

2.7.1 Overall, Route A scored a total 34/48 (71%). This demonstrates that the route is currently suitable for cycle travel.

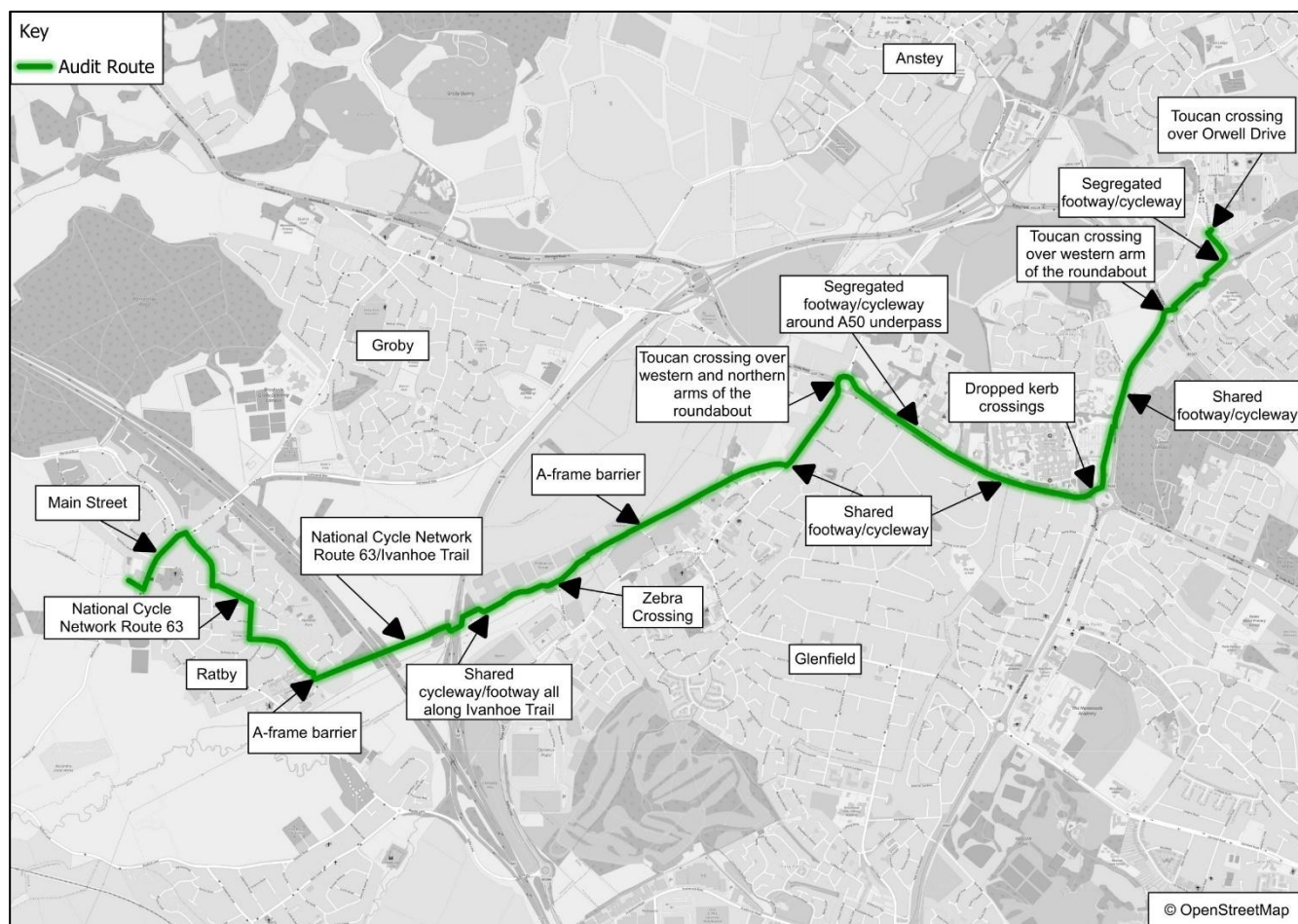
2.7.2 It should be noted that to access this route, users will utilise the new LTN1/20 spine route through the site which forms part of the improvement schemes proposed. Furthermore, as part of the Phase 2 access proposals, a traffic calming scheme is proposed along Markfield Road.

3 Route B – NCN63 and Ivanhoe Trail

3.1.1 The second route involved starting on Stamford Street and travelling along NCN Route 63 and the Ivanhoe Trail as well as several A-roads to reach the retail area of Beaumont Shopping Centre via Glenfield. The route is approximately 7.65km in length and is made up of on and off-road sections. There are twenty-three crossing points which need to be traversed for a continuous journey. The crossings are all dropped kerbed, with eleven toucan crossings and one zebra crossing.

3.1.2 **Figure 4** shows the route travelled during the audit.

Figure 4. Audit Route B – NCN63 and Ivanhoe Trail



3.2 Cohesion

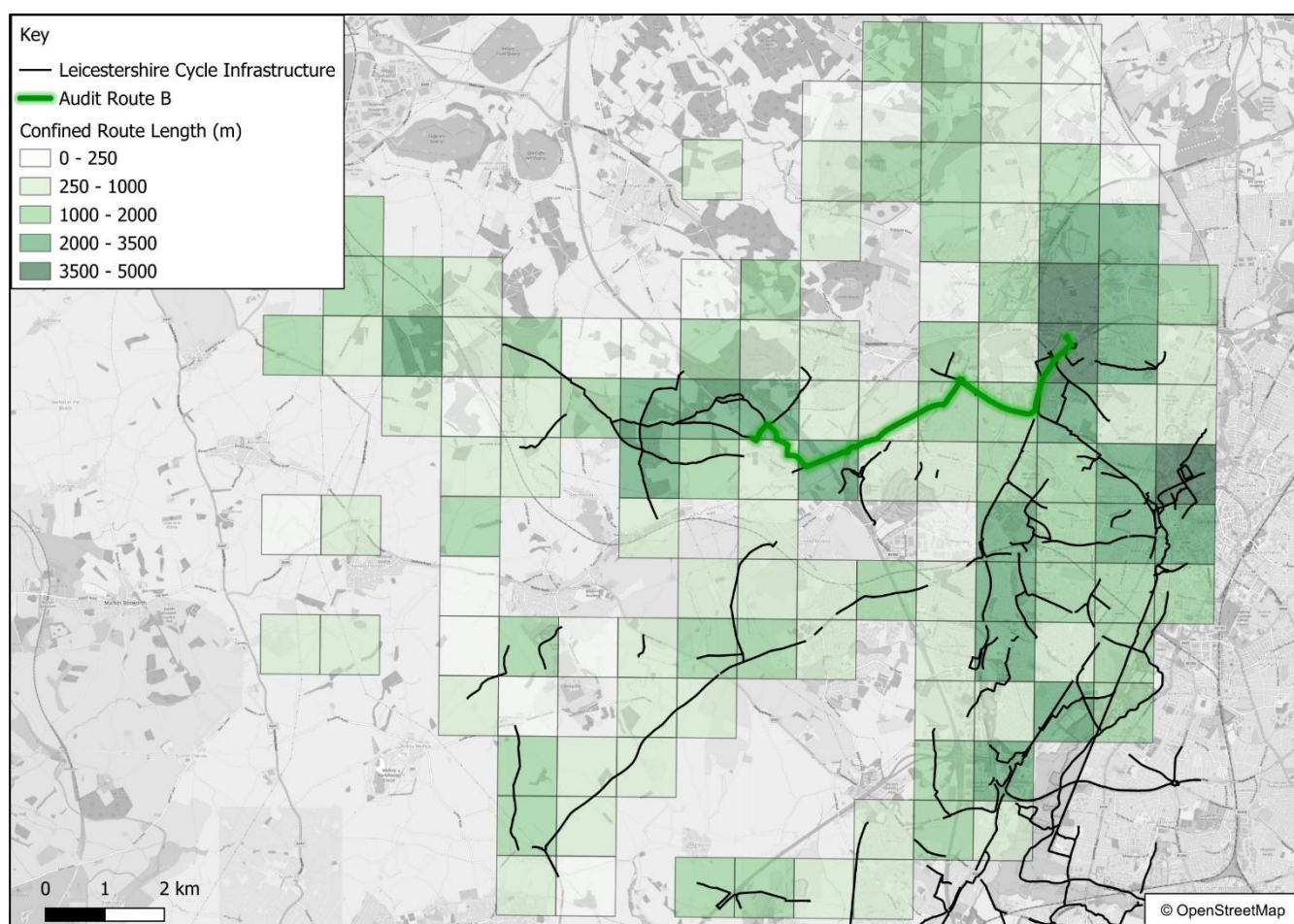
3.2.1 **Table 6** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

Table 6 Cycle Level of Service – Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	2	
Continuity and Wayfinding	Provision for cyclists throughout the whole length of the route	2	
Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	2	

3.2.2 Route B scored 6/6 for cohesion.

Figure 5. Density of Network



3.2.3 **Figure 5** shows the density of the surrounding network.

3.3 Directness

3.3.1 **Table 7** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 7 Cycle Level of Service - Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	1	The current route shown is the shortest possible route, with it being 1.38 times longer than as-the-crow-flies
Time: Frequency of required stops or give ways	Stopping and give way frequency	1	The number of stops or give ways along the route is 4 per km, the route has an average crossing every 0.25km. this includes stopping and give ways at junctions or crossing
Time: Delay at Junctions	Delay at junctions	1	Delay for cyclists is similar to vehicles
Time: Delay on Links	Ability to maintain own speed on links	1	Cyclists can usually pass slow traffic and other cyclists
Gradients	Gradient	0	There are sections of the cycle route which are steeper than 2% but this occurs over a distance greater than 100m

3.3.2 Route B scored 4/10 in directness.

3.4 Safety

3.4.1 **Table 8** below shows the assessment undertaken to score the route on how safe/unsafe it currently is.

Table 8 Cycle Level of Service - Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	1	All roads where cyclists share the carriageway through junctions are restricted to 30mph
	Motor traffic speed on sections of shared carriageway	1	All roads where cyclists share the carriageway are restricted to 30mph
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	0	As per PRTM outputs, the 2024 AADT on Main Street was between 5,000-10,000
Risk of collision	Segregation to reduce risk of collision alongside or from behind	0	Much of the route is segregated, however the early section of the route includes roads restricted to 30mph in unrestricted lanes outside of the critical range. Burroughs Road has a width of approximately 4.5m, so the directional lane is less than the critical range
Avoid complex design	Conflicting movements at junctions	1	Side roads and junctions are infrequent for the majority of the route except for when in Ratby
	Legible road markings and road layout	2	Generally legible road markings and road layout but some elements could be improved, mainly at the Burroughs Road and Groby Road junctions. However, these areas of road markings cover approximately 1.5% of the route
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	2	
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	2	

3.4.2 Route B scored 9/16 in safety.

3.5 Comfort

3.5.1 **Table 9** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 9 Cycle Level of Service – Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	2	
	Surface type	2	
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	2	

Wayfinding	Signing	2	
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3.5.2 Route B scored 8/8 in comfort.

3.6 Attractiveness

3.6.1 **Table 10** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is and impact on pedestrians.

Table 10 Cycle Level of Service – Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	1	The path is lit for the majority of the route, except along the Ivanhoe Trail
	Isolation	1	The route is mainly overlooked and is not far away from activity, except along the Ivanhoe Trail
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	2	
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	

3.6.2 Route B scored 8/10 for attractiveness.

3.7 Summary and Total Audit Score

3.7.1 Overall, Route B scored a total of 35/50 (70%). This demonstrates that the route is currently suitable for cycle travel.

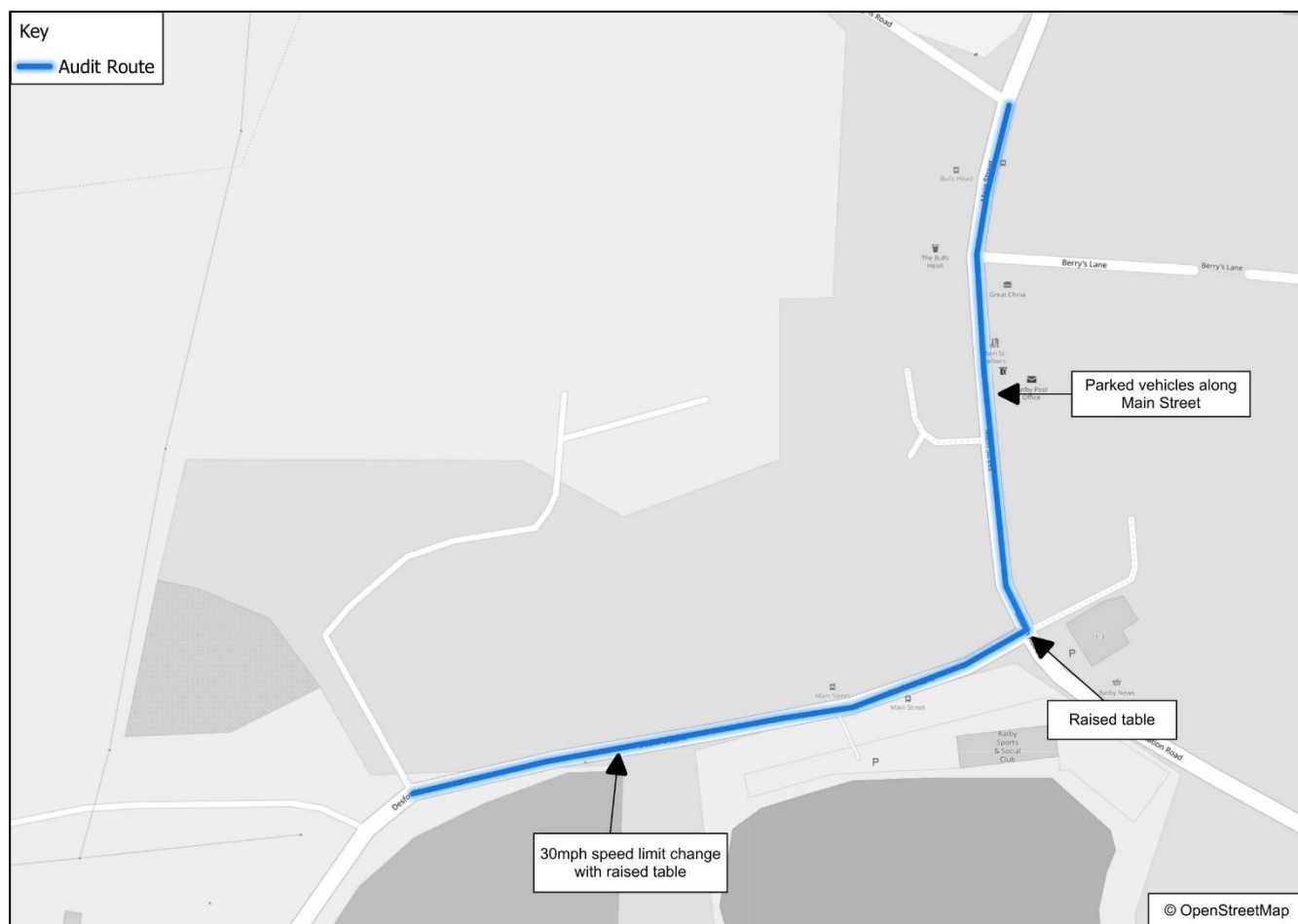
3.7.2 It should be noted that to access this route, users will utilise the new LTN1/20 spine route through the site which forms part of the improvement schemes proposed as well as Burroughs Road which will be subject to a quality audit and improvements as required.

4 Route C – Desford Lane / Link

4.1.1 The third route connects the Desford Lane access to Main Street, adjacent to Burroughs Road. The route is approximately 0.33km length and is entirely on road. Only one junction needs to be traversed. This route allows access to central Ratby and forms a route link to other routes audited.

4.1.2 **Figure 6** shows the audited route.

Figure 6. Audit Route C - Desford Lane



4.2 Cohesion

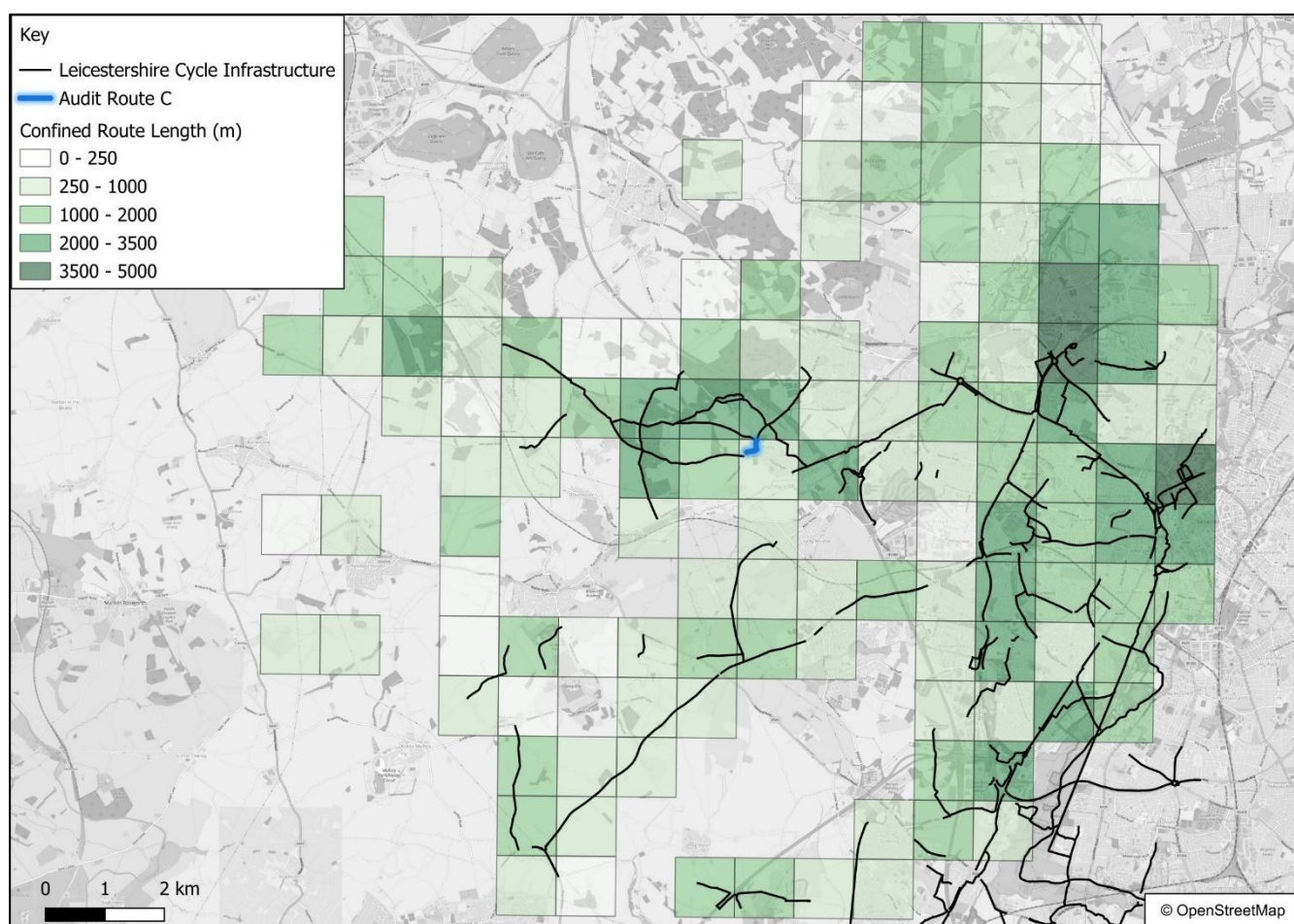
4.2.1 **Table 11** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

Table 11 Cycle Level of Service - Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	2	
Continuity and Wayfinding	Provision for cyclists throughout the whole length of the route	2	
Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	2	Between existing pieces of cycle infrastructure, the route contributes to a network density mesh width less than 250m (80m), by helping to connect these areas of infrastructure

4.2.2 Route C scored 6/6 for cohesion.

Figure 7. Density of Network



4.2.3 **Figure 7** shows the density of the surrounding network.

4.3 Directness

4.3.1 **Table 12** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 12 Cycle Level of Service – Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	1	The route is the fastest possible route, however, the route is 1.32 times longer the 'as-the-crow-flies' route
Time: Frequency of required stops or give ways	Stopping and give way frequency	1	
Time: Delay at Junctions	Delay at junctions	1	Dealy for cyclists at the junction is similar to the delay for vehicles
Time: Delay on Links	Ability to maintain own speed on links	1	Cyclists can usually pass slow traffic and other cyclists
Gradients	Gradient	0	Main Street has a gradient which is steeper than 5% for a distance of greater than 30m

4.3.2 Route C scored 4/10 for directness.

4.4 Safety

4.4.1 **Table 13** below shows the assessment undertaken to score the route on how safe/unsafe it currently is.

Table 13 Cycle Level of Service - Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	1	The junction where cyclists share the carriageway is restricted to 30mph
	Motor traffic speed on sections of shared carriageway	1	Following re-location of speed limit on Desford Lane, full route includes 30mph speed limits and 85 th ile speeds are likely much lower.
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	0	The highest recorded link based on 2024 AADT data is on Desford Lane which was between 5,000 – 10,000. Main Street also has an AADT between this range
Risk of collision	Segregation to reduce risk of collision alongside or from behind	0	Cyclists sharing carriageway – nearside lane width of 3.1m
Avoid complex design	Conflicting movements at junctions	2	
	Legible road markings and road layout	1	Generally legible road markings on both Desford Lane and Main Street
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	2	No conflict with kerbside activity on nearside lane due to double yellow lines
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	1	The number of physical hazards could be reduced on Main Street

4.4.2 Route C scored 8/16 for safety.

4.5 Comfort

4.5.1 **Table 14** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 14 Cycle Level of Service - Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	2	
	Surface type	2	
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	n/a	Cyclists not separated from motor vehicles
Wayfinding	Signing	2	

4.5.2 Route C scored 6/6 for comfort (with certain factors discounted as they are not relevant to the route).

4.6 Attractiveness

- 4.6.1 **Table 15** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is and impact on pedestrians.

Table 15 Cycle Level of Service - Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	2	
	Isolation	2	
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	2	
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	Secure cycle parking provided at Ratby Medical Centre

- 4.6.2 Route C scored 10/10 for attractiveness.

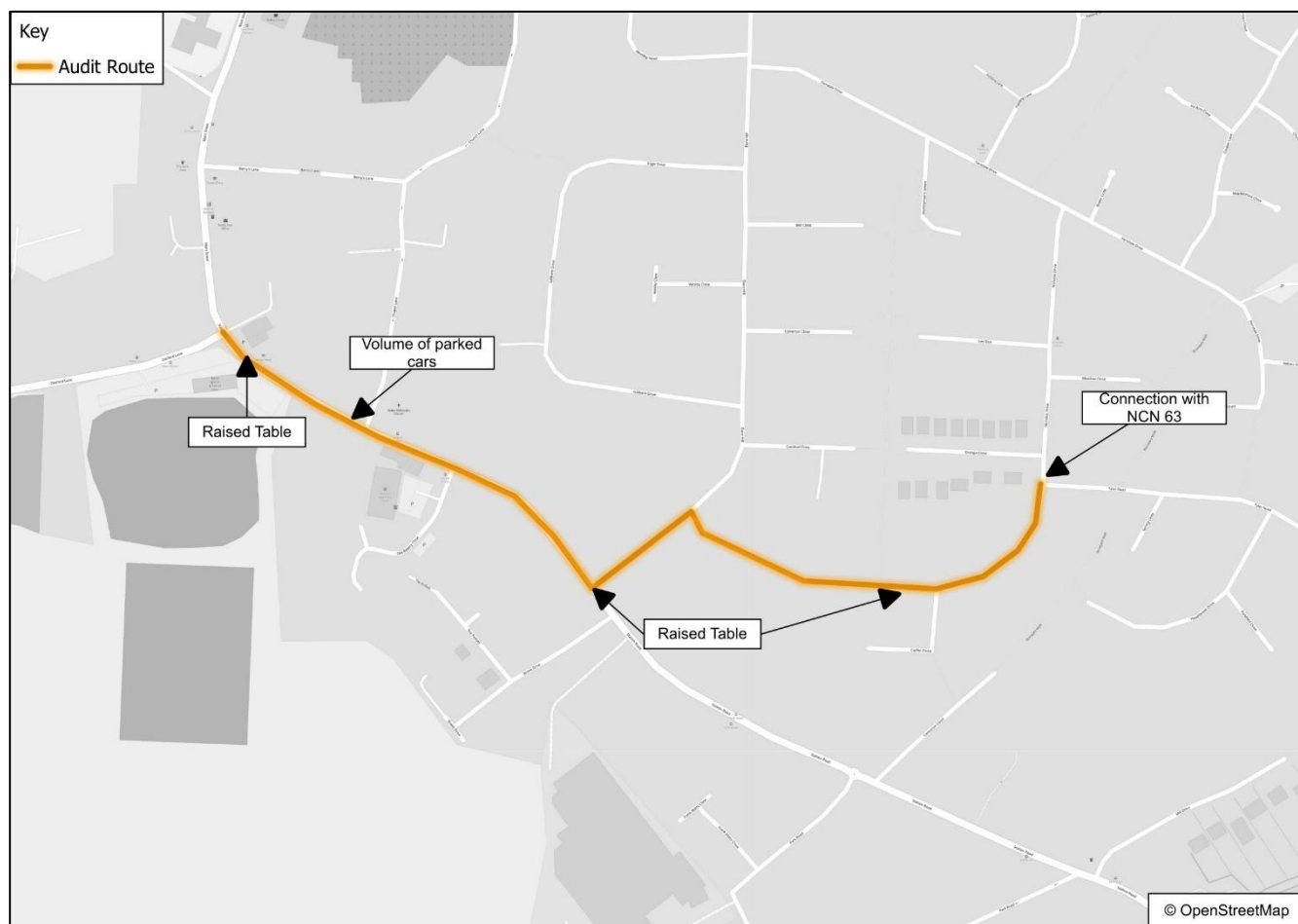
4.7 Summary and Total Audit Score

- 4.7.1 Overall, Route C scored a total of 34/48 (71%) (with certain factors discounted as they are not relevant to the route). This demonstrates that the route is currently suitable for cycle travel.
- 4.7.2 It should be noted that to access this route, users will utilise the shared footway/cycleway on the spine route through the site as well as the improvements proposed at the Desford Lane access which forms part of the improvement schemes proposed.

5 Route D – Dane Hill

- 5.1.1 The fourth route connects the Desford Lane access to NCN Route 63 providing a connection for cyclists routing out the southern of the site to potentially reach Glenfield or Beaumont. The route is approximately 0.63km in length and is entirely on road. Two junctions need to be traversed for a continuous journey.
- 5.1.2 **Figure 8** shows the audited route.

Figure 8. Audit Route D - Dane Hill



5.2 Cohesion

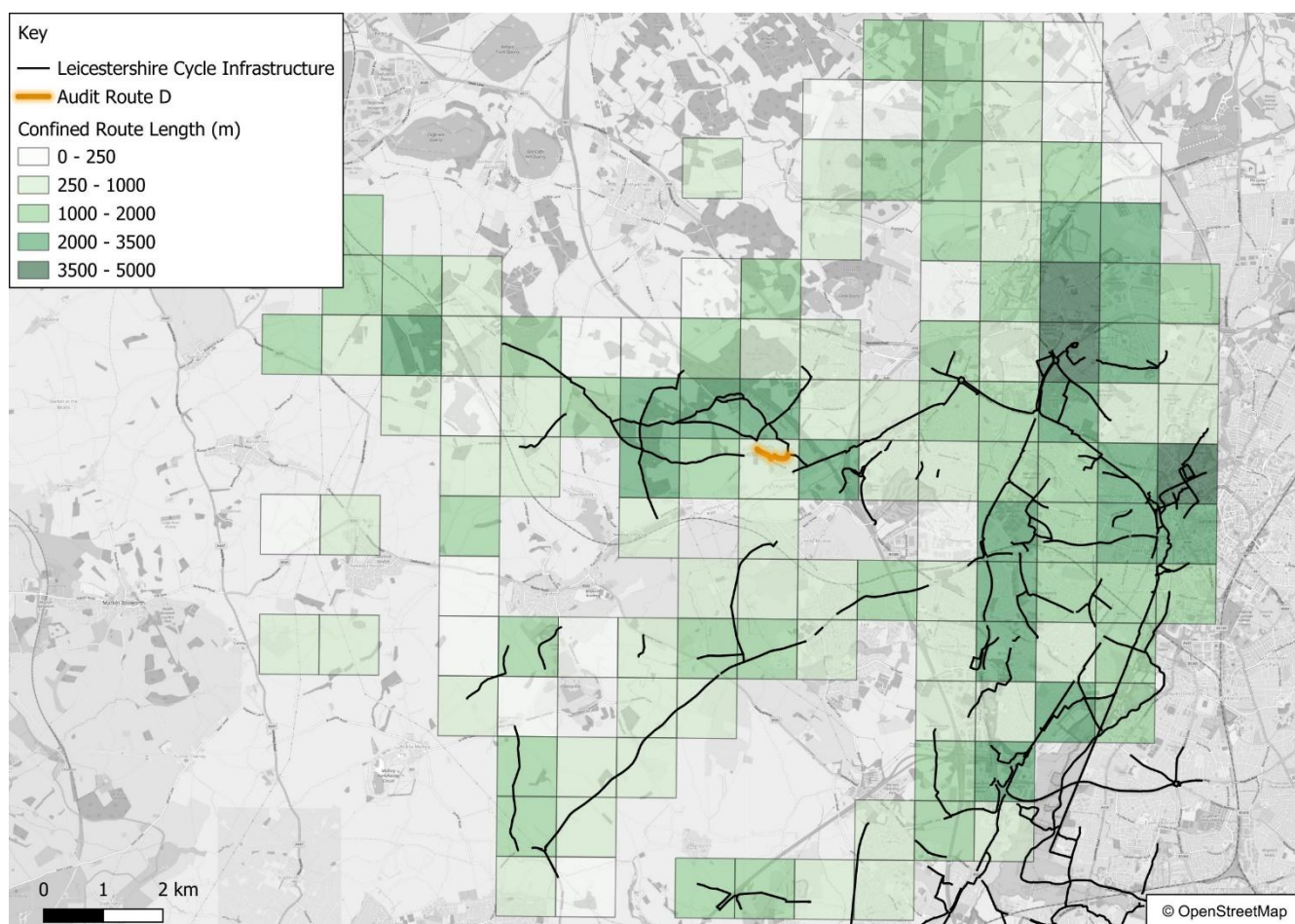
5.2.1 **Table 16** below is used to score and assess how well the route is connected to the surrounding area as well as other existing cycle routes and how easy the routes are to follow.

Table 16 Cycle Level of Service - Cohesion

Factor	Indicator	Score	Comment
Connections	Ability to join/leave route safely and easily; considering left and right turns	2	
Continuity and Wayfinding	Provision for cyclists throughout the whole length of the route	1	
Density of Network	Density of routes based on mesh with – Distances between primary and secondary routes within the network	2	

5.2.2 Route D scored 5/6 for cohesion.

Figure 9. Density of Network



5.2.3 **Figure 9** shows the density of the surrounding network.

5.3 Directness

5.3.1 **Table 17** below is used to score and assess how long, quick, and easy the journey is for the cyclists.

Table 17 Cycle Level of Service - Directness

Factor	Design Principle	Score	Comment
Distance	Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.	1	The route is the fastest possible route, however, the route is 1.21 times longer the 'as-the-crow-flies' route
Time: Frequency of required stops or give ways	Stopping and give way frequency	1	The number of stops or give way is between 2 and 4 per km
Time: Delay at Junctions	Delay at junctions	1	Dealy for cyclists at the junction is similar to the delay for vehicles
Time: Delay on Links	Ability to maintain own speed on links	1	Cyclists can usually pass slow traffic and other cyclists
Gradients	Gradient	2	

5.3.2 Route D scored 6/10 for directness.

5.4 Safety

5.4.1 **Table 18** below shows the assessment undertaken to score the route on how safe/unsafe it currently is.

Table 18 Cycle Level of Service - Safety

Factor	Design Principle	Score	Comment
Reduce/ remove speed differences where cyclists are sharing the carriageway	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	1	All junctions where cyclists share the carriageway are restricted to 30mph
	Motor traffic speed on sections of shared carriageway	1	All roads where cyclists share the carriageway are restricted to 30mph
Avoid high motor traffic volumes where cyclists are sharing the carriageway	Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	2	As per PRTM outputs, the 2024 AADT on Station Road was less than 2,500
Risk of collision	Segregation to reduce risk of collision alongside or from behind	1	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide but traffic volumes allow motor vehicles to easily move into opposite lane to pass cyclists on Main Street
Avoid complex design	Conflicting movements at junctions	2	
	Legible road markings and road layout	2	
Consider and reduce risk from kerbside activity	Conflict with kerbside activity	1	Some conflict with kerbside activity along Station Road
Reduce severity of collisions where they do occur	Evasion room and unnecessary hazards	1	The number of physical hazards could be reduced on Station Road

5.4.2 Route D scored 11/16 for safety.

5.5 Comfort

5.5.1 **Table 19** below shows the assessment undertaken to determine how comfortable the journey is for the cyclists.

Table 19 Cycle Level of Service - Comfort

Factor	Design Principle	Score	Comment
Surface Quality	Major and minor defects	2	
	Surface type	2	
Effective width without conflict	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	n/a	Cyclists not separated from motor vehicles
Wayfinding	Signing	1	

5.5.2 Route D scored 5/6 for comfort (with certain factors discounted as they are not relevant to the route).

5.6 Attractiveness

5.6.1 **Table 20** below shows the assessment undertaken to determine how attractive the cycle route is. The assessment covers lighting, how cluttered the route is, how isolated the route is and impact on pedestrians.

Table 20 Cycle Level of Service - Attractiveness

Factor	Design Principle	Score	Comment
Social safety and perceived vulnerability of user	Lighting	2	
	Isolation	2	
Impact on pedestrians, including people with disabilities	Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London	2	
Minimise street clutter	Signs informative and consistent but not overbearing or of inappropriate size	2	
Secure cycle parking	Evidence of bicycles parked to street furniture or cycle stands	2	

5.6.2 Route D scored 10/10 for attractiveness.

5.7 Summary and Total Audit Score

5.7.1 Overall, Route D scored a total of 37/48 (77%) (with certain factors discounted as they are not relevant to the route). This demonstrates that the route is currently suitable for cycle travel.

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