

Bloor Homes

HINCKLEY WEST DEVELOPMENT

TECHNICAL NOTE 4: RESPONSE TO NATIONAL HIGHWAYS COMMENTS ON TECHNICAL NOTE 3 (REVIEW OF TRAFFIC GENERATION FORECASTS)

1.0 INTRODUCTION

- 1.1.1 Capricorn Transport Planning Ltd (CTP) is appointed by Bloor Homes to advise on the traffic and highways issues relevant to residential development of land to the west of Normandy Way, Hinckley, within the Hinckley and Bosworth Borough Council (HBBC) local planning authority area.
- 1.1.2 The local highway authority is Leicestershire County Council. The nearby A5 corridor 1.6km (1 mile) to the south is the part of the Strategic Road Network (SRN) and is the responsibility of National Highways (NH).
- 1.1.3 Further to an Outline Planning Consent (*HBBC Planning Ref:15/00188/OUT*) and later Reserved Matters approvals, the development known as *Hollycroft Grange* is now under construction to provide 850 dwellings, retail units, a primary school, sports and community facilities and open space. A Full Planning Application (FPA) for development of a further 153 dwellings has been submitted to HBBC (*HBBC Planning Ref:23/00573/FUL*). The FPA scheme would also provide a second access to Hollycroft Grange from the Normandy Way/Roston Drive/Triumph roundabout together with new pedestrian/cycle routes and crossings of Normandy Way.
- 1.1.4 The FPA is supported by a Transport Assessment (TA), which includes traffic generation forecasts based on historic trip rates that date back to 2015. It was agreed with LCC and NH that the suitability of the 2015 trip rates would be reviewed by reference to an updated interrogation of the TRICS database and a traffic survey of a nearby residential development at Sword Drive, Hinckley, from which a set of local trip generation rates would be derived.
- 1.1.5 This new information was presented in Technical Note (TN3), which also considered the extent to which traffic generation would be further reduced through the modal-shift towards non-car travel.

1.1.6 TN3 concluded that the traffic generation of the entire Hollycroft Grange development as now proposed (850 dwellings approved, plus 153 proposed by the FPA) should be assessed using the new trip rates derived from the Sword Drive traffic survey. Furthermore, it was proposed that modal shift reductions of between 11.7% and 15% could be applied to the resulting traffic generation forecasts, based on agreements reached with NH for the nearby Earl Shilton Sustainable Urban Extension (SUE) and the Travel Plan for Hollycroft Grange.

1.1.7 NH has now provided its comments on TN3 in an email dated 01/12/23. This Technical Note (TN4) provides a response to NH's comments and further information on the points raised, to further support the conclusions reached in TN3.

2.0 SUMMARY OF NATIONAL HIGHWAYS COMMENTS

2.1.1 NH's email is reproduced in **Appendix TN4-A**. The summary of key points raised on TN3 is reproduced below:

- *The already consented development of 850 dwellings should be assessed based upon the agreed level of trips, with the new trip rates based upon the survey at Sword Drive only applied to the additional 153 dwellings.*
- *NH do not currently accept a mode shift reduction of 11.7% and asks that justification be provided.*
- *Notwithstanding an agreed modal shift percentage an assessment of the following junctions should be undertaken:*
 - *A5 / A47 Dodwells Roundabout; and*
 - *A5 / Longshoot signals*

2.1.2 CTP and Bloor Homes do not accept that the consented Hollycroft Grange development should be assessed using the previously-agreed number of trips. These were based on historic trip rates that are now clearly out of date. Furthermore, the proposed FPA infrastructure measures would also benefit sustainable access to the consented scheme, requiring a review of the previously assessed level of traffic generation. These matters are considered further in Section 3 below.

2.1.3 TN4 also provides further justification for the proposed modal shift reductions, with reference to agreements reached with NH and the agreed Normandy Fields Travel Plan (NFTP) for Hollycroft Grange, which will be supported by significant additional infrastructure measures to deliver modal shift (Section 4).

2.1.4 Having regard to the information presented in Section 3 and 4, it is concluded in Section 5 that modelling of the A5 Dodwells Roundabout and The Long Shoot traffic signals junction is not required.

3.0 APPLICATION OF UPDATED TRIP RATES

3.1.1 It is considered that applying the original 2015 trip generation rates to the consented scheme of 850 dwellings is fundamentally incorrect in this case as explained below.

3.1.2 Whilst the 850 dwelling scheme is committed, construction and occupation of dwellings has begun only recently. The previously-agreed 2015 trip rates cannot reflect the travel patterns of recent and future occupants of the development. The empirical data underpinning these trip rates is likely to be even older and not reflective of more recent changes in travel patterns, most notably those established since the COVID-19 pandemic with more people now working at home or travelling at non-peak times.

3.1.3 The submitted TA provided an alternative set of trip rates derived from an updated version of the TRICS database. These were significantly lower than the 2015 trip rates but were not accepted by LCC or NH. All assessments in the TA therefore used the 2015 trip as a highly robust case, but one that could significantly over-estimate the likely traffic effects of the scheme.

3.1.4 TN3 presents the revised set of trip rates derived from the Sword Drive traffic survey. As expected, these are significantly lower than the outdated 2015 trip rates. The empirical data provided by the survey shows that the theoretical trips rates obtained from TRICS are highly robust.

3.1.5 The FPA proposes only a modest number of additional dwellings at Hollycroft Grange but will provide a second vehicle access at Roston Drive, an extended Spine Road and new pedestrian/cycle crossings of Normandy Way. These enhancements will influence travel

patterns and mode choice across the whole of Hollycroft Grange, including both the consented and additional dwellings.

- 3.1.6 The new access infrastructure described above must therefore be designed to accommodate the traffic demands of the whole development based on up-to-date trip generation data. Continued use of the 2015 trip rates would over-estimate the traffic generation of Hollycroft Grange and neighbouring residential developments (existing and proposed), with the risk that decisions on infrastructure design are not correctly informed.
- 3.1.7 Whilst the Sword Drive development comprises a lower number of dwellings than Normandy Grange, it has similar location characteristics. Like the Sword Drive development, Hollycroft Grange will have good access to retail, education and community uses through provision of such facilities within the development. It is therefore considered reasonable to apply the Sword Drive trip rates to the larger scheme at Hollycroft Grange.
- 3.1.8 The acceptance by NH of the updated trip rates from the Sword Drive traffic survey for assessment of the FPA scheme is welcomed. However, it is illogical to assess the consented and proposed elements of Hollycroft Grange using separate sets of trip rates when they will in practice function as a single development. Given the importance of using the most up-to-date data available when making decisions about new infrastructure provision that will affect the entire scheme, NH's current position on this matter is considered indefensible.

4.0 MODAL SHIFT

- 4.1.1 NH has requested further justification for the modal shift levels proposed in TN3. As requested by NH, further details of the current modal split and a breakdown of the proposed shift onto each alternative mode are provided below.
- 4.1.2 The National Highways approach is that sustainable travel is a priority to achieve nil detriment. An 11.7% modal shift assumption has been agreed with applicants for other development proposals in the local area. Therefore, for consistency TN3 provided a sensitivity analysis on 11.7% modal shift, whereas Bloor Homes is promoting an agreed modal shift target of 15%.
- 4.1.3 The submitted TA sets out the existing modal split of development trips, based on the 2011 Method of Travel-to-Work census data (QS701EW) for the Hinckley 011 MSOA. This area

includes the site and surrounding residential area. The 2011 census data is also the basis of the current NFTP referred to in TN3.

4.1.4 The TA shows that the modal share of car drivers within the local MSOA is 76.1%. The MSOA data also shows a good level of sustainable travel, with bus, rail, walk, car share and cycle modes accounting on aggregate for some 22% of all trips. This suggests that a reasonable proportion of development trips would use non-car and sustainable travel modes, even with no further intervention.

4.1.5 The 15% reduction in car trips generated by the scheme would result in the *Car Driver* modal share being reduced from 76.1% to 64.7% of all person trips. This calculation is shown below:

- Existing *Car Driver* modal share = 76.1%
- Proposed reduction in *Car Driver* modal share = 15.0%
- Required shift to sustainable travel modes = $76.1\% \times 15.0\% = 11.4\%$
- Resulting *Car Driver* modal share = $76.1\% - 11.4\% = 64.7\%$

4.1.6 The proposed distribution of this modal shift across the relevant alternative travel modes is shown relative the 2011 census benchmark in Table **TN4.1** below.

Table TN4.1: Proposed Modal Shift of 15% - Breakdown by Mode

Mode of Travel	CURRENT	SHIFT	TARGET
Underground, Metro, Light Rail, Tram	0.1%	0.0%	0.1%
Train	0.9%	0.0%	0.9%
Bus, Minibus or Coach	2.2%	1.9%	4.1%
Taxi	0.2%	0.0%	0.2%
Motorcycle, Scooter or Moped	1.1%	0.0%	1.1%
<i>Driving a Car or Van</i>	76.1%	-11.4%	64.7%
Passenger in a Car or Van	6.1%	2.0%	8.1%
Bicycle	3.7%	2.5%	6.2%
On Foot	9.1%	2.5%	11.6%
Other Method of Travel to Work	0.4%	2.5%	2.9%
Total	100%	0.0%	100.0%

4.1.7 Table TN4.1 shows corresponding target increases in the modal shares of public transport and car sharing of around 2% each. The target increases in walking and cycling are slightly higher at 2.5% each. An increase in home working of 2.5% is also proposed.

4.1.8 These targets are modest and are expected to be comfortably achieved through provision of the FPA infrastructure and service proposals as summarised below:

- New *Toucan* crossing of Normandy Way, north of Roston Drive;
- New pedestrian or *Toucan* crossing of Normandy Way, north of Outlands Drive (further information to be provided in due course);
- Additional pedestrian and cycle links with Normandy Way, connecting all parts of Hollycroft Grange;
- Significantly improved bus service access as a result of providing the second vehicle access from Roston Drive, which will provide a through-route, reducing journey times and increasing penetration of buses into the Hollycroft Grange;
- Broadband connections and NFTP soft measures to facilitate home working.

4.1.9 The overall effect would be to reduce car trips generated by the scheme as follows:

- TN3 (Table 3.11) provided the following forecasts of car trips generated by the entire Hollycroft Grange scheme, assuming application of the Sword Drive trip rates:
 - AM: 552 car trips
 - PM: 458 car trips
- As this reflects the base-line modal share of 76.1%, the equivalent number of person trips for each peak hour are:
 - AM: 725 person trips
 - PM: 601 person trips
- The target car driver modal share is applied to these figures below:
 - AM: 725 person trips x 64.7% target modal share = 469 car trips
 - PM: 601 person trips x 64.7% target modal share = 389 car trips

- 4.1.10 As shown in TN3 (Table TN3.11), these figures represent a significant reduction compared with the “Approved Level” of trips for the consented scheme and would result in there being no impact on the SRN.
- 4.1.11 TN3 also showed that a lower modal shift of 11.7% (in combination with application of the updated Sword Drive trip rates to the entire scheme) would be sufficient to reduce the impact of the scheme at the SRN to effectively zero. However, whilst the NFTP’s higher target of 15% has been agreed (see Section 5), the correspondingly greater reduction in peak hour vehicle trips would be more than is actually required to avoid any impact on the SRN.

5.0 SUMMARY

5.1.1 **Table TN4.2** presents an updated summary of the two-way traffic generation forecasts for Hollycroft Grange under a range of scenarios. It includes the scenarios presented in TN3 (Table TN3.11) and additional comparison to reflect what has been suggested by NH; i.e. - applying the original trip rates to the consented scheme and the surveyed trip rates to the updated scheme (albeit that it is not accepted as a reasonable basis for assessment). The modal shift target of 15% is then applied to these figures.

Table TN4.2: Expanded Comparison of Traffic Generation Scenarios (Vehicles)

SCENARIO	ORIGINAL TRIP RATES		NEW TRICS TRIP RATES		SURVEYED TRIP RATES		EXPLANATORY NOTES
	AM	PM	AM	PM	AM	PM	
APPROVED LEVEL (850 DWELLINGS)	487	555	487	555	487	555	Approved traffic generation level remains the same in all scenarios
EXPANDED SCHEME (1003 DWELLINGS)	575	655	560	521	552	458	With FPA scheme of 153 dwellings
DIFFERENCE FROM APPROVED LEVEL	88	100	73	-34	65	-97	Net change in traffic generation arising from FPA scheme
EXPANDED SCHEME WITH MODAL SHIFT OF 11.7%	507	578	494	460	488	404	Modal shift of 11.7% away from car trips applied to all dwellings
DIFFERENCE FROM APPROVED WITH MODAL SHIFT (11.7%)	20	23	7	-95	1	-151	Net change in traffic generation arising from FPA scheme with modal shift as above
EXPANDED SCHEME WITH MODAL SHIFT OF 15%	489	557	476	442	470	389	Modal shift of 15.0% away from car trips applied to all dwellings
DIFFERENCE FROM APPROVED WITH MODAL SHIFT (15%)	1	2	-11	-113	-18	-166	Net change in traffic generation arising from FPA scheme with modal shift as above
ADDITIONAL COMPARISONS BASED ON NATIONAL HIGHWAYS RESPONSE TO TN3							
FPA SCHEME ONLY (153 DWELLINGS)	-	-	-	-	84	70	Surveyed trip rates as accepted by NH for application to FPA scheme
EXPANDED SCHEME (1003 DWELLINGS) - NH SCENARIO	-	-	-	-	571	625	Approved (850 dwellings) - original trip rates; FPA (153 dwellings) - surveyed trip rates.
NH SCENARIO WITH MODAL SHIFT (15%)	-	-	-	-	486	531	Modal shift of 15.0% away from car trips applied to all dwellings
DIFFERENCE FROM APPROVED WITH MODAL SHIFT (15%)	-	-	-	-	-1	-24	Net change in traffic generation arising from FPA scheme with modal shift as above

- 5.1.2 The additional scenarios show that, even if the lower surveyed rates are only applied to the additional dwellings, a modest modal shift of 15% results in a net reduction in traffic generation of the expanded development, compared with the approved level of traffic generation.
- 5.1.3 The NFTP provides the Travel Plan for Hollycroft Grange and was originally prepared by Lawrence Walker Limited (LWL) in March 2019. Updated versions of the NFTP were provided to support Phases 3 and 7 of the consented scheme, both dated January 2022. These updates and the associated 15% modal shift target have been approved by HBBC via the discharge of conditions of the outline planning consent, as summarised in **Table TN4.3**.

Table TN4.3: Summary of NFTP Approvals

Date of Travel Plan	Phase	Document Reference	Application Reference	Notes
March 2019	Entire site	REPORT - TP - Mar 2019 Complete	19/00870/DISCON	Framework TP in relation to entire site to inform future phase-specific TPs. Formally approved for Phases 1 and 2 only via DoC application relating to C7. See Table 1 (p. 8): -15% modal shift target for private car use.
January 2022	Phase 3	REPORT - TP - Jan 2022 - Phase 3 Complete	22/00325/DISCON	Approved for Phase 3 only via DoC application relating to C7. Section 4.3 refers to 15% reduction in peak hour vehicle trips over a five year period.
January 2022	Phase 7	REPORT - TP - Jan 2022 - Phase 7 Complete	22/01008/DISCON	Approved for Phase 7 only via DoC application relating to C7. Section 4.3 refers to 15% reduction in peak hour vehicle trips over a five year period.

- 5.1.4 Further information on how these documents relate to the FPA scheme is provided in **Appendix TN4-B**. The NFTP was subsequently updated in accordance with these proposals and the current version, dated August 2023, includes the same 15% modal shift target.
- 5.1.5 As NH and LCC are understood to have been involved in the development of the NFTP, its target 15% reduction in peak hour vehicle trips can therefore be taken as accepted by both.
- 5.1.6 Active Travel England (ATE) has subsequently been consulted on the FPA and its most recent response is included in **Appendix TN4-C**. It states that the Government's targets are that at least 50% of short journeys in towns and cities should be walked, wheeled or cycled by 2030. It also comments that the current NFTP does not propose significant modal shift and that:
- "...targets are minimal despite the reasonable walking, wheeling and cycling distances to key destinations."*
- 5.1.7 The current scheme of highway improvements and other Travel Plan measures will deliver 15% modal shift in accordance with the previously approved versions of the NFTP for the Phase 3 and 7 RM applications. Bloor Homes will continue to work with ATE and will seek

opportunities to exceed this target. Therefore, 15% can then be taken as a worst-case scenario.

5.1.8 The additional information provided in TN4, based on the 15% target, supports the findings of TN3 that:

- Continued use of the previously-agreed historic trip rates will over-estimate the traffic generation of the entire Hollycroft Grange scheme;
- The surveyed trip rates provide the most appropriate basis for future assessments;
- Applying the surveyed trip rates for the whole development and 11.7% modal shift reduces the impact on the SRN to effectively zero additional vehicle trips;
- Application of the Travel Plan modal shift target of 15% results in greater traffic reduction benefits, to the extent that the additional traffic generated by the expanded scheme (compared with the approved level) would be negligible even if the historic trip rates are applied.

5.1.9 As the now proposed Hollycroft Grange scheme will demonstrably have less impact than previously assessed, agreed and approved, it must be concluded that further transport modelling and mitigation is not required for the SRN, subject to delivery of the proposed sustainable travel infrastructure and the associated levels of modal shift. On the basis of the up to date and robust evidence presented in TN3 and in this note, it would be clearly unreasonable for NH to request any further modelling at this stage.

5.1.10 It is further noted that NH is not actively opposing the appeal that is taking place in respect of the speculative residential development proposal by Richborough Estates (475 dwellings) on the unallocated site at Stoke Road to the west of the A47, which will inevitably have highway capacity impacts in the area, but have not been subject to the modelling that NH are seeking in relation to this scheme. NH's pragmatic and positive consideration of the evidence presented in TN4 will therefore be welcomed, to enable the approval and delivery of this important scheme at Hollycroft Grange, which benefits from a long-standing development allocation in the Local Plan.

Capricorn Transport Planning
14 December 2023

Capricorn Transport Planning

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APPENDIX TN4-A

NATIONAL HIGHWAYS COMMENTS ON TN3

From: [Russell Gray](#)
To: [Sean McGregor](#)
Cc: [Sally Smith](#); [Jack Downing](#); [Moss, Stephen](#); [Harry Horsley](#); [David Hunt](#)
Subject: RE: Land west of Normandy Way, Hinckley
Date: 01 December 2023 17:14:23

Good afternoon Sean,

We have undertaken a review of the Capricorn Transport Planning Technical Note 3 prepared in relation to the Hinkley West Development and would wish to make the following comments as it relates to the Strategic Road Network (SRN):

Planning History (to provide context)

- The land benefits from Outline Planning Consent (OPC) for residential development of up to 850 dwellings, retail units, a primary school, sports and community facilities and open space (Ref: 15/00188/OUT). A full planning application for development of a further 153 dwellings has been submitted (Ref: 23/00573/FUL).
- A meeting between the applicant, NH and LCC was held on 05/09/23 to discuss the submitted TA for 23/00573/FUL and requirements for further strategic transport modelling. It was agreed that the suitability of the 2015 trip rates used for 15/00188/OUT would be reviewed by reference to the following:
 - An updated interrogation of the TRICS database; and
 - A traffic survey of a nearby residential development at Sword Drive, Hinckley, from which a set of local trip generation rates would be derived.
- Technical Note 3 (TN3) presents the revised traffic generation forecasts.

Trip Generation

- Both the historic trip rates for the OPC (850 dwellings) and an updated set of trip rates derived from the TRICS database have been provided. However, it was determined that the most representative trip rates could be potentially calculated from the traffic survey of a nearby residential development at Sword Drive:
 - The application of trip rates derived from the survey applied to the entire scheme (1,0003 dwellings) results in a total traffic generation of 552 two-way AM peak trips, and 458 two-way PM peak trips.
 - NH accept the principle of this option being representative of the proposed development of 153 dwellings, given the comparable scale and location of the residential development served by Sword Drive.

Modal Shift

- Paragraph 5.1.1 lists a number of measures for the entire residential development (1,003 dwellings), which support walking/cycling.
- Paragraph 5.1.2 states '*It is understood that a modal shift of 11.7% has been agreed in respect of the nearby Barwell Sustainable Urban Extension (SUE)*'. The applicant considers it reasonable to apply the same figure to this application.
- Each application is reviewed independently and is based on its own merit. The applicant should justify this conclusion, as well as presenting this data more clearly. Specifically, to display the current mode split between each mode and a detailed breakdown of the 11.7% that is being distributed to other modes.
- We would therefore not accept this reduction without further details as to how it can be achieved and controlled.

Traffic Impact

- The trip distribution presented in the TA for 23/00573/FUL has been distributed onto the local highway network using 2011 Census dataset. The analysis concludes 51% of trips from the additional dwellings would use the A5 between the Dodwell's and Long Shoot junctions. This trip distribution has been reviewed and is deemed robust.
- The Technical Note then sets out the difference in trips from the OPC (850 dwellings) with the surveyed trip rates (applied to 1,003 dwellings without the 11.7% reduction). Once 51% distribution has been applied, the net difference results in an additional 33 two-way trips in the AM peak, and 49 fewer two-way trips in the PM peak.
- However, the above assumes that the already approved trips can be assessed based upon the new trip rates, and given that this is effectively a committed development, we would consider that the original trip rates should be applied to this element.
- We would though accept the principle of using the surveyed trip rates from Sword Drive to derive the trip generation from the new development of 153 dwellings.
- To echo our response in August 2023, based upon this level of impact in the AM peak, and in order to be consistent with other planning applications within the local area we would therefore request that an assessment of the A5 is undertaken using our agreed A5 VISSIM model so that the impact upon the SRN can be understood. This model can be provided to you for your use.

Summary

- The already consented development of 850 dwellings should be assessed based upon the agreed level of trips, with the new trip rates based upon the survey at Sword Drive only applied to the additional 153 dwellings.
- NH do not currently accept a mode shift reduction of 11.7% and asks that justification be provided.
- Notwithstanding an agreed modal shift percentage an assessment of the following junctions should be undertaken:
 - A5 / A47 Dodwells Roundabout; and
 - A5 / Longshoot signals

I hope that the above is clear but if not, then please do not hesitate to contact me.

Kind regards,

Russell Gray, Spatial Planner

Operations Directorate (Midlands)

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From: Sean McGregor

Sent: Thursday, October 26, 2023 7:45 AM

To: Harry Horsley <Harry.Horsley@leics.gov.uk>; Russell Gray

<Russell.Gray@nationalhighways.co.uk>; Simm, Ben <Ben.Simm@nationalhighways.co.uk>;

Moss, Stephen <stephen.moss@aeacom.com>; David Hunt <David.Hunt@leics.gov.uk>

Cc: Sally Smith <Sally.Smith@bloorhomes.com>; Jack Downing
<Jack.Downing@bloorhomes.com>

Subject: RE: Land west of Normandy Way, Hinckley

Harry,

Thanks for the update.

All,

Please find attached Technical Note 3, which presents the updated traffic generation forecasts. Our conclusion is that the additional dwellings would not generate a material increase in traffic on the SRN when compared with the level of traffic previously approved for Hollycroft Grange (ref: 15/00188/OUT). On this basis, further modelling should not be required.

Please can you consider this information and come back to me with your suggested dates for a meeting as soon as possible.

Best regards,

Sean McGregor
Director

Capricorn Transport Planning

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From: Harry Horsley <Harry.Horsley@leics.gov.uk>

Sent: Wednesday, October 25, 2023 12:56 PM

To: Sean McGregor <sean.mcgregor@capricorn-tp.co.uk>; Russell Gray
<Russell.Gray@nationalhighways.co.uk>; Simm, Ben <Ben.Simm@nationalhighways.co.uk>;
Moss, Stephen <stephen.moss@aeacom.com>; David Hunt <David.Hunt@leics.gov.uk>

Subject: RE: Land west of Normandy Way, Hinckley

Good morning Sean,

Thanks for your email and hope you are well.

Many of us are quite tied up with an ongoing NSIP examination currently so meeting availability might be tricky. Did you want to circulate the survey results and colleagues review when they are able to?

Best wishes,

Harry

From: Sean McGregor <sean.mcgregor@capricorn-tp.co.uk>

Sent: 23 October 2023 07:35

To: Russell Gray <Russell.Gray@nationalhighways.co.uk>; Simm, Ben <Ben.Simm@nationalhighways.co.uk>; Moss, Stephen <stephen.moss@aecon.com>; David Hunt <David.Hunt@leics.gov.uk>; Harry Horsley <Harry.Horsley@leics.gov.uk>

Subject: Land west of Normandy Way, Hinckley

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Good morning,
Hope you are all well.

As discussed at our recent meeting on 05/09/23, we have reviewed the traffic generation of the proposed additional development at Hollycroft Grange, by reference an updated TRICS assessment and a traffic survey of the nearby residential development at Sword Drive, Hinckley.

I think it would be helpful to have a follow-up meeting so that we can present this information to you and discuss how this might affect further modelling requirements.

Could you all please let me know some dates when you would be available over the next week or so?

Many thanks in anticipation.

Best regards,
Sean McGregor
Director

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Director

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APPENDIX TN4-B

FURTHER INFORMATION ON NFTP APPROVED DOCUMENTS

12 May 2023

Development Services
Hinckley and Bosworth Borough Council
Hinckley Hub
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Hinckley
Leics.
LE10 0FR

Dear Sir,

PROPOSED DEVELOPMENT AT NORMANDY WAY, HINCKLEY: TRAVEL PLAN

We are appointed by Bloor Homes to advise on the highways and transport issues affecting a proposed residential development on land to the west of Normandy Way, Hinckley, Leicestershire. The site has planning consent for 850 dwellings and ancillary land uses, with access from the Greenfinch Road roundabout junction with Normandy Way. The approved development is now being delivered as *Hollycroft Grange*.

This letter accompanies a Full Planning Application (FPA) for further development of an additional 153 dwellings, utilising land adjacent to the south-eastern corner of the site and a section of the approved development, which is to be re-planned. The scheme would also provide a new second access from Roston Drive. The scheme is fully explained in the Transport Assessment (TA) that accompanies the FPA.

A Travel Plan for Hollycroft Grange was prepared by Lawrence Walker Limited (LWL) in March 2019. The approved version of this document, known as the Normandy Fields Travel Plan (NFTP), is enclosed. Subsequently, LWL has provided updated versions of the NFTP to support Phases 3 and 7 of the consented scheme, both dated January 2022.

The NFTP is now being monitored and implemented. The January 2022 updates include the results of monitoring surveys and various refinements and updates that adjust the NFTP to better reflect post-COVID-19 travel patterns.

To ensure that a consistent approach is applied across all phases of residential development at the site, the FPA is supported by the approved NFTP and its subsequent updates, which we have reviewed. We consider that the NFTP's current objectives and targets remain appropriate for the additional dwellings now proposed. However, all Travel Plans should be regarded as live documents which should be updated periodically to take into account new data, changes to the transport network and other relevant matters.

With this in mind, we recognise that the current NFTP will need to be updated and/or modified to incorporate the additional development and the new means of access from Roston Drive. This will be undertaken when the next TP review is due, or in any event before any occupations of the additional dwellings (if approved) takes place.

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We anticipate that the following changes to the current TP would be undertaken. Please note that this is not necessarily an exhaustive list and would be subject to agreement with the Council and the relevant highway authorities (Leicestershire County Council and National Highways in respect of the A5). The same authorities would need to approve the resulting revised document.

- The NFTP will be renamed the Hollycroft Grange Travel Plan (HGTP) consistent with the current development branding.
- The life of the Travel Plan will be extended to a date 5 years following the first occupation of dwellings within the additional part of the scheme (if approved) and will continue for at least 1 year after occupation of the last dwelling on the site, with additional scope for extension if targets are not met.
- The Travel Plan will cover the additional land and dwellings as well as the new access from Roston Drive and associated extension of the internal spine road.
- An additional pedestrian/cycle (TOUCAN) crossing of Normandy Way is proposed as part of the Roston Drive access scheme and will be incorporated into the list of infrastructure required to serve the development.
- Current *SMART* objectives and modal share targets are considered appropriate but will be reviewed each year in accordance with the findings of the agreed annual monitoring and review regime.
- The scope of all annual travel surveys will be extended to cover the additional households. Any traffic counts that may be required from time to time shall include both the current access and the proposed Roston Drive access.
- It is understood that the bus service through the site is now operating. Data on usage and viability will therefore be analysed and incorporated.

In addition, the current Travel Pack will be refreshed and reissued to all households to take into account the expanded development and new access opportunities. It will also provide updated information on the walking, cycling, bus services and car sharing opportunities.

In summary, we consider that current NFTP contains all the objectives, targets, measures and monitoring strategy elements that are necessary to support the current development phases and the proposed additional dwellings at Hollycroft Grange.

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We trust that this letter explains how it is to be developed further to fully integrate all existing and future elements of the scheme and we look forward to further discussions on this matter in due course.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S. McGregor', is written over a horizontal line.

Sean McGregor.

Director

For Capricorn Transport Planning Ltd

Encl: Approved Normandy Fields Travel Plan

cc: Sally Smith, Bloor Homes

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APPENDIX TN4-C

ACTIVE TRAVEL ENGLAND COMMENTS, 07/12/23



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 23/00573/FUL
Our Ref: ATE/23/00119/FULL
Date: 07 December 2023

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

From: Planning & Development Division, Active Travel England

To: Development Management, Hinckley and Bosworth Borough Council

Application Ref: 23/00573/FUL

Site Address: LAND TO THE WEST OF, NORMANDY WAY, HINCKLEY,
LE10 3FB

Description of development: Full planning application for 153 dwellings with a vehicular access from the factory access road and existing roundabout on the A47, drainage, landscaping, public open space, ground remodelling and supporting infrastructure and utilities.

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 Background

Thank you for re-consulating Active Travel England (ATE) on the revised details now submitted on this application. We responded on 7 July 2023 and recommended that the decision on the application be deferred until more details were supplied to resolve the deficits identified, namely:

1. Revised plans to make clear whether the interconnecting paths fronting the A47 will support shared walking and wheeling facilities
2. Explore opportunity for a further Toucan crossing over the A47
3. Create further permeability for active travel modes by connecting internal path networks into the estate under construction to the north
4. Create permeability to the west by adopting cul de sac up to red line boundary
5. Require the submission of a travel plan prior to determination
6. Consider the quality of cycling routes towards Nuneaton

ATE also drew attention to the Leicestershire CC Local Cycling and Walking Infrastructure Plan (LCWIP) due for final publication in the summer.

2.0 Summary

We welcome the revised drawings to help reduce speed including by creating horizontal deflection. Traffic speed has an important role to play in ensuring a safe and attractive environment for active travel. ATE also welcomes the specific advice from the Road Safety Audit that specifically considers the crossing point over the A47.

There remain some design issues that subject to remedy would help make the proposal an attractive environment for active travel embedding this concept from the outset. This would significantly help deliver the modal shift targets of the highways technical note (HTN); which should in fact be revised to support the much more recent government aspirations in Gear Change that 50% of journeys in towns and cities should be walked, wheeled or cycled by 2030. The HTN refers to an 11.5% modal shift figure from the Department for Transport dated 2005. Gear Change was published in 2020.

On this basis ATE recommend that a final revision is sought to fully embed active travel, and a decision on the application is deferred until this is agreed.

3.0 National Policy and Guidance

Previously ATE drew attention to the primacy of considering sustainable modes of travel first set out within the NPPF. On this re-consultation we specifically draw attention to the following national guidance.

Manual For Streets (MfS, 2007) in section 4 describes layout and connectivity and in particular that walkable neighbourhoods are characterised by having a range of facilities within 10 minutes' walking distance, typically a distance of 800m. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents. Section 3 requires that the movement of all users should be key to the design and layout of new development. MfS strongly promotes the concept of permeable networks for active modes in street layout and design. It requires an understanding of the movement network to help influence the way people travel (chapter 4).

Local Transport Note 1/20 (LTN 1/20) provides guidance to local authorities on delivering high quality, cycle infrastructure, including chapter 14 which sets out how to plan for and integrate cycling infrastructure with new development. Chapters 6 and 8 specifically provide guidance on shared used routes and when these are acceptable.

4.0 Areas of Concern

Connecting path to the Toucan crossing

The covering letter would indicate that the path adjoining Normandy Way/A47 would be fully connected to the proposed Toucan crossing to the north and that this would support walking and cycling journeys. The plans submitted do not show this clearly; the path to the north is not shared use, while the plans do not show how this connects into the paths to the north (outside the site) other than it terminates at a cul de sac. LTN 1/20 would only support shared use paths in limited circumstances, paragraph 6.5.6 states:

Shared use may be appropriate in some situations, for instance if well-designed and implemented. Some are listed below:

- *Alongside interurban and arterial roads where there are few pedestrians;*
- *At and around junctions where cyclists are generally moving at a slow speed (see Figure 6.27), including in association with Toucan facilities;*
- *In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and*
- *In situations where high cycle and high pedestrian flows occur at different times (also see Figure 6.27).*

Measuring the path width on the Planning Layout plan (F-008 rev G), the width of this path varies from around 2.54m to 2.94m. Table 6-3 LTN 1/20 states that where a shared path is deemed acceptable up to 300 cyclists per hour a width of 3m is required, over this number of cyclists a width of 4.5m is required.

The material surfacing is listed as 'Breedon Gravel Pathway with Timber edging' on the surface materials plan. This is not a long lasting, all weather surface. It will become rutted with time and not be the best surface for those using mobility aids such as wheelchairs. This needs to be amended to be tarmac or similar. There are no details on lighting, in order to be fully usable at all times of the year this would be essential.

Where the applicant can accept the principle of a shared route and ATE agree its suitability for this context, a planning condition could be used to ensure the specification complies with the design requirements of LTN 1/20. ATE would be happy advise on the wording for such a condition.

Travel Plan

The submission of a travel plan at this stage is welcomed. The Government's targets are that at least 50% of short journeys in towns and cities should be walked, wheeled or cycled by 2030. The targets in the travel plan do not reflect this.

There is no vision to achieve significant modal shift, and it falls a long way short of the Government's aspiration. Likewise targets are minimal despite the reasonable walking, wheeling and cycling distances to key destinations. It is welcome that the travel plan does acknowledge the potential commuting by cycle to Nuneaton however there are no real hard or soft interventions of any note to help fundamental embed active travel from the outset. On site measures are in the gift of the developer and ATE have advised above and previously how to amend the scheme to support these specifically. 'Softer' measures

should be broadened to consider cycle parking, cycle purchase and support for those with mobility problems.

ATE welcome the proposed monitoring and reporting of travel plan measures. Monitoring should also include remedial action should targets not be met. This could include a mechanism to invest in further improvements such as those identified by the local highway authority. This will require a mechanism within a planning obligation to be secured at application stage.

5.0 Next Steps

ATE recommend the decision on the application is deferred and that the LPA request a revised layout as set out above, in accordance with NPPF paragraphs 104-105 and 110-113, Manual for Streets, Inclusive Mobility and LTN 1/20. The travel plan would benefit from more detail and clarity on the measures proposed, remedial measures and modal shift ambition. Should the LPA be minded to approve with conditions, ATE would welcome the opportunity to comment on the conditions to support the active travel objectives.