



Active
Travel
England

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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.