

Technical note:

Earl Shilton Access Strategy - Clarifications

1. Introduction

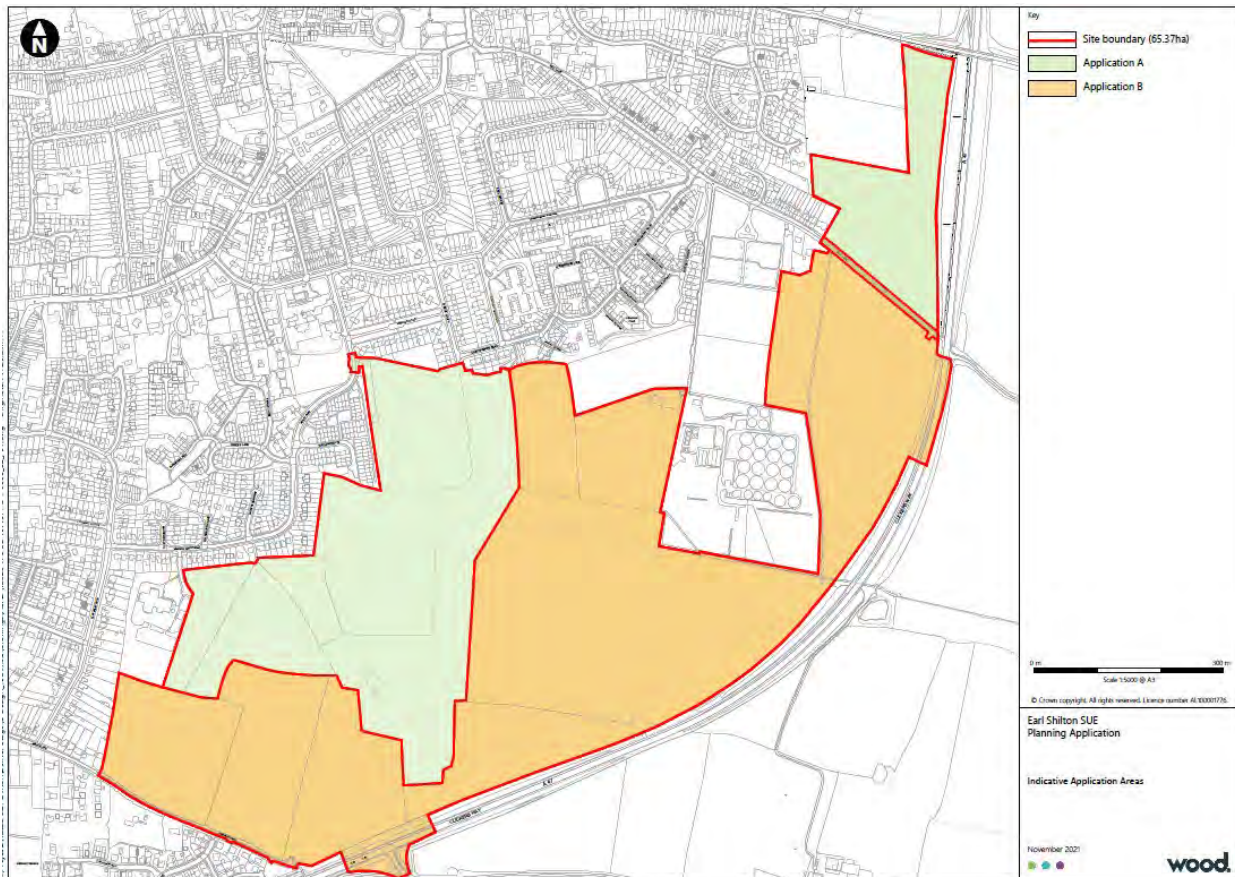
1.1 Background

WSP Environment and Infrastructure Solutions UK Limited (WSP EI&S), formerly Wood E&IS UK Limited, has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the Applicants) to submit two outline planning applications (OPA) for a comprehensive residential led mixed-use development on land at Weavers Fields, Earl Shilton. The land is allocated as a Sustainable Urban Extension (SUE) comprising 2,000 homes and 10Ha of employment in Hinckley and Bosworth Borough Council's 2009 adopted Core Strategy. An Area Action Plan (AAP) for Earl Shilton and Barwell was adopted in September 2014 which is part of the Local Plan for Hinckley and Bosworth and sits under the Core Strategy. The APP provides a development framework for the Earl Shilton SUE and the Barwell SUE which is located on the north western edge of neighbouring Barwell. The AAP identified a reduced level of housing and employment compared to the Core Strategy, specifying 1,600 homes and 4.5Ha of employment

The two separate, but aligned, OPAs are referred to as application A and B. Application B for Bloor Homes and Jelson was submitted in December 2021 and validated, Application A has been prepared and is to be submitted as soon as practicable. Figure 1.1 of the OPA (B) Planning Statement provided an illustration of the indicative application areas, as shown in **Figure 1.1**. The application areas exclude part of the SUE allocation - land being promoted by Persimmon and land owned by HBBC.

Both applications have been prepared to work in combination to deliver the majority of the overall allocation requirements, providing up to 1,500 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, public open space, landscaping, access and drainage. Access is proposed via two new roundabouts from the A47, off Mill Lane, off Astley Road and with limited vehicular access from Breach Lane for up to 50 homes only (no internal vehicular connection is proposed).

One Transport Assessment (TA) and Framework Travel Plan (FTP) was produced to support both Applications and was included as part of the Application B submission in December 2021. The Leicestershire County Council (LCC) Highways Development Management (HDM) team provided comments on the submission which identified the need to provide more information on the access strategy and both LCC HDM and National Highways require further traffic modelling to be undertaken using the latest version of the Pan Regional Traffic Model (PRTM). Separate workshops on each aspect were held on 24th June 2022. The note of meeting of the Access Strategy Workshop is included in **Appendix A**.

Figure 1.1 Indicative Application Areas

1.2 Purpose of this Technical Note and Policy Context

The Access Strategy covers all forms of transport – pedestrian, cycle, buses and vehicles, and has been produced for discussion and agreement in principle with the LCC HDM team and to inform the new modelling work.

The aim has been to encourage active travel and to ensure a robust and resilient movement network is created. The masterplan embeds this thinking in the approach and seeks to integrate the SUE as a well-connected extension to the Town. It has been informed by national and local policy, for example the Earl Shilton and Barwell Area Action Plan (AAP) Development Plan Document (DPD), as well as LCC Local Transport Strategies. In particular, regard has been had to AAP Policy 10 (General Highway Provisions) and Policy 11 (Walking and Cycling) in refining the access strategy and ensuring overall permeability. The only substantive variation proposed relates to AAP Policy 10, in that the southern A47 access has been relocated and no longer uses Masefield Drive. This change is necessary to overcome landownership constraints and to improve environmental performance and should be read as a betterment. The policy and strategy information are set out in Section 2 of the submitted TA. Greater detail on these access options is provided below.

1.3 Content of Technical Note

The Technical Note is set out as follows.

- Section 2 – provides a summary of the baseline situation description to provide context;

- Section 3 – describes and presents plans for each of the proposed vehicle accesses, taking into account the comments made by LCC HDM and the content of the meeting on 24th June. This includes consideration of the phasing and delivery and construction access.
- Section 4 – identifies the proposed pedestrian and cycle connectivity
- Section 5 – presents a bus strategy based on discussion with the two bus operators in the area.

2. Baseline Situation

2.1 Introduction

The baseline situation is set out in Section 3 of the TA. A summary of the key aspects is set out in the following sections.

2.2 Opportunities for Vehicular Connectivity

There is opportunity for local vehicular connectivity into Earl Shilton from the following roads:

- Mill Lane to the north east of the site – To the west of the site boundary, the road is a single lane carriageway of varying widths of between 5.5m and 6.7m with frontage access, footway on the northern side, street lighting and 30mph speed limit. Within the site, Mill Lane is a narrow rural lane of approximately 2.8m width with grass verges of up to around 3m on either side and provides pedestrian and cycle access to the A47. It would require improvement to serve the SUE.
- Astley Road – Astley Road is a single carriageway two-way road. It has a speed limit of 30mph, pedestrian footways on both sides and streetlights. This road has a width typically between 5.8 m and 6.5 m approximately.
- Breach Lane – Breach Lane is a single carriageway two-way road from its junction with Station Road with a road width of 5.5 m, frontage access, footways on both sides, street lighting and a speed limit of 30 mph. Along the southern site boundary, Breach Lane is approximately 3 m in width, it is not lit and does not have footways. It provides vehicular access to four properties. It provides a link to the shared use footway/cycleway along the western side of the A47. It would require improvement.

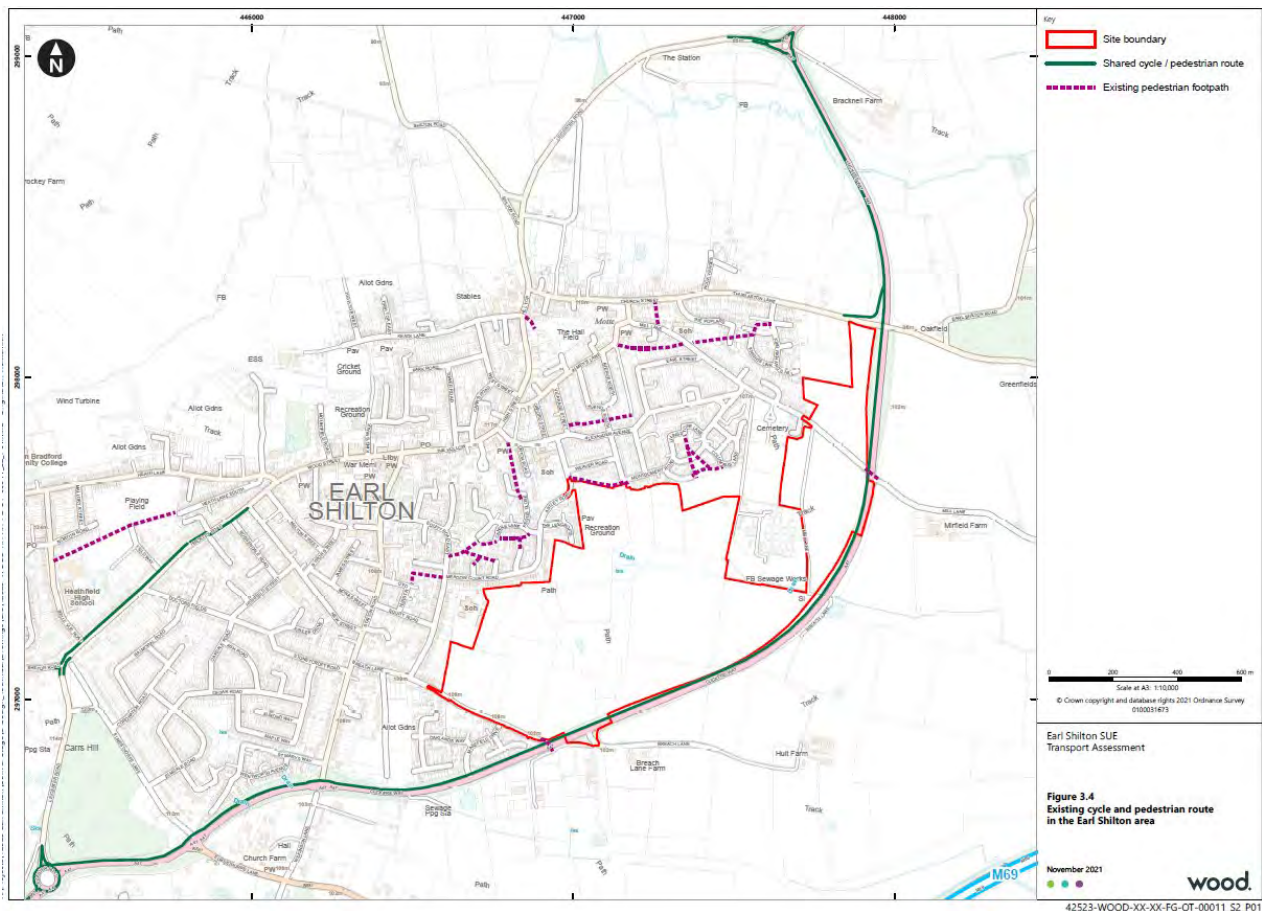
Along the eastern perimeter of the site, the A47 provides the opportunity for access onto the strategic road network. The A47 between A47/Leicester/A47(S) junction and Leicester Lane/A47/Desford Road junction is a single carriageway two-way road with a 50mph speed limit and street lighting at the junctions. This section of the A47 has an on-road cycle lane of approximately 1.5 m width on both sides for the majority of the route, and a 580 m length of footway on the eastern side from the Leicester Road roundabout. There are a few lay-bys along this section of the road. The carriageway width for vehicles is approximately 6.5m. Adjacent to the site boundary offsite cycle provision is provided.

2.3 Pedestrian and Cycle Connectivity

Pedestrian and Cycle

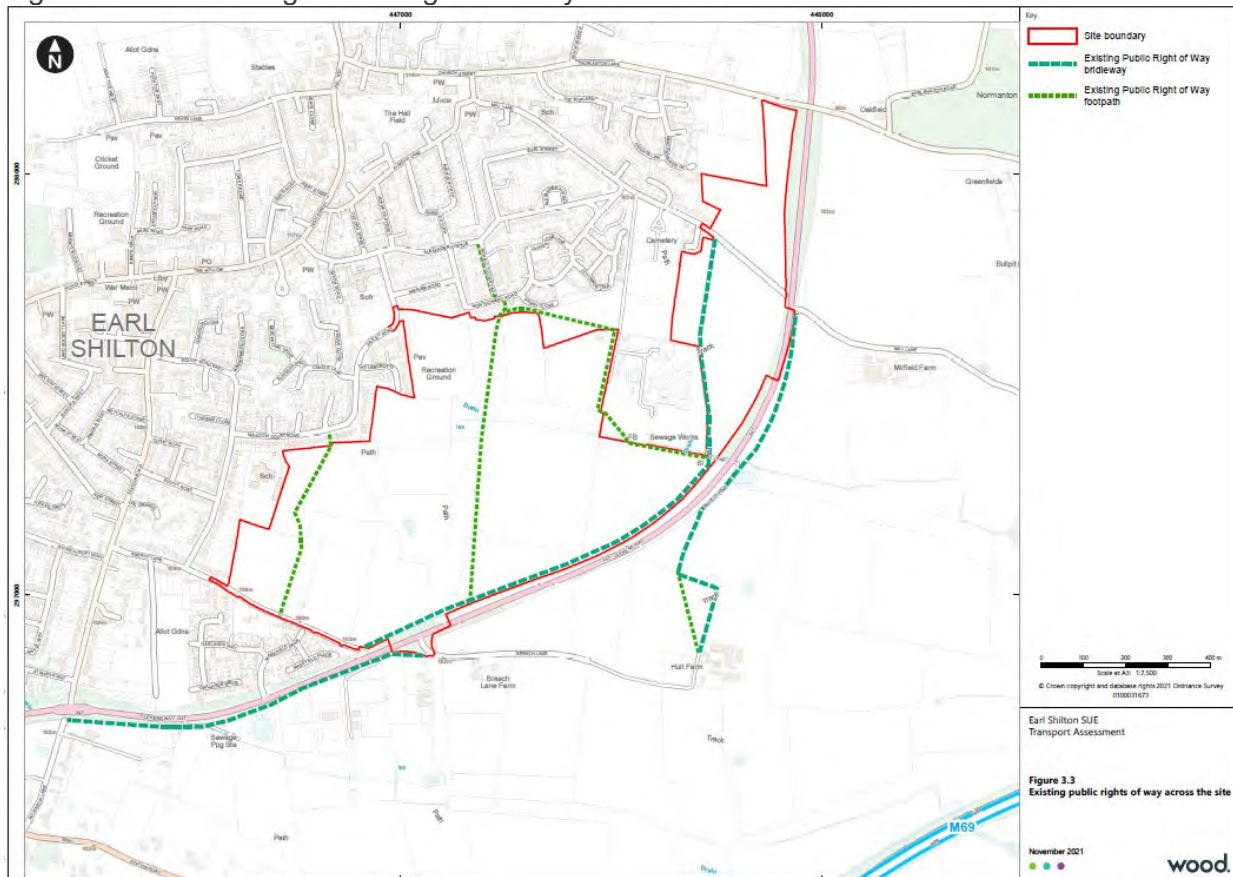
There is a segregated shared cycle and pedestrian route along the A47 bypass and there are pedestrian links to this from Breach Lane and Mill Lane and a shared cycle/pedestrian route from Thurlaston Lane to the north of the Site, as shown in Figure 3.4 of the TA and shown in **Figure 2.1** below.

Figure 2.1 Existing Cycle and Pedestrian Routes in the Earl Shilton Area



Five Public Rights of Way (PRoWs) are located close to or run through the Site and provide connections to Mill Lane, Parry Close, Montgomery Road, and Meadow Court Road, as shown in Figure 3.3 of the TA and shown in **Figure 2.2** below.

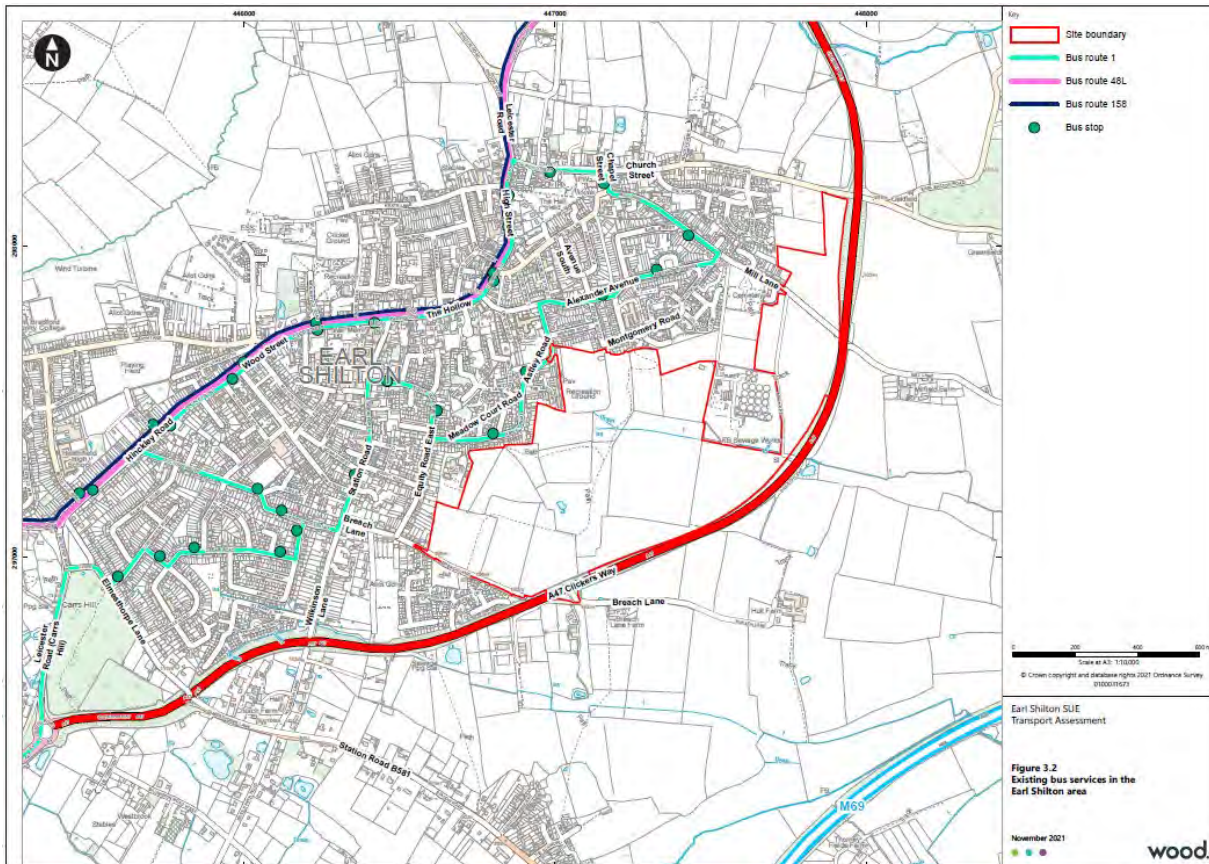
Figure 2.2 Existing Public Rights of Way Across the Site



2.4 Bus Connectivity

Earl Shilton is served by three local bus services to the west of the Site which are summarised below. There is no existing or proposed service along the A47. Figure 3.2 in the TA illustrated the routes of these services in Earl Shilton, also shown below in **Figure 2.3**.

- Service 1 – Earl Shilton to Hinckley Bus Station (Arriva), which runs every two hours during the day Monday to Saturday and principally caters for concessionary movements. Hinckley Bus Station to Hinckley Train Station is an eight-minute walk. The train station provides services to Leicester and to Birmingham (a 36 minute journey) and station stops in-between, such as Nuneaton. As shown in Figure 3.2, this service is closest to the Site and existing bus stops on Mill Lane, Alexander Avenue, Astley Road and Meadow Court Road would be accessible for new residents in northern parts of the Site. Based on our historical knowledge from previous OPA drafting work, the service used to have a higher frequency of two per hour, every 30 minutes, in 2014.
- 48L – Leicestershire to Coventry (Stagecoach), which has three services per hour Monday to Saturday and 1 per hour on Sunday. The service runs through the town centre.
- 158 – Nuneaton to Earl Shilton (Arriva) which has two services per hour in the morning, three per hour during the day and 1 per hour in the evening Monday to Saturday with one service per hour on a Sunday.

Figure 2.3 Existing Bus Services in the Earl Shilton Area

3. Vehicular Access Strategy

3.1 Introduction and Context

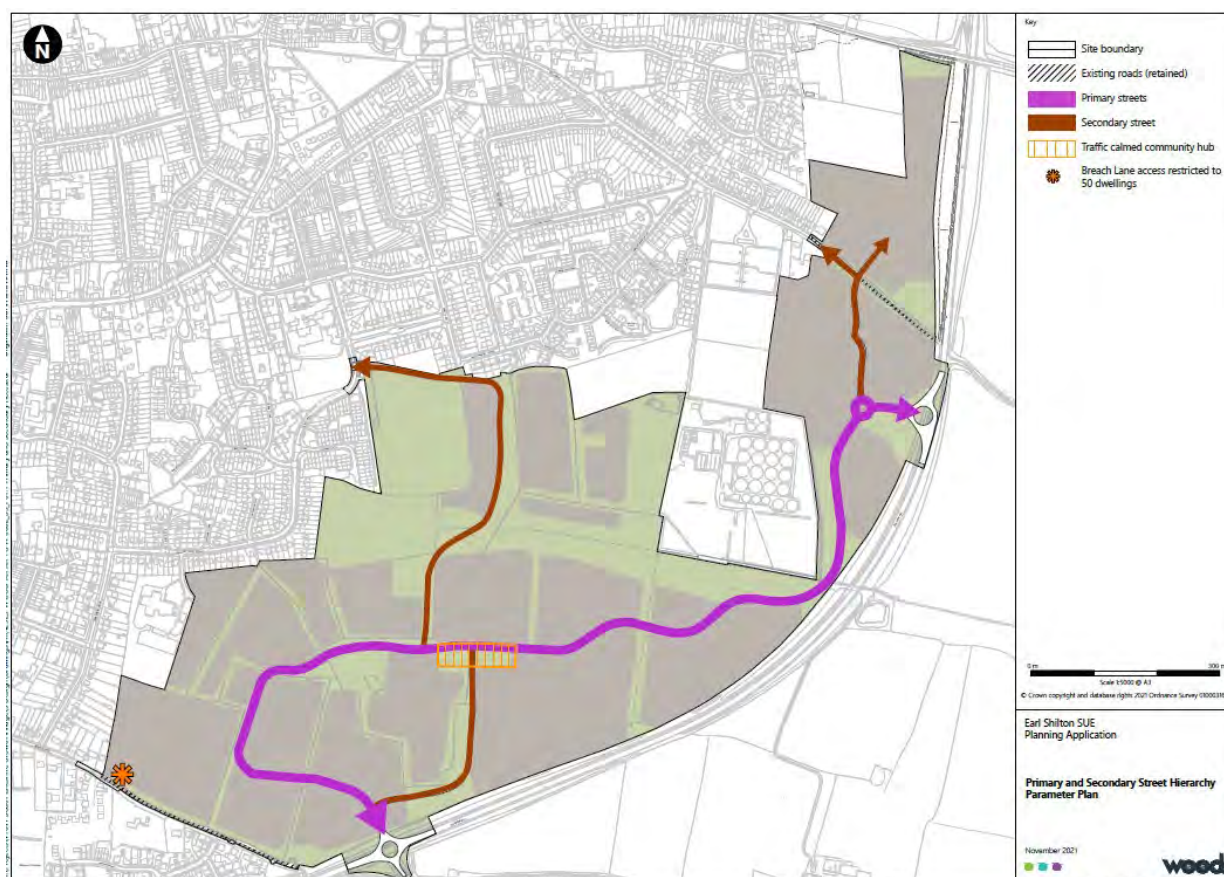
The TA includes junction designs for the proposed A47 roundabouts and Astley Road link, and connection designs for Mill Lane and Breach Lane for a short section into the site only. During the 24th June meeting, LCC HDM requested more detail on the possible arrangement of Mill Lane and Breach Lane and any junctions on these roads once inside the application site. While the internal arrangements beyond the details currently submitted are reserved matters. This work has been undertaken and is presented in this section to illustrate how a suitable arrangement might be achieved at reserved matters stage.

To provide context on the connectivity to the access junctions and through the site, the Street Hierarchy Parameter Plan submitted as part of the OPA is provided in **Figure 3.1** below and summarised as follows.

- The broad location of the primary street through the SUE is on a similar alignment to that set out in the AAP. It will run through the centre of the SUE and connect the Application A and B areas, joining the new southern and northern A47 roundabouts. The route has been designed to accommodate future bus services (6.75m wide carriageway) and pedestrian and cycle facilities with a 2m footway on one side and a 3m shared cycle facility on the other.

- An internal loop/secondary street is proposed running south from the local centre to the A47 southern access within Application B. Secondary streets will also connect to Astley Road and Mill Lane (and proposed employment area) and will be designed to allow access and bus use, but discourage through traffic. Other routes will provide access to residential areas only and in the case of Breach Lane will be for no more than 50 homes.

Figure 3.1 Primary and Secondary Street Hierarchy Parameters Plan



Link flow analysis from the PRTM modelling undertaken for the TA shows the distribution of traffic to each of the 4 main access points, as summarised in Table 3.1 below and included in **Appendix B**.

Table 3.1 – Total Traffic Flows at the Main Access Points

Access Point	2026		2036	
	AM	PM	AM	PM
A47 South	586	585	581	596
A47 North	551	479	545	480
Astley Road	236	212	230	186
Mill Lane	133	139	139	159

The results show that the A47 junctions carry the bulk of the flows (A47 junctions 75%, Astley Road 15% and Mill Lane 10%) which is to be expected. It should be noted that the traffic generation assumptions for retail and the primary school will have an impact on the Astley Road and Mill Lane access junctions, as this would be local traffic. Tables 3.2 and 3.3 summarise the traffic for these two land uses. At the requirement of LCC HDM, it has been assumed that 100% of the retail traffic generation and 50% of the primary school generation is external to the site. In reality, these assumptions are likely to overstate the amount of external traffic generated with the knock-on effect for traffic modelling of higher traffic numbers predicted on the Astley Road and Mill Lane access points.

Table 3.2 – Traffic Generation – Retail and Primary School - AM

Land use	Total Traffic Generation		Internal Traffic		External Traffic	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Retail - Local Shops	124	120			124	120
Education – Primary School	120	73	60	36	60	37
Total	244	193	60	36	184	157

Table 3.3 – Traffic Generation – Retail and Primary School - PM

Land use	Total Traffic Generation		Internal Traffic		External Traffic	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Retail - Local Shops	136	141			136	141
Education – Primary School	9	15	4	5	5	10
Total	145	156	4	5	141	151

3.2 A47 – Southern Roundabout

The main southern access off the A47 into the SUE will be delivered by Application B. The AAP proposed the southern access as an extension off Masfield Drive, and would have required signalisation and improvements to the existing junction on the A47 to accommodate the increase in traffic. There are several issues that indicate the need for an alternative access, as follows:

- third party land constraints have arisen preventing delivery of a Masfield Drive link;
- an alternative avoids the need to cross Breach Lane and makes it easier to prevent access to the Lane;
- More direct access to the A47 significantly reduces air quality and noise impacts on existing residents of Masfield Drive as identified through the EIA process;
- It avoids delay to A47 traffic flows as a result of another signal junction.

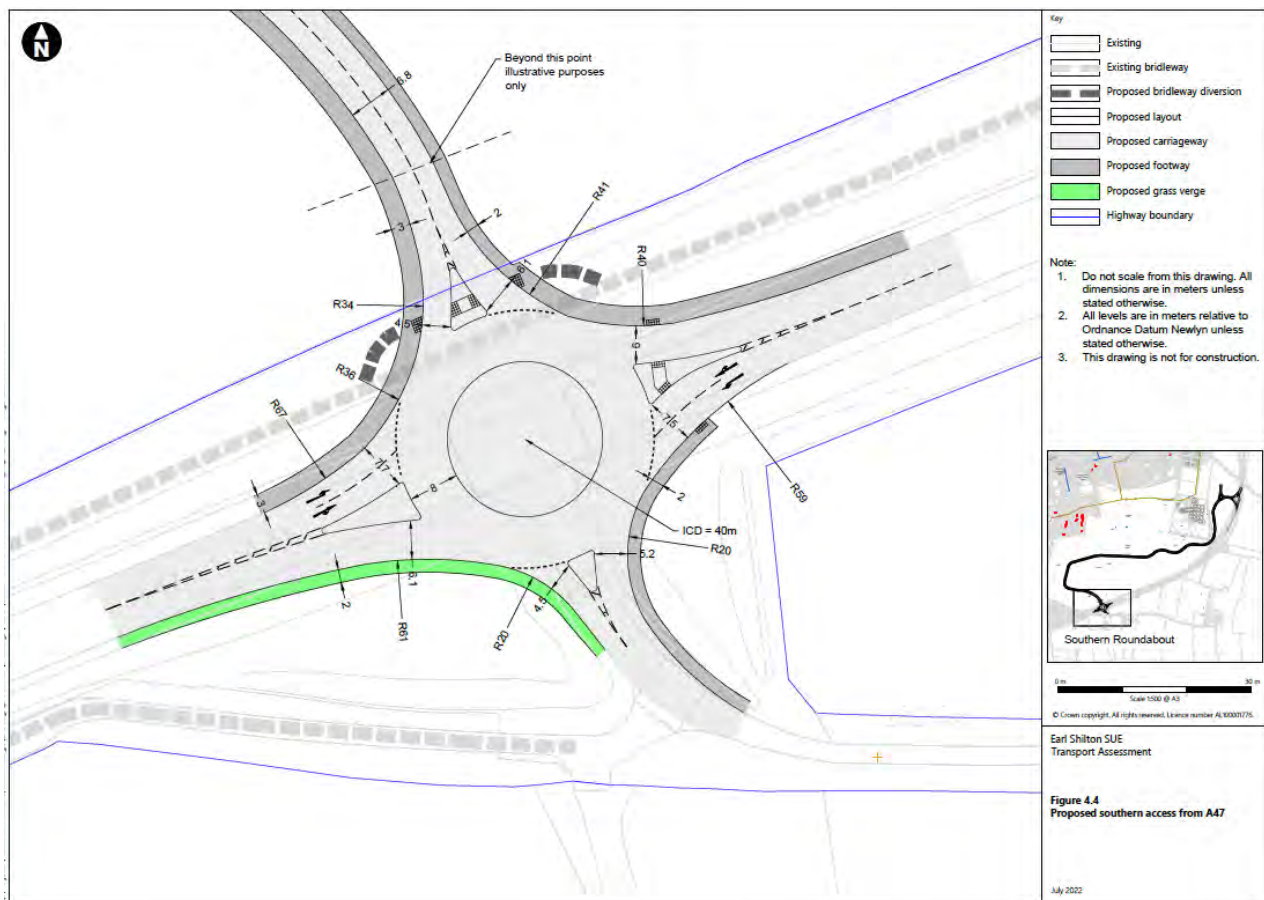
It is proposed that access will now be achieved by improving and converting the existing Breach Lane A47 priority junction in to a new 4-arm roundabout arrangement. There will be no vehicular

access on to the end of Masfield Drive. The roundabout will provide a link in a similar location on the road network as offered by Masfield Drive.

Detailed designs are being produced by TetraTec and a Road Safety Audit (RSA) will be undertaken which will be shared with LCC HDM once available.

In response to the OPA, LCC HDM queried the feasibility of the access within the highway boundary. Highway boundary information has been added to the junction drawing (Figure 4.4 in the TA), as shown in **Figure 3.2** below. This shows that there is sufficient land to accommodate and construct the roundabout junction.

Figure 3.2 Proposed Southern A47 Access Roundabout



3.3 A47 Northern Roundabout

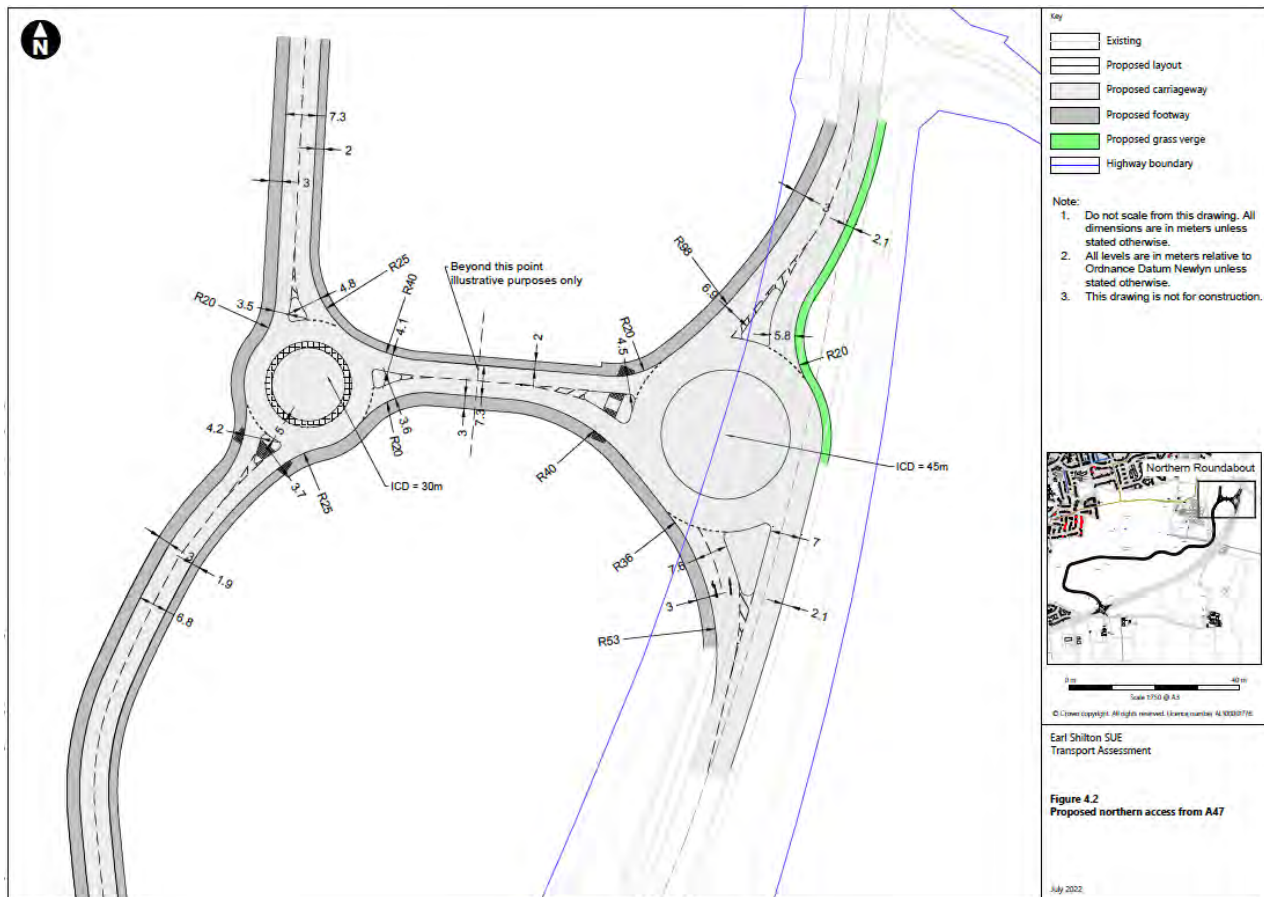
This access will be delivered by Application B and remains generally as envisaged in the AAP in the form of a new three arm A47 roundabout located to the south of Mill Lane. This will provide access, via the new primary street, to the southern residential areas, and via a secondary street to the employment area and homes located north of Mill Lane (in Application A). Once complete it would also provide a secondary connection to Mill Lane and on towards the Town Centre.

From the A47 to the proposed employment area the road is of a higher design standard to accommodate the commercial traffic anticipated. It therefore provides businesses with access to the A47 without the need to travel through the Town and an alternative access for tankers accessing the sewage treatment works.

Detailed designs of the roundabout are being produced by TetraTec and a Road Safety Audit (RSA) will be undertaken which will be shared with LCC HDM once available.

Highway boundary information has been added to the junction drawing (Figure 4.5 in the TA), as shown in **Figure 3.3** below. This shows that there is sufficient land to accommodate and construct the roundabout junction.

Figure 3.3 Proposed Northern A47 Access Roundabout



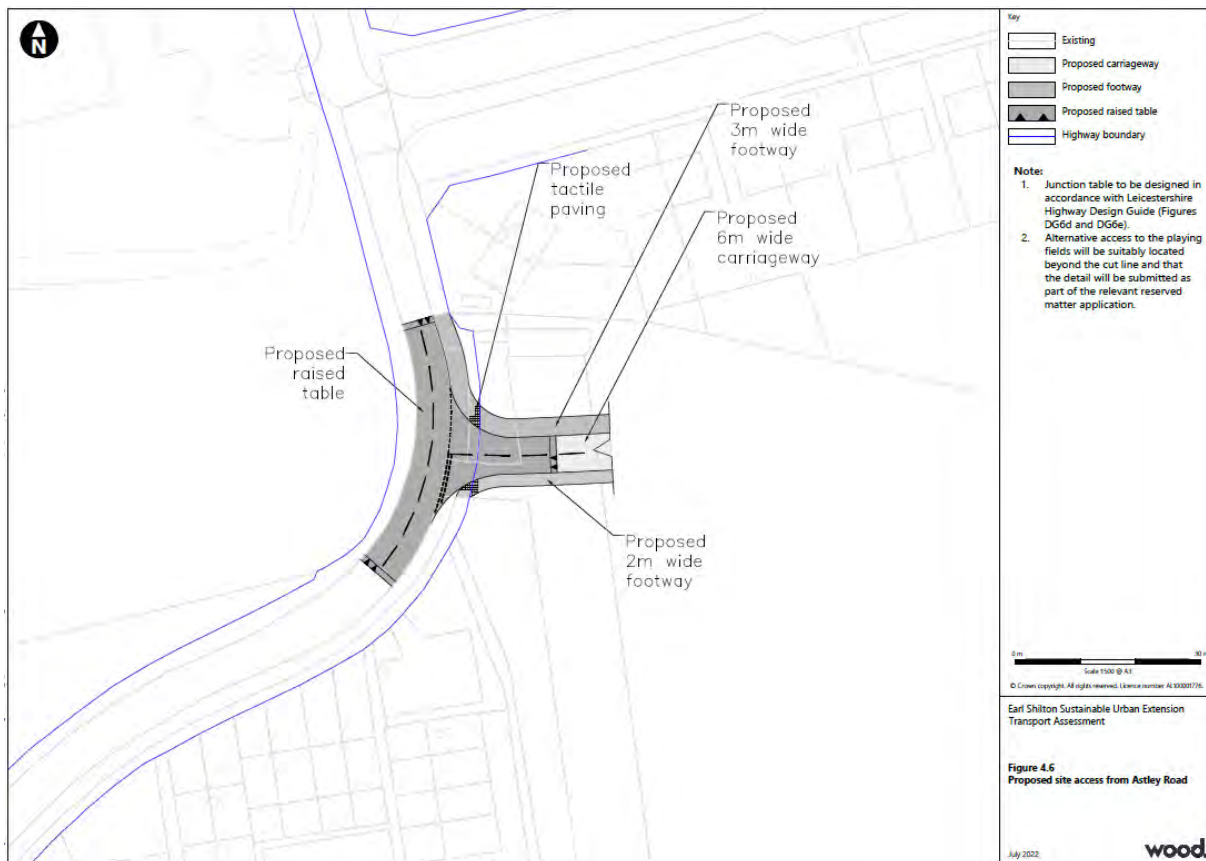
3.4 Astley Road

As required by the AAP a secondary street on to Astley Road is proposed to integrate and connect the new community, the Community Hub and School to the Town. This access will be delivered by Application A via a new access on land north of the existing playing fields to Astley Road. The access junction is proposed to be a three-arm priority junction with dropped kerb and informal pedestrian crossing on the site access which will link both sides of the existing pedestrian footway on the east side of Astley Road. A raised table at the junction will also be provided as a traffic calming measure. It will enable better access to the enhanced sports facilities and associated parking arrangements, the detail of the sports facilities access will be submitted under the relevant reserved matters application for the rest of the access road.

As well as being in accordance with the Adopted AAP, this access option is favoured over the use of Avenue South which is primarily a quiet residential street. Astley Road in contrast is a local distributor route connecting to a wider area, local facilities and the local bus route as part of a wider movement network. The internal layout of the scheme at reserved matters stage will enable these connections but include design features to limit its attractiveness as a through route.

Highway boundary information has been added to the junction drawing (Figure 4.6 in the TA), as shown in **Figure 3.4** below. This shows that there is sufficient land to accommodate and construct the priority junction.

Figure 3.4 Proposed Astley Road Access



3.5 Mill Lane – Illustrative Design Options

An internal secondary street will connect to an improved Mill Lane which provides a second access into the Town and to homes north of Mill Lane. This access could be delivered by either Application A or Application B given that it involves improvements within the public highway. It will be necessary to use planning conditions to ensure that whichever scheme is implemented first does not compromise access to the other. There are several options for this area given that the Lane is adopted, relatively straight and that the applicants control land abutting the highway to the north and south. Detailed approval is not therefore sought at this time.

However, during the meeting on 24th June, LCC HDM requested illustrative designs to better understand the access proposals and how Mill Lane might be modified. The actual access from the lane into the SUE would be submitted as part of the relevant reserved matters application when the final land use arrangements and employment occupiers' needs are known.

Two options have therefore been considered, including a second option showing the Mill Lane designed as sustainable transport link only.

The illustrative design for Option 1 is provided in **Figure 3.5** below. The general arrangement drawings and swept paths for a bus (11m) are provided in **Appendix C**.

Figure 3.5 Mill Lane Illustrative Design – Option 1

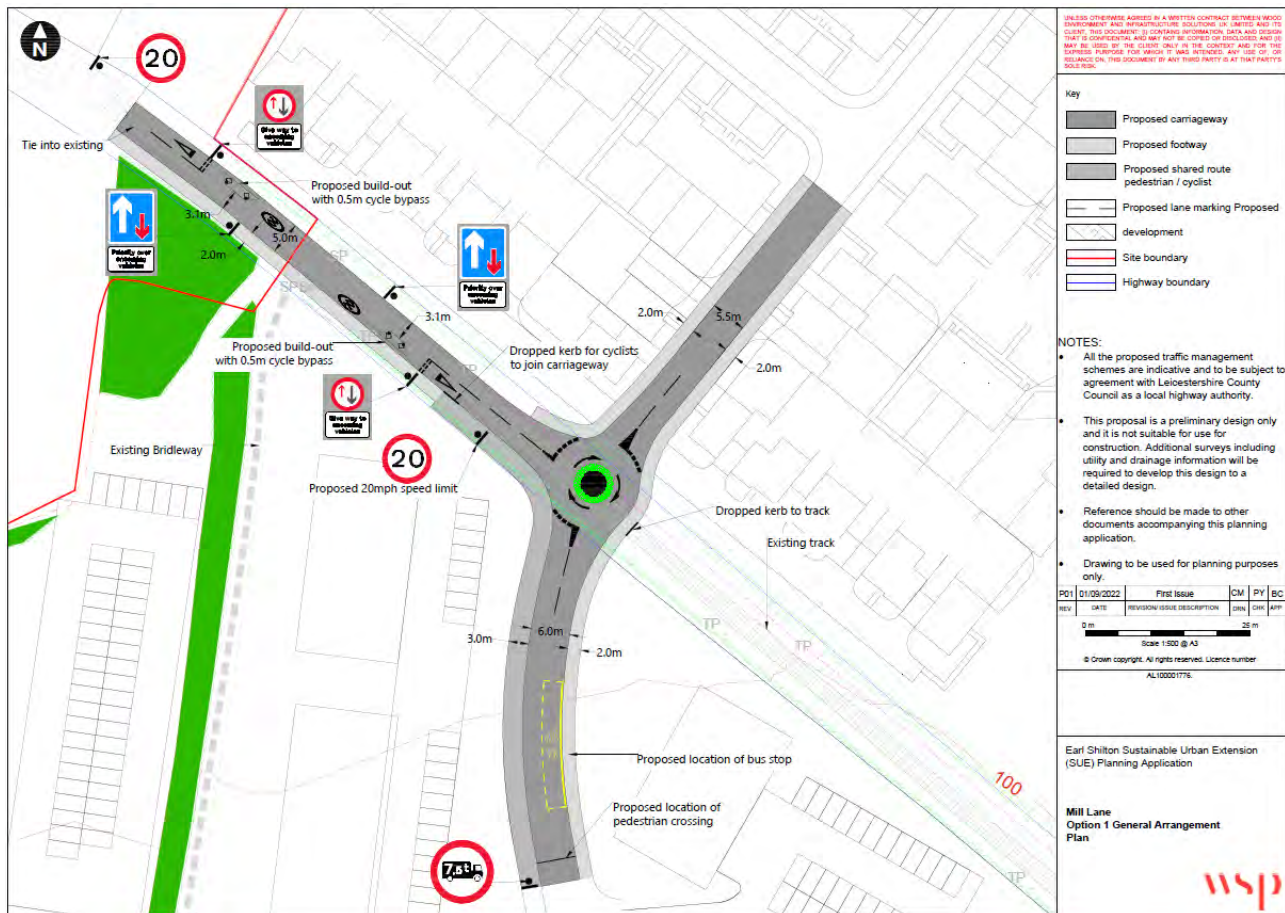


Figure 3.5 shows:

- The Mill Lane section would be maintained at 5m width combined with build outs and shuttle operation to discourage through traffic; a 2m footway on the southern side but not on the northern side due to impacts on hedgerow; 0.5m cycle bypasses on the build outs; and speed limit of 20mph. The swept path drawings in Appendix C illustrate that there is sufficient width to accommodate the bus and a car.
- A mini-roundabout to connect Mill Lane with the internal road to the south and residential road to the north. The junction will encourage low speeds and will accommodate an 11m bus service from Mill Lane. The remaining eastern section of Mill Lane would be converted to shared surface/cycle use only.
- The SUE road to the south of Mill Lane is 6m to accommodate buses with a pedestrian crossing point to be provided south of the bus stop (type to be identified). A 3m shared cycleway/footway is shown on the western side; cyclists would join the carriageway on Mill Lane – further design of this would be needed. A 2m footway is shown on the eastern side which connects through to the residential parcel to the north.
- HGVs will not be permitted along this route.

The second option as a sustainable transport link (pedestrian, cycle, bus) only is provided In **Figure 3.6** below. The general arrangement drawings and swept paths for a bus (11m) are provided in **Appendix C**.

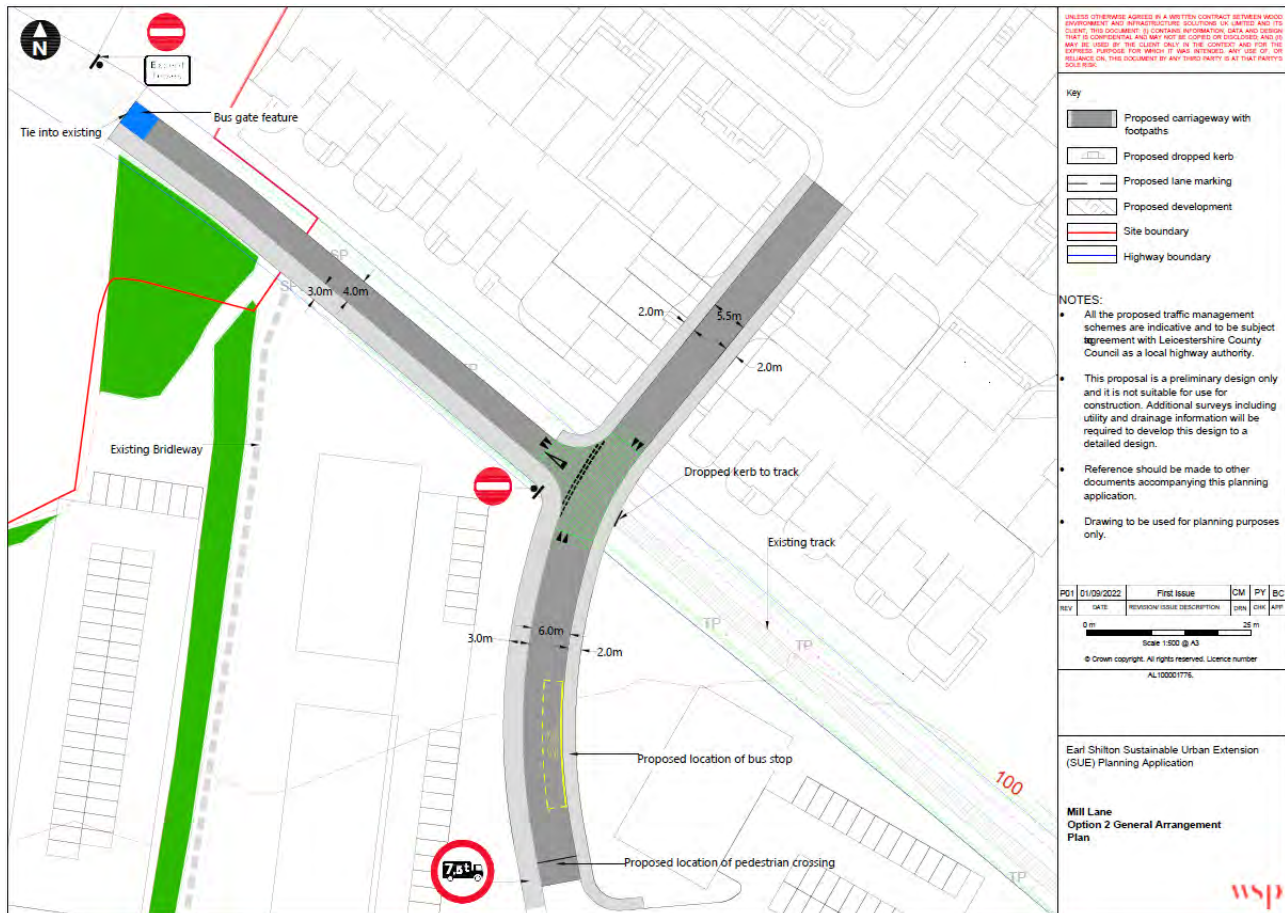
Figure 3.6 Mill Lane Illustrative Design – Option 2

Figure 3.6 shows:

- Mill Lane as one-way eastbound with a carriageway width of 4m, assuming that the bus service for the Site is circular and that buses will route into the Site from Mill Lane. A bus gate feature will be required at the western end.
- 3m shared bus/cycleway on the southern side of Mill Lane.
- Mill Lane is the minor road at the junction. The junction has a table top to encourage low speeds.
- The SUE road to the south of Mill Lane is 6m to accommodate buses with a pedestrian crossing point to be provided south of the bus stop (type to be identified). A 3m shared cycleway/footway is shown on the western side which would continue onto Mill Lane. HGVs will not be permitted along this route.
- A 2m footway is shown on the eastern side of the SUE road which connects through to the residential parcel to the north.

3.6 Breach Lane

At the very south western corner of the SUE it is proposed to access a small parcel of land within Application B directly off Breach Lane. It is anticipated that this parcel of land might serve up to 50 homes. This access arrangement will assist the deliverability of the scheme by enabling some development to come forward early on.

Breach Lane, from its junction with Equity Road East currently only serves around 12 dwellings and it is envisaged that most of the Lane would remain unaltered and lightly trafficked. No vehicular connection into the wider SUE from the Breach Lane access is proposed as part of the scheme. The matter could be easily controlled by imposing a suitable planning condition on Application B to prevent a connection from being made.

During the meeting on 24th June, LCC HDM requested illustrative designs to better understand the proposal and confirm that sufficient land was available to achieve a suitable connection. The actual access from the lane into the SUE would be submitted as part of the relevant reserved matters application when the layout is progressed in more detail.

The illustrative design is provided in **Figure 3.7** below. The general arrangement drawings and swept paths for a refuse collection vehicle (RCV) are provided in **Appendix D**.

Figure 3.7 Breach Lane Illustrative Design



Figure 3.7 shows:

- 4.8m wide carriageway on the access road and Breach Lane.
- 2m wide footway on the eastern side of the access road and the southern side of Breach Lane. Whilst it would be preferable to provide the footway on the northern side, boundary 'creep' by the last two properties would potentially make this difficult to achieve.

A turning head has not been included as this manoeuvre can be undertaken within the development.

3.7 Phasing and Delivery

The overall masterplan design, with a primary street and an internal loop/secondary street, enables alternative routes into the central part of the site, the community hub and primary school site. This provides flexibility in terms of overall phasing and helps avoid delays with the implementation of either Application A or B. In other words, earlier connectivity could be achieved either by linking Astley Road to either one of the A47 accesses or by creating a link between the two A47 accesses if Application A is delayed. In doing so it also creates greater internal connectivity for buses and other road users, subject to detailed design.

The two A47 roundabouts will be constructed in the early stages of Application B in order to enable construction of the development. Based on the LCC Highway Design Guide, up to 400 dwellings is permissible from a single point of access off a major residential access road which is 6.75m wide. This would enable 400 dwellings to be completed individually off each access and potentially 800 homes to be completed in total before an internal link (the main Primary Street via application A or the southern secondary street within Application B) or additional connection is achieved.

This will enable the construction of the primary street alongside the housing and other land uses, rather than the need for the whole route to be constructed ahead of much of the housing. It is however, anticipated that access to the Community Hub and School Site will be required much earlier and therefore in practice internal connectivity would be achieved much earlier in the development programme and at a point to be agreed with the LEA and LPA for comprehensive masterplanning reasons.

With regard to Application A, the smaller parcel north of Mill Lane (130-150 homes) could be accessed via an improved Mill Lane and need not necessarily await the A47 access being available. The traffic generated is likely to be modest and far less than with the full scheme in place (e.g. 88 peak hour vehicles compared to about 150 vehicles in the 2036 future year peaks).

For the Application A main parcel, which could accommodate say 300-350 homes, the main factor is the scale of development permissible off the Astley Road access (min 6m) before a connection to Application B is made (or an alternative, potentially temporary, emergency access is provided). The overall level of traffic generated by 350 homes is lower than, or similar to, that expected with the full scheme in place (circa. 200 peak hour vehicles). This indicates that the number of homes allowed off the Astley Road access should be determined by the need to create a well-connected SUE and avoid an excessive number of homes off a single cul-de-sac for a protracted period, rather than highway capacity.

LCCs Highway Design Guide indicates that normally no more than 150 homes are permitted in such circumstances, but that flexibility is allowed on a site-by-site basis. Given that the site is part of the SUE and the cul-de-sac arrangement would be temporary, we would seek to agree some flexibility above the 150 homes limit to accelerate housing delivery and internal connections with Application B. It is a matter that could be easily controlled by condition.

Suggested Way Forward

It is therefore concluded that the phasing of the scheme in transport and access terms should be focussed more on achieving an integrated, connected, and permeable SUE than being necessary to solely mitigate traffic impact. It is also likely that agreeing suitable conditions that limit the amount of development off a single access and ensure timely delivery of a serviced Community Hub and School will in practice dictate a sensible programme. It will require the necessary connectivity to be achieved earlier than if it were based purely on traffic impact or normal development management limits. This proposition will be reviewed once the new modelling has been undertaken.

3.8 Construction Access

Application A

Main Parcel - the intention is for construction access to be through the Application B Site. In the absence of a connection, it is proposed that a limited number of houses would be built using Astley Road as the construction access. A CTMP will be produced which will include restriction on the hours of HGV movements to be outside school drop off and pick up times.

North of Mill Lane - the intention is for construction access via the northern A47 roundabout and Application B road network. In the absence of a connection, it is proposed that a limited number of houses would be built using Mill Lane as the construction access. A CTMP will be produced which will include restriction on the hours of HGV movements to be outside school drop off and pick up times.

Application B

The A47 roundabouts will provide construction access for the majority of the Application B Site.

For the Breach Lane parcel, if this commences construction prior to the rest of the Site, construction will need to be off Breach Lane. A Construction Traffic Management Plan (CTMP) which sets out strict measures to manage the HGV traffic and minimise the impact on existing residents along Breach Lane. This parcel is modest in scale and the use of Breach Lane for construction vehicles would cease once complete or an alternative access is available from the A47 earlier than expected.

4. Pedestrian and Cycle Access Strategy

4.1 Pedestrian and Cycle Connections

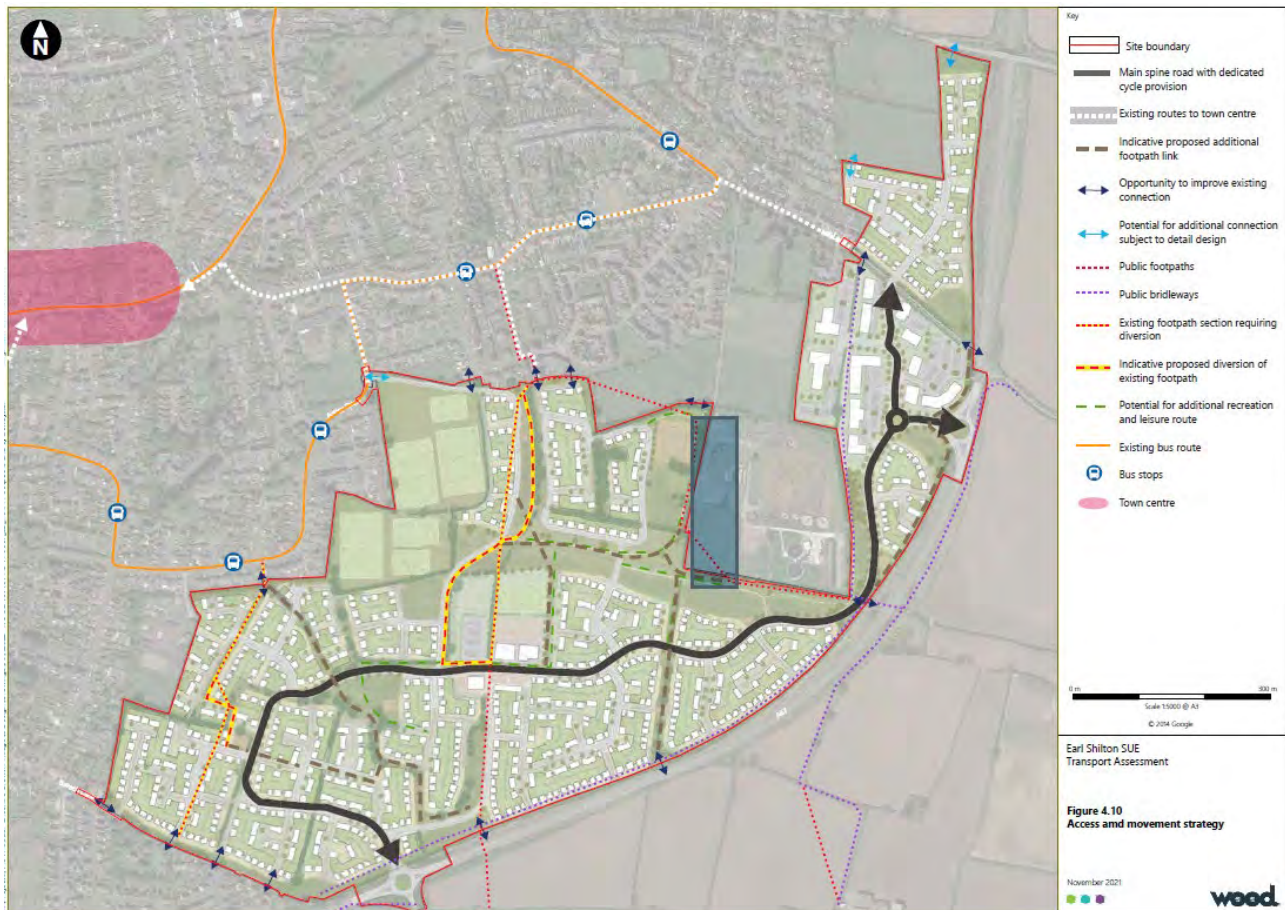
Suitable access to the site will be formed in numerous locations by making use of and improving existing connections and creating new links in accordance with AAP Policy 11. The scheme will also ensure that new residents, as well as those within the existing area, are able to freely move between the town centre and SUE without the need to use vehicular modes of transport. A primary pedestrian and cycle route to the town centre will utilise elements of the existing pedestrian and cycle network and will enhance and extend these into the site. Figure 4.5 in the TA illustrates the connectivity and is provided in **Figure 4.1**.

Figure 4.1 shows:

- All existing routes will be maintained and extended (with some minor diversions proposed) this includes; the links between Astley Road and Breach Lane, Montgomery Road and the A47 and Mill Lane to the A47;
- Improvements and new links from the Site to the A47.
- Improvements to existing connections to Breach Lane;
- A network of different forms of pedestrian connection linking all points of connection together and to the residential, employment and community facilities internal to the Site; and

- Connections to the surrounding residential roads to the north - Mill Lane, Parry Close, Montgomery Road, Avenue South, Astley Road and Meadow Court Road.
- Dedicated cycle provision on the primary street, linking homes, employment and the community hub.

Figure 4.1 Access and Movement Strategy



4.2 Phasing

Pedestrian Accessibility

Analysis of walking distances and times between the Site and the surrounding area has been undertaken using Basemap TRACC 2.0.4, in order to consider the implications of the two Application Sites coming forward at differing speeds of delivery.

- Application A being brought forward; and
- Application B being brought forward.

We have used the illustrative masterplan. As there are various unknowns therefore these scenarios are only approximate representations of the potential road and pedestrian networks, and only focus on the key links from the Site rather than all possible pedestrian routes that will be constructed. TRACC uses a walking speed of 4.8 kmph which is based on the *Department of*

*Transport Journey Time Statistics: Notes and Definitions*¹. For origins/destinations not on the road network the journey commences with a walk to the nearest point on the network, with a speed penalty applied, and then continues on the road network.

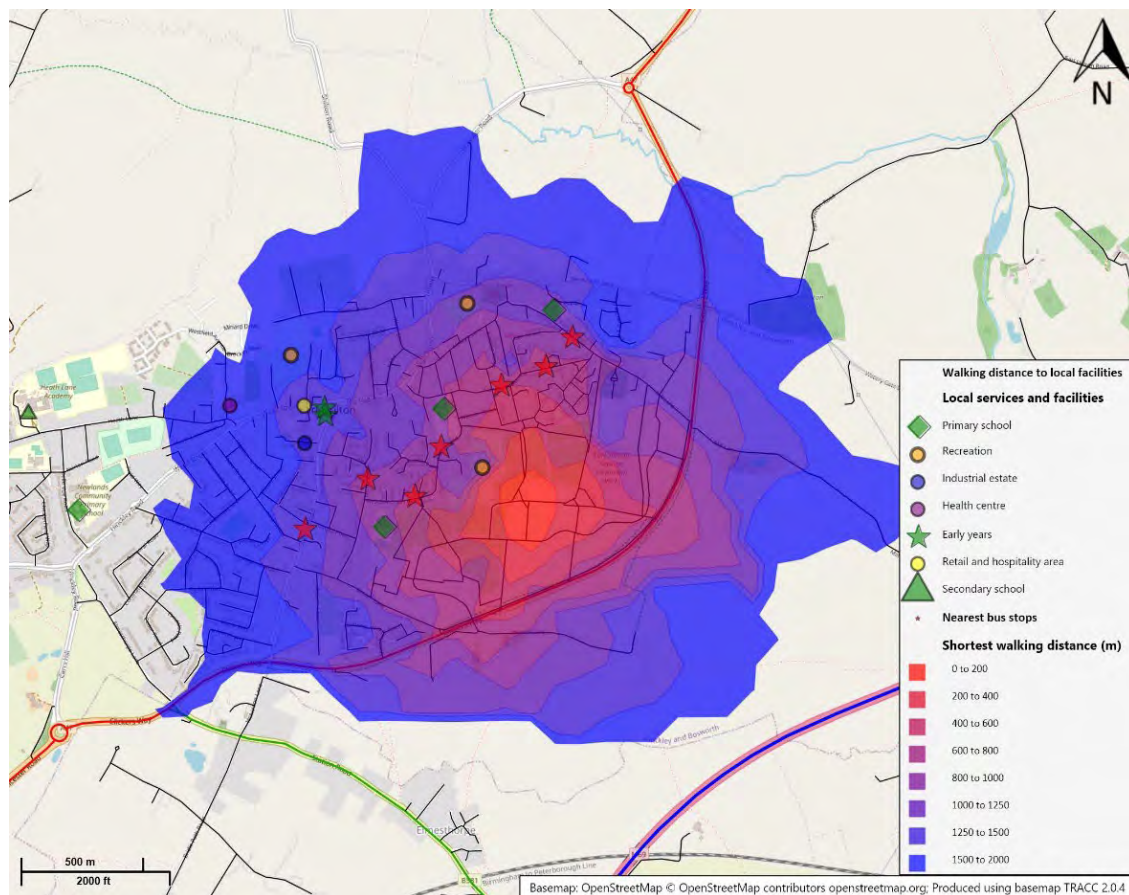
The Institute of Highways and Transportation (IHT) 'Guidelines for providing for Journeys on Foot' (2000) allows assessment of acceptable walking distances to services and facilities.

	Town Centre	Commuting/School	Other Trip Attractors
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: IHT (2000), Guidelines for Providing Journeys on Foot. IHT: London

Figure 4.2 depicts the whole Site pedestrian connections network tested for accessibility from the approximate Site centre. It can be seen that, with these internal Site connections the, a variety of primary schools, areas of the central retail area and other trip attractors are within the preferred maximum walking distances metrics and the majority of facilities are within 15mins walking distance of the Site centre. Figure 4.2 also shows that internal Site accessibility is good.

Figure 4.2 Walking Distances from the Approximate Site Centre with Key Site Internal Connections



¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/853603/notes-and-definitions.pdf

Accessibility was, also investigated for the two application areas internal networks being brought forwards at differing times:

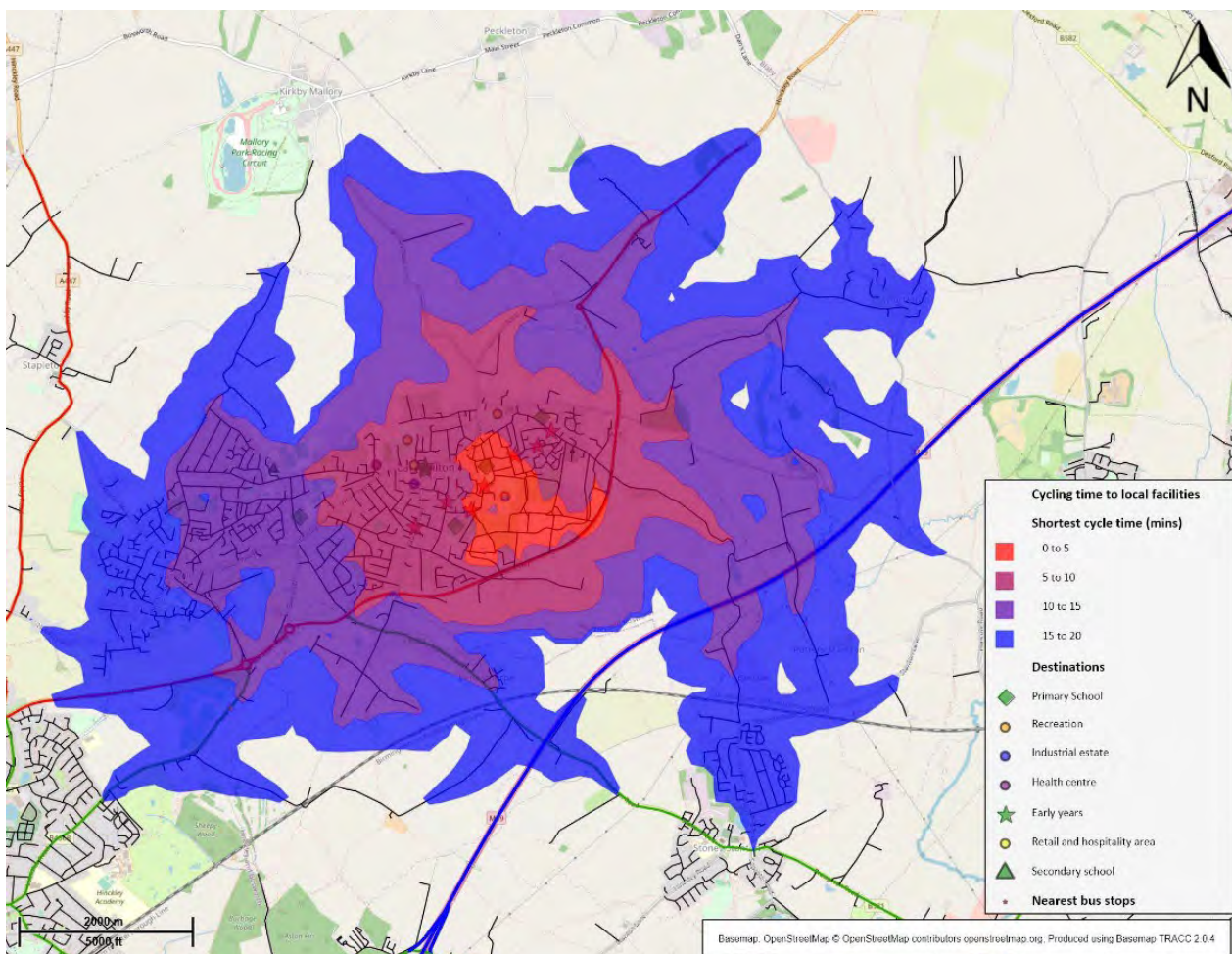
- Two points were tested for Application A, one for each land parcel. The land north of Mill Lane has good accessibility to local primary schools, employment areas and recreation areas. The western land parcel has high accessibility to local services and facilities.
- Three points were tested for Application B all three points tested retained good access to local primary schools and recreation areas.

The points used to measure accessibility and land parcels, along with the resultant plots of the Application A and B scenarios are provided in **Appendix E**.

Cycling Accessibility

The Site is highly accessible to Earl Shilton's local services and facilities by bicycle making the site a very sustainable location for development. Considering the Site as a whole, the majority of local services and facilities are a 5 – 10 minute cycle ride from the approximate Site centre. **Figure 4.3** depicts the cycle times from the approximate Site centre to key local services and facilities and to wider areas within a 20 minute cycle journey time.

Figure 4.3 Cycle Journey Time from the Approximate Site Centre with Key Site Internal Connections



Accessibility by cycle remains high when considering each applications internal network connections separately, with the majority of destinations being within a 10-minute cycle journey for both Application A land areas and within 15mins of Application B points tested. These points are presented in **Appendix F**.

4.3 Conclusions

Suitable access to the site will be formed in numerous locations by making use of and improving existing connections and creating new links. Application A and B sites were both found to have good access to local primary schools and recreation areas even if implemented independently.

5. Bus Strategy

5.1 Introduction and Context

A more comprehensive bus strategy has been identified based on discussions with the bus operators in Earl Shilton: Stagecoach and Arriva.

- Stagecoach operates a strategic service between Leicester and Coventry (Service 48L) which routes along the roads in the centre of Earl Shilton. A discussion with Nick Small and Patrick Stringer revealed that a diversion through the Site would not be viable.
- Arriva operates the service between Nuneaton and Earl Shilton (Service 158) which also routes along the roads in Earl Shilton centre, and the service between Hinckley and Earl Shilton which routes along the residential roads close to northern edge of the SUE. A discussion with Toby France revealed that Service 1 principally caters for concessionary movements, and that Arriva would be interested in extending the service into the Site at Mill Lane.

5.2 Bus Strategy

Short Term

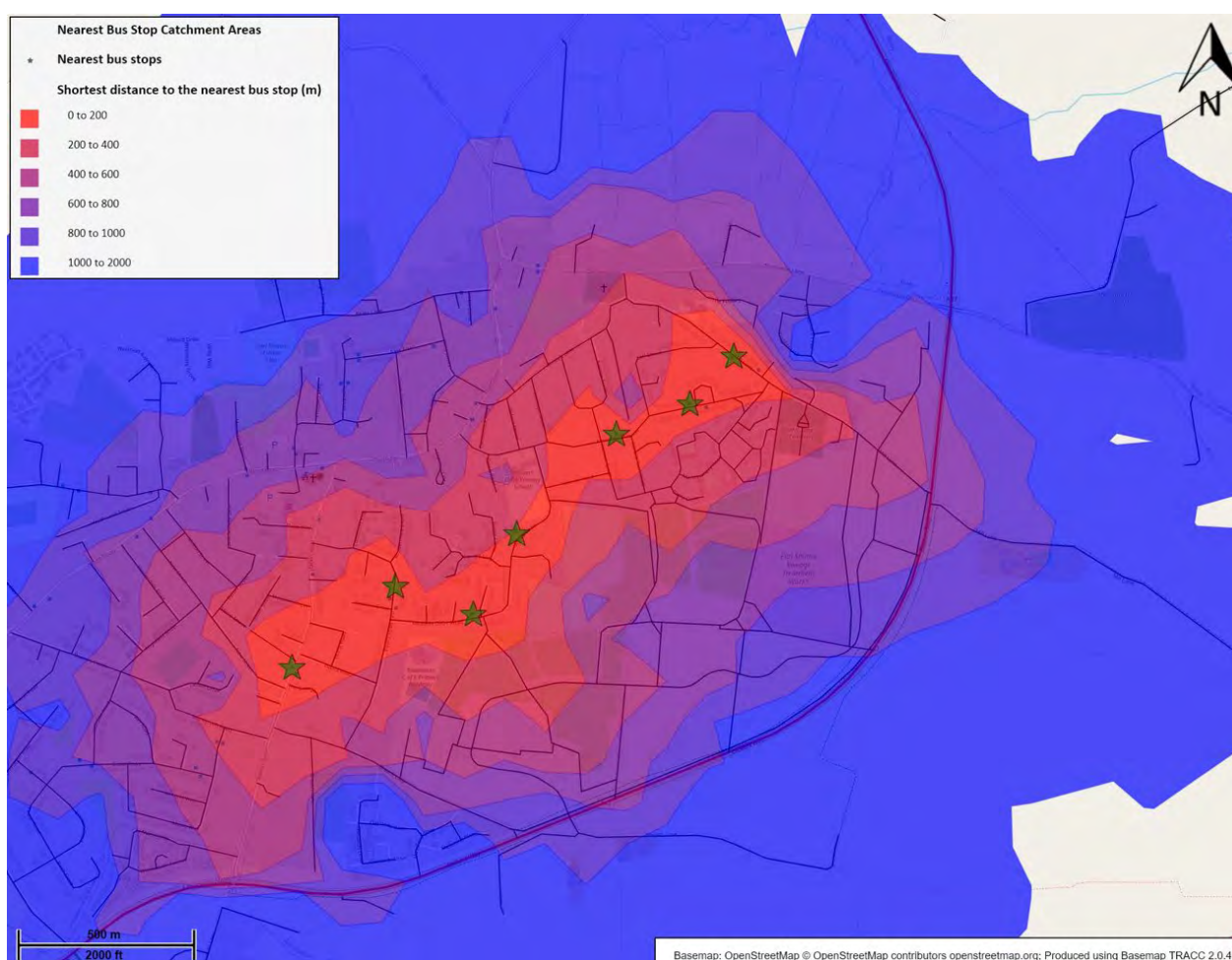
In the short term, prior to the completion of the key roads within the SUE, there will be a reliance on the existing Service 1, as the closest bus route, as well as the 48L and 158. Service 1 currently operates once every two hours, and there is opportunity to enhance this frequency through a contribution.

Analysis of the walking distances to existing bus stops using TRACC has been undertaken. **Figure 5.1** shows the walking distances and **Table 5.1** provides a summary of this for the whole completed site and the separate Application A and Application B sites.

Table 5.1 shows that the Application A site has better accessibility to the existing Service 1 bus stops than Application B, however, the average walking distance for Application B is only 743m and a 9-minute journey time, which is a reasonable walking distance.

Table 5.1 Average walking distance and time from areas of the Site to the nearest bus stop

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

Figure 5.1 Bus Catchment Areas – Distance (m)


Medium Term

In the medium term when the key network roads are in place, Service 1 will be extended into the SUE. Discussions are being held with Arriva on this in terms of service routes and frequency. Options include:

- Route through the Site via Mill Lane and exit at the A47 Southern Roundabout, turning back into Earl Shilton via Station Road; or
- Route through the Site via Mill Lane and exist at the Astley Road access junction to rejoin the existing service routeing.

The layout of the key network allows for flexibility of service routeing to ensure the optimum level of accessibility within the SUE.

5.3 Conclusions

Improved road connections will give rise to opportunities for extending the existing No1 bus service that currently runs along Alexander Avenue and Astley Road. Once the development becomes well established opportunities for routing the bus service through the site will be available to increase use of public transport. Contributions to improving bus services/frequencies and active travel opportunities will be agreed with the Highway Authority prior to determination.

Issued by

.....
Bev Coupe

Approved by

.....
Neil Hall

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Document revisions

No.	Details	Date
1	Draft for Client review	01/09/22
2	Revised draft	27/09/22
3	Final	06/10/22

Appendix A

Minutes of Meeting – 24th June 202

Minutes

Date: 24.06.22

Meeting at: Bloor Homes, 1/F Outersole House, 1
Wheatfield Way, Hinckley, LE10 1YG

Subject / purpose:

Earl Shilton Access and Sustainable Transport Meeting

Attendees:

Rebecca Henson (RH), LCC
Harry Horsley (HH), LCC
Helen Nightingale (HN), HBBC
Ella Casey (EC), HBBC
Ben Fairgrieve (BF), Mode for HBBC
Rob Thorley (RT), Jelson
Sally Smith (SS), Bloor Homes
Jenny Brader (JB), Bloor Homes
Neil Hall (NH), Wood for Jelson and Bloor Homes
Bev Coupe (BC), Wood for Jelson and Bloor Homes

Apologies:

Minutes:

Action by:

1 **Vehicular access**

NH advised that the Earl Shilton site will continue to be brought forward via two planning applications, as discussed during the meeting on 25th May 2022. 1/3 is Barwood and 2/3 is Bloor Homes/ Jelson. Have looked at full allocation in the traffic modelling. Can look at junction modelling for separate/isolated sites off the individual junctions if required.

The two planning application approach does not compromise compliance with AAP. Further information will be provided on the access designs and more work is being done on the drainage strategy

The access strategy is essentially what is identified in the AAP, which is two A47 connections and two town side connections. The key change has been to the southern A47 junction which is proposed as a new roundabout and not signalisation of the existing Masfield Drive/A47 priority junction. It was noted that TetraTec is producing the detailed designs for the A47 junctions.

Southern A47 Roundabout Junction

As discussed previously, the roundabout junction will minimise disruption to traffic flows on the A47, and overcomes the issue of noise and air quality impact on Masfield Drive.

RH expressed concerns regarding the roundabout – need comfort that can be designed and delivered safely. HH – not a fundamental concern that the southern access is not compliant with a signal junction. Wood will provide the following:

Wood

- A technical note on the access proposals, including designs with highway boundary information, traffic flows, internal connections, and junction modelling.
- Scope for Road Safety Audits (RSA) for agreement prior to commissioning

Breach Lane (Jelson)

This will serve a discrete land parcel of up to 50 dwellings. It has not been included as a separate access in the strategic modelling. Given the low level of flows along Breach Lane, there is no capacity issue.

- RH/HH – would need to have a manual assessment but first would need to demonstrate that it is achievable in terms of highway boundary. It also needs an RSA.
- RH asked if it could be a temporary solution as an early stage and can then be just a walking/cycling connection. RT advised that the intention is that it would be a permanent access. HH advised that the preference would be for it to be sustainable link only.

Astley Road (Barwood)

NH advised that further design work on the Astley Road junction would not be undertaken as this is part of the Barwood planning application. The Barwood land parcel is expected to yield up to 350 dwellings.

It was clarified that the Astley Road access was included in the traffic modelling.

HH – best case is everything is off A47 and only sustainable links off other junctions. Worst case scenario:

- 350 dwellings off Astley Road – LCC not keen for it to be a vehicular connection. AAP does allow for it to be vehicular. LCC accepting of it being a route for buses/sustainable transport link.
- Construction would be an issue – would need to understand how this will be achieved. Would need a haul road through the site, couldn't come off the existing road network.

Mill Lane

Noted that the AAP allows for Mill Lane to have a vehicular connection.

NH advised that only providing details for boundary section and not seeking full permission for the internal junction. Can provide an indicative design, but not for full as it is within the red line. LCC want to see the full design for the

access junction, can seek a variation later. NH advised that would want to avoid this due to uncertainties regarding the design of the commercial element. RH advised that unlikely to get through Planning Committee if the junction arrangement isn't provided.

It was agreed to show designs of junctions and internal arrangements.

Wood

2 **Issue of Two Planning Applications**

There was discussion on the following:

- Grampian condition – could impose that A47 junctions need to be delivered first.
- Stand alone application needs to have more information on phasing and delivery. Would need to identify scale of development that could be delivered.
- If have two applications that demonstrate how each can be delivered. Grampian conditions are applicable as the developers are collaborating, need to consider reasonable test of delivery. If no reasonable prospect of being achieved then would have to refuse Barwood. Will need to identify a point of agreement with LCC on scale of development for Barwood. Will need to have pre-app discussion with Barwood.
- NH – trigger points for mitigation will be provided. Will consider the accesses in isolation and also the internal connectivity. Combination of traffic impact and planning/land use strategy.
- HH – issue with hypothetical OPA as Barwood OPA not yet submitted.
- RT – Jelson/Bloor Homes are liaising with Barwood on their application.
- RH – without phased testing, no way of splitting contributions or delivery mechanisms. Need trigger points for Barwood/Bloor/Jelson. RH – don't want funding, want the improvement to be made. RT – will need to agree within the consortium on how gets delivered. NH – easy for HBBC to monitor on units delivered, so easy to monitor. RT to provide example of Calendar Farm agreement. RH/HH will speak to WCC Highways about this.

RT

EC – considers that should consider policy compliance for the separate OPAs as unknown as to when Barwood coming forward.

3 **Pedestrian and cycle connectivity**

NH talked through the proposals.

Noted that Barwood land parcels have good connectivity to Earl Shilton.

Continued...

4 **Public transport (bus) strategy**

Need to discuss with bus operators and demonstrate viable services. Need to have prior engagement with bus operators. Can provide DRT services. Would expect to have it included as a planning condition.

Conversation with Arriva and other operators needed.

LCC can provide contact details if necessary.

Wood

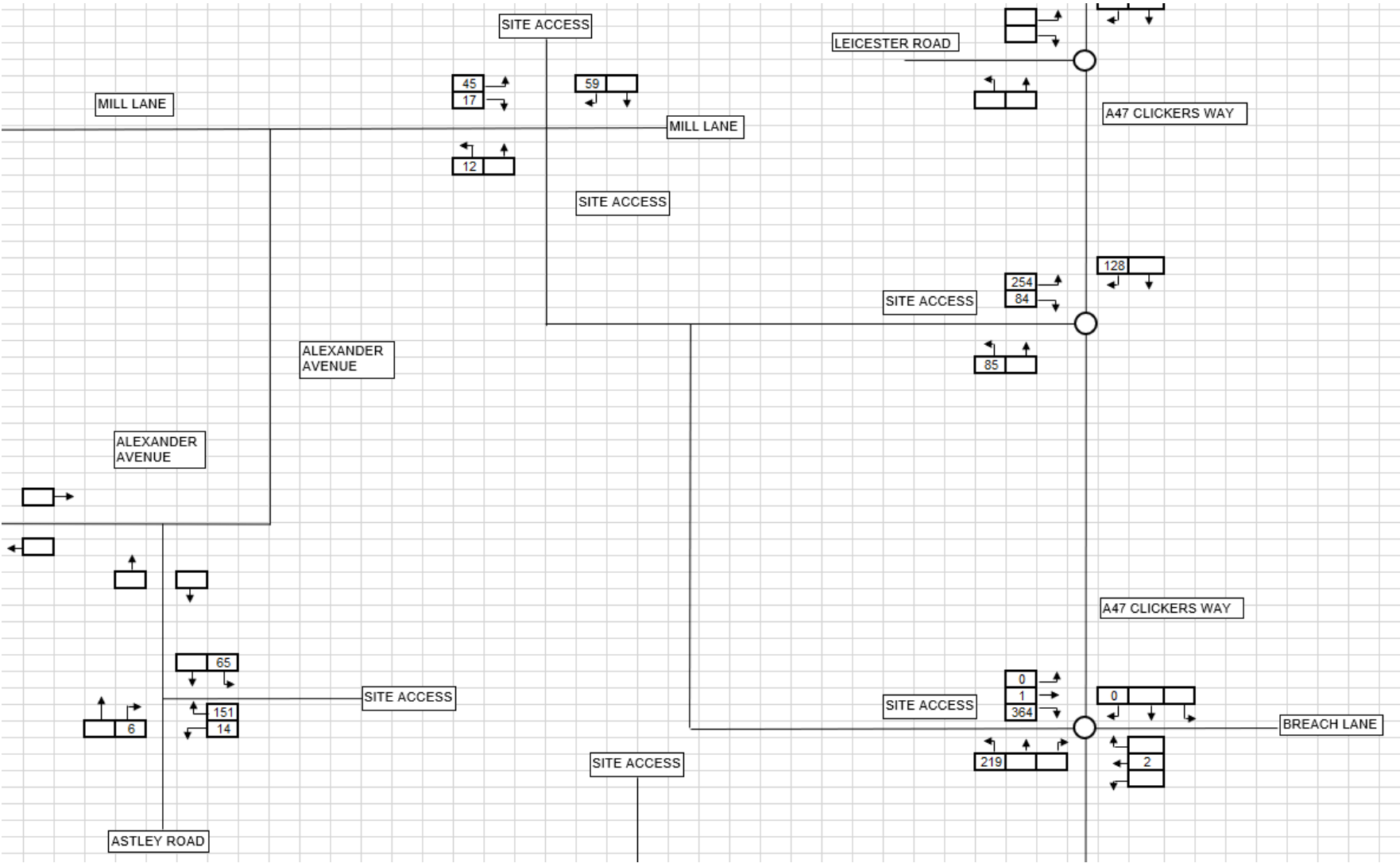
5 **Actions**

- Wood to provide drawings which demonstrate deliverability of the proposed access points
- Wood to produce a technical note on the access strategy
- Wood to contact bus operators to discuss the bus strategy
- RT to provide the Calendar Farm, Nuneaton example of consortium agreement to developer contributions

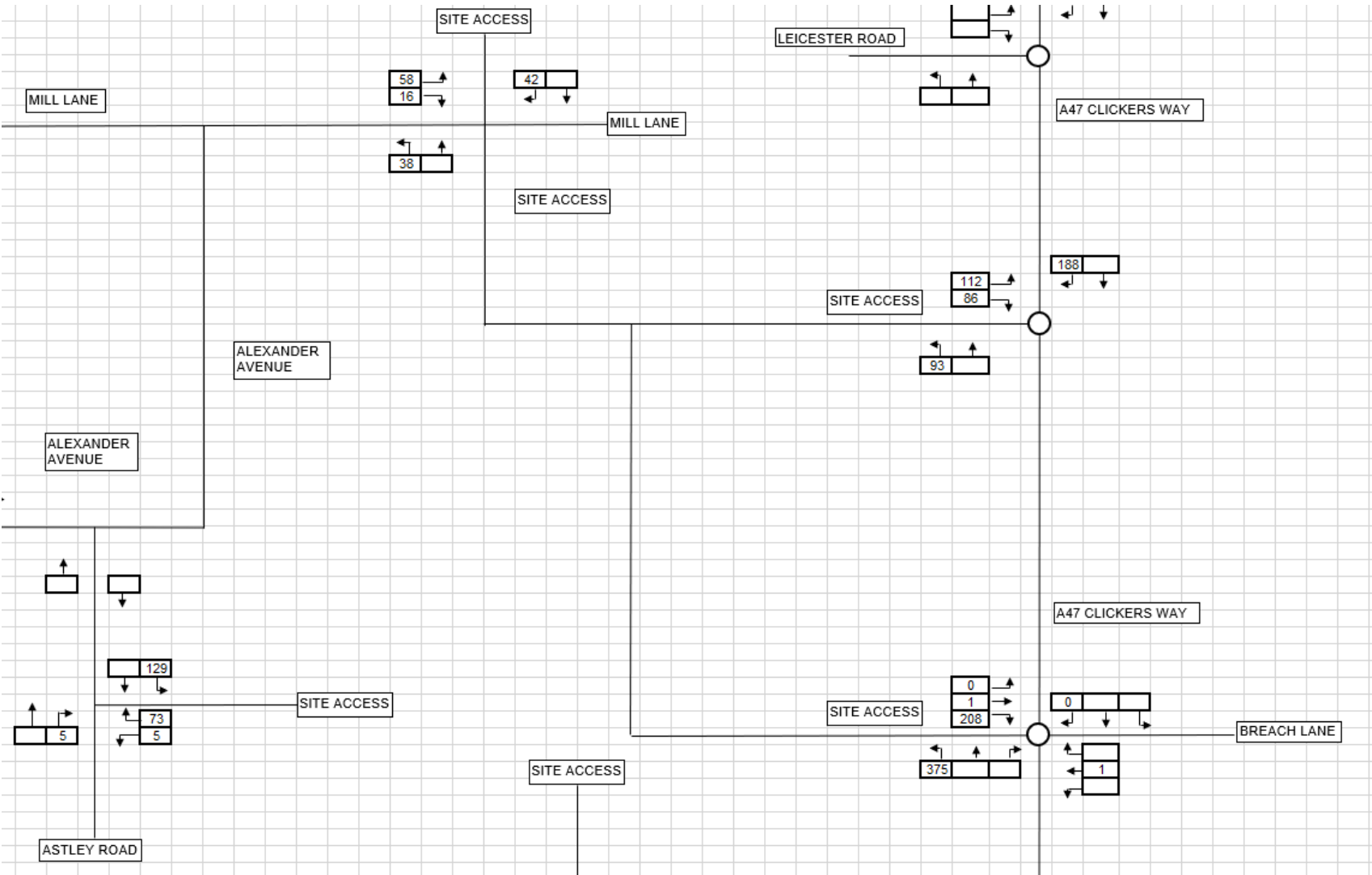
Appendix B

Development Flows at Access Junctions

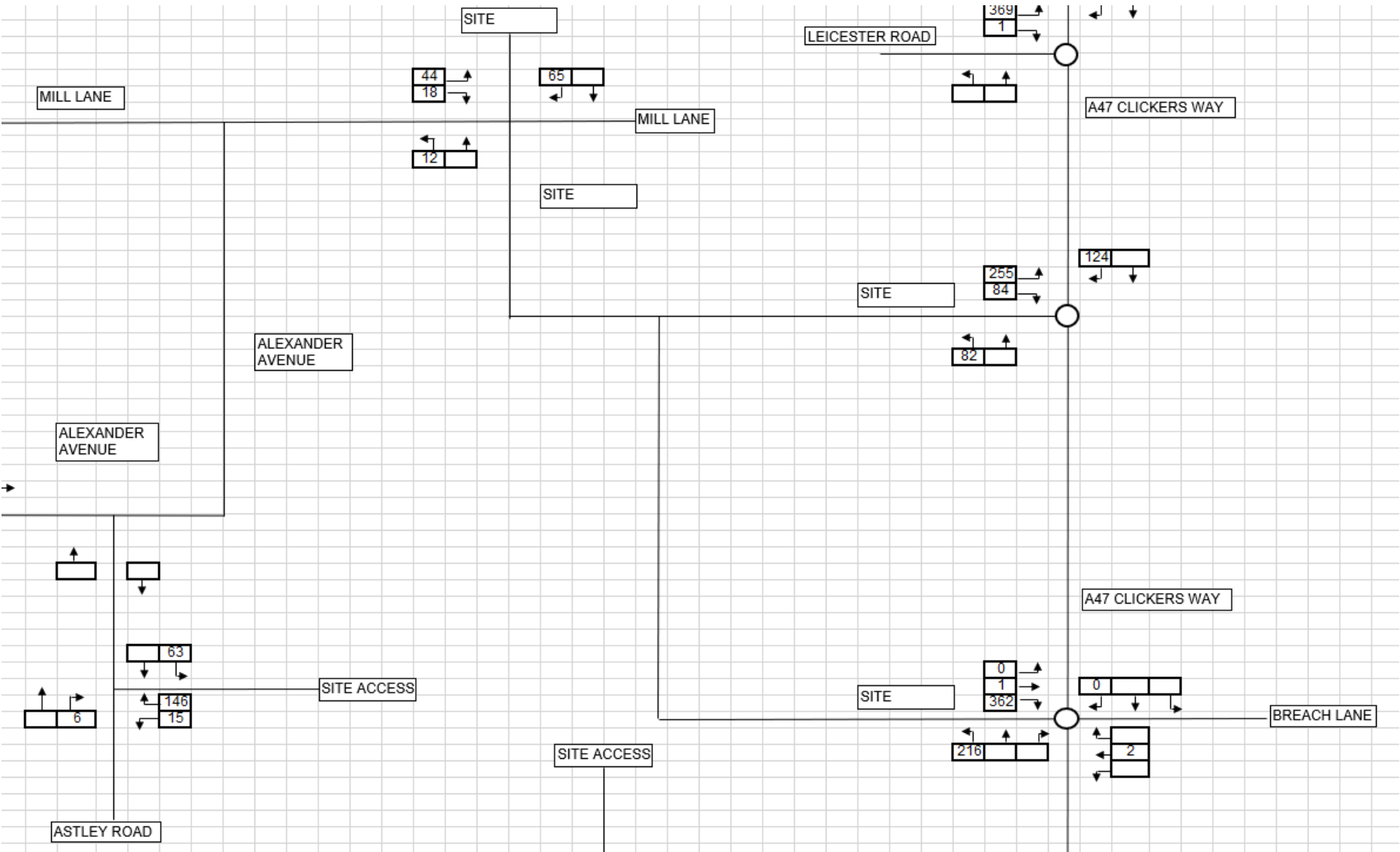
2026 AM peak – Access Movements



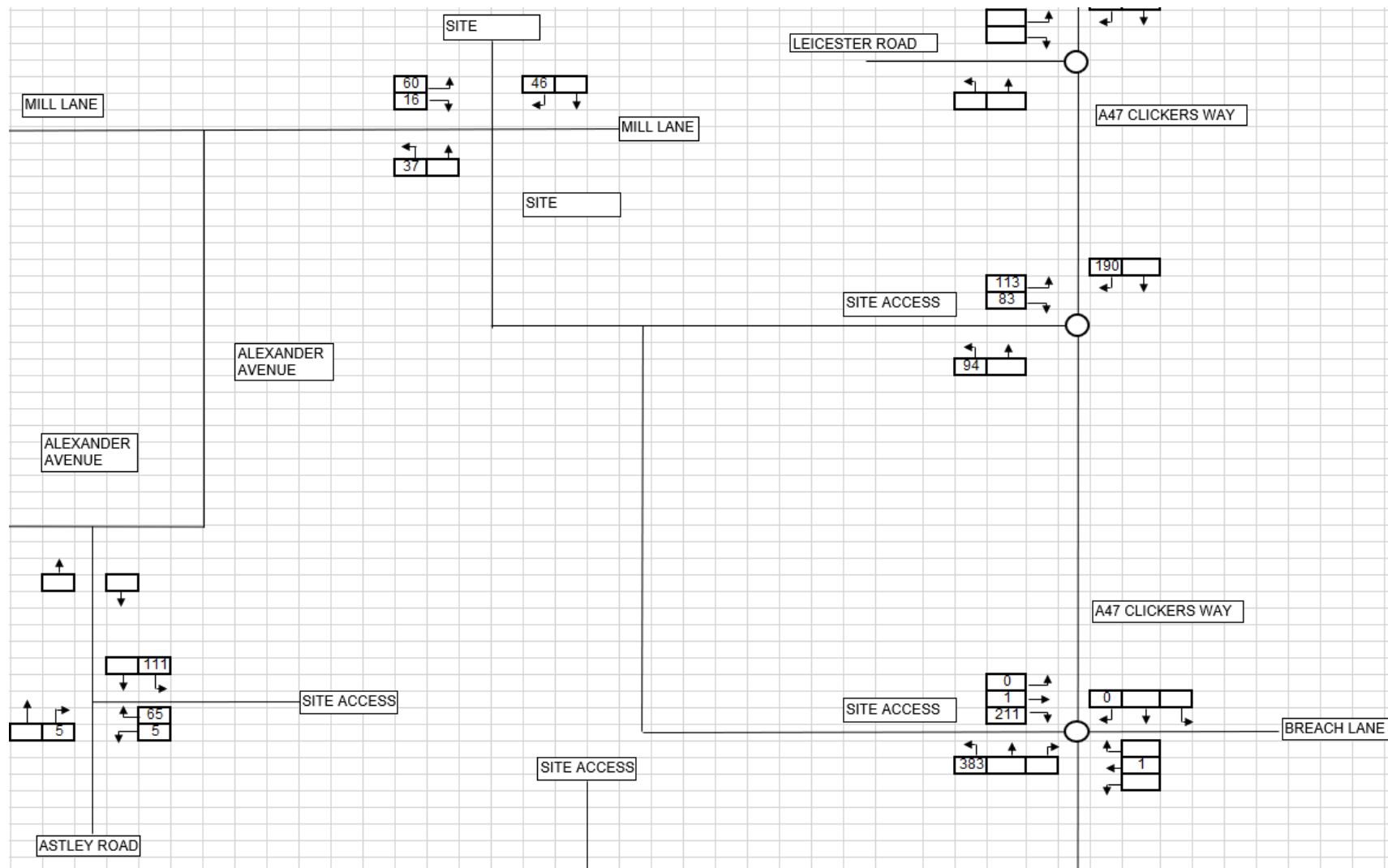
2026 PM peak – Access Movements



2036 AM peak – Access Movements



2036 PM peak – Access Movements



Appendix C

Mill Lane Access – Illustrative Drawings

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Key

- Proposed carriageway
- Proposed footway
- Proposed shared route pedestrian / cyclist
- Proposed lane marking Proposed development
- Site boundary
- Highway boundary

NOTES:

- All the proposed traffic management schemes are indicative and to be subject to agreement with Leicestershire County Council as a local highway authority.
- This proposal is a preliminary design only and it is not suitable for use for construction. Additional surveys including utility and drainage information will be required to develop this design to a detailed design.
- Reference should be made to other documents accompanying this planning application.
- Drawing to be used for planning purposes only.

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Earl Shilton Sustainable Urban Extension (SUE) Planning Application

**Mill Lane
Option 1 General Arrangement
Plan**

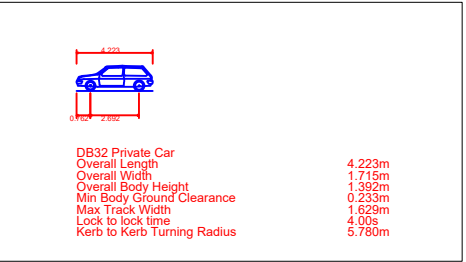
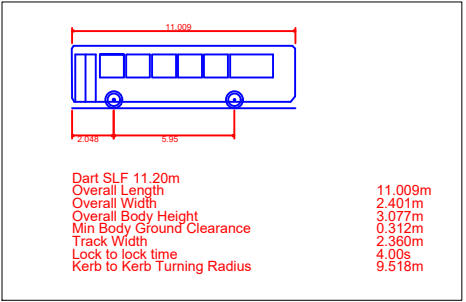
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- Key
- Vehicle body
- Vehicle wheel
- track



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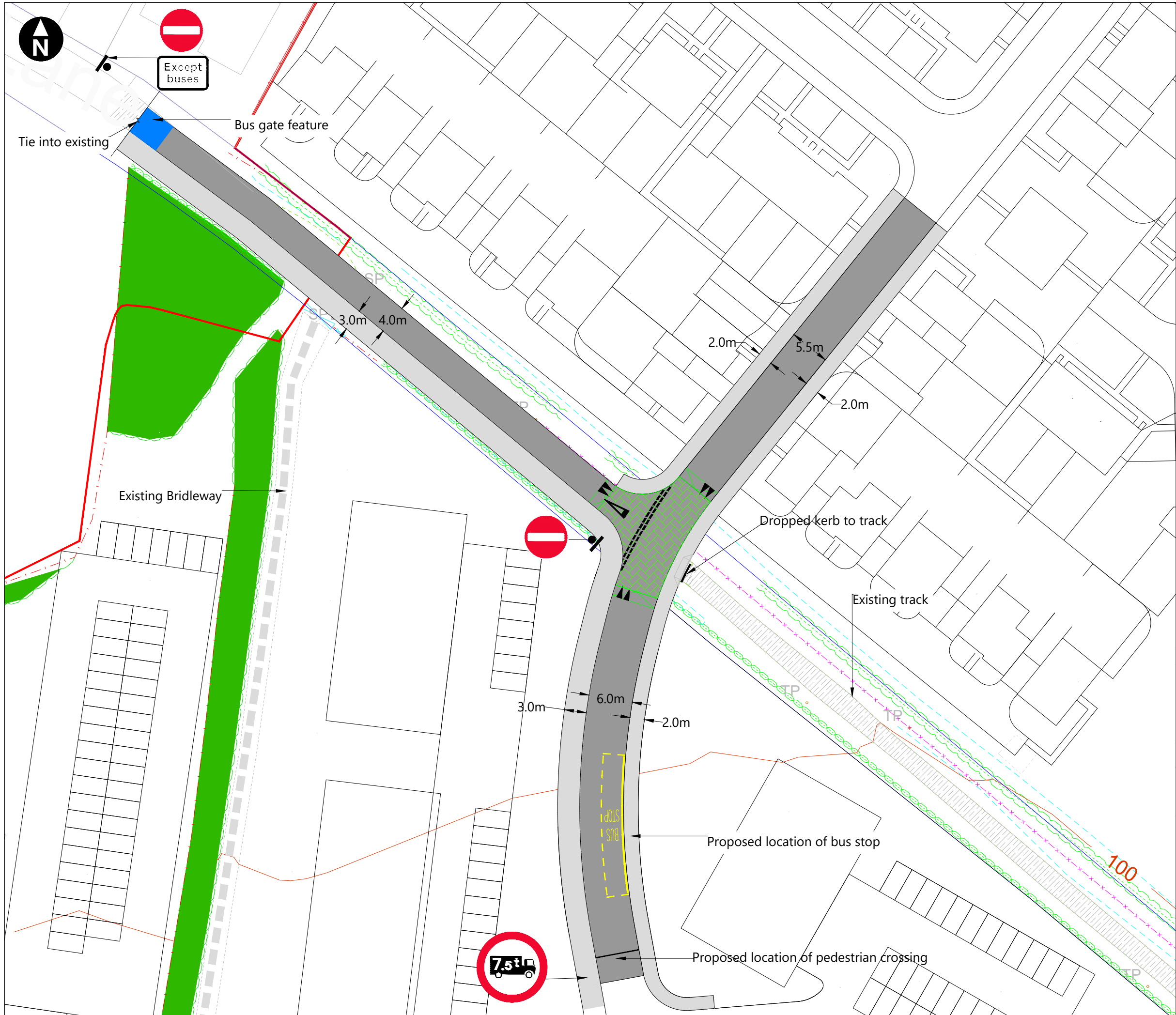
Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension
(SUE) Planning Application

Mill Lane
11m bus and private car Swept Path
Analysis



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Key

- Proposed carriageway with footpaths
- Proposed dropped kerb
- Proposed lane marking
- Proposed development
- Site boundary
- Highway boundary

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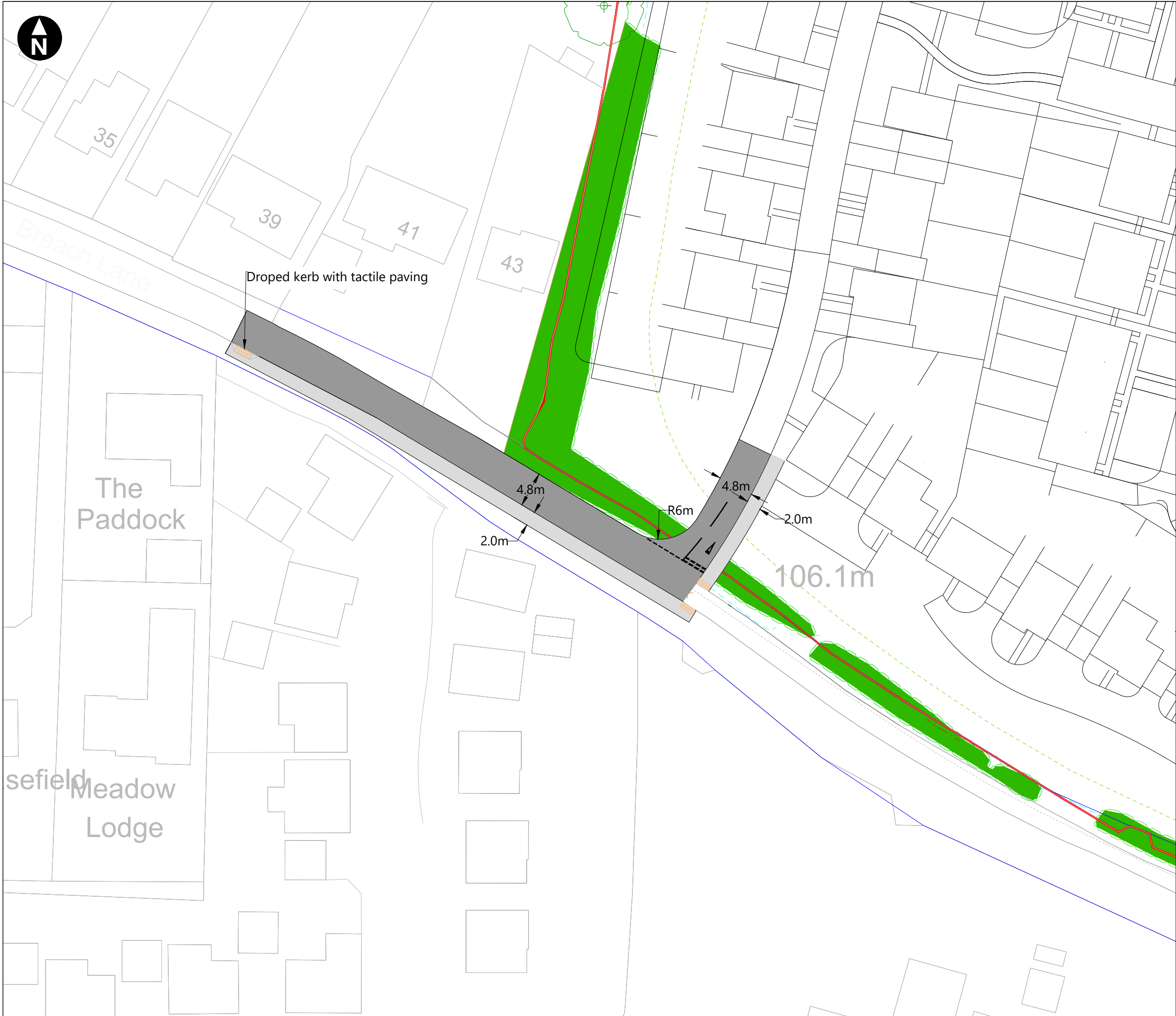
**Mill Lane
Option 2 General Arrangement
Plan**

wsp

Appendix D

Breach Lane Access – Illustrative Drawings

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Earl Shilton Sustainable Urban Extension (SUE) Planning Application

**Breach Lane
General Arrangement
Plan**

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Key

- Proposed carriageway with footpath
- Proposed lane marking
- Proposed development
- Site boundary
- Highway boundary
- Vehicle body
- Vehicle wheel track

Phoenix 2-23W (with Elite 2 6x2ML chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

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Barwood Strategic Land LLP

Earl Shilton Sustainable Urban Extension (SUE) Planning Application

**Breach Lane
Refuse Vehicle Collection Left In
Swept Path Analysis**

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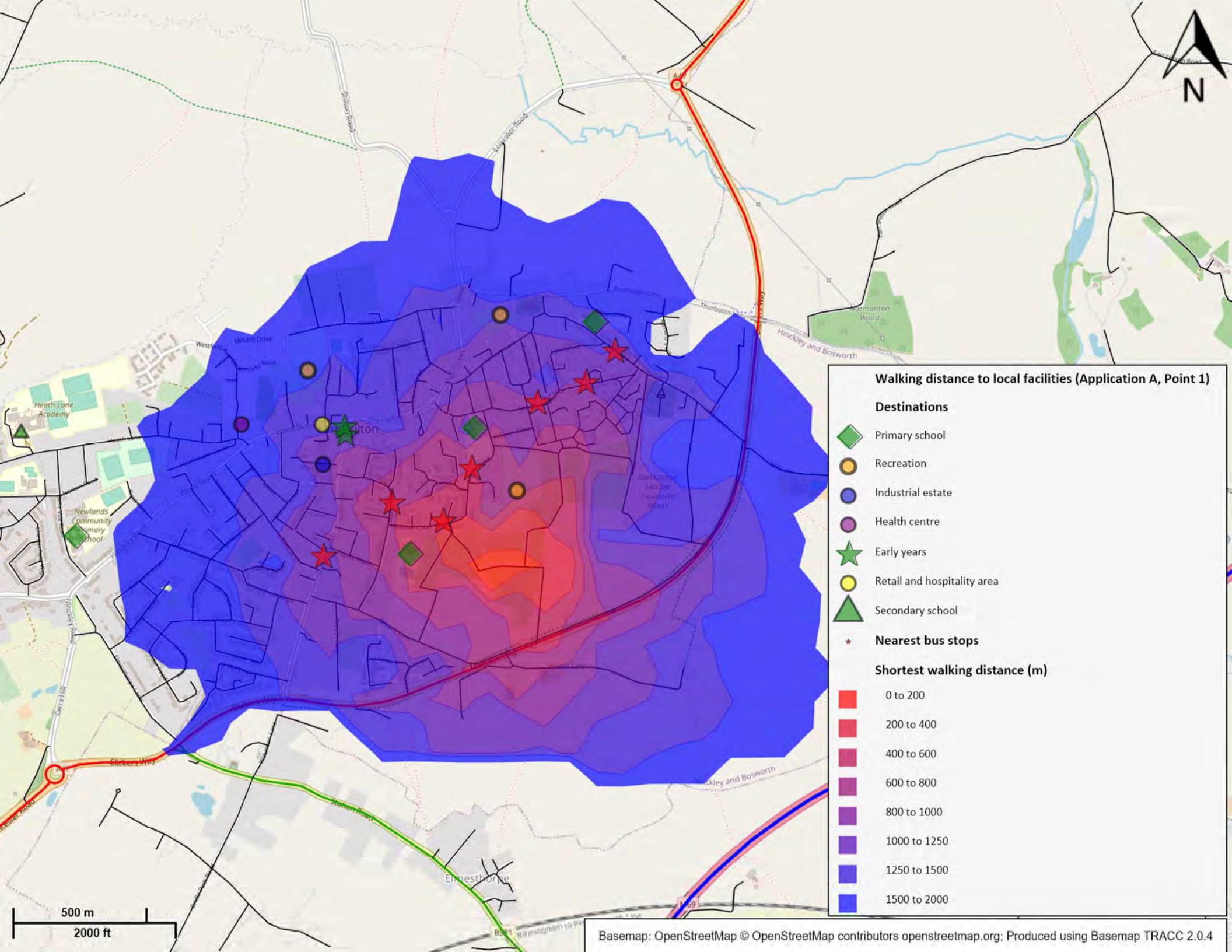
Barwood Strategic Land LLP

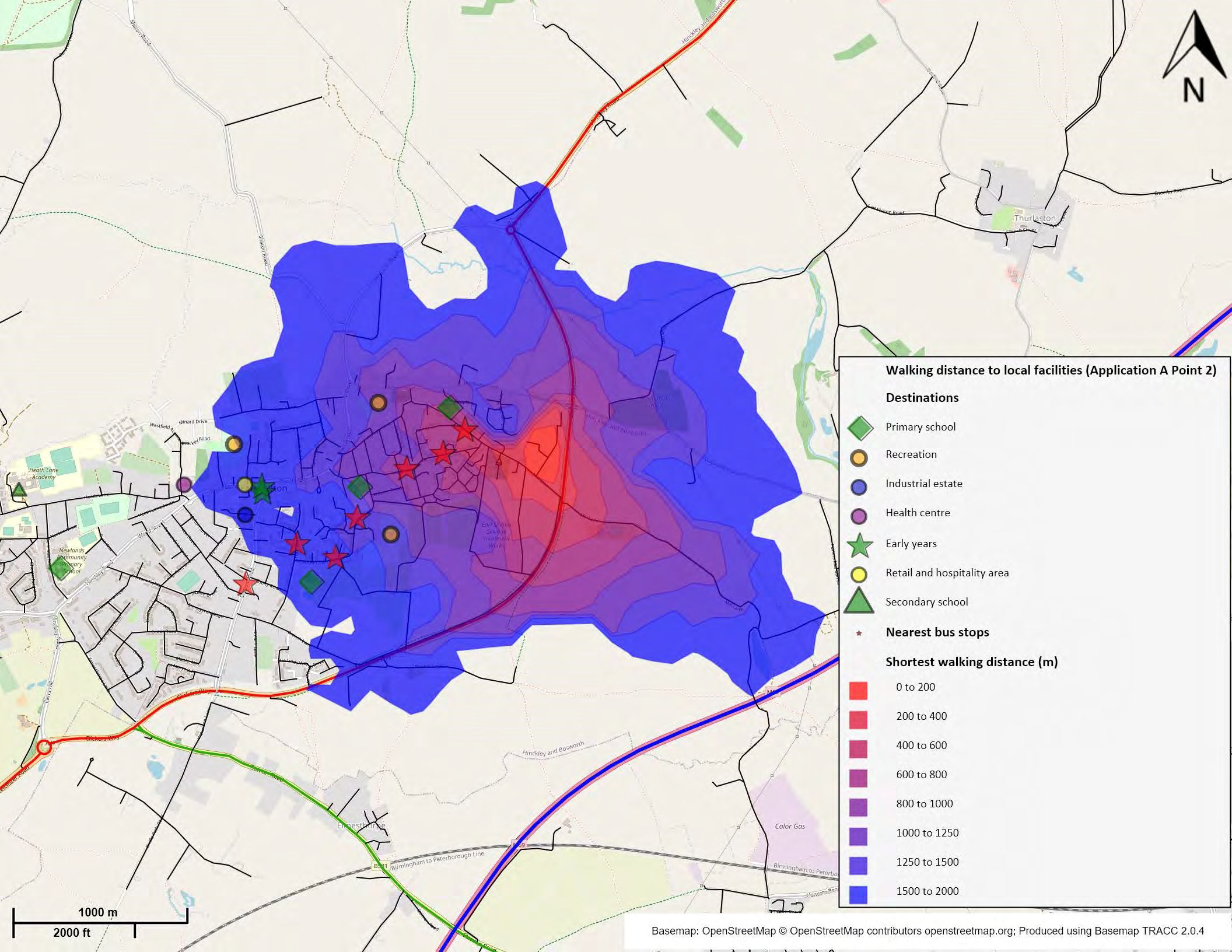
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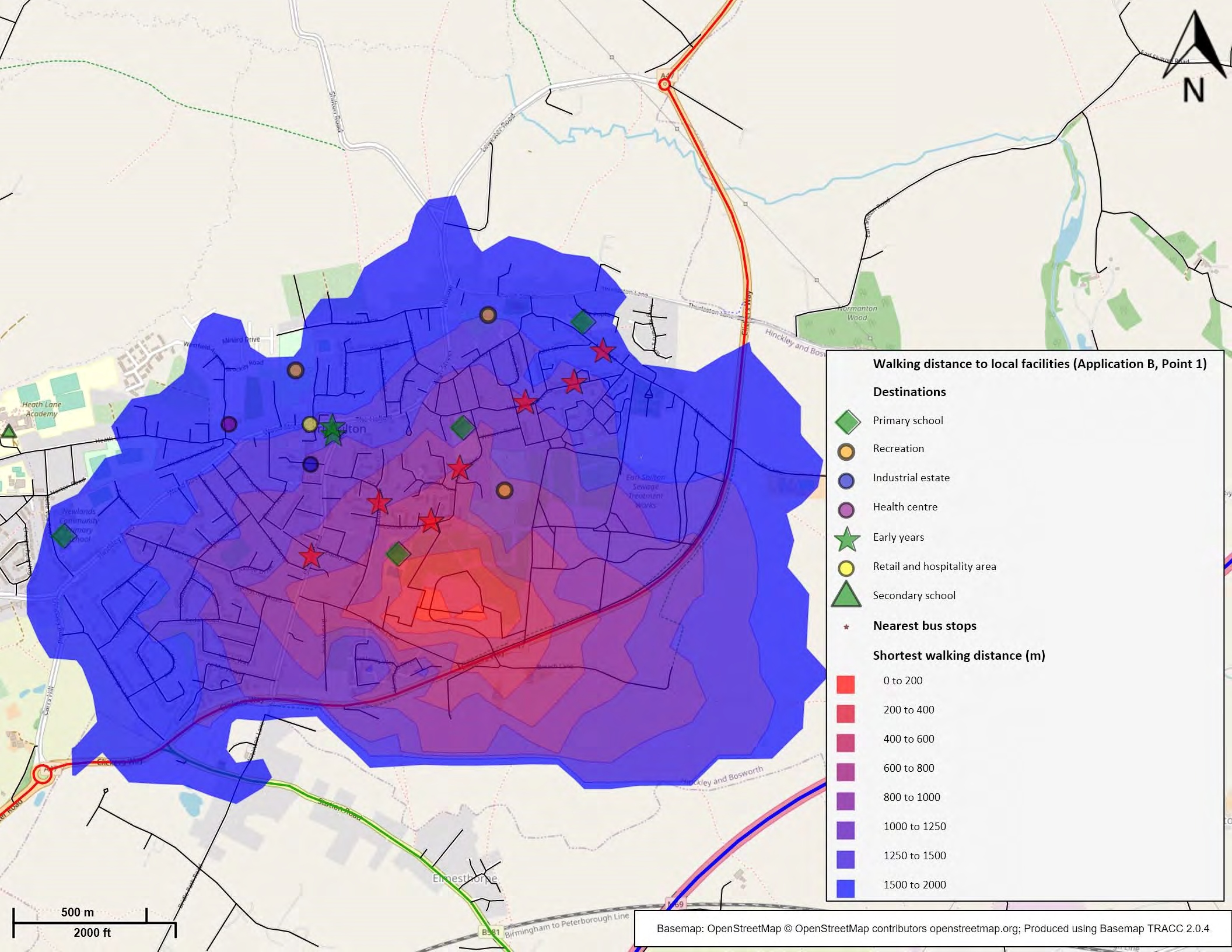
**Breach Lane
Refuse Vehicle Collection Right Out Swept
Path Analysis**

Appendix E

TRACC Analysis – Walking

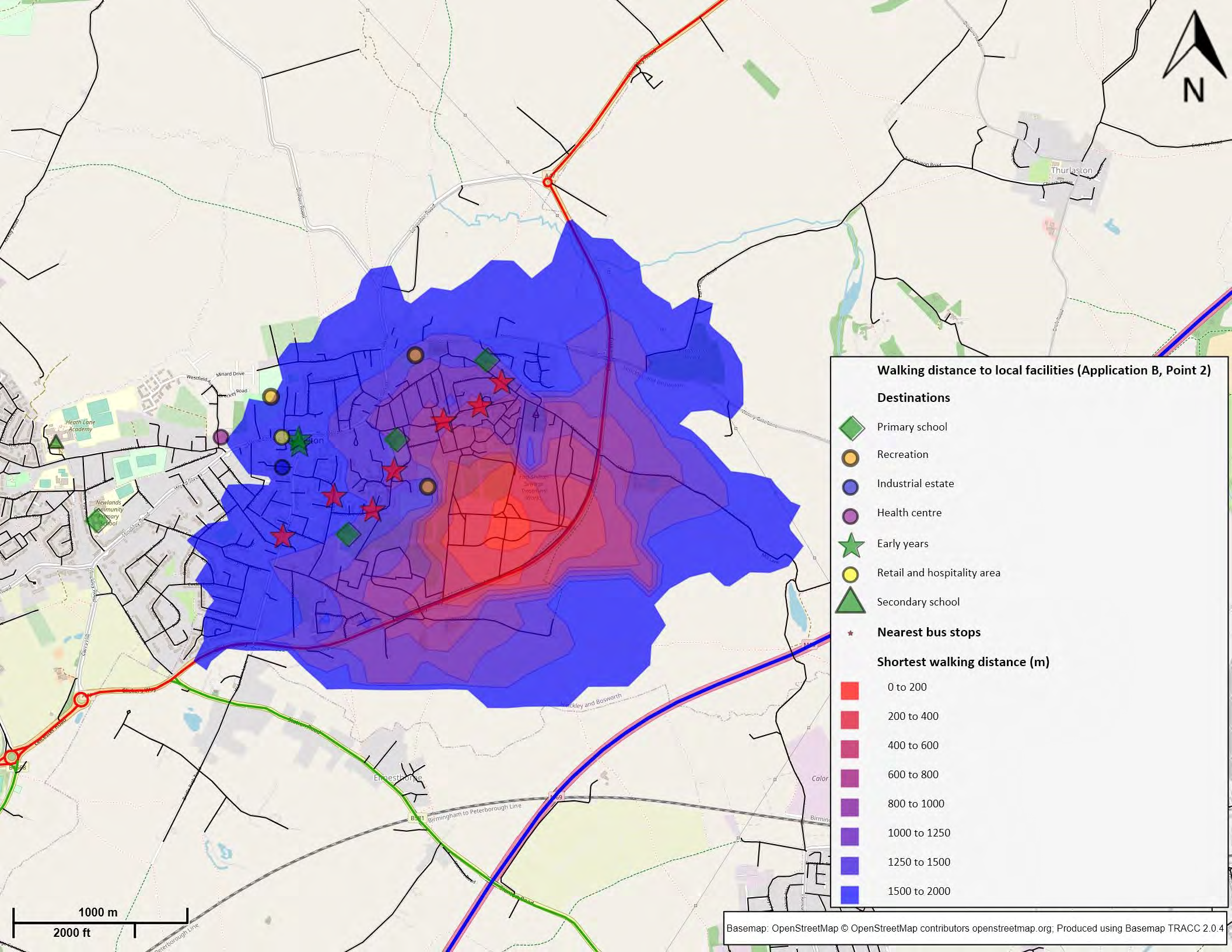


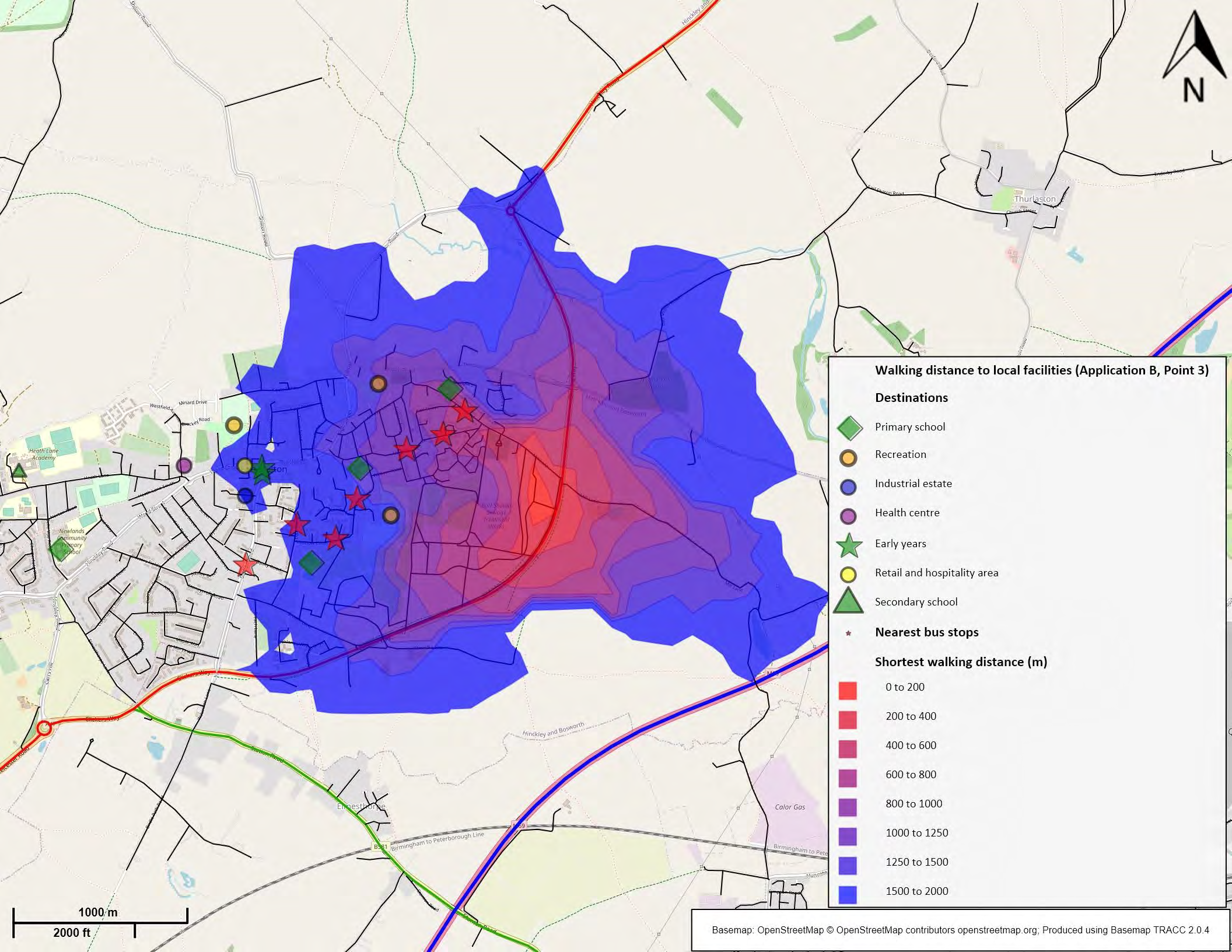




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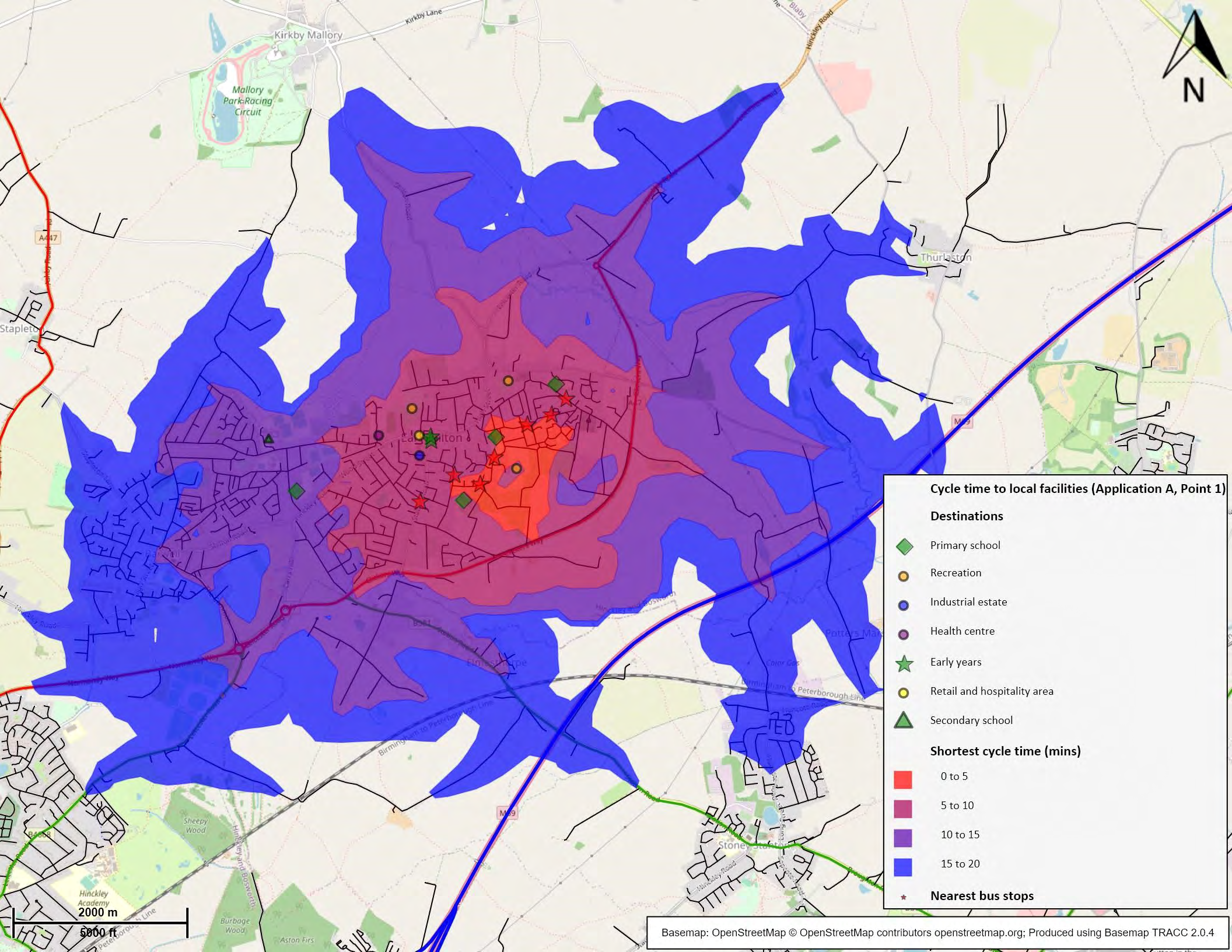
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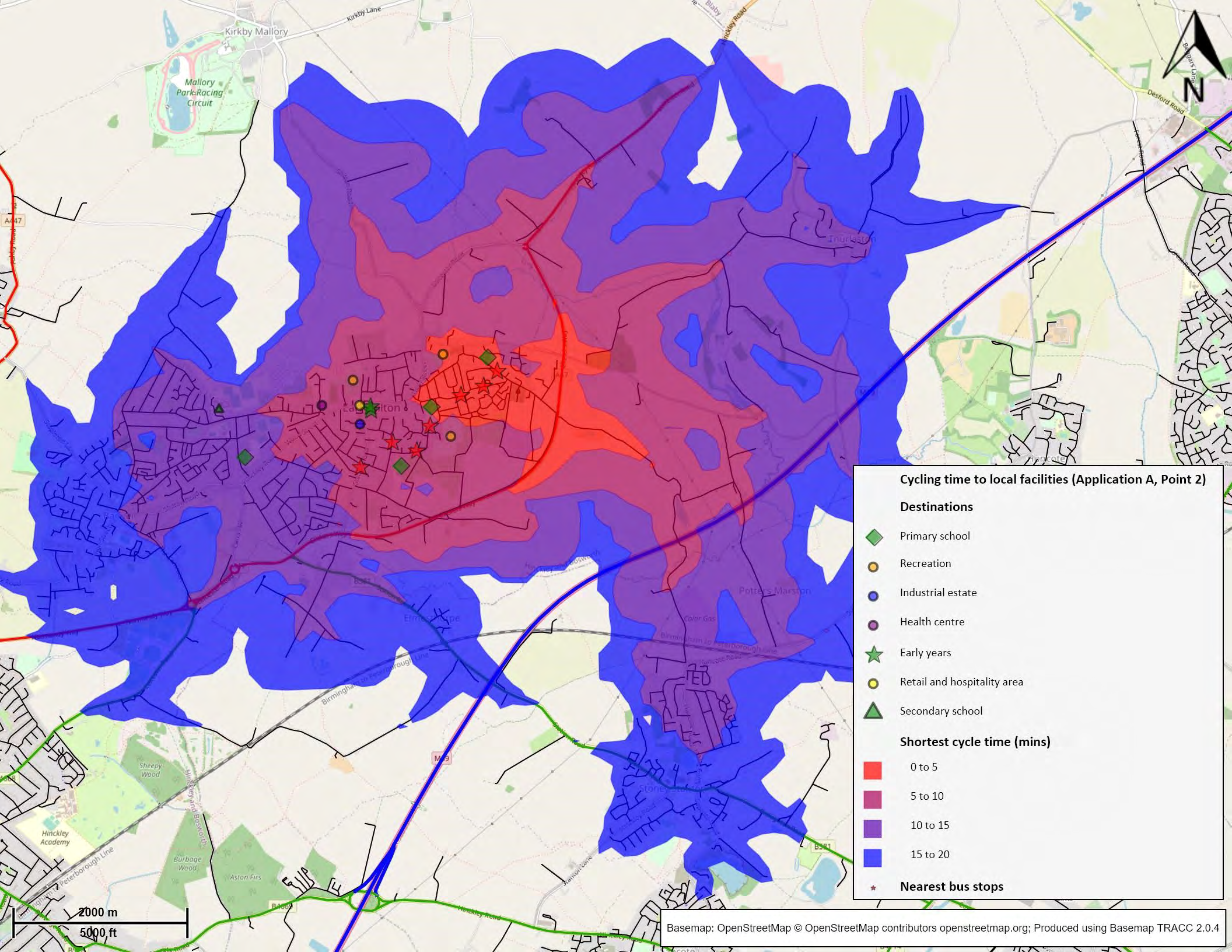




Appendix F

TRACC Analysis - Cycling





Cycling time to local facilities (Application A, Point 2)

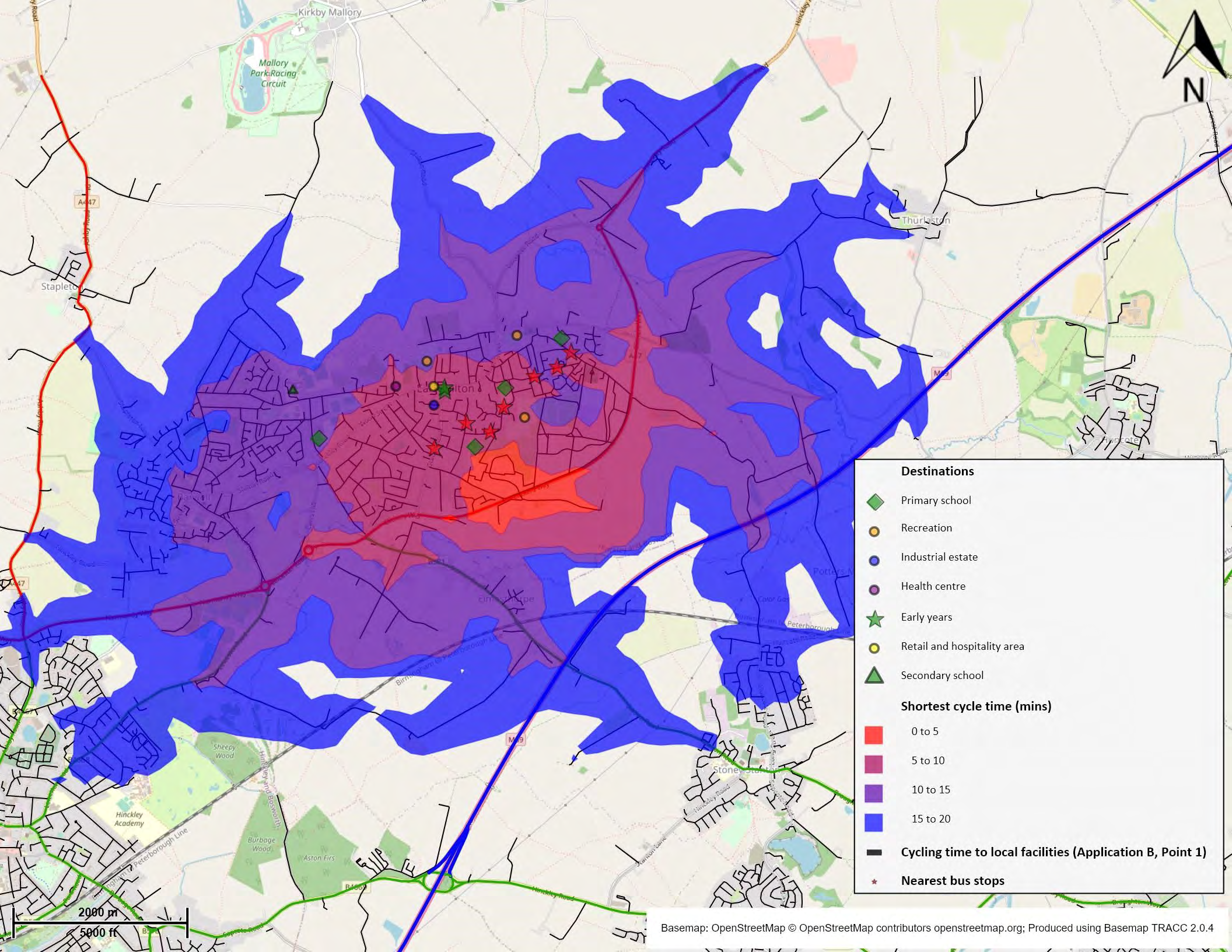
Destinations

- Primary school
- Recreation
- Industrial estate
- Health centre
- Early years
- Retail and hospitality area
- Secondary school

Shortest cycle time (mins)

- 0 to 5
- 5 to 10
- 10 to 15
- 15 to 20

Nearest bus stops



Destinations

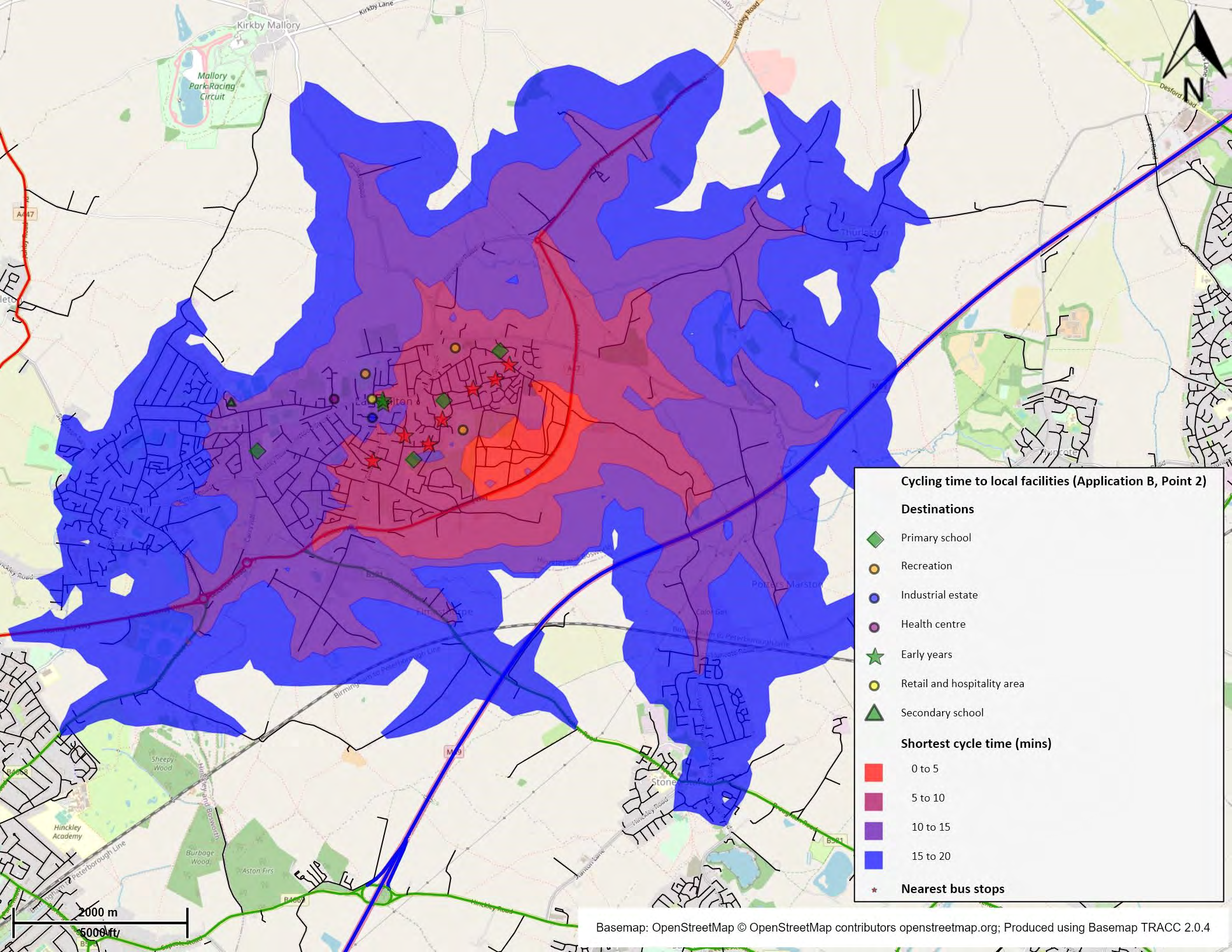
- Primary school
- Recreation
- Industrial estate
- Health centre
- Early years
- Retail and hospitality area
- Secondary school

Shortest cycle time (mins)

- 0 to 5
- 5 to 10
- 10 to 15
- 15 to 20

Cycling time to local facilities (Application B, Point 1)

- Nearest bus stops



Cycling time to local facilities (Application B, Point 2)

Destinations

- Primary school
- Recreation
- Industrial estate
- Health centre
- Early years
- Retail and hospitality area
- Secondary school

Shortest cycle time (mins)

- 0 to 5
- 5 to 10
- 10 to 15
- 15 to 20

Nearest bus stops

