

Earl Shilton SUE

Transport Assessment



BLOOR HOMES

Jelson
HOMES

BARWOOD
LAND

Report for

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Jelson Limited
Barwood Land

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1. Introduction

1.1 Background

- 1.1.1 Bloor Homes, Barwood Land, and Jelson Homes (hereafter referred to as 'the Applicants') are applying to Hinckley & Bosworth Borough Council (HBBC) for outline planning permission for a residential led mixed-use development on land at Weavers Fields, ('the Proposed Development'), located to the east and south-east of Earl Shilton, Leicestershire (the 'Site') (see **Figure 1.1**). The Site is about 66 hectares (ha) and forms most of the land allocated as a Sustainable Urban Extension (SUE) by HBBC, as identified in their Core Strategy document. The total allocated extent of the SUE also includes a field of about 1.6 ha to the north-west of the Waste Water Treatment Works (WWTW) and an area of about 3.3 ha adjacent to Thurlaston Lane. These areas do not form part of this application.
- 1.1.2 Historically, an outline planning application (OPA) with all supporting documents was prepared for the entire SUE allocation in 2014. This included a Transport Assessment (TA) that had been scoped with highways officers of Leicestershire County Council (LCC) and National Highways (Highways Agency at the time). However, the development proposals were not progressed to the point of planning application submission. Presently, the area off Thurlaston Lane is the subject of a separate full application for 108 homes which is yet to be determined.
- 1.1.3 The Earl Shilton SUE is one of two major development proposals in the locality, the other being the Barwell SUE to the north-west of Barwell, west of Earl Shilton. An OPA for the Barwell SUE was submitted to HBBC in 2012 but was not taken to Planning Committee due to unresolved aspects. The OPA is for up to 2,500 residential dwellings, employment, a primary school, health care facility and a local centre. A refresh of the OPA technical submission is now being undertaken, including a revised TA.
- 1.1.4 The Earl Shilton Proposed Development comprises up to 1,500 dwellings, with up to 5.3 ha of space for business uses (Class B1, B2, and B8)¹, local centre and a primary school, together with strategic infrastructure including green-space, with all other Matters Reserved apart from strategic vehicular access. A full description of the Proposed Development is provided in Section 5 of this TA.
- 1.1.5 Two separate applications will be submitted for the Proposed Development. (see **Figure 1.2**). The Barwood Land application (Application A) forms two parcels covering land east of Astley Road and west of the WWTW, and land falling north of Mill Lane and includes the proposed access on to Astley Road. The Jelson Homes and Bloor Homes application (Application B) covers all remaining land and includes delivery of the main SUE access points onto the A47, and a limited local access for up to 50 homes off Breach Lane.
- 1.1.6 This TA has been produced to support both OPAs and has been prepared alongside a Framework Travel Plan (FTP) which sets out the commitment towards promoting and providing sustainable transport measures to reduce car travel to and from the site. Masterplanning of the applications has therefore been coordinated to ensure a robust, aligned and comprehensive approach to the development of the SUE in a way that also delivers the main access infrastructure.

¹ Recent change to the *Use Classes Order (Amendment Regulations 2020)*, which came into effect from the 1 September 2020 means that the future planning application for the Proposed Development will include the new class E (to replace the former B1).

1.2 Scope of the Transport Assessment

1.2.1

A series of scoping meetings has been undertaken with highways officers of Leicestershire County Council (LCC) and National Highways. Technical Notes and notes of meetings are included in **Appendix A**. Key aspects identified are as follows.

- the impact of the development traffic on the road network should be tested using the Pan Regional Traffic Model (PRTM), an extension of the Leicester and Leicestershire Integrated Transport Model (LLITM);
- traffic generation should be aligned to that already agreed with LCC Highways for the Barwell SUE;
- traffic distribution should be based on comparable parent zones within the vicinity of the Site; and
- the TA should set out the relevant details related to existing conditions, development proposals (and traffic generation and distribution), sustainable transport proposals, appraisal of the impact of the traffic generated, access strategies for vehicular and non-vehicular modes, potential mitigation and a summary of the assessment.

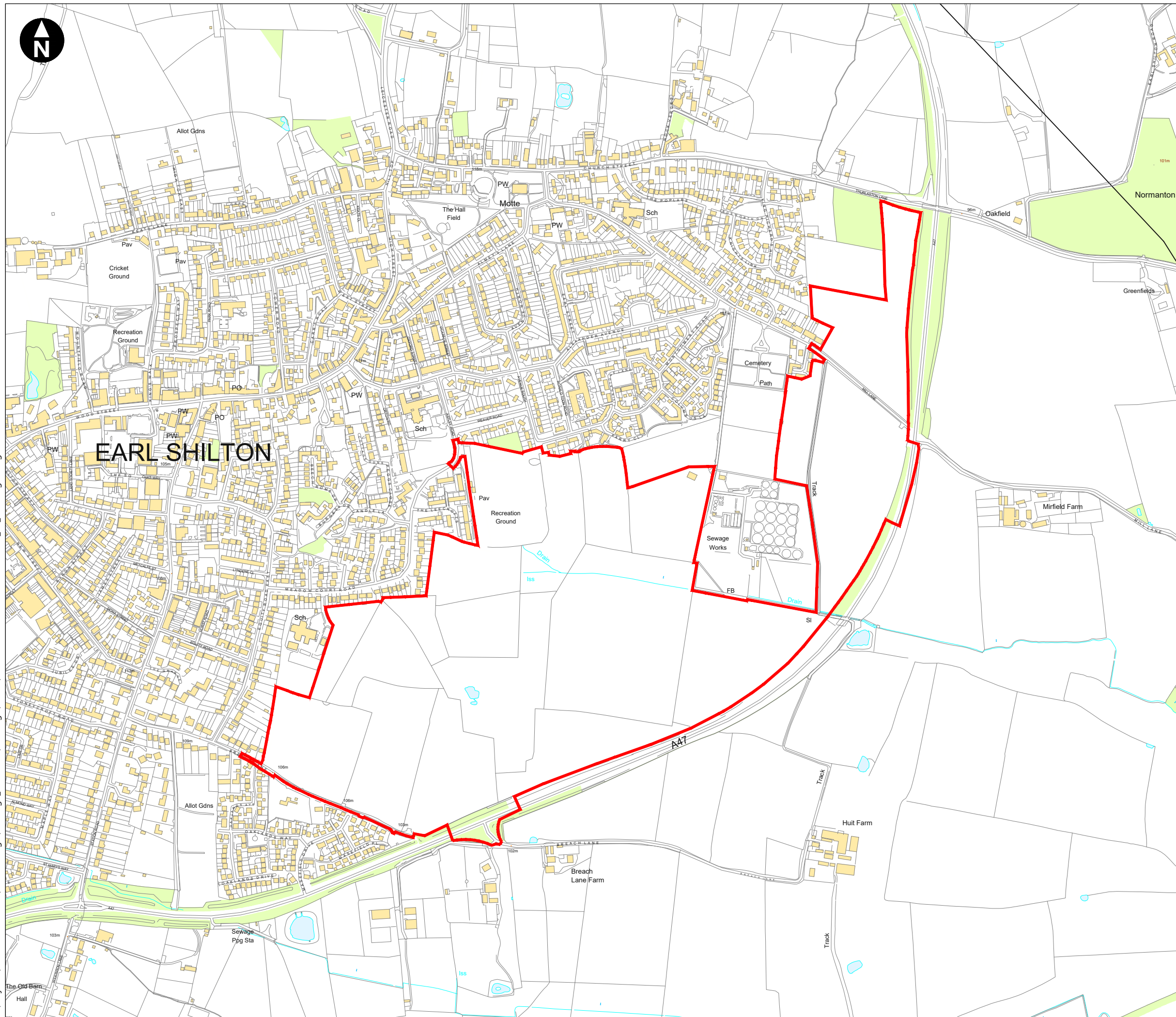
1.3 Structure of the Transport Assessment

1.3.1

The remainder of this TA is structured as follows:

- Section 2 – sets out the policy context for the development, which considers the relevant national and local transport policies;
- Section 3 – sets out the existing transport network conditions which summarises the baseline situation, with regard to the strategic and local highway network, including traffic and personal injury accident (PIA) data, travel to work data and the public transport, cycle and pedestrian networks and facilities and accessibility of local services;
- Section 4 – describes the anticipated development proposals which sets out the scheme and the site planning approach;
- Section 5 – sets out the anticipated development traffic generation and distribution onto the local highway network;
- Section 6 – sets out the traffic impact assessment; and
- Section 7 - provides a summary of the proposals and conclusions from the assessment.

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Key

Site boundary

0 m 400 m

Scale 1:7500 @ A3

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Earl Shilton SUE
Transport Assessment

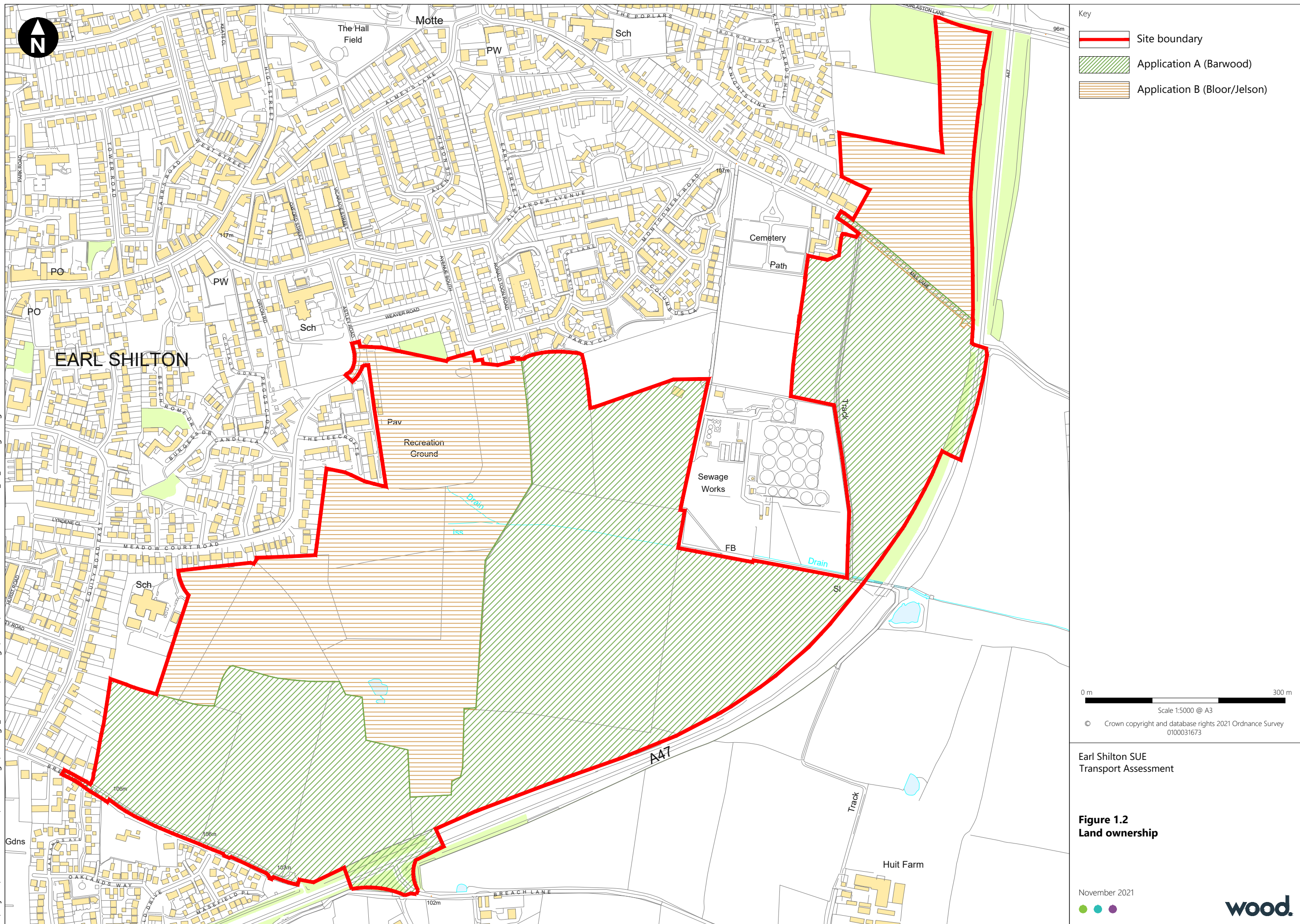
Figure 1.1
Site location

November 2021

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wood.

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2. Policy Context

2.1 National Guidance

National Planning Policy Framework (July 2021)

- 2.1.1 The National Planning Policy Framework (NPPF, 2021) sets out the Government's planning policies for England and how these should be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.
- 2.1.2 The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 2.1.3 The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a TA and a Travel Plan (paragraph 113), the latter being identified as a key tool to deliver sustainable transport objectives.
- 2.1.4 With specific regards to highway considerations in decision making, the NPPF (Paragraph 111) states:
- "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

Department for Transport (DfT) Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development

- 2.1.5 The Circular sets out the policy for National Highways to engage with local highway authorities, communities and developers in relation to development proposals that will affect the strategic road network (SRN).
- 2.1.6 Paragraph 21 of the Circular states the following.
- "Where development proposals are consistent with an adopted Local Plan, the Highways Agency (now National Highways) does not anticipate the need for engagement in a full assessment process at the planning application stage. In such circumstances, considerations will normally be limited to the agreement of the details of the transport solution, including any necessary mitigation measures, and to ensuring that the transport impacts are included in the overall environmental assessment provided to the local planning authority, rather than the principle of the development itself."*
- 2.1.7 National Highways expect the assessment of development impact on the SRN to be based on the year of opening, as set out in paragraph 27 of the Circular.

"Where the overall forecast demand at the time of opening of the development² can be accommodated by the existing infrastructure, further capacity mitigation will not be sought."

Travel Plans, Transport Assessments and Statements (Ministry of Housing, Communities & Local Government, 2014)

- 2.1.8 The guidance provides advice on when a TA or Transport Statement and a Travel Plan is required and guidance on the contents of these documents. A TA is identified as a thorough assessment of the transport implications of development and required for large developments, whereas a Transport Statement is a 'lighter-touch' evaluation applicable for smaller developments. A Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process.
- 2.1.9 As set out in the guidance, the prime focus of a TA or Transport Statement is assessment of the potential transport impacts of a development proposal and identification of mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.
- 2.1.10 As identified in the guidance, TAs and Transport Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework.

Guidance on Transport Assessment (DfT, 2007)

- 2.1.11 This archived document is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It provides guidance on the content and preparation of TAs, Transport Statements and Travel Plans and continues to be a useful reference document.

2.2 Local Policy

- 2.2.1 This section outlines the key local policy documents in the Leicestershire area with relation to transport.

Leicestershire Local Transport Plan 3 (2011-2026)

- 2.2.2 The Leicestershire Local Transport Plan 3 (LTP3) sets out the strategy for the period from 2011 to 2026 to help Leicestershire to continue to be a prosperous, safe and attractive County.
- 2.2.3 In LTP3 chapter 5 it has been recognized that some areas in Hinckley & Bosworth Borough have poor rail connectivity which are unlikely to play an important role in meeting the needs of either commuters or business travellers to/from Barwell and Earl Shilton. Therefore, good road connectivity to the strategic road network is vital for economic growth in these areas.
- 2.2.4 Goal 1 of the LTP places an emphasis on a transport system that enables all residents to have efficient, easy and affordable access to key services, particularly by public transport, bike and on foot.

² The opening of the development shall be taken to be the date at which the development first becomes available for occupation, unless agreed otherwise.

- 2.2.5 The main objective of Goal 3 is to reduce carbon footprints and encourage more people to walk, cycle and use public transport in their daily life.
- 2.2.6 Road safety and reduction in number of casualties are the main objective of Goal 5. In LTP3 there are several provisions to make roads safer such as developing and implementing local safety schemes, the implementation of speed limit measures and improving road safety for vulnerable road users.
- 2.2.7 In summary, LTP3 promotes safe, reliable and sustainable transport within the County to support economic growth.

Leicestershire County Council Strategic Plan 2018-2022

- 2.2.8 This plan was adopted in 2018, and revised in 2020, and outlines LCC's five desired strategic outcomes to be achieved in its administrative area. These outcomes are: Strong Economy; Well Being and Opportunity; Keeping People Safe; Great Communities; and Affordable and Quality Homes. There are supporting outcomes and measures to monitor their progress. Transport plays a key role in all of the measures identified including indicators concerning: congestion, emissions, bus service satisfaction, electric vehicle uptake and provision levels. Other transport related indicators within the plan include: road casualty levels, sustainable transport use, physical activity levels and satisfaction with accessibility to country parks and with the right of way network.

HBBC Core Strategy 2009

- 2.2.9 The Core Strategy sets out the strategy and core policies to guide the future development of the borough up to 2026.
- 2.2.10 In the Core Strategy, Earl Shilton has been recognized as an important part of Hinckley & Bosworth sub-regional centre, closely connected to and supporting Hinckley's town centre whilst providing local services for their immediate populations.
- 2.2.11 Policy 2 (Development in Earl Shilton) sets out the approach to support the regeneration of Earl Shilton, identifying a mixed land use development for sustainability and encourage more young professionals and prosperous households to move into and stay in the area. It is expected that new development will integrate with and improve existing sustainable infrastructure.
- 2.2.12 Policy 5 (Transport Infrastructure in the Sub-regional Centre) sets out proposed transport interventions to support and promote sustainable development within the area particularly, the urban extensions at Barwell and Earl Shilton. Interventions comprise of links and improvements to existing urban areas for buses, walking, cycling and local traffic. This policy also supports the reopening of the Elmhurst passenger railway station to serve Earl Shilton and Barwell.
- 2.2.13 LCC is also seeking to work with external parties and access funding schemes to aid infrastructure requirements in Earl Shilton such as a new primary school and transport improvements.

Earl Shilton and Barwell Area Action Plan 2014 (Local Plan 2006 – 2026)

- 2.2.14 The purpose of the Earl Shilton and Barwell Area Action Plan (AAP) Development Plan Document (DPD) is to set out the strategy for future development across the two settlements.
- 2.2.15 The AAP allocates land for housing, employment, retail, recreation, open space and community facilities within two sustainable urban extensions north-west of Barwell and south-east of Earl Shilton. It also contains policies which relate to proposals that require site specific conditions such as design guidance, conservation and protection of open spaces and further policies which will be used in the day-to-day assessment of planning applications across the entire settlements.

- 2.2.16 The AAP includes policies 10 (Walking and Cycling in the Earl Shilton Urban Extension) and 11 (General Highways Provision for Earl Shilton Urban Extension) which outline highways and walking/cycling provision required for the Earl Shilton Urban Extension area; including required accesses, to the Site and routing to the wider area and improvements to the network. The Access Strategy states that there is opportunity for the Earl Shilton development to have a main access from the A47 bypass, and a vehicular access to the town centre can be achieved via Astley Road and Mill Lane provided traffic management measures are in place to make sure that this is not an attractive route for through traffic.
- 2.2.17 The broader aims for the development of Barwell and Earl Shilton are reinforced with further requirements set out in other Core Strategy policies including Policy 5: Transport Infrastructure in the Sub regional Centre, which seeks transport interventions to, in part, support the urban extensions. It seeks new public transport linkages, pedestrian and cycle linkages and traffic calming measures.

Hinckley and Bosworth Draft Local Plan 2020-2039 (2021)

- 2.2.18 This document is a draft plan produced for 2021 consultation, it is not in its final version but provides indication of the direction of future policy for the Hinckley and Bosworth area. When adopted it aims to replace the currently adopted Hinckley and Bosworth Core Strategy (2009) and Earl Shilton and Barwell AAP (2014), referenced above, among other plans. Earl Shilton is listed as an Urban Area with a Sustainable Urban Extension planned, and the plan states that SUEs deliver housing and employment with schools, parks and road improvements.
- 2.2.19 Currently Transport is part of the social objectives, of the plan, focusing on sustainable transport providing accessibility to facilities from a choice of modes and where there is mitigation of impact on highways from new developments. Transport is contained within the environmental objectives of the plan as a part of mitigating climate change and new development impact through sustainable transport. There are draft policies within this document to achieve these objectives, concerning transport, including:
- PMD01 – High Quality Design: This draft policy highlights the need to maximise active and sustainable travel which are safe and accessible, reduce car dependency and utilise and provide for low carbon energy technologies in transport;
 - PMD02 – Active Design and Travel: which emphasises the need for developments to prioritise active travel in their design;
 - EP02 – New Employment Development: which includes the need to encourage sustainable transport movements;
 - CLT01 – New Community Facilities: this draft policy outlines the need to demonstrate new facilities reduce reliance on private car use in favour of sustainable transport utilisation and accessibility; and
 - HT01 – Highways and Transportation: this draft policy outlines the need for developments to make best use of, and where relevant improve, public transport services; provide high quality active travel routes; integrate sustainable transport infrastructure and not produce a significant negative impact on highway safety. It also states that development with significant movements should be located to minimise travel and maximise sustainable transport use.
- 2.2.20 There are further Transport draft policies concerning Parking Standards (HT02), Electric Vehicle Charging Infrastructure (HT03) and A5 Improvement Corridor (HT04)

2.3 Local Transport Strategies

- 2.3.1 LCC has produced a number of transport strategy documents that are relevant to the Site location and this TA. The following documents have been reviewed to inform this TA.

Leicester and Leicestershire Working Together Strategic Transport Priorities 2020 – 2050 (2020)

- 2.3.2 This document outlines key challenges and aims for transport in Leicester and Leicestershire. It focuses on the desire to prioritise active transport and transport by sustainable modes while reducing the need to travel, where this is practical. This is to make travel more efficient and to have a reduced environmental impact. The document covers short, medium and long-term transport priorities for the areas.

Leicestershire County Council Cycling and Walking Strategy (2021)

- 2.3.3 This document sets out the walking and cycling strategy for the area, including expectations for provision and aims to improve cycling/walking infrastructure, enable movements by these modes and get the modal share increased. It includes a section concerning new developments which outlines the national and local policies to be complied with and be guided by, including provision of cycle parking, active travel, the provision of Travel Plans and the need for developer contributions to improve cycle/pedestrian routes on highways impacted by the development. Policy 1 and 2 of the strategy outline the need for development to be located where active travel trips are opportune and are built in line with guidance on cycling and walking.

Leicestershire County Council Passenger Transport Policy and Leicestershire County Council Passenger Transport Strategy (2019)

- 2.3.4 The passenger policy outlines the passenger transport objectives and policies for the Council, which will enable contributions to the area's strategic objectives. It contains seven policies, policy PTP4 is of particular relevance to new developments which aims to ensure that new developments have considered the viability and long-term access to public/passenger transport and that if needed this service has contributions associated with it. There are a further ten supporting principles outlined which particularly focus on local engagement (so services are tailored to the needs of the local area), support sustainable objectives and funding form.
- 2.3.5 The associated passenger transport strategy sets out the strategy for achieving the policy. This document covers the role of the Council in passenger services, subsidy levels, fare rates, responses to disruptions and supporting information and infrastructure provisions. This includes engaging with developers to achieve public transport solutions, with developer contributions were necessary.

Strategic Growth Plan Leicester & Leicestershire 2050: Our Vision for Growth (2018)

- 2.3.6 This document outlines a strategic growth plan from ten partners as an agreed strategy to 2050, which is to be delivered by relevant local plan, including Hinckley & Bosworth Borough Council. It identifies congestion and network gaps as key transport challenges in the Leicestershire area and aims to reduce the use of private car use. The plan covers infrastructure delivery and location of developments, for example.

Green Infrastructure Strategy (2020)

- 2.3.7 This strategy was prepared for Hinckley & Bosworth Borough Council to conserve and expand green infrastructure in the area. One of the key themes highlighted in this strategy is active travel. It

highlights that an improved network of Public Rights of Way (PRoW) and other active transport provisions can contribute to reduced private car use and increased connectivity for active travel in the Hinckley & Bosworth area.

Review of Other Relevant Documents

Earl Shilton and Barwell AAP Strategic Transport Assessment (STA) – April 2013

- 2.3.8 The Strategic Transport Assessment (STA) was prepared by Capita Symonds Ltd on behalf of Hinckley and Bosworth Borough Council (HBBC) to support the Earl Shilton and Barwell AAP. The STA was informed by previous assessment work relating to the two SUEs.
- 2.3.9 The STA identified the opportunities and constraints of both SUE sites and set out strategies for public transport, cycling, pedestrian, highway access based on information emerging from the TAs for the respective sites at the time. The STA provided a traffic impact assessment and transport improvements to support the delivery of the SUEs including cost estimates attributable to each of the sites.

3. Baseline Situation

- 3.1.1 This section sets out an audit of the baseline conditions, including a description of the Site, the transport network and access to local services and facilities.

3.2 Description of Site

Site context

- 3.2.1 The site is bound to the north and west by the outskirts of Earl Shilton (comprising mostly residential development), and to the south and east by the A47 bypass ('Clicker's Way'). The A47 provides a bypass around the towns of Hinckley and Earl Shilton and runs from the A5 to the west to Leicester in the east.
- 3.2.2 Land uses beyond the A47 to the south and east are predominantly open arable agricultural land interspersed by isolated farmsteads and villages such as Huncote, Stoney Stanton and Croft. Croft Quarry (granite) is also a major feature in the landscape to the east of the site, beyond the M69 which runs south-west to north-east between the M6 and M1 motorways.
- 3.2.3 There is currently no direct vehicle access to the A47 from the SUE.

The Site

- 3.2.4 The Site currently comprises predominantly arable farmland with boundary hedgerows and intermittent hedgerow trees. Existing playing fields are located in the northern part of the site along with a children's play area. The Site is located immediately to the southeast of Earl Shilton, approximately five miles to the west of Leicester in the Borough of Hinckley & Bosworth. The WWTW operated by Severn Trent Water Ltd (STW) is adjacent to the north-eastern portion of the site.

3.3 Local Road Network

- 3.3.1 A description of the local road network (LRN) is provided in the following sections and illustrated in **Figure 3.1**. Roads with existing or proposed vehicular accesses are discussed first:

- A47 'Clickers Way' bypass;
- Astley Road;
- Breach Lane; and
- Mill Lane.

A47 – Earl Shilton Bypass (Clickers Way)

- 3.3.2 The Site is bounded to the east by the A47 'Clickers Way' bypass. The A47 links Nuneaton with Leicester, Peterborough and King's Lynn. It provides a bypass around the towns of Hinckley and Earl Shilton, routing from the A5 to the west to Leicester in the east. Clickers Way is the section near Earl Shilton; between A47 Leicester Road to the west and Leicester Road/A47 Leicester Road to the north. The A47 bypass is a high standard single carriageway two-way road with a shared cycle and

pedestrian route along the western side. There are various entries/exits along the route that serve local destinations and, in the vicinity of the Site, provide access to Earl Shilton.

- 3.3.3 Mill Lane and Breach Lane are 'No Through Roads' which provide access to a number of residential properties in Earl Shilton. On-street parking is prevalent on these neighbouring residential streets. Breach Lane provides a pedestrian and cycle route to join the A47 'Clickers Way' bypass, Mill Lane allows pedestrian access onto the A47. To the north, Thurlaston Lane also provides a pedestrian/cycle link to the A47.
- 3.3.4 The speed limit between the junction with A47 (E) /A47 (W)/ Leicester Road to just east of the junction with Masefield Drive is 40mph. Routing eastward from this point the national speed limit applies. This road has a fairly consistent road width, with a typical full road width of approximately 8 m - 9.5 m. Two points of vehicular access are proposed onto Clickers Way.

Astley Road

- 3.3.5 Astley Road is a single carriageway two-way which links Equity Road (East) to Alexander Avenue, via Meadow Court Road. It has a speed limit of 30mph, pedestrian footways on both sides and streetlights along the whole route. There are centre line road markings from the Alexander Avenue junction to the Earl Shilton Sports Pavilion access, after which, there are none, until Meadow Court Road at the junction with Equity Road (East). This road has a width typically between 5.8 m and 6.5 m approximately.
- 3.3.6 At the northern end of Astley Road is St Simon and St Jude Church of England Primary School and to the west where it becomes Meadow Court Road is Townlands Church of England Primary School.
- 3.3.7 Astley Road is a key route to the town centre. Key points along the route have been identified from south to north as:
- Astley Road (Meadow Court Road)/Equity Road (East) priority junction with Meadow Court Road giving way to Equity Road (East). Equity Road (East) provides a link to Station Road via Breach Lane.
 - Townlands Church of England Primary School - 'Keep Clear' road markings are present at the junction with the school access.
 - To the south of Weaver Avenue is a gated access to the Earl Shilton Town Council Sports Pavilion which is only open when the facility is being used.
 - St Simon and St Jude Church of England Primary School - speed calming and traffic management measures in the form of 'Slow' and 'School Keep Clear' road markings are present on the approach to the school and at the school gate.
 - Astley Road/Alexander Avenue priority junction with Astley Road giving way to Alexander Avenue. Speed calming measures in the form of 'Slow' are present on every arm of this junction because of the access to St Simon and St Jude Church of England Primary School.

Breach Lane

- 3.3.8 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. It only has central road markings near the junction with Station Road.
- 3.3.9 Along the site boundary, Breach Lane is approximately 3 m in width, is not lit and does not have footways. It provides vehicular access to four properties. The road is also used as a link to the shared use footway/cycleway along the western side of the A47.

3.3.10 This road will provide a key pedestrian and cycle link between the Proposed Development and the town centre via Station Road. Key points along the route have been identified from west to east as:

- Breach Lane/Station Road priority junction with Breach Lane giving way to Station Road.
- Breach Lane/Equity Road (East) priority junction with Equity Road (east) giving way to Breach Lane.
- Pedestrian/cycle link to shared use provision on A47 to the east.

Mill Lane

3.3.11 Mill Lane is a single carriageway of varying widths of between 5.5 m and 6.7 m with frontage access, street lighting and 30 mph speed limit. At its western end is St Peter's Voluntary Academy. Along the northern side there is a continuous footway of 1.8 m width. On the southern side, there is a wide verge between the Site and Alexander Avenue and beyond this, as far as the primary school, there is a 2.6 m footway and additional verge width.

3.3.12 Mill Lane runs through the northern part of the Earl Shilton SUE as a narrow rural lane of approximately 2.8 m width with grass verges of up to around 3 m on either side and provides pedestrian and cycle access to the A47.

3.3.13 The road will provide a key pedestrian and cycle link between proposed development and the town centre via Alexander Avenue and Church Street. Key points along the route have been identified from west to east are:

- Mill Lane/Almey's Lane priority junction which provides a link to Church Street in the north. Church Street connects to Leicester Road which links to the A47 to the north.
- St Peter's Voluntary Academy – in the vicinity of the primary school, the overall highway width narrows down with a footway width of approximately 1 m adjoining the school and a nominal margin of 0.7 m on the opposite side. This section of road is, however, within a school 'safety zone' protected by a 20 mph speed limit and 'zigzag' markings to restrict parking taking place. Outside of this zone, the speed limit is 30 mph.
- Mill Lane/Earl Street priority junction which connects to Alexander Avenue.
- Mill Lane/Alexander Avenue priority junction – Alexander Avenue connects to the High Street in the west, providing access to the town centre.
- Pedestrian/cycle link to shared use provision on A47 to the east.

A47 (between A47(E)/Leicester Road/A47(S) Junction and Leicester Lane (B582)/A47/Desford Road (B582))

3.3.14 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 6.5 m. The junction of A47 (east)/Leicester Road/A47(south) is a standard roundabout with good cycle and pedestrian facilities around the junction. The junction of Leicester Lane/A47/Desford Road is signal controlled junction with a pedestrian crossing facility.

Alexander Avenue

- 3.3.15 Alexander Avenue is a single carriageway two-way road which runs between High Street and Mill Lane. A 30 mph speed limit applies to this road. The road has a footway on both sides, street lighting and direct frontage access. The road has a varying road width, the majority is between approximately 5 m and 6.5 m but with narrower sections for example near the junction with Earl Street and the additional Alexander Avenue Crescent. Traffic management measures are present in the form of 'School Keep Clear' road markings at the access to the St Simon and St Jude Church of England Primary School. There are centre line road markings from the High Street junction to Vicarage Street and in a short section near Mill Lane junction, after which, there are none.

Avenue South

- 3.3.16 Avenue South routes between Montgomery Road, to the south, and Almey's Lane, to the north. It is a single carriageway road with footways on both side, street lighting and a 30 mph speed limit. The typical road width on this road is between approximately 5 m-6 m. It crosses Alexander Avenue, with Avenue South giving way at the priority junction. Avenue South has central road markings near the junction with Avenue North and Alexander Avenue only. There is pedestrian access into the Site via an ungated footpath at the end of the road. A footpath routes alongside the field boundaries within the Earl Shilton SUE site.

Church Street

- 3.3.17 Church Street is a single carriageway two-way road with a footway on both sides, street lighting and direct frontage access. The road width is typically between 5 m and 6 m, with the western section of the street being narrower. This road provides a link between the Site and facilities in the north of the town centre. Church Street only has central road markings near the junction with Leicester Road. It has a speed limit of 30 mph.

Elmesthorpe Lane

- 3.3.18 Elmesthorpe Lane is a single carriageway two-way road which is connected to Leicester Road by a mini roundabout. It provides access to the residential area located north-east of the A47(east)/Leicester Road Carrs Hill/A47(west) junction. This road is no-through road at the southern end but there is pedestrian link to the A47 bypass. At its northern end there is a pedestrian link to Hinkley Road. This road has a footway on the east side of the road, street lighting and direct frontage access. The road width typically varies between approximately 5.5 m and 6.5 m along this road. This road has 'Slow' road marking within the residential sections of the route and has a 30 mph speed limit.

Equity Road East

- 3.3.19 Equity Road East is a single carriageway two-way road which runs parallel to Station Road and provides a link between Station Road and Breach Lane. The road has a footway on each side, street lighting, frontage access and a speed limit of 30 mph. Equity Road East has a variable road width of between approximately 5 m and 6.5 m. The majority of this road has no centre line road markings, apart from short sections near both ends of the road.

Leicester Road Carrs Hill

- 3.3.20 Leicester Road (Carrs Hill) is a single carriageway two-way road which connects to the A47 via a roundabout to the south and becomes Hinckley Road in the north. It has a footway on west side of the road. Routing north from the A47 the speed limit of this road is 40 mph until just before the

mini roundabout with Elmesthorpe Lane where the speed limit is 30 mph. This road has typically has widths in excess of 6.5 m with greater road widths particularly located at the mini roundabout junction with Elmesthorpe Lane and the pedestrian crossing point near the transition into Hinckley Road. Leicester Road (Carrs Hill) currently has a 7.5 tonnes weight limit imposed except for loading.

Montgomery Road

- 3.3.21 Montgomery Road is a single carriageway road which routes between Avenue South and Alexander Avenue. This road offers pedestrian access opportunities into the Site via a PRow. This road has footways on both side of the carriageway, street lighting and a 30 mph speed limit. Montgomery Road has no central line markings. For the majority of the road the road width is between approximately 5 m and 6 m. There is a narrow section (approximately 3 m) between Montgomery Terrace and Montgomery Walk, which form a pedestrian link between Montgomery Road and Livingstone Lane.

Old A47 (Hinckley Road, Wood Street, High Street and Leicester Road)

- 3.3.22 The old A47 is the main spine road that runs through Earl Shilton town centre and has different road names along sections including Hinckley Road, Wood Street, High Street and Leicester Road. This is a standard single carriageway two-way road. The section of road between Belle Vue Road and Church Street has a footway on each side, street lighting and direct frontage access. Hinckley Road has a 30 mph speed limit, which reduces to 20 mph on Wood Street east of the junction with Heath Lane up to the Ivydene Close junction, and then reverts back to 30 mph until east of the junction with Church Street where the speed limit increases to 50 mph.
- 3.3.23 There is a section of shared cycle and pedestrian footway alongside Hinckley Road. There are various pedestrian crossing points including zebra crossings, signalised crossings and island crossing points. From the A47 (NE)/A47(S)/Leicester Road junction routing towards Earl Shilton there is a 7.5 tonnes weight limit imposed except for loading. The road width along this route varies given the provision of on-road cycle and bus provisions, pedestrian crossing facilities and some areas of designated on street parking.
- 3.3.24 Several traffic calming and management measures are in place within the town centre sections. A number of minor roads are linked to this major spine road with different types of junctions, such as priority, mini roundabouts and signals. East of the junction with Station Road up to Keates Lane, there are sections of road without central road markings

Station Road (Wilkinson Lane)

- 3.3.25 Station Road is a single carriageway two-way road which provides a direct link between Earl Shilton Town centre to the north and the new A47 bypass, via Wilkinson Lane to the south. This road has a footway on each side, street lighting, direct frontage access and a 30 mph speed limit. The road width varies along its extent between approximately 5 m and 7 m. The northern junction with Wood Street/The Hollow is a three-arm signal junction with pedestrian crossings and advanced cycle stop lines on all arms. The southern junction with the A47 is also a three-arm signal controlled junction and has pedestrian crossings on all arms. The road only has central road markings on approach to these junctions. There are several minor roads that are linked to Station Road by simple priority junctions. This road currently has a 7.5 tonnes weight limit imposed except for loading. The majority of the road is 30 mph but approaching the junction with Wood Street the speed limit is 20 mph.

Station Road (B581)

- 3.3.26 Station Road (B581) is single carriage way two-way road which routes from A47 Clicker's Way, at the village of Elmesthorpe, to Stoney Stanton, Primethorpe, Broughton Astley and Dunton Bassett to the east where it joins the A426 Lutterworth Road which provides a connection to the M1 to the south at Junction 20, and Leicester to the north. The Station Road (B581) and A47 Clickers Way junction is signalised, with a lane per directional movement for turning onto the A47. From this junction south eastward the speed limit is 40 mph until just after a junction with Burbage Common Road where the national speed limit applies. The road width varies, typically between approximately 5 m and 7 m and there is footway provision on one or both sides.

3.4 The Strategic Road Network

- 3.4.1 The Strategic Road Network (SRN) comprises all the motorways and trunk roads in the vicinity of the site. It covers all of the routes of national strategic importance which are operated and maintained by National Highways (formerly Highways England).
- 3.4.2 National Highways operate and maintain the A5 to the south-west of the site, the M69 to the east of the site and the M1 to the north of the site.
- 3.4.3 The A47 provides a route from the Site to the A5, which connects to the M69 at Junction 1 to the south-east and the M42 at Junction 10 to the north-west. The A5 is a long-distance route from London and crosses into Wales (ceasing to be operated and maintained by National Highways), to the Port of Holyhead, passing through large parts of central and southern England. It routes locally between Tamworth and Rugby, and also is part of a connection from Earl Shilton to Nuneaton. The M69 routes between Coventry to the south and Leicester to the north. The M1 routes from London north to near Leeds connecting to the A1 (M) for further northward travel. The M1 provides connections to the north of Earl Shilton including towards the settlements of Nottingham, Derby, Sheffield and Leeds, it is also a key southbound connector from the Earl Shilton area towards London.

3.5 Public Transport Network

Bus services and Facilities

- 3.5.1 Earl Shilton is served by three local bus services and has good connectivity to major local destinations such as Leicester, Barwell, Hinckley and Nuneaton. The current bus map for the area is provided as **Figure 3.2** and a summary of the bus services is shown in **Table 3.1**.

Table 3.1 Bus Service Provision to Earl Shilton

Service No.	Route	Day	Approximate Service Times- Earl Shilton	Max Frequency/ Service Level
Astley Road				
1 (Hinckley to Earl Shilton)	Hinckley – Earl Shilton	Monday - Friday	10:27-16:27	1 per 2 hours
		Saturday	10:27-16:27	1 per 2 hours
		Sunday	No Service	No Service
	Earl-Shilton – Hinckley	Monday - Friday	10:27-16:27	1 per 2 hours

Service No.	Route	Day	Approximate Service Times- Earl Shilton	Max Frequency/ Service Level
1 (Earl Shilton to Hinckley)		Saturday	10:27-16:27	1 per 2 hours
		Sunday	No Service	No Service
Almey’s Lane				
48L (Leicester to Coventry)	Leicester – Earl Shilton	Monday - Friday	05:17-21:12	approximately 3 per hour (08:00 to 18:00)
		Saturday	06:15- 21:12	approximately 3 per hour (08:00 to 18:00)
		Sunday	09:46 -17:51	approximately 1 per hour
48L (Coventry to Leicester)	Nuneaton –Earl Shilton	Monday - Friday	06:16-20:57	approximately 3 per hour (07:00 to 17:00)
		Saturday	06:21-20:57	approximately 3 per hour (07:00 to 17:00)
		Sunday	08:35-16:30	approximately 1 per hour
158 Leicester to Nuneaton)	Leicester – Earl Shilton	Monday - Friday	06:31-23:22	Morning: approximately 1 per 30 mins Day: 3 per hour until Evening: approximately 1 per hour
		Saturday	06:31-23:22	Morning: approximately 1 per 30 mins Day: 3 per hour until Evening: approximately 1 per hour30
		Sunday	09:19-18:19	1 per hour
158 Nuneaton to Leicester)	Nuneaton Earl Shilton -	Monday - Friday	05:47-23:02	Morning: approximately 1 per 30 mins Day: 3 per hour until Evening: approximately 1 per 30 mins
		Saturday	06:31-23:02	Morning: approximately 1 per 30 mins Day: 3 per hour until Evening: approximately 1 per 30 mins
		Sunday	08:50-18:50	1 per hour

Sources: <https://www.arrivabus.co.uk/> and <https://www.traveline.info/>

- 3.5.2 As shown in **Table 3.1**, bus service 1 runs every 2 hours (previously it had a 30 minute frequency based on the TA which was drafted in 2014) it) and routes in close proximity to the Site boundaries with the Astley Road bus stop located approximately 350 m from the centre of the site, and near a proposed Site access.

- 3.5.3 The Astley Road bus stop is considered to be accessible to the development based on LCC Travel Plan guidance (*Leicestershire County Council: Writing a Successful Travel Plan A Guide to Developers (2013)*) as the bus stop is within 400 m and located in an urban area. Bus service 1 also serves bus stops located on North Leigh Way and Lyndene Close which are close to the western part of the Site. These bus stops located near the development site are bus flags no shelter or seats, with the exception of Astley Road which has a shelter.
- 3.5.4 Bus services 48L and 158 run through Earl Shilton town centre, with the nearest bus stops located on High Street, including Almey's Way, which is located approximately 600 m northwest of the Site centre.

3.6 Rail Services and Stations

- 3.6.1 Hinckley Railway Station is located southwest of the Site and is approximately 7.5 km away (by road) from the Site. Hinckley Railway Station provides rail connection to major destinations such as Leicester and Birmingham. The station benefits from the following facilities:
- 70 car park spaces at the rate of £6.50 per day, weekly, monthly and annual option available; and
 - sheltered cycle storage.
- 3.6.2 The service frequency and destination are set out in **Table 3.2.** between Hinckley, Leicester and Birmingham, including direct service and those requiring a change.

Table 3.2 Hinckley Railway Station

Route	Day	Approximate Service Times	Max. Frequency/Service Level
Hinckley to Leicester	Monday – Friday	05:55-22:58	Approximately 2 per hour
	Saturday	06:30-22:58	approximately 2 per hour
	Sunday	10:28-22:28	approximately 2 per hour
Birmingham New Street to Hinckley	Monday – Friday	06:38-22:47	Morning and evening peak 30 minutes then approximately 1 per hour
	Saturday	06:08-22:40	approximately 1 per hour
	Sunday	10:38-22:40	approximately 1 per hour

Source: <https://www.nationalrail.co.uk/>

- 3.6.3 Bus services 1, 48L and 158, which all route through Earl Shilton, also stop in Hinckley Town centre which is approximately 700 m away from Hinckley Railway Station.

3.7 Public Rights of Way, Cycle and Pedestrian Facilities

Public Right of Way

- 3.7.1 **Figure 3.3** shows all existing PROWs in the locality. Five PROWs are located through the Site or in the surrounding area. There are four identified PROW routes which cross the Site, one of which runs through the field between Meadow Court Road and Breach Lane (T90), the other (T89) links Footpath U19, south of Parry Close, near, Montgomery Road, to Bridleway U105 which follows the

Site's southern boundary and the third (U17) links Montgomery Road to Bridleway U16 southeast of the WWTW. The fourth links Mill Lane, Huit Farm and Breach Lane and meets Bridleway 105 and Footpath U17 near the WWTW south-eastern corner (U16-Bridleways). Bridleway U105 is parallel with the A47 on the Site's south boundary. The proposed internal layout of the development will enhance these existing links to provide permeability by foot throughout the Site.

Pedestrian Network

- 3.7.2 **Figure 3.4** identifies all of the key existing walking routes that are not along the road network, in the site vicinity, particularly between the Site and Earl Shilton town centre. There is a segregated shared cycle and pedestrian route along the A47 bypass. There are pedestrian links directly between A47 bypass and Mill Lane, Elmesthorpe Lane and Breach Lane connecting to this shared route, on each of these roads there is a short stretch of narrow carriageway with no pedestrian footways before pedestrian footways are provided again, as outlined in **Section 3.3**. The local roads have good footway provision, as outlined in **Section 3.3**, for example along Astley Road, Alexander Avenue, Wood Street and Station Road, with street lighting along all of these roads. Footways vary in width and quality.
- 3.7.3 This shows that the Site has significant pedestrian links. These routes are a mixture of footpaths running between the proposed residential and community elements of the Site and footways which are set back from the carriageways to provide a feeling of safety away from passing vehicles.

Cycle Network

- 3.7.4 **Figure 3.4** shows the entire existing cycle route within the area. A shared cycle and pedestrian route runs along the newly built A47 bypass. There is cycle/pedestrian access from Breach Lane onto this A47 route. Part of Mill Lane is open for all traffic including pedestrian and equestrian, with pedestrian access to the A47. There is also a shared cycle/pedestrian connection between Thurlaston Lane and the A47 shared cycle route. There is a short section of shared cycle and pedestrian route between Oaks Way and Wood Street. Along the old A47 there are sections of shared cycle pedestrian footway alongside the carriageway on Hinckley Road, which includes a link to Elmesthorpe Lane. There are also on-road cycle markings to facilitate cycle access on/off some of these cycle routes in Earl Shilton and advanced stop lines at the signalised junction between Station Road and Wood Street and at the junction between Wood Street and the supermarket entrance opposite King's Walk. Local streets are cyclist friendly and provide link to Earl Shilton town centre.

3.8 Access to Local Services and Facilities

- 3.8.1 The Site's accessibility is measured against the Institute of Highways and Transportation (IHT) 'Guidelines for providing for Journeys on Foot' (2000) in relation to acceptable walking distances to services and facilities. This guidance states that the average length of a walk journey is 1 km (0.6 miles). **Table 3.3** summarises these walking distances to local services and facilities.

Table 3.3 Desirable, Acceptable and Preferred Walking Distances to Local 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

3.8.2

The Proposed Development includes provision of a primary school and retail within the Site. This means that there would be expected to be a level of internalisation, as opposed to access to facilities being determined solely by facilities already present in Earl Shilton and the surrounding area. The facilities within the Site will be highly accessible to residents of the proposed dwellings. Nonetheless, **Table 3.4** below outlines a selection of key services and facilities in Earl Shilton and their accessibility to the Site. Accessibility is shown in estimated distances from the Site centre and walking and cycling times have been estimated from these distances. Walking journey times are based on an average walking speed of 1.4 m/s; which equates to approximately 400 m in five minutes or 3mph, based on guidance from *LTN 1/04: Policy, Planning and Design for Walking and Cycling, 2004, paragraph 3.10.3*. Cycling times are based on a 16km/hr speed. Distances were estimated using Google Earth Pro and Google Maps journey planner. These times and distances provide a guide as journey distance and times depend on internal Site routes and pedestrian/cycle entry/exit locations.

Table 3.4 Earl Shilton Services and Facilities

Service/Facility Type	Service/Facility	Distance and Time from Approximate Centre of Site			
		Straight Line distance (m)	Walking and Cycling Journey* (m)	Estimated Walking Travel Time (mins)	Estimated Cycling Travel Time (mins)
Schools - Primary	Townlands Church of England Primary School	500	833	10	3
	St Simon and St Jude Primary School	460	511	6	2
	St Peter's Voluntary Academy	770	949	11	4
	Newlands Community Primary School	1,760	2,188	26	8
Schools - Secondary	Heath Lane Academy	1,970	2,281	27	9
Schools - Early Years	Little Stars Pre-School	820	1,155	14	4
	Handprints Day Nursery and Pre School	830	1,155	14	4
Medical Surgery	Heath Lane Surgery	1,180	1,477	18	6
High Street – Retail and Hospitality Area	Earl Shilton Post Office	780	994	12	4
	Co-op Food Earl Shilton	890	1,155	14	4
	Earl Shilton Library	840	994	12	4
	The Opticians	830	994	12	4
	Optivision Opticians Ltd.	840	994	12	4

Service/Facility Type	Service/Facility	Distance and Time from Approximate Centre of Site			
		Straight Line distance (m)	Walking and Cycling Journey* (m)	Estimated Walking Travel Time (mins)	Estimated Cycling Travel Time (mins)
	Earl Shilton Dental Practice	1,070	1,316	16	5
	Saffron Pharmacy	950	1,155	14	4
Employment	Oaks Industrial Estate (including Royal Mail Delivery Office)	860	1,155	14	4
Sport/Leisure	Weavers Springs Sports Park	230	230	3	1
	Wood Street Park	1,040	1,316	16	5
Religious	St Peter & St Paul Church	1,070	1,477	18	6
	Earl Shilton Church	860	1,155	14	4
	The Independent Chapel	600	672	8	3
	Satin Simon and St Jude	820	994	12	4
	Earl Shilton Baptist Church	770	994	12	4
Public Transport	Astley Road Bus Stop	350m	457	5	2
	Bus Stop	390m	672	8	3

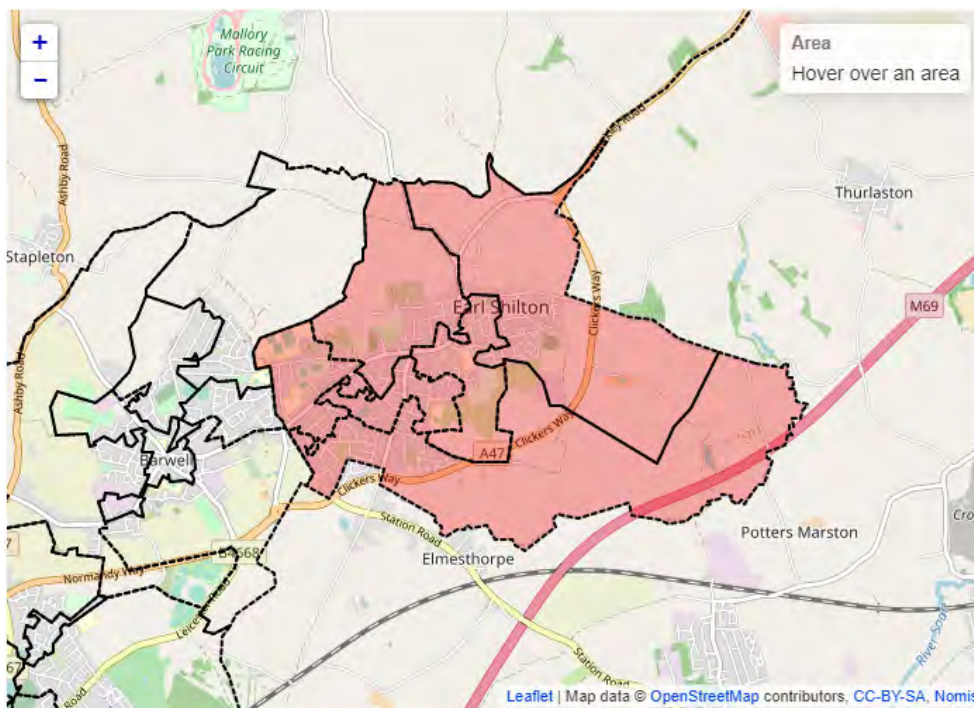
*The walking and cycling journey distance is estimated from the shortest distance combination of straight line distance to an access point from the approximate Site centre and the Google Maps journey distance by walking/cycling outside of the Site.

- 3.8.3 **Figure 3.5** depicts a summary of the key services and facilities outlined in **Table 3.4**. It shows distance boundaries from the approximate Site centre to show accessibility of these facilities, though it should be noted that these boundaries are straight line boundaries and not true walking distances, thus act only as a guide to walking accessibility.
- 3.8.4 From the information in **Table 3.3** and **Figure 3.5** the approximate centre of the Site is seen to be in a location which provides accessibility to the Town Centre area. There is good accessibility to a selection of the existing primary and early years schools, the secondary school is seen to be less accessible by these metrics but only slightly above the preferred maximum. A variety of local services and facilities are within accessible walking distances. Walking distances will vary depending on the location on the Site but in general the Site is located where active and sustainable modes can be used to reach these local facilities, in addition to those which will be provided internally to the Site.
- 3.8.5 The nearest settlements to Earl Shilton are Elmeſthorpe and Barwell. Elmeſthorpe, to the south of the Site, has few facilities but these include a village hall and church. Barwell, to the west of the Site, has a range of education, retail, hospitality, medical and leisure facilities that are of a similar scope to those in Earl Shilton.

3.9 Journey to Work Travel Patterns

- 3.9.1 For baseline information on work travel patterns, reference has been made to the Nomis, Office of National Statistics (ONS) 2011 National Census Data for 'method of travel to work' for the resident population aged 16-74 to investigate work travel patterns.
- 3.9.2 This information was extracted for the following Super Output Lower Layer Areas in Hinckley and Bosworth: 006A, 006B, 006C, 006D, 006E, 006F and are depicted in **Figure 3.6**. They were selected to cover the Site area and surrounding Earl Shilton area to provide a representative population. A summary of the multimodal data obtained is provided within **Table 3.5**.

Figure 3.6 Study Area Method of Travel to Work



Source: Nomis official labour market statistics – Office for National Statistics (ONS)

Table 3.5 Baseline Modal Share (2011 Census)

Mode	Total for Output Area	Total (%) for Output Area	Total (%) for Output Area excluding Working from/at home
Driving a car or van	3,695	75.59	78.20
On foot	331	6.77	7.01
Passenger in a car or van	294	6.01	6.22
Bus, minibus or coach	207	4.23	4.38
Bicycle	90	1.84	1.90
Motorcycle, scooter or moped	52	1.06	1.10
Train	20	0.41	0.42

Mode	Total for Output Area	Total (%) for Output Area	Total (%) for Output Area excluding Working from/at home
Other	17	0.35	0.36
Taxi	16	0.33	0.34
Underground, metro, light rail, tram	3	0.06	0.06
Working mainly at or from home	163	3.33	-
Total	4,888	100.00	100.00

Source: 2011 Census - 'Method of travel to work mode share for the Hinckley and Bosworth Ward areas 006A-F (subject to rounding)

- 3.9.3 The results, of mode share for work trips, indicate a relatively good level of pedestrian trips, 7%, while driving a car/van accounts for 78% of the mode share. 6% of these journeys show as passengers in a car/van these trips could contribute to a lower Single Occupancy Vehicle (SOV) rate, than 78%, if some of these passengers are car sharing with drivers on work journeys, if this is assumed the SOV account for 72% of all work trips, where working from home is excluded.

3.10 Local Road Safety Considerations and Assessment

- 3.10.1 Personal Injury Accident (PIA) data has been sourced from Crashmap Pro and Crashmap. This data was investigated for the local road network roads, outlined in **Section 3.3**, and their junctions. This study area and the accident locations are shown in **Figure 3.7**. Available data for the years 2016-2020 inclusive, were investigated as the study timeframe, from Crashmap Pro with further 2020 data from Crashmap. A summary of the accident data for the study area is given in **Appendix B**.
- 3.10.2 The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the Site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward. Further consideration has been given to those accidents involving vulnerable road users (cyclists / pedestrians) during this assessment.
- 3.10.3 The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:
- Fatal: any death that occurs within 30 days from causes arising out of the accident.
 - Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
 - Slight: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.
- 3.10.4 **Table 3.6** provides a summary of the data from Crashmap and Crashmap Pro for the junctions in the study where accidents were recorded along Clickers Way A27 and the A47 north of Earl Shilton to Desford Road (B582). Accidents at these junctions were categorised as being within 20 m of the junction or in a position where the junction is assumed to be a factor.

Table 3.6 PIA summary 2016-2020: Junctions

Link Section/Junction	Slight	Serious	Fatal	Total	Accident Rate Per Annum	Number of Accidents Involving Vulnerable Casualties *
A47 Clickers Way/ Station Road B581	1	0	0	1	0.2	-
A47 Clickers Way/Station Road	1	0	0	1	0.2	-
A47 Clickers Way/Masefield Drive	2	0	0	2	0.4	-
A47 Clickers Way/ Breach Lane	1	0	0	1	0.2	-
A47 Clickers Way/Mill Lane	0	1	0	1	0.2	-
A47 Clickers Way/A47 Leicester Road (W)/Leicester Road Carrs Hill	2	1	0	3	0.6	-
A47 Clickers Way/Leicester Road (W)/ A47 (N)	3	0	0	3	0.6	Pedestrian: 1 and Child: 1
A47/Dans Lane Junction	3	2	0	5	1	-
A47/Peckleton Lane Junction	3	1	1	5	1	-
Leicester Lane B582/Desford Road B582/A47 junction	4	1	0	5	1	-
Total	20	6	1	27	-	-

*Vulnerable road users are defined as pedal cycles and pedestrians. Accident involving child casualties are also noted.

Base Data Source: Department for Transport data published by www.crashmap.co.uk

3.10.5

Table 3.7 summarises the data for the roads in the study area, where accidents have occurred within the study period, and excluding accidents recorded at the junctions in **Table 3.6**. This is reported for the roads, and in some case for sub-sections of road, for accident rate per annum. Where traffic turning count data, surveyed by NDC in July 2021, for peak times is available at a location of relevance it has been used to give an estimate of the average annual daily traffic (AADT) for roads/sections of road which has been used to calculate an estimated annual accident rate per million vehicle km which is, also, reported in **Table 3.7**.

Table 3.7 PIA summary 2016-2020: Links (excluding accidents recorded at the junctions in Table 3.6)

Link Section/ Junction	Slight	Serious	Fatal	Total	PIA Rate p.a.	Estimated AADT for Link	Approximate Link Length (km)	PIA per Annum per million vehicle km	No of Accidents Involving Vulnerable Casualties *
Astley Road and Meadow Court Road	1	0	0	1	0.2		0.73km		Pedestrian (including child): 1
Montgomery Road	1	0	0	1	0.2		0.54km		Pedal Cycle (child): 1
Alexander Avenue	1	1	0	2	0.4		0.82km		-
Station Road and Wilkinson Lane	3	2	0	5	1	6,956	1.06km	0.39	Pedestrian: 1 and Child: 1
A47 Clickers Way: Between Leicester Road Carrs Hill and Leicester Road (W)	2	0	0	2	0.4	10,390	4.35km	0.03	Child: 1
Station Road (B581) between: A47 Clickers Way and Leighton Crescent	4	1	0	5	1	10,805	1.07km	0.25	Pedestrian: 1 Pedal Cycle: 1 Child: 1
A47: Between Leicester Road (W) and Desford Road B582	6	2	0	8	1.6		4.19km		
Between Dan's Lane and Desford Road B582	4	2	0	6	1.2	16,230	1.83km	0.12	Pedal Cycle: 1
Between Dan's Lane and Leicester Road (W)	3	0	0	3	0.6	15,499	2.36km	0.05	
'Old A47' Total	3	2	2	7	1.4		3.96km		
Leicester Road (S)	0	0	0	0	0	11,593	0.61km	0	
Hinckley Road	0	0	0	0	0		0.87km		
Wood Street	1	1	2	4	0.8		0.41km		Pedestrian: 1 Pedal Cycle: 1
The Hollow	0	0	0	0	0		0.25km		

Link Section/ Junction	Slight	Serious	Fatal	Total	PIA Rate p.a.	Estimated AADT for Link	Approximate Link Length (km)	PIA per Annum per million vehicle km	No of Accidents Involving Vulnerable Casualties *
High Street (inc. Hilltop)	0	0	0	0	0		0.53km		
Leicester Road (N)	2	1	0	3	0.6	6,603	1.29km	0.13	Pedestrian: 1
Total	22	8	2	32	-				-

*Vulnerable road users are defined as pedal cycles and pedestrians. Accident involving child casualties are also noted.

Base Data Source: Department for Transport data published by www.crashmap.co.uk

- 3.10.6 Additionally, on the outlined local road network: Mill Lane, Equity Road (East), Breach Lane, Church Street, Elmesthorpe Lane and Avenue South all recorded zero accidents in the study time frame.
- 3.10.7 Overall, **Table 3.6** and **Table 3.7** show 59 accidents were recorded in this study area over the five year period of which 42 were slight, 14 serious and three fatal. Some of these accidents involved vulnerable road users: six accidents were recorded as involving pedestrian casualties and four involving pedal cyclist casualties. Six accidents involved child casualties.
- 3.10.8 The accident rate per annum is generally low at these junctions and roads. Only clusters or links which exhibit an annual accident rate of greater than one accident per annum are considered to be significant. Though there are clusters of accidents at junction within the study area, no junctions have an annual accident rate > 1.
- 3.10.9 Two roads record an annual accident rate in excess of 1 which are the 'old A47' and the A47 section going north from the Leicester Road (W)/Clickers Way A47 junction. The old 'A47' is made up of various roads which taken individually have low accident rates per annum – though within this Wood Street recorded two fatal accidents. The A47 north of Earl Shilton is a long road section and there was available traffic count data allowing investigation into the accident rate taking into account a distance metric. Additionally, on this section of the A47 the link section from Leicester Road (W)/Clickers Way/A47 (N) to Dan's Lane has an annual accident rate less than one, with the section between Dan's Lane and Desford Road (B582) having an annual accident rate above one.
- 3.10.10 The DfT (2021) reported road casualties for Great Britain 2021 presented, in RAS10002 table³, the national accident rate per million vehicle kms by road classification which were for 2020:
- urban A road: 0.42;
 - rural A road: 0.11;
 - urban other roads: 0.3; and
 - rural other roads: 0.19.
- 3.10.11 Within the study area the A47 is to be considered an urban A road on Clicker's Way and north of Earl Shilton it is considered a rural A road. All other roads in the study area are considered to be urban other roads. Comparing the links, in **Table 3.7** where there was some count data available, from that surveyed by NDC in July 2021, it can be seen that, Station Road (and Wilkinson Lane) has

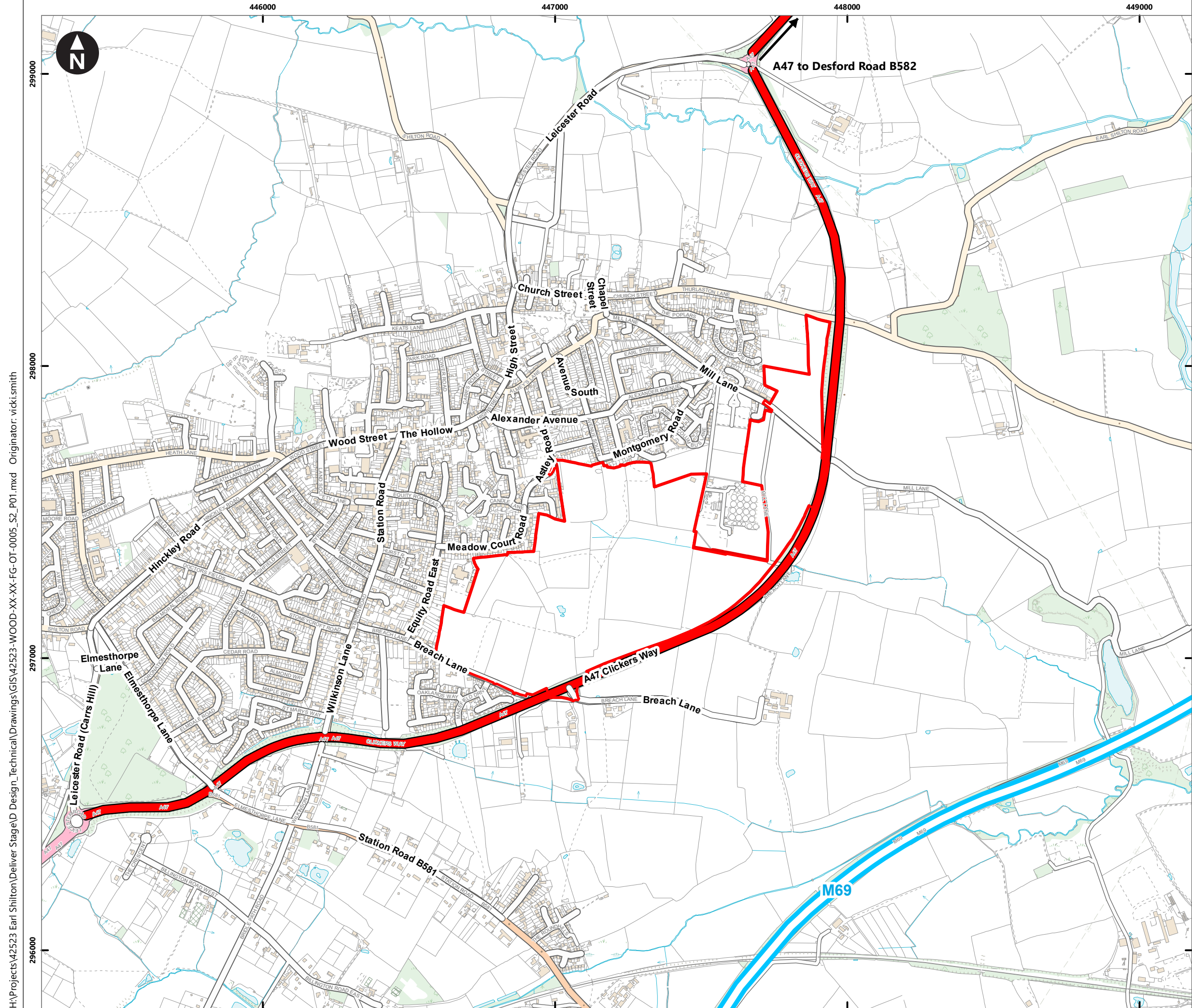
³ Department for Transport (2021) RAS10012: Accidents and accident rates by road class and severity

<https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain> (online), [Accessed: 12/10/21]

an accident rate above the national average, at 0.39, though the average annual rate on this link is only 1. The link section north of Earl Shilton on the A47 between Dan's Lane and Desford Road (B582), is, also, above the national average, for a rural A road, at 0.12 compared with 0.11 but this is a slight difference of 0.01.

Conclusion

- 3.10.12 The accident levels are low and it is concluded that the study area does not exhibit any severe accident hot spots which need to be targeted with specific casualty reduction measures as part of the development proposals.



Key

- Site boundary
- M69
- A road
- Local road

0 100 200 300 400 500 600 700 m

Scale at A3: 1:12,500

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Ordnance Survey 0100031673

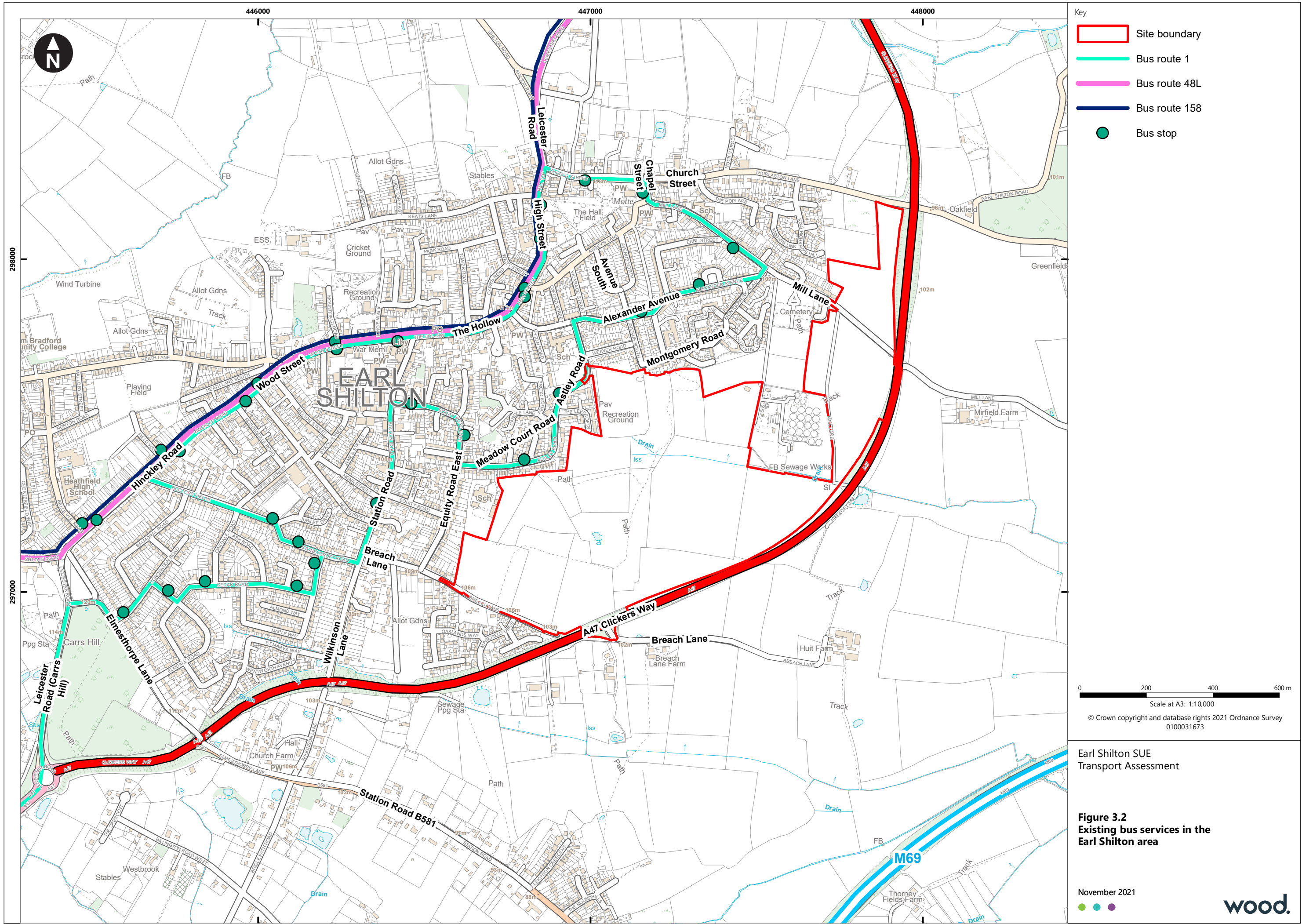
Earl Shilton SUE
Transport Assessment

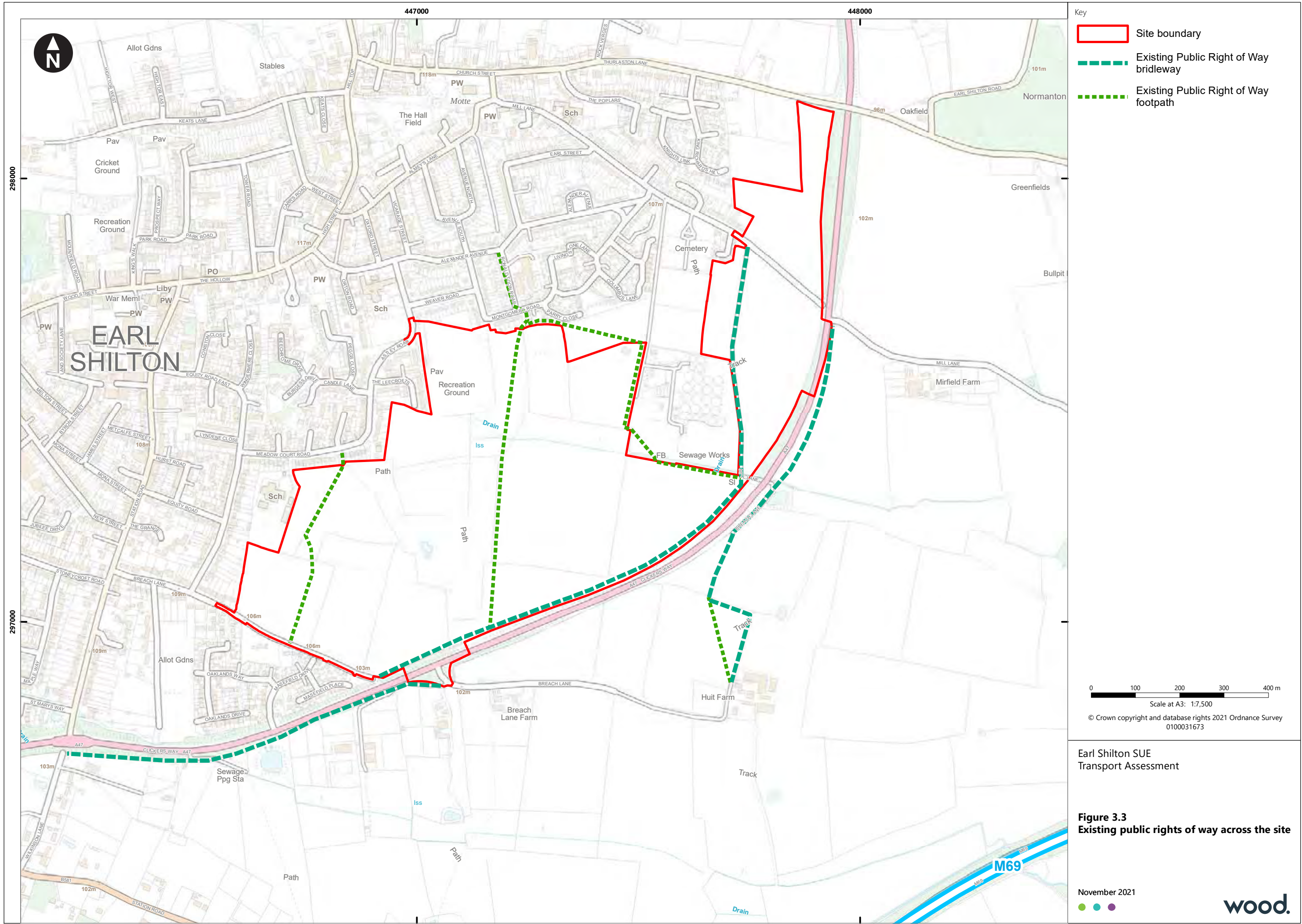
Figure 3.1
Local road network

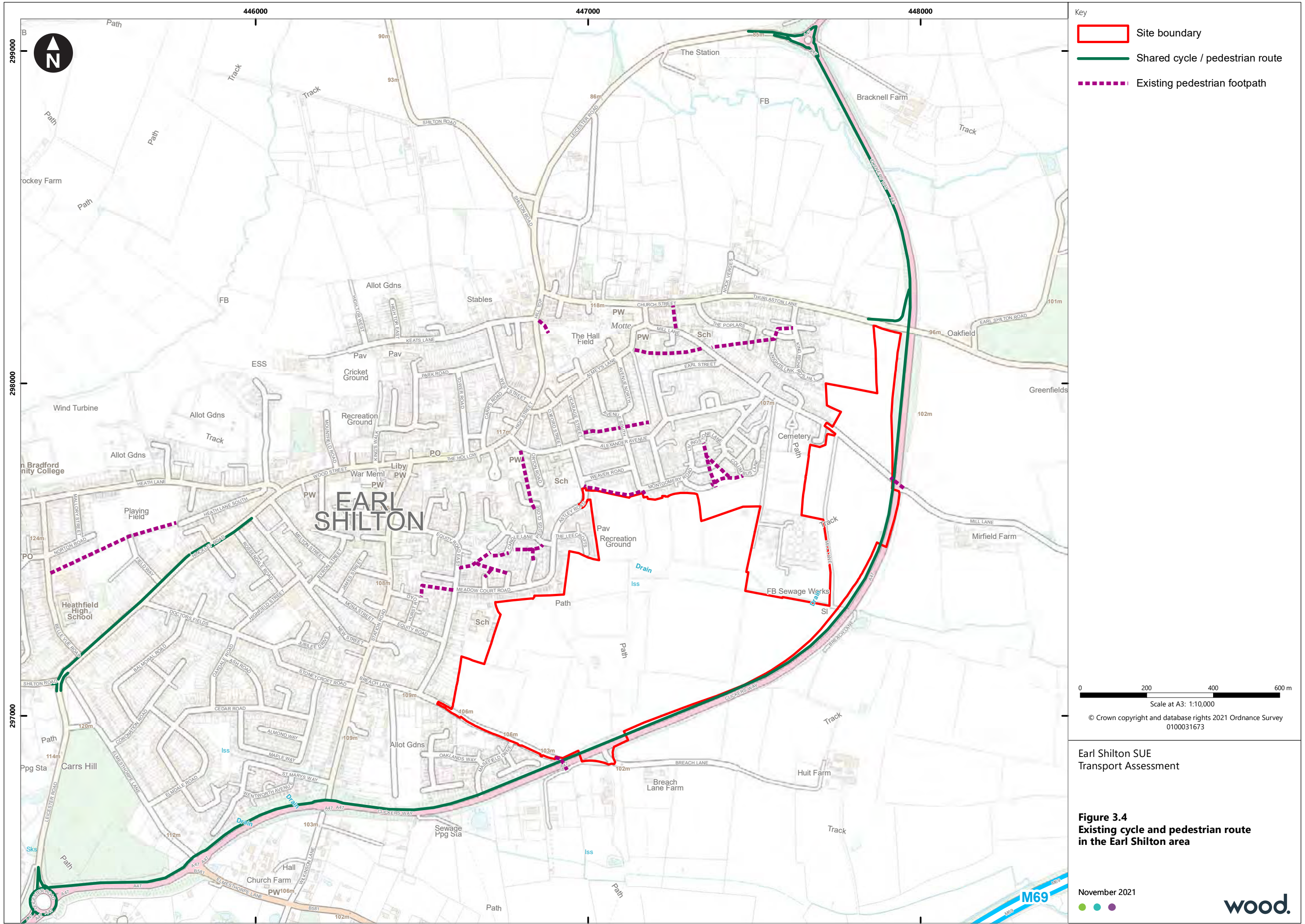
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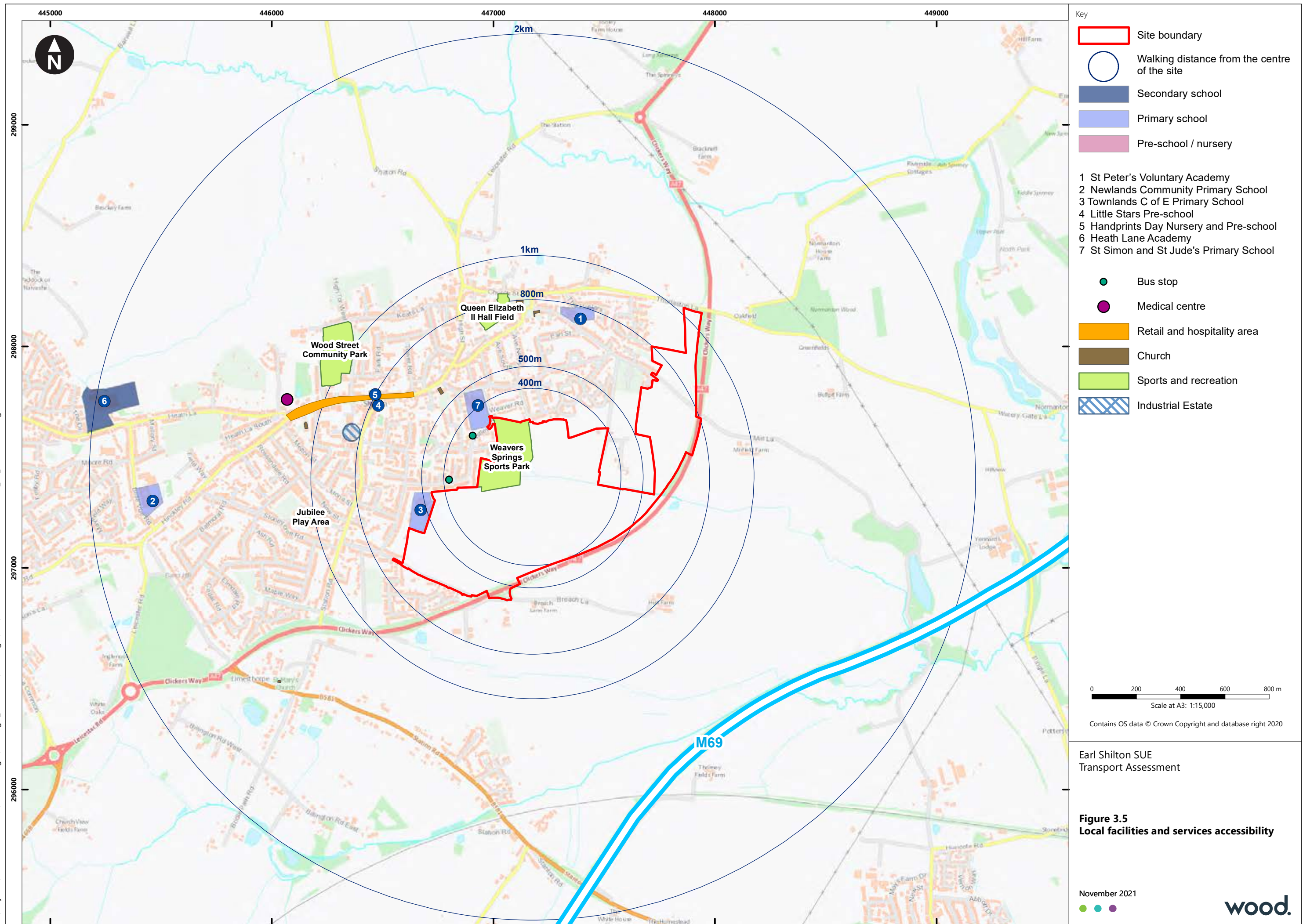
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4. The Proposed Development

4.1 Overview of Development Proposals

Development Description

- 4.1.1 The Proposed Development comprises residential, education and employment development together with areas of formal and informal open space and landscaping and associated supporting infrastructure and works. The proposed land use parameters are shown in **Figure 4.1**.
- 4.1.2 It should be noted that the development seeking permission via two separate applications are OPAs with all matters, except means of access, reserved for future determination. The components of the Proposed Development described herein are subject to detailed design and approval through the reserved matters process.
- 4.1.3 In summary the key elements of the Proposed Development are provided in **Table 4.1**.

Table 4.1 Proposed Development components

Component	Description
Residential dwellings	Up to 1,500 dwellings across a net developable area of approximately 35 ha.
Employment land	Up to approximately 5.3 ha of flexible employment land to accommodate offices or manufacturing, distribution or other business uses.
Primary school	Two storey primary school (class F.1) on a 2ha plot for up to 420 pupils.
Community hub	A community hub of approximately 0.5ha including retail (of no more than up to 2,000 m ²) to meet everyday convenience needs. Although subject to market demand and community need at the time of development, the potential uses could include use classes E, F.1 and F.2., hot food takeaway and or public house (sui generis).
Public open space	Up to 19.3 ha of public open space including areas of new planting, landscaping, green corridors and sports pitches. This would also include children's play areas and semi natural greenspace for informal recreation. About an additional area of approximately 3.3 ha would comprise Sustainable Drainage Systems (SuDS) features as part of a multifunction green space network.
Accesses	Five vehicular access points will be created in total. Two accesses direct from the A47 Clickers Way and three connections to Earl Shilton at Mill Lane, Astley Road and Breach Lane. Once the development is completed all the accesses, except for Breach Lane, will be connected internally within the Site to create a permeable and flexible movement network. , The final masterplan layout will be designed to incorporate a wide range of additional pedestrian and cycle connections to Earl Shilton and the wider rights of way network.
Utilities and services	New services such as gas, electricity, water, telecommunications, and drainage.

4.2 Access and Movement Strategy

Vehicular Access

- 4.2.1 This section sets out the details of the design of the five proposed access junctions.

A47 North Access Junction

- 4.2.2 The A47 north access is proposed to be a standard 45m inner circle diameter (ICD) roundabout with three arms. The size of the proposed roundabout is considered appropriate given the speed and design of the A47 and the quantum of traffic from the Proposed Development. The preliminary scheme design is set out in **Figure 4.2**. This indicates that two of the arms have one lane approach and one arm has two lane approaches. The scheme has been designed to the relevant standards within the Design Manual for Roads and Bridges (DMRB). A dropped pedestrian crossing with a central refuge island will be provided on the access road to link the existing shared footway/cycleway on the west side of the A47. Swept paths of vehicles are shown in **Figure 4.3**.

A47 South Access Junction

- 4.2.3 The A47 south access is proposed to be a standard 40m ICD roundabout with four arms. This proposed junction will replace the existing priority junction with Breach Lane. The size of the proposed roundabout is considered appropriate given the speed and design of the A47 and the quantum of traffic from the Proposed Development. The preliminary scheme design is set out in **Figure 4.3**. This indicates that the two A47 have two lane approaches whilst the Site access arm and Breach Lane arm have a one lane approach. The scheme has been designed to the relevant standards within DRMB. A dropped pedestrian crossing with a central refuge island will be provided on the access road to link the existing shared footway/cycleway on the west side of the A47. This will also serve the bridleway. A dropped pedestrian crossing with a central refuge island will also be provided on the A47 (east) arm to replace the existing drop kerb. The new crossing with central refuge island will enhance the existing crossing facility. Swept paths of vehicles are shown in **Figure 4.5**.

Astley Road Access

- 4.2.4 The access junction is proposed to be a three-arm priority junction, with one lane approaches on each arm and a 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. **Figure 4.6** sets out the preliminary design scheme of the proposed site access from Astley Road. . Swept paths of vehicles are shown in **Figure 4.7**.

Mill Lane Access

- 4.2.5 The Mill Lane access will include widening on Mill Lane, footway connection and a traffic management measure to deter through traffic. As shown in **Figure 4.8**, the proposed scheme comprises a section of build outs and carriageway narrowing.

Breach Lane Access

- 4.2.6 The site access from Breach Lane will comprise widening on Breach Lane and a footway connection as shown in **Figure 4.9**. A three-arm priority junction is proposed to serve a discrete parcel of up to 50 dwellings with no vehicular connection to the rest of the Site.

Internal Highways Arrangements

- 4.2.7 **Figure 4.10** illustrates the access and movement strategy for the Site. Vehicle access through the Site has been carefully designed to create a balance between convenient access to and from the town centre and to and from the A47, whilst discouraging use of the internal Site and existing roads for 'rat-running'. One of the key aspects of the internal road network is the spine road within the Site which will 6.75m in width and designed to accommodate bus services. A shared use

footway/cycleway will run along the western/northern side of the spine road from the northern access roundabout with the A47 to the southern roundabout access, and will also run alongside the section within the employment area up to Mill Lane. The detailed design of the road will be developed in consultation with LCC.

- 4.2.8 The overall movement network has been designed to promote a pedestrian-friendly environment, to encourage pedestrian, cycle and public transport access to and through the site to be an attractive alternative option to car access
- 4.2.9 **Figure 4.10** indicates a proposed network of footpaths and green corridors within the Site that connect to the surrounding residential areas of Earl Shilton and provide safe and convenient access to local facilities and the town centre. In addition, all new roads will be designed to accommodate safe, attractive and convenient footways - and in some cases - cycleways.
- 4.2.10 The PRoW network will be retained and enhanced as part of the proposed development. Although some diversions to rights of way may be required to deliver the scheme, the network will be retained and enhanced by new footpath and cycle links proposed within the Site. This will create improved recreational opportunities for local residents as well as providing connections to the existing communities and town centre.

Bus Strategy

- 4.2.11 The Proposed Development will be served off four accesses to the existing highway network that will link to the internal roads and spine road through the SUE which will provide a public transport loop option. There will therefore be opportunity to route existing bus services through the Site once the spine road has been constructed, enabling the majority of residential properties to be within 400 m of an existing or a new bus stop.
- 4.2.12 The spine road will be designed to accommodate buses with provision for bus stops being made at suitable intervals, to be agreed with LCC, but anticipated to be no greater than 600 m apart.
- 4.2.13 It is intended to provide high quality DDA compliant bus stops throughout the site. The stops would generally include the following:
- installation of high-quality bus shelters (with at minimum lighting, seats and passenger information panels);
 - raised access kerbs would be installed, providing level access for passengers boarding or alighting the buses;
 - have an associated maintenance and cleaning programme so the stops do not fall below the required standard;
 - be safe, well lit and level pedestrian routes to the bus stops, including suitable points to cross the highway; and
 - have appropriate traffic management to prevent illegal parking at the bus stops i.e. Clearway Orders.
- 4.2.14 In the short to medium term, it is proposed that a contribution will be made to LCC to cover the cost of enhancing bus service 1 to improve its frequency. In the longer term, on completion of the spine road, it is proposed that a bus service will route through the Site. The appropriate bus service provision and contribution level will need to be discussed and agreed with LCC Highways as part of the S106 process. This will take account of service connections with the Barwell SUE and the contribution identified for that scheme.

Parking Standards

- 4.2.15 LCC provide a *Leicestershire Highway Design Guide, 2018*, within which Part 3 contains standards and design guidance for parking which includes for off-street parking, with Earl Shilton being defined as an Urban Town. **Table 4.2** summarises this maximum parking standards guidance alongside guidance from *Highway Requirements for Development (2017)* which is a previous LCC guidance document, where necessary. **Table 4.2** also summarises the required cycle parking guidance, which according to the guidance is a minimum level of provision.
- 4.2.16 It should be noted, for reference, that, since the publication of the *Leicestershire Highway Design Guide, 2018*, the use classes for land use have been updated, September 2020, and the land use B1 Business has now been replaced with 'E (g)' split into three sections: i) Offices to carry out any operational or administrative functions; ii) Research and development of products or processes and iii) Industrial processes, meanwhile the B8 class use remains as 'Storage or Distribution'⁴. There are class uses for primary school, which would be F1(a) provision of education; retail under class use E of F2(a), for example, based on its characteristics and meanwhile dwellings remain as class use C.

Table 4.2 LCC Parking Standards

Land Use	Guidance	Threshold for Applying Vehicle Standard*	Vehicle Parking Standard	Cycle Parking Standard
B1 Offices	Leicestershire Highway Design Guide: Part 3	2,500 m ² (gross floorspace)	Urban town centre or edge of centre: One space for every 60m ² Rest of urban town: One space for every 35m ² Rural town centre or edge of centre: One space for every 40m ² Rest of rural town: One space for every 30m ² Out of any town: One space for every 30m ²	B1: One secure and covered spaces per 400m ² GFA for staff/operational use Customer parking based on individual site.
B1 Non-Office and B2 General Industry	Leicestershire Highway Design Guide: Part 3	2,500m ² (gross floorspace)	Urban town centre or edge of centre: One space for every 130m ² Rest of urban town: One space for every 80m ² Rural town centre or edge of centre: One space for every 90m ² Rest of rural town: One space for every 65m ² Out of any town: One space for every 55m ²	B1: One secure and covered spaces per 400m ² GFA for staff/operational use Customer parking based on individual site. B2: One secure and covered space per 400m ² GFA
B1 Offices, Research and Development and Light Industry	Leicestershire Highway Requirements Part 4	-	Offices: One space for 25m ² (minimum of two space) Research and Development: One per 50m ² with a lorry space per 200m ² Industry: one per 50m ² and one lorry space per 200m ²	-
B8	Leicestershire Highway Design Guide: Part 3	2,500m ² (gross floorspace)	Urban town centre or edge of centre: One space for every 300m ² Rest of urban town: One space for every 180m ² Rural town centre/edge of centre: One space for every 200m ² Rest of rural town: One space for every 150m ² Out of any town: One space for every 120m ²	B2: One secure and covered space per 400m ² GFA

⁴ https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use

Land Use	Guidance	Threshold for Applying Vehicle Standard*	Vehicle Parking Standard	Cycle Parking Standard
Primary School	Leicestershire Highway Requirements Part 4	-	One space per member of teaching staff and three additional spaces. IF there is a community wing for daytime use an additional five spaces are required.	Assessed on site-by-site basis
Retail	Leicestershire Highway Design Guide: Part 3	1,000m ² (gross floorspace)	Food Retail: One space per 14m ² Non-Food Retail: One space per 20m ²	One secured and covered space per 500m ² up to 4,000m ² GFA for staff/operations. One space per 1,000m ² GFA for customer use (following design specifications) in a prominent and convenient location.

*Below this threshold previous parking guidance will apply from 'Highway Requirements for Development' and is provided in the table where appropriate

Sources: *Leicestershire Highway Design Guide: Part 3*

<https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/6/Part-3-design-guidance.pdf> and *Leicestershire Highway Requirements Part 4*

https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/2017/2/9/Highway_requirements_for_developments_part4.pdf

- 4.2.17 For dwellings vehicle parking provision this LCC Guidance expects calculation of the provision of off-street parking to be based on research by Department of Communities and Local Government to be used, with an estimate of parking demand given before application submission and with information on how parking demand is to be met. The guidance states that this method takes into account factors including car ownership, housing size/type and allocation of parking. Cycle parking is outlined for residential developments with one space per five dwellings where dwellings have common facilities.
- 4.2.18 Cycle parking should be secure, typically with weather protection, convenient to access, have good natural observation and lighting and not obstruct pedestrian/cycle routes; to abide by LCC guidance. For cycle parking if cycle parking is not able to be supplied on site a financial contribution is expected to provide public facilities.
- 4.2.19 In addition to this provision of parking spaces, there should also be provisions for servicing vehicles and parking for people with disabilities, with requirements outlined in the Leicestershire Highway Design Guide. This includes one disabled parking bay as a minimum for schools; for car parks of up to 200 spaces three bays or 6% of parking (whichever is greater) for retail and a disabled parking bay per disabled employee, two additional bays or 5% of parking for businesses; and for car parks over 200 spaces, 4 bays and 4% of parking for retail and six bays and 2% of parking for businesses. B1, B2, B8 and retail also have services standards set out in this guidance for lorry spaces dependant on the size and type of development proposed. The parking provision will be identified in consultation with LCC Highways.

4.3 Sustainable Travel Plan Initiatives

- 4.3.1 The Sustainable Transport Strategy is set out in the accompanying FTP which outlines a suite of measures which are considered to be appropriate to the SUE location and the development mix proposed. The FTP will provide the overarching structure for the development of a full Travel Plan, setting out the implementation programme for the finalised package of measures and monitoring and review, for the Proposed Development which will be produced at reserved matters stage

alongside the detailed design of the development. The Travel Plan will include individual Travel Plans for the key land uses: residential, primary school and workplace.

- 4.3.2 The FTP comprises identification of the coordination of the plan, objectives, targets, the proposed initiatives and monitoring and review strategy. The following section outlines a summary of these objectives, targets and measures that are detailed in the FTP.

Travel Plan Objectives and Targets

- 4.3.3 The FTP is focused upon achieving three key objectives, which are identified as follows:
- to provide sustainable travel choice to future occupants of the Site;
 - to reduce travel by single occupancy vehicles (SOV) and increase travel by sustainable transport; and
 - to reduce the need to travel from the Site.
- 4.3.4 These objectives are supported by objective specific targets outlines in the FTP which conform to the SMART target setting approach. In summary these are:
- To provide accessible bus stops, bus links to key destinations and an internal pedestrian and cycle network that links to the external network.
 - 10% reduction in SOV use over 10 years, from the 2011 census levels; and
 - 10% increase in home working levels, from the 2011 census levels.

Physical Measures

Pedestrian and Cycle Infrastructure

- 4.3.5 The following measures will be included:
- an extensive network of shared use walking and cycling routes within the site which also connect to the existing external network, including Astley Road, Masfield Road, Mill Lane, Breach Lane and Avenue South;
 - appropriate signage will be provided indicating local destinations from the site along the routes radiating from the development boundary;
 - Home Zone design principles will be applied to the residential priority streets where the living environment will be predominant over provision for traffic; and
 - the primary school is located centrally to promote sustainable access.
- 4.3.6 Cycle parking will be in accordance with LCC standards and provided at key local points, providing the following:
- cycle parking for each dwelling, for plots without garages a metal cycle stand bolted to the rear elevation will be provided where cycle parking is required; and
 - secure, covered cycle parking within the school and the employment areas.

Bus Services and Infrastructure

- 4.3.7 There is a bus strategy, which was outlined in the previous section, concerning provision of bus routes within the Site and associated bus stops, detailed information on which is given in the FTP.

Car Share Infrastructure

- 4.3.8 Car sharing will be encouraged and dedicated car share spaces will be provided within the workplace and education areas to encourage those for whom this is a feasible option.

Information Communication Technology (ICT)

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

Car Club

- 4.3.10 The opportunity to locate one or more car clubs within the Site will be investigated by the TPC.

Electric Vehicle Charging Points

- 4.3.11 If possible, a proportion of EV charging points will be provided within the Site.

Influencing Travel Behaviour Measures

- 4.3.12 Influencing travel behaviour measures facilitate, promote and encourage sustainable transport choice.

Information Packs

- 4.3.13 The pack will contain information on sustainable transport options including local transport bus services, cycle routes, taxi information, walking maps and journey planning assistance. This pack will be supported by a full range of information on the development website, or a sub website which will be maintained in the medium term from the start of marketing of the residential and employment areas.

Personalised Travel Planning

- 4.3.14 Prior to occupation and on occupation the TPC will use techniques including one-to-one conversations, the provision of information and the offer of incentives, to encourage sustainable travel from the commencement of occupation of the development as a whole, thereby encouraging the whole ethos of sustainable travel to and from the site.

Pedestrian and Cycle Strategy

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

Public Transport Strategy

- 4.3.16 It is proposed that bus passes will be negotiated with local operators at an appropriate point. Public transport would be promoted through working with LCC and the local bus operator and information being provided in the welcome pack, neighbourhood centre, retail and school, for example.

Car Share Strategy

- 4.3.17 LCC has developed a car sharing service⁵ in partnership with Leicester City Council. The car share scheme will be promoted by the TPC through the site Travel Plan, the information pack, personalised travel planning, and liaison with the workplace TPCs and through regular promotional events. The TPC will work with TPCs set by the employers to promote car share.

Marketing and Promotion

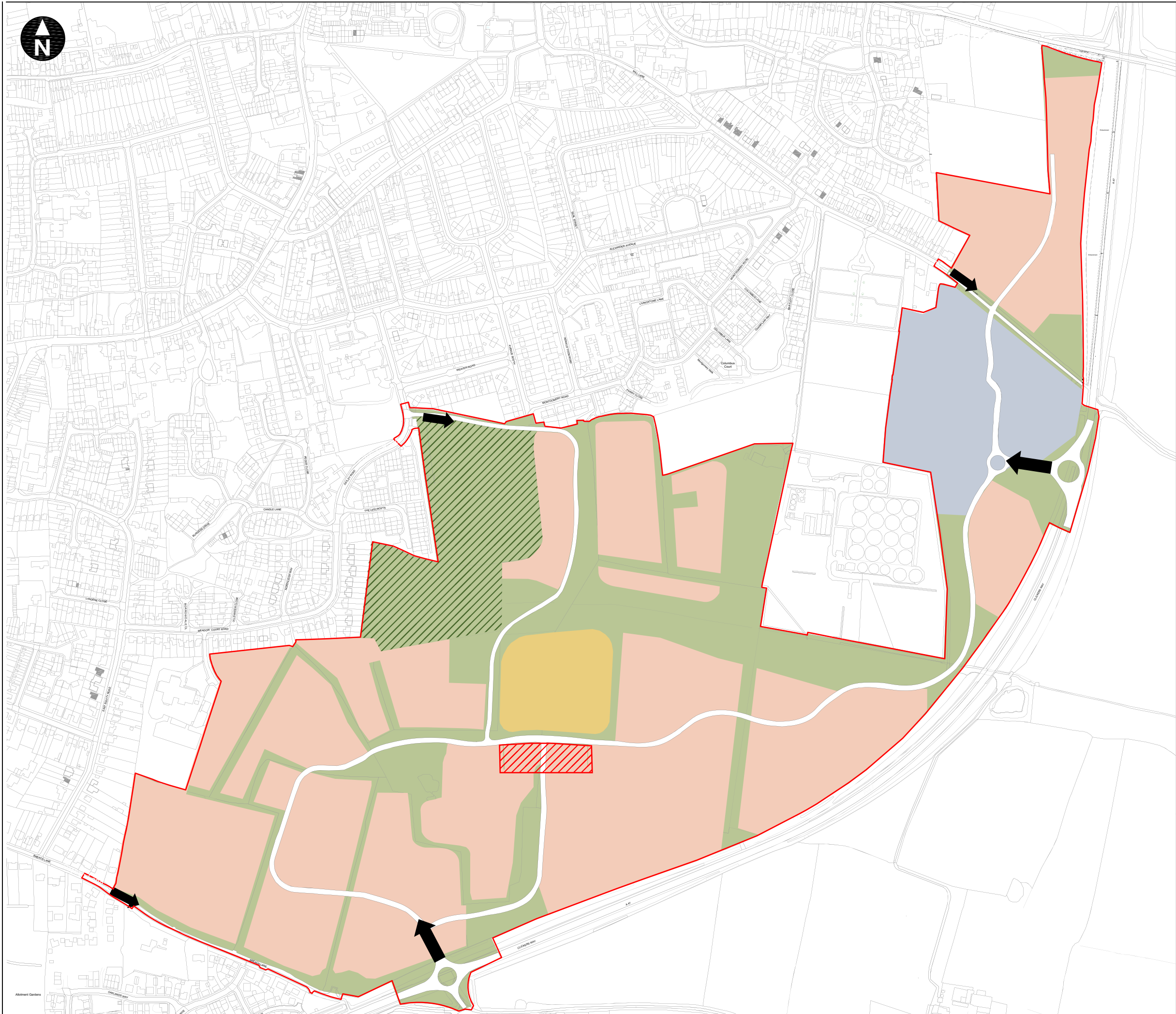
- 4.3.18 The following are proposed as potential marketing and promotion events to be held by the TPC:
- national events such as Car Share Day, Bike to Work Month and Walk to Work Day;
 - continuous promotion of the Travel Plan through the provision of information boards at key locations such as the neighbourhood centre, the school and the supermarket and through the development website;
 - promotion of car share through promotional events including information on savings which could be made and instruction on how to use the car share software; and
 - public transport promotions through the local bus operators.

Monitoring and Review

- 4.3.19 Monitoring is a means of measuring the impact and success of the Travel Plan and whether the objectives and targets are being met. This will comprise annual monitoring and regular monitoring, the results of which will be presented in a monitoring report; including travel questionnaire surveys and traffic counts. From this report, progress and remedial actions will be identified. Further details of the monitoring and review are given in the associated Framework Travel Plan.

⁵ <https://liftshare.com/uk/community/leicestershare>

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Key

- Site boundary (65 ha)
- Residential (35 ha)
- Public open space and green infrastructure (incorporating SuDS) (19.3 ha)
- Road / access works (2.73 ha)
- Employment (5.3 ha)
- School site (2 ha)
- Community hub (0.5 ha)
- Sports pitch (Weaver Springs)
- Location of access point (for detailed approval)

(Areas shown are approximate)

0 m 300 m
Scale 1:5000 @ A3

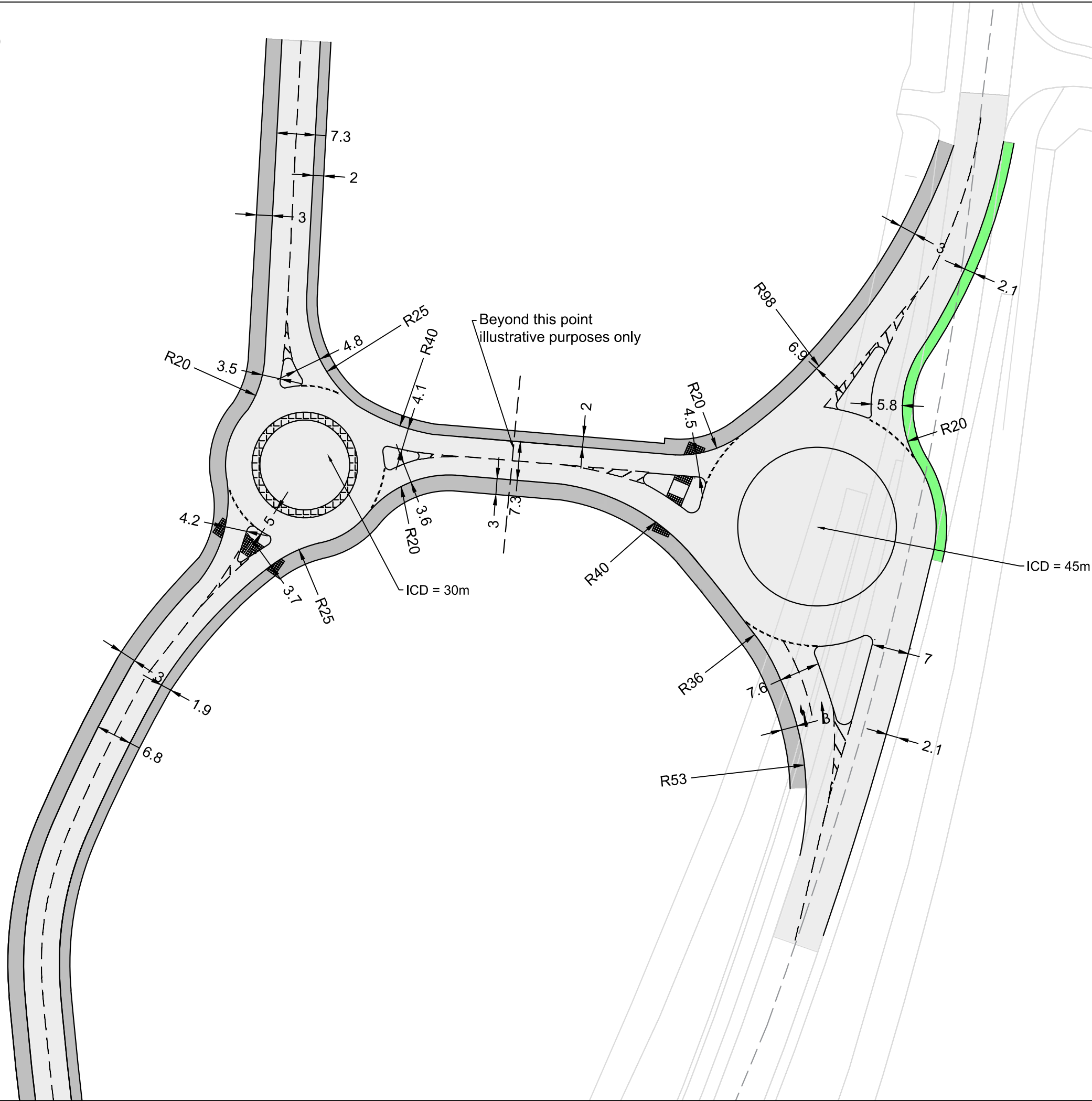
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Transport Assessment

Figure 4.1
Proposed land use parameters

November 2021

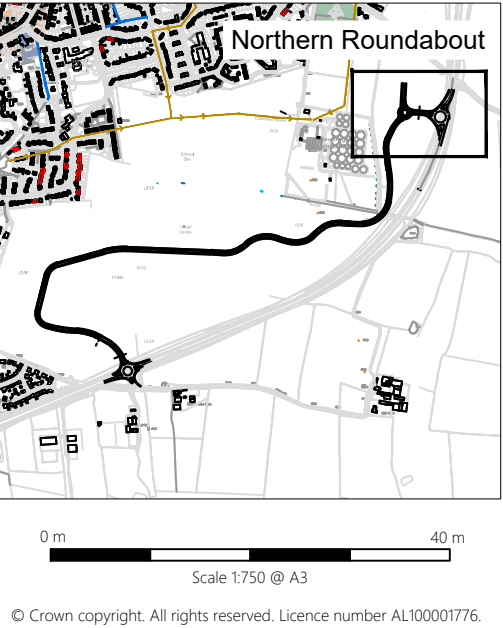
wood.



Key

	Existing
	Proposed layout
	Proposed carriageway
	Proposed footway
	Proposed grass verge

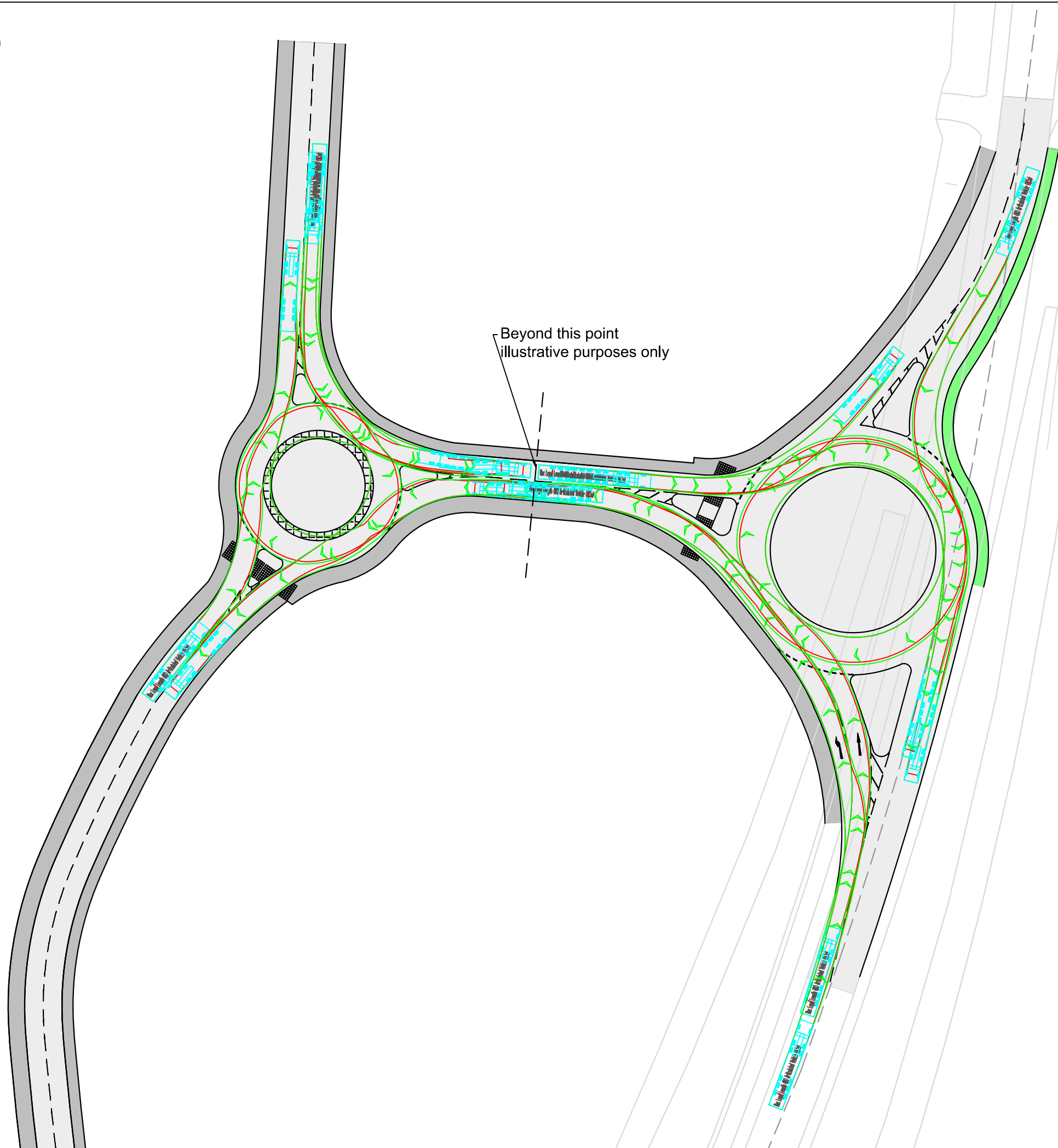
- Note:
1. Do not scale from this drawing. All dimensions are in meters unless stated otherwise.
 2. All levels are in meters relative to Ordnance Datum Newlyn unless stated otherwise.
 3. This drawing is not for construction.



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Transport Assessment

Figure 4.2
Proposed northern access from A47

November 2021



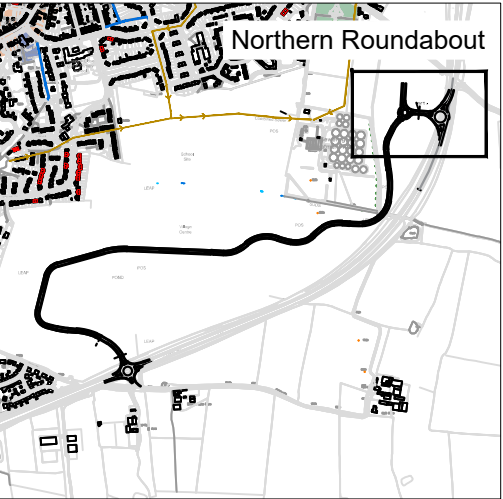
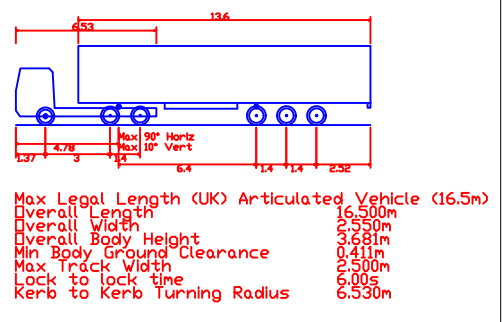
Beyond this point
illustrative purposes only

Key

- Vehicle's wheelbase
- Vehicle's body

Note:

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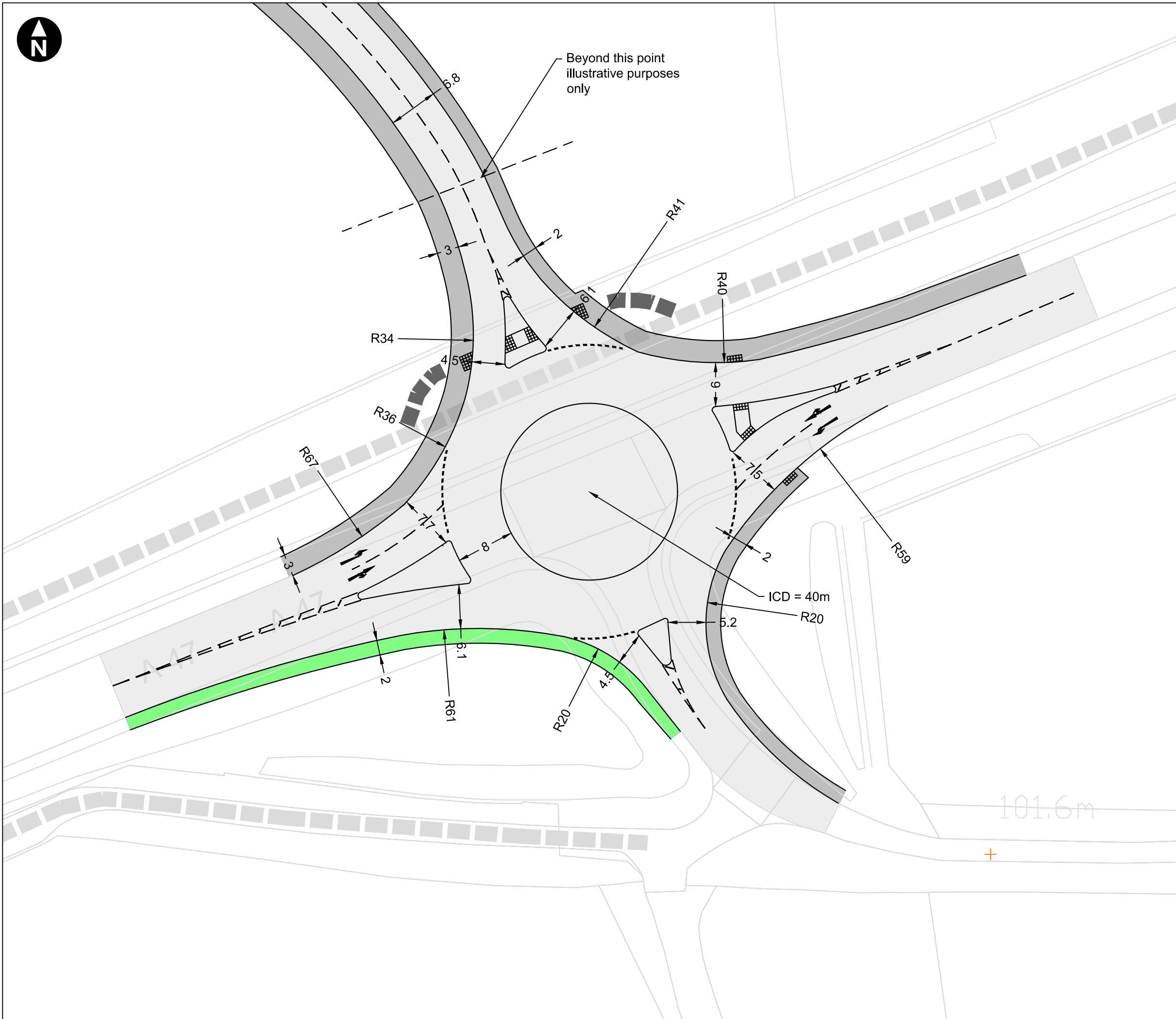
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Figure 4.3
Northern access from A47 - swept path analysis

November 2021

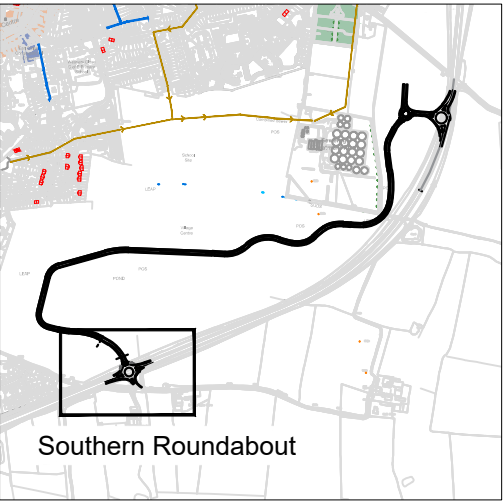
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Key

	Existing
	Existing bridleway
	Proposed bridleway diversion
	Proposed layout
	Proposed carriageway
	Proposed footway
	Proposed grass verge

- Note:
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0 m 30 m
Scale 1:500 @ A3
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Figure 4.4
Proposed southern access from A47

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