Client:

Richborough

Project:

Brascote Lane
Newbold Verdon, Phase 2

Project No:

T24516

Report Title:

Transport Assessment

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Date:	05/07/2024

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TABLE OF CONTENTS

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1.0 Introduction

Background

1.1 This report supports an outline planning application for construction of up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Brascote Lane).

1.2 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for the proposed residential development off Brascote Lane, Newbold Verdon. This proposal is referred to as Phase 2 of development in the context of this report, as it will achieve access to the wider highway network through neighbouring site on the land east of Brascote Lane, Newbold Verdon, which now benefits from an extant permission under reference 22/00277/OUT.

1.3 A Transport Assessment (TA) was previously submitted to support a planning application for up to 239 dwellings on the land east of Brascote Lane, Newbold Verdon following a scoping exercise with Leicestershire County Council (LCC). That site is referred to as Phase 1 in the context of this report.

1.4 This TA has been prepared on the basis of the methodology previously used for Phase 1. It is envisaged that this report will provide an initial review of traffic impact, and subsequent discussion with LCC will identify where additional modelling or assessment is required.

1.5 Following discussions with the LHA regarding scope and modelling requirements, we shall provide a revised Transport Assessment. The proposed site can be seen on **Figure 1.1.**

Structure of the Report

1.6 This report considers the relevant highway issues and indicates potential solutions, with reference to the impact of the proposed development Phase 2 development off Brascote Lane, Newbold Verdon.

1.7 Various technical reports, including a TA prepared on the basis of inputs from the PRTM model, were prepared for the Phase 1 application for 239 dwellings. This TA presents an initial assessment of the transport impact of Phase 2 development on the site access and the main junctions in Newbold Verdon predicted to be used by development traffic; Main Street/ Brascote Lane and Main Street/ Barlestone Road.

1.8 Following this introduction, the report is set out as follows:

- Section 2.0 – Policy Review;
- Section 3.0 – Development Proposals;
- Section 4.0 – Trip Generation, Distribution and Assignment;
- Section 5.0 – Traffic Impact and Analysis;
- Section 6.0 – Summary and Conclusion.

Limitations of the Report

1.9 This report has been undertaken at the request of Richborough thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within

this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.10 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (Dec 2023)
- Leicestershire Country Council Local Transport Plan Draft (2021 – 2036)
- Leicestershire Country Council Local Transport Plan 3 (2011-2026)
- Leicestershire Core Strategy Adopted June 2014 (2026)
- Hinckley & Bosworth Local Plan 2006 to 2026: Core Strategy (December 2009)
- Hinckley & Bosworth Site Allocations and Development Management Policies DPD; and
- Newbold Verdon Neighbourhood Plan Draft (2021)

National Policy

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2023 and sets out the Government's planning policies and how these are expected to be applied.

2.3 In relation to transport, the NPPF states in paragraph 109 that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.4 When considering the effects the development may have on the local transport network, the NPPF states that:

'In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.5 The NPPF further advises that:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduces mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.6 In relation to parking policy the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

Leicester Transport Plan *(Draft)*

2.7 Leicestershire County Council (LCC) are consulting on a new edition of the Leicester Transport Plan (LTP) which sets out the council's transport vision ambitions and priorities for the city over the next 15 years from 2021 - 2036. They released the draft plan in June 2021 which aims to deliver more sustainable transport options by encouraging active modes of travel and places particular emphasis on incorporating the Air Quality Action Plan and Highways Plan.

"The transport vision for Leicester is for a carbon neutral, growing, healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience for people and a vibrant local economy."

2.8 The LTP draft also stresses the need to follow the travel hierarchy on page 36 of their draft plan which can be seen in **Figure 2.9.** The draft plan builds on the previous plan, with prominence on Leicester's Climate Emergency Strategy and Action Plan which prioritises working from home and non-motorised users before private car users.

Leicestershire Local Transport Plan

2.9 Meanwhile, LCC have produced their LTP from 2011 – 2026, outlining the strategic transport goals for the county:

- *'A transport system that supports a prosperous economy and provides successfully for population growth.*
- *An efficient, resilient, and sustainable transport system that is well managed and maintained.*
- *A transport system that helps to reduce the carbon footprint of Leicestershire.*
- *An accessible and integrated transport system that helps promote equality of opportunity for all our residents.*
- *A transport system that improves the safety, health, and security of our residents.*
- *A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work, and visit.'*

2.10 In terms of new developments, the LTP3 sets out a range of objectives that aim to ensure that new developments are sustainable and help to facilitate the above goals:

- *'Encourage more people to walk, cycle and use public transport will help to reduce congestion and achieve a transport system that provides for the effective and efficient movement of people, materials, and goods.*
- *Continuing to support bus services/alternative forms of public transport and seeking to ensure that new developments can access a range of facilities by means other than the private car, should help to promote equality of opportunity.*
- *Efforts to improve information about existing sustainable transport services and facilities should help to improve satisfaction with our transport system.'*

Leicestershire Core Strategy Adopted June 2014

2.11 Leicestershire's Core Strategy was adopted in June 2014 and sets out the local development framework regarding spatial planning for Leicester up until 2026. According to Leicestershire's Core Strategy, there are 3 main policies which relate to transport which are:

1. CS Policy 1 of Location of Development will focus on movement within the city, travel to work routes and links to London and other important centres, including; quality public transport corridors, park and ride, rail links and walking and cycling networks to provide links to key facilities.

2. CS Policy 2 also states that green infrastructure must be prioritised and the development should ensure a shift to the use of sustainable low-emission transport to minimise the impact of vehicle emissions on air quality.

3. CS Policy 3 also seeks to improve connections, and movement and have inclusive access by encouraging 'walking and cycling by designing layouts that prioritise safe, well-connected pedestrian and cycle routes and restrict traffic speed,'

Hinckley & Bosworth Borough Council's Core Strategy

2.12 Hinckley & Bosworth Borough Council's Core Strategy for the Local Plan sets out the overarching strategy and policies to guide the future development of the borough from 2006 up until 2026. It builds on policy at a national and regional level.

2.13 Policy 14 addresses the transport infrastructure and specifically that of rural areas: "To support accessibility within the rural areas, the council will:

- *Support the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre and between the Rural Villages and their nearest Key Rural Centre of urban centre.*
- *Support the provision of accessible transport services for mobility impaired and rurally isolated residents.*
- *Deliver safe cycle paths as detailed in the Hinckley & Bosworth Council's Rural Parishes Cycle Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community and leisure facilities and into the countryside.*
- *Developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted."*

2.14 With regards to new development proposals, Local Plan Policy DM17 within the Site Allocations and Development Management Policies DPD states: "Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

b) Seek to ensure that there is a convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where is can be demonstrates that the residual cumulative impacts of development on the transport network are not severe.

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority."

2.15 With regards to developments that generate significant movement, Policy DM17, paragraph 14.69 states:

"In the case of proposals for development that generate significant movement, applications should be supported by a Transport Statement or Transport Assessment. In addition, such schemes should provide a Travel Plan to exploit opportunities for the use of sustainable transport modes. Applicants will be required to demonstrate that the Transport Statement or Assessment has informed the design of the proposed development and the accompanying Travel Plan. Leicestershire County Council (as Local Highway Authority) provides advise [sic] through the 6Cs Design Guide on the development thresholds for the submission of Transport Assessments, Transport Statements, Travel Plans and their scope."

Hinckley & Bosworth Site Allocations and Development Management Policies DPD

2.16 The Core Strategy sets out the overarching strategy and core policies to guide the future development of the borough up to 2026. The Site Allocations and Development Management Policies DPD then identifies sufficient sites to accommodate the level of development required by the Core Strategy. It also details the development management policies that will be used in the day to day decision making on planning applications to meet the vision and objectives contained in the Core Strategy.

2.17 The DPD identifies the village of Newbold Verdon as a stand-alone key rural centre and the proposed uses and allocations in the vicinity of the village. Supporting the priorities identified, the proposed development will have good access to a range of amenities and contribute to the viability and vitality of the village centre, with sustainable links and natural connections into the areas of recreation/open space to the south of the village, enhancing this amenity with the proposed provision of additional open space and play area on the proposed development.

Draft Newbold Verdon Neighbourhood Plan 2021

2.18 The draft neighbourhood plan Aims to reflect the wishes of the community and improve services that are important to village life and ensure development is compliant with the NPPF. In particular, this aims to tackle Spatial Objective 13: Transportation and Transport Needs, where it seeks to reduce reliance on cars; secure improvement in public transport and promote walking and cycling.

The neighbourhood plan consists of policies which include:

2.19 "Policy: T1: TRAVEL REQUIREMENTS FOR NEW DEVELOPMENT - 'The provision of travel packs to new residents to include information on cycling and walking routes, public transport timetables and a 6 months' free bus pass per adult should be provided on developments of more than 5 dwellings in accordance with Leicestershire County Council's policy on Developer Contributions demonstrate that: (amongst other things) pedestrian and cycle routes are incorporated or improved to serve the development, where necessary and appropriate, to provide safe, convenient and attractive routes to shops, employment, schools and community facilities; and which are integrated into wider networks. The improvement of shared vehicular, cycle and pedestrian routes where practicable, is supported. Developments of 3 or more houses will be required to include pavements that directly link into the existing pedestrian infrastructure for the village."

2.20 Policy T2: TRAFFIC MANAGEMENT – To improve access both to and from the village via the B582 and B585

2.21 Policy T3: CYCLE AND PEDESTRIAN ROUTES - Developers, where appropriate, will be required to demonstrate that: (amongst other things) pedestrian and cycle routes are incorporated or improved to serve the

development, where necessary and appropriate, to provide safe, convenient and attractive routes to shops, employment, schools and community facilities; and which are integrated into wider networks. The improvement of shared vehicular, cycle and pedestrian routes where practicable, is supported. Developments of 3 or more houses will be required to include pavements that directly link into the existing pedestrian infrastructure for the village."

2.22 As well as the support for new employment opportunities in line with Policy E3: WORKING FROM HOME - Proposals for the use of part of a dwelling for office and/or light industrial uses, and for small-scale free-standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses, will be supported where:

a) Such development will not result in unacceptable traffic movements and that appropriate parking provision is made

b) No significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, light pollution, or other nuisance associated with the work activity; and

c) Any extension or free-standing building shall be designed having regard to policies in this Plan and should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction

3.0 Background Information and Sustainability

Site Location and Highway Network

3.1 The proposed development is located immediately to the south of Newbold Verdon, east of the existing allotments off Brascote Lane. The site is currently in agricultural use.

3.2 The proposed site is 17km west of Leicester city centre, 13km north of Hinckley an 25km south of Loughborough.

3.3 The carriageway of Brascote Lane is some 6.0m-6.2m wide along the site frontage and is subject to the national speed limit (60mph for cars) along the site frontage with a 30mph limit just to the north of the allotments. Although Brascote Lane is subject to the national speed limit along the site frontage, streetlights are present.

3.4 A footway is present running along the eastern side of the Brascote Lane carriageway. This footway measures c.2.0m in width and provides continuous access along the site frontage running north from The Windmill Inn into Newbold Verdon.

3.5 The highway network throughout the village is two-lane single-carriageway, is lit and has footways on either side of the carriageway apart from short sections of Dragon Lane and Main Street where a footway is present on only one side of the carriageway.

3.6 The village accesses the B582, also known as Barlestone Road and the wider highway network via priority junctions at; Dragon Lane, Mill Lane, and Main Street. The B582 is subject to a 40mph speed limit through Newbold Verdon.

Traffic Conditions

3.7 Since the Phase 1 application a traffic signal junction has been implemented at the B582/B585 junction associated with the Bloor Phase 2 development accessed off the B585 Bosworth Lane. The junction operates with minimal queueing in peak periods.The access junctions to the village were observed to operate with minimal queues and delays during the morning peak hour of the site visit.

3.8 Traffic flows around the village were observed to be modest and no capacity issues were noted. Brascote Lane, from which access would be taken, is lightly trafficked.

Traffic Data Collection

3.9 As part of the work to prepare the TA for the Phase 1 of development at this site, peak hour traffic counts were undertaken at numerous junctions on the highway network. For the purposes of this assessment we are concerned with the following:

- Traffic flows along Brascote Lane to inform the Site Access/Brascote Lane junction assessment
- Main Street/Brascote Lane.

Highway Safety

3.10 To establish road safety conditions on the highway network in the vicinity of the site, Personal Injury Accident (PIA) data has been obtained from Department for Transport STATS 19 data and is included as Appendix C.

The search area incorporates the village of Newbold Verdon. The junction with the most frequency of accidents is B582/Dragon Lane. With respect to PIA trends, it should be noted that there are no clear clusters of incidents suggesting that PIAs within the surrounding highway network are not of any real concern.

3.11 In the recent five years and seven months period (01/01/2016 – 31/07/2023) a total of 13 PIAs have been recorded in the search area. A summary of the accident data for the search area is included in Table 1.

Table 1 – Newbold Verdon PIAs

Location	Severity				Ped/Cyclist Involved	
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist
Junctions						
B582/Dragon Ln	1	2	-	3	1	-
Bosworth Ln	-	1	-	1	-	-
B582/B585 Bagworth Rd	1	1	-	2	-	-
Preston Drive	-	1	-	1	-	-
B582/Main St	1	-	-	1	-	-
Preston Drive/Enston St	-	1	-	1	-	-
Links (Not at a Junction)						
B582	1	-	-	1	-	-
B585	1	-	-	1	-	-
Main St	1	-	-	1	1	
Dragon Ln	1	-	-	1	-	-
Bosworth Rd (Kirkby Mallory)	1	1	-	2	-	-
Total	**8**	**7**	**0**	**15**	**2**	**0**

3.12 The summary data above indicates that a total of fifteen PIAs have occurred in the search area.

3.13 Overall, the analysis does not identify any specific accident patterns in the vicinity of the site and the volume of accidents recorded does not appear particularly unusual.

3.14 Whilst all PIAs are regrettable, the quantity and severity of the PIAs recorded in the vicinity of the site does not give any undue cause for concern.

3.15 Furthermore, Section 4.0 of this report demonstrates that the proposed development will not generate significant additional vehicle trips across the local highway network and will not give rise to an unacceptable impact on highway safety.

Sustainable Transport

3.16 It is understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 2** below.

Table 2– Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

3.17 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.

3.18 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.

3.19 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.

3.20 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being walks in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).

3.21 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.12km average walk distance.

3.22 There is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle.

3.23 In respect to cycling, Table NTS0303 indicates that the average cycle trip distance in 2022 was 3.6 miles or 5.76km, which is broadly in line with the benchmark distance for commuting."

3.24 There is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle, which is broadly in line with the NTS average cycle trip distance.

Pedestrian Accessibility

3.25 Pedestrian access to the site will be provided via 2.0m footways on either side of the site access off Brascote Lane, connecting to the existing provision on the eastern side of Brascote Lane. In addition, a public right of way (PROW) runs along the eastern boundary of the proposed development, PROW S26, which connects to Alans Way. PROW S27 also connects S26 to Barbara Avenue nearby, allowing multiple points of access for pedestrians onto Arnold's Cresent.

3.26 Most streets within the village are residential in nature and well-lit and, as such, routes to local facilities and services are considered appropriate for pedestrian use.

3.27 The proposed development site is located within walking distance of several local facilities on Main Street and around the village. The key local facilities in the vicinity of the site are listed in **Table 3** and can be identified in **Figure 3.1**. Distances are measured from the centre of Phase 2 via the shortest route whether that is Highway or a mixture of Highway and PRoW rotues.

Table 3 – Local Facilities

Facility	Distance from Phase 2
The Windmill Inn	450m
Newbold Verdon Methodist Church	600m
Church of St. James	800m
Newbold Verdon Baptist Church	650m
Main Street Facilities (Incl. Cottage, Inn, Convenience Stores, Cafés, Hairdressers, Public House, Takeaways, Sports and Social Club)	500m – 900m
Newbold Verdon Primary School & Play Park	900m
Alans Way Playing Fields	200m
Newbold Verdon Cricket Club	200m
Heathbrook Pharmacy	500m
The Co-Op Food	600m
Newbold Verdon Library	500m
Lotus House	1.1km
Newbold Verdon Medical Practice	1.4km
Newbold Verdon Equestrian Centre	1.3km

3.28 Most of the facilities listed above are located within the NTS 2022 average walking distance of 1.12km, particularly those which are located on Main Street. All facilities are comfortably within the MfS suggested upper limit, referenced in the former PPG13 guidance, of 2km.

3.29 The site benefits from being near the local primary school, preschool and medical centre, as well as places of worship, leisure, recreational and retail facilities as well as a local centre on Main Street.

3.30 A plan of the local area showing 800m, 1.2km, and 2.0km walk distances from the site can be seen in **Figure 3.2**. These are the walk distances set out in the IHT guidance.

3.31 To the southeast of the site there are popular walking, running and cycling routes known as 'The Block', identified as a leisure route in the Neighbourhood Plan. This includes verges along Kirkby Road and Brascote Lane and PRoWs off Brascote Lane which go southeast towards Kirkby Mallory and other routes which run west.

3.32 It is considered the site is appropriately located for accessing a range of services and local facilities on foot. A wider range of facilities, including employment, can be accessed within nearby villages, towns and citiesusing the 153 bus service, which is outlined below.

Cycling Accessibility

3.33 Brascote Lane is subject to a 30mph speed limit as are all the roads within the surrounding highway network in Newbold Verdon, and these roads can be considered suitable for use by cyclists.

3.34 Brascote Lane is subject to the National Speed Limit along the site frontage. However, it is a lightly trafficked rural lane that is suitable for cycling that continues into the surrounding countryside. As part of the Phase 1 application it was proposed that the 30mph speed limit is extended southwards along the extent of the site frontage which would provide a benefit to potential cyclists.

3.35 National Cycle Network (NCN) Route 52 and Route 63 can be accessed from near Market Bosworth and Bagworth, respectively. These are both more than 5.0km from the site but may be used as part of long-distance leisure trips.

3.36 Although there are no designated cycleways within the vicinity of the site, the ones that are included in the relevant figures are predominantly shared with footways or off-road. As such. they are appropriate for cycle use and particularly for more experienced cyclists.

3.37 A plan of the local area showing the 5.0km cycling distance around the site can be seen in **Figure 3.3**.

Bus Accessibility

3.38 The nearest bus stops to the site are located on Main Street at the junction with Brascote Lane c.700m north of the site. The eastbound stop provides a small shelter, whilst the westbound stop takes the form of flagpole stops both of which are served by the number 153 Arriva Midlands bus service.

3.39 A summary of the frequency and destinations is provided in **Table 4** below, and the weekday timetable of the local service is provided in **Table 5**.

Table 4 – Local Bus Services

Service No.	Route	Frequency (approx.)		
		Mon - Fri	Sat	Sun
153	Market Bosworth – Newbold Verdon – Desford – Leicester	Every 60 mins (07:49–21:19)	Every 60 mins (07:59–20:57)	N/A

3.40 **Table 4** demonstrates that there is a regular bus service during the day for those residents travelling between Market Bosworth and Leicester via Newbold Verdon.

Table 5 – Local Bus Weekday Timetable

Stop	153	153	153	153	153	153	153	153	153	153	153	153	153	153	153
Leicester St Margaret's Bus Station (Stand SM)			0640	0745	0855	0955	1055	1155	1255	1355	1615	1715	1815	1915	2015
West End, opp Mostyn Street			0648	0756	0905	1005	1105	1205	1305	1405	1627	1727	1827	1925	2025
Leicester Forest East, adj Kings Drive			0657	0808	0913	1013	1113	1213	1313	1413	1635	1735	1835	1933	2033
Desford, opp Main Street			0712	0823	0928	1028	1128	1228	1328	1428	1650	1750	1850	1948	2048
Newbold Verdon, outside Old White Swan			**0721**	**0830**	**0935**	**1035**	**1135**	**1235**	**1335**	**1435**	**1659**	**1759**	**1859**	**1954**	**2054**

Market Bosworth, adj The Square			0733	0845	0945	1045	1145	1245	1345	1455	1709	1809	1909	2004	2104
Barlestone, opp Manor Road			0740	0852	0952	1052	1152	1252	1352	1505	1716	1816	1916	2012	2112
Newbold Verdon, opposite Old White Swan			**0749**	**0859**	**0959**	**1059**	**1159**	**1259**	**1359**	**1512**	**1724**	**1824**	**1924**	**2019**	**2119**
Desford, adj Main Street	0600	0700	0800	0910	1010	1110	1210	1310	1410	1525	1732	1832	1930	2025	2125
Leicester Forest East, opp Kings Drive	0613	0713	0815	0925	1025	1125	1225	1325	1425	1540	1746	1846	1944		
West End Mostyn Street (adjacent)	0621	0721	0825	0930	1035	1135	1235	1335	1435	1555	1754	1854	1952		
Leicester St Margaret's Bus Station (Stand SM)	0633	0733	0840	0948	1048	1148	1248	1348	1448	1610	1807	1907	2005		

3.41 **Table 5** demonstrates the service in Newbold Verdon provides a viable journey to and from Leicester for commuting and other journey purposes, and the last bus to arrive in Newbold Verdon is at 20:54, from Leicester.

3.42 Weekday early morning services to Leicester depart at 07:49, arriving at Leicester St. Margaret's Bus station at 08:40.

3.43 The latest service from the final destination stop of Leicester Bus Stand to return to the site is at 20:15, arriving to Newbold Verdon outside the Old White Swan at 20:54.

3.44 These services allow residents from the site to travel to Leicester for education, employment, and leisure purposes via sustainable means.

Rail Accessibility

Hinckley Railway Station

3.45 Hinckley Railway Station is located c.14km to the south of the site and can be accessed by car (c.20 to 25-minute journey).

- The station benefits from 16 cycle parking spaces and 63 car parking spaces with two accessible spaces.
- Services from this station run to:
  - Birmingham New Street (via Nuneaton, Coleshill Parkway, and Water Orton);
  - Cambridge (via Narborough, Leicester, Melton Mowbray, Oakham, Stamford, Peterborough, March, and Ely).

Leicester Railway Station

3.46 Leicester Rail Station is located c.18km to the southwest of the site and can be accessed by bus (c.45-minute journey), or by car (c.30 to 35-minute journey).

- The station benefits from 224 cycle parking spaces and 488 car parking spaces with 20 accessible spaces available.
- Services from this station run to:

- London St Pancras (via Market Harborough and Kettering);
- Sheffield (via Derby and Chesterfield);
- Birmingham New Street (via Nuneaton and Coleshill Parkway);
- Nottingham (Via Loughborough, East Midlands Parkway, and Beeston); and
- Cambridge and Stanstead Airport (via Melton Mowbray, Oakham, Stamford, Peterborough, March, and Ely).

3.47 It can be considered that there is a realistic option for residents to travel by a combination of bus/train, or car/train to destinations further afield such as London and Birmingham. This can be achieved using either Hinckley Railway Station or Leicester Railway Station.

Summary

3.48 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.

3.49 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Development Proposals

Proposed Development

4.1 This TA is based on the illustrative layout which indicates 135 dwellings. Vehicular and pedestrian access to the wider highway network is proposed from Brascote Lane, a single priority/give-way access junction, as in the Phase 1 development. Within the development, two points of connection are proposed between the Phase 1 development and this Phase 2 proposal.

4.2 Outline planning application is for construction of up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Brascote Lane).

4.3 The Phase 1 access arrangements have been designed to meet the requirements set out in the Leicestershire Highway Design Guide (LHDG).

4.4 The junction arrangements and visibility are set out in **Drawing T24516.001 rev B**.

4.5 As agreed with the LHA for Phase 1, the primary access route has been designed to be 6.75m wide with 10.0m radii, and 2.0m wide footways on either side of the carriageway. The proposals include footway connections which link the site access junction to the existing footway provision along the Brascote Lane frontage.

4.6 The swept path analysis for the junction is provided in **Drawing T24516.003 rev A**.

Internal Road Layout

4.7 The internal road layout will be designed in accordance with Leicestershire's Highway Design Guide and the principles set out in Manual for Streets.

4.8 An illustrative site layout is included as **Appendix D**.

5.0 Trip Generation, Distribution and Assignment

Traffic Generation

5.1 The traffic generation for the proposed development has been derived using the trip rates that were used in the Bloor Phase 2 application (ref: 20/00143/FUL), as advised by the LHA for Phase 1 of the development.

5.2 The trip rates and forecast development traffic are presented in **Table 5**.

Table 5 – Trip Rates and Vehicle Trips (as per application ref: 20/00143/FUL) and Brascote Lane Ph1

Peak Period	Trip Rate		Trips (135 Dwellings)		Total
	In	Out	In	Out	
AM	0.074	0.606	10	82	**92**
PM	0.521	0.17	70	23	**93**

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

5.3 The forecast traffic generation detailed in **Table 5** above indicates that the proposed development would result in 92 two-way vehicle trips in the AM peak period and 93 two-way vehicle trips in the PM peak period.

5.4 This generation equates to around 1.5 additional vehicles on the highway network every minute during each peak period.

Traffic Distribution and Assignment

5.5 All distribution and assignment of traffic is forecast using the distribution and assignment of the Transport Assessment for Phase 1, including consideration of the PRTM outputs. The same distribution and assignment has been applied to Phase 2 traffic. The assignment of traffic is shown in **Figure 5.1** and **5.2**. and the resultant traffic flow is shown in **Figure 5.3** and **5.4**

5.6 The results of the assignment indicates that 43 two-way development trips travel to/from the north on Brascote Lane in the AM peak hour with 49 to/from the south. In the PM peak hour, the figures are 54 and 39 north:south, respectively.

5.7 Phase 1 of development resulted in 82 two-way development trips travel to/from the north on Brascote Lane in the AM peak hour with 94 to/from the south. In the PM peak hour, the figures are 103 and 76 north:south, respectively.

5.8 In total, therefore, Phases 1 and 2 together results in 125 two-way development trips travel to/from the north on Brascote Lane in the AM peak hour with 143 to/from the south. In the PM peak hour, the figures are 157 and 116 north:south, respectively.

5.9 Traffic flow diagrams (in PCUs) for all junctions assessed are provided in **Appendix A**.

6.0 Traffic Impact and Analysis

Introduction

6.1 The geographic scope of this interim assessment has been limited to:

1. Site Access/ Brascote Lane.
2. Main Street/ Brascote Lane
3. Main Street/ Barlestone Road

6.2 The junction locations are indicated on **Figure 7.1**. These junctions are those where an hourly increase in traffic due to the phase 2 development is predicted to result in greater than 30 two-way vehicular movements.

Traffic Growth

6.3 For phase 2, the same methodology has been applied for assessment years and growth as per the Phase 1 development scenarios which were agreed with LCC.

6.4 Background traffic growth is included as via TEMPRO growth factors.

6.5 For the Phase 1 Transport Assessment, initial data collection was conducted in 2021 and appropriate factors applied for any prevailing COVID conditions at that time. Those traffic counts were submitted as part of the original TA. Having worked through the PRTM modelling and Area of Influence (AoI) for Phase 1 additional traffic counts for the wider assessment were undertaken in 2023.

6.6 From the Phase 1 TA 2021 baseline, TEMPRO has been applied to forecast a 2024 base year and a 2029 future year for the Phase 2 assessment. The local TEMPRO growth factors applied (adjusted by NTM) for the Local Authority District Hinckley & Bosworth and are as follows:

- 2021 to 2024 AM = 1.0101
- 2021 to 2024 PM = 1.0108
- 2024 to 2029 AM = 1.0467
- 2024 to 2029 PM = 1.0485

6.7 The highway network in the vicinity of the site has been assessed during the AM and PM peak periods for the following scenarios:

- 2024 Growthed Base; (shown in **Figures 6.1** and **6.2**)
- 2029 Adjusted Base; (shown in **Figures 6.3** and **6.4**)
- 2029 Base + Development. (shown in **Figures 6.5** and **6.6**)

6.8 The future year development scenarios include Phase 1 of development, as for the purpose of this TA Phase 1 is considered committed development.

Junction Analysis

6.9 The analysis of priority junctions has been conducted using Junctions 10 (PICADY Module) software.

1. Proposed Site Access Junction – Capacity Assessment

6.10 The site access junction off Brascote Lane has been modelled as a priority T-junction. The full output file for the junction, showing geometry and capacity calculations, is included in **Appendix E**.

6.11 **Table 7** summarises the operation of the proposed site access junction for the future assessment year scenario, with the proposed development traffic added to the network. As the Phase 2 site takes access onto Brascote Lane through Phase 1 and the access junction associated with that development there is no testing scenario for either existing network or without committed development.

Table 6 – Site Access (Brascote Lane) Priority Junction Capacity Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 + Committed + Development						
Site Access	0.45	1	12	0.14	0	8
Brascote Lane	0.04	0	5	0.15	0	6

Notes: RFC is Ratio of Flow to Capacity. Queues are measured in vehicles and Delay in seconds per PCU.

6.12 The analysis indicates that the proposed site access would operate well within capacity at the future assessment.

2. Main Street/ Brascote Lane Junction – Capacity Assessment

6.13 The Main Street/Brascote Lane junction to the north of the site, through which most of the development traffic is forecast to travel, has been modelled as a priority T-junction. The full output file for the junction, showing geometry and capacity calculations, are shown in **Appendix F**.

6.14 **Table 8** summarises the operation of the Main Street/Brascote Lane junction.

Table 7 – Main Street/ Brascote Lane Capacity Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Brascote Lane	0.15	0	7	0.28	0	9
Main Street	0.07	0	6	0.14	0	7
2024 Forecast Base						
Brascote Lane	0.16	0	7	0.29	0	10
Main Street	0.07	0	6	0.14	0	7
2029 Forecast Base						
Brascote Lane	0.16	0	7	0.30	0	10
Main Street	0.08	0	6	0.15	0	7
2029 + Development Adjusted						
Brascote Lane	0.37	1	11	0.35	1	10
Main Street	0.09	0	7	0.29	1	8

6.15 The analysis indicates that the junction would operate well within capacity at future assessment years and the addition of development traffic has minimal impact on forecast queues and vehicle delays which remain low.

3. Main Street/ Barlestone Road Junction – Capacity Assessment

6.16 The Main Street/ Barlestone Road junction to the northeast of the site, through which the majority of the development traffic is forecast to travel, has been modelled as a priority T-junction. The full output file for the junction, showing geometry and capacity calculations, are shown in **Appendix G**.

6.17 **Table 8** summarises the operation of the Main Street/Brascote Lane junction.

Table 8 – Main Street/ Barlestone Road Capacity Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2021 Base						
Brascote Lane	0.31	0	13	0.28	0	14
Main Street	0.02	0	5	0.06	0	5
2024 Forecast Base						
Brascote Lane	0.31	1	13	0.30	0	14
Main Street	0.02	0	5	0.06	0	5
2029 Forecast Base						
Brascote Lane	0.33	1	14	0.32	1	15
Main Street	0.02	0	5	0.07	0	75
2029 + Development Adjusted						
Brascote Lane	0.38	1	13	0.39	1	19
Main Street	0.02	0	7	0.14	0	5

6.18 The analysis indicates that the junction would operate well within capacity at future assessment years and the addition of development traffic has minimal impact on forecast queues and vehicle delays which remain low.

Analysis Summary

6.19 The analysis summarised above demonstrates that the proposed site access junction will operate well within capacity in the future year scenario of 2029.

6.20 The off-site junctions assessed also currently operate with minimal queuing and delay during peak hours. These will continue to do so during the future year scenarios with the addition of committed development traffic and the proposed development traffic.

6.21 The proposed development will have a negligible/minor impact on the operation of the local highway network in Newbold Verdon.

7.0 Summary and Conclusion

Summary

7.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development off Brascote Lane, Newbold Verdon. This report considers the potential transport and highway impacts of 135 dwellings for the Phase 2 residential development off Brascote Lane, Newbold Verdon.

7.2 On-site observations have indicated that the existing highway network in the vicinity of the site is operating well within capacity, with minimal queues and delays on the network.

7.3 This site is in a suitable location in transport terms, with local facilities within comfortable walking distance and sustainable transport infrastructure and services present; the proposed development will deliver 2.0m wide footways tying into the existing footway along Brascote Lane.

7.4 The site benefits from being close to bus stops, with Main Street served by a good bus service towards Leicester and giving access to Market Bosworth, a Key Rural Centre like Newbold Verdon. The 153 bus service provides a 51 minute journey to Leicester throughout weekdays and Saturday, making it a feasible option for commuting and other journey purposes.

7.5 Leicester Railway Station is accessible from the site, allowing multi-modal (bus/rail and car/rail) connections to be made to regional and national destinations.

7.6 A review of PIA data obtained from LCC indicated that 15 PIAs have occurred within the specified search area. The volume and sporadic nature of the incidents recorded in the area does not give any undue cause for concern.

7.7 Safe and suitable access to the site for all modes will be provided via a priority T-junction with Brascote Lane. The development will provide footway links to the existing footway along Brascote Lane and also to the PRoW to the east of the site giving more direct access from Phase 2 towards the village centre, with improvements provided on a short section northwards to Alan's Way.

7.8 It is estimated that the development proposal has the potential to generate a maximum of 93 two-way vehicle trips during any peak hour period. This equates to approximately 1.5 additional vehicle movements on the local highway network every minute during any peak hour, which is demonstrated to have a minimal or negligible traffic impact when assigned to the network.

7.9 Capacity assessments have indicated that the development proposals would not have a material impact at any off-site junctions, which are forecast to continue to operate with limited queuing and delays at the 2029 future assessment year.

7.10 Car and cycle parking at the site will be in line with the guidance set out in the LHDG.

Conclusion

7.11 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.