

Active Travel England Planning Application Assessment Tool - Appraiser Report

Site address	Land North Of A47 Normandy Way And East Of Stoke Road, Hinckley
Local authority reference	23/00432/OUT
ATE Scheme reference	
Local Planning Authority	Hinckley and Bosworth
Local Highway Authority	Leicestershire County Council
Completed by - name	H Ledger
Date (DD/MM/YY)	30.06.2023
Application stage	Application
Application type	Outline
Model version	1.5
Assessment outcome	FAIL
Decision (appraiser)	Are not in a position to make a recommendation

Policy Background / Wider Context

The site is part of a wider area of land allocated on the western and northern edges of Hickley and allocated for mixed use in the 2016 Hickley adopted Site Allocation Development Plan. There has been no Aactive Travel England involvement previously. This is a strong relationship to the directly adjoining site to the south which is also under consideration as a full application (23/00573/FUL) for 153 units, which follows a previous outline application made in 2018 for 850 units and a primary school. A more recent recent refusal ref 22/00318/OUT on this application site in May 2023 is noted, which had 3 reasons for refusal including, a failure to show safe and suitable access for all users would be provided to the development.

Appraiser - General Comments

The site is an urban extension which requires routing across the A47 to be able access necessary amenities beyond the new primary school and public open space that are also included in the proposal. Whilst these amenities would in theory be provided on site there is no certainty how and when they will be delivered, thus access to the established amenities beyond, including primary school and bus routes is important to access in detail if active travel modes can be maximised. The quality of the existing walking cycling and wheeling infrastructure is vital to understand and missing from the supporting assessments and documents. Details of a new continious footway to the village of Stoke Golding 3.6km to the north are also included with little expanation. The village facilities are limited and at this distance offers only limited benefit to the new residents likely to live on site.

Appraiser - Next Steps

The assessment raises key failures and detailed information on cycling and disabled access (wheeling) is missing as well as understanding of these modes within the supporting documents. ATE would seek more information to help resolve this shortfall. It is noted that the application is submitted in outline and so details are only illustrative on site layout however access is a matter for consideration and active modes should be reflected in the plans at this stage.

	Count	Summary of Detailed Assessment
Excluded criteria	0	Given the proposal includes both residential and educational uses no criteria have been exluded. The on site school will also employ staff who should be able to access the school site by active modes just as residents would like to leave the site.
Recommendation for condition / financial contribution	0	At this stage no recommendations made. However ATE would consider providing further recommendations should more information be supplied in sufficient detail to do so.
Fail flags	9	It is noted several fail flags may have a arisen due to the lack on information supplied on walking, wheeling and cycling within the site due to the outline application. If more information can be supplied or condition wording proposed ATE would be happy to reconsider these findings. However it is important the failings in the Transport Assessment and the Travel Plan are noted and resolved at outline stage.

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		Assessment Report		
Criterion	Outcome	Appraiser comments	Relevant policy	Reason for potential refusal
TRANSPORT ASSESSMENT: Quantitative analysis	FAIL	No multi modal forecast, some high level information provided on accessibility and the wider plans outside this application to provide a Toucan crossing on the A47.	NPPF 113 Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; Leicester County Council LTP policy LTP3 - Encourage people to walk and cycle	The applicant has failed to demonstrate and quantify the impact of the development in the absence of a robust or credible analysis of the future movement demands of the development
TRANSPORT ASSESSMENT: Qualitative analysis	FAIL	Very limited accessment with reference to drop kerbs and tactile paving not not detailed information of routes to key destinations. However review of google street view would indicate cycle routes around the southern edge of the site, towards Morrisons. Query whether the widths and juntions would be fully LTN 1/20 compliant.	NPPF 113 Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; Leicester County Council LTP policy LTP3 - Encourage people to walk and cycle	The applicant has failed to assess the quality and capacity of the surrounding movement network to accommodate the demands that would be placed on it by the proposed development
Local Amenities	PASS	Yes there are amenities, morrisons, gym, primary schools within the thresholds however no quality information on the route to these amenities is provided. Lighting is limited to the roundabouts. Major A47 to cross with no controlled crossing point.		
Walking routes to a primary school	More info needed	The site would include land available on which to build a primary school (plus expension), however as this is submitted at outline stage and the detail is only illustrative and requires an S106. Local primary schools are also available to the south of the site beyond but it is noited lghting is limited to the roundabouts, major A47 to cross with no controlled crossing point. More information required to assess this, refer to manual for streets walking audit recommendations.		
Walking routes to a food shop	More info needed	Site is directly opposite morrisons which could provide full food shopping range. Details within the site illustrative only, but but it is noited lighting is limited to the roundabouts, major A47 to cross with no controlled crossing point. More information required to assess this, refer to manual for streets walking audit recommendations.		
Suitability for walking and wheeling (external to the site)	More info needed	Google streetview would indiacle that drop kerbs/tactile paving are present on the Stoke Rd crossing with A47. Provision for walking with cycle path adjacent to the south A47. Ashby Rd/A47 traffic controlled 4 way junction with no provision for pedestrian control. No routing advice given to assist a wider startegy beyond the site, where would people to likely to want to go. More information on this would benefit understanding. Note that external bus stops with highest frequency of service well beyond the site.		
Safety at junctions (off-site)	More info needed	Note A47 toucan crossing aspiration. Overall more detailed information required to help support this		
Cycle routes to key destinations	More info needed	Local routes are noted but will they meet the design requirements in LTN 1/20?		
Cycle Safety on links (off-site)	More info needed	Some provison along Stoke rd and A47. not clear if this meets the required stadbards.		

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Crossings (external to the site)	More info needed	Some broad illustrative information provided but not specifics at this stage. Second crossing adjacent Wheatfield Way doesn't appear to route onto anywhere useful save paths east/west either side of the A47. Pedestrian routes only no cycle provision.		
Shared use routes (external to the site)	More info needed	It is important to understand the walking and cycling traffic levels anticipated to appreciate whether the shared routes and shared crossings on sections without dedicated cycle provision can support the movements in compliance with LTN 1/20		
Physical barriers for cycle users (on and off-site)	More info needed	There is no apparently no cycle movement strategy is proposed. Cycle routes should also be drawn to create a permeable development along desire lines to key destinations. Note existing PRow which is a footpath and toucan crossing, however this transition is currently stepped with stile. Not useful for wheelers and cyclists.		
Lighting (on and off site)	FAIL	On site unknown. Lighting on off site routes appears to be limited to junctions and roundabouts.	NPPF 112c	The proposed development fails to ensure the safety of pedestrians and cyclists
Walking routes to nearest transport nodes	More info needed	No quality information supplied. It is noted that the stops with the best bus frequency are on the Ashby Road the furthest location from the site, 1km plus. No details on bus service changes to support new stops within or closer to the site.		
Access and provision of public transport	FAIL	All current stops are very close to or beyond this distance. No new stops are proposed at this stage.	NPPF 112a; National Model Design Code: 50, 59i / M.1.ii; CIHT Buses in urban developments A.4.5	The proposed development is located in an area where sustainable travel patterns cannot be achieved as a result of the distance from existing public transport facilities and/or the lack of viability of promotion of new public transport services
Active Travel infrastructure enabling use of public transport	More info needed	Some stretches of cycle lane but large junctions to cross external to site. Note A47 is upto 40mph. No new on site cycle strategy or infrastructure proposed despite toucan crossing. Central spine road would also serve connected development to the east in time it does deviate from full straight route in places with attempts to calm junction with side roads.		
TRANSPORT ASSESSMENT: Proposed Infrastructure	FAIL	No new infrastructure proposed or investigated to support modal shift.	NPPF 113 Planning Policy Guidance: Travel Plans, Transport Assessments and Statements	The proposed development has not provided / offered a sufficient level of detail / funding / infrastructure necessary to actively enable and encourage trips within and/or to/from the site by alternative modes to the private car.
Site permeability	FAIL	There would be two pedestrian access points to south but cycling would be as the vehicle route.	NPPF: 112a, 92a; National Model Design Code: 59i / M.1, 59ii / M.2; National Design Guide M2 82; LTN 1/20 para 4.2.8 & 14.3.11	The proposed development, by way of its internal masterplanning fails to facilitate and prioritise convenient access by active travel modes and insodoing is likely to lead to greater reliance on private car trips than would otherwise be the case.
Walking and cycling access	FAIL	Walking routes would be more than than vehicles, but cycling is not. No quality audit on existing or proposed infrastructure.	NPPF 112a, 92a; National Model Design Code: 59i; National Design Guide: M2 82; LTN 1/20 para 4.2.8 & 14.3.11	The proposed development, by way of its internal masterplanning fails to facilitate and prioritise convenient access by active travel modes and insodoing is likely to lead to greater reliance on private car trips than would otherwise be the case.

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Future-proofing and safeguarding	FAIL	Some connectivity for walkers noted on the site masterplan, however no details of cycling or wheeling provision.	NPPF: 88, 92a, 110a, 112c; National Model Design Code: 45 (Figure 11);	The proposed development prejudices the existing and future development of potential adjoining sites and/or fails to progress a comprehensive and co-ordinated approach that maximises connectivity by active travel modes
Through traffic	PASS	At this stage based on masterplan this is unlikely. However noted the same care is required for future development.		
Safety at junctions (internal to the site, including site accesses)	FAIL	New roundabout proposed with no indication of the movement hierarchy and no proposals to specifically support cyclists in line with the guidance in LTN 1/20.	NPPF 112a, 112c National Model Design Code: 59ii / M.2.ii; MfS, LTN 1/20; Local plan policy SS5 k;	The proposed development fails to ensure the safety of pedestrians and cyclists
Design speed of new streets	More info needed	No details provided at this stage only illustrative. Potential for a condition to secure this at RM stage.		
Crossings (internal to the site)	More info needed	No details provided at this stage only illustrative. Potential for a condition to secure this at RM stage.		
Suitability for walking and wheeling (internal to the site)	More info needed	Pedestrian routes are supported inside including some segregation but surfacing and lighting and step free are key requirements.		
Cycle safety on links (Internal to the site)	More info needed	No obvious cycle route strategy on the masterplan.		
Shared use routes (internal to the site)	More info needed	The decision on new infrastructure to be designed should be informed by analysis on likely traffic levels and routing strategy through the TA and TP. Both documents require more information to be supplied		
Car parking layout	More info needed	No details on vehicle parking at this stage.		
Cycle Parking	More info needed	Space should be made available with dwellings to enable secure parking in line with the requirements in LTN1/20 or local policy. Cycle parking will also be required for education uses on site.		
Trip end facilities for cycling (Destinations)	More info needed	Provision required for staff at the proposed primary school		
TRAVEL PLAN	More info needed	Although census info is provided and the anticipated aim to reduce car trips, by 5%, no new modal share target is proposed. Some monitoring by Modeshift STARS but lack of real targets for active travel weakens the whole approach. No remedial actions are proposed for failure to meet the targets. No quality or audit information in the TA for active travel means there are no infrastructure improvements recommended to assist in delivering mode shift. No recognition of distance problems to bus routes and other barriers to shift to bus use.		