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Transport Assessment

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Project: The Old Rectory, Market Bosworth
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1. Introduction

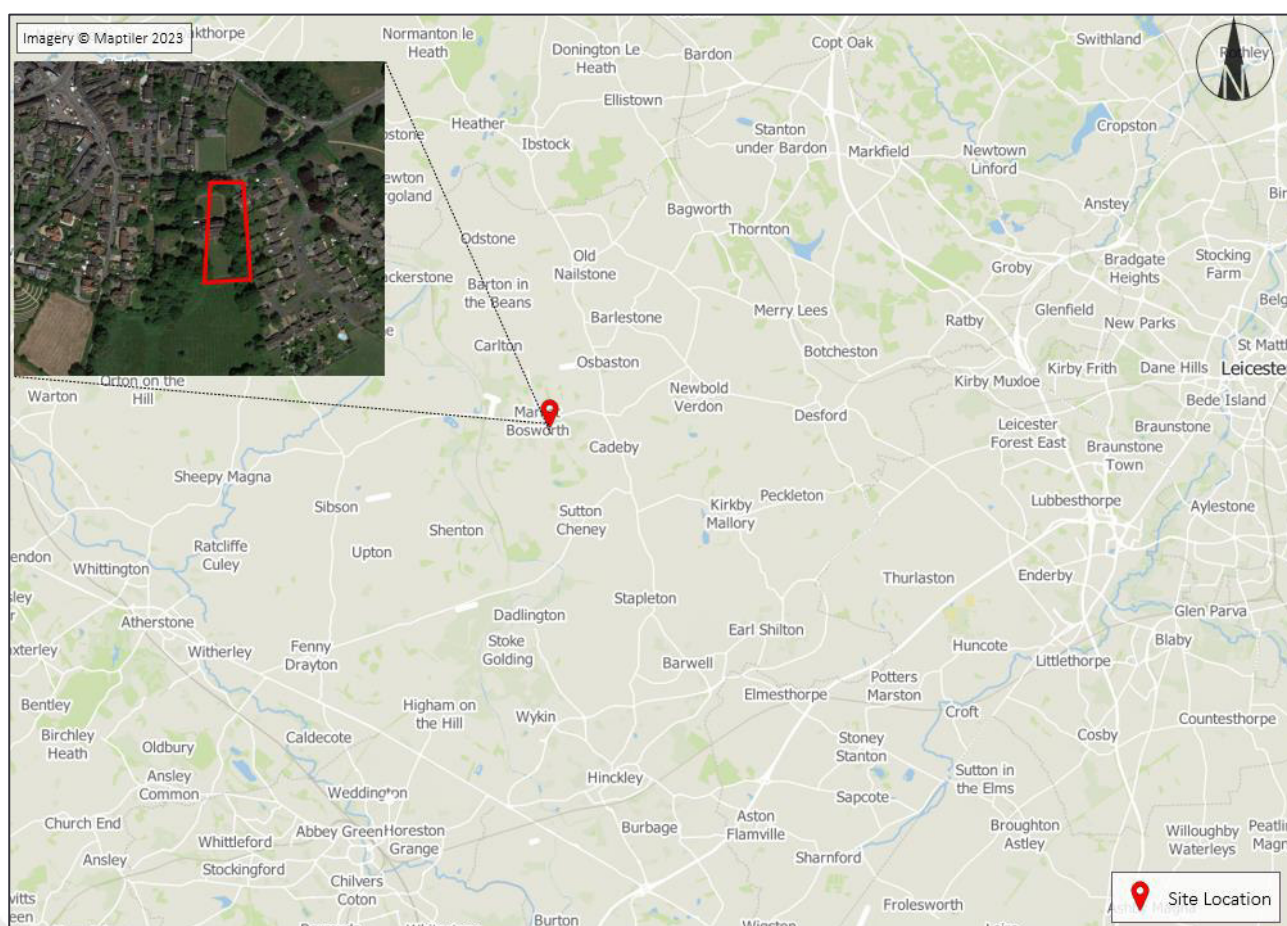
1.1 Background

This Transport Assessment (TA) has been prepared by The Transportation Consultancy ('ttc') on behalf of Witherslack Group Ltd (the applicant), to accompany a Change of Use (CoU) Planning Application of 'The Old Rectory' from a single dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1); alongside the erection of two single storey external classrooms; a Multi-Use Gaming Area (MUGA); a revised parking layout; replacement boundary fencing; and external landscaping with associated works to trees.

The application site is located at The Old Rectory, Rectory Lane, Market Bosworth, Nuneaton, Leicestershire.

The proposed development location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location



1.2 Purpose of Report

The purpose of the report is to identify the transport characteristics of the proposed development and surrounding area and examine the likely transport implications of the proposed development.

The report should be read in conjunction with the suite of documents which accompany the Full Planning Application. This TA has been prepared with reference to the National Planning Policy Framework (NPPF) 2021 and Planning Practice Guidance (PPG).

PPG states that a TA should address the following:

- The planning context of the development proposal;
- Appropriate study parameters (i.e. area, scope and duration of study);
- Assessment of public transport capacity, walking/cycling capacity and road network capacity;
- Road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;
- Measures to promote sustainable travel;
- Safety implications of development; and,
- Mitigation measures (where applicable) – including scope and implementation strategy.

This report seeks to demonstrate that the development site is well located in terms of access to local facilities and public transport opportunities, and as such will enable access by sustainable transport modes.

1.3 Structure of Report

This TA is structured as follow:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns;
- **Chapter 3:** Determines the Local and National Policy context in relation to the proposed development;
- **Chapter 4:** Describes the proposed development including access arrangements;
- **Chapter 5:** Considers the existing trip generation and proposed travel demand of the development; and,
- **Chapter 6:** Summarises and concludes the findings of the report.

2. Existing Situation

2.1 Overview

This section of the TA outlines the existing conditions and access arrangements, sustainable transport links, local highway network, and a review of highway safety within the vicinity of the proposed development.

2.2 Proposed Development Location and Context

The proposed development is located on Rectory Lane, Market Bosworth, Nuneaton, Leicestershire. The site comprises of an 1849 built Grade II listed Tudor Style dwelling (Class C3). The application site area measures c.6,401 sq. m. with access taken from Rectory Lane via an existing gated entrance.

The site is bound by Rectory Lane to the north, residential land uses to the east and west and agricultural land to the south.

Figure 2.1 illustrates the proposed development in the local context.

Figure 2.1 Site in Local Context



2.3 Local Highway Network

Rectory Lane

Rectory Lane is an adopted 'C' classified one-way road, subject to a 30mph speed limit that routes on an east to west alignment (and direction). This road connects with Park Street / The Park via priority Y-junction to the east and Sutton Lane / Market Place simple priority T-Junction to the west. Rectory Lane measures c.5.6m wide with street lighting provided at regular intervals. A pedestrian footway is provided on the southern side of the road (c.1.7m) with dropped kerbs at its junction with Cedar Drive. This footway terminates in vicinity of the 'Old Rectory Coach House' after which the footway provision switches to northern side of this road. A dropped kerb is present in this location which affords pedestrians an uncontrolled crossing point.

Park Street

Park Street is an adopted one-way road, subject to a 30mph speed limit that routes on a west to east alignment (and direction). Park Street measures c.6.0m wide with street lighting provided at regular intervals. The road is directly fronted by a number of residential dwellings with no driveway or vehicular access, this results in the presence of on-street parking. Pedestrian footways are provided on both sides of the road (c.1.0m wide in places).

Market Place

Market Place is a single lane, two-way carriageway that runs on a north to south alignment at the heart of Market Bosworth. The road measures c.10m wide in vicinity of 'The Square' and subject to a 30mph speed limit. Pedestrian footways are provided on both sides of the road with dropped kerbs with street lighting provided at regular intervals. Some sections of footway narrow to <1.0m due to the presence of property frontage; this is typical of historical rural market towns and villages.

2.4 Sustainable Transport

This section has been prepared with reference to the following best practice and guidance documents:

- CIHT (2000) Providing Journeys on Foot;
- CIHT (2014) Planning for Cycling;
- CIHT (2015) Planning for Walking;
- CIHT (2018) Buses in Urban Developments;
- DCLG (2007) Manual for Streets; and,
- DfT (2020) Local Transport Note 1/20: Cycle Infrastructure Design

In consideration of the development proposals serving children with specific SEN needs and due to the age of pupils in attendance, pupils will either arrive / depart the development via private taxi, School mini-bus or parent/guardian private car (as organised by the Local Authority). Therefore, the majority of pupils are not envisaged to walk, scoot or cycle to the school.

This section provides details on sustainable transport options for staff and visitors.

Walking and Cycling

Walking and cycling form sustainable modes of transport which can provide benefits for future staff and visitors and help to reduce the amount of congestion and pollution within the area.

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work or school. These distances are illustrative, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on such factors such as local topography and attitude towards travel modes.

The *Manual for Streets* (MfS) reinforces this advice, stating that "walkable neighbourhoods" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

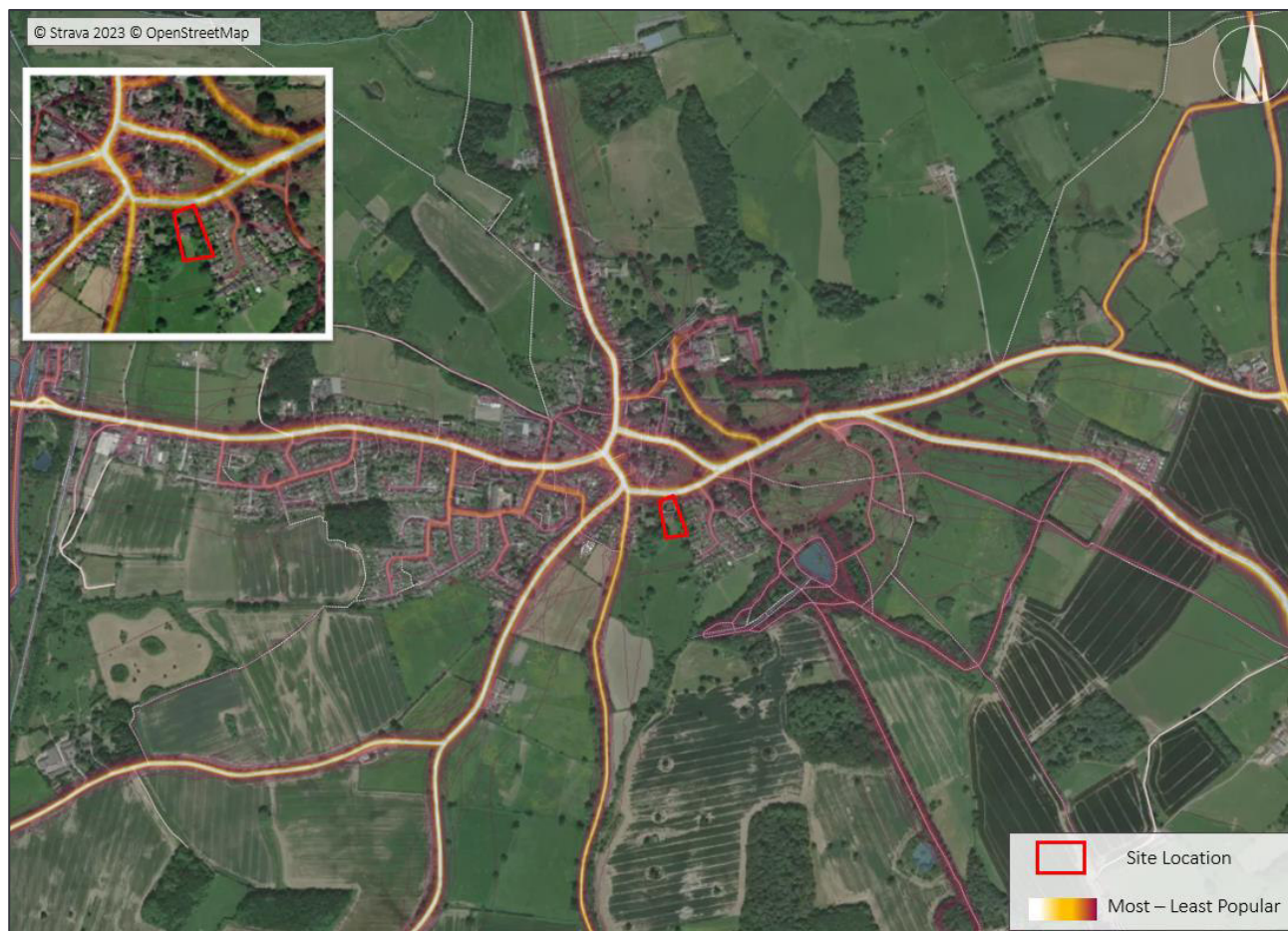
Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

'The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'

With regards to walking, the local environment surrounding the site has a suitable network of footways, which provide convenient and safe access to and from the site. Rectory Lane has a pedestrian footway on the south side of the road which alternates to the north side when heading westbound towards the town centre. The footway connects to a wider network of footways around the town centre and Market Bosworth, allowing for staff and visitors that live locally to easily access the site via foot. Moreover, Market Bosworth County Park is located c.150m to the east of the site which provides pedestrian footways and PRoW footpaths which connect to residential areas to the south-east.

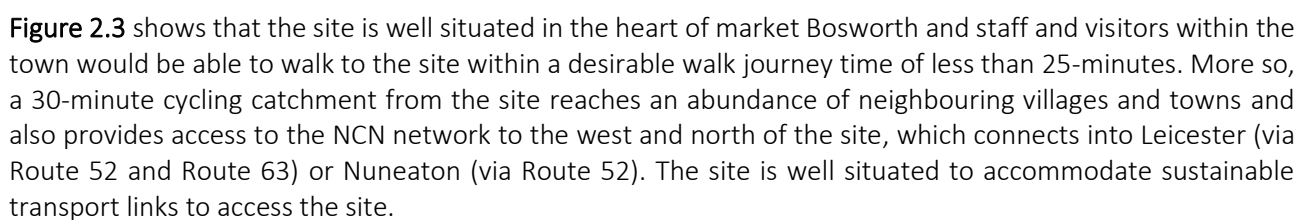
With regards to cycling, cyclists are accommodated within the local highway network. Due to the nature of the roads in Market Bosworth, cyclists frequently use the local highway network as transport links. This is evident from 'Strava Heatmapping', which is a well-established tracking service commonly used by athletes and regular use cyclists. **Figure 2.2** below highlights the roads that are frequently used by cyclists within the surrounding vicinity of the site.

Figure 2.2 Heatmap for Cyclists Activity in Relation to the Site



As illustrated in **Figure 2.2** Rectory Lane is a popular transport link used by cyclists to access Market Bosworth from the east. Moreover, the surrounding highway network is frequently used by cyclists and suggest that staff or visitors would be able to access the site cycling via the local highway network.

Figure 2.3 shows the areas in which staff and visitors (or parents/guardians) can access the site via walking or cycling. A 25-minute walking isochrone and 30-minute cycling isochrone are illustrated in addition to the National Cycle Network (NCN).



The closest bus stop to the proposed site is situated on Market Place, c.2-minute walk (c.190m). The bus stop is characterised by bus sheltered, seating area, with timetable information board and Kassel Kerb. This stop is served by 3 no. bus services which connect to Leicester, Hinckley and surrounding villages.

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Table 2.1 Local Bus Services in Vicinity of Development

Bus Stop	Distance	Bus Service	Route	Peak Frequency
Market Place (The Square)	c.190m	7	Measham – Fenny Drayton	1 a day
		153	Market Bosworth – Leicester	Hourly (60-minutes)
		159	Hinckley – Coalville	90-minutes
The Park (Opposite Cadeby Lane)	c.300m	153	Market Bosworth – Leicester	Hourly (60-minutes)
		159	Hinckley – Coalville	Hourly (60-minutes)

The availability of bus services to/from major population centres provides future visitors and staff a viable alternative method of travel to the proposed development.

2.5 Highway Safety Audit

Personal Injury Accident (PIA) data has been extracted from Crashmap (<https://www.crashmap.co.uk/Search>) for the latest five-year period, the data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport (DfT) each year.

The PIA search area (inclusive of Rectory Lane) including its junction with Market Place to the west and Park Street to the east, found that there were no records of accidents of any severity reported within the last 5-year period. There are no highway safety issues that the development is expected to exacerbate.

Notwithstanding, the LHA made the following comment in regard to the adjoining development (Ref: 22/01133/FUL) in December 2022 and confirmed that position that *“There has been no recorded Personal Injury Collisions on Rectory Lane in the previous five years. Therefore, the LHA has no pre-existing highway safety concerns at this location”*.

2.6 Summary

Overall, the site is:

- Well located in the designated ‘key rural centre’ of Market Bosworth and is therefore considered a sustainable location.
- Sufficiently connected to the surrounding highway, footway, and cycleway network, so that future staff/visitors have a genuine modal choice between sustainable means of transport.
- Accessible by a number of bus services, which can be accessed through sustainable methods of transport.
- Situated within acceptable walking/cycling distance of a large array of settlements within Leicestershire.
- Has no highway safety issues that have been identified within the operation of the local highway network or in vicinity of the proposed access.

3. Policy and Guidance Review

3.1 Overview

This chapter provides a review of the highways and transportation elements of both national and local planning policy relative to the proposed development. This chapters will focus on the following documents:

- National Planning Policy Framework (2021);
- National Planning Policy Guidance (2018);
- BB102 Designing for Disabled Children and Children with Special Educational Needs (2014);
- Leicestershire Local Plan (LTP3) 2011-2026;
- Hinckley & Bosworth Borough Council Local Plan (2006 – 2026); and,
- Hinckley & Bosworth Borough Council Core Strategy Development Plan Document

3.2 National Policy

National Planning Policy Framework (July, 2021)

In July 2021 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered 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.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *'opportunities to promote walking, cycling and public transport use are identified and pursued.'*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 104 - 113). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. 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. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan (Paragraph 111), the latter being identified as a key tool to deliver sustainable transport objectives.

Paragraph 110, pg. 31 identifies that plans and decisions should take account of whether:

- 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, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; 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.'

Paragraph 112, pg.32 identifies those developments should be located and designed where practical to:

- '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 reduced 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.'

With regards to impacts on highways, Paragraph 111, states:

'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.'

Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TA and accompanying FTP demonstrate that the above objectives would be satisfied by the development proposals.

National Planning Policy Guidance (2018)

The NPPG was published in 2012 and most recently revised in 2018. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Creating a choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and,

- Supporting local businesses and the regional economy.

BB102 Designing for Disabled Children and Children with Special Educational Needs (2014)

This document highlights the fact that it is important to think about children's SEN and disabilities right from the start, placing them at the heart of all stages in the design process. The following relevant guidance has been extracted and summarised from this document:

Chapter 4: Initial Design Strategy

- *The school should be conveniently located, with good transport links and proximity to other local school and community facilities, so that schools can work in partnership to support children with SEN and disabilities, and to make it easier to access work experience and training opportunities, as well as for social inclusion and local community involvement.*

Chapter 5: Access and Circulation

- *Some [pupils, visitors, staff] will use public or private transport – designers will need to find out the potential number of vehicles and process of handover to the school. In a special school particularly, there may be several vehicles arriving to drop children off at the same time.*
- *Arrival and departure take time and resources, which calls for careful operational planning (and must ensure health and safety). Transferring children in wheelchairs from the rear or side of a vehicle is a slow process, which takes place in all weathers:*
- *Vehicular circulation that allows for public and private transport, including set-down and drop-off without congestion*
 - ▶ *Designated safe pedestrian routes – some people have less awareness of the risks of traffic*
 - ▶ *Suitable car parking, with accessible parking bays near the entrance*

Chapter 11: Detail Design

- *In some special schools the following issues may have a significant impact on the approach for sustainable design;*
 - ▶ *Transport of children with SEN and disabilities to and from school - providing vehicular access and car parking for them, staff and visitors*

3.3 Local Policy

Leicestershire Local Plan (LTP3) 2011-2026

LCC's Local Transport Plan 3 sets out a long-term vision for transport in the area. Leicestershire wants to be recognised as a *"place that has, with the help of its residents and businesses, a first-class transport system that enables economic and social travel in ways that improve people's health, safety and prosperity, as well as their environment and their quality of life"*.

The Local Transport Plan 3 outlines a set of objectives that fulfils its vision for transport in 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, and “ 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”.*

The LTP3 aims to work through the planning system to seek to encourage the delivery of sustainable development that helps grow the economy of Leicestershire but that also ensures that the transport system continues to operate as efficiently and reliably as possible. The approach to this includes:

- *Maximising the use of the existing transport system by encouraging new development to be located in areas that are already able to be well served by walking, cycling and public transport; and*
- *Encouraging high quality, safe facilities in new developments for pedestrians, cyclists and public transport users.*

Hinckley & Bosworth Borough Council Local Plan (2006 – 2026)

The Local Plan aims to achieve the following:

- *To have the right facilities, housing, and infrastructure in the right places;*
- *To support the local communities by addressing the needs and opportunities of an area; and*
- *To help to support the growth of the local economy and tourism.*

The Local Plan consists of four Development Plan Documents (DPDs), including the Site Allocations and Development Management Policies DPD and the Hinckley Town Centre Area Action Plan (AAP), which outline the council's policies for development within the borough.

The Site Allocations and Development Management Policies DPD (2016), includes development management policies which apply across the borough, and which will be used when determining planning applications.

Policy DM17 (Highways and Transportation) states that development proposals will be supported where they:

- *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;*
- *Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*
- *Demonstrate that there is not a significant adverse impact upon highway safety;*
- *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and,*
- *Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

Policy DM18 (Parking Standards) requires that new development should provide an appropriate level of parking provision justified by an assessment of the site location, other modes of available transport and appropriate design together with mobility standard parking provision.

The DPD also iterates that where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development.

Hinckley & Bosworth Borough Council Core Strategy Development Plan Document

HBBC adopted its Core Strategy Development Plan Document ('DPD') in December 2009. The Core Strategy DPD sets out the overarching strategy and core policies to guide the future development of the borough up to 2026. The Core Strategy sets out a 'vision' for the borough to be 'a thriving, successful borough exemplifying green sustainable development across the East Midlands.

Hinckley & Bosworth Borough Council Emerging Local Plan

HBBC are in the process of consulting on a new draft Local Plan. The Local Plan will set out the vision and objectives for the growth of the borough up to 2039. Development proposals will be reviewed against the draft Local Plan as well as the adopted Local Plan 2006-2026.

3.4 Summary

The planning policy described above collectively seeks to ensure that development is located to ensure future staff and visitors are provided with genuine modal choice by situating development in locations that reduce the need to travel, reduces average journey lengths and benefits from local infrastructure to enable use of modes of transport other than the single occupancy private car.

Furthermore, the planning policy considered also seeks to ensure that the impacts of the development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application and where necessary the provision of mitigation in order to temper the impacts of a given development, to ensure that any residual impacts are not "*severe*".

This TA has been prepared in line with current best practice guidance, policy, and methodology.

4. Development Proposals

4.1 Overview

This chapter of the TA describes the development proposals, including details of access, parking and servicing arrangements.

4.2 Development Description

The development proposals will comprise the *“Change of use of ‘The Old Rectory’ from a single dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1); alongside the erection of two single storey external classrooms; a Multi-Use Gaming Area (MUGA); a revised parking layout; replacement boundary fencing; and external landscaping with associated works to trees.”*

The proposed Independent Primary School for SEN (Class F1) will provide for:

- ▶ Up to 40 no. pupils (aged 5-11 years); and,
- ▶ UP to 40 no. FTE staff (30 full-time, 20 part-time)
- Operational Hours: 08:00-17:00 Monday-Friday (38-weeks per annum)
- Children Teaching Hours: 08:30-15:00 Monday-Friday
- Modifications to existing vehicular access to permit two-way passing ingress/egress;
- Retention of existing entrance brick wall and removal of inner brick pillars to afford 6.5m wide access;
- Provision of new car park area with capacity for up to 40 no. spaces inclusive of:
 - ▶ 2 no. disabled parking spaces;
 - ▶ 4 no. Electric Vehicle Charging Points (EVCP);
- Provision of secure and sheltered cycle parking for 4 no. bicycles;
- New Multi-Use Games Area (MUGA);
- New external classroom block; and,
- New therapy rooms and office area

A plan illustrating the concept layout of the site is provided in **Appendix A**.

4.3 Labour Pool

Given the SEN setting requires specialised training, the labour pool is incomparably smaller than that of mainstream schools for teachers and staff members. Geographically, teachers and support staff (as well as pupils) can be expected to travel and commute longer distances to the proposed development.

In consideration of the proposed SEN provision, teachers and support are likely to travel to / from the development via private car and from a wide commuting catchment zone.

4.4 Operating Hours

Pupil hours at the school will be taught between 08:30-15:00 Monday-Friday. Teaching staff are generally expected to arrive c.08:00 and depart between 16:00-16:30 with some envisaged to remain on site until 17:00. The site will not be open on weekends and will operate for a traditional 38-week period.

4.5 Vehicular Access Arrangement

Vehicular Access

It is proposed that access to the site will be taken from the existing access point from Rectory Lane. As Rectory Lane is a one-way road, vehicles will turn left in and left out of the site.

The existing bricked entrance will be retained however, proposals include for the widening of the existing brick pillars and gates to permit a 6.5m wide access. No alterations will be required to the existing dropped kerb.

The existing access has been in operation for the site's historical use. No PIAs have been reported in vicinity of this access.

An unobstructed visibility splay of 2.4m x 43m [to the east] can be achieved on Rectory Lane to accord with the Sight Stopping Distances (SSDs) identified within MfS, based on the signed road speed. Visibility splays are illustrated within the accompanying **Drawing 210777-001**, a copy of which is provided **Appendix B**.

Vehicle swept path analysis has been undertaken of the existing site access and internal arrangements for a large estate car and mini-bus. The vehicle tracking is illustrated on **Drawing 210777-001** included in **Appendix B**.

Pedestrian/Cycle Access

Pedestrian and cycle access will be achieved via the existing access from Rectory Lane.

4.6 Parking

Vehicle Parking

HBBC do not identify parking standards for education class uses. In the absence of relevant parking standards, the LCC guidance *Leicestershire Highway Design Guide: Highway Requirements Part 4*, is cited as an alternative reference in the absence of appropriate standards from HBBC.

Parking standards for schools from the aforementioned document are summarised as follows:

- *One car space per member of teaching staff plus three additional spaces;*
- *Where a community wing is to be provided for daytime use a minimum of 5 additional spaces shall be provided; and,*
- *Provision for access to hard surfaced play areas will be required to provide additional parking for "out of hours" functions.*

Given the specialist nature of the development proposals, no 'community wing' is proposed and nor will access to hard surfaced play areas for 'out of hours' use be permitted.

In the absence of relevant guidance, and specialist nature of the development proposal, a minimum of 40 no. vehicle spaces are proposed. This parking level is based on the operators existing sites and is cognisant of the

typical wider labour pool and acknowledges that the proposed use generates Single Occupancy Vehicles (SOV) associated with staff trips only.

A minimum of 2 no. disabled parking bays are proposed on site.

The proposed parking provision is considered accurate and robust for the operator's needs.

Electric Vehicle Parking

By 2030, the UK government plans to end the sale of new petrol and diesel cars, and this will be implemented by legislation. The Government expects Local Authorities to encourage electric vehicle charging infrastructure in new development whilst the NPPF requires local planning authorities to take into account the overall need to reduce the use of high emission vehicles.

Electric Vehicle Charging Points (EVCP) will be provided at the proposed development in line with 10% provision (4 no. EVCPs).

Cycle Parking

The LCC guidance *Leicestershire Highway Design Guide: Highway Requirements Part 4*, states that:

- *Enough Sheffield racks (or similar) should be provided in a prominent and convenient location to park the cycles of 5% of the maximum number of people expected to use the facility at any one time. Secure and covered parking for staff to be provided on merit.*

Given the specialist nature of the development, cycle parking will be provided for staff only. Secure and sheltered cycle parking will be provided for 4 no. bicycles which equates to c.10% provision of total staff numbers. This level of provision is considered adequate and robust.

4.7 Servicing Arrangements

It is anticipated that service vehicles (Refuse Collection) for the development will collect waste direct from Rectory Lane. This will be undertaken by private collection and not reliant on the Local Authority. A bin store will be situated close to the access and utilised on waste collection days. A permanent bin store will be situated closer to the building where bins will be stored and located outside collection days.

5. Travel Demand

5.1 Overview

This chapter of the TA sets out the existing and proposed vehicle generation at the proposed development and assesses the impact of the proposals on the local highway network.

The existing site benefits from extant Class C3 for residential use. The conversion of the site into a school – Class F1 – and subsequent expansion of the site has been examined to determine the traffic impact on the local highway network.

5.2 Traffic Generation

Existing Vehicle Generation

As a large existing residential property, the site could typically generate 4-6 two-way daily movements. It is likely that one or two vehicles would depart in the AM peak hours and return in the PM peak hours. Also, there may be additional trips in the afternoon or early evening relating to leisure/personal circumstances.

The existing vehicle generation has a negligible affect on the local highway network.

Proposed Vehicle Generation

In order to quantify the level of traffic generated by the development proposals, the industry standard approach is to interrogate the TRICS (Trip Rate Information Computer System) database. TRICS is a nationally recognised database of traffic surveys covering a multitude of different development types.

Given the specialist nature of the proposed development, no survey examples of independent SEN schools exist within the TRICS database.

To determine the likely forecast traffic generation from the proposed development, a ‘first principles’ methodology has been applied using traffic data from ‘donor’ sites to derive vehicle trip rates and subsequent traffic generation. This draws upon operational data from the operator’s sites of similar school size, pupil age range, location, and proximity to public transport services.

‘First Principles’ Methodology

To determine the traffic movements that could be generated from the proposed development, trip rates have been established using Manual Turning Count (MTC) traffic data recorded at the following Witherslack Group Schools:

- Lakeside School, Naylor’s Road, Knowsley, L27 2YA; and,
- Abbeywood School, Rother Way, Hellaby, Rotherham, S66 8QN.

Lakeside School, Knowsley, is situated within a walk catchment of a bus stop served by 4 no. bus services offering arrivals/departures every c.20mins. However, as previously outlined in **Section 4**, in consideration of the specialised nature of the development proposals, members of staff are likely to travel to the development via private car on the assumption of the wider labour pool, therefore the presence of the public transport services in vicinity of the Lakeside School can be discounted.

Abbeywood School is situated close to Junction 1 M18 within an industrial/commercial area of Bramley. The closest bus stop is situated c.325m from the site and is served by 1 no. bus service only. The nearest bus stop

offering additional services is situated on the A631 c.895m to the south of the site where 4 no. services are provided.

Both schools are considered to be representative of the proposed development scale and nature and in consideration of local public transport services.

Lakeside School

An MTC was undertaken on Tuesday 8th October 2019 between 07:00-10:00 and 14:30-18:30, during term-time under neutral conditions. This survey was commissioned to accompany a planning application for the demolition of existing buildings and construction of a new school (Planning Ref. 21/00398/FUL).

At the time of the MTC, Lakeside School was attended by a total of 34 pupils supported by 32 full-time staff and 17 part-time staff.

Abbeywood School

An MTC was undertaken on Tuesday 12th July 2022 between 07:00-10:00 and 14:00-18:00, during term-time under neutral conditions.

At the time of the MTC, Abbeywood School was attended by a total of 51 pupils supported by 38 full-time staff. The school has no part-time staff.

The forecast school peak hour turning movements can be calculated on a pro-rata basis using the total person trip rates, factoring up the recorded peak hour turning movements from the 'donor' sites. Existing traffic generated by the 'donor' schools is outlined in **Table 5.1** below for the A5 highway network peak and school peak hour periods.

Table 5.1 Existing Traffic Generation & Trip Rates – Donor Sites

Time Range	Lakeside School (83 persons)			Abbeywood School (89 persons)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Traffic Movements						
Network / School AM Peak Period (08:00 – 09:00)	39	15	54	29	9	38
School PM Peak Period (15:00 – 16:00)	3	27	30	4	13	17
Network PM Peak (17:00 – 18:00)	2	20	22	1	12	13
Person Trip Rates						
Network / School AM Peak Period (08:00 – 09:00)	0.470	0.181	0.651	0.326	0.101	0.427
School PM Peak Period (15:00 – 16:00)	0.036	0.325	0.361	0.045	0.146	0.191
Network PM Peak (17:00 – 18:00) *	0.024	0.241	0.265	0.011	0.135	0.146

Table 5.1 shows that 54 and 38 respective two-way vehicle movements occur in the AM peak period at Lakeside School and Abbeywood School and 30 and 17 respective two-way vehicle movements occur in the PM period.

Using the existing donor site traffic movements, person trip rates have been established. This can be applied to the proposed number of pupils and staff at the development site (80 no. total persons), the result of which are outlined in **Table 5.2** below.

For completeness and robustness, average trip rates using the two ‘donor’ sites have been calculated and subsequent traffic movements identified in **Table 5.2**.

Table 5.2 Average Donor Trip Rates

Time Range	Average Trip Rates (Lakeside and Abbeywood)		
	Arrive	Depart	Two-way
Network / School AM Peak Period (08:00 – 09:00)	0.398	0.141	0.539
School PM Peak Period (15:00 – 16:00)	0.041	0.236	0.276
Network PM Peak (17:00 – 18:00)	0.018	0.188	0.206

Table 5.3 outlines the resulting vehicle movements by applying the combined Lakeside and Abbeywood School average person trips rates.

Table 5.3 Forecast Pro-rata Vehicle Movements

Time Range	Average Trip Rate Applied (80 no. pupils)		
	Arrive	Depart	Two-way
Network / School AM Peak Period (08:00 – 09:00)	37	13	50
School PM Peak Period (15:00 – 16:00)	4	22	25
Network PM Peak (17:00 – 18:00)	2	17	19

Table 5.3 shows the forecast traffic movements using the person trip rates from averaged ‘donor’ school sites.

The average ‘donor’ trip rates could result in a traffic forecast of 50 and 25 two-way movements in the network/school AM and school PM peak hours. 19 two-way movement could be generated in the network PM peak hour.

As outlined above, the forecast generation of up to 50 two-way movements could result in a worst-case scenario of 4 two-way trips (2 arrivals / 2 departures) every 5-minutes during the AM peak hour (08:00-09:00) only. However, as can be seen from **Table 5.3**, the majority of trips arriving on site would relate to staff movements who would then go on to park for the duration of the school day.

5.3 Traffic Impact

The effect of additional traffic generated by development proposals will not result in conditions prejudicial to the safe operation of the local highway network.

Given the setback of the existing gates and proposed widening of the access, arriving vehicles will have adequate space to pull off Rectory Lane and permit existing westbound movements to travel on Rectory Lane unimpeded. Furthermore, the width of Rectory Lane supports the sufficient space for the passage of vehicles to route past parked vehicles or vehicles waiting to enter the site.

With regards to impacts on highways, Paragraph 111 of the National Planning Policy Framework (NPPF), July 2021, states: *'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.'*

It is considered that the development proposals will be immaterial and will not have a 'severe' or detrimental impact upon the existing highway infrastructure.

6. Summary & Conclusion

6.1 Summary

This Transport Assessment has been prepared by The Transportation Consultancy on behalf of Witherslack Group Ltd, to accompany a Change of Use Planning Application for 'The Old Rectory' from a single dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1).

This Transport Assessment demonstrates that:

- The site is designated in a 'Key Rural Centre' with numerous access to amenities, shops and public transport and is therefore considered to be a highly sustainable location.
- The site is well situated to access the existing pedestrian and cycle infrastructure so that staff/visitors can sustainably access the site.
- Bus stops within the vicinity of the site provide services which access populated towns and cities, that allow for staff/visitors from a larger labour pool to access the site.
- Development proposals are in line with National and Local Planning Policies.
- There are no outstanding highway safety issues on the surrounding local highway network, which the proposed development site would be expected to exacerbate.
- Vehicle, Electric Vehicle, Disabled and Cycle parking will be provided in line with Local Policy and best practice.
- The anticipated trip generation from the proposed development site has been determined and it has been established that the development will not have a detrimental impact on the operation or safety of the local highway network.

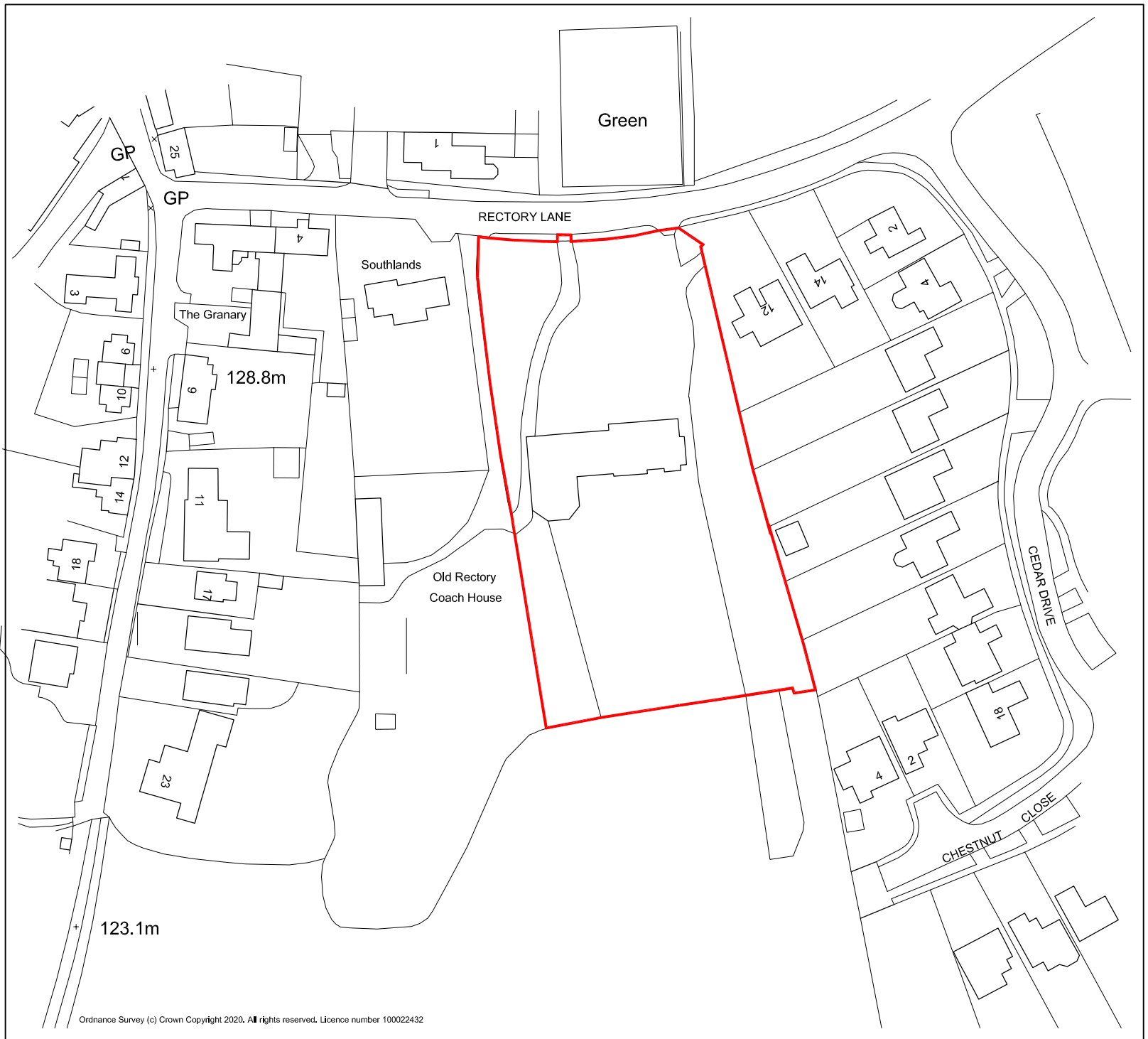
6.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with **Paragraph 111** of the NPPF, which states that '*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*'.

Appendix A

Site Layout



SITE LOCATION PLAN @ 1:1250

- KEY:
- extent of canopy of retained trees
 - removed tree
 - geocell or similar as advised by Arboriculturalist
 - tarmac
 - existing / new dense shrubbery beyond boundary fence
 - existing renovated terrace paving / new paving to match
 - vehicle circulation route
 - new boundary fence
 - electric vehicle charging point

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Dimensions are in millimetres unless otherwise specified.



A	Amend various amends	22.03.23	MJD	mjd
B	Amend various amends	04.04.23	MJD	mjd
C	Amend various minor amends	25.06.23	MJD	mjd

PLANNING APPLICATION

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architecture and design limited

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Client
The Witherslack Group Ltd

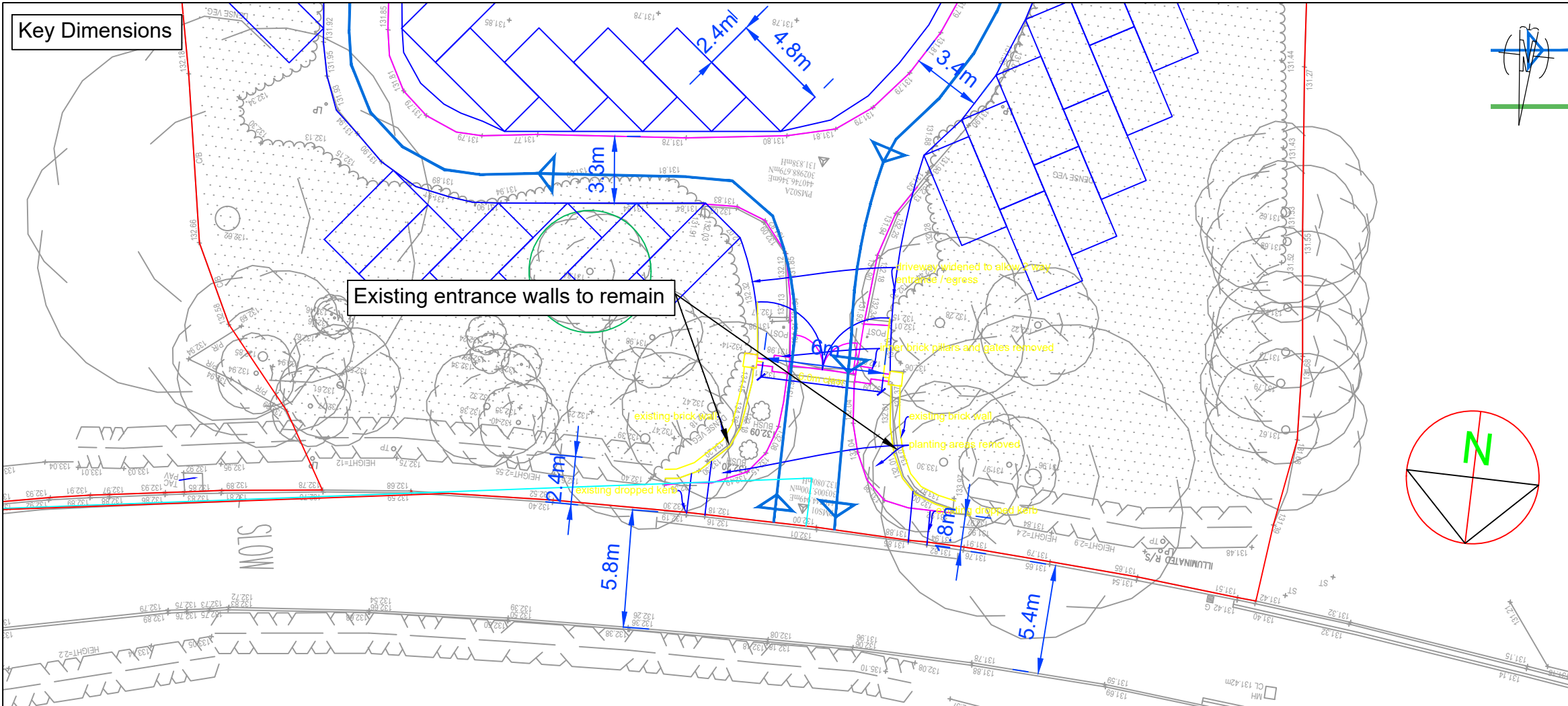
Project
Conversion of Existing Building
To Create a Specialist School
The Old Rectory, Rectory Lane
Market Bosworth, CV13 0LS

Drawing Title
Proposed Site Layout Plan
and Site Location Plan

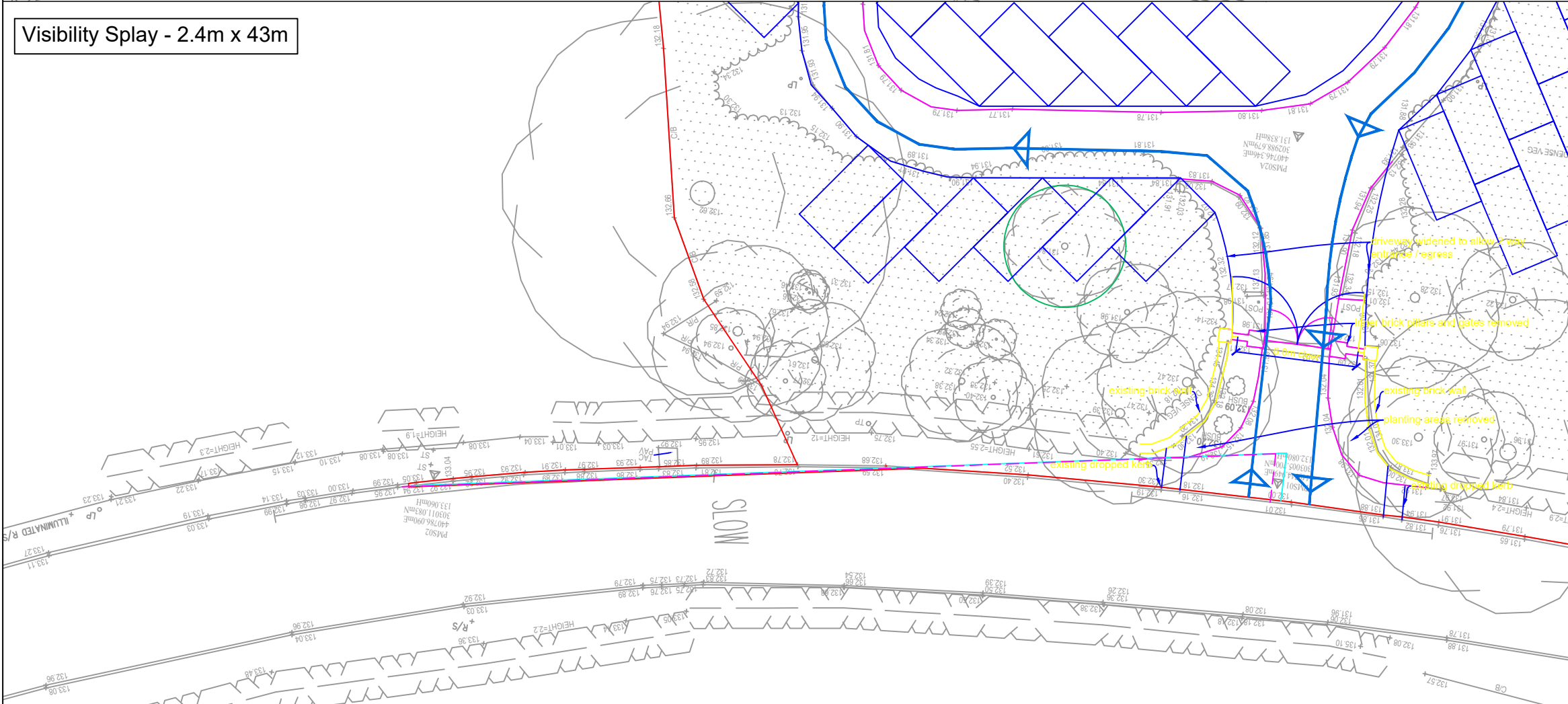
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Appendix B

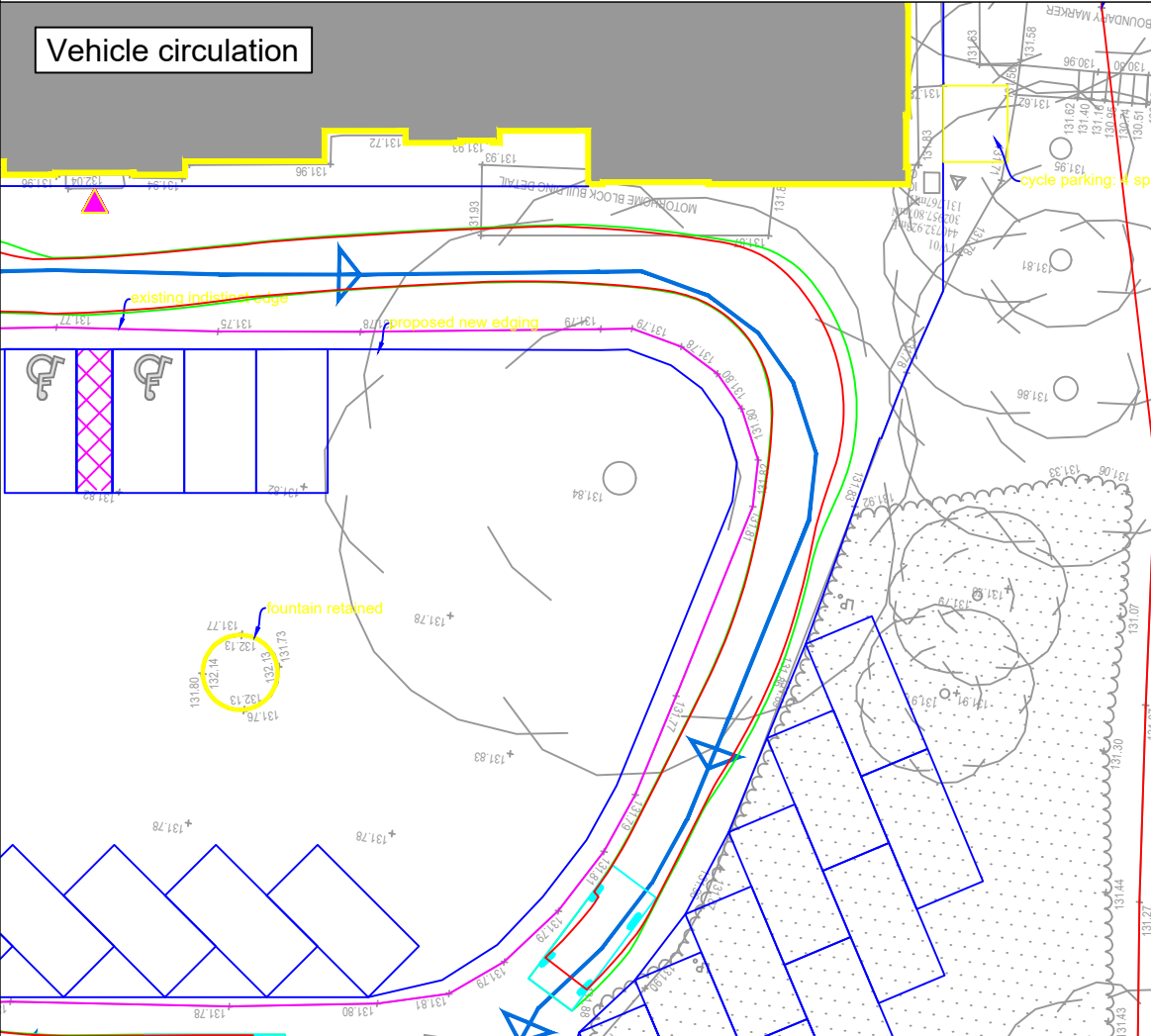
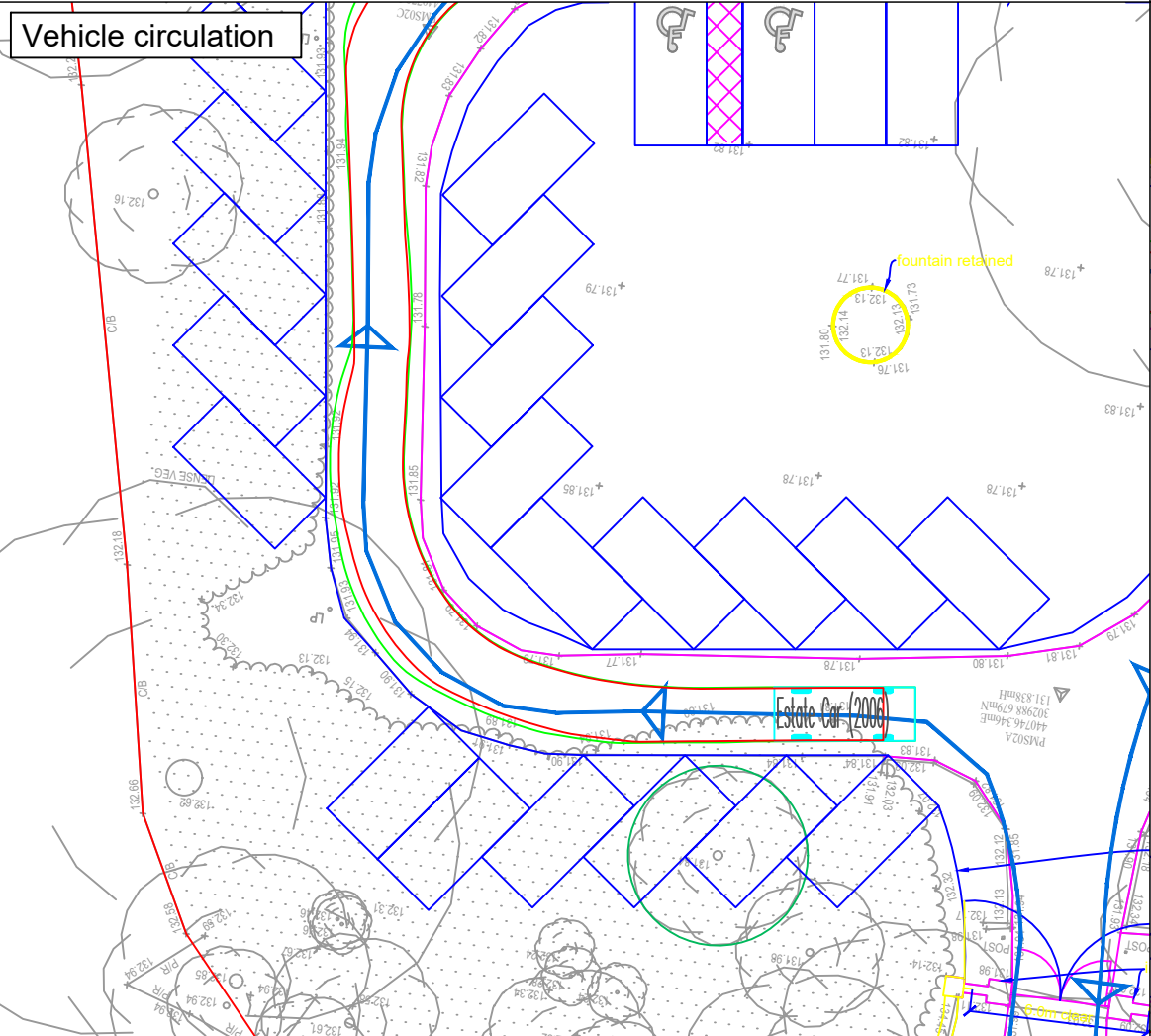
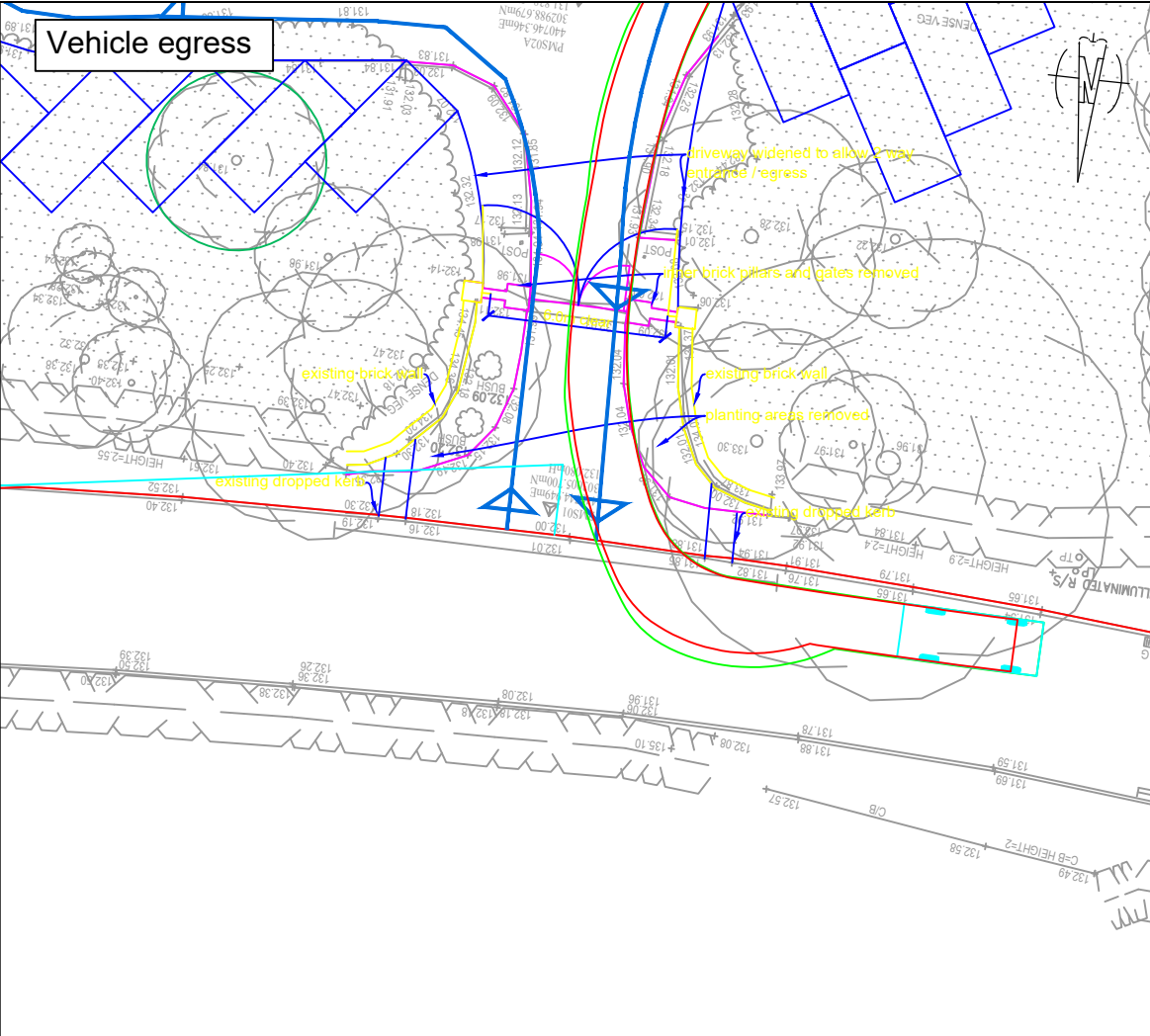
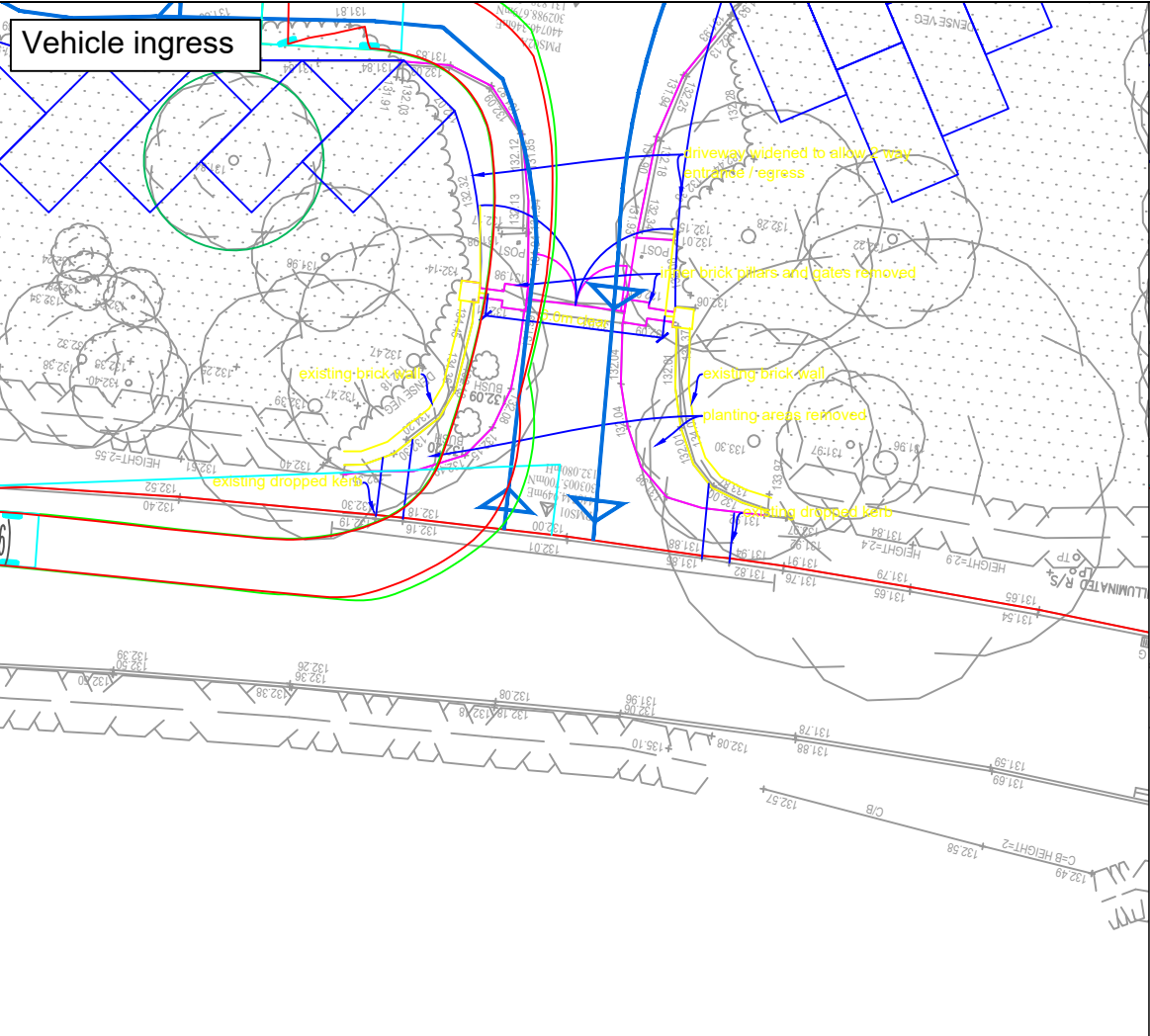
General Arrangement & Vehicle Tracking



Visibility Splay - 2.4m x 43m

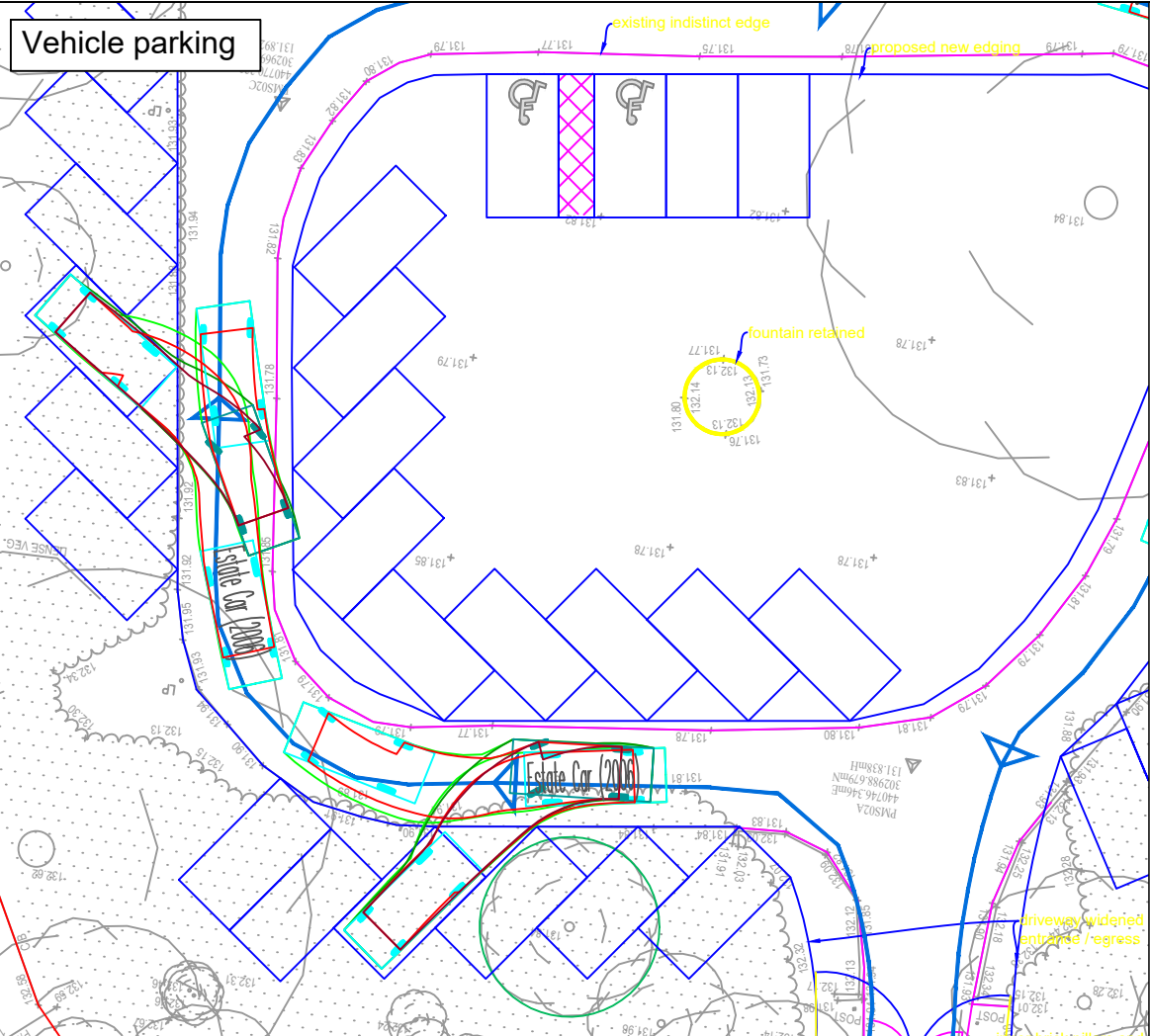


Date of 1st Issue 28/06/23	Description FIRST	Drawn by AS	Checked by AS
Key: Topographical survey Site boundary Key dimensions Visibility splay			
Notes: 1. Drawing based on topographical survey and design provided by Space Architecture. 2. No changes to existing kerblines are proposed. 3. Entrance walls to be retained and pillars to be widened to 6m access width. 4. Visibility splays based on 30mph signed speed.			
A3 SCALE 1:250			
Drawing Title The Old Rectory, Market Bosworth Transport Assessment General Arrangement & Vehicle Tracking Sheet 1 of 3			
Architect			
Drawing Status Planning			
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com ttc the transportation consultancy			
Drawing Number 210777-01			Revision -

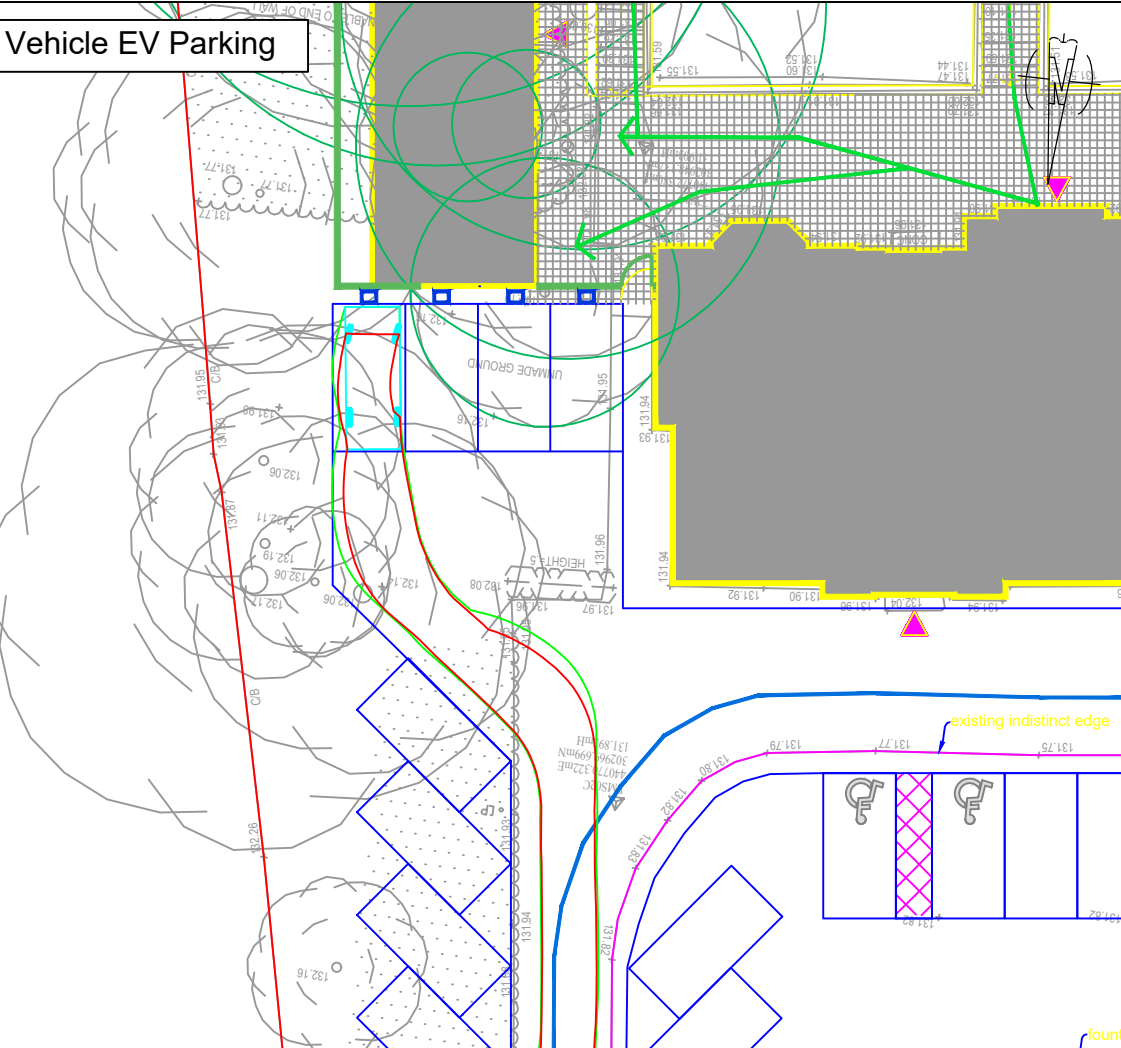


Date of 1st Issue 28/06/23	Description FIRST	Drawn by AS	Checked by AS
Key: - Topographical survey - Site boundary - Vehicle wheelbase - Vehicle body Estate Car (2006) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb Turning Radius			
4.71 0.885 2.755 4.710m 1.804m 1.442m 0.207m 1.756m 4.00s 5.950m			
A3 SCALE 1:250			
Drawing Title The Old Rectory, Market Bosworth Transport Assessment General Arrangement & Vehicle Tracking Sheet 2 of 3			
Architect			
Drawing Status Planning			
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com ttc the transportation consultancy			
Drawing Number 210777-01			Revision -

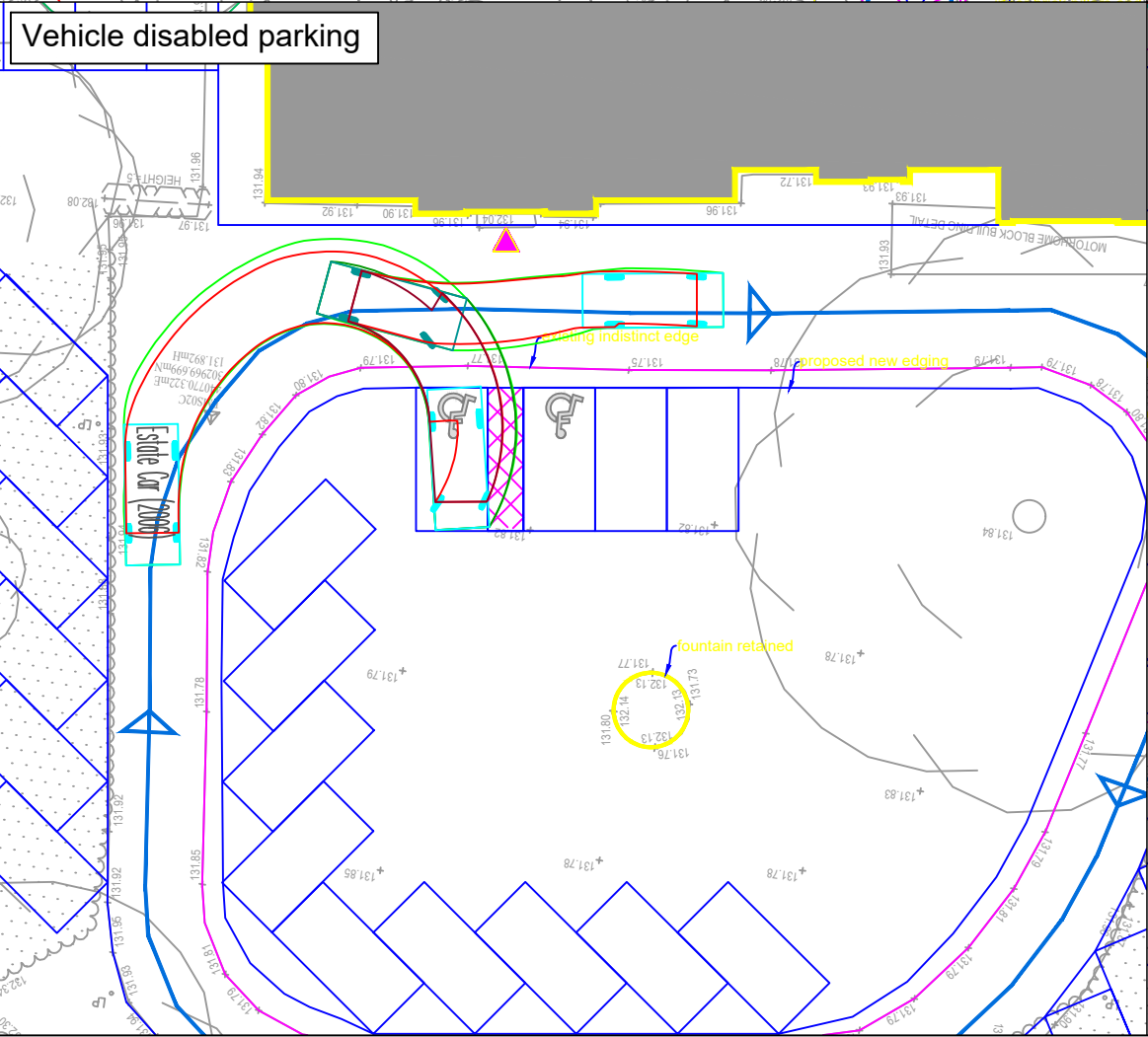
Vehicle parking



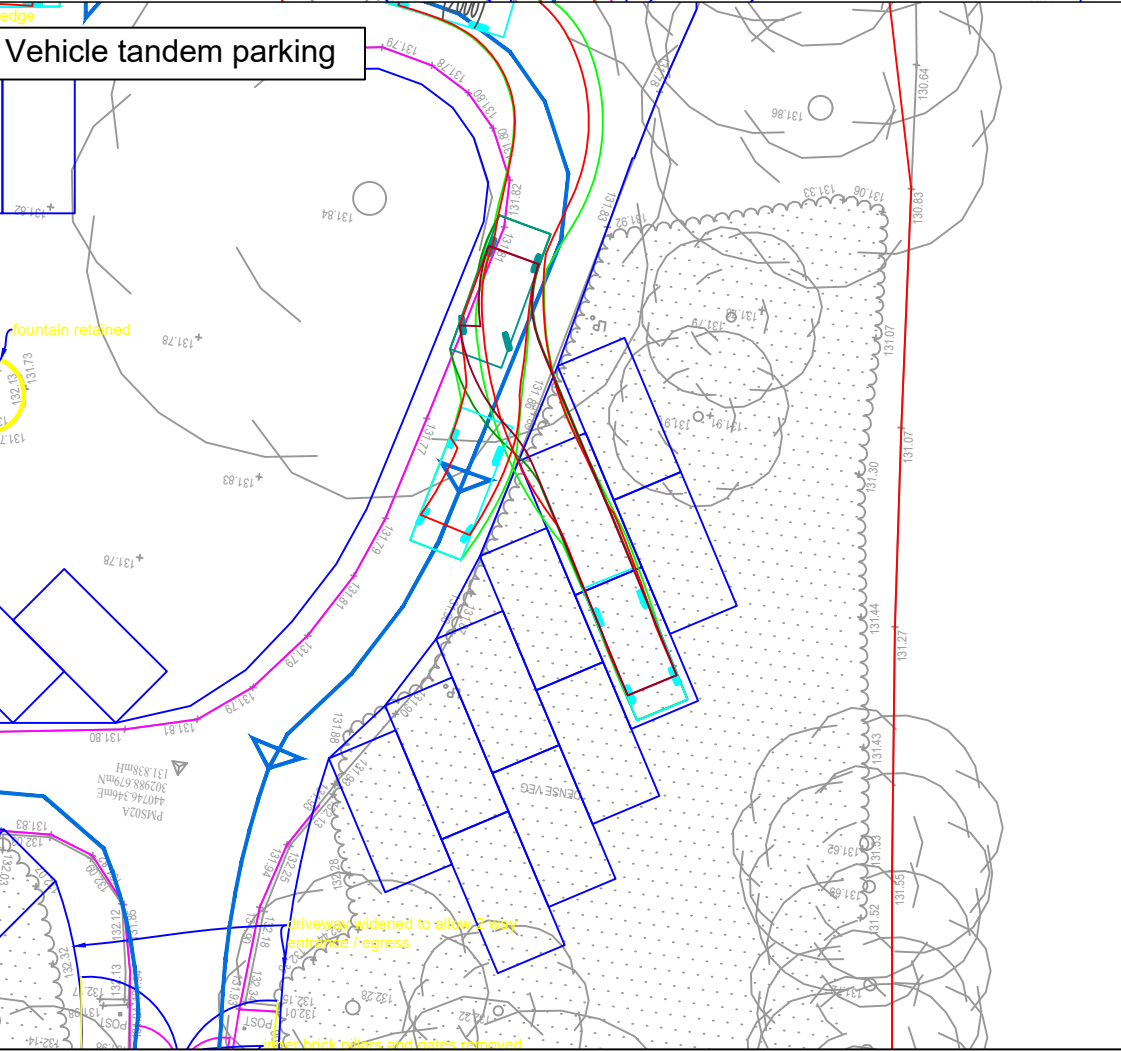
Vehicle EV Parking



Vehicle disabled parking



Vehicle tandem parking



Date of 1st Issue 28/06/23	Description FIRST	Drawn by AS	Checked by AS
Key: Topographical survey Site boundary Vehicle wheelbase Vehicle body			
4.71 0.885 2.755 Estate Car (2006) Overall Length 4.710m Overall Width 1.804m Overall Body Height 1.442m Min Body Ground Clearance 0.207m Max Track Width 1.756m Lock to lock time 4.00s Kerb to Kerb Turning Radius 5.950m			
A3 SCALE 1:250			
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Architect			
Drawing Status Planning			
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Drawing Number 210777-01			Revision -