

Review of Transport Statement dated July 2022 for the Old Gate Road planning application by Bellway Homes

Page No	Section	Transport Statement text:	Review findings	Comments
7	1.2	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		There is a suggestion that the aim of the document is biased towards a preferred outcome.
9	2.3	Old Gate Road is a single carriageway highway which runs along a north to south alignment between the A38 and its junction with Seagrave Road. The highway is the main route for traffic leaving Thrussington northbound towards the A46, and conversely southbound traffic from the A46 to Thrussington.	This Transport Statement has made major errors. The A38 is wrong and should read A46. Old Gate Road is NOT the main route out / in of Thrussington. It is physically impossible to join the northbound A46 from Old Gate Road. If southbound from the A46 was a main route into Thrussington then your own vehicle movement data findings would be hugely increased on Old Gate Road.	Very basic errors suggesting whole document is potentially very poor quality and inaccurate. Clearly the authors have failed in basic road network assessment.
9	2.3	The road has a c.4.7m carriageway width.	Old Gate Road leading up to the development entrance has a variable width. There is a section before the corner where the width repeatedly measures 4.4m and 4.5m. The one pavement on Old Gate Road is typically 0.9m wide.	Large SUV's typically have widths 2 - 2.2m. A typical Luton 7.5 ton lorry has a width of 2.5m. Larger lorries can easily be 3m or more wide. Maximum trailer width allowable is 2.55m. It is quite clear that Old Gate Road is not wide enough for more frequent passing of wide vehicles. Using the Transport Statements own figures, the current two-way peak vehicle volumes are 11/10 (am/pm). The development is estimated to make this two-way peak traffic volume as 32/30 (am/pm). This is a 200% increase in traffic on a road that is not wide enough for many vehicles to pass without driving on the verge or pavement. Consideration is also required for the period of construction traffic. Pedestrian safety is also a severe risk because the vehicles cannot easily pass on the road and the pavement is half the typical width of current design standards.
10	2.5	It is generally considered that 2km for walking and 8 km for cycling are acceptable distances for travel to work, or nearby facilities and amenities.	Nearest towns as places of work: Leicester 18km, Loughborough 13.9km, Melton Mowbray 12.8km. Amenities: GP in Syston 6km, Supermarket in Syston 6km, Secondary School Syston 6km.	Whilst amenities in Syston are within reasonable cycling distance the percentage of people prepared / able to cycle is very small. The Charnwood census 2011 showed 1.49% of journeys are by bicycle. Car or van make up 84.6% of journeys.

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11	2.5	An extensive Public Rights of Way (PRoW) network surrounding Thrussington provides continuous and traffic free access to neighbouring towns and villages for recreational and travel to work use.	All the local footpaths pictured on the Leicestershire PROW network map (Fig 2.3) are good for recreational walking, but would in no way be suitable for travel to work use.	Each footpath is through farmland, is muddy throughout the winter months and apart from one path of more than 3km to Brooksby, provide no access to employment opportunities.
13	Bus services	Thrussington is not situated on a bus corridor with the closest stops situated c.1.6km to the south on Melton Road, Rearsby.	This Transport Statement has failed to make accurate measurements. The correct distance from the Old Gate Road development entrance is 2.2km to the bus stop. From houses within the development this distance is approximately 2.5km.	Leicestershire Highway Design Guide states: Normally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m. In rural areas the walking distance should not normally be more than 800m. Therefore public buses are not a reasonable option for this new development.
13	Bus services	Here, a selection of services route between Leicester and Melton Mowbray on a frequent basis with 3 departures per hour between 07:02-19:40	This Transport Statement is incorrect. Monday to Saturday; Rearsby to Leicester (and return) mainly 2 buses per hour. Only two buses run on a Sunday.	https://www.arrivabus.co.uk/find-a-service/5-5a-x5-leicester-to-melton-mowbray
13	Train services	The closest railway station is Sileby station, which is located approximately 4.5km from the site. Sileby station can be accessed via a 9-minute / 20-minute respective car or cycle journey from the proposed development	This Transport Statement is incorrect. Sileby station is 6.2km away from the site entrance.	Cycling this route will encounter two significant hills between Ratcliffe and Sileby. These hills and their busy road are likely to deter all but the most determined cyclists. This route is not for the faint hearted especially at peak travel hours.
13	Train services	Destinations and their frequencies from Sileby station are as follows: 1 per hour to Leicester; 1 per hour to Lincoln via Nottingham	At times these trains are 2 hourly. No trains run on Sundays. People work on Sundays and require public transport.	https://live-departures.info/rail/timetable/Leicester/Sileby/ https://live-departures.info/rail/timetable/Sileby/Nottingham/
15	Table 2.4	Walkable amenities: Village store 150m, The Star Inn 150, Hair Salon 150m, Blue Lion Pub 250m, Thrussington Pimary School 400m, Thrussington Village Hall 400m, Thrussington Chruch 400m,	This Transport Statement has failed to make accurate measurements. Corrected distances (using OS Maps and Google Maps): Village store 270m, Star Inn 290m, Hair Salon 270m, Blue Lion Pub 400m, Thrussington Pimary School 450m, Thrussington Village Hall 460m, Thrussington Church 600m,	These distances are measured from the Old Gate Road new development entrance. Therefore realistically houses within the development will be an additional 300m from the amenity. It should also be acknowledged that Old Gate Road has a gradient going up and the new development will be across a descending gradient. Therefore walking to Thrussington Primary School is likely to be greater than 700m away with multiple moderate gradients for young children. Therefore cars will often be used to take children to and from school from this development.

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24	4.4	The internal access roads will be 5.5m wide, incorporating 2m footways on both sides of the carriageway in accordance with the LCC Leicestershire Highway Design Guide		These internal access road widths and pavement widths are significantly greater than the width of Old Gate Road and pavements that service the development. No assessment has been done looking at the risk to pedestrians from the increase in two way traffic passing on Old Gate Road																
34	7.1	The proposed development site is situated within proximity of a comprehensive footway network and Public Right of Way network. These in turn provide access to nearby local services and facilities in Thrussington.	<p>ESSENTIAL SERVICES/FACILITIES – Thrussington does not have a food shop or employment access, therefore the village does not have 2 of the 4 ESSENTIAL services/facilities which are ‘essential to meet day to day needs’. The village can only provide 2 of the 7 DESIRABLE SERVICES / FACILITIES which are “considered necessary to meet day to day needs” .</p> <p>https://www.charnwood.gov.uk/files/documents/eb_ds_3_charnwood_settlement_hierarchy_assessment_2020/EB-DS-3%20Charnwood%20Settlement%20Hierarchy%20Assessment%202020.pdf “8.1 The services and facilities considered to be most important to meet people’s day to day needs are set out below in Figure 8. Essential services and facilities are those which are considered to be accessed with a high frequency and essential to meet day to day needs. Desirable services and facilities are those which are considered necessary to meet day to day needs but unlikely to be accessed with the same frequency by the majority of the community.”</p>	<p>Figure 8: Essential and Desirable Services and Facilities</p> <table border="1"> <thead> <tr> <th>Essential</th> <th>Desirable</th> </tr> </thead> <tbody> <tr> <td>Food shop</td> <td>Higher order services access</td> </tr> <tr> <td>Primary school</td> <td>Secondary school access</td> </tr> <tr> <td>Employment access</td> <td>Doctors surgery</td> </tr> </tbody> </table> <table border="1"> <tbody> <tr> <td>High speed broadband</td> <td>Range of recreation, leisure and community facilities</td> </tr> <tr> <td></td> <td>Post office</td> </tr> <tr> <td></td> <td>Pharmacy</td> </tr> <tr> <td></td> <td>Pre-school care provision</td> </tr> </tbody> </table>	Essential	Desirable	Food shop	Higher order services access	Primary school	Secondary school access	Employment access	Doctors surgery	High speed broadband	Range of recreation, leisure and community facilities		Post office		Pharmacy		Pre-school care provision
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34	7.1	Highway assessment has been undertaken at the proposed site access and Old Gate Road / Seagrave Road priority junction and concluded that the proposed development will not have a detrimental impact on the operation or safety of the local highway network.	This conclusion is wrong because key issues have not been assessed. There has been NO assessment of the effect of the following on road safety and road operation at this junction or neighbouring road areas including the centre of Thrussington: extensive on street parking around Old Gate Road / Seagrave Road junction restricting it to a single lane , excessive speeds entering Thrussington at this junction, poor visibility at this junction, the acute angle of this road junction, large vehicle movement around this acute angle junction, pedestrian safety with narrow pavements and cars parked on the pavement, the north end of Old Gate Road is single track and dangerous access off the southbound A46,	Far greater detailed examination of realtime Old Gate Road / Seagrave Road junction is required to ensure mitigations are taken to achieve user safety.