

Hoby with Rotherby Neighbourhood Plan

Evidence Base and Policy Development
Final Report

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Quality information

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Abbreviations used in the report

Abbreviation

ANPR	Automatic Number Plate Recognition
BMC	Brooksby Melton College
DfT	Department for Transport
DRT	Demand-Responsive Transport
EBPD	Evidence Base and Policy Development
HGV	Heavy Goods Vehicle
LCC	Leicestershire County Council
LSOA	Lower Super Output Area
LTP	Local Transport Plan
MHCLG	Ministry of Housing, Communities and Local Government
MLP	Melton Local Plan
MSOA	Middle Super Output Area
NDPWG	Neighbourhood Development Plan Working Group
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
PRoW	Public Rights of Way
RCC	Rural Community Council of Leicestershire and Rutland
ROSPA	Royal Society for the Prevention of Accidents
SGP	Strategic Growth Plan for Leicester and Leicestershire
SSSI	Site of Special Scientific Interest

Executive Summary

Hoby with Rotherby Parish Council is developing a neighbourhood plan for its designated area, which lies in Melton District, Leicestershire.

This document comprises the final report of an Evidence Base and Policy Development (EBPD) study provided by AECOM to the Parish Council. This EBPD covers a single topic/policy area, as requested by the parish council, namely traffic and transport. The aim of the EBPD is to review the existing evidence base, identify any gaps or issues of concern within it, and then present policy options and recommendations based not only on the evidence base but also on any additional relevant information considered to apply. The policy options and recommendations are provided with the aim of maximising the chances that policy or policies based on them will meet the Basic Conditions of Neighbourhood Planning.

The review of planning policy and existing transport and accessibility enabled the identification of a number of transport issues and opportunities to help inform transport policies for the neighbourhood plan, as summarised in the table below.

Transport Issue	Description
Existing traffic volumes	High volumes of traffic on roads which pass through Hoby with Rotherby, in particular on east-west routes connecting with Leicester. Traffic surveys identified the A607 and Six Hills Road as having particularly high volumes of traffic.
Heavy Goods Vehicle (HGV) traffic on key routes	On some routes the proportion of HGV traffic is higher than the proportion of HGV traffic for Great Britain (5% of all traffic miles travelled in 2014) ¹ with the resulting impacts on local traffic volumes and environmental impacts. For average workday traffic flows the highest proportion of HGVs were observed on Six Hills Lane (9.3%) and the A607 (8.4%).
Dominance of car for travel	Census Journey to Work data and the NDP Consultation highlighted the dominance of travel by car to work outside of the Parish.
Active travel	Relatively low mode share for cycling and walking trips including journeys within as well as to and from the study area. Maintenance issues identified by local residents for some PRow. Through the Hoby with Rotherby NDP consultation, younger residents of the Parish noted that more cycle paths would make it easier to travel around the area.
Traffic speed	High traffic speeds were a concern highlighted in the Parish consultation on some routes through the Parish. Average speed analysis has indicated that there are locations where inappropriate speed is an issue with larger proportions of vehicles in speed bands above the speed limits than evidenced through Royal Society for the Prevention of Accidents (ROSPA) analysis for non-built up areas. Observed average speeds were significantly higher than the speed limit on Six Hills Road, Hoby Road, Six Hills Lane, and Thrussington Road.
Local access requirements	There is a requirement for HGVs and large farm vehicles to access local businesses including the Equestrian Centre and Brooksby Quarry (traffic movements can increase with seasonal farm work).
Outcomes of public transport policy and strategy review	Leicestershire County Council (LCC) is in the process of reviewing their public transport policy and strategy through the Passenger Transport Consultation (now closed). A draft strategy is currently available at LCC's website ² which details the need to review commercial and community transport schemes. The main likely impact of the proposed policy and strategy is a reduction in the number of subsidised bus services, which could include services through the Parish.
Impact of local development	The planned redevelopment of the Six Hills site could increase the volume of traffic on local roads. The Transport Assessment for the site forecast the potential for 2,011 external daily arrivals and departures and 1,532 internal daily arrivals and departures although the majority of traffic would not route via local roads through the Parish.

¹ Road Use Statistics Great Britain 2016 (DfT) 2016

² <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/3/22/PTPS%20draft%20Strategy.pdf>

	Proposed redevelopment of Brooksby College's Spinney Campus and the potential redevelopment of Brooksby College itself could increase local traffic impact.
Impact of wider development	Growth aspirations for Leicester and Leicestershire will see significant housing and employment growth focused on existing centres. The Melton Local Plan seeks to concentrate development in and around Melton, facilitated by the phased delivery of a new distributor road. Increased traffic, in particular to new employment opportunities in Melton and Leicester, is likely to result in additional traffic using strategic routes between Melton and Leicester, including within the Parish.
Rural connectivity	Census journey to work data highlighted that 5% of households in the Middle Super Output Area (MSOA) ³ containing Hoby with Rotherby do not have access to a car. There are potential challenges for rural communities which can result in isolation or greater difficulty in accessing places by modes other than private car. The bus plays a key role in providing an alternative option to the car and is particularly important for students accessing the college sites. Bus services out of core hours can be less regular however.
Collisions	A review of DfT, STATS19 Accident Data, 2013-2017 has identified that there have been seven accidents in Hoby with Rotherby over a five year period.
East Midlands Airport	East Midlands Airport is the international gateway for the local area and has medium and long-term plans for growth. This growth and the associated impact on employment would provide new opportunities for the residents of Hoby with Rotherby whilst also increasing travel demand for accessing the airport. However, airport growth also means increased noise. Because Hoby with Rotherby lies within the East Midlands Airport Community Fund boundary area, the parish is eligible for contributions towards projects that mitigate the impact of aircraft noise, and one of the transport policies in the neighbourhood plan could reference this. It could support measures supported by the Community Fund that help mitigate the impact of aircraft noise, for example acoustic insulation for new or existing development.

Within the context of the planning system, including neighbourhood planning, transport issues are primarily considered in relation to proposals for changes of land use and/or physical development. As a result, some transport issues, including those relating to traffic management and existing transport networks, usually fall outside the scope of planning, but these can nevertheless be included within the neighbourhood plan as 'projects', 'aspirations' or 'proposals'. There are many precedents for this split between policies and projects in adopted neighbourhood plans across England.

The exception to this could be instances where new development impacts upon existing networks to the extent of necessitating changes to those networks. In such cases, the most appropriate role for the Neighbourhood Plan may be to highlight localised issues and infrastructure deficiencies even if the solutions can only be delivered through resources available to third parties (for example, developers, Melton Borough Council or Leicestershire County Council).

The following table, informed by the evidence reviewed and presented within this report, outlines the recommended policy areas for inclusion in the Hoby with Rotherby Neighbourhood Plan.

Note that the policy recommendations should not be considered themselves to be policies, although some of the wording does have the potential to be amended or adapted into policy text.

³ For Census purposes, every local authority in England is divided into a number of Middle Super Output Areas. For example, Melton is divided into six MSOAs, numbered from Melton 001 to Melton 006.

Policy Area 1: Traffic Management

New developments should seek to minimise additional travel through facilitating access to transport options other than private motor vehicles and/or promoting sustainable travel behaviour. Hoby with Rotherby Parish Council will work with the Local Highway Authority, public transport providers, local employers and the Brooksby Melton College to reduce the impact of development-related traffic by ensuring that development takes place in locations accessible via public transport and support access by walking and cycling, minimising impacts on local roads and promoting safe vehicular access.

As part of future development, or through local funding opportunities, there may be the option to secure funding to assist with the implementation of traffic calming measures. Six Hill Lane and A607 junction at Brooksby are subject to future development and may benefit from the inclusion or upgrade of existing traffic calming features. This could include locations where traffic analysis has indicated that average speeds were higher than the speed limit, which include the following locations:

- Six Hills Road;
- Hoby Road;
- Six Hills Lane; and
- Thrussington Road.

Physical traffic calming measures would require careful consideration and agreement with the Local Highways Authority to ensure that safety is maintained and to avoid limiting the access for HGV, emergency vehicles, equestrians and buses into the Parish. Any use of traffic calming measures on a bus route would require consultation prior to implementation.

A potential inclusion could be Vehicle Activated Signs (VAS) which show vehicle speed, or 'slow down' messages. Coloured road surfaces may be used at approaches to pedestrian crossings to alert vehicles to pedestrians and cyclists.

Consistent with: NPPF paragraphs 102, 103, 104 and with Melton Local Plan Policy IN2

Policy Area 2: Access to public transport

New developments should, where possible, be located where there is safe and convenient access to regular and direct bus services to key destinations including Melton and Leicester or public transport interchanges. This includes proximity to existing bus stops (for example near Main Street or on the A607) and ensuring safe pedestrian access to bus stops through provision of footways, crossing facilities and facilities to support access for those with access requirements.

Where access to bus stops is not available or away from the bus network, development should either support the generation of demand required to improve or maintain bus service provision or support new or revised bus services.

Hoby with Rotherby Parish Council will work with developers and Leicestershire County Council to ensure that the bus network supports future accessibility. This will include considering alternatives to traditional bus services such as Demand-Responsive Transport (DRT) and community bus provision. Community bus services could serve local residents whilst also supporting access to community services and places of education such as Brooksby Melton College. If a bus park and ride facility is provide at the Six Hills Development then it should be ensured that the routing of services and access to the facilities supports bus travel to and from the Parish.

It should be noted by the Parish Council that, based on examples from adopted plans across England, the point above on supporting alternatives to traditional bus services may be better placed as a community project rather than a neighbourhood plan policy, reflecting the fact that it does not itself relate directly to the use or development of land.

Consistent with: NPPF paragraph 110 and with Melton Local Plan Policy IN2

Policy Area 3: Active Transport Network

All new developments must provide safe pedestrian and cycle access to, from and within the site, and, where appropriate, equestrian access. The layout of new developments should ensure existing rights of way are maintained to ensure that the characters of the villages are not negatively affected. They should be designed to promote the principles of walkable neighbourhoods and to minimise diversionary routing for pedestrians and cyclists, in accordance with guidance outlined in Manual for Streets and Manual for Streets 2. Cycling and walking schemes, in particular those that would encourage younger residents of the Parish to travel in and around the Parish by sustainable modes of transport, should also be designed to support the ambitions of the Government's 2017 Cycling and Walking Investment Strategy.

The preservation and enhancement of existing routes is encouraged, in particular to the National Cycle Network route 48 that dissects Hoby Village at the centre of the neighbourhood plan area and for routes that support access to public transport including bus stops, interchanges and rail stations at Syston, Sileby and Melton. Housing developments should ensure they are within reasonable walking distance of key facilities. A 400m walking distance to bus stops has been widely adopted as good practice by local authorities. Where the distance between part or all of a proposed development and facilities falls outside this approach, developers will be expected to provide a justification for the deviation and provide an assessment of the impact of the development on sustainability.

Consistent with: NPPF paragraphs 91, 102, 104, 106 and 110 and with Melton Local Plan Policies C9 and IN2

Policy Area 4: Parking and servicing

All new developments should provide adequate parking provision, including for disabled drivers, and servicing arrangements including for deliveries, service vehicles and tradespeople. Developments must, where possible, ensure adequate parking on-site and not rely on on-street parking. This should include provision for secure and covered off-street cycle parking.

Car parking spaces which promote more sustainable travel either through provision for car clubs or dedicated spaces for alternative fuel sources (electric or hydrogen fuel cell vehicles) will be strongly supported.

Co-ordination between key employers within the Parish, such as MBC and Ragdale Hall, or externally within Melton and Leicester, could provide new opportunities for car sharing. Again, the issue of car sharing is best treated as a community project rather than a neighbourhood plan policy, reflecting the fact that it does not itself relate directly to the use or development of land.

Consistent with: NPPF paragraphs 104 and 105 and with Melton Local Plan Policies D1 and IN2

Policy Area 5: Safety

New development should not adversely impact on the safety and movement of traffic on the highway network in and around the Parish. Development should mitigate any adverse impacts and where appropriate seek to enhance highway safety on roads in Hoby with Rotherby. As part of the development process, the utilisation of a Road Safety Auditor to measure potential impacts of the developments should be undertaken, looking to improve traffic safety at the following locations:

- Six Hills Lane
- Spinney Site
- Hoby – Main Street

The Parish Council could support junction modifications at Six Hills Lane and Ragdale Road e.g. reviewing speed limits, reviewing sight lines and improving lighting to improve safety once the development of Six Hills Garden Village is complete. The addition of traffic calming measures on approaches to the Spinney Site, in agreement with the Local Highways Authority, could help improve pedestrian safety when crossing the A607. Localised junction modifications, such as tightening turning radii to reduce the speed of traffic entering junctions, could improve safety and reduce traffic speeds in village centres.

Again, as these interventions do not relate directly to the use and development of land, they are best considered as ambitions or projects rather than policies.

Consistent with: NPPF paragraph 108 and 109 and with Melton Local Plan Policy IN2

Policy Area 6: Aircraft Noise

Hoby with Rotherby lies beneath a key approach to East Midlands Airport, which has plans for medium-and long term expansion. As such, the parish is likely to be subjected to increased aircraft noise during the neighbourhood plan period. The Parish Council will work closely with the Airport, in particular the Community Fund, Melton Borough Council and developers, to identify and secure funding for opportunities for the mitigation of airport noise as part of new development or through modifications/enhancements to existing development.

Consistent with: NPPF paragraphs 104 (f) and 170 (e)

1. Introduction

1.1 About this document

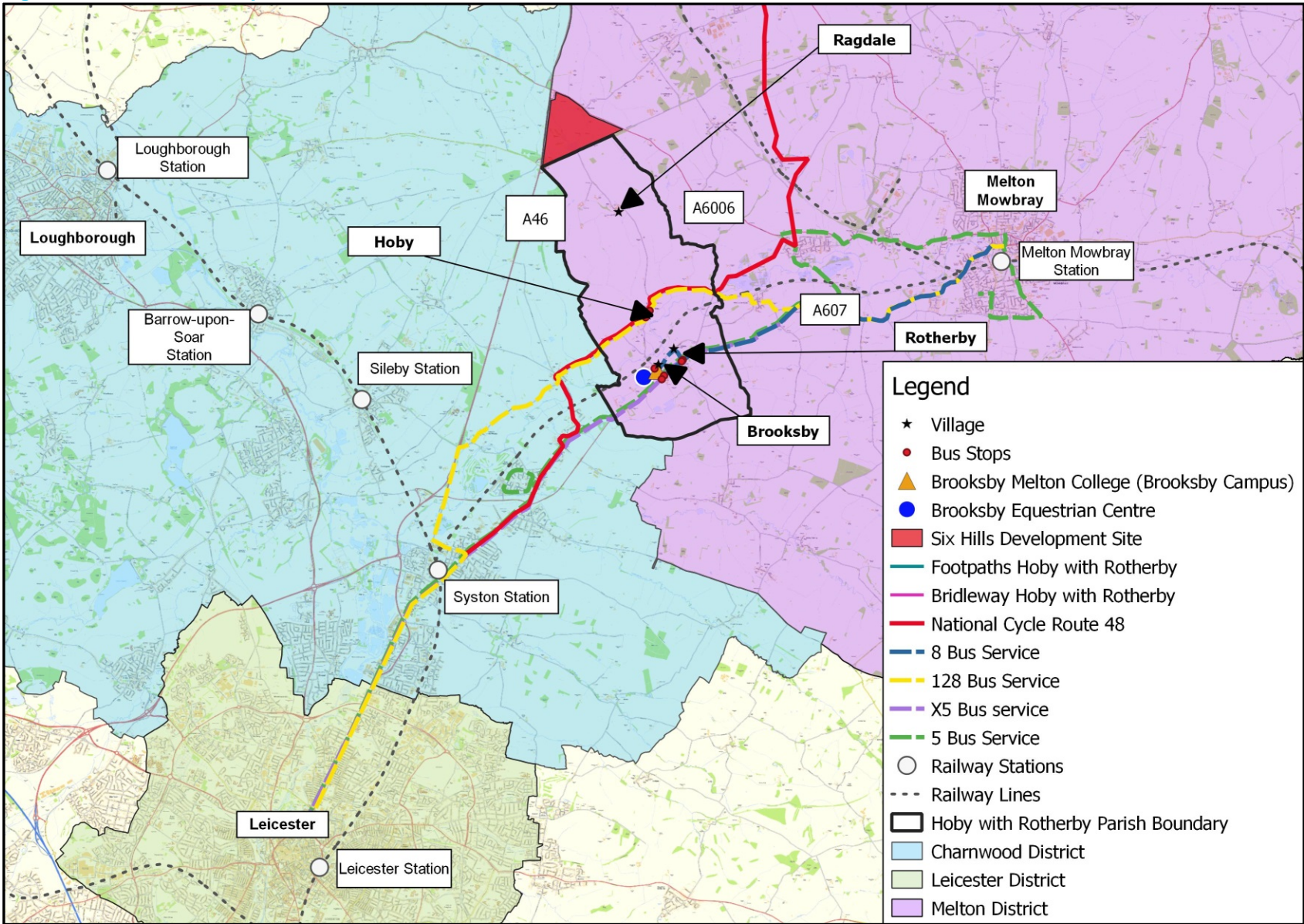
1. The 2011 Localism Act introduced Neighbourhood Planning, allowing parish councils, town councils or neighbourhood forums across England to develop and adopt legally binding development plans for their neighbourhood area.
2. Hoby with Rotherby Parish Council is developing a neighbourhood plan for its designated area, which lies in Melton District, Leicestershire.
3. As part of the development of the neighbourhood plan and its evidence base, the Parish Council applied successfully to Locality for support from AECOM as part of the Supporting Communities in Neighbourhood Planning project for the Ministry of Housing, Communities and Local Government (MHCLG).
4. This document comprises the final report of an Evidence Base and Policy Development (EBPD) study provided by AECOM to the Parish Council. There has been close communication between the Parish Council and AECOM throughout its development and, as such, feedback from the Parish Council has informed the final report, including the Parish Council's comments on the draft final version.
5. This EBPD covers a single topic/policy area, as requested by the parish council, namely traffic and transport. The aim of the EBPD is to review the existing evidence base, identify any gaps or issues of concern within it, and then present policy options and recommendations based not only on the evidence base but also on any additional relevant information considered to apply. The policy options and recommendations are provided with the aim of maximising the chances that policy or policies based on them will meet the Basic Conditions of Neighbourhood Planning.⁴

1.2 Local context

6. Hoby with Rotherby is a rural parish in Leicestershire which includes the villages of Hoby, Rotherby, Ragdale and Brooksby. It is located approximately 5 miles to the west of the town of Melton Mowbray and 8 miles north east of the city of Leicester, connected to both via the A607. To the north of Rotherby and Brooksby, the parish is dissected by the railway line between Leicester and Melton Mowbray and the River Wreake.
7. The parish has a population of 556 (Census 2011). Within the parish, development is largely confined to the settlements of Hoby, Rotherby, Ragdale and Brooksby whilst large extents of the wider area are comprised of open, development-free countryside. Within the parish there are also a number of historic and locally distinct buildings and structures.
8. Whilst predominantly rural, the parish is home to a number of businesses including:
 - Miles Nurseries;
 - Ragdale Hall Spa; and
 - Brooksby Quarry.
9. In Brooksby, there is also a campus of Brooksby Melton College (BMC) located at the junction of Main Street and Brooksby Road. The college has approximately 1,600 students across two campuses, with the second campus located in Melton. The Brooksby Campus focuses on rural-land based studies across a 350 hectare site which includes a working farm and Brooksby Equestrian Centre. Residential accommodation is also available for higher education students in Leicester city centre. An overview of the local context is provided in **Figure 1**.

⁴ Available at <https://www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum>

Figure 1: Local and Transport Context



1.3 Planning Policy and Evidence Base

1.3.1 Methodology

10. The evidence base for neighbourhood planning needs to be 'proportionate' i.e. in relation to the scope of what is being proposed. In line with this approach, the Government's Planning Practice Guidance (PPG) expects most evidence in neighbourhood planning to be 'secondary' (i.e. already collected by another party, with evidence gathering an exercise in assembling, interpreting and showing understanding of the evidence). However, where there are gaps in primary evidence, primary evidence gathering may be justified. Any evidence used should be clearly referenced and presented in an accessible way to justify policies, both for the purpose of examination and for the benefit of residents reading a plan as well as interested parties such as landowners and developers – all of whom may be impacted.
11. Evidence can come from several sources, including:
 - The adopted or emerging Local Plan (from a policy conformity perspective);
 - Local Plan evidence base studies that inform policy documents (e.g. the Strategic Housing Land Availability Assessment or equivalent, Employment Land Review);
 - Technical primary evidence generated or commissioned by the Parish Council itself (e.g. flood risk assessment, housing needs assessment); and/or
 - Stakeholder-derived primary evidence generated or commissioned by the Parish Council or Neighbourhood Group (e.g. a survey of local households and businesses).
12. AECOM's approach to the evidence review can be divided into four main stages:
 - Policy understanding which summarises what assessors think the policy intent is and follows on from an inception call with the neighbourhood planners;
 - Assembling and reviewing evidence from verifiable and reputable sources;
 - Assessing any relevant third party comments (e.g. from developers, landowners, or statutory bodies): and
 - Seeking to identify any gaps in the evidence base and, if any are found, suggestions for how new evidence could be commissioned.⁵
13. Drawing from the review of the issues and evidence, the study then presents policy options and recommendations. The options and recommendations have been drafted to maximise the potential for policies based on them to meet the requirements set out in the government's Planning Practice Guidance (PPG), which states⁶:

"A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared."
14. While it is hoped that this report will be of value to neighbourhood planners in terms of policy development, the precise wording of the final policies is, broadly speaking, considered a matter more for the Parish Council or neighbourhood group itself, based not only on the conclusions and recommendations of this report, but also taking into account subsequent feedback from other relevant stakeholders, including the LPA and the local community.
15. The report then concludes with a brief statement of conclusions and recommended next steps.

⁵ In the case of the present report, no gaps were identified thanks to the extensive traffic survey work carried out across the parish; this is reviewed in Chapter 2.

⁶ Paragraph: 041 Reference ID: 41-041-20140306; available at <https://www.gov.uk/guidance/neighbourhood-planning--2>

1.3.2 National Planning Policy Framework (NPPF 2018)

16. The NPPF sets out the Government's planning policies for England and how they are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development and identifies three mutually dependent dimensions: economic, social and environmental. Planning can therefore contribute to building 'a strong, responsive economy' whilst supporting 'strong, vibrant and healthy communities' and 'protecting and enhancing our natural, built and historic environment'.
17. The NPPF outlines a focus on building a strong and competitive economy, acknowledges the role of transport in facilitating development and contributing to wider economic growth, sustainability and health objectives. Additionally, the NPPF has a focus on the support of sustainable travel, enabling the provision of high quality walking and cycling networks
18. The NPPF encourages local authorities to work with neighbouring authorities and transport providers to develop strategies for the provision of infrastructure that is necessary to support sustainable development, including the transport investment necessary to support growth.

1.3.3 Strategic Growth Plan for Leicester and Leicestershire

19. The Strategic Growth Plan (SGP) provides a growth vision for Leicester and Leicestershire in the period up to 2050. It outlines where it is considered development should take place and the infrastructure needed to deliver it.
20. Congestion on the road and rail networks and the need for investment to improve and support growth is recognised as a current weakness. It is also noted that there are gaps in the road and rail network, in particular for east-west movements, resulting in connectivity constraints between the parish, Melton and Leicester.
21. As part of the SGP future housing and employment needs have been identified. **Table 1** illustrates the scale of growth that is likely to be required over the plan period. It is, however, recognised that infrastructure investment will be crucial for these targets to be met.

Table 1: Housing and Employment Land Needs

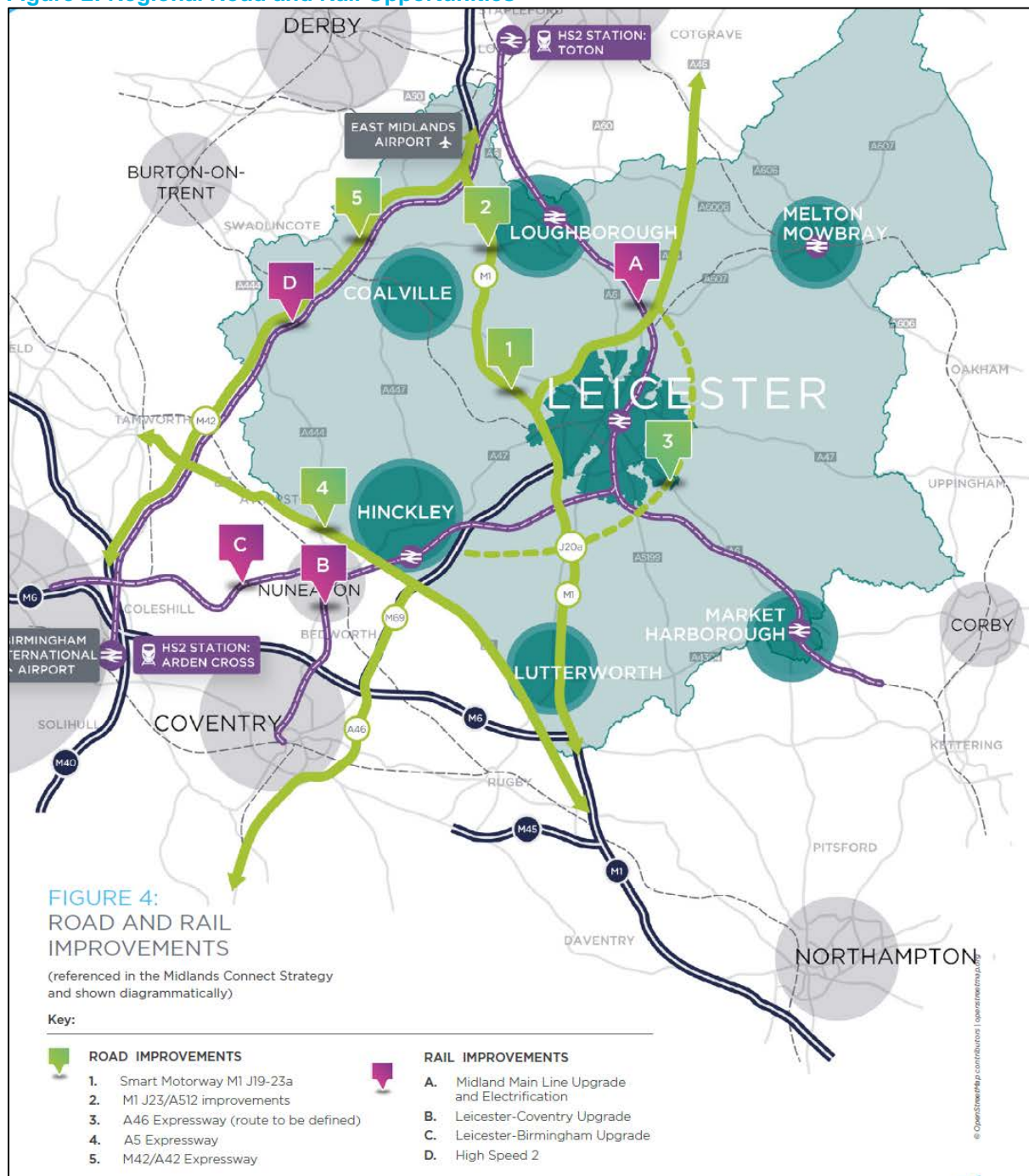
Period	Housing	Employment Land (B1,B2,B8)
2011-31	96,580	367-423ha
2031-50	90,516	367-423ha
Total 2011-50	187,096	734-846ha

Source: Strategic Growth Plan for Leicester and Leicestershire

22. The strategy proposes that housing and employment be focused around major strategic locations, ensuring synergy between housing and employment and to allow for targeted infrastructure improvements. Leicester is defined as the central hub of this growth along with the A46 corridor as far as the A607, supported by a new A46 Expressway scheme. Melton Mowbray is identified as a key centre for regeneration and growth whilst Loughborough is proposed for managed growth through the Local Plan.
23. In support of the SGP, 21 Economic Growth Areas have been identified. The focus of these areas is in and around the city of Leicester with a cluster also around Loughborough and its University. The area around Hobby and Melton is identified as a growth area for agri-food and drink processing. To the north of Leicestershire, the proposed East Midlands Hub High Speed Rail (HS2) station at Toton has also been identified.
24. Whilst the main foci of growth are away from Hobby with Rotherby, planned growth would impact on travel demand and access to economic areas, including along the Melton Mowbray to Leicester corridor. At the same time, the key transport priorities endorsed by the SGP (and referenced in the Midlands Connect Strategy) would provide the potential for new connectivity

opportunities across the region and beyond, including through the international gateway of East Midlands Airport.

Figure 2: Regional Road and Rail Opportunities



Source: Strategic Growth Plan for Leicester and Leicestershire

1.3.4 Leicestershire Local Transport Plan 3: 2011-2016

25. The Leicestershire Local Transport Plan (LTP), adopted in 2011, sets out the county's plans for transport in the period 2011 to 2026. It outlines how the vision for transport will be implemented and managed through five short term implementation plans. The vision for the LTP is as follows:

'Leicestershire 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.'

26. In order to achieve this (and to meet its transport goals), the County Council has identified six broad areas of activity around which efforts are to be focused:
- Supporting the economy and population growth;
 - Encouraging active and sustainable travel;
 - Improving the connectivity and accessibility of transport systems;
 - Improving road safety;
 - Managing the condition and resilience of the transport system; and
 - Managing the impact of the transport system on the quality of life.
27. The LTP recognises the specific challenges faced by rural communities which can result in isolation or greater difficulty in accessing places by modes other than private car. Reference is made to the Leicestershire Rural Transport Study which reported that access to jobs and services, particularly training and education, is a major barrier for residents in rural areas. Journeys to/from education, training or employment from isolated hamlets and villages can be problematic due either to a lack of public transport or a very inconvenient service.
28. The role of bus transport is recognised as being crucial to rural communities, with three quarters of rural households in Leicestershire having access to an hourly daytime bus service. With the high costs of extending bus coverage, alternative scheduled bus routes and community and demand-responsive services are highlighted as options for alternative and flexible services.

1.3.5 The East Midlands Hub Growth Strategy (2017)

29. The East Midlands Hub is a planned rail station at Toton, which will form part of the HS2 line. The East Midlands hub will provide greater connectivity from across the East Midlands with direct High Speed links to national destinations including London, Birmingham and Leeds. It will also act as an interchange and a high speed connection for the wider rail networks including links to Leicester, Crewe, Nottingham and Mansfield. The strategy notes that HS2 will mean:
- More jobs and training opportunities;
 - More trade and investment;
 - More housing opportunities;
 - More trains- less overcrowding; and
 - Better local transport connections for work and leisure.
30. Whilst the station will not provide direct connectivity improvements for Hoby with Rotherby, the parish could benefit from the wider national connectivity benefits afforded by the proposals, along with access to new employment opportunities that may emerge in the surrounding area. Opportunities to develop park and ride facilities serving the Hub Station are being considered, which could provide a travel option for residents of Hoby with Rotherby.

1.3.6 Melton Local Plan (2011-2036)

31. The Melton Local Plan (MLP) was adopted by Melton Borough Council in October 2018, replacing the Local Plan 1999 and following the withdrawal of the Melton Core Strategy in April 2013. The Local Plan looks to guide decisions on planning applications for development and sets out the strategic direction for the area until 2036.

32. The Local Plan is aligned with Melton Borough Council's priorities in the Corporate Delivery Plan 2018-2020 and key issues set out in the Sustainable Community Strategy 2015-2020. The Local Plan aims to support the 14 district Neighbourhood Plans, including the Plan for Hoby, Rotherby, Ragdale and Brooksby.
33. The MLP promotes 'managed and sustainable development of high quality' with a vision as follows:
 - Meeting the needs of businesses to provide a diverse, competitive and innovative economy with high levels of local employment and good opportunities for training;
 - Meeting the current and future housing needs of the whole community; and
 - Providing the necessary infrastructure to support economic and population growth.

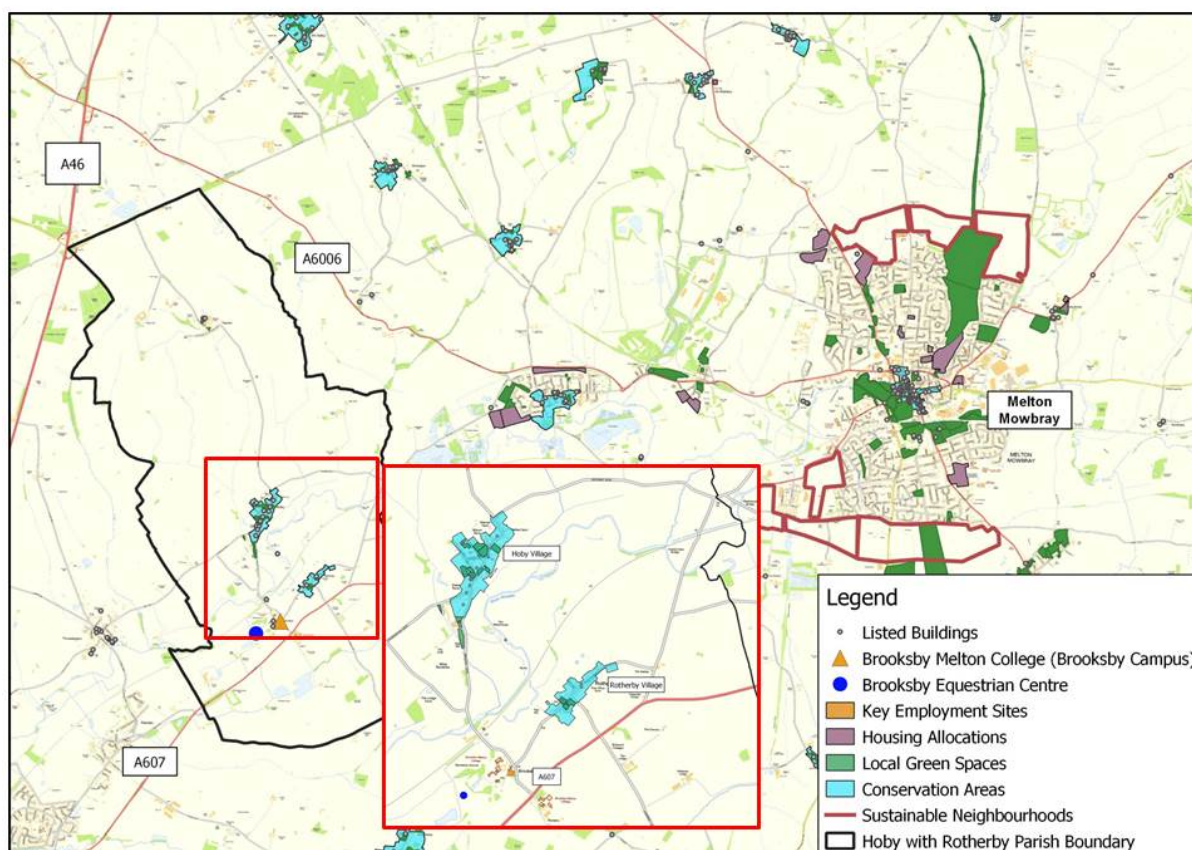
Accessibility and Transport

34. The MLP acknowledges that peak hour traffic flows at key junctions and sections of road are an issue in some locations with a particular focus around Melton town centre. The environmental impact of traffic congestion further impacts on local people where there are high numbers of HGVs (heavy goods vehicles).
35. In addressing transport issues the following accessibility and transport objectives have been identified:
 - Reduce the need to travel by car and improve access to public transport; and
 - Reduce traffic congestion in Melton Mowbray.

The Spatial Strategy

36. The strategy outlines plans for sustainable development, including housing growth to support housing need and economic growth. The overall quantity of housing required over the plan period is 6,125 dwellings. Settlements within Melton have been categorised by their settlement role, with four levels identified: Main urban area (Melton Mowbray); service centres; rural hubs; and rural settlements.
37. The largest proportion of housing is to be provided at Melton Mowbray (at least 3,981 dwellings), with development focused around two new large-scale Sustainable Neighbourhoods to the north and south of the town. The majority of the remaining requirements are split between service centres (at least 1,506 dwellings) and rural hubs (at least 325 dwellings). Hoby with Rotherby falls into the rural settlements category. Housing targets have not been set for this area, although it is expected that it will accommodate a proportion of the Borough's housing need, for example through windfall sites.
38. Employment land of 50.75 hectares is required across the District between 2011 and 2036. This is also primarily to be focused around Melton Mowbray, including sites at Melton North and Melton South.
39. **Figure 3** illustrates the land allocations from the Local Plan covering Hoby with Rotherby and the wider Melton area. Whilst there are limited designations within the parish boundary, it can be seen that there are a number of designated green spaces and also conservation areas covering the parish. The most significant allocations within the Local Plan are the proposed Sustainable Neighbourhoods to the north and south of Melton Mowbray.

Figure 3: Melton Local Plan Land Allocations



Source: Melton Local Plan 2018

Melton Borough's Environment – Protected and Enhanced

40. The Borough benefits from a diverse and wide range of green infrastructure assets including the River Wreake (which passes through Hoby and Rotherby), Sites of Special Scientific Interest (SSSIs), country parks, nature reserves and local wildlife sites. In addition, there is a comprehensive network of public rights of way. A strategic approach, working with partners, is proposed for the delivery, protection and enhancement of green infrastructure, including the River Wreake and River Eye strategic corridors. New developments are to be supported where they retain and enhance green infrastructure, including access routes.

Managing the Delivery of the Melton Local Plan (Transport Infrastructure)

41. The MLP emphasises that there will be a need for appropriate infrastructure (including transport) to support new development. With planned growth concentrated around the town, a Transport Strategy for Melton Mowbray has been produced which identifies a package of measures including a distributor road, to be delivered in phases, which relieves congestion in the town centre and supports growth. Complementary measures to improve access to the town, including walking and cycling routes, are also to be included.
42. In addressing the wider transport and accessibility issues and aspirations, the establishment of an efficient and safe transport network will be supported. Through policy IN2 the MLP promotes the provision of choice for the movement of people and goods. It seeks to reduce the need to travel and encourages use of public transport, walking and cycling as alternatives. The MLP stipulates that new development should, where possible, seek to:
 - Locate where travel can be minimised and the use of sustainable transport modes maximised;

- Minimise additional travel demand, e.g. through travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;
- Generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;
- Not unacceptably impact on the safety and movement of traffic on the highway network (unless mitigated);
- Support the enhancement of existing or proposed transport interchanges; and
- Provide appropriate and effective parking provision and servicing arrangements.

1.3.7 Local Development Proposals

Spinney Campus (disused Brooksby Melton College)

43. In October 2017, planning permission was granted, on appeal to the Planning Inspectorate, for a mixed use redevelopment of the disused education/agricultural complex of Spinney Farm. The site, previously used for students of Brooksby Melton College, will incorporate the development of 70 dwellings along with some B1 light industrial units and a small shop. An outline plan for the site is included in **Figure 4**.

Figure 4: Spinney Development plan



Source: Brooksby Design and Access Statement (2015) Signet Urban Design

44. It is proposed that the site be accessed from the A607, although the point of access would be relocated to the south. The scheme would also include the relocation of an existing bus stop and the installation of a pelican crossing.

Six Hills Garden Village

45. In 2017, an outline planning application was submitted for the Six Hills Garden Village, just outside the northern boundary of the parish. Currently awaiting determination, the application is for the demolition and removal of existing site buildings and golf course facility, to be replaced with up to 2,625 homes and up to 70 extra care homes. In addition, the application provides for new schools and an employment zone of various B sub classes alongside green infrastructure and retained habitats. An indicative layout for the site is included in **Figure 5**.

Figure 5: Six Hills Garden Village Site Plan (indicative layout)



Source: Six Hills Garden Village Planning Statement⁷

46. A Transport Assessment was produced in support of the development in 2017⁸. The report included an assessment of the existing local highway network and the impact of the development on traffic volumes using traffic survey data collected around the local area. It also took into consideration forecast traffic growth for future years.
47. Analysis of the existing highway network and traffic flows as part of the Transport Assessment suggested that the local highway network currently operates within the capacity of key junctions and the local road network. When considering the potential traffic generation from the development TRICS Database and the DfT's National Traffic Survey was used to forecast traffic in peak periods.
48. The Assessment forecast that there would be increased traffic volumes in the vicinity of the development and that the majority of new trips (84%) would be by car. The forecast (additional) internal and external movements were as follows:
- 255 internal arrivals and 173 internal departures in the AM peak (0700-1000);
 - 34 internal arrivals and 39 internal departures in the PM peak (1600-1900);
 - 768 external arrivals and 1,243 external departures in the AM peak; and
 - 896 external arrivals and 636 external departures in the PM peak.
49. In terms of the predicted distribution of traffic the greatest proportion of movements (46%) were forecast to be southbound towards Leicester via the A46. Whilst the assessment did not

⁷ Available at <https://www.hobywithrotherbypc.org.uk/uploads/17-01374-out-planning-statement-866348pdf-six-hills.pdf>

⁸ Six Hills Leicestershire Transport Assessment (2017) RPS

forecast movements for local roads it did highlight the potential for increased journeys on roads on the edge/just outside the Parish including 17% of forecast traffic traveling south west via the B676 (Six Hills Lane/Melton Road) and 6% via the A6006 south east towards Melton Mowbray.

50. Whilst there would be an impact on traffic volumes within the Parish, the Traffic Assessment concluded that with appropriate mitigation measures the proposed development would not materially impact on the local highway network. However, it is noted that as part of a Highways England review of the planning application, a recommendation has been made (November 2018) that further assessment of traffic impacts should be completed prior to granting planning permission.
51. To address the impact of traffic generated by the scheme, a number of proposed mitigation measures have been identified for neighbouring roads. This included improvements to the Six Hills Lane/A6006 junction (just outside the parish) to change the existing crossroads arrangement to a 4 arm roundabout. It also includes improvements to the A46/A607 Hobby Horse and A46/A6006 junctions. As part of Highways England's review of these improvements⁹ a number of recommendations have been made to improve the safety and operation of the proposed interventions.
52. The proposed development also includes transport provisions to promote sustainable access, including the following:
 - Re-routing of the number 8 bus to the site, which would become a high frequency service with extended operating hours for the route between Loughborough, Melton and Grantham; and
 - A new express shuttle bus linking to Leicester city centre along with retail and employment sites in Syston and Thurmaston. This would be supported by a new park and ride facility serving the site and surrounding area.

1.3.8 Neighbourhood Plan Consultation Activity

53. In early 2017, the Neighbourhood Development Plan Working Group (NDPWG), supported by the Rural Community Council of Leicestershire & Rutland (RCC), undertook a residents' survey to support the development of the Neighbourhood Plan. A questionnaire was delivered to every parishioner on the electoral roll, which resulted in an 85% response rate. The results of the survey were published by RCC in a report that summarises the approach taken and survey results.
54. The survey indicated that there are strong outflows from the parish for travel to work with 82% of residents stating that they do not work in the parish. The dominance of travel by private vehicles for commuting is also demonstrated with almost all (98%) of respondents who commute to work outside the parish doing so by car.
55. Within the survey, respondents were asked to identify positive and negative features of the community. Speed of traffic was identified as one of the top three negative features.
56. Respondents were also asked a number of specific questions relating to transport. Key findings were as follows:
 - The majority of respondents indicated that 'traffic speed' gave them most concern. Some respondents indicated that traffic volume, cyclists, vehicle size and pedestrian safety were also key concerns.
 - When asked about potential traffic solutions, respondents expressed their support for all but one. Whilst the introduction of ramps or speed bumps was not supported, 20 mph

⁹ L0009 - A46 Six Hills junction Design Checks (December 2017) AECOM (on behalf of Highways England)

speed limits in villages, electronic speed signs and single lane passing points received support.

- Previous consultation had identified a concern about the A607 Brooksby Junction. Respondents indicated their support for three possible solutions at this location. This included a reduced speed limit, introducing traffic lights and a redesigning of the junction, with the latter two solutions receiving the joint most support.
- When asked whether they would support roadside parking restrictions in the parish, either through waiting restrictions, parking permits or no parking signs, the majority of residents stated they would not. A number of respondents also suggested that parking was not a significant issue and that introducing restrictions would have negative impacts in terms of additional street furniture and restricting access to the Village Hall.
- When asked about measures to improve bus services, the majority of respondents neither agreed nor disagreed with the options identified in the question. Of the respondents that did indicate a preference, the following were identified (in order of popularity):
 - Bus and train times should be co-ordinated;
 - Car share and other community schemes should be supported;
 - Existing bus services should increase in frequency; and
 - Additional routes are needed.
- Whilst the majority (78%) of respondents indicated that they were not aware of any existing footpaths or bridleways that were problematic, a number of respondents identified issues with maintenance and the condition of routes and also issues with signage. Similarly the majority of residents (92%) did not identify a need for additional footpaths or bridleways, although a number of specific locations (e.g. between villages) were highlighted as lacking provision.

2. Transport Issues and Options analysis

2.1 Introduction

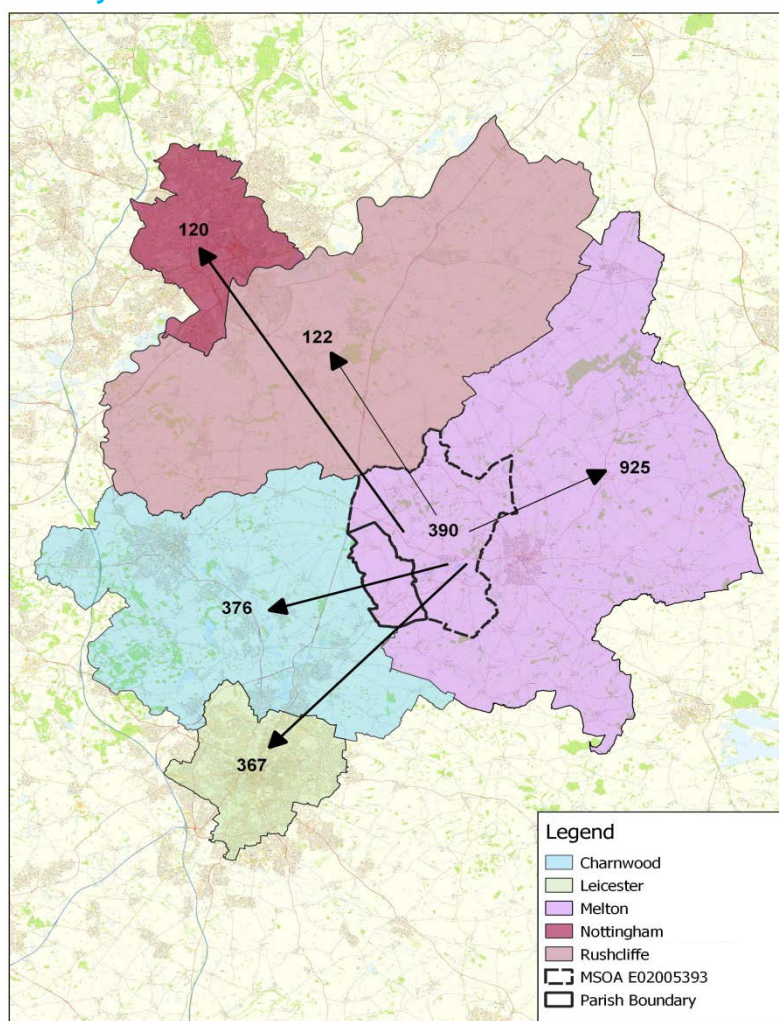
57. This section introduces the transport issues and opportunities for Hoby and Rotherby which could be considered as part of the development of the Neighbourhood Plan. It first considers existing travel patterns and accessibility by different modes of transport and then introduces potential options based on the issues and evidence assessed thus far which could inform the development of transport policies where the issues relate directly to land use and the development of ambitions or projects where they do not.

2.2 Existing Travel Patterns

2.2.1 Journey to work data

58. 2011 Census Journey to Work data has been reviewed for the Middle Super Output Area (MSOA) which contains Hoby with Rotherby to understand existing travel patterns in the area. The parish sits within MSOA E02005393. **Figure 6** illustrates the origin-destination movement internally within that MSOA, to the wider Melton District, and to neighbouring areas including Leicester, Charnwood, Rushcliffe, and Nottingham.

Figure 6: Journey to Work from Melton E02005393



Source: Census 2011

59. **Figure 6** indicates that the most frequent journey to work movements from MSOA E02005393 were to the wider Melton Borough, with 925 movements. The second highest number of journeys was internal within the MSOA (390). Beyond Melton, there were a number of

journeys to the west, to Leicester (367), Charnwood (376) north to Nottingham (120) and Rushcliffe (122).

60. **Table 2** identifies the journey to work movements by mode. For all destinations, the dominant mode of travel to work is by car either as driver or as a passenger. The proportion of trips by car was lowest internally within the MSOA (67%) and to Melton District (84%) with these movements also containing the highest number of shared journeys by car (both 9%). The proportion of journeys undertaken as walking or cycling trips was highest for internal movements with 4% of journeys by bike and 19% as pedestrians. The most popular mode of travel other than car was by bus or coach with 147 journeys overall and the largest proportion of bus journeys was to Leicester (9%).

Table 2: Journey to Work mode movement

	Home	Metro (tube)	Train	Bus /Coach	Taxi	Motorbike	Car Driving	Car Passenger	Bicycle	Walk	Other	Total (n)
Charnwood	0	0	0	8	1	0	345	13	5	3	1	376
	0%	0%	0%	2%	0%	0%	92%	3%	1%	1%	0%	
Leicester	0	1	5	32	1	0	313	10	3	2	0	367
	0%	0%	1%	9%	0%	0%	85%	3%	1%	1%	0%	
Melton District	0	0	2	74	0	20	694	84	21	29	1	925
	0%	0%	0%	8%	0%	2%	75%	9%	2%	3%	0%	
Internal (E02005393)	0	0	0	29	0	8	227	34	14	76	2	390
	0%	0%	0%	7%	0%	2%	58%	9%	4%	19%	1%	
Nottingham	0	0	4	3	0	4	107	2	0	0	0	120
	0%	0%	3%	3%	0%	3%	89%	2%	0%	0%	0%	
Rushcliffe	0	0	0	1	0	3	116	1	1	0	0	122
	0%	0%	0%	1%	0%	2%	95%	1%	1%	0%	0%	

Source: Census 2011

2.2.2 Car Availability

61. 2011 Census data has been extracted to understand car availability for the LSOA (Lower Super Output Area) that contains Hoby with Rotherby. **Table 3** identifies that the majority of households in Hoby with Rotherby have at least two vehicles (42.5%) with just 5.1% of households without access to a car or van.

Table 3: Car ownership in Hoby with Rotherby (LSOA: E01025888)

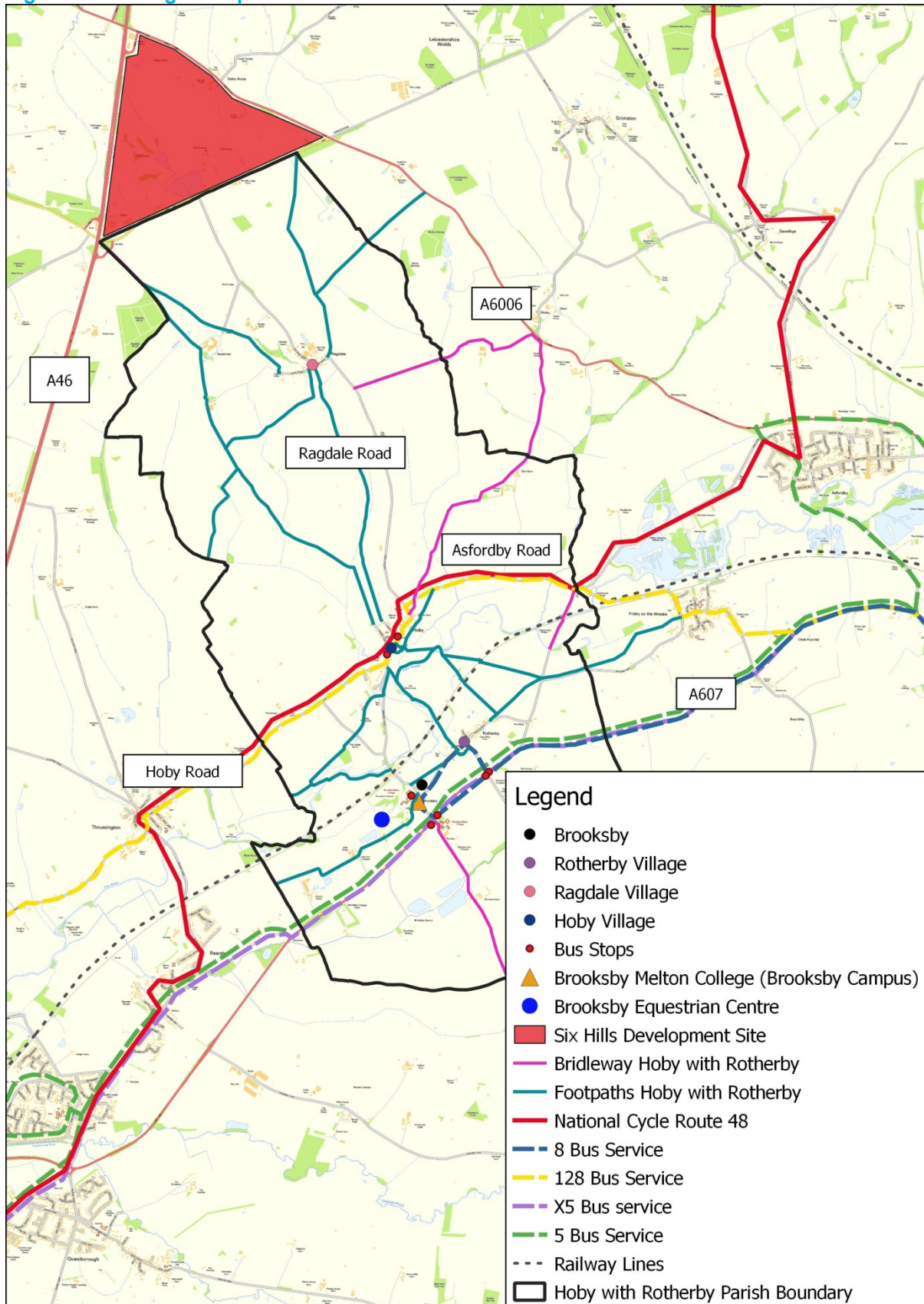
No car / van in household	1 car /van in household	2 cars /vans in household	3 or more cars/vans in household	Total (n)
5.1%	33.2%	42.5%	19.2%	739

Source: Census 2011

2.3 Existing Transport and Access

62. **Figure 7** illustrates the existing highway, public transport and walking and cycling networks serving Hoby with Rotherby.

Figure 7: Existing Transport Infrastructure and Services



2.3.1 Bus

63. There are a number of bus services that route through Hoby with Rotherby. **Table 4** identifies the available bus services and operators (Arriva Midlands and Centrebus North) that stop in the parish and services that pass through, but do not stop, in the parish.
64. Services that stop in the parish primarily route between Leicester and Melton Mowbray with a number of intermediate stops providing connections to Syston, Rearsby and Asfordby. In addition, service 5 routes between Leicester and East Goscote.
65. The frequency of bus services connecting with the parish varies by route with service 5 and 5a operating at high frequency (every 20 minutes). Service 128 only operates every 2 hours with services limited to the daytime. Service X5 only operates in the morning and evening peaks.
66. The majority of services operate via the A607 with one service, the 128, operating via Hoby Road.

Table 4: Bus Services to and from Hoby with Rotherby

Service	Route	Frequency	Provider
5	Leicester – Syston - East Goscote	Runs every 20 minutes between 08:00-16:00.	Arriva Midlands
5A	Leicester – Syston – Rearsby - Asfordby - Melton Mowbray	Runs every 20 minutes between 08:00-16:00.	Arriva Midlands
128	Leicester – Syston- Thrussington- Hoby- Frisby- Melton	Runs every 2 hours between 09:00-17:00.	Centrebus
X5	Leicester – Melton Mowbray	Only 2 morning and evening services every 40 minutes. No service between 09:00 -1700.	Arriva Midlands
Services which do not stop within the Parish			
8*	Loughborough - Burton on the Wolds - Melton Mowbray – Grantham	Runs once an hour with additional services in morning and evening peaks on schooldays.	Centrebus North
29	Essendine – Brooksby College	One morning service until 09:10 and one evening service from 16:50. No service between 09:00-17:00.	Centrebus North

**Brooksby Melton College (BMC) dedicated subsidised route(s). Source: Leicestershire County Council.*

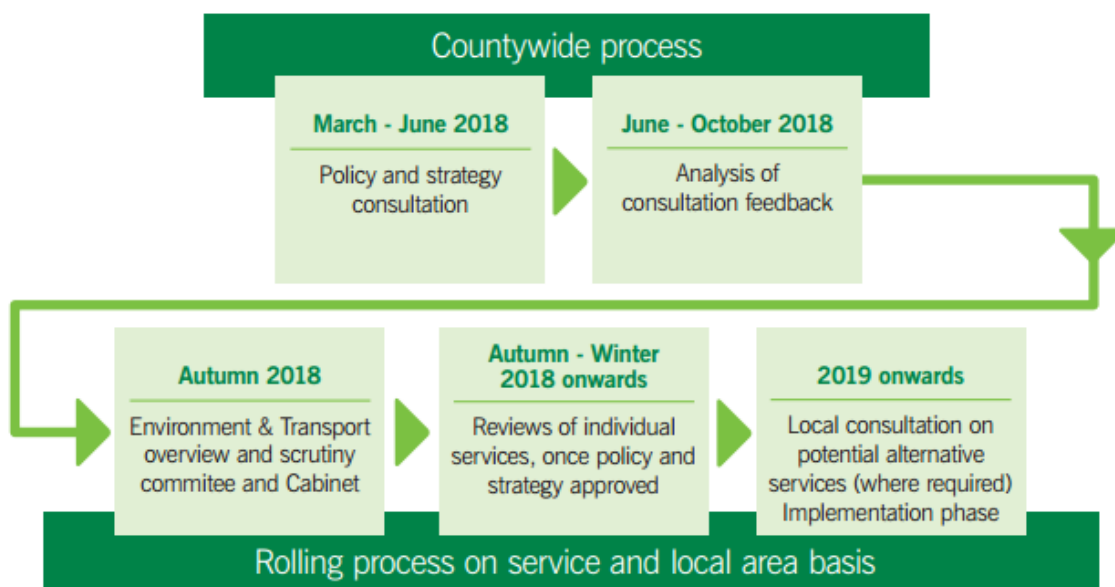
67. Bus stops are located in the south of the Parish on the east-west corridors of Main Street (in Hoby) and the A607 (serving Brooksby) with bus stop provision also on Brooksby Road adjacent to Brooksby Hall.

Proposed changes to passenger transport support

68. Leicestershire County Council (LCC) is currently reviewing its public transport policy and strategy, including potential changes to passenger transport support. Since the last policy review, many areas have seen a reduction in the frequency of services. Commercial operators, who provide the vast majority of services, warn they may have to withdraw services further without council subsidies. At the same time, the Council is looking to make significant financial savings; therefore, a review of supported services is being undertaken.

69. LCC is proposing a passenger transport policy and strategy to ensure it meets its statutory duties whilst delivering value for money passenger transport services. The transport policy and strategy will set out the objectives and supporting principles for passenger transport services across Leicestershire.
70. The main likely impact of the proposed policy and strategy is a reduction in the number of subsidised bus services. A review of existing subsidised services was completed by Leicestershire County Council in an attempt to identify their vulnerability when assessed against proposed criteria for financial support to bus services. Whilst only illustrative at this stage, this identified the following:
- The No. 8 service between Loughborough and Melton is likely to continue;
 - The No. 128 service between Leicester and Melton is likely to be discontinued.
71. Whilst there is potential for traditional services to be reduced following the review, potential alternatives to traditional bus services may be considered. This could include use of DRT, as well as working with communities to support more tailored transport solutions meeting their needs (including community transport).
72. A summary of the policy review process and timeframe for implementation is included in **Figure 8**, although it is noted that contracts for subsidised bus services have been extended until summer 2019.¹⁰

Figure 8: LCC bus strategy development process



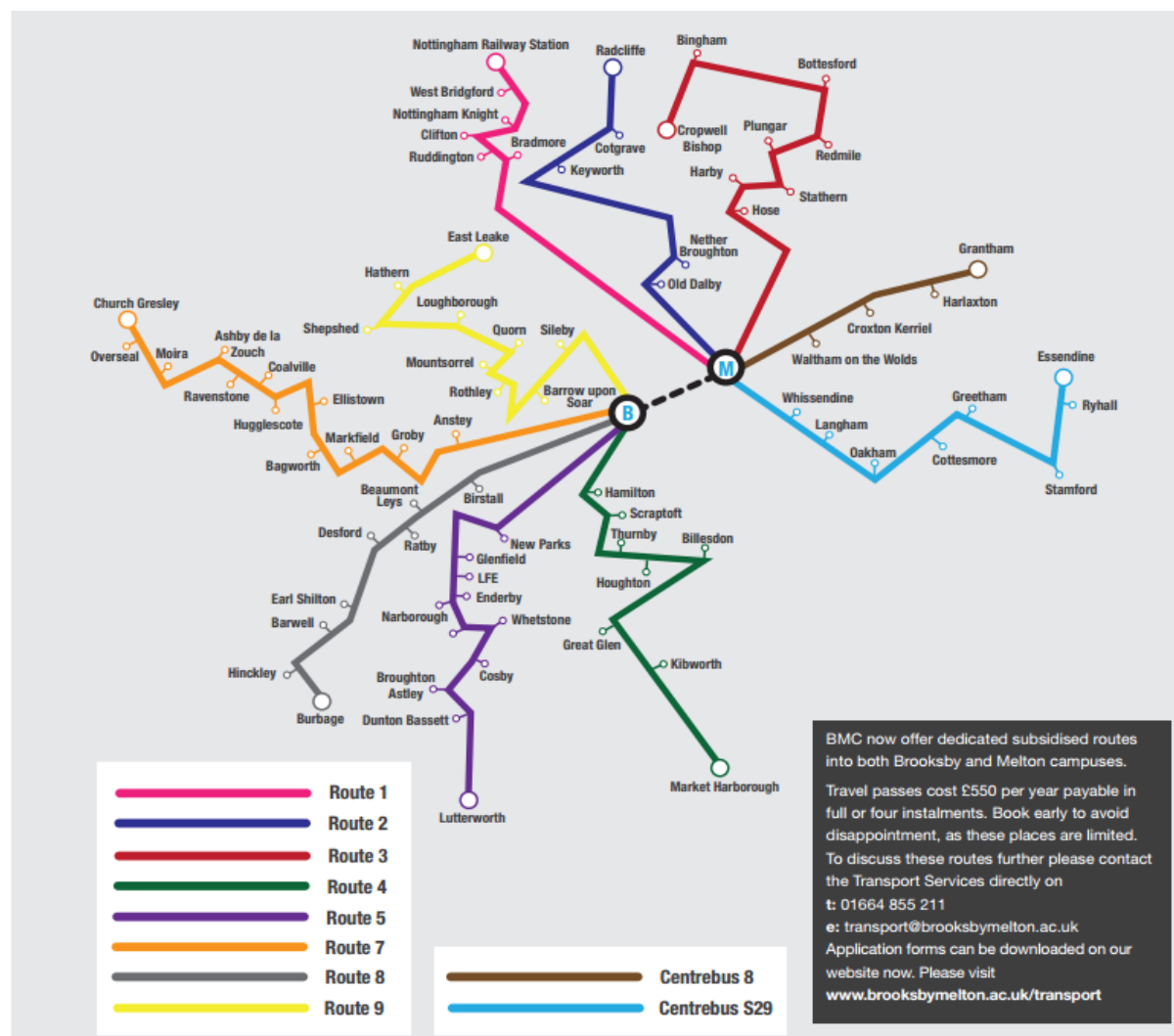
Source: Leicestershire County Council Passenger Transport Consultation (www.leicestershire.gov.uk/passenger-transport-consultation)

Student bus services

73. In addition to the services identified in **Table 4**, BMC provides dedicated buses for students accessing the Brooksby campus site. There are currently five routes (Route 4-9) providing a direct service to Brooksby campus throughout term time, illustrated in **Figure 9**.

¹⁰ <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/3/29/v2%20Passenger%20Transport%20Consultation.pdf>

Figure 9: BMC Dedicated bus route options



Source: *Brooksby Melton College Student Travel Guide*¹¹

2.3.2 Rail

74. The parish is crossed by the railway line between Leicester and Melton Mowbray. The level crossing on Brooksby Road was the location of Brooksby railway station, closed to passengers in 1961, but in use for goods until 1964. The nearest railway stations to the parish are located at Sileby, Syston and Melton, between four and five miles away.
75. Sileby station is on the Midland Main Line between Leicester and Loughborough. It is served by hourly services between Leicester and Lincoln via Loughborough, Nottingham and Newark although there are no Sunday services. For express services, passengers are required to interchange at Leicester. Syston station, located to the south west of the parish, is on the same line but is better connected to the parish by public transport than Sileby as it is connected by the 5A and 128 bus services. Both stations have car parking and Syston station also provides bicycle parking. Whilst Syston station offers step free access to the station this is not available at Sileby Station.
76. Melton Mowbray station lies between Leicester and Oakham stations on the Birmingham to Peterborough Line. The majority of the services are operated via CrossCountry trains on the Birmingham to Stansted Airport route. Services operate hourly in the off peak with more frequent services in the peak. Westbound trains run to Birmingham via Leicester, Nuneaton

¹¹ <https://www.brooksbymelton.ac.uk/wp-content/uploads/2018/11/Student-Travel-Guide-19-20.pdf>

and Coleshill. Eastbound trains run to Stansted Airport via Peterborough, Ely and Cambridge. The station includes car parking and bicycle parking and step free access is available.

2.3.3 Cycling and Walking

77. National Route 48 of the National Cycle Network, linking Lincoln to Exeter, runs directly through Hoby village (see **Figure 7**). It provides a largely on road route via Hoby Road to Asfordby and Saxelbye to the north-east and Leicester city centre to the south-west, also providing a link to Syston Station.
78. Hoby with Rotherby also benefits from an extensive network of Public Rights of Way (PRoW) and bridleways, as illustrated in **Figure 7**. This comprises a network of footpaths providing routes between the villages of Ragdale, Hoby, Rotherby and Brooksby. There are also five bridleways entering the parish from neighbouring areas.

2.3.4 Air travel

79. East Midlands Airport is the international gateway for the local area. The 2015 Sustainable Development Plan for the Airport¹² identifies potential for the Airport to grow from 4.5 million to 10 million passengers a year and to handle a cargo throughput of 618,000 tonnes in the period 2030 - 2040. This growth and the associated impact on employment would provide new opportunities for the residents of Hoby with Rotherby whilst also increasing travel demand for accessing the airport.
80. However, airport growth also means increased noise. Hoby with Rotherby lies within the East Midlands Airport Community Fund boundary area¹³, meaning that the parish is eligible for contributions towards projects that mitigate the impact of aircraft noise, for example acoustic insulation.

2.3.5 Highway

81. The parish sits between the A46 Newark on Trent to Leicester road which is part of Highways England Strategic Road Network and the A607 Leicester to Grantham road. The M1 motorway can be accessed within a 20 minute drive. Rotherby has one road, Main Street, which runs through the centre of the parish, connecting via Hoby Road, Gaddesby Lane and Brooksby Road to the A607. Hoby is centred on Main Street, with various connecting roads to the village centre leading towards Ragdale and Thrussington.

Existing traffic data

82. The NDPWG commissioned parish traffic surveys, including traffic counts, speed and turn counts; this included a mixture of manual and automated counts. The surveys were undertaken between 29th September and 3rd October 2018. **Table 5** below provides a breakdown of the traffic surveys undertaken.

Table 5: Traffic Survey Data

Type	Method	Approach
Count and Speeds	ATC Tubes	24 hours for seven days
Classified Turning Counts	Manual Survey using cameras	24 hours
Automatic Number Plate Recognition (ANPR)	ANPR cameras	24 hours

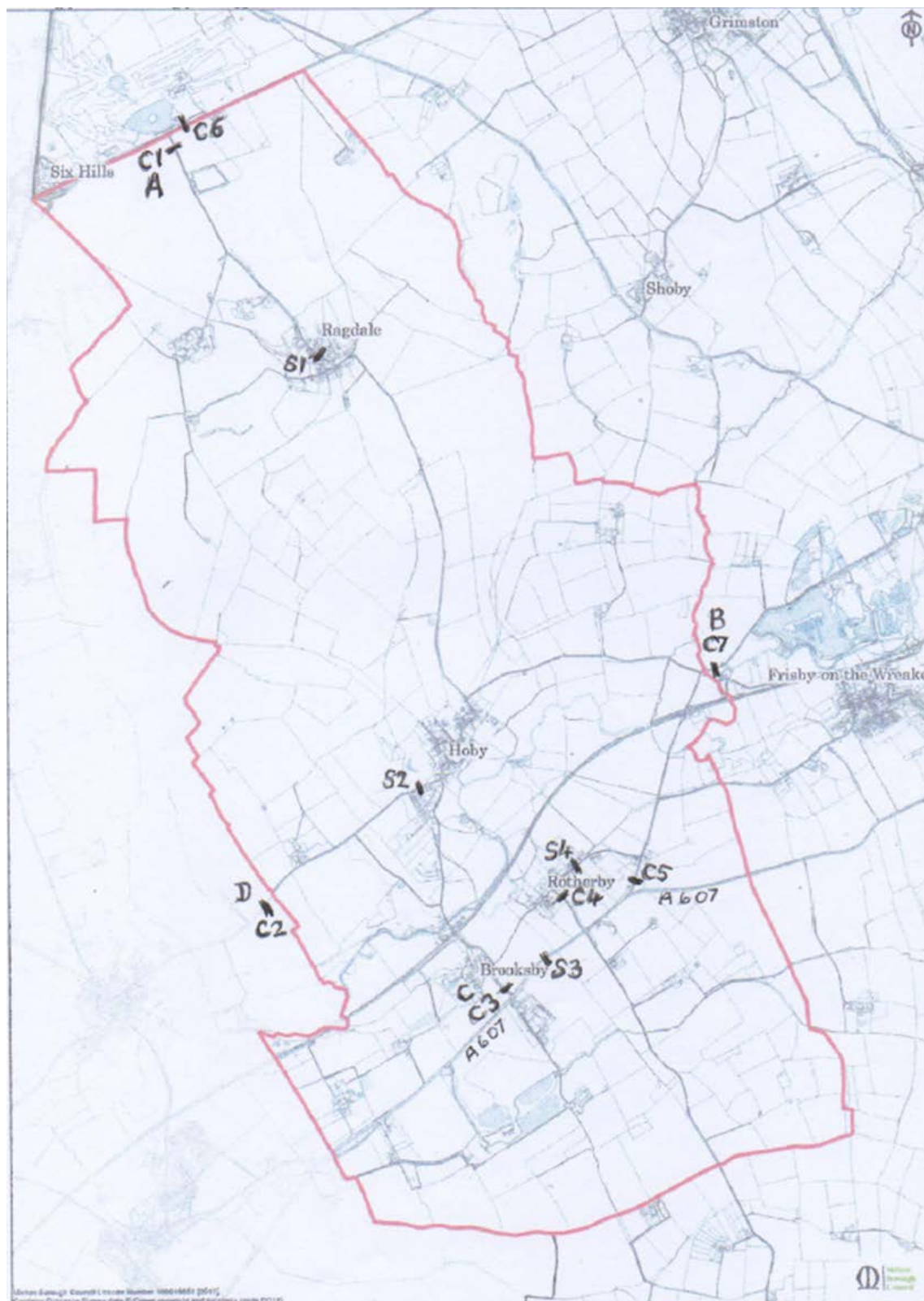
Source: Hoby with Rotherby Parish Council

¹²

¹³ See Community Fund boundary map in the East Midlands Airport Noise Action Plan 2018, available at <https://live-webadmin-media.s3.amazonaws.com/media/5030/ema-noise-action-plan-2018-draft-for-defra.pdf>

83. The location of each data collection site is illustrated in **Figure 10**, data collected at each one is summarised in **Table 6**.

Figure 10: Data collection site locations



Source: Hoby with Rotherby Parish Council

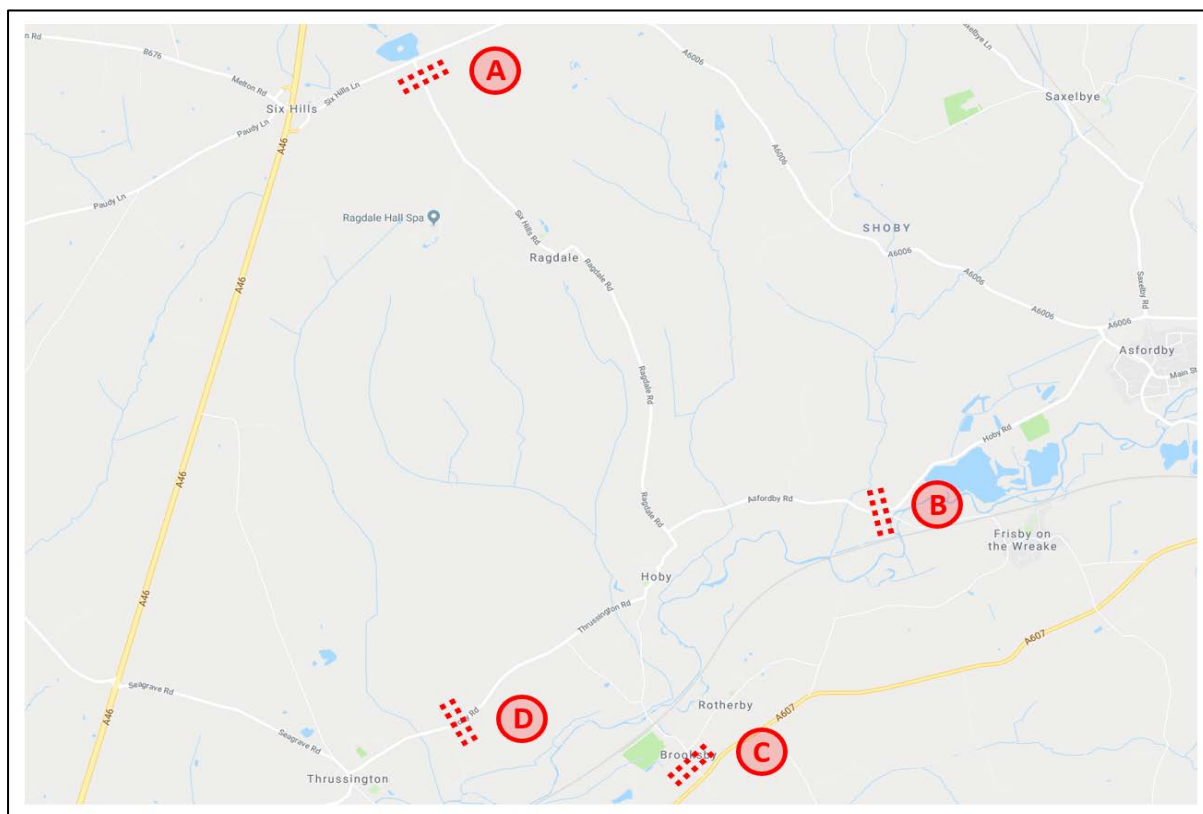
Table 6: Traffic Survey Data

Site Ref.	Location	Data Collection		
		Origin-Destination	Traffic Flows	Average Speed
C1	Six Hills Road, south of Six Hills Lane		Y	Y
C2	Hoby Road, south west of change to Thrussington Road		Y	Y
C3	Hoby Road, north of A607		Y	Y
C4	Gaddesby Lane, south of Main Street		Y	Y
C5	Hoby Road, north of A607		Y	Y
C6	Six Hills Lane, east of Six Hills Road		Y	Y
C7	Hoby Road, east of Asfordby Road		Y	Y
S1	Six Hills Road, Ragdale - S1		Y	Y
S2	Thrussington Road, east of Holmfield		Y	Y
S3	A607, Northeast of Hoby Road		Y	Y
S4	Main Street, east of Gaddesby Lane		Y	Y
A	Six Hills Rd (North	Y		
B	B - Hoby Rd (East)	Y		
C	Brooksby Rd (South)	Y		
D	Hoby Rd (West)	Y		

Source: Hoby with Rotherby Parish Council

Origin-Destination Data

84. On 27th September 2018 Leicestershire County Council undertook ANPR surveys for Hoby and Rotherby. Four locations were included to help identify number plates by video recording, with vehicles surveyed between the hours of 07:00 and 19:00. The four camera points were used to understand the direction of travel through the parish by identifying each movement (north-east-south-west) past each camera point.
85. **Figure 11** identifies the locations where video survey equipment was installed. The four key locations were situated on access roads into Hoby with Rotherby with north, south east and west movements captured.

Figure 11: ANPR Video Locations

Source: Google Maps, Hoby with Rotherby Parish Council

86. **Table 7** provides an overview of the origin-destination data for the four locations during the survey period for matched vehicles. Number plate recognition was used to identify all movements at each location through identifying paired movements (e.g. north-south or east-west) between each camera point. Each movement is shown as a count and a percentage of the total origin-destination movements.
87. It highlights a relatively even spread of movements towards north, east and south with fewer movements to the west. The following key results have been identified for the individual locations:
- At Six Hills Road the highest proportion of movements was to the north (72%);
 - For Hoby Road (East) the highest proportion of movements was to the west (54%);
 - For Brooksby Road the highest proportion of movements was to the south (73%); and
 - For Hoby Road (West) the highest proportion of movements was to the east (54%)

Table 7: Origin Destination Data

O-D Matrix	Destination								Origin Totals
Origin	A - North		B - East		C - South		D - West		
A - Six Hills Rd (North)	287	72%	84	21%	17	4%	10	3%	398
B - Hoby Rd (East)	54	17%	58	19%	29	9%	168	54%	309
C - Brooksby Rd (South)	22	5%	27	6%	303	73%	64	15%	416
D - Hoby Rd (West)	22	6%	226	62%	54	15%	63	17%	365
	A - North		B - East		C - South		D - West		
Destination Totals	385		395		403		305		

Source: Hoby with Rotherby Parish Council

Traffic Count Data

88. In September and October 2018 traffic count data was collected over a seven-day period at eleven locations in Hoby and Rotherby using automatic traffic counters.
89. **Table 8** summarises the average workday traffic flow (in all directions) at each site including the overall daily flow and the peak volumes in the AM and PM peak periods. It also identifies the proportion of movements (by percentage) in the 24 hour period that were HGVs.
90. Key findings from the survey included the following:
- The highest volume of traffic (14,008 vehicles) was recorded at site S3 (A607, northeast of Hoby Road) with almost double the amount of the next highest volume at site C6 (8,145 vehicles at Six Hills Lane, east of Six Hills Road).
 - The lowest volume of traffic was at site C4 Gaddesby Lane, south of Main Street, with 133 vehicles.
 - Traffic flows were broadly consistent between the AM and PM peaks at all sites.
 - The highest proportion of vehicles that were HGVs were recorded at site C6, Six Hills Lane, east of Six Hills Road, and site S3, Main Street, east of Gaddesby Lane (9.3% and 8.4% respectively).

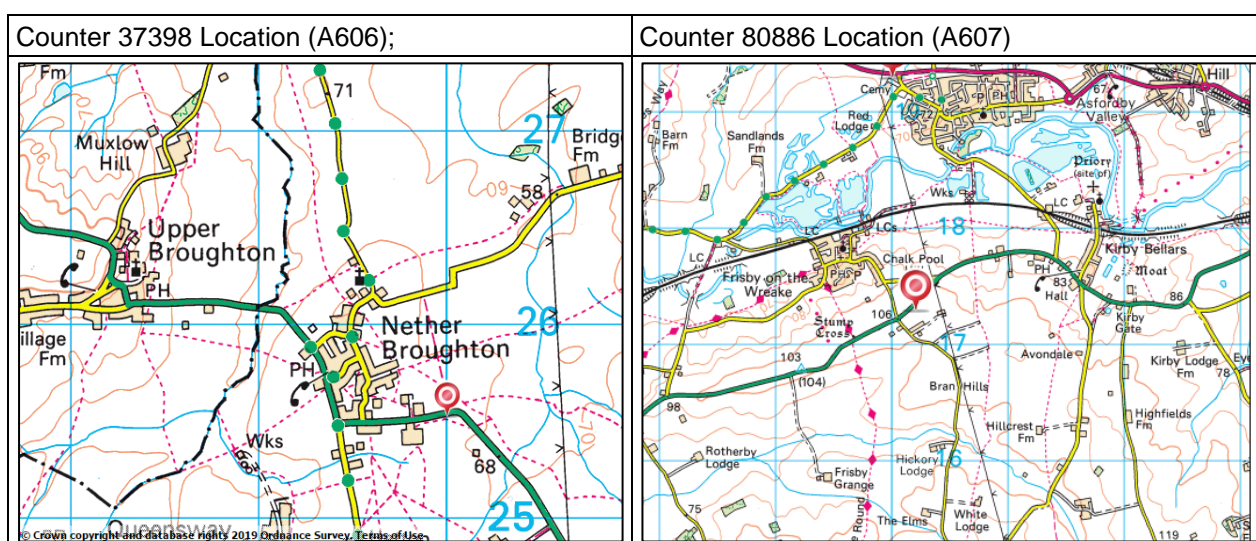
Table 8: Multi day traffic count data (all directions 27/09/2018-03/10/2018)

Site		C1	C2	C3	C4	C5	C6	C7	S1	S2	S3	S4
Average workday traffic flow (all directions)	00-24	1,532	1,234	1,611	133	553	8,145	1,092	662	952	14,008	143
	HGV's %	5.6%	3.3%	6.7%	2.6%	4.1%	9.3%	4.2%	3.3%	3.1%	8.4%	4.8%
	AM Peak Volume	164	122	224	12	54	761	103	66	89	1127	15
	PM Peak Volume	151	129	236	13	56	758	128	73	107	1179	16

Source: Hoby with Rotherby Parish Council

91. Comparator data has been obtained using the DfT's online traffic data resource¹⁴. Annual Average Daily Flow estimates were produced in 2016 for Leicestershire. Count data is available for two locations just outside of the study area. Whilst not a direct comparison, they do provide an indication of the volume of traffic in neighbouring areas:
- Counter 37398 (A606 – Nether Broughton);
 - Counter 80886 (A607 – Frisby on the Wreake).

¹⁴ <https://www.dft.gov.uk/traffic-counts/cp.php?la=Leicestershire%20-%2037398>

Figure 12: Location of Counters

92. The A606 provides a link between Nottingham and Melton Mowbray. When compared to parallel count locations on Six Hills Road (sites C1 and S1) the traffic flows for the A606 were higher than for the locations within the Parish (6,218 on the A606 compared to 1,532 and 662 for sites C1 and S1 respectively). However, the traffic volumes on the A606 were lower than the highest daily flow within the Parish (14,008 at site S3 on the A607, Northeast of Hoby Road).
93. At 11,432 vehicles, the DfT count site on the A607 estimated a lower volume of traffic in Frisby on the Wreake (Leicester Road) when compared to the A607 site in the Parish. Although there may have been external factors which influenced the variation in flows on the A607 it does indicate that a significant volume of traffic is joining or leaving the A607 within the parish.

Average Speed Data

94. In September and October 2018 average speed data was collected over a seven day period at eleven locations in Hoby with Rotherby. The AM and PM peak survey data is summarised in **Table 9** (for sites C1 to C7) and **Table 10** (for sites S1 to S4).
95. **Table 9** and **Table 10** provide a breakdown of each site based on AM and PM peak traffic flows. Speed limit is noted in 10mph increments from less than 10pmh to 100mph and denotes the flow count (number of vehicles) and the percentage of vehicles recorded within each increment. The speed limit ranges with the highest proportions of movements at each site are highlighted green
96. The results highlight the following key findings:
- The speed bands with the highest proportion of movements are the same in the AM and PM peaks;
 - There is variability in the average speed bands across the site with a range of average speeds across the different locations including four sites in the 20-30mph categories (all with 30mph speed limits), three sites in the 30-40mph band (all with 30mph speed limits) and three sites in the 40-50mph band (with speed limits on these roads ranging from 30-60mph);
 - A number of sites (C1, C4 (AM), C5, C7, S2 and S3) have average speeds above speed limit;

- Site C6, Six Hills Lane, east of Six Hills Road, has the highest average speed in the AM (57.9mph) and PM peaks (54.7mph). A total of 4,340 vehicles (47% of peak flows) were counted in the 50-60mph banding which indicates that inappropriate speed may be an issue at this location;
 - Site S4, Main Street east of Gaddesby Lane had the lowest average speeds in the AM (26.1mph) and PM peaks (27.6mph). A third of vehicles (29%) were in the average speed band of 10-20mph in the AM peak with 20% of vehicles in this band in the PM peak. With a speed limit of 30mph there is an indication that traffic may be experiencing delay at this location;
 - At site S3 (A607, Northeast of Hoby Road) the speed limit is classified as 50mph; both AM and PM saw a significant proportion (27% in AM and 36% in the PM peak) of vehicles in the 50-60mph speed banding illustrating that inappropriate speed may be an issue at this location;
 - At sites S3 and C6 vehicles speeds of up to 100mph were recorded. These roads are located to the north and south of the Parish and are also near to future development sites at the Six Hills Development Site and The Spinney.
97. Inappropriate speed is a significant contributory factor in collisions and a factor in 11% of all injury collisions reported to police nationally. This rises to 24% of collisions that result in death¹⁵. Analysis of inappropriate speeds has indicated that on 30 mph roads in built-up areas, 53% of car drivers exceed 30 mph and 19% exceed 35 mph. On single carriageway 60 mph roads in non-built-up areas, 8% of drivers speed but only 3% go over 70 mph¹⁶.
98. At the request of the parish council, AECOM assessors liaised with Leicestershire County Council to secure comparable data for similar villages across the wider area. Unfortunately, such data is not available. While some very limited data does exist and is available for a small fee, it is dated and thus does not, in AECOM's judgement, allow for true comparison and would thus be unlikely to add value to this assessment.

¹⁵ Department for Transport (2017) 'Table RAS50001: Contributory factors in reported accidents by severity, Great Britain, 2016'

¹⁶ The Royal Society for the Prevention of Accidents (2018) Road Safety Factsheet – Inappropriate Speed

Table 9: Average Speed Data Sites C1-C7 (27/09/2018 -03/10/2018, highest proportion of movements highlighted green)

Site	Morning and Evening Peak	Total Flow (n)	Speed limit	Av. Speed	All Directions (peak hour flows/average speed)									
			(MPH)	(MPH)	<10.0	10.0-20.0	20.0-30.0	30.0-40.0	40.0-50.0	50.0-60.0	60.0-70.0	70.0-80.0	80.0-90.0	90.0-100.0
					mph	mph	mph	mph	mph	mph	mph	mph	mph	mph
Six Hills Road, south of Six Hills Lane - C1	AM	985	30	35.5	3	27	293	626	55	1	0	0	0	0
					0.30%	2.74%	29.75%	63.55%	5.58%	0.10%	0.00%	0.00%	0.00%	0.00%
	PM	944		35.1	1	26	212	641	86	8	0	0	0	0
					0.11%	2.75%	22.46%	67.90%	9.11%	0.85%	0.00%	0.00%	0.00%	0.00%
Hoby Road, south west of change to Thrussington Road - C2	AM	702	60	50.7	1	49	16	82	348	229	24	3	0	0
					0.14%	6.98%	2.28%	11.68%	49.57%	32.62%	3.42%	0.43%	0.00%	0.00%
	PM	778		47.5	3	32	15	81	394	244	42	5	1	0
					0.39%	4.11%	1.93%	10.41%	50.64%	31.36%	5.40%	0.64%	0.13%	0.00%
Hoby Road, north of A607 - C3	AM	1209	30	30	4	118	843	239	8	0	0	0	0	0
					0.33%	9.76%	69.73%	19.77%	0.66%	0.00%	0.00%	0.00%	0.00%	0.00%
	PM	1246		29.2	7	108	890	252	7	1	3	0	0	0
					0.56%	8.67%	71.43%	20.22%	0.56%	0.08%	0.24%	0.00%	0.00%	0.00%
Gaddesby Lane, south of Main Street - C4	AM	68	30	31.3	3	9	43	19	0	0	0	0	0	0
					4.41%	13.24%	63.24%	27.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	PM	75		27.9	2	14	55	18	1	0	0	0	0	0
					2.67%	18.67%	73.33%	24.00%	1.33%	0.00%	0.00%	0.00%	0.00%	0.00%
Hoby Road/ Rotherby Top, north of A607 - C5	AM	318	40	46	0	3	44	106	136	30	3	1	0	0
					0.00%	0.94%	13.84%	33.33%	42.77%	9.43%	0.94%	0.31%	0.00%	0.00%
	PM	336		41.1	0	4	32	131	146	37	3	2	0	0
					0.00%	1.19%	9.52%	38.99%	43.45%	11.01%	0.89%	0.60%	0.00%	0.00%
Six Hills Lane, east of Six Hills Road - C6	AM	4438	50	57.9	5	45	57	317	1416	2074	629	71	12	2
					0.11%	1.01%	1.28%	7.14%	31.91%	46.73%	14.17%	1.60%	0.27%	0.05%
	PM	4667		54.7	0	30	57	260	1331	2266	760	90	15	5
					0.00%	0.64%	1.22%	5.57%	28.52%	48.55%	16.28%	1.93%	0.32%	0.11%
Hoby Road, east of Asfordby Road - C7	AM	592	30	36.2	3	58	188	345	46	1	0	0	0	0
					0.51%	9.80%	31.76%	58.28%	7.77%	0.17%	0.00%	0.00%	0.00%	0.00%
	PM	735		33.1	3	50	200	444	47	1	1	0	0	0
					0.41%	6.80%	27.21%	60.41%	6.39%	0.14%	0.14%	0.00%	0.00%	0.00%

Source: Hoby with Rotherby Parish Council

Table 10: Average Speed Data Sites S1-S4 (27/09/2018 -03/10/2018, highest proportion of movements highlighted green)

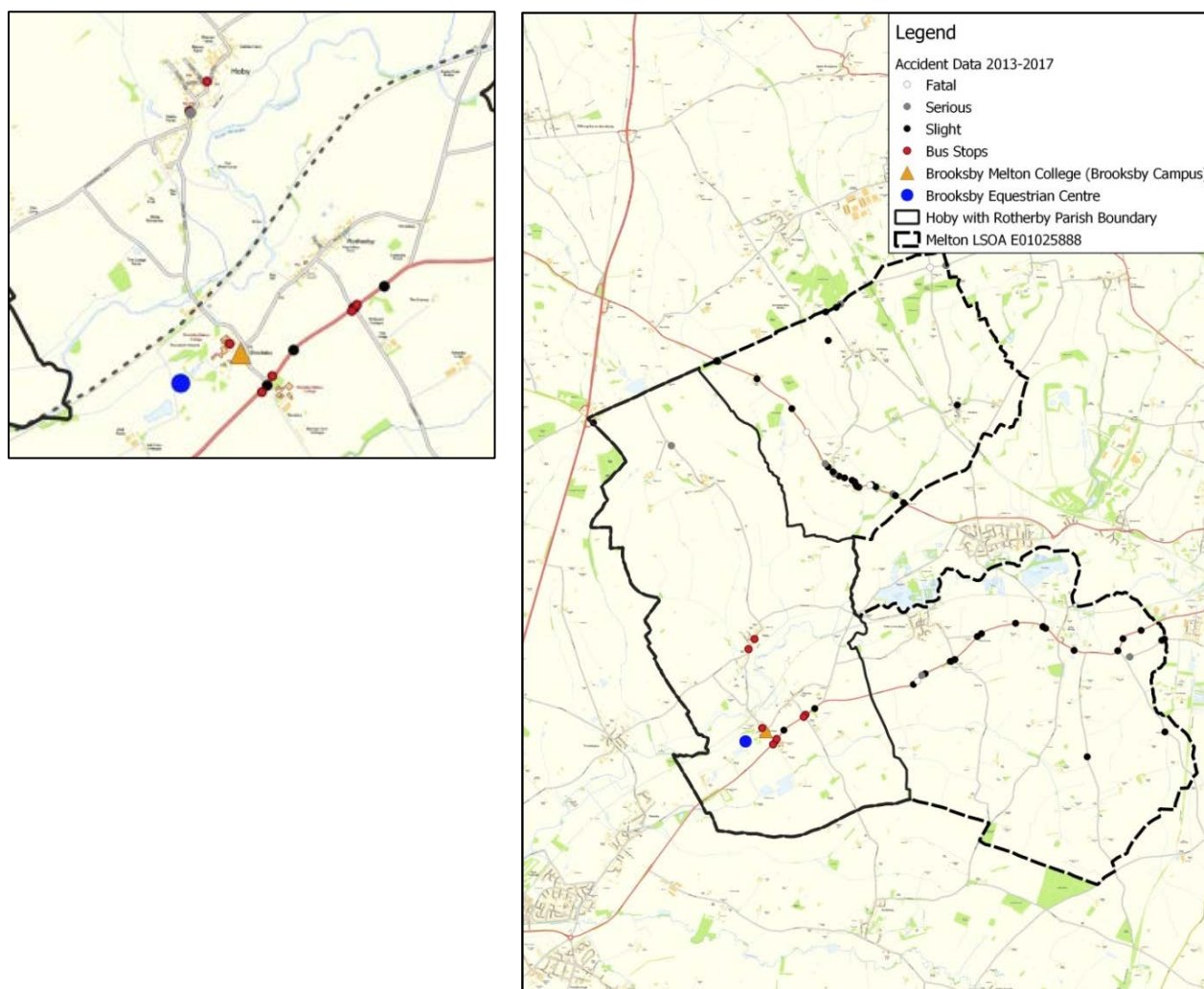
Site	Morning and Evening Peak flows	Total Flow (n)	Speed	Av. Speed		All Directions (peak flows)									
			(MPH)	(MPH)		<10.0	10.0-20.0	20.0-30.0	30.0-40.0	40.0-50.0	50.0-60.0	60.0-70.0	70.0-80.0	80.0-90.0	90.0-100.0
						mph	mph	mph	mph	mph	mph	mph	mph	mph	mph
Six Hills Road, Ragdale - S1	AM	364	30	30.3	n	3	37	196	175	7	0	0	0	0	0
					%	0.82%	10.16%	53.85%	48.08%	1.92%	0.00%	0.00%	0.00%	0.00%	0.00%
	PM	424		31.5	n	4	29	194	190	11	1	0	0	0	0
					%	0.94%	6.84%	45.75%	44.81%	2.59%	0.24%	0.00%	0.00%	0.00%	0.00%
Thrussington Road, east of Holmfield - S2	AM	516	30	39.6	n	4	27	153	287	53	4	0	0	0	0
					%	0.78%	5.23%	29.65%	55.62%	10.27%	0.78%	0.00%	0.00%	0.00%	0.00%
	PM	650		32.3	n	4	41	194	380	58	4	1	0	0	0
					%	0.62%	6.31%	29.85%	58.46%	8.92%	0.62%	0.15%	0.00%	0.00%	0.00%
A607, Northeast of Hoby Road - S3	AM	6393	50	52.9	n	2	18	36	484	4166	1723	159	17	5	1
					%	0.03%	0.28%	0.56%	7.57%	65.17%	26.95%	2.49%	0.27%	0.08%	0.02%
	PM	7486		51.4	n	25	19	35	467	4623	2724	129	21	3	3
					%	0.33%	0.25%	0.47%	6.24%	61.76%	36.39%	1.72%	0.28%	0.04%	0.04%
Main Street, east of Gaddesby Lane - S4	AM	96	30	26.1	n	5	28	52	20	0	0	0	0	0	0
					%	5.21%	29.17%	54.17%	20.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	PM	93		27.6	n	3	19	56	17	2	0	0	0	0	0
					%	3.23%	20.43%	60.22%	18.28%	2.15%	0.00%	0.00%	0.00%	0.00%	0.00%

Source: Hoby with Rotherby Parish Council

Safety

99. A review of DfT STATS19 Accident Data, 2013-2017 has been undertaken to understand road accident data for a five year period between 2013 and 2017. **Figure 13** illustrates the road accident data for the LSOA containing Hoby with Rotherby, identifying the location of these accidents by severity.
100. The majority of accidents took place outside the parish boundary with clusters along the A607 (including a fatal accident), the A6006 (including two fatalities) and on Six Hills Lane.

Figure 13: DfT, STATS19 Accident Data, 2013-2017



Source: DfT

101. **Table 11** shows that within the parish boundary there were a total of seven accidents. Five of these were classified as 'slight'. The main area of accidents were located on the A607, occurring at Brooksby Junction and Gaddesby Lane Junction, which were also close to the bus stops. A serious accident occurred on Main Street, in Hoby village near the junction of Main Street and Thrussington Road, and another was north of Ragdale Village.

Table 11: Accident severity 2013-2017 Hoby with Rotherby

Accident Severity	2013 - 2017
Fatal	0
Serious	2
Slight	5
Total	7

Source: DfT, STATS19 Accident Data, 2013-2017

89. Although the number of accidents is reasonably low for the period covered, the new development at the Spinney site will likely increase the volume of traffic to the Parish. A Road Safety Audit should be considered as part of the development of the site, to ensure that measures are in place to reduce the potential for future accidents.

Local access

Brooksby Melton College (BMC) Brooksby Campus

90. BMC Brooksby Campus is situated on Brooksby Road; with three access points to the site. The first entrance is located on the curve at the Brooksby Road and A607 junction and provides access for deliveries and arrivals for Brooksby Hall. The second access allows access to Brooksby Hall and the church of All Saints. The third access is located behind Brooksby Hall and provides access to the student and visitor car parking and a bus stop for a dedicated bus service.
91. To promote sustainable access to the College, the campus is currently considering a car share initiative for staff and students.

Brooksby Equestrian Centre

92. Brooksby Equestrian Centre is situated off Brooksby Road, with the main access close to the level crossing and student parking; the road surrounding the centre continues towards Melton Road (A606) but becomes narrower as it progresses. The centre has onsite stables offering riding lessons, college courses, competition training and event facilities. Due to the nature of these services, there is a requirement for large lorries and stable boxes to access the site. In addition, there is a large car park with 110 car parking spaces.

Brooksby Quarry

93. Brooksby Quarry, operated by Tarmac under lease, is accessed from Melton Road (A607) via a priority junction. Due to the nature of the activities on site, the junction is designed to accommodate HGVs including provision of a right turn pocket for vehicles accessing the site.

Ragdale Hall Spa

94. Ragdale Hall is a privately owned high-end spa resort located in a converted Victorian hall. The spa offers a range of health and wellbeing treatments and residential spa breaks.
95. Ragdale Hall is accessed via a quiet lane from Six Hills Lane via a priority junction. There is currently a small sign signifying the entrance to the site. The spa is one of the most significant traffic generators for the Parish. As well as guests, access is required for over a hundred members of staff and for servicing facilities and overnight accommodation.

Car parking

96. There are no public off street car parks in Hoby with Rotherby; public car parking is limited to on-street provision and the Blue Bell Inn public house which is reserved solely for the use of patrons.

2.3.6 Summary of Transport Issues and Policy Options

97. The review of planning policy and existing transport and accessibility enables the identification of a number of transport issues and opportunities that will help inform transport policies for the neighbourhood plan. Summaries of the key transport issues and opportunities are included in **Table 12** (transport issues) and **Table 13** (transport opportunities).

Table 12: Summary of Transport Issues

Transport Issue	Description
Existing traffic volumes	High volumes of traffic on roads which pass through Hoby with Rotherby, in particular on east-west routes connecting with Leicester. Traffic surveys identified the A607 and Six Hills Road as having particularly high volumes of traffic.
HGV traffic on key routes	On some routes the proportion of HGV traffic is higher than the proportion of HGV traffic for Great Britain (5% of all traffic miles travelled in 2014) ¹⁷ with the resulting impacts on local traffic volumes and environmental impacts. For average workday traffic flows the highest proportion of HGVs were observed on Six Hills Lane (9.3%) and the A607 (8.4%).
Dominance of car for travel	Census Journey to Work data and the NDP Consultation highlighted the dominance of travel by car to work outside of the parish.
Active travel	Relatively low mode share for cycling and walking trips including journeys within as well as to and from the study area. Maintenance issues identified by local residents for some PROW. Through the Hoby with Rotherby NDP consultation, younger residents of the Parish noted that more cycle paths would make it easier to travel around the area.
Traffic speed	High traffic speeds were a concern highlighted in the Parish consultation on some routes through the Parish. Average speed analysis has indicated that there are locations where inappropriate speed is an issue with larger proportions of vehicles in speed bands above the speed limits than evidenced through Royal Society for the Prevention of Accidents (ROSPA) analysis for non-built up areas. Observed average speeds were significantly higher than the speed limit on Six Hills Road, Hoby Road, Six Hills Lane, Hoby Road and Thrussington Road.
Local access requirements	There is a requirement for HGVs and large farm vehicles to access local businesses including the Equestrian Centre and Brooksby Quarry (traffic movements can increase with seasonal farm work).
Outcomes of public transport policy and strategy review	Leicestershire County Council (LCC) is in the process of reviewing their public transport policy and strategy through the Passenger Transport Consultation (now closed). A draft strategy is currently available at LCC's website ¹⁸ which details the need to review commercial and community transport schemes. The main likely impact of the proposed policy and strategy is a reduction in the number of subsidised bus services, which could include services through the Parish.
Impact of local development	<p>The planned redevelopment of the Six Hills site could increase the volume of traffic on local roads. The Transport Assessment for the site forecast the potential for 2,011 external arrivals and departures and 1,532 internal arrivals and departures associated with the development although the majority of traffic would not route via local roads through the Parish.</p> <p>Proposed redevelopment of Brooksby College's Spinney Campus and the potential redevelopment of Brooksby College itself could increase local traffic impact.</p>
Impact of wider development	Growth aspirations for Leicester and Leicestershire will see significant housing and employment growth focused on existing centres. The Melton Local Plan seeks to concentrate development in and around Melton, facilitated by the phased delivery of a new distributor road. Increased traffic, in particular to new employment opportunities in Melton and Leicester, is likely to result in additional

¹⁷ Road Use Statistics Great Britain 2016 (DfT) 2016

¹⁸ <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/3/22/PTPS%20draft%20Strategy.pdf>

	traffic using strategic routes between Melton and Leicester, including within the Parish.
Rural connectivity	Census journey to work data highlighted that 5% of households in the MSOA containing Hoby with Rotherby do not have access to a car. There are potential challenges for rural communities which can result in isolation or greater difficulty in accessing places by modes other than private car. The bus plays a key role in providing an alternative option to the car and is particularly important for students accessing the college sites. Bus services out of core hours can be less regular however.
Collisions	A review of DfT, STATS19 Accident Data, 2013-2017 has identified that there have been seven accidents in Hoby with Rotherby over a five year period.
East Midlands Airport	East Midlands Airport is the international gateway for the local area and has medium and long-term plans for growth. This growth and the associated impact on employment would provide new opportunities for the residents of Hoby with Rotherby whilst also increasing travel demand for accessing the airport. However, airport growth also means increased noise. Because Hoby with Rotherby lies within the East Midlands Airport Community Fund boundary area, the parish is eligible for contributions towards projects that mitigate the impact of aircraft noise, and one of the transport policies in the neighbourhood plan could reference this. It could support measures supported by the Community Fund that help mitigate the impact of aircraft noise, for example acoustic insulation for new or existing development.

Table 13: Summary of Transport Policy Options

Transport Opportunity	Description
Six Hills Garden Village Site Plan	Opportunities to embed public transport, walking and cycling access to the site as part of the development to support sustainable travel building upon the park and ride and walking and cycling routes identified within the outline planning application. This could include routing of bus services to Melton via Hoby with Rotherby and providing walking and cycling links from the development to the existing network in the parish. Measures to improve key junctions bordering the site would also reduce the impact of traffic on local roads and ensure safe access to the site.
Spinney Site	Working with developers and the local highways authorities to promote best practice in promoting active travel to and from the site (including for walking, cycling and horse-riders) as part of a wider network. As this objective has already been agreed as part of planning, the emphasis here will be on implementation and monitoring, to ensure that theory becomes practice. Provision should be made for high quality secure and covered cycle parking.
Reducing need to travel by car	Reducing the number of car dependent trips through promoting alternative working practices and reducing the need for travel (including support for high speed broadband to support home working).
Development sites	Promote access to new development sites by a number of transport options. Ensure that sustainable transport infrastructure, promoting travel by modes other than the private car, is embedded in developments and complemented by future network improvements that link residents with traffic-generating development.
Bus accessibility	Work with Leicestershire County Council to ensure that the bus network supports accessibility to Hoby with Rotherby, including to proposed development sites. The LCC Draft Passenger Transport Strategy details the need to align with the planning system through encouraging developers to engage with operators and seek developer contributions. This could include exploring alternatives to traditional bus services such as DRT and community bus provision. Opportunities exist to make greater use of buses serving the college through providing greater connectivity within Hoby and Rotherby and to wider destinations.
Brooksby Melton College	Supporting the future growth of the College, and student access, through promoting alternatives to private car travel. Working with the college to ensure that bus services meet the requirements of students and promoting on and off-site facilities to support walking and cycling access.
Car share	Journey to work analysis indicates that 9% of journeys within the MSOA containing Hoby with Rotherby, or to elsewhere in Melton District, were as a car passenger (the average for England was 3.2%). Building upon this existing culture of car sharing, there is potential to further increase the proportion of shared car journeys and distance travelled to reduce the overall number of car journeys. This could include expanding upon the existing car sharing club which was set up by BMC.
Access to rail	Exploring opportunities to enhance access from Hoby with Rotherby to rail stations, including greater integration of timetables and service frequency. Support the provision of new cycle parking facilities and step-free access at Sileby station in addition to Syston Station which is currently more convenient for cyclists and better connected by bus than Sileby. ¹⁹
PRoW	Maintaining and enhancing the existing PROW to accommodate pedestrians and cyclists and increase the number of people travelling on foot or by bike. Improving access to local development sites and centres of employment. This will include connecting to existing and new routes through and to development sites including those proposed for the Six Hills Development.
Proposed HS2 Station at Toton	Opportunities to develop Park and Ride facilities serving the Hub Station at Toton are being considered. A new station at this location could provide additional rail options for residents of Hoby with Rotherby.
Technology: electric/hydrogen vehicles	Explore opportunities to embed infrastructure for future transport innovations. This could include infrastructure for electric or hydrogen fuel cell powered cars, prioritising parking for more sustainable vehicles/car sharing and promoting use of electric bikes.

¹⁹ Though note the limited influence that the neighbourhood plan will have in terms of implementation, given that the station is not located within the neighbourhood plan area.

3. Transport Policy Recommendations

98. Within the context of the planning system, including neighbourhood planning, transport issues are primarily considered in relation to proposals for changes of land use and/or physical development. As a result, some transport issues, including those relating to traffic management and existing transport networks, usually fall outside the scope of planning, but these can nevertheless be included within the neighbourhood plan as 'projects', 'aspirations' or 'proposals'. There are many precedents for this split between policies and projects in adopted neighbourhood plans across England.
99. The exception to this could be instances where new development impacts upon existing networks to the extent of necessitating changes to those networks. In such cases, the most appropriate role for the Neighbourhood Plan may be to highlight localised issues and infrastructure deficiencies even if the solutions can only be delivered through resources available to third parties (for example, developers, Melton Borough Council or Leicestershire County Council).
100. The following table, informed by the evidence reviewed and presented within this report, outlines the recommended policy areas for inclusion in the Hoby with Rotherby Neighbourhood Plan.
101. Note that the policy recommendations should not be considered themselves to be policies, although some of the wording does have the potential to be amended or adapted into policy text.

Policy Area 1: Traffic Management
<p>New developments should seek to minimise additional travel through facilitating access to transport options other than private motor vehicles and/or promoting sustainable travel behaviour. Hoby with Rotherby Parish Council will work with the Local Highway Authority, public transport providers, local employers and the Brooksby Melton College to reduce the impact of development-related traffic by ensuring that development takes place in locations accessible via public transport and support access by walking and cycling, minimising impacts on local roads and promoting safe vehicular access.</p> <p>As part of future development, or through local funding opportunities, there may be the option to secure funding to assist with the implementation of traffic calming measures. Six Hill Lane and A607 junction at Brooksby are subject to future development and may benefit from the inclusion or upgrade of existing traffic calming features. This could include locations where traffic analysis has indicated that average speeds were higher than the speed limit, which include the following locations:</p> <ul style="list-style-type: none"> • Six Hills Road; • Hoby Road; • Six Hills Lane; and • Thrussington Road. <p>Physical traffic calming measures would require careful consideration and agreement with the Local Highways Authority to ensure that safety is maintained and to avoid limiting the access for HGV, emergency vehicles, equestrians and buses into the Parish. Any use of traffic calming measures on a bus route would require consultation prior to implementation.</p> <p>A potential inclusion could be Vehicle Activated Signs (VAS) which show vehicle speed, or 'slow down' messages. Coloured road surfaces may be used at approaches to pedestrian crossings to alert vehicles to pedestrians and cyclists.</p> <p><i>Consistent with: NPPF paragraphs 102, 103, 104 and with Melton Local Plan Policy IN2</i></p>
Policy Area 2: Access to public transport
<p>New developments should, where possible, be located where there is safe and convenient access to regular and direct bus services to key destinations including Melton and Leicester or public transport interchanges. This includes proximity to existing bus stops (for example near Main Street or on the</p>

A607) and ensuring safe pedestrian access to bus stops through provision of footways, crossing facilities and facilities to support access for those with access requirements.

Where access to bus stops is not available or away from the bus network, development should either support the generation of demand required to improve or maintain bus service provision or support new or revised bus services.

Hoby with Rotherby Parish Council will work with developers and Leicestershire County Council to ensure that the bus network supports future accessibility. This will include considering alternatives to traditional bus services such as Demand-Responsive Transport (DRT)²⁰ and community bus provision. Community bus services could serve local residents whilst also supporting access to community services and places of education such as Brooksby Melton College. If a bus park and ride facility is provided at the Six Hills Development then it should be ensured that the routing of services and access to the facilities supports bus travel to and from the Parish.

It should be noted by the Parish Council that, based on examples from adopted plans across England, the point above on supporting alternatives to traditional bus services may be better placed as a community project rather than a neighbourhood plan policy, reflecting the fact that it does not itself relate directly to the use or development of land.²¹

Consistent with: NPPF paragraph 110 and with Melton Local Plan Policy IN2

Policy Area 3: Active Transport Network

All new developments must provide safe pedestrian and cycle access to, from and within the site, and, where appropriate, equestrian access. The layout of new developments should ensure existing rights of way are maintained to ensure that the characters of the villages are not negatively affected. They should be designed to promote the principles of walkable neighbourhoods and to minimise diversionary routing for pedestrians and cyclists, in accordance with guidance outlined in Manual for Streets and Manual for Streets 2²². Cycling and walking schemes, in particular those that would encourage younger residents of the Parish to travel in and around the Parish by sustainable modes of transport, should also be designed to support the ambitions of the Government's 2017 Cycling and Walking Investment Strategy.²³

The preservation and enhancement of existing routes is encouraged, in particular to the National Cycle Network route 48 that dissects Hoby Village at the centre of the neighbourhood plan area and for routes that support access to public transport including bus stops, interchanges and rail stations at Syston, Sileby and Melton. Housing developments should ensure they are within reasonable walking distance of key facilities. A 400m walking distance to bus stops has been widely adopted as good practice by local authorities²⁴. Where the distance between part or all of a proposed development and facilities falls outside this approach, developers will be expected to provide a justification for the deviation and provide an assessment of the impact of the development on sustainability.

Consistent with: NPPF paragraphs 91, 102, 104, 106 and 110 and with Melton Local Plan Policies C9 and IN2

Policy Area 4: Parking and servicing

All new developments should provide adequate parking provision, including for disabled drivers, and servicing arrangements including for deliveries, service vehicles and tradespeople. Developments must, where possible, ensure adequate parking on-site and not rely on on-street parking. This should

²⁰ DRT may be defined as 'transport services that provide transport on demand from passengers using fleets of vehicles scheduled to pick up and drop off people in accordance with their needs'.

²¹ See, for example, the following adopted neighbourhood plans: Jacksdale, Underwood and Selston (<https://www.ashfield.gov.uk/media/3756/jus-t-np-referendum-version-sept.pdf>) Aspiration Policy (AP)2; Ascot, Sunninghill and Sunningdale

(https://www3.rbwm.gov.uk/info/200209/planning_policy/478/ascot_sunninghill_and_sunningdale_neighbourhood_plan)

Project: Village Hopper Bus Service and

Birdham Neighbourhood Plan (<http://www.chichester.gov.uk/CHttpHandler.ashx?id=23102&p=0>) Proposal 2- Bus Service.

²² *Manual for Streets*, Department for Transport, 2007 and *Manual for Streets 2*, Department for Transport, 2010. Available at <https://www.gov.uk/government/publications/manual-for-streets> and <https://www.gov.uk/government/publications/manual-for-streets-2> respectively.

²³ Available at <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

²⁴ *Planning for Public Transport in New Development* (IHT, 1999, para 5.21) advises that, "New developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop".

include provision for secure and covered off-street cycle parking.

Car parking spaces which promote more sustainable travel either through provision for car clubs or dedicated spaces for alternative fuel sources (electric or hydrogen fuel cell vehicles) will be strongly supported.

Co-ordination between key employers within the Parish, such as MBC and Ragdale Hall, or externally within Melton and Leicester, could provide new opportunities for car sharing. Again, the issue of car sharing is best treated as a community project rather than a neighbourhood plan policy, reflecting the fact that it does not itself relate directly to the use or development of land.

Consistent with: NPPF paragraphs 104 and 105 and with Melton Local Plan Policies D1 and IN2

Policy Area 5: Safety

New development should not adversely impact on the safety and movement of traffic on the highway network in and around the Parish. Development should mitigate any adverse impacts and where appropriate seek to enhance highway safety on roads in Hoby with Rotherby. As part of the development process, the utilisation of a Road Safety Auditor to measure potential impacts of the developments should be undertaken, looking to improve traffic safety at the following locations:

- Six Hills Lane
- Spinney Site
- Hoby – Main Street

The Parish Council could support junction modifications at Six Hills Lane and Ragdale Road e.g. reviewing speed limits, reviewing sight lines and improving lighting to improve safety once the development of Six Hills Garden Village is complete. The addition of traffic calming measures on approaches to the Spinney Site, in agreement with the Local Highways Authority, could help improve pedestrian safety when crossing the A607. Localised junction modifications, such as tightening turning radii to reduce the speed of traffic entering junctions, could improve safety and reduce traffic speeds in village centres.

Again, as these interventions do not relate directly to the use and development of land, they are best considered as ambitions or projects rather than policies.

Consistent with: NPPF paragraph 108 and 109 and with Melton Local Plan Policy IN2

Policy Area 6: Aircraft Noise

Hoby with Rotherby lies beneath a key approach to East Midlands Airport, which has plans for medium-and long term expansion. As such, the parish is likely to be subjected to increased aircraft noise during the neighbourhood plan period. The Parish Council will work closely with the Airport, in particular the Community Fund, Melton Borough Council and developers, to identify and secure funding for opportunities for the mitigation of airport noise as part of new development or through modifications/enhancements to existing development.

Consistent with: NPPF paragraphs 104 (f) and 170 (e)

3.1 Developer Contributions

102. Melton Borough Council is in the process of developing a Community Infrastructure Levy (CIL) charging schedule which will facilitate the collection of developer contributions for new housing developments. Due to be adopted in summer 2019, the development of the neighbourhood plan provides an opportunity for transport projects to be identified as priority projects for securing developer contributions.

103. It is recommended that the parish council discuss opportunities with the Council to align CIL charging with sustainable transport improvements. This could be particularly important in influencing decisions on large-scale transport interventions, for example the continued

funding of bus services, which the Parish Council would otherwise have limited scope to support on its own.

4. Conclusions and Next Steps

4.1 Conclusions

104. This Evidence Base and Policy Development Report has been developed in support of the emerging Hoby with Rotherby Neighbourhood Plan. It has set out the existing transport context through the identification of existing planning and land use issues impacting on transport conditions and accessibility in the Parish.
105. A review of the transport evidence base has also been completed to understand accessibility across modes of transport and aiming to identify gaps in existing provision. Crucially, the review included not only assessment of the existing transport evidence base and policy documents, but also analysed the results of recent traffic survey data. This makes for a significantly more robust evidence base for neighbourhood plan transport policy options and recommendations.
106. The policy options and recommendations identified in Chapter 3 aim to respond appropriately to existing and future traffic impacts on the parish by supporting the promotion of more sustainable travel and to mitigate adverse impacts of travel on the parish by private motor vehicle and by air. They also seek to improve local connectivity which will improve accessibility from the parish to neighbouring areas.

4.2 Next steps

107. The evidence base and policy recommendations identified in this report will inform Neighbourhood Plan transport policies. Once refined, for example through forthcoming consultation, the transport policies will sit alongside the other policies in the Neighbourhood Plan that is submitted to Melton Borough Council.
108. We recommend that the Parish Council should, as a next step, discuss the contents and conclusions of this report with Melton Borough Council with a view to finalising draft policies, taking the following into account as part of the process:
 - Neighbourhood Planning Basic Condition E, which is the need for the neighbourhood plan to be in general conformity with the strategic development plan;
 - the views of Melton Borough and Leicestershire policy and transport planners;
 - the views of local residents on emerging transport policies; and
 - the views of other relevant local stakeholders, such as landowners and developers.
109. Once adopted, the Neighbourhood Plan will last for a period of 20 years. During the period of the plan is likely that there will be a need to address change in the plan area, including in relation to evolving transport and access requirements.
110. As a result, there will be a need for on-going monitoring of the plan and transport conditions within the Parish. The analysis and evidence base included in this document may provide a baseline to inform the core transport monitoring activities for the plan, although other data collected at the parish, local authority, or county level may also be relevant to delivery and on-going monitoring.

