





09

# ACCESS & MOVEMENT

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## 9.1 ACCESS AND MOVEMENT

9.1.1 An access and movement strategy has been prepared to support the delivery of Barwell West. This strategy includes enhanced public transport services, pedestrian and cycle infrastructure and new vehicular access points. These measures will integrate the development within the existing community and the local highway network.

9.1.2 The access and movement proposals for Barwell West are based on a number of guiding principles which are set out below:

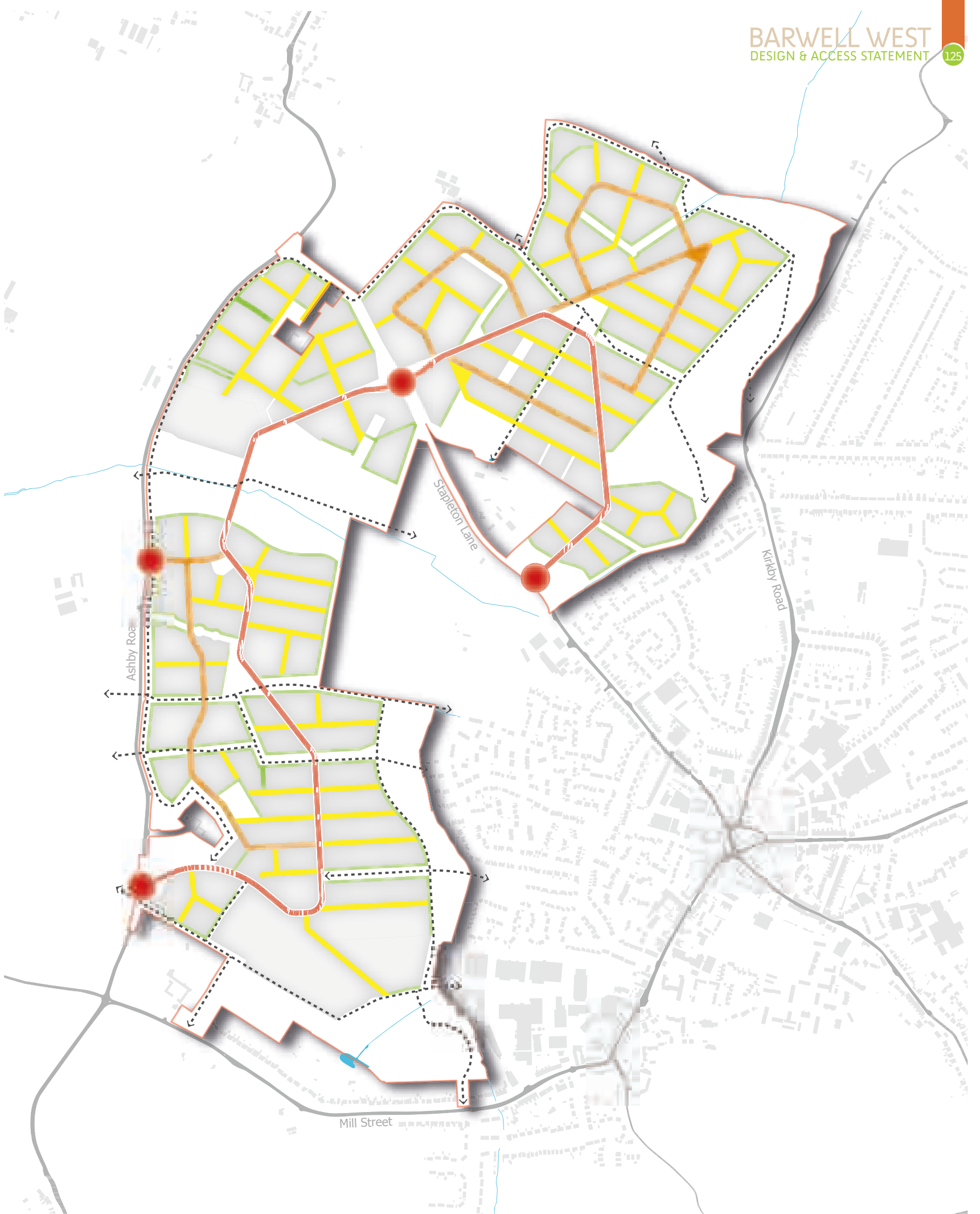
- Creating a robust and legible movement network – this will ensure that Barwell West is a coherent place that is easy to negotiate by all user types;
- Promote travel through a choice of modes – the movement network will seek to encourage access by all modes of travel so as not to increase reliance on private cars;
- The principal route – this will connect the new development from Ashby Road, through Stapleton Lane and to the heart of Barwell West. It will provide a clear legible route through the development;
- Hierarchy of streets – a workable hierarchy of primary, secondary, streets and shared surface lanes and mews have been provided. These have been categorised into formal and informal types that provide the appropriate design response to the variation in character areas throughout Barwell West;
- Prioritising movement and safety of pedestrians & cyclists – a comprehensive network of safe and direct routes for pedestrians and cyclists;
- Facilitate access for public transport – ensuring the development can accommodate public transport through the provision of a bus route and bus stops;
- Accommodating the parked car without it dominating – a parking strategy to determine the location of parked cars to ensure that they can be accommodated without dominating the built environment can be provided as part of the Reserved Matters stage;
- Links to Barwell – ensuring there are effective vehicular, pedestrian and cycle connections to the existing wider network;
- Traffic speed control creating a ‘safe’ environment - sympathetic traffic calming measures and carefully devised road alignments will help reduce vehicle speeds;
- Compliance with defined standards – ensuring that carriageway and pathway widths and other design principles are in accordance with adopted highway standards including Leicestershire’s 6c’s Design Guide and Manual for Streets.
- Sensitive design of street environment – the design of streets will be sensitively integrated into Barwell West, avoiding ‘over engineering’ and minimising signage and street clutter.

### ACCESS AND MOVEMENT PARAMETERS

9.1.3 Figure 9.1 shows four vehicular access points are provided, 2 along Stapleton Lane and 2 along Ashby Road. These have been subject to detailed design (See page 120).

9.1.4 Existing Public Rights of Way (PROW) connections that run that run east-west across the site have been retained, or in some cases diverted in order for them to be incorporated within the development as recognised within the AAP.

9.1.5 A new network of pedestrian connections and access points are also shown to provide a range of enhanced and potential connections;










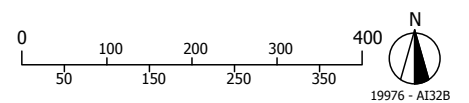
- |   |                                       |   |                         |
|---|---------------------------------------|---|-------------------------|
|  | Outline Planning Application Boundary |  | Pedestrian / Cycle Link |
|  | Principal Route                       |  | Vehicular Access Point  |
|  | Secondary Street                      | Please note: The Mews typology will be restricted to the Core Area                  |                         |
|  | Street                                |   |                         |
|  | Lane                                  |   |                         |

FIGURE 9.1 ACCESS AND MOVEMENT PLAN



## HIGHWAY ACCESS JUNCTIONS

9.1.6 The following accesses are proposed off Ashby Road and Stapleton Lane:

- A new roundabout off the A447 Ashby Road (Ashby Road Southern Access) north of the Ashby Road/ Hinckley Road junction to act as the main access for the residential and the employment element of the site
- A secondary simple priority access off the A447 Ashby Road (Ashby Road Northern Access) south of the Ashby Road/ Stapleton Lane junction
- A signalised crossroads access off Stapleton Lane (Stapleton Lane Western Access) east of the Ashby Road/ Stapleton Lane junction to provide access to the development parcels either side of Stapleton Lane
- A secondary simple priority access off Stapleton Lane (Stapleton Lane Eastern Access), to the west of the access to the recycling and household waste tip/ Barwell leisure Park.

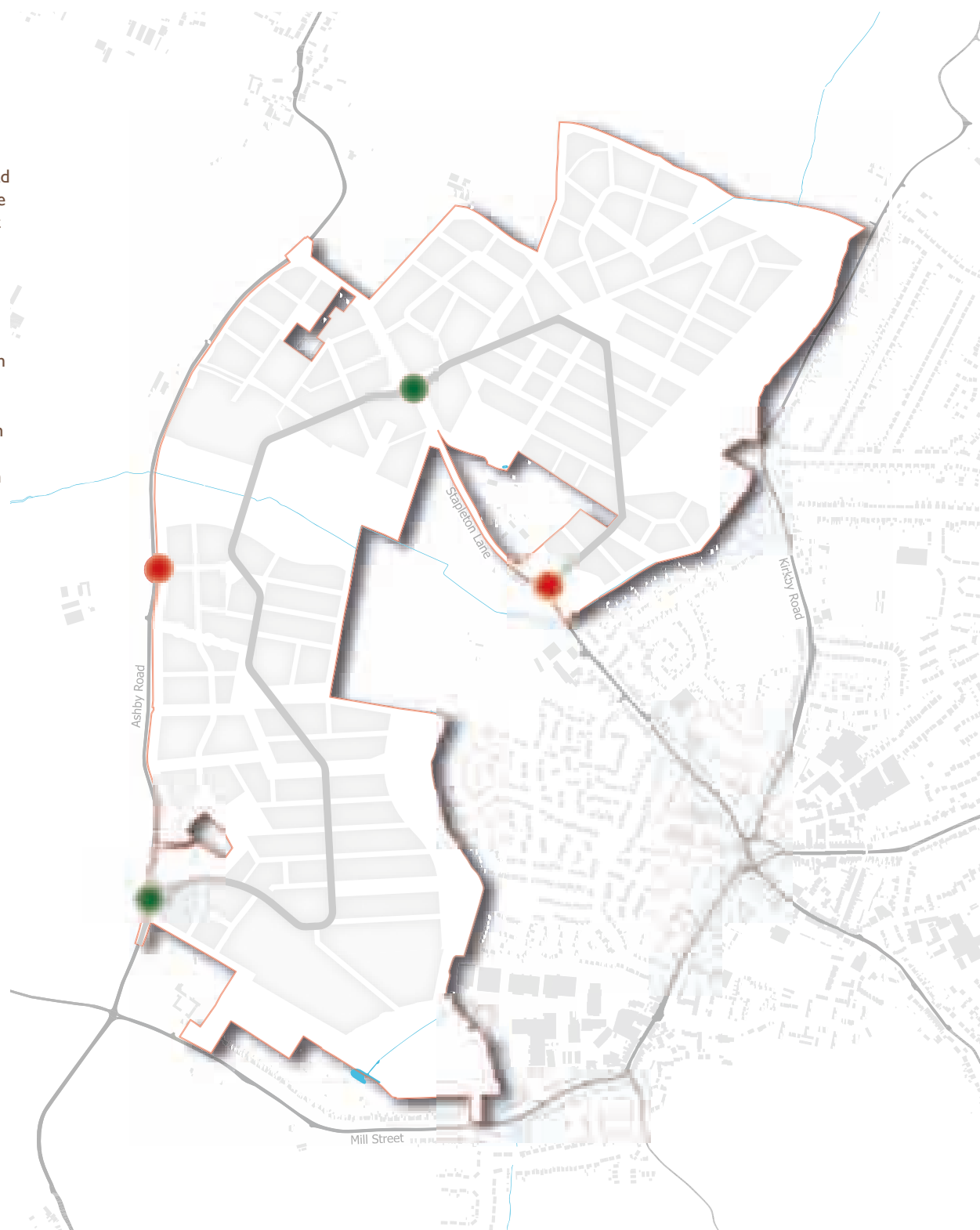


FIGURE 9.2 JUNCTION LOCATION PLAN

- Outline Planning Application Boundary
- Primary Access Point
- Secondary Access Point

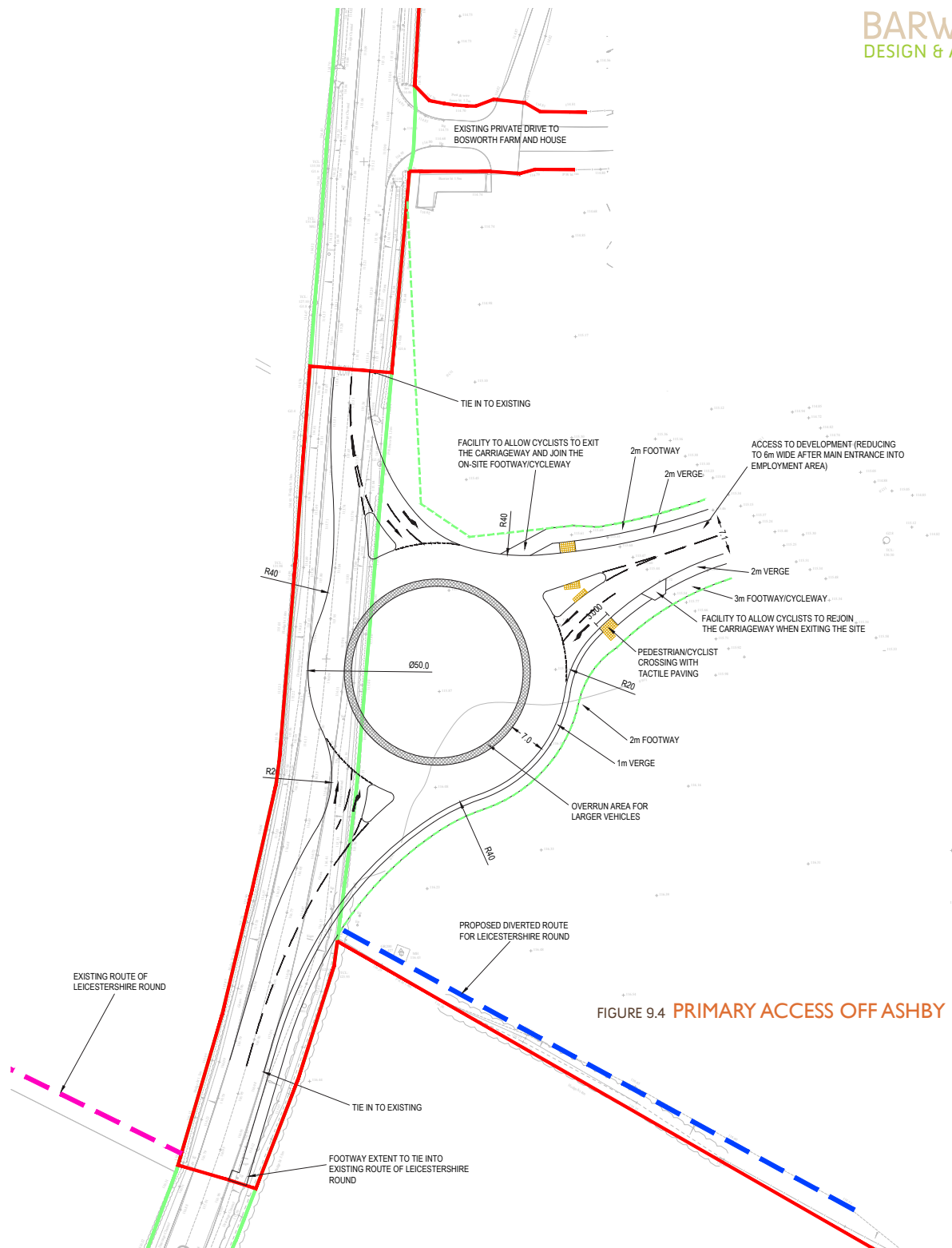


FIGURE 9.4 PRIMARY ACCESS OFF ASHBY ROAD

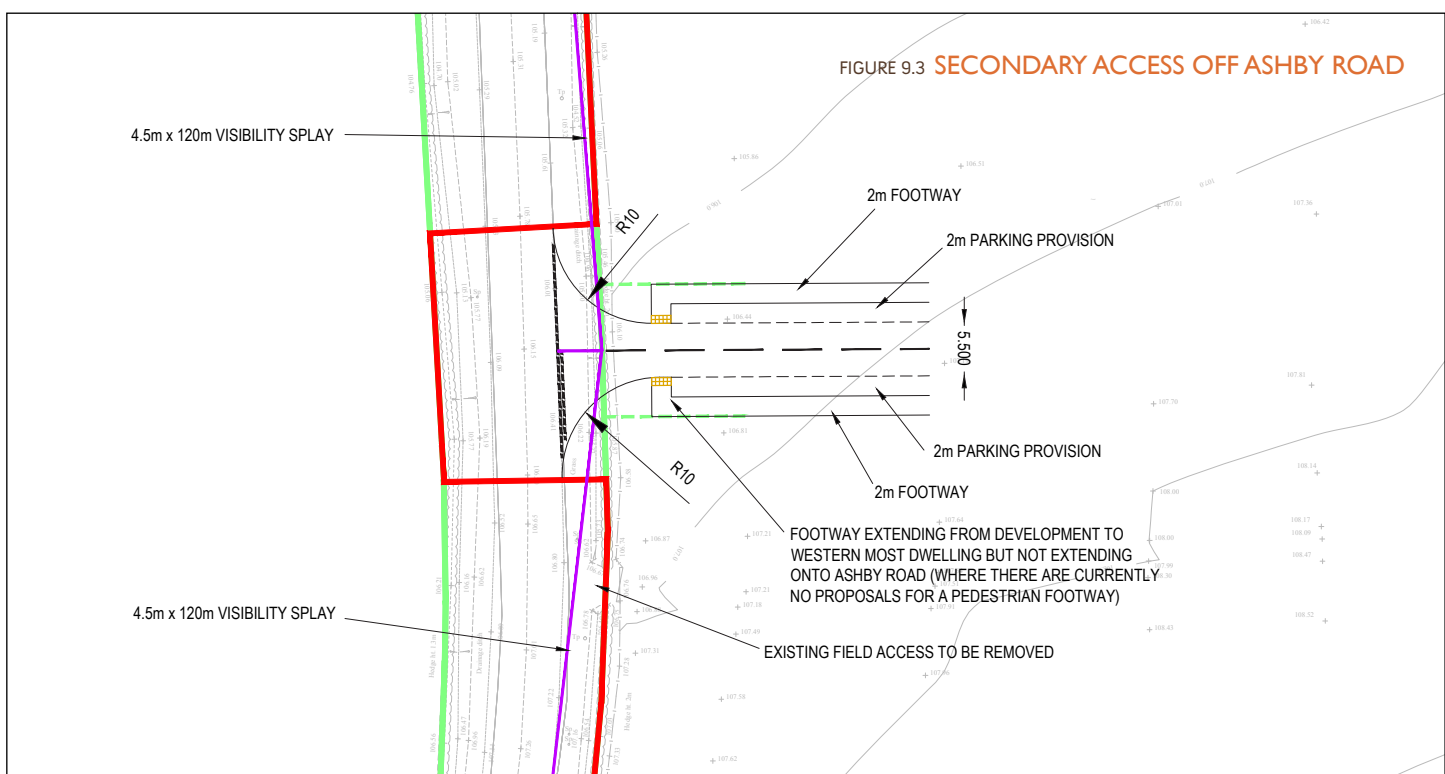


FIGURE 9.3 SECONDARY ACCESS OFF ASHBY ROAD

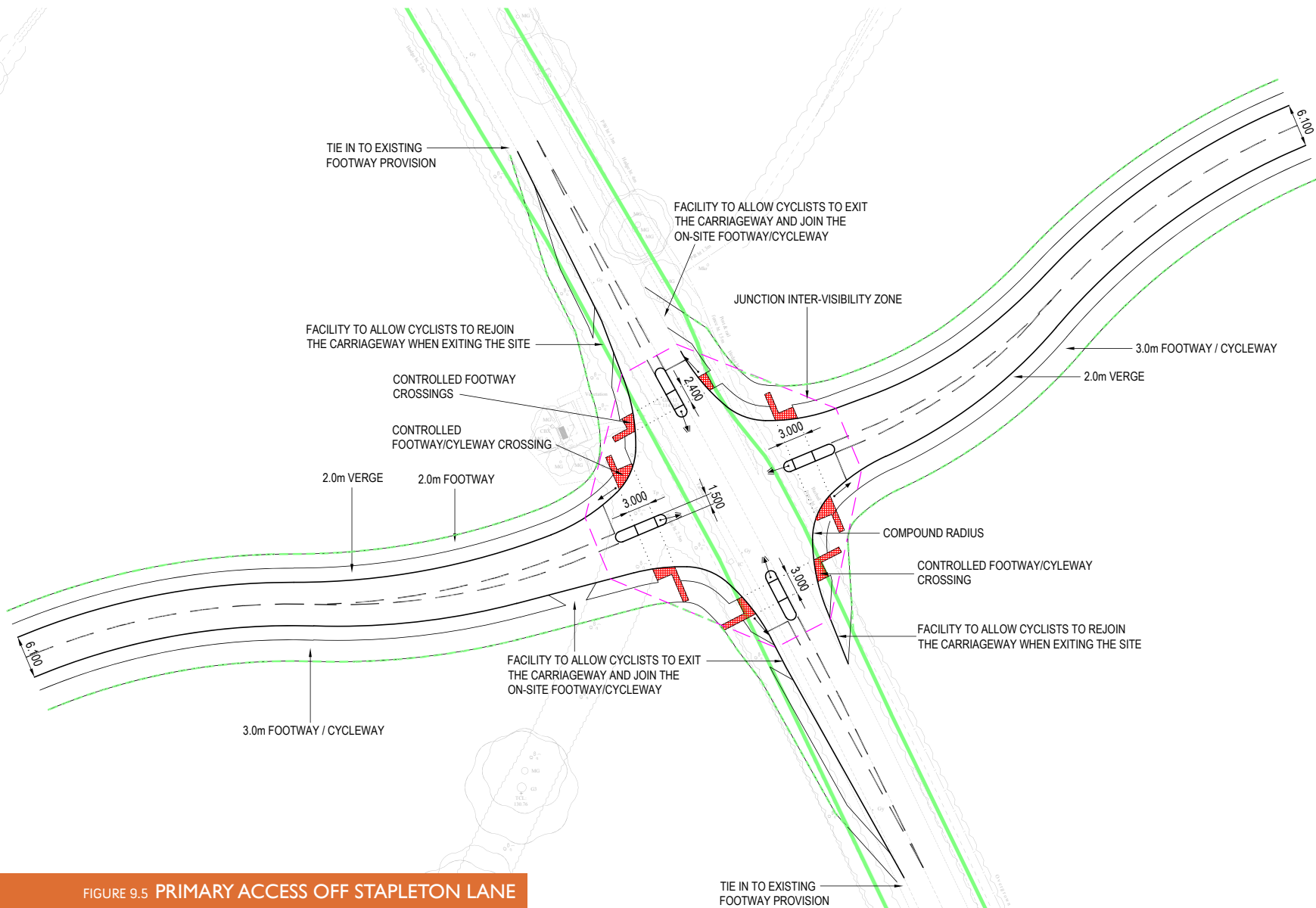


FIGURE 9.5 PRIMARY ACCESS OFF STAPLETON LANE

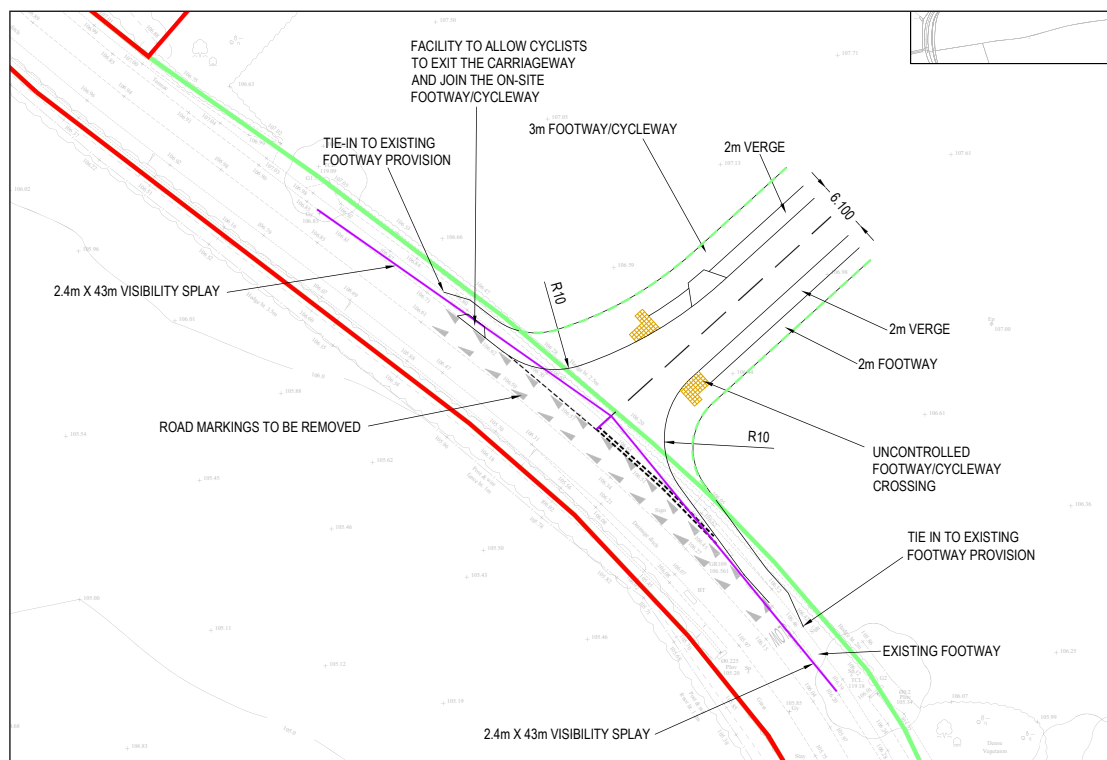
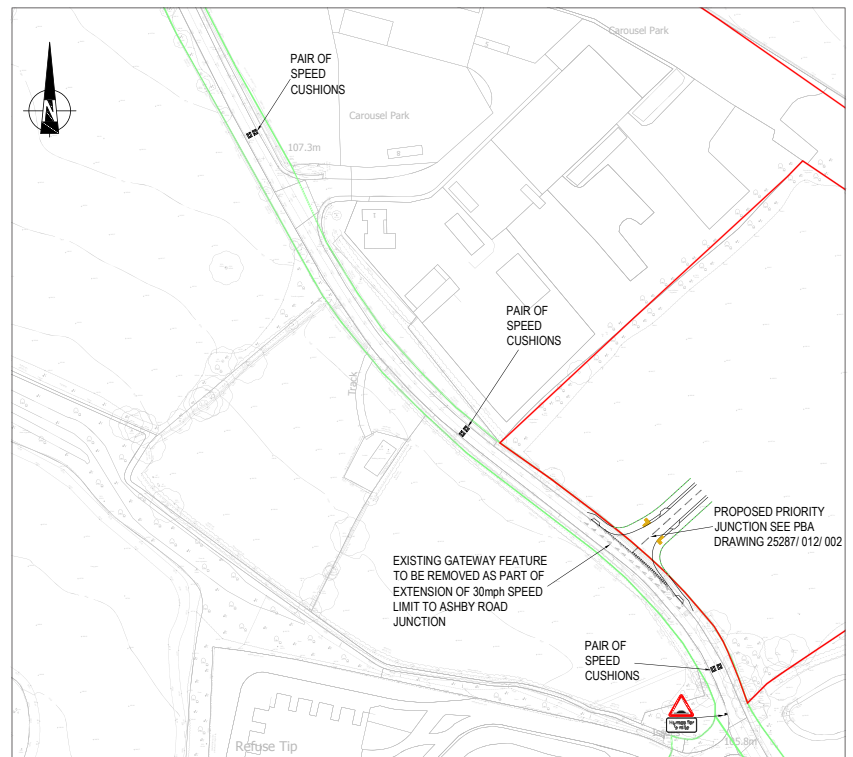
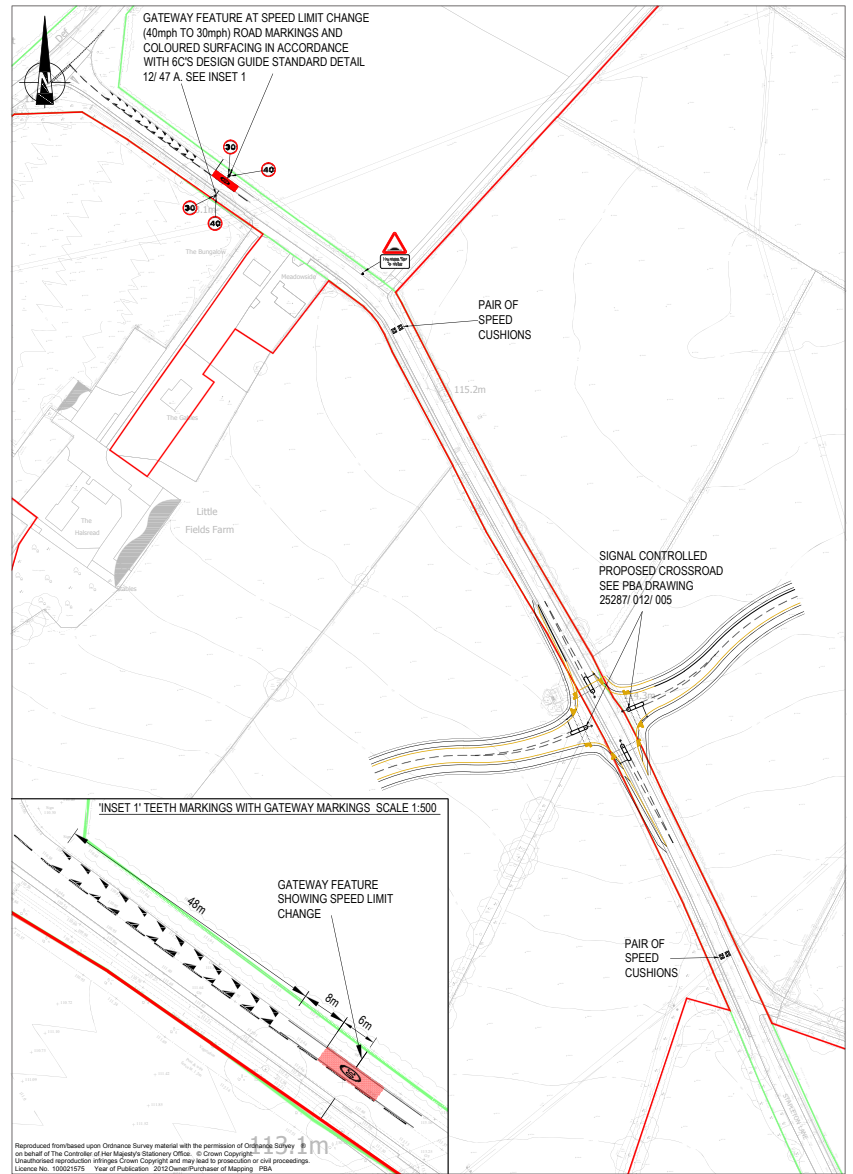


FIGURE 9.6 SECONDARY ACCESS OFF STAPLETON LANE



9.1.7 The proposals include the following reductions in speed limits:

- The A447 Ashby Road from the current 50mph speed limit to a 40mph speed limit between the existing 40mph speed limit at its junction with Hinckley Road and the existing 40mph speed limit to the south-west of its junction with Stapleton Lane
- Stapleton Lane from the current derestricted (60mph) speed limit to a 30mph speed limit between its junction with the A447 Ashby Road and the existing 30mph speed limit to the west of the access to the recycling and household waste tip/ Barwell leisure park. A speed management scheme is proposed along Stapleton Lane between the recycling centre and the junction with Ashby Road.



KEY  
 — DEVELOPMENT BOUNDARY  
 — EXISTING HIGHWAY BOUNDARY

FIGURE 9.7 TRAFFIC CALMING MEASURES ALONG STAPLETON LANE

## SUSTAINABLE TRAVEL MEASURES

9.1.8 A package of sustainable transport measures has been developed for Barwell West to reduce the need for future residents of Barwell West to travel by car. Therefore, it is intended that trips to Barwell and Earl Shilton can be made by walking and cycling, and that trips to Hinckley can be made by bus and by cycle.

9.1.9 The proposed improved bus connection from Barwell to Hinckley rail station should provide better alternatives to travel by non-car modes for journeys to wider destinations such as Leicester and Birmingham.

9.1.10 In addition, the provision of employment uses to the south of West Barwell and the local centre will lead to some internalisation of traffic, and therefore assist in reducing the number of car trips that are made from Barwell West.

9.1.11 There will also be opportunity for local residents to work at Barwell West, and therefore trips that are potentially on the network already could be shortened, or if new trips are generated because of reduced local unemployment. In both instances these could be made by walking and cycling and therefore lead to a reduced traffic impact.

9.1.12 There is also the opportunity for future residents of Barwell West to work from home, and thereby reduce the number of trips made during the morning and evening peak hours.

## PEDESTRIAN/CYCLE ACCESS STRATEGY

9.1.13 The proposals will include the provision of high quality pedestrian and cycle facilities to enable and encourage sustainable travel and maximise the opportunities for travelling by non-car modes in accordance with the key principles within the 6Cs Design Guide.

9.1.14 The site will be linked and connected by a Primary Route and connections to Ashby Road and Stapleton Lane. This Primary Route will provide the main route for walking and cycling along the length of the development.

9.1.15 Within the site, a series of shared foot/cycleways and footways will be provided along with the retention/ diversion of existing pedestrian routes, as indicated in Fig 9.8.

## PUBLIC TRANSPORT

9.1.16 The Leicestershire Local Transport Plan highlights the need for accessibility by sustainable travel modes and identifies a key goal as being the delivery of efficient, resilient and sustainable transport systems.

9.1.17 This is echoed in the 6Cs Design Guide and therefore the Illustrative Master plan has been developed to ensure good access to bus services; requiring potential changes to existing local services as well as new bus infrastructure provision.

### Potential Changes to No. 159 Bus Service

9.1.18 Bus service no. 159 runs between Coalville and Hinckley via Stapleton Lane. This hourly service would be accessible by significant portions of the site within the recommended 400m maximum walking distance to either side of Stapleton Lane.

9.1.19 This service currently provides a weekday and Saturday service, and provision of new bus stops along Stapleton Lane at convenient locations such as at the proposed Local Centre would provide a benefit to the service without unduly delaying it.

