



**PLAN-IT X**  
TOWN AND COUNTRY PLANNING SERVICES

# Charnwood Local Plan 2021-37 Examination:

## Matter 8 - Infrastructure and Transport

### Written Statement on behalf of Barrow upon Soar Parish Council

PLANIT-X TOWN AND COUNTRY  
PLANNING SERVICES LTD



Registered company no 07387991 | Registered office address: Unit F Whiteacres Whetstone Leicester LE8 6ZG



## Introduction

1. This Statement has been prepared on behalf of Barrow upon Soar Parish Council (BuSPC) in response to the Inspectors' Matters, Issues and Questions for the examination hearings for the Charnwood Local Plan 2021-2037.
2. BuSPC has previously made representations to the Regulation 19 Local Plan consultation in relation to the scale of development proposed for Barrow upon Soar and the lack of mitigating infrastructure improvements.
3. This Statement concerns Inspectors' Matter 8 - Infrastructure and Transport.

## Issue 1 –The Infrastructure Delivery Plan

8.2 Does the Infrastructure Delivery Schedule (Appendix 3 of the Plan) enable a coordinated and strategy led approach to the delivery of new and improved infrastructure to support planned growth? Can the priorities, costs and funding sources for the different types of infrastructure be easily identified from the Schedule?

1. No.
2. The sites proposed for development are moving ahead of the delivery of the necessary supporting infrastructure. Sites HA45 and HA46 have already been approved by Charnwood Borough Council without provision for a community centre (Neighbourhood Plan Policy BuS12), indoor sports (CLP Table 11), village car parking (CLP CS1), meaningful improvements in sustainable transport (CLP Appendix 3 - Infrastructure Schedule), strategic road improvements or additional wastewater treatment capacity. An application has been submitted for HA48 and pre-application community consultation has already been held about the bulk of development at HA49.
3. The CLP Infrastructure Delivery Schedule (Appendix 3) includes a range of infrastructure requirements associated with planned growth at Barrow upon Soar, each item is regarded as essential:

Reference	Scheme	Cost	2021-2026	2026-2031	2031-2037
BA1	Footway improvements to the station from key development site(s).	£70,000	✓	✓	✓
BA2	Cycle route improvements to the station from key development site(s)	£1,367,625		✓	✓
BA4	Cycle parking facilities at station	£13,000	✓	✓	✓
BA5	High Street-South Street-Bridge Street Junction Improvement	£50,000	✓	✓	✓

Reference	Scheme	Cost	2021-2026	2026-2031	2031-2037
Education	Provide site for a new 1 FE Primary School located on land at Cotes Road, Barrow (HA49). Reasonable costs of making this provision to be shared amongst the developments that it would serve. Secondary: Humphrey Perkins may require expansion during the plan period.	£4,656,000	✓	✓	✓
Health	Served by Barrow Health Centre, Charnwood Surgery, Mountsorrel, The Banks and Highgate Surgery, Sileby. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		✓	✓	✓
Water and Sewerage	Additional treatment capacity will be required at Barrow upon Soar by 2030			✓	

### Transport

- Main Modifications (Exam 30) to replace items BA1-5 with a package of interventions to be developed through a Soar valley Transport Strategy comprising:

- Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area;
  - Specific interventions to be determined within the transport strategy and will potentially include interventions identified through Leicestershire County Council's planned A6(North)/A6004 Major Road Network (MRN) Study.
5. Development in Barrow upon Soar is not only proceeding without contributions to items BA1-5 there are no contributions to the Soar Valley Transport Strategy or A6(North)/A6004 Major Road Network (MRN) Study either. Worse, development is proceeding ahead of both the Soar Valley Transport Strategy and the A6(North)/A6004 Major Road Network (MRN) Study.

### Education

6. Since the submission of the Local Plan, it has been agreed by the promoters of development sites HA45, HA46, HA48 and HA49, the County Council and the Borough Council, that the primary school will be located on site HA48 (land off Willow Road). Therefore, there is a set of proposed Main Modifications to the submitted Local Plan (Exam4 Main6.s to Main6.y).
7. A Delivery Strategy has been prepared which sets out the funding and delivery mechanism to enable the construction of the new primary school but significantly it does not set out when that school will be delivered. While the funding approach may ensure that the land and funding to build are provided at an early stage, the developers will retain control of the timing of the delivery of homes without restrictions once construction has commenced.
8. The CLP Infrastructure Schedule suggests that provision of the primary school could take place at the end of the plan period. The Delivery Strategy estimates that capital construction costs of the school (including design work etc) will be £8,944,771- well in excess of the Infrastructure Schedule estimate of £4,656,000 and excluding contributions to early years childcare, secondary, post-16 and special school provision.
9. The Parish Council is of the view that the new primary school should be provided before the development of any dwellings on the allocated housing sites. This is because the lack of capacity at the existing Barrow Hall Orchard C of E Primary School will require new pupils to transfer to other primary schools. However, the nearest primary schools at Mountsorrel, Quorn, Rothley and Sileby are already very close to capacity with little or no potential to expand. Therefore, pupils will need to be transferred to various primary schools many miles away.

10. That transfer will be by school bus, with transportation costs paid by the developer. However, these transportation arrangements will prevent pupils from benefiting from school activities before and after normal school times e.g., breakfast clubs, after-school activities, holiday clubs.

## Health

11. Barrow Health Centre was purpose built in 1980 around which time the practice list of 5,500 was broadly comparable to the population. The current population of Barrow upon Soar is circa 7,000 but the practice list is around 8,800.
12. The premises are the same size now as they were then but there have been adaptations in response to a rising population, with developer contributions being used for refurbishment in 2011, bringing into use rooms vacated by district nurses, health visitors and school nurses. The practice boundary has been redrawn to curtail pressure.
13. The additional patients generated by the developments proposed by the Draft Local Plan would have a significant impact to Barrow Health Centre. Based on the healthcare contributions requested in connection with approved sites HA45 and HA46, the total healthcare contribution for the 703 dwellings planned by the CLP for Barrow upon Soar will be some £500,000. However, the CLP Infrastructure Schedule provides little information on how and when those contributions will mitigate the impact to Barrow Health Centre.

## Water and Sewerage

14. Severn Trent's Flood Risk Register identifies 14 properties in Barrow upon Soar which have had observed and verified reports of internal and external sewer flooding due to hydraulic overloading or where flow exceeds the capacity of the system. Sewer flooding is distressing and unpleasant. It has been an ongoing problem in the village and exacerbated by the ongoing Jelson development also on Melton Road.
15. For the purposes of applying the National Planning Policy Framework, "flood risk" is a combination of the probability and the potential consequences of flooding from all sources – including overwhelmed sewers and drainage systems. The National Planning Policy Framework sets strict tests to protect people and property from flooding which all local planning authorities are expected to follow. Where these tests are not met, national policy is clear that new development should not be allowed.
16. Neither CBC nor Severn Trent fully understand the impact of the proposed allocation of 703 dwellings on the sewer network. It follows that the improvement works needed to the public sewerage system to accommodate the additional flow without creating or exacerbating flooding or pollution are unknown. There is no scheme in place to provide the improvements to treatment capacity required by the CLP Infrastructure Schedule.

## Community Centre, Open Spaces, Sport and Recreation

17. There is a good range of clubs, societies and social organisations in Barrow upon Soar. Some of these use the facilities at Humphrey Perkins School but it is proving to be too expensive for community groups to hire. They have had to find alternative rooms sometimes outside of the village. Further, as the school expands, the opportunity for these facilities to be used by the community reduces.
18. Although the village also has several small rooms that are available to hire on an hourly basis, they are under considerable pressure. As a result, some groups are unable to find a permanent home and have left the village due to the lack of suitable space (table tennis, archery, ballroom dance) and there is no suitable space for other activities such as a day-care centre or youth centre. Other clubs and societies have long waiting lists.
19. With most other villages in Charnwood Borough having a village hall or similar, a dedicated community building for Barrow upon Soar is essential, particularly if the village is to grow further and is supported by Barrow upon Soar Neighbourhood Plan policies BuS11 and BuS12.
20. Indoor sports facilities in Barrow upon Soar are also limited to the sports hall and gym at Humphrey Perkins School which are only available out of school hours. The Borough Council's Open Spaces Strategy (2018-2036) highlights other deficiencies in terms of the quantity, accessibility and quality of open space in Barrow upon Soar.
21. Table 11 of the CLP identifies that development of more than 250 dwellings should include provision for all types of open space, indoor and outdoor sports facilities. The presumption is that provision is made on site.
22. There is no provision for a community centre, open spaces, sport and recreation in the CLP Infrastructure Schedule for Barrow upon Soar. Given that the total dwelling provision is well in excess of 250dw, the CLP needs to be clear how the requirements of Table 11 and the Barrow upon Soar Neighbourhood Plan are to be met.

## Village Centre Car Parking

23. In 2015 Charnwood Borough Council undertook a Car Parking Impact Assessment of the Borough's main centres, including Barrow upon Soar Village Centre.
24. The results of the surveys showed that both the High Street and the Co-op/Health Centre car parks were over 100% occupied (i.e. some vehicles were observed parking in areas where restrictions are in place and/or outside marked spaces) in the 09:00-11:00 beat of the Thursday survey. The High Street Car Park was also over 100% occupied in the 11:00-13:00 beat of the Thursday survey.

25. The Borough Council's Car Parking Impact Assessment also considered parking demand taking account of future housing growth. The calculations of future parking demand in Barrow upon Soar indicate that overall occupancy levels at off-street locations will exceed 85% during the week and on Saturday's occupancy levels are estimated to exceed 85% during morning periods.
26. The assessment concludes that to address the shortfall in parking in Barrow upon Soar in the period up to 2036, additional off-street car parking spaces should be provided. The proposed development of 703 dwellings will worsen the situation. The availability of parking is an important contribution to the vitality and viability of Barrow upon Soar Village Centre yet there is no provision in the CLP Infrastructure Schedule for Barrow upon Soar.

## Issue 2 – Transport

### 8.4 What is the role of sustainable transport modes in supporting planned growth and has the effect of modal shift supported by Policy CC5 been taken into account in the transport modelling and studies (EB/TR/11, 12 & 13)? If so, how?

1. The planned growth at Barrow upon Soar will generate significant movement that will be dominated by the use of the private car unless there is significant investment in sustainable transport. Yet the CLP Infrastructure Schedule contains very modest improvements and even those are subject to Main Modifications (Exam30).
2. In response to ongoing concerns about traffic conditions in Barrow upon Soar and Sileby, Leicestershire County Council (LCCHA) published the 2016 Sileby & Barrow upon Soar Transport Study (SBSTS). The report summarises transport conditions and known development proposals in Sileby and Barrow upon Soar to inform future highway advice on development proposals in these villages.
3. Barrow upon Soar railway station is located on the Midland Main Line between Leicester and Loughborough. The station is served Monday to Saturday by East Midlands Trains, who operate local services from Leicester to Nottingham and Lincoln via Loughborough and Newark. There is no Sunday service or late evening service.
4. The station is unstaffed with isolated platforms with little in the way of shelter. There is no car parking or drop-off space and it is only accessible by many steps, so it is unsuitable for people with mobility problems.
5. Most of the new residents of the planned allocations at Barrow upon Soar will not lie within reasonable walking distance of the railways station.

6. There are doubts that there is sufficient space at the railway station to accommodate additional cycle parking. Improvements to the railway station with step free access are required to enable all new residents to be able to access local rail services.
7. There are no measures in the CLP to support improvements in bus provision.

#### 8.5 Does Policy INF2 (Local and Strategic Road Network) set out a co-ordinated and strategy led approach to all types of transport in the Borough?

1. In respect of the local and strategic road network, proposed CLP policy INF2 is not clear about whether the aim is to continue to mitigate the impact of development during peak hours.

#### 8.6 What is the likely effect of the proposed scale and distribution of development on the strategic and local highway network and key junctions? Have the necessary improvements and/or mitigation measures to the strategic and local highway network been identified in the Plan and the Infrastructure Delivery Plan, including costs and timing/phasing where necessary?

1. Traffic entering and leaving Barrow upon Soar via the A6 concentrates onto the historic Barrow Road Bridge, a listed structure. This is single lane and signal controlled. It has already exceeded its effective operational capacity and queuing and delays are a frequent issue. There is no easy way to improve the bridge.
2. The alternative route to and from the A6 via Slash Lane to the east of the village is regularly inundated by the River Soar and has been identified by the Environment Agency (EA) as being susceptible to a 1 in 1 year event. Barrow Road between Barrow and the A6 is also susceptible to flooding, with defences protecting the road to limit the risk to a 1 in 10-year event. When flooding occurs, road closures cause widespread congestion on the remaining available routes and can affect bus services as traffic travelling from Sileby is diverted through Barrow when Slash Lane and Mountsorrel are not passable. Flooding events are frequent and can last for periods of more than one week (see Appendix 1).
3. Within the village, many people have raised concerns about congestion – in Bridge Street, Beveridge Street, Church Street, Warner Street, Grove Lane, High Street and North Street. This is often caused by bus stops and on-street parking on the narrow village centre streets which were not designed for modern traffic. Excessive on-street parking in Sileby Road also impedes vehicle flow and access in both peak and off-peak periods.

4. The SBSTS was undertaken using the Leicestershire and Leicester Integrated Transport Model (LLITM). The Study supports the concerns about the traffic capacity of parts of the network in Barrow upon Soar. The relevant sections have been extracted below:

V/C %	Roads	Direction	Village	Indicative cause of issues
95	Bridge Street	Westbound	Barrow upon Soar	Narrow bridge has led to traffic signals being installed, this only allows for traffic to flow one way at a time into and out of Barrow upon Soar.
87	Barrow Road (approach from Quorn)	Eastbound	Barrow upon Soar	
86	Mountsorrel Lane	Eastbound	Sileby	Narrow road with poor geometry, visibility and lack of priority turning at junction with Barrow Road/High Street in the village centre.
81	Grove Lane	Southbound	Barrow upon Soar	Lack of priority turning at junction with South Street in the village centre.
81	King Street	Southbound	Sileby	Extremely poor visibility and lack of turning priority at junction with High Street in the village centre.

Table 1: All link v/c's over 70% in Sileby and Barrow upon Soar 2016

Location	Direction	Traffic Count		Queue Length (Max.)	
		AM Peak	PM Peak	AM Peak	PM Peak
Bridge Street (Barrow upon Soar)	Westbound	726	584	45	42
Barrow Road (approach from Quorn) (Barrow upon Soar)	Eastbound	562	716	28	31
Mountsorrel Lane (Sileby)	Eastbound	188	260	6	15
Grove Lane (Barrow upon Soar)	Southbound	275	221	9	7
King Street (Sileby)	Westbound	215	186	12	7

Table 2: Traffic counts and Queue Length during peak times in Sileby and Barrow upon Soar.

5. In terms of future schemes the SBSTS states:

*The County Council currently has no improvements programmed at the pinch point locations identified in Table 2. At this time suitable mitigation at the main pinch points within the two villages is not considered feasible by the County Council primarily due to lack of any extra physical highway capacity at any of the worst performing junctions and the general poor geometry of the highway network in these locations.*

6. Further:

*In Barrow upon Soar, 500 dwellings have been granted planning permission since 2011. The majority of the growth will occur at the land east of Melton Road where 292 of these dwellings are committed. An additional 123 dwellings have been granted permission of Cotes Road.*

*The link between Barrow upon Soar and the A6 (via Bridge Street) is listed as being one of the most overcapacity in the two villages (see table 2). The combined effect of an increase in population in Barrow upon Soar (and the surrounding area, such as Quorn) is likely to increase the stress at this location on either side of the river, especially at peak times. Developments in Sileby and other neighbouring villages are also likely to add to traffic volumes at these locations.*

*In 2016 the junction between Grove Lane and South Street is listed as being at 81% of its theoretical capacity and is expected to be exceeded further upon occupation of the Melton Road development.*

7. According to SBSTS, the implications of traffic growth would also extend to the adjoining village of Sileby and in particular the junctions at King Street/High Street/Barrow Road and Mountsorrel Lane/Barrow Road which are already or close to exceeding their effective operational capacity.
8. In its conclusion, paragraph 4.8 of SBSTS states that:
9. In closing, based on the outcomes of this study, Leicestershire County Council, as the Local Highway Authority, considers that:
  - a) *Current Core Strategy period: Further large developments (over 10 dwellings) in Sileby and Barrow upon Soar should be resisted on highway grounds unless the proposals can demonstrate a nil-detriment position over existing traffic conditions.*
  - b) *Growth in the Soar Valley beyond the Core Strategy period: Should be dependent on the outcomes of a comprehensive transportation and flooding study, which identifies 'strategic level' mitigation measures that, amongst other things, address the traffic issues in and around Sileby and Barrow upon Soar.*
10. The Barrow upon Soar Neighbourhood Plan refers to the SBSTS in developing its policy BuS13: Road Network Policy and following examination of the plan by an Inspector and further consideration by Charnwood Borough Council and the Highway Authority it settled in the following policy:

***Policy BuS13: Road Network***

*New housing developments of more than ten dwellings will not be supported unless it can be demonstrated that the residual cumulative impact will not make existing traffic conditions worse.*

11. CBC commissioned AECOM to identify transport interventions to mitigate the impact of growth options being considered in CBC's emerging Local Plan. AECOM went through a process of identifying different mitigation options and then applied a recognised approach using the EAST1 tool including professional judgement to recommend a preferred mitigation package. The preferred mitigation option (CLP Infrastructure Schedule BA1-5) relies heavily on improving travel by walking and cycling. However, the planned growth at Barrow upon Soar will generate significant movement that will be dominated by private car use. It should be noted that any reductions in road capacity to accommodate footway improvements may increase further delays or cause local traffic re-routing.
12. The strategic transport assessment used to inform the CLP uses the Pan-Regional Transport Model (PRTM), which is an extension of the LLITM 2014. The PRTM model is strategic and therefore makes broad assumptions on the capacity of the network by type of road. It is therefore not sufficiently detailed, or reliable, to provide an accurate indication of traffic capacity impact at key junctions in terms of predicted queues and delays. This is acknowledged in para. 7.1.1.3 and 7.1.1.4 of the Charnwood Borough Local Plan Mitigation (Draft Final Report). It follows that there is no detailed junction capacity analysis of those pinchpoints identified by the SBSTS or a comprehensive transportation and flooding study of the type envisaged by the SBSTS. The assessment does not take account of traffic impacts associated with the proposed new primary school off Cotes Road.

8.7 Does the transport modelling undertaken so far (EB/TR/11, 12 & 13) enable specific impacts on the highway network to be identified, for mitigation measures to be developed in response to that modelling and then required as part of the Infrastructure Delivery Plan and site allocation policies? Is any further work required to establish this?

1. No. See above.
2. Main Modifications (Exam 30) is to replace items BA1-5 with a package of interventions to be developed through a Soar valley Transport Strategy and A6(North)/A6004 Major Road Network (MRN) Study. This demonstrates that the modelling undertaken so far is inadequate.
3. The SBSTS is clear that the key junctions in Barrow upon Soar are already at or exceed capacity and that a comprehensive transportation and flooding study, which identifies 'strategic level' mitigation measures, is required **before** sites are allocated in the CLP.

8.8 Policy T3 (Car Parking Standards) refers to published guidance in other documents which do not form part of the submitted Plan and are not before the Examination for consideration. How should this matter be addressed to ensure that the policy is justified and will be effective?

1. Regarding the provision of car parking spaces, Policy T3 refers to the latest published guidance of Leicestershire County Council and Charnwood Borough Council.
2. The latest Leicestershire Car Parking Standards are contained within the Leicestershire Highway Design Guide. Section DG13 (Part 3):  
<https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Part-3-design-guidance-interim.pdf>
3. These standards (other than residential) are taken from RPG8 (see paragraph 3.148) which was been revoked in 2013. Furthermore, they are expressed as maximum vehicular parking standards contrary to NPPF paragraph 108 which states that 'maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification...'
4. It follows that the latest published guidance of Leicestershire County Council is not a suitable starting point for guiding the provision of car parking spaces in new development.

## Appendix 1

Environmental Information Regulations 2004



**EIR 003344 - Barrow upon Soar flood log and road diversions - Responses shown in bold**

Roads in and out of the village of Barrow upon Soar are regularly inundated by the River Soar. When flooding occurs, road closures cause widespread congestion on the remaining available routes. Please may I have:

1. A road diversion plan for when these events occur; and

**During emergency situations such as flooding when roads have to be closed diversion routes are not placed out.**

2. A log showing when these events have occurred along with their duration.

**As you have not specified a time frame the information below is provided for the last 12 months dated between 1<sup>st</sup> September 2020 and 1<sup>st</sup> September 2021:**

<b>Occurrences:</b>	<b>4</b>	
<b>Date to</b>	<b>Date from</b>	<b>Duration in days</b>
<b>04/10/2020</b>	<b>09/10/2020</b>	<b>5</b>
<b>05/12/2020</b>	<b>06/01/2021</b>	<b>32</b>
<b>28/01/2021</b>	<b>11/02/2021</b>	<b>14</b>
<b>25/05/2021</b>	<b>26/05/2021</b>	<b>1</b>

Unless otherwise stated, the information provided in response to this request is made available under the Open Government Licence: <http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>



---

# Sileby & Barrow Upon Soar

---

## Traffic and Transport Study

2016

---



## Contents

1. Introduction.....	2
2. Current Traffic and Transport Conditions.....	4
2.1. <i>Road Network</i> .....	4
2.2. <i>Transport Modelling</i> .....	6
2.3. <i>Volume Capacity</i> .....	6
2.4. <i>Traffic flows and Queues</i> .....	7
2.5. <i>Parking</i> .....	8
2.6. <i>Speeds</i> .....	9
2.7. <i>Accidents</i> .....	10
2.8. <i>Rail Service Provision</i> .....	12
2.9. <i>Bus Service Provision</i> .....	13
2.10. <i>Active Transport</i> .....	15
2.11. <i>Recent improvements</i> .....	18
2.12. <i>Future schemes</i> .....	19
3. Developments .....	21
3.1. <i>Context</i> .....	21
3.2. <i>Locations of Applications in Sileby and Barrow upon Soar</i> .....	23
3.3. <i>Major Developments Details (+100 Dwellings)</i> .....	25
3.4. <i>Anticipated Traffic and Transport Impact of known Development Proposals</i> .....	26
4. Conclusion .....	29

Appendix 1- Plan of Issues in Sileby and Barrow upon Soar

Appendix 2 – Plan of developments in Sileby and Barrow upon Soar

Appendix 3 – Plan of developments and issues combined

From Front Cover:

Photo 1: Sileby Marina ([www.geograph.org.uk](http://www.geograph.org.uk)); Photo 2: Seagrave Park Development; Photo 3: Bridge Street delays (Barrow upon Soar).

## 1. Introduction

- 1.1. This report summarises current transport conditions and known development proposals in Sileby and Barrow upon Soar in order to inform future highway advice on development proposals in these villages.
- 1.2. The villages of Sileby and Barrow upon Soar are located in the Soar Valley within the borough of Charnwood in Leicestershire. The village centres are 2.5 miles apart and have a combined population of around 15,000. Barrow upon Soar has a population around 6,000 and is 3.5 miles South East of Loughborough. Sileby has a population of around 9,000 and is 8.5 miles North of Leicester. The location of these two villages is shown in Figure 1.
- 1.3. Residents from both villages have raised ongoing concerns relating to traffic movements within the villages. There are also concerns from both Parish Councils regarding proposed new developments and the impact these could have on traffic movements.
- 1.4. Charnwood Borough Council is the local Planning Authority for both settlements and as such is responsible for developing planning policy and determining planning applications. The Borough Council consults Leicestershire County Council on planning applications in its role as the Local Highway Authority. In considering planning applications the Highway Authority reviews the predicted impact on the highway network in relation to the safe and efficient functioning of the transport network and any mitigation that is proposed to offset any severe impacts before providing highway advice to inform the planning decision.
- 1.5. Leicestershire County Council through its current Local Transport Plan (LTP3) is committed to supporting the economy and population growth as well as improving the quality of life for all residents.
- 1.6. Good development proposals consider the impact on the transport network, for example how those who live in a new development are likely to travel, including the routes they will take, their choice of transport and the impact this will have on the network.

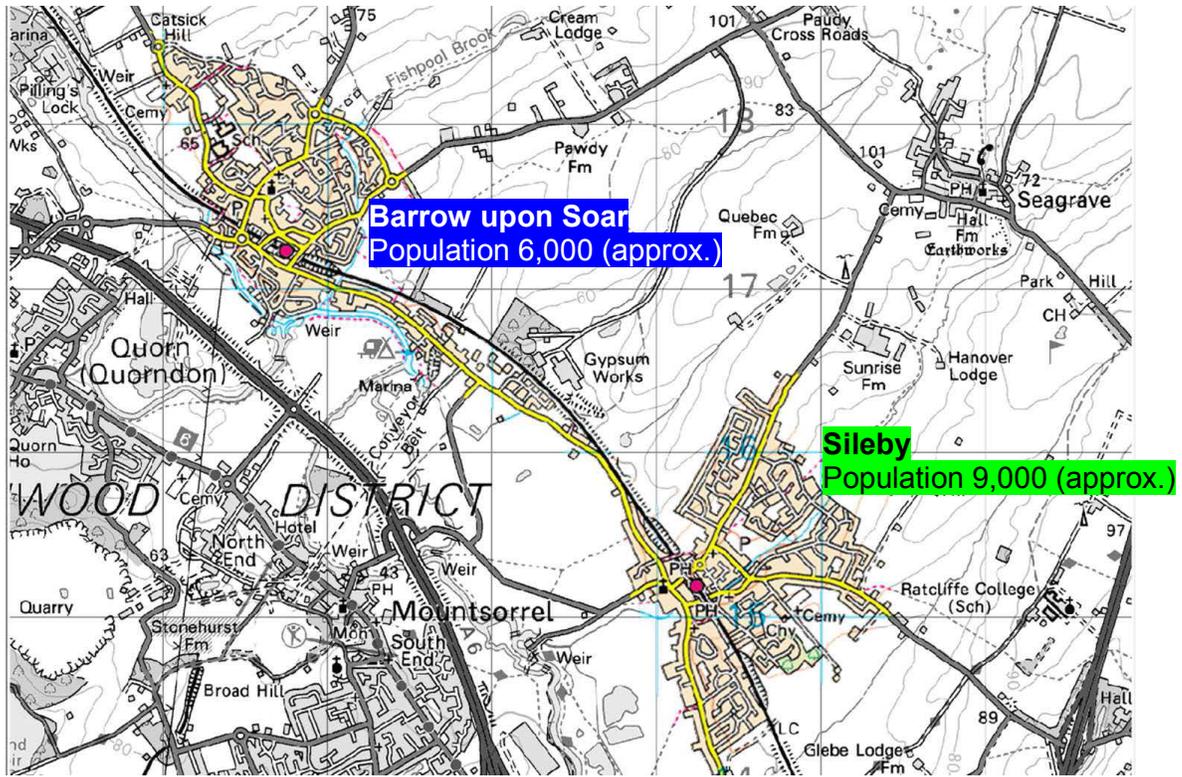


Figure 1- Map showing the location and population of Sileby and Barrow upon Soar. Population estimates from the 2011 census.

## 2. Current Traffic and Transport Conditions

A plan showing the spatial location of the points considered in this section can be found in Appendix 1.

### 2.1. Road Network

- 2.1.1. The current road network consists of classified roads, unclassified residential estate roads and unclassified distributor roads. There are no strategic A or B classified routes within either village, however the A6 and A46 are close by. The A6 is a dual carriageway which was constructed in the 1990's and is the main route between Leicester and Loughborough. This route lies to the west of the two villages and acts as a bypass for the Soar Valley settlements. Since the opening of the A6 the Soar Valley corridor has seen significant new development. The A46, which lies to the east of the two villages, is also a dual carriageway which is part of the strategic road network and is managed by Highways England.
- 2.1.2. HGV movements are currently prohibited in both villages (except for loading). The only lorry route in the area is from the A6 to the industrial estates located on Sileby Road (Barrow upon Soar) and which use us Slash Lane as an access.
- 2.1.3. Both Sileby and Barrow upon Soar are within close proximity of the River Soar and its wide floodplain which can impact on the local road network.
- 2.1.4. Given the low lying nature of the Soar Valley, it is not uncommon for some routes across it to flood periodically- especially Slash Lane, which has been identified by the Environment Agency (EA) as being susceptible to a 1 in 1 year event. Barrow Road between Barrow and the A6 is also susceptible to flooding, with EA defences protecting the road to limit the risk to a 1 in 10 year event. When flooding occurs the alternative routes carry an increased volume of traffic through both Sileby and Barrow upon Soar, including HGV traffic. The diversionary routes are not defined, thus incorporating many of the classified roads in both villages.
- 2.1.5. The current river crossings in and the around the two villages constrain capacity. The crossing at Bridge Street (Barrow upon Soar) and Sileby Road (Mountsorrel) are both restricted to 1 way traffic flow. Bridge Street operates a traffic signal solution, whereas Sileby Road

(Mountsorrel) works on an informal “give and take” basis. Both these roads provide the main route to the A6 from each village.

## 2.2. Transport Modelling

2.2.1. Transport models provide evidence to assist the County Council in making informed decisions on the allocation of resources, making bids to secure additional funding, appraising highways schemes and identifying schemes to mitigate the impacts of future development.

2.2.2. The Leicestershire and Leicester Integrated Transport Model (LLITM) is a strategic land use and transport model developed and maintained by Leicestershire County Council. LLITM consists of the following interlinked programmes:

- SATURN - Highway Assignment Model;
- EMME- Public Transport Model;
- DELTA - Land Use Model;
- EASE - Environmental Module; and
- EMME - Demand Model.

2.2.3. The model has been built in accordance with the Department for Transport’s modelling and appraisal guidance (WebTAG), and has been used to assess a range of transport schemes, the impact of development proposals, Local Plan strategy development, and as a tool to secure funding for wider-ranging transport infrastructure.

2.2.4. The land use model generates residential and employment travel demand which is translated into trips between locations by mode and frequency using the demand model. These trips are assigned to their respective highway and public transport networks to determine route choice. The entire process recognises the interdependency between demand, travel choices and travel costs by looping runs of each of the models until the relationship between trip patterns and trip costs are stable. In this report LLITM has been used to analyse link volume capacities for the two villages, using 2016 as the base year.

### 2.3. Volume Capacity (V/C)

2.3.1. Highway network capacity is determined by a calculation which considers the theoretical capacity of a link (road) which is based on the design and the actual volume of traffic which uses it. The percentage figures used in the report have been calculated from LLITM data.

2.3.2. Four critical thresholds of V/C percentage are commonly used when analysing data;

- Below 70% V/C indicates that the link is operating within capacity and therefore remains effective.
- 70% V/C indicates that the link is nearing its effective operational capacity; that some queuing and delay may occur on occasion or at peak times.
- 85% V/C indicates that the link has exceeded its effective operational capacity and queuing and delays are likely to be a frequent issue.
- 100% V/C indicates that the link has exceeded its theoretical maximum capacity, and that queuing and delays are likely to be a significant and recurring issue.

2.3.3. In 2016 LLITM shows that generally the road network in both Sileby and Barrow upon Soar operates well, even at peak times. V/C's are generally very low; however there are some notable exceptions to this. Table 1 details all peak time link V/C's with a percentage of over 70%. These pinch points are found closer to both village centres where the road network is more restricted. Therefore the LLITM model suggests that delays will occur at these locations during peak periods.

2.3.4. Some capacity issues are not picked up through the V/C analysis run by LLITM; most common are temporary obstructions, such as on street parking, which disrupts the highway geometry and subsequent flows

V/C %	Roads	Direction	Village	Indicative cause of issues
95	Bridge Street	Westbound	Barrow upon Soar	Narrow bridge has led to traffic signals being installed, this only allows for traffic to flow one way at a time into and out of Barrow upon Soar.
87	Barrow Road (approach from Quorn)	Eastbound	Barrow upon Soar	
86	Mountsorrel Lane	Eastbound	Sileby	Narrow road with poor geometry, visibility and lack of priority turning at junction with Barrow Road/High Street in the village centre.
81	Grove Lane	Southbound	Barrow upon Soar	Lack of priority turning at junction with South Street in the village centre.
81	King Street	Southbound	Sileby	Extremely poor visibility and lack of turning priority at junction with High Street in the village centre.

Table 1: All link v/c's over 70% in Sileby and Barrow upon Soar 2016

## 2.4. Traffic Flows and Queue Lengths

2.4.1. At the 5 sites which have been identified as being over capacity, traffic flow and queue length surveys have been undertaken. The results from these surveys are outlined in table 2.

Location	Direction	Traffic Count		Queue Length (Max.)	
		AM Peak	PM Peak	AM Peak	PM Peak
Bridge Street (Barrow upon Soar)	Westbound	726	584	45	42
Barrow Road (approach from Quorn) (Barrow upon Soar)	Eastbound	562	716	28	31
Mountsorrel Lane (Sileby)	Eastbound	188	260	6	15
Grove Lane (Barrow upon Soar)	Southbound	275	221	9	7
King Street (Sileby)	Westbound	215	186	12	7

Table 2: Traffic counts and Queue Length during peak times in Sileby and Barrow upon Soar.

2.4.2. Traffic flow analysis shows how many vehicles use the most worst performing links during the peak hours. This shows that the routes with a high V/C also have a relatively high traffic count.

2.4.3. Observations of queue length are broadly consistent with the LLITM V/C predictions given in table 2 shows that the links which are approaching capacity also suffer from long queues during the peak periods.

2.4.4. Bridge Street/Barrow Road in Barrow upon Soar is the link over the whole study area which exceeds its capacity by the greatest extent. Between 07:50 and 08:05 in the AM peak and between 17:00 & 17:15 in the PM peak traffic has been observed queueing up to and past the roundabout with High Street/South Street. Limiting capacity here is the bridge over the River Soar which operates a traffic light system as it is too narrow for 2 way traffic flow.

## 2.5. Parking

2.5.1. Off street parking provision in both village centres is currently provided and managed by Charnwood Borough Council. The parking is free of charge and unregulated. Sileby has 88 standard bays and 5 disabled bays. Barrow upon Soar has 32 standard bays and 1 disabled bay at the High Street Car Park. In addition there is a small private car park for Co-Op customers on Barrow upon Soar High Street.

2.5.2. Regulated on street parking bays are also provided in both village centres, which are limited to 40 minutes free parking between 8am and 6pm/8pm on weekdays.

2.5.3. Residential parking in both villages is generally considered to be adequate; however there are specific locations mainly in the centre of both villages where current demand exceeds availability. This is particularly true for King Street and Seagrave Road (between High Street and Highfield Road) in Sileby and Sileby Road in Barrow upon Soar where excessive on-street parking impedes vehicle flow and access in both peak and off peak periods.

2.5.4. Customer correspondence received by Leicestershire County Council has raised on-street parking as an issue on the roads listed in Table 3.

Sileby	Barrow upon Soar
Barrow Road	Beveridge Street
Burton Road	Breadcroft Lane
Cossington Road	Church Street
King Street	Cotes Road

Mountsorrel Lane	Grasmere Close
Ratcliffe Road	Mill Lane
Seagrave Road	Sileby Road
Swan Street	Thirlmere Road
	Warner Street

Table 3: Roads with multiple enquiries received by Leicestershire County Council relating to parking.

## 2.6. Speeds

2.6.1. The Department for Transport's *Setting Local Speed Limits* (2012)<sup>1</sup> states:

*"The underlying aim of speed management policies should be to achieve a 'safe' distribution of speeds that reflects the function of the road and the impacts on the local community."*

It is suggested that those ranges of 85%ile speed should be within 7mph of the proposed limit and are as follows:

- 30mph speed limit – up to 37mph;
- 40mph speed limit – up to 47mph;
- 50mph speed limit – up to 57mph.

2.6.2. All roads within both villages currently have a 30mph speed limit. Roads between and surrounding the villages have a mixture of 40mph and National Speed Limit roads.

2.6.3. When considering LCC Customer Correspondence; speeding is considered by residents and parishes a long standing issue in both Sileby and Barrow upon Soar, predominantly on roads away from the main village centres, on the edges of the built up areas.

2.6.4. Table 4 shows the speeds recorded on 30mph roads within the two villages; the data here is broadly consistent with the Department for Transport's guidance on setting local speed limits and suggests motorists are generally compliant with the posted speed limits. The exception is

---

<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/2733/setting-local-speed-limits.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/2733/setting-local-speed-limits.pdf)

Fishpool Way, in Barrow upon Soar where the road geometry and lack of direct frontage development gives rise to vehicle speeds more consistent with a 40mph speed limit than a 30mph speed limit.

2.6.5. Taking into account the recorded vehicle speeds shown in Table 4, the County Council does not currently consider that any further action is required to reduce vehicle speeds in the two villages.

2.6.6. Vehicle Activated Signage (VAS) is currently in place on Barrow Road and Ratcliffe Road in Sileby, which flashes a reminder to speeding motorists entering the village using the roads. There is also VAS on Sileby Road in Barrow upon Soar.

2.6.7. Ratcliffe Road on the outskirts of Sileby is also listed as a location of “community concern” by Leicestershire police; as a result it is periodically visited by a mobile speed enforcing vehicle.

<b>Sileby</b>	<b>Barrow Road</b> (Boundary)	<b>Cossington Road</b> (Boundary)	<b>High Street</b>	<b>King Street</b>	<b>Mountsorrel Lane</b> (Boundary)	<b>Ratcliffe Road</b> (Boundary)	<b>Seagrave Road</b> (Boundary)
85 <sup>th</sup> Percentile (MPH)	35	33	26	29	31	37	38
<b>Barrow upon Soar</b>	<b>Bridge Street</b> (Boundary)	<b>Cotes Road</b> (Boundary)	<b>Fishpool Way</b> (Boundary)	<b>Melton Road</b> (Boundary)	<b>Sileby Road</b> (Boundary)	<b>South Street</b>	<b>Nottingham Road</b> (Boundary)
85 <sup>th</sup> Percentile (MPH)	27	38	40	27	36	30	34

Table 4: Summary of average speeds in Sileby and Barrow upon Soar (value given is the most recent survey). All sites in this table have a 30mph limit.

## 2.7. Accidents

2.7.1. Over the 5 years between June 2010 and June 2015 there were 74 reported personal injury accidents in Sileby, Barrow upon Soar and the immediate surrounding area.

2.7.2. Of these accidents 65 were recorded as slight and 9 were described as severe. There were no fatal accidents during this time period.

2.7.3. Table 5 shows a comparison between accident rates in Sileby and Barrow upon Soar with the wider population. Barrow upon Soar has a slightly higher rate of accidents when compared to Sileby; however

looking at the wider area the rate of accidents in the two villages is much lower than the national average.

	Number of accidents per year	Resident Population	Accident Rate per 100,000 people
Sileby	7.6 (2010/15 Average)	9,000	84.4
Barrow upon Soar	7.2 (2010/15 Average)	6,000	120
Sileby and Barrow upon Soar	14.8 (2010/15 Average)	15,000	98.7
Charnwood	398 (2013 Figure)	173,545	229.3
Leicestershire	1,889 <sup>2</sup> (2013 Figure)	980,800	192.6
England	194,477 <sup>3</sup> (2014 Figure)	53,012,456	366.9

Table 5: Casualty rate per head of population

2.7.4. There are a few locations which can be described as accident hotspots. These hotspots have had 3 or 4 accidents within close proximity of one another over a 5 year period from September 2010 to September 2015. These sites are detailed in table 6. They are also mapped as part of appendix 1.

Sileby	Barrow upon Soar
<p><b>High Street</b>- 3 slight accidents have been recorded in the vicinity of the King Street junction. Only 2 are junction related.</p>	<p><b>Bridge Street</b>- 4 slight accidents, all of which have involved cyclists conflicting with cars. There is no discernible pattern to the accidents; 1 accident included a cyclist who disobeyed the traffic signal and 1 where a cyclist failed to recognise the red traffic signal.</p>
	<p><b>High Street</b>- 4 slight accidents occurred all of which have involved conflicts between cars and pedestrians. In 2015 road safety improvements were made at the two existing zebra crossings; new Zebrite Belisha Beacons were installed to improve the conspicuity of the crossings.</p>

Table 6: Accident hotspots in Sileby and Barrow upon Soar

<sup>2</sup> [http://www.leics.gov.uk/road\\_safety\\_in\\_leicestershire\\_2013\\_web\\_version-2.pdf](http://www.leics.gov.uk/road_safety_in_leicestershire_2013_web_version-2.pdf)

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/463045/rrcgb2014-01.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/463045/rrcgb2014-01.pdf)

**2.8. Rail Service Provision**

2.8.1. Both Sileby and Barrow upon Soar have stations on the Ivanhoe Line, with trains running hourly (Monday-Saturday) between Leicester, Loughborough, Nottingham and Lincoln. East Midlands Trains currently operate the service and manage the stations. Table 7 shows the estimated station usage between 2012 and 2015<sup>4</sup>.

Station	Entries and Exits		% Difference
	2014 15	2013 14	
Sileby	113,626	111,478	+6.3%
Barrow-upon-Soar	93,010	89,374	+4.0%

Table 7: estimated station usage in Sileby and Barrow-upon-Soar.

2.8.2. The reason behind increases in usage at both stations is unclear. However figure 2 shows that this is in line with the general trend for both stations over the past 10 years.

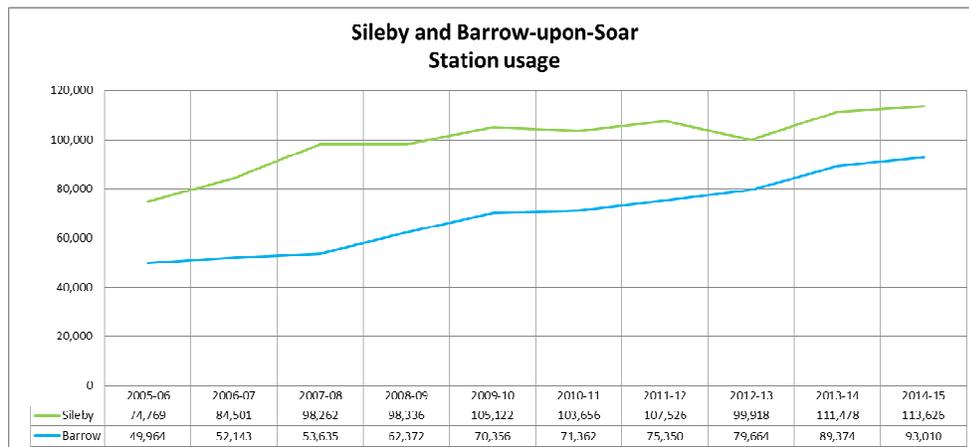


Figure 2: estimated patronage from Sileby and Barrow-upon-Soar stations between 2005 and 2015.

2.8.3. Both stations are unstaffed with no ticket collection or purchasing facilities and lack many of the facilities present at other larger stations

<sup>4</sup> <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

(such as Loughborough). There is also no disabled access at either station and there are no current plans to alter station access facilities.

## 2.9. Bus Service Provision

2.9.1. Both villages are served by the same two bus routes. The number 2 is currently operated by Kinchbus with a frequency of 2 buses per hour in each direction. The number 27 route is operated by Roberts Coaches and runs between Loughborough and Thurmaston; with a frequency of 1 bus per hour in each direction. These services are outlined in table 8.

2.9.2. The Kinchbus 2 service fully commercial, however the Roberts Coaches 27 service is fully subsidised by Leicestershire County Council. The cost to the council of subsidising the number 27 service is approximately £44,000 in 2015/16. By 2020/21 it is anticipated that the subsidy required will rise to over £178,000; this rise is due to the end of S106 funding from developers.

2.9.3. The county council does not currently plan to make changes to the Service 27; however it is subject to the current review of all subsidised local bus services in Leicestershire as part of the Countywide Accessibility Policy Review (CAPR). The purpose of the CAPR report is to identify savings for the County Councils Medium Term Financial Strategy (MTFS).

Operator	Service and key destinations	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Evening	Daytime
Kinchbus	2: Leicester – Birstall – Sileby – Barrow upon Soar – Quorn – Loughborough	30 minutes	30 minutes - hourly	Hourly
Roberts Coaches (Subsidised by LCC)	27: Loughborough – Barrow upon Soar - Seagrave – Sileby – Mountsorrel – Syston – Thurmaston	Hourly	Hourly	No Service

Table 8: Bus service Information for routes serving Sileby and Barrow upon Soar.

2.9.4. Approximate bus patronage figures for the number 2 route through Sileby and Barrow upon Soar can be found in Figure 3. The data shows that the route has a higher patronage from Sileby in comparison to Barrow upon Soar. The data also shows that despite patronage falling in recent years it is now on the rise again.

2.9.5. The number 27 route carries a significantly lower number of passengers. Once more there are more users from Sileby in comparison to Barrow upon Soar. This data is shown in Figure 3.

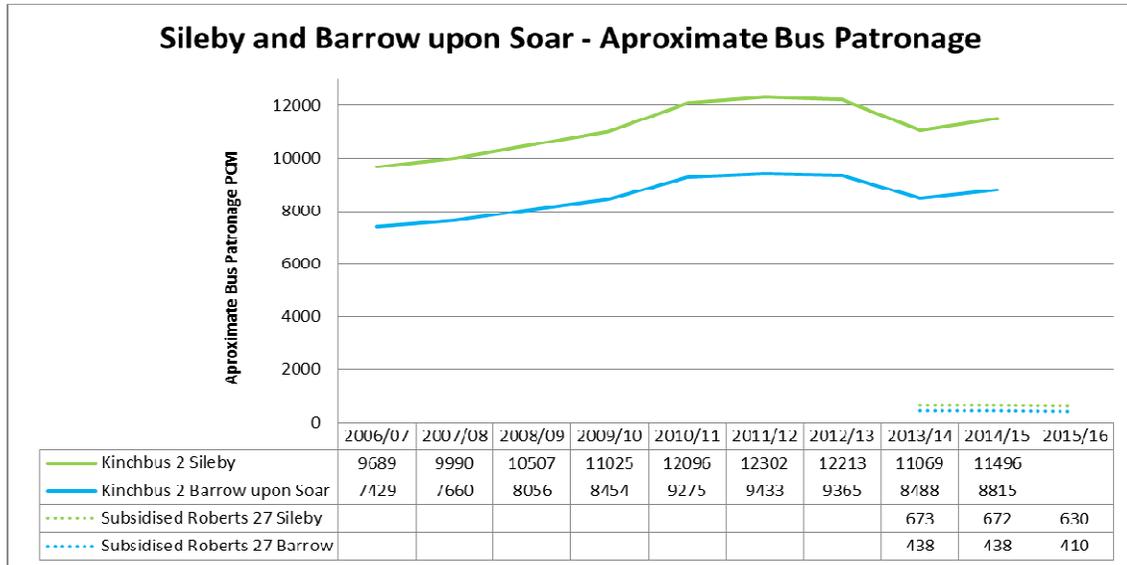


Figure 3: Bus patronage in Sileby and Barrow upon Soar over time (approximate bus patronage per calendar month).

2.9.6. A map showing the two routes can be found in Figure 4.

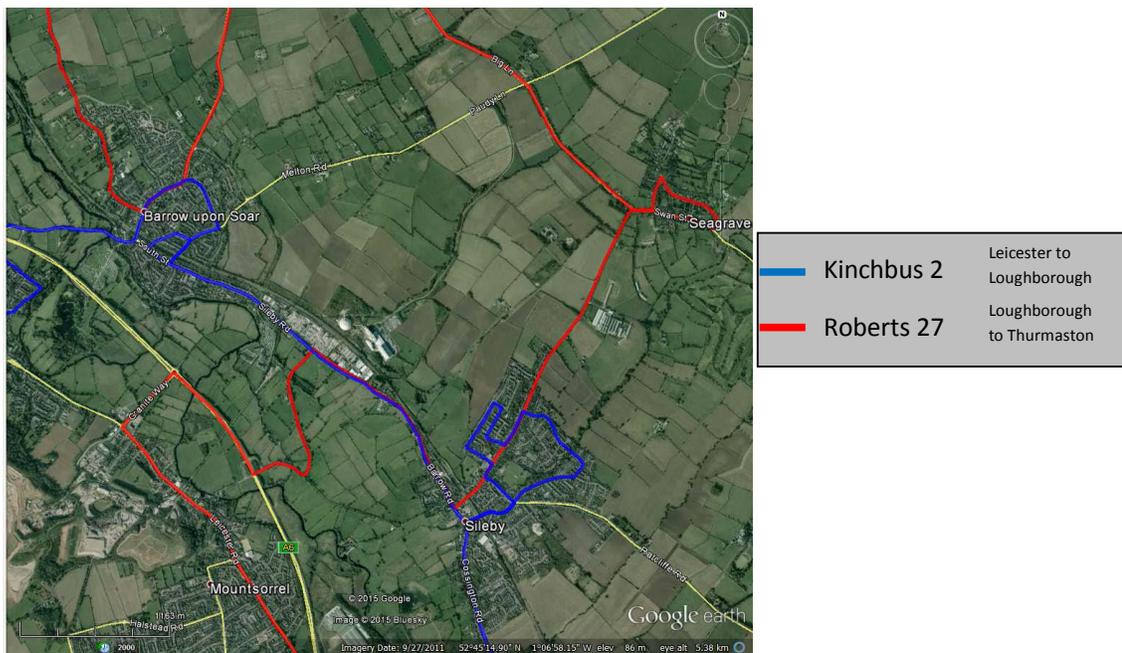


Figure 4: Plan showing bus routes through the two villages.

## 2.10. Active Transport

2.10.1. There is currently very little provision for off carriageway cycling in both villages, therefore the majority of cycle trips are undertaken using the road network.

2.10.2. The new development recently completed on Willow Road in Barrow upon Soar does feature limited off road cycle track. There is also an off road cycle link between Barrow upon Soar and Quorn villages (known locally as “The Slabs”), as well as the towpath along the River Soar towards Loughborough. Figures 5 and 6 show popular cycling routes in both of the settlements.

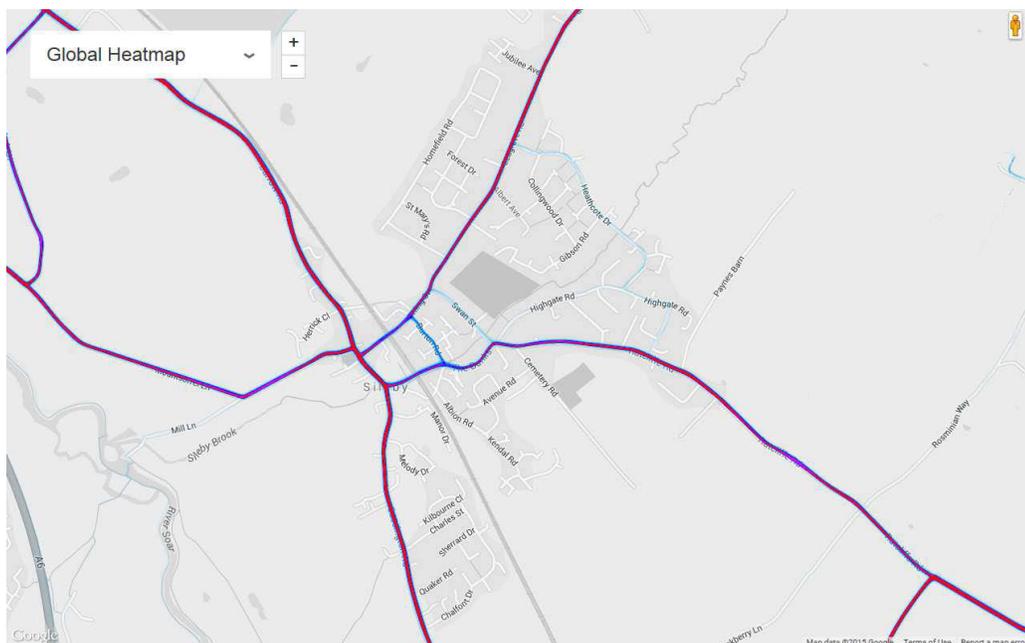


Figure 5: Plan showing popular cycle routes in Sibley (Source: Strava Global Heatmap)

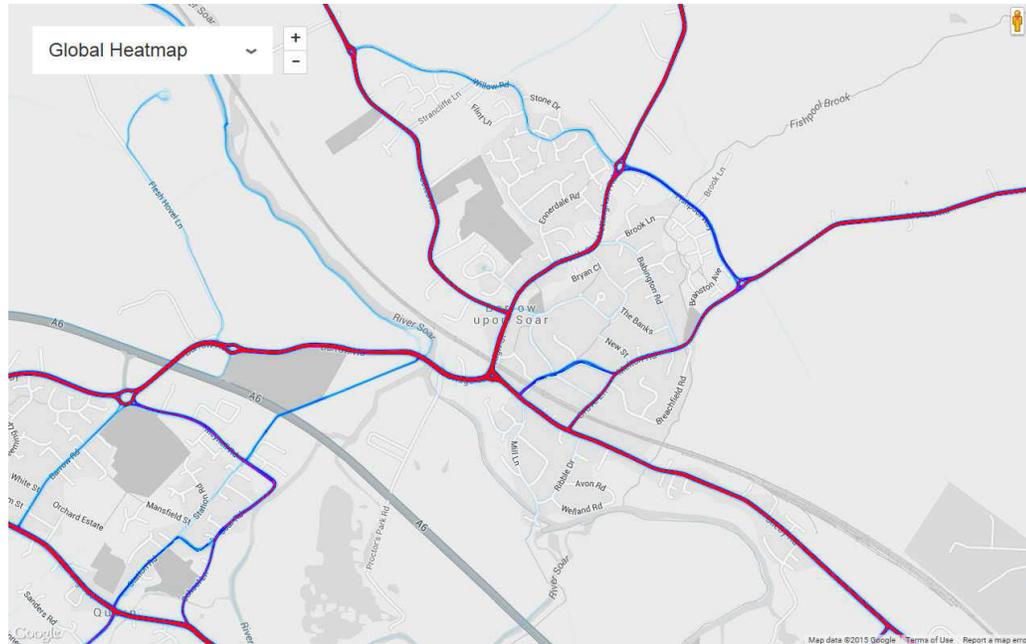


Figure 6: Plan showing popular cycle routes in Barrow upon Soar (Source: Strava Global Heatmap)

For additional information on Strava Global Heatmap view:

<http://metro.strava.com/>

- 2.10.3. There is an extensive local right of way network within and around both villages, with many footpaths and bridleways. The majority of these are along the river and in the floodplain between the two villages, including the Cossington Meadows nature reserve. These public rights of way are shown in Figures 7 and 8.
- 2.10.4. Part of Bridleway I20 in Barrow upon Soar was closed in 2008 after safety concerns surrounding its crossing of the Midland Mainline. This bridleway has not been rerouted, nor has any mitigation (such as a bridge) been provided. Network Rail has applied to formally close the route and this is currently subject to preliminary consultation.

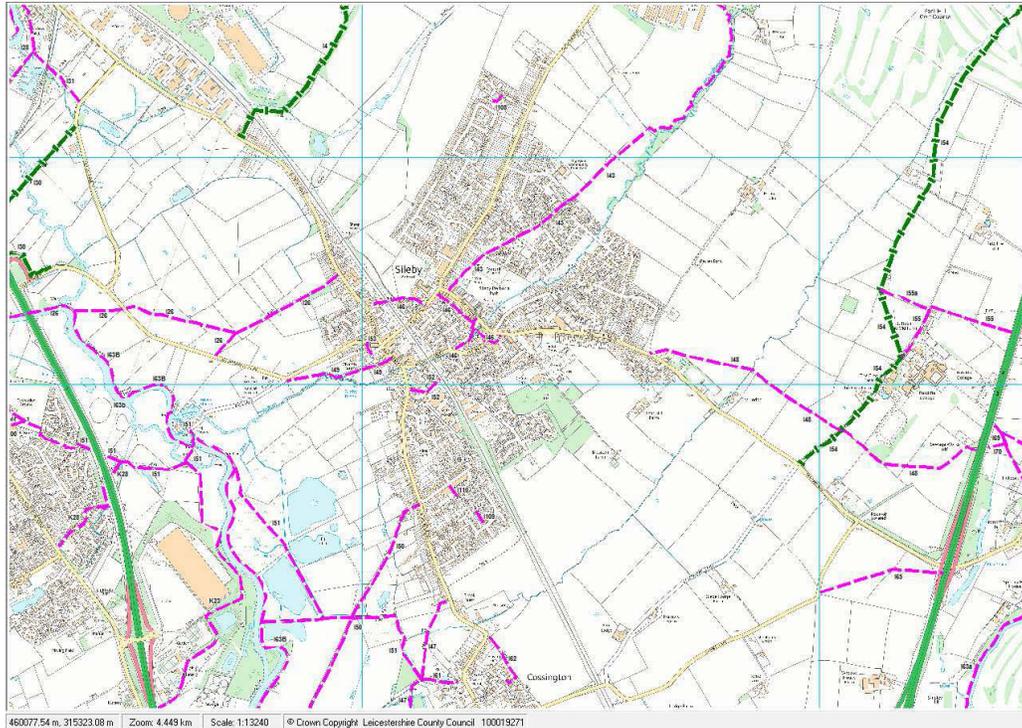


Figure 7: Public rights of way in and around Sileby.

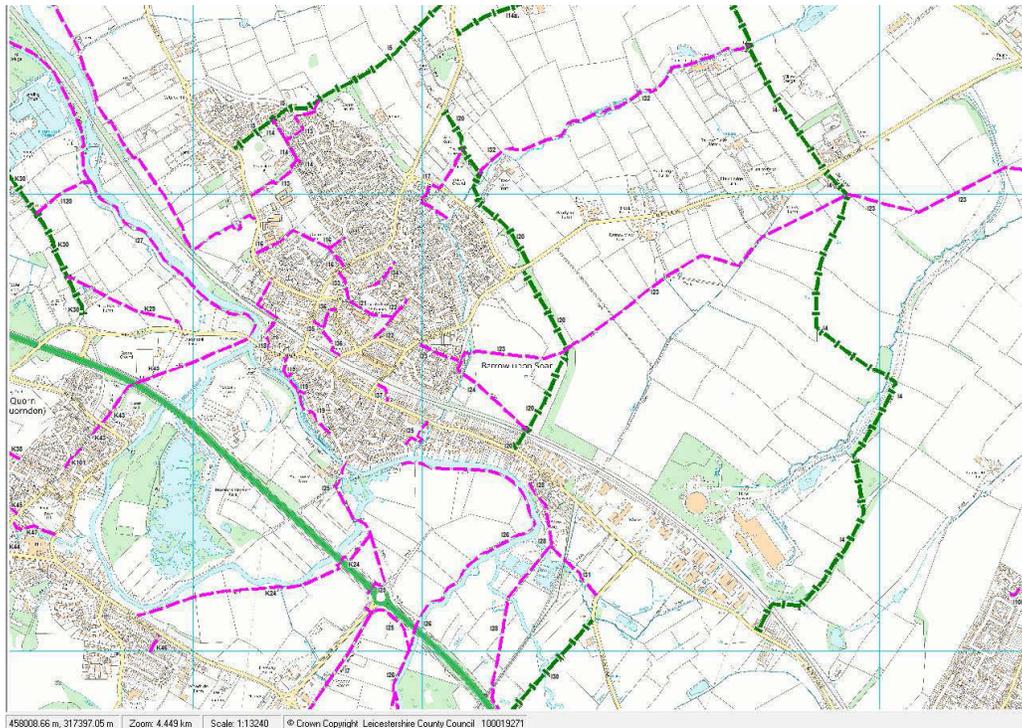


Figure 8: Public rights of way in and around Barrow upon Soar.

## 2.11. Recent improvements

2.11.1. Over the past few years improvement schemes have been implemented within the two villages to deal with localised issues. The schemes have been implemented predominantly by Leicestershire County Council, with a couple of developer funded schemes and one Network Rail improvement (see Table 9 below).

2.11.2. Maintenance schemes have also been completed in both villages over the past 5 years. This has included carriageway redressing, slurry sealing, pothole patching and refreshing lining schemes.

Year	Scheme	Road	Village	Proposed By	Cost Band (£)
2015/16	Replacement Footbridge	Highbridge/ Barrow Road	Sileby	Network Rail	n/a
2015/16	Junction Protection	Homefield Road	Sileby	LCC	Under 1,000
2015/16	Traffic Calming	Mountsorrel Lane	Sileby	LCC	5,000-10,000
2015/16	Parking Restriction	Mountsorrel Lane	Sileby	LCC	
2015/16	Bus Stop Clearway	Sileby Road	Barrow upon Soar	LCC	1,000-5,000
2015/16	New Roundabout	Seagrave Road (opp. Jubilee Avenue)	Sileby	Developer	n/a
2014/15	Zebra Crossing improvements	High Street	Barrow upon Soar	LCC/ Parish	1,000-5,000
2014/15	School Advisory 20	King Street/Seagrave Road	Sileby	LCC	1,000-5,000
2014/15	New Roundabout	Seagrave Road/ Highreeds End	Sileby	Developer	n/a
2012/13	School Advisory 20	Heathcote Drive	Sileby	LCC	1,000-5,000
2012/13	New Cycle link	The Slabs (PROW)	Barrow upon Soar	LCC	Over 10,000
2010/11	Traffic Calming	Cotes Road	Barrow upon Soar	LCC + Developer	Over 10,000
2010/11	Traffic Calming	Nottingham Road	Barrow upon Soar		

Table 9: Schemes carried out in Sileby and Barrow upon Soar between 2010 and 2015. Please note that this table does not include maintenance works.

## 2.12. *Future Schemes*

### *Congestion*

- 2.12.1. The County Council currently has no improvements programmed at the pinch point locations identified in Table 2. At this time suitable mitigation at the main pinch points within the two villages is not considered feasible by the County Council primarily due to lack of any extra physical highway capacity at any of the worst performing junctions and the general poor geometry of the highway network in these locations.
- 2.12.2. LTP3 capital resources are currently being targeted at a limited number of priority areas delivering fewer significant infrastructure projects. This is to ensure that the authority is getting the most value from its investment against key priorities including encouraging and unlocking economic growth and is able to maximise the contributions from other funding sources.

### *Speeds*

- 2.12.3. Leicestershire County Council considers that speeds are generally appropriate for the area and no further speed reduction schemes are currently being considered

### *Parking*

- 2.12.4. Charnwood Borough Council is considering reviewing the King Street car park in Sileby after residents have raised concerns that too many people are using the facility as a long stay car park.
- 2.12.5. The County Council is not currently considering any residential parking schemes in the area but will continue to monitor on street parking in both villages.

### *Accidents*

- 2.12.6. The County Council is not currently considering any further accident mitigation schemes within the two villages.

***Sustainable Travel***

- 2.12.7. The county Council is not currently considering any changes to the subsidised local bus which serves both villages. However, through the Countywide Accessibility Policy Review (CAPR) currently being undertaken by the County Council all subsidised local bus services are likely to be reviewed against their long term viability.
- 2.12.8. The commercial bus service serving Sileby and Barrow upon Soar is expected to run for the foreseeable future.
- 2.12.9. Rail services will continue to be operated by East Midlands Trains until at least March 2018 when the franchise will be re-tendered by the Department for Transport. There are currently no plans for station improvements in either Sileby or Barrow upon Soar. Nor is it expected that the frequency of service will change in the foreseeable future.
- 2.12.10. The County Council currently has no plans for new walking or cycling infrastructure provision in either village.

### 3. Developments

#### 3.1. Context

3.1.1. The Government is committed to delivering more new homes through its economic and housing growth agenda.

3.1.2. It is the Government's aim for every area in England to have an adopted Local Plan. Local Plans set out policies to identify development requirements and inform the location and type of future development.

3.1.3. Charnwood Borough Council's (CBC) Core Strategy was adopted in November 2015 and is the primary document for the Charnwood Local Plan, superseding the Borough of Charnwood Local Plan 2004<sup>5</sup>. The Core Strategy provides the vision, objectives, spatial strategy and strategic policies for the Borough up to 2028. The strategy has been assessed by an independent Planning Inspector appointed by the Secretary of State and has been adopted as policy by CBC.

3.1.4. The Core Strategy reflects the Government's requirements as set out in the National Planning Policy Framework, and identifies that 14,000 new homes are needed between 2011 and 2028 across the borough. The areas of growth have been split into four areas:

- Leicester Principal Urban Area
  - Expansion of the City of Leicester in the south of the borough.
- Loughborough & Shepshed (Sub regional centres)
  - The growth surrounding Loughborough and Shepshed to the north of the borough.
- Service Centres
  - Settlements with over 3,000 inhabitants which host a good range of services, facilities and transport links to provide for

---

<sup>5</sup> [http://www.localplan.charnwood.gov.uk/user\\_uploads/files/Charnwood%20Local%20Plan%202011%20-%202028%20Core%20Strategy%20Adopted%20November%202015.pdf](http://www.localplan.charnwood.gov.uk/user_uploads/files/Charnwood%20Local%20Plan%202011%20-%202028%20Core%20Strategy%20Adopted%20November%202015.pdf)

the daily needs of both the local residents and surrounding populations.

- Other Settlements (Rest of the borough)
  - A mixture of large rural areas and smaller settlements with lower populations and fewer amenities.

Sileby and Barrow upon Soar are defined in the Core Strategy as services centre along with Anstey, Mountsorrel, Quorn, Rothley, and Syston. A plan showing Charnwood’s settlement hierarchy can be found in Figure 9.

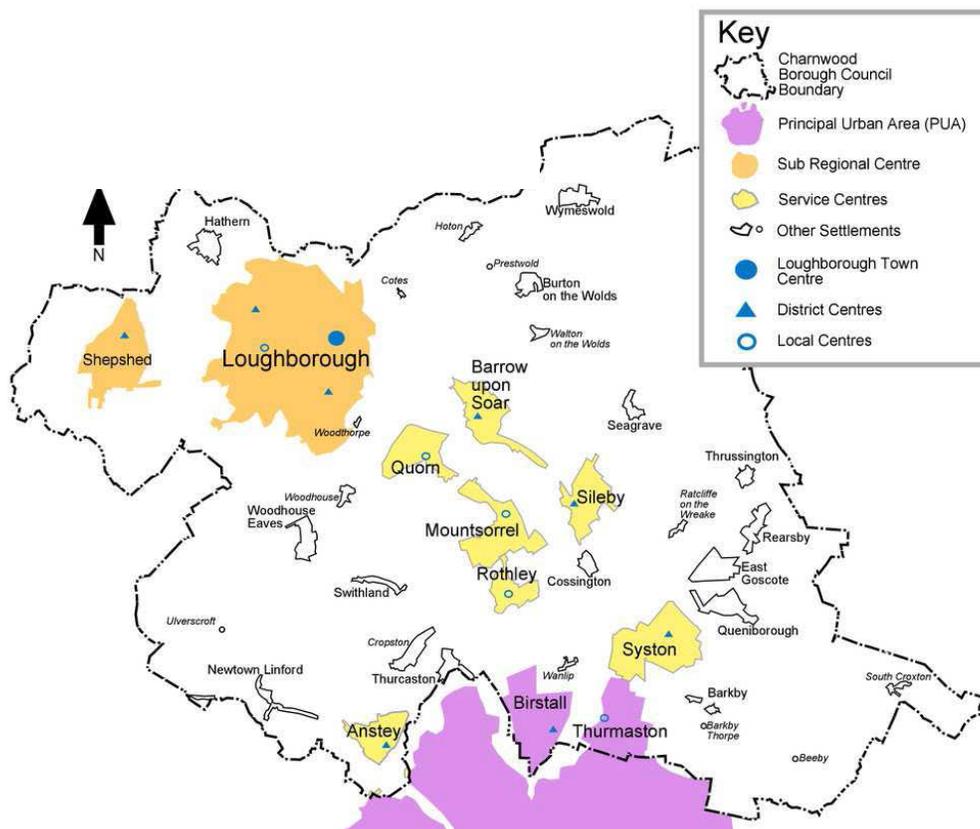


Figure 9: Settlement Hierarchy in Charnwood<sup>6</sup>

The relative requirements, completions and commitments for each of Charnwood’s defined areas are outlined in Table 10.

<sup>6</sup> <http://www.localplan.charnwood.gov.uk/content/local-development-plan.php>

	Planned Housing Requirements 2011 2028	Completions	Commitments	Total	Residual Provision Required up to 2028
		2011 2014 (a)	as of November 2014 (b)	Completions/Commitments 2011 2014 (a+b)	
<b>Principal Urban Area</b>	5,500	401	730	1,131	4,369
<b>Loughborough &amp; Shepshed</b>	5,000	412	2511	2,923	2,077
<b>Service Centres (Sileby &amp; Barrow)</b>	3,000 (n/a)	778 (281)	2682 (666)	3,460 (947)	0 n/a
<b>Rest of Borough</b>	500	211	676	887	0
<b>Charnwood Total</b>	14,000	1,802	6,599	8,401	6,446

Table 10: completions and commitments for each of Charnwood's core areas<sup>7</sup>.

3.1.5. The 7 service centres are identified as providing 3,000 houses between 2011 and 2028. Between 2011 and November 2014; 3,460 dwellings were completed/committed in the service centres, 947 of these dwellings were in Sileby or Barrow upon Soar. Figures for Sileby and Barrow upon Soar have been sourced from Table 11.

3.1.6. Prior to the adoption of the Charnwood Core Strategy, planning permission was granted for more housing in these two settlements than would have been anticipated due to the lack of a 5 year housing supply. The applications were considered on a site by site basis as was appropriate at the time they were submitted.

### **3.2. Locations of Applications in Sileby and Barrow upon Soar**

3.2.1. Table 11 outlines locations within Sileby and Barrow upon Soar where planning applications have been submitted for 5 or more dwellings between 2010 and 2015.

<sup>7</sup>[http://localplan.charnwood.gov.uk/user\\_uploads/files/Inspector's%20Report%20Main%20Mods%20Appendix%20amended%20Sept%202015.pdf](http://localplan.charnwood.gov.uk/user_uploads/files/Inspector's%20Report%20Main%20Mods%20Appendix%20amended%20Sept%202015.pdf)

3.2.2. Plans showing the spatial location of these sites can be found in Appendix 2.

Application Number	Status	Development Name	Village	Development Details
P/10/1518/2	Commit	Land at Melton Road	Barrow upon Soar	292 Dwellings
P13/1889/2	Refused	Peashill Farm, Ratcliffe Road	Sileby	284 Dwellings
P/15/0047/2	TBD	Land east of Seagrave Road	Sileby	195 Dwellings
P/11/0860/2	Comp	Land off Seagrave Road	Sileby	180 Dwellings
P/12/2235/2	Commit	Land off Seagrave Road	Sileby	135 Dwellings
P//10/1772/2	Comp	Land adjacent to Stanage Road	Sileby	82 Dwellings
P/11/2540/2	Commit	Strancliffe Hall, Cotes Road	Barrow upon Soar	76 Dwellings
P/13/1023/2	Commit	Land at Nottingham Road	Barrow upon Soar	71 Dwellings
P/14/0750/2	Commit	Strancliffe Hall, Cotes Road	Barrow upon Soar	33 Dwellings
P/14/0506/2	Commit	Land at Cemetery Road and Ratcliffe Road	Sileby	24 Dwellings
P/12/1041/2	Commit	The Maltings, High Street	Sileby	21 Dwellings
P/11/1213/2	Comp	Land off Nursery Grove	Barrow upon Soar	14 Dwellings
P/14/0685/2	Commit	Land off Cotes Road	Barrow upon Soar	14 Dwellings
P/12/0933/2	Comp	The Railway Hotel, King Street	Sileby	5 Dwellings, A1 and B2
<b>Sileby Total</b>				<b>447-642 Dwellings</b>
<b>Barrow upon Soar Total</b>				<b>500 Dwellings</b>
<b>Combined Total</b>				<b>947-1142 Dwellings</b>
Comp- Completion 2011-2014, Commit- Commitment as of November 2014, TBD- To Be Determined (considered against the remaining requirement/supply up to 2028), Refused- Refused				

Table 11: List of committed/Potential/Refused developments (+5 dwellings) in Sileby and Barrow upon Soar between 2010 and 2015.

### **3.3. Major Developments Details (+100 Dwellings)**

This section of the report reviews the larger sites individually, assessing their individual impact on the transport network

***P/10/1518/2 Land at Melton Road Barrow upon Soar 292 Dwellings  
Permission Approved subject to reserved matters***

Outline planning permission has been granted (at appeal) for the Melton Road, Barrow upon Soar development for 292 dwellings subject to reserved matters being approved. Prior to the planning application this site was in agricultural use. The vehicular access to this development would be via a new roundabout on Melton Road.

***P/11/0860/2 Land off Seagrave Road Sileby 180 Dwelling  
Permission approved***

This site on former agricultural land on the west of Seagrave Road is now occupied by 180 dwellings. The site is accessed from a roundabout on Seagrave road, situated close to the current village boundary. The total number of trips that were predicted to be generated by the site was 209 trips in the AM peak and 171 trips in the PM peak. Highways comments included concerns over residential parking provision within the site.

***P/12/2235/2 Land off Seagrave Road Sileby 135 Dwellings  
Permission approved***

This development of 135 dwellings to the east of Seagrave Road is currently being constructed. The site will be accessed via a new roundabout on Seagrave Road, close to the junction with Jubilee Avenue. The total number of trips predicted to be generated by the site is 81 trips in the AM peak and 103 trips in the PM peak. Highways comments included concerns over a lack of access to non-subsidised public transport.

***P/13/1889/2 Peashill Farm, Ratcliffe Road Sileby 284 Dwellings  
Permission refused***

The Peashill Farm proposal was refused planning permission by Charnwood Borough Council in April 2015. The development proposals showed 284 dwellings on agricultural land to the south east of Sileby. The access to this site would have been via a roundabout on Ratcliffe Road. From the transport assessment, it is predicted that there would be 162 vehicle trips in the AM peak and 178 vehicle trips in the PM peak. Highway comments included

concerns over the capacity of the proposed roundabout on Ratcliffe Road, lack of sustainable travel provision or options and concerns that the site is accessed only via a singular point of access.

***P/15/0047/2 Land east of Seagrave Road      Sileby 195 Dwellings  
Permission to be determined***

Charnwood Borough Council has not yet determined the application for 195 dwellings on the east side of Seagrave Road. The site is currently in agricultural use. This development will sit alongside the already committed development of P/12/2235/2. The total number of vehicular trips predicted to be generated by the site is 150 trips in the AM peak and 147 trips in the PM peak. The transport assessment suggests that the majority of these trips are expected to leave and enter the site from the north therefore not travelling into/through Sileby village centre. This site would be accessed via a roundabout on Seagrave Road, possibly linking with the existing roundabout constructed as a result of the P/11/0860/2 development. The County Highway Observations on this development were submitted in 2015 prior to the adoption of Charnwood's Core Strategy and prior to the publication of this report.

***3.4 Anticipated Traffic and Transport Impact of known Development Proposals***

Appendix 2 shows the location of developments and Appendix 3 shows the developments in relation to the existing traffic issues.

Those locations experiencing an increase in traffic volume are identified in the following sections.

***3.4.1 Sileby***

In Sileby, there is potential for an additional 510 dwellings on Seagrave Road (see Appendix 2). Transport assessments for these sites indicate that there will be an extra 861 peak time trips using Seagrave Road. When compared to pre development flows, the combined developments are expected to raise traffic levels by 77% on Seagrave Road to the south of the developments, and by 40% to the north of the development sites.

Again referring to Appendix 2; if the proposed development P/15/0047/2 does not go ahead, then traffic flow along Seagrave Road to the south of the development is predicted to increase by 434 peak time trips - equating to a 65% increase.

It can be predicted that traffic flows on Seagrave Road will increase between 65% and 77% on Seagrave Road with the potential for additional queuing and delay at the following locations:

- King Street/High Street/Barrow Road junction
- Mountsorrel Lane/Barrow Road junction
- Seagrave Road/Heathcote Drive junction

From Table 1 we can see that the junctions at King Street/High Street/Barrow Road and Mountsorrel Lane/Barrow Road have already or are close to exceeding their effective operational capacity. With developments on Seagrave Road it is predicted that queuing and delay will increase further. The more growth which occurs on the corridor, the more it is anticipated that the junction will go over capacity, potentially resulting in severe delays at these junctions.

On street parking causing disruption to the free flow of traffic is also likely to cause increasing amounts of delay as Seagrave Road gets busier. This could in turn have an impact on the operation of local bus services. This mainly applies on Seagrave Road between the junctions of Park Road and Heathcote Drive.

#### *3.4.2 Barrow upon Soar*

In Barrow upon Soar, 500 dwellings have been granted planning permission since 2011. The majority of the growth will occur at the land east of Melton Road where 292 of these dwellings are committed. An additional 123 dwellings have been granted permission of Cotes Road.

The link between Barrow upon Soar and the A6 (via Bridge Street) is listed as being one of the most overcapacity in the two villages (see table 2). The combined effect of an increase in population in Barrow upon Soar (and the surrounding area, such as Quorn) is likely to increase the stress at this location on either side of the river, especially at peak times. Developments in Sileby and other neighbouring villages are also likely to add to traffic volumes at these locations.

In 2016 the junction between Grove Lane and South Street is listed as being at 81% of its theoretical capacity and is expected to be exceeded further upon occupation of the Melton Road development.

### 3.4.3 Effect on Sustainable Transport

Alongside the increase in traffic volumes there is also predicted to be increases in all other modes of transport in the two villages. It is predicted that the current infrastructure and level of service are mostly sufficient to cope with an increase in usage and could benefit from a larger population.

Therefore as a result of the cumulative impact of development across the two settlements, it is expected that:

- Bus patronage will increase,
- The two railway stations will also see a rise in passenger numbers,
- There will be an increase in the amount of walking and cycling within and around the two settlements.

Funding secured by the developments is likely to have a positive impact on local bus and active modes of transport through the provision of better infrastructure (such as the provision of off carriageway cycle links and higher quality bus stops). For example S106 developer funding for the service 27 bus route will end in 2020/21 which could potentially result in the service being withdrawn. Softer measures such as travel planning and free half year bus passes are also effective in changing people's normal travel behaviour. The provision of these measures will raise awareness of sustainable travel and in doing so encouraging more people to travel using sustainable modes of transport.

Therefore the effects on sustainable modes of transport are generally beneficial as a result of developments within the two settlements.

## 4. Conclusion

- 4.1. This report has been prepared to inform future highway advice on development proposals in Sileby and Barrow upon Soar.
- 4.2. Consideration has been given to the incremental developments which have been granted planning permission over the past 5 years. The area which will see the most impact is likely to be the Seagrave Road corridor (including the King Street/High Street/Barrow Road junction) in Sileby which is predicted to see an increase in traffic volume coupled with potential increased levels of on street parking. The Local Highway Authority considers that this could cause further capacity issues at junctions within the two villages to the extent where it would consider that any further growth could have a severe impact on the network, particularly around the King Street/High Street junction and the Mountsorrel Lane/Barrow Road/High Street junction.
- 4.3. Within Barrow upon Soar, there is expected to be an increase in traffic flows which the highway authority anticipates will result in an increase in delays in the village especially at locations such as Bridge Street and Grove Lane. Therefore, it is likely that any additional development, over and above those listed in Table 9, may well have residual cumulative impacts that the Local Highway Authority would be consider as severe. Consequently the Local Highway Authority requires that all future development proposals in Sileby and Barrow upon Soar are assessed using transport models proportionate to the scale of the development.
- 4.4. Given that parts of the road network are currently or will become close to or over capacity, it is considered that further increases in traffic over and above those associated with current planned developments will have an unacceptable impact on the road network; unless suitable mitigation is secured. It is predicted that the sustainable transport network is likely to be used more as a result of an increase in population.
- 4.5. At this time suitable mitigation at the main pinch points within the two villages is not considered feasible by the County Council primarily due to a lack of any extra physical highway capacity the junctions which have exceeded their capacity and the general poor geometry of the highway network in these locations.
- 4.6. Based on housing commitment and completion figures contained in the adopted Charnwood Core Strategy to 2028, as at November 2014 there is no residual provision requirement for 'Service Centres', which include both Sileby and Barrow upon Soar.

- 4.7. In terms of planning to meet the area's population and economic growth needs beyond 2028, this is a matter for Charnwood Borough Council, working in cooperation with other Planning Authorities as necessary. However, reflecting advice set out in a report to the Strategic Planning Group in July 2015 the County Council, as Local Highway Authority, would expect a comprehensive study to be undertaken of flooding and transportation issues throughout the wider Soar Valley Area, e.g. including around Loughborough and down towards Cossington), in order to inform to what extent it could be made capable of accommodating further, significant new development. Such a study would need to have a focus on identifying potential 'strategic level' mitigation measures (e.g. to increase the number of 'flood free' traffic routes) in order to support any such future growth proposals.
- 4.8. In closing, based on the outcomes of this study, Leicestershire County Council, as the Local Highway Authority, considers that:
- a) Current Core Strategy period: Further large developments (over 10 dwellings) in Sileby and Barrow upon Soar should be resisted on highway grounds unless the proposals can demonstrate a nil-detriment position over existing traffic conditions.
  - b) Growth in the Soar Valley beyond the Core Strategy period: Should be dependent on the outcomes of a comprehensive transportation and flooding study, which identifies 'strategic level' mitigation measures that, amongst other things, address the traffic issues in and around Sileby and Barrow upon Soar.

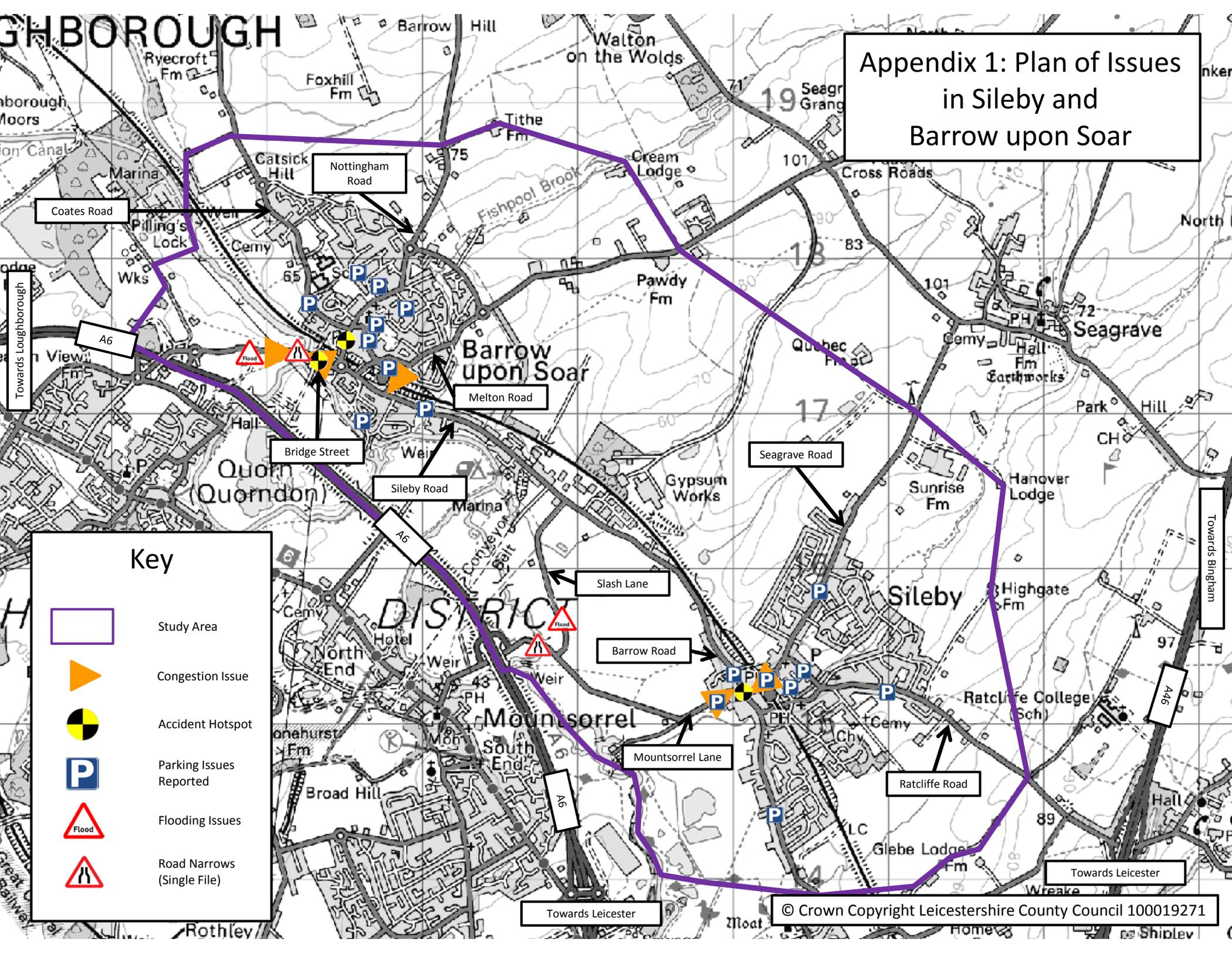
## List of Appendices

Appendix 1 – Plan of issues in Sileby and Barrow upon Soar

Appendix 2 – Plan of developments in Sileby and Barrow upon Soar

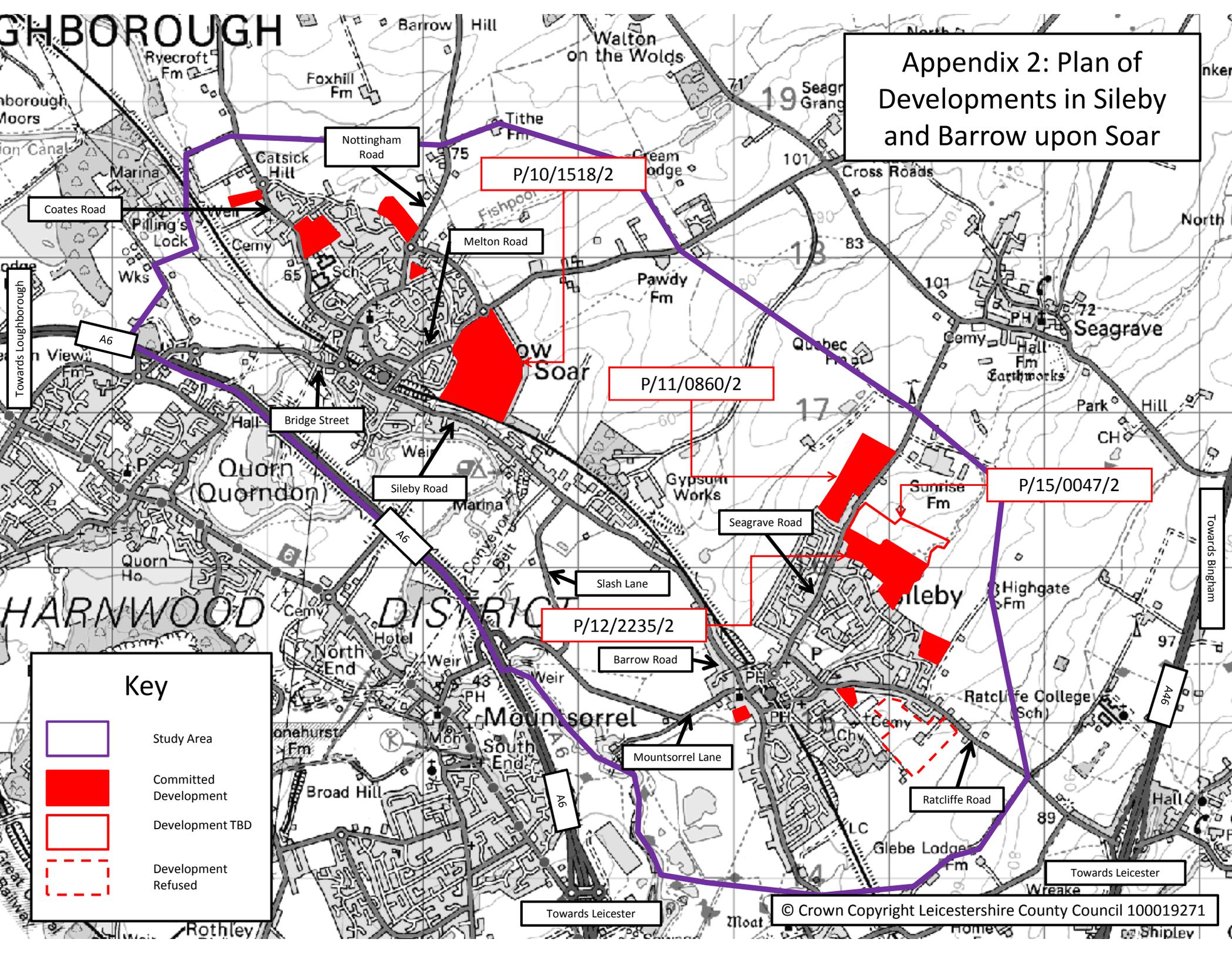
Appendix 3 – Plan of developments and issues combined

# Appendix 1: Plan of Issues in Sileby and Barrow upon Soar



### Key

-  Study Area
-  Congestion Issue
-  Accident Hotspot
-  Parking Issues Reported
-  Flooding Issues
-  Road Narrows (Single File)



Appendix 2: Plan of Developments in Sileby and Barrow upon Soar

**Key**

- Study Area
- Committed Development
- Development TBD
- Development Refused

# Appendix 3: Plan of Developments and Issues

### Key

-  Study Area
-  Committed Development
-  Development TBD
-  Development Refused
-  Congestion Issue
-  Accident Hotspot
-  Parking Issues Reported
-  Flooding Issues
-  Road Narrows (Single File)

