

Transport Infrastructure

- 4.25** Whilst the local centres of Burbage, Barwell and Earl Shilton will provide for the day to day needs of the new residents, Hinckley Town Centre will remain the sub regional centre, and as such, the focal point for comparison shopping, leisure provision and higher education. To encourage people to work and shop in the town centre, walking and cycling routes and public transport provision between Burbage, Barwell and Earl Shilton and Hinckley will be improved to ensure that there are real alternatives to car use so that the Hinckley urban area is as self contained as possible.
- 4.26** In addition to improvements to walking and cycling routes and public transport provision, improvements to the road network will also be required to support the additional development proposed and to ensure that the borough remains accessible both locally and at a more regional level.
- 4.27** A Transport Assessment (2007) was undertaken by White Young Green on the transport implications of the urban extensions to Barwell and Earl Shilton including potential mitigation measures. This has been further tested using Ptolemy, a transport and land use activity model. In addition, detailed work has been undertaken on the transport improvements needed to support the regeneration of Hinckley Town Centre, further detail is provided in the Hinckley Town Centre Area Action Plan.

Policy 5: Transport Infrastructure in the Sub-regional Centre

The following transport interventions (as detailed in the Hinckley Core Strategy Transport Review 2007) are proposed to support the additional development in and around the Hinckley sub-regional centre, particularly the urban extensions at Barwell and Earl Shilton, to promote sustainable development within the area:

- Improvements to the A47/A5 'The Long Shoot' junction to provide for additional public transport priority measures
- Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas
- Improvements to the A47 (Hinckley Northern Perimeter Road and Earl Shilton by-pass) and A447 to facilitate improved public transport movement along those corridors
- New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas
- New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton
- Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell
- Improvements to the provision and management of car parking and public transport to support the increased use of Hinckley town centre

Details of proposed schemes will be brought forward in the Barwell/Earl Shilton Area Action Plan and the Hinckley Town Centre Area Action Plan.

Developers will be required to contribute towards the implementation of these initiatives through developer contributions where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted.

In addition, to the measures identified above, the council will:

- Support the use of the canal system for cyclists, walkers and other leisure uses. Where appropriate, developers will be expected to provide developer contributions to improve path surfacing
- Support canal freight loading and unloading points along the Ashby Canal to encourage the use of canal based transport for business
- Support the reopening of the Elmesthorpe passenger railway station to serve Earl Shilton and Barwell