

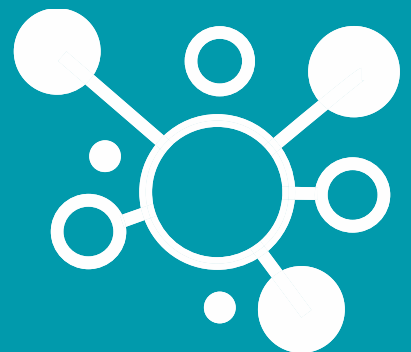
Client:
Richborough Estates Ltd

Project:
**Land North of Station Road
Market Bosworth**

Project No:
T24554
Report Title:
Travel Plan

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T24554

Land North of Station Road, Market Bosworth

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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential development off Station Road, Market Bosworth.
- 1.2 The site currently comprises open fields with the Kyngs Golf Club lying to the north of the development proposal. The proposed access from Station Road would be shared with the Golf Club. It is intended that the site will be developed for up to 126 dwellings; the site location is shown on **Figure 1.1**.

Structure of the Report

- 1.3 Following this introduction, the report is set out as follows:
 - Chapter 2 – Background Information;
 - Chapter 3 – Policy Review and Travel Plan Objectives;
 - Chapter 4 – Sustainable Travel;
 - Chapter 5 – Travel Plan Measures and Initiatives;
 - Chapter 6 – Implementation and Action Plan.

Limitations of the Report

- 1.4 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.5 This report has been compiled using data from a number of external sources (such as public transport websites); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Background Information

Existing Site and Highway Network

- 2.1 The site is located to the north of Station Road, to the west of Market Bosworth Town Centre. Existing access to the land is via a priority T-junction which also provides access to Kyngs Golf Club, which has an extant permission for various uses.
- 2.2 Station Road runs in an east-west direction, is a single-carriageway two-lane road, with street lighting and is subject to a 30mph speed limit. The centre of Market Bosworth lies about 1.1km to the east of the site along Station Road with a footway provided on the northern side of the carriageway. Further east towards Market Bosworth Town Centre, the footway provision improves to be provided on both sides of the carriageway. Details of how footway provision in the vicinity of the site is to be improved is included later in this report.
- 2.3 The majority of roads within the vicinity of the site are residential in nature and are subject to 30mph speed limits, residential roads within the vicinity of the site are considered suitable for use by pedestrians and cyclists.

3.0 Policy Review and Travel Plan Objectives

NPPF

- 3.1 The current NPPF is dated December 2023. Section 9 of the document deals with promoting sustainable transport.
- 3.2 The document indicates that opportunities to promote walking, cycling and public transport are identified and pursued. The thrust of the policy is to give priority first to pedestrian and cycle movements within the scheme and neighbouring areas and secondly, as far as possible, to facilitate access to high quality public transport.

Leicestershire Local Transport Plan 3 (2011-2026)

- 3.3 Leicestershire County Council (LCC) have set out a Local Transport Plan, which states the aims and objectives for the management of the transport network within Leicestershire over the period covering 2011 to 2026.
- 3.4 With regards to travel planning, the LTP 3 states:

‘Travel plans are an important tool for promoting more walking, cycling, and public transport use, and for helping to reduce single occupancy car use. They also encourage effective use of current transport systems and support their enhancement. Our travel planning activity focuses on three areas – personalised travel planning, business travel planning and school travel planning.’

‘Travel plans should seek to reduce travel by car and be backed up a target driven monitoring and reporting programme that will allow the effectiveness of the travel plan in changing travel behaviour to be assessed.’

Hinckley & Bosworth Local Plan

- 3.5 Hinckley and Bosworth’s Local Plan sets out the visions and objectives of the Borough to facilitate growth up until the year 2039. This sets clear policies which will guide decisions on planning applications and the monitoring of progress.
- 3.6 Page 150 of the document states:

“Development proposals will be supported where the applicant has demonstrated:

- a) The best use of existing public transport services and, where appropriate, opportunities for improving and sustaining the viability of those services has been sought; and*
- b) That there is convenient and safe access for walking and cycling to services and facilities; and*
- c) That new sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; and*
- d) That there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movements:*
 - l) The development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and*

II) The residual cumulative impacts of development on the transport network are not significant. All proposals for new development and changes of use should conform to the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority, and, where appropriate, be supported by a transport assessment and travel plan. Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures including, where necessary, a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme in accordance with Policy INF01.

The National Planning Policy Framework emphasises that the planning system should actively manage patterns of growth in support of maximising the use of sustainable modes of transport and minimising the adverse impacts of development on the transport network and the environment.

It is important that new development is undertaken in such a way that highway safety is not adversely affected. Proposals for new development will be expected to demonstrate a safe access to the highway and ensure that the local highway network will continue to function effectively. Development proposals should also seek to ensure that they contribute towards a pattern of development that will enable all end users to make use of sustainable modes of transport and improve accessibility to facilities, services and recreational opportunities and in doing so contribute to wider sustainability and health objectives.

Where necessary and relevant, the Council will expect development proposals to contribute towards improvements, or schemes to mitigate the adverse impacts to the highways and transportation network. Such measures may be necessary from the impacts of an individual scheme, or where they result from cumulative impacts with other schemes. This may, for example, be secured by way of a condition, S106 agreement or S278 agreement. Where required, this could include the preparation, amendment and implementation of any traffic regulation orders, any necessary works, and the acquisition of any third-party land to enable the works to be undertaken”

3.7 When referring to parking standards, the guidance states,

“HT03 EV Charging Infrastructure Residential Development

Proposals for new major residential development will be required to provide the following electric vehicle charging infrastructure:

- One electric charging point for every new dwelling with parking provision within its curtilage.*
- One charging point for every 10 parking spaces for residential development with unallocated communal off street parking, and passive charging provision to be provided for all remaining spaces. All active chargepoints and passive infrastructure for residential development should be or enable a minimum Mode 3 Standard AC charging outlet and shall meet the minimum standard technical specification published by the Office for Zero Emission Vehicles.*

3.8 In relation to active and sustainable travel, the guidance states;

Development proposals must take account of existing access networks within and around the site. Applicants should demonstrate how the design and layout of development prioritises active travel modes and recreation routes and maintains and enhances the quality and connectivity of the active travel network. Active travel routes should be integrated with green infrastructure; where integration is not proposed, applicants must provide evidence as to why it is not possible. Proposals must demonstrate that the needs of all users have been provided for throughout the year.

NAT01 Green Infrastructure

Development proposals will be supported which contribute to the growth and enhancement of the borough’s multi functional green infrastructure network in line with the following requirements:

d) Development shall contribute to the green network through the integration of multi-functional green infrastructure into masterplans, or where it can be demonstrated to be more appropriate, through delivery of enhancements or expansion of the green network through off-site delivery, in accordance with the latest Borough Council Green Infrastructure Strategy. Proposals should take account of the existing on-and off-site green infrastructure assets and developments should demonstrate how the design and layout has been informed by and developed in response to these assets.

e) Developers must consider the long-term management and maintenance of green infrastructure and should demonstrate how these considerations have informed site proposals. Details of maintenance requirements and arrangements must be set out, including who is responsible for these requirements. Funding arrangements for delivery of the long-term maintenance requirements should be demonstrated to the local authority before construction starts, including measures to secure biodiversity through all phases and stages of the development.

Leicestershire County Council's Travel Plan Guidance

- 3.9 The relevant document for the design and layout of residential roads is the Leicestershire Highway Design Guide, within which Travel Plans are referred to as being important documents in promoting sustainable travel, and should be referred to when considering various aspects of development proposals, for example parking provision.
- 3.10 Personal Travel Plans are also being launched by the county and city council through the 'Choose How You Move' campaign to help reduce traffic congestion and boost sustainable travel in and out of Leicester, supported by the Sustainable Transport Access Fund. The aim is to encourage residents to learn more about sustainable travel, help tackle congestion and encourage more active lifestyles.
- 3.11 The scheme will involve residents being asked about their travel patterns and being given advice accordingly about alternative options such as walking, cycling, public transport, smart driving and car sharing. Incentives such as discounts on public transport and at local cycle stores, as well as opportunities to attend cycle training courses will be made available to encourage the use of more sustainable modes of transport.
- 3.12 More information on the 'Choose How You Move' campaign can be found at www.choosehowyoumove.co.uk.

Travel Plan Objectives

- 3.13 The specific aim for the Travel Plan for this proposed development is to promote and facilitate sustainable travel choices, particularly to reduce single-occupancy car use. In turn, this links to the principal transport aim for the development proposal, which is to make it, within reason, as sustainable as possible in terms of people movements to and from the site.
- 3.14 The primary objectives of the Travel Plan for the proposed development are as follows:
 - To reduce the reliance on the private car and to minimise the number of single occupancy car traffic movements to/from the site;
 - To encourage the use of sustainable modes of travel, particularly walking and cycling to nearby destinations;
 - To encourage car sharing between residents at the site by raising awareness of its benefits;
 - To minimise, where possible, the impact of the site on the local area.

Methodology for Formulating the Travel Plan

- 3.15 A detailed timetable is provided in Chapter 6, however the implementation process for the Travel Plan, once the site is close to being in use as a residential development, is likely to be as follows:
- Appoint a Travel Plan Co-ordinator (TPC); and
 - Implement initial measures/initiatives.

4.0 Sustainable Travel

Sustainable Transport Accessibility

- 4.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 1** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.2 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 4.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 4.4 Manual for Street (MfS) guidance highlights that 'walkable neighbourhoods' are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance which can be accessed comfortably on foot.
- 4.5 Table NTS0303 of the 2023 National Travel Survey (released August 2024) indicates that the average walk trip distance in 2023 was 0.7 miles or 1.12km.
- 4.6 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being completed by foot in 2023, which is a slight decrease compared to 2022 (83%) and 2021 (82%).
- 4.7 The 2023 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.0 miles or 4.8km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 4.8 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.9 The CIHT Planning for Cycling document (2014) states that "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)."

- 4.10 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that “Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”
- 4.11 The second cycling and walking investment strategy (CWIS2) published by DfT in 2022 states that one of the objectives is to increase the percentage of short journeys by walking and cycling in towns and cities from 41% in 2018/2019 to 46% in 2025.
- 4.12 Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 4.13 Station Road runs in an east-to-west direction and leads towards Market Bosworth town centre which has several facilities located nearby. The Market Place includes shops, supermarkets, cafes and restaurants. These facilities have been listed in **Table 2** and can be seen in **Figure 4.1**.

Table 2 – Distance to Local Facilities

Facility	Distance (Approx.)
Market Bosworth Football Club	300m
Heath Road Playground	350m
St Peters C of E Primary Academy	350m
Cadeby Lane Stepping Stones Pre School	350m
Market Bosworth Sports Club	400m
Our Lady & St Gregory's Catholic Church	600m
Bosworth Marina (incl. licensed premises, convenience store, cafés)	760m
Market Bosworth Community Library	900m
Bosworth Lakeside Lodges	1.0km
Bosworth Dental Practice	1.0km
Tin Tin Cantonese Takeaway	1.0km
The Batter of Bosworth Takeaway	1.0km
The Market Bosworth School	1.0km
The Market Bosworth Surgery	1.1km
The Dixie Grammar School	1.1km
Market Bosworth Day Nursery	1.3km
Hinckley House School	1.3km
Free Church	1.3km
St Peters Church	1.3km
Market Bosworth Bowling Club	1.3km
Jasper's Coffee Shop	1.4km
Bosworth Hall Hotel & Spa	1.4km
Market Bosworth Parish Hall	1.4km
Market Bosworth Country Park	1.5km
Spindles Health Club & Gym	1.5km
Market Bosworth Town Centre Market Place (incl., restaurants, cafes, takeaways, hotels, B&Bs, Co-op supermarket, pharmacy, barbers, newsagents, clothes stores)	1.0km – 1.2km

Future Proposed Facilities	
Community Park	150m
Children's Play Spaces	175m – 300m
Ecology Pond and Water Meadow	175m – 275m
Golf Clubhouse & Holiday Homes	240m

Walking

- 4.14 Existing pedestrian access to the site, and golf club beyond, is via a quiet, tarmacked, shared surface road. The vehicular access will be upgraded to provide a 6.0m wide carriageway, with 10m radii, 3.0m shared foot and cycleway on the western side of the access and 2.0m wide footways on the eastern side of the carriageway. The access proposals are in line with those agreed with LCC as part of the planning application for the new country club golf lodges to the north of the site.
- 4.15 As part of the access proposals, the existing footway along the northern side of Station Road will be widened to 2.0m along the site frontage. This would then tie back into the existing footway provision to the east and west of the access.
- 4.16 A bus stop is provided on the frontage of the site, to the west of the site access.
- 4.17 Travelling eastwards St Peter's CE Academy lies at about 350m from the site access with the Market Bosworth School (secondary education) about a 1km walk from the site access. The schools are extremely well located to the proposal site without the need to cross any roads for access.
- 4.18 The TA for the development sets out that widening of the existing footway along the site frontage on the northern side of the carriageway on Station Road will be provided to a width of 2.0m where required.
- 4.19 Our Lady & St Gregory's Catholic Church lies between the two schools on the route to Market Bosworth at about a 600m walk and the local library is located adjacent to The Market Bosworth School. Bosworth Dental Practice is on Station Road opposite the library.
- 4.20 Takeaway outlets, Cantonese and fish & chips, lie just on the edge of the town centre; about 1.0km from the site. The Dixie Grammar School is opposite the takeaway facilities. Typical 'high street' shopping facilities and services, including food retail outlets, are accessed in the town centre with Market Place at just over a 1km walk from the centre of the site. Market Bosworth Surgery (doctors) is also accessed in the town and is located off Back Lane.
- 4.21 Bosworth Marina, which includes a café with licenced premises and convenience store, is located approximately 760m to the west of the site.
- 4.22 The majority of roads within the vicinity of the site are residential in nature and are therefore subject to a 30mph speed limit and are well lit, meaning routes to local facilities are considered appropriate for pedestrian use.
- 4.23 Many of the facilities listed above are located within the NTS 2023 average walking distance of 1.12km and all facilities are located within the MfS suggested upper limit, referenced in the former PPG13 guidance, of 2km. Furthermore, the majority of facilities are located with the IHT's preferred maximum walking distance of 1.2km.
- 4.24 The site benefits from being in close proximity to education facilities that students at the site will be attending, as well as to local retail, health and leisure facilities.

- 4.25 It is considered that the site is appropriately located for access to a significant range of local facilities on foot which will help to limit the number of vehicular trips to and from the site.

Cycling

- 4.26 The road route from/towards Market Bosworth is considered safe for cyclists, being lit and subject to a 30mph speed limit.
- 4.27 NCN Route 52 runs in a north-south axis about 700m to the west of the site via Carlton Road and Wellsborough Road. The route is mostly on-street and provides connections towards Coalville in the north and Nuneaton to the south. The route connects with NCN Route 63 in the north providing a connection towards Leicester.
- 4.28 According to Hinckley and Bosworth Borough Council's Hinckley Rural Cycling Map, recommended cycle routes are located on Shenton Lane, Park Street and The Park. According to the cycling map, Station Road is also on Leisure Route 4 (Cycle and Steam Bosworth promoted route (on-road)).
- 4.29 There is a good range of cycle routes and roads suitable for cycling within the vicinity of the site to provide residents with a realistic option to travel by bike to nearby destinations as well as further afield to locations such as Leicester.
- 4.30 Approximately 500m to the west of the site, access to the Ashby-de-la-Zouch Canal can be gained. A towpath runs alongside the canal which would be suitable for leisure trips by bicycle.

Bus

- 4.1 The nearest bus stops to the site are located on Station Road, adjacent to the existing access to the site, less than 100m from the centre of the development. These bus stops are served by the TZ1 service which runs between Leicester and Twycross Zoo via Desford and Market Bosworth. The route is limited to one service per day in each direction.
- 4.2 Service 153 runs hourly Monday to Saturday between Market Bosworth and Leicester, via Newbold Verdon and Desford.

Table 3 – Local Bus Services

Service No.	Route	Frequency per hour (approx.)		
		Mon - Fri	Sat	Sun
TZ1	Leicester – Desford – Twycross Zoo	1 service at 12:01	1 service at 12:01	N/A
153	Leicester Bus Station – Desford – Market Bosworth – Barlestone – Newbold Verdon – Desford – Leicester	Every hour from 07:33 – 21:04	Every hour from 07:45 – 20:45	N/A

- 4.3 It is noted that bus service 153 is proposed to be extended from the town centre to this area of Station Road as part the planning application for the Miller Homes development to the south. The proposed development north of Station Road will commit to contributions towards improvements to the service on the basis of the same formula applied to the Miller Homes development.

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Rail

- 4.4 Atherstone Railway Station is located approximately 13.6km from the proposed development site, whilst Nuneaton Railway Station is located around 15.1km from the site.
- 4.5 Atherstone Station has 12 cycle storage spaces as well as 17 parking spaces available for use. Nuneaton Station is equipped with 46 cycle storage spaces and 186 standard car parking spaces and 7 disabled parking bays.
- 4.6 The stations provide regular services to London Euston, Crewe, Leicester, Birmingham New Street, Cambridge, Manchester Piccadilly, Leamington Spa, calling at various locations along the way.

5.0 Travel Plan Measures and Initiatives

Introduction

- 5.1 Travel Plans provide a package of measures to encourage residents at the site to choose alternative travel options in preference to single occupancy car use.
- 5.2 There are also further, equally important, reasons for promoting sustainable travel including health and environmental benefits.

Promotion of Sustainable Modes of Travel

- 5.3 The residents will be encouraged to travel via sustainable modes, particularly walking and cycling, in order to minimise traffic impacts of the site on the local area; this will be done through the following sustainable travel measures and initiatives:
 - Encourage cycling to/from the site by:
 - Providing secure on-plot cycle storage; and,
 - Promoting cycling information websites such as <https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-cycle-in-leicestershire>.
 - Promoting walking to/from the development by:
 - Providing a map of local walking routes from the site to key local facilities;
 - Improvements to the footway along the site frontage; and,
 - Promoting the health benefits of walking.
 - Promoting the use of public transport through:
 - Providing detailed public transport information, including timetables and fares, in Travel Packs provided to residents on occupation;
 - Providing contributions to improve the 153 service on the basis of the same formula applied to the Miller Homes development to the south; and
 - Providing each dwelling, on request, with two 6-month 'taster' bus passes (6 x 4-Weekly passes for Arriva East Midlands to cover trips to Leicester) for unlimited travel across the area, at a cost of £570 (at the time of writing) for each 4-week bundle.
 - Encourage sustainable car journeys by:
 - Making residents aware of car club and car share schemes, such as liftshare.com;
 - Raising awareness of car ownership costs through the Travel Packs.
 - Promote the Travel Plan and its measures by:
 - Publicising the Travel Plan on the development website; and,
 - Preparing and distributing Travel Packs to every household on occupation.

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Travel Plan Mode Share Targets

- 5.4 Following the initial set of surveys, the site will seek to deliver a minimum reduction of 5% in single occupancy car journeys.

6.0 Travel Plan Implementation and Monitoring

Travel Plan Information Packs

- 6.1 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to residents once the development is completed.
- 6.2 Each household will be provided with a Travel Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include public transport and sustainable travel information about services and routes within the local area.
- 6.3 The packs will make residents aware of transport provision which is available to the nearest towns, local shops, schools, health and leisure facilities, bus stops, rail stations and nearby employment areas for those applicable.
- 6.4 The packs will also include maps giving details of safe pedestrian routes from the site, together with fare, contact and timetable information for public transport services.
- 6.5 A simple statement outlining the benefits of sustainable transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. The Travel Pack will also inform residents how to claim the public transport vouchers.

Travel Plan Co-Ordinator (TPC)

- 6.6 A fundamental aspect of any Travel Plan is the identification and appointing of a TPC for the site.
- 6.7 The TPC will be approachable, amenable to suggestions and possess a high level of interpersonal skills; they will be required to converse with outside bodies such as public transport operators and the local authority.
- 6.8 The TPC will be responsible for the setting up, promoting and monitoring the majority of the initiatives and schemes listed in **Table 5** below.
- 6.9 The management and implementation of the Travel Plan will be the responsibility of the housebuilder who will either appoint a member of their office team, or an external consultant, to be the TPC.

Table 2 – Action Plan

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Cycling	Providing residents with secure cycle storage	Prior to occupation	Housebuilder	
	Providing details of local cycle routes to key facilities	On occupation	TPC	
	Promoting cycling information websites such as https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-cycle-in-leicestershire	On occupation	TPC	
Public Transport	Provision of detailed public transport information, including appropriate bus/rail services and fares	On occupation	TPC	Public transport providers
	Provide 2 x 6-month (6 x 4-weekly) taster tickets to each dwelling on request	On occupation	Housebuilder	Public transport provider
Walking	Providing a map of local walking routes to key local facilities	On occupation	TPC	
	Footway improvements along site frontage.	As part of access works.	Housebuilder	
	Providing appropriate pedestrian linkages to/from the existing footway network	Prior to occupation	Housebuilder	LCC
Encouraging Sustainable Car Journeys	Promoting the benefits of car sharing to residents at the site	On occupation	TPC	
Promoting the Travel Plan	Publicising the Travel Plan on the development website	Prior to occupation	TPC	
	Preparation of resident Travel Packs	On occupation	TPC	

Travel Surveys

- 6.10 Travel surveys will be produced for the new residents to complete; at this stage, it is considered that the surveys should be undertaken within the first six months of the first occupation at the site.
- 6.11 The travel surveys will derive the initial modal split and thus facilitate the setting of realistic targets.
- 6.12 The surveys will then be undertaken on an annual basis, avoiding holiday periods, for a period of three years in order to monitor the effectiveness of initiatives.
- 6.13 The Travel Plan and its objectives will be reviewed by the TPC on an annual basis, the survey results summarised and then discussed with the local highway authority.

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Figures



Legend

 Site

 Bus Stops

Figure 1.1 - Site Location



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Legend

-  Site
-  Educational
-  Religious Institutions
-  Community
-  Retail
-  Medical
-  Leisure
-  Town Centre

Future Proposed Facilities

-  Golf Club & Holiday Homes
-  Childrens Play Spaces
-  Community Park

Figure 4.1- Local Facilities

 Richborough


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