

Land South of London Road, Markfield

Residential Travel Plan

RT115885-03

Jelson Ltd
October 2020



Copyright © WYG EPT Ltd 2020

Executive Park, Avalon Way, Anstey, Leicester, LE7 7GR
Tel: +44 (0)116 234 8000 Fax: +44 (0)116 234 8001
Email: jamie.cassie@wyg.com Website: www.wyg.com

WYG Environment Planning Transport Limited. Registered in England & Wales Number: 03050297
Registered Office: 3 Sovereign Square, Sovereign Street, Leeds LS1 4ER

Document control

Document:	Residential Travel Plan
Project:	Land South of London Road, Markfield
Client:	Jelson Ltd
Job Number:	A115885
File Origin:	

Revision:	-		
Date:	October 2020		
Prepared by:	Checked by:	Approved By:	
Jamie Cassie	Alistair Gregory	Alistair Gregory	
Description of revision:			

Revision:			
Date:			
Prepared by:	Checked by:	Approved By:	
Description of revision:			

Revision:			
Date:			
Prepared by:	Checked by:	Approved By:	
Description of revision:			

Contents

1.0 Introduction1

2.0 Existing Conditions.....4

3.0 Development Proposals6

4.0 Sustainable Transport Strategy9

5.0 Travel Plan Measures & Initiatives14

6.0 Targets & Monitoring.....16

7.0 Summary18

8.0 Appendices.....19

Appendices

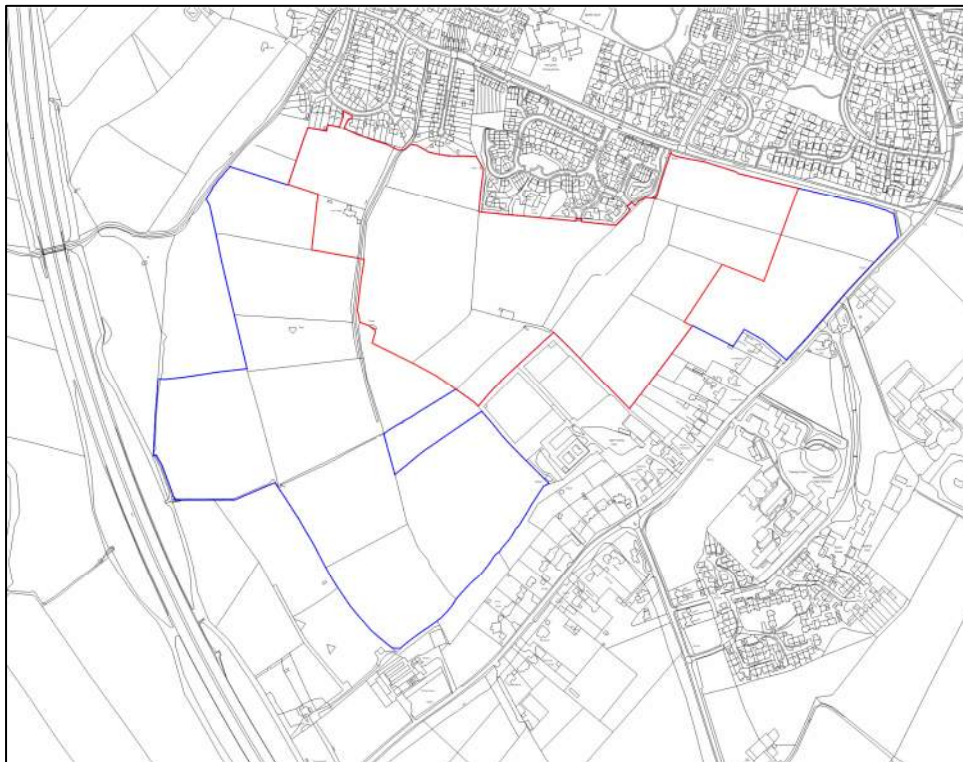
- Appendix A – Site Layout Plan
- Appendix B – Site Access Plans
- Appendix C – Local Facilities/Amenities Plan
- Appendix D – Local Bus Service Timetables

1.0 Introduction

1.1 Preamble

- 1.1.1 WYG has been appointed by Jelson Ltd to prepare a Transport Assessment (TA) and Residential Travel Plan (RTP) in support of a planning application for the development of 283 dwellings on land off London Road in Markfield, Leicestershire (for robustness, the TA has assessed a total of 300 dwellings).
- 1.1.2 The site forms the first phase of a larger development of circa 420 dwellings that is being promoted through the Hinckley & Bosworth Local Plan review. The full site is shown edged red in **Figure 1**.

Figure 1 – Site Location Plan



- 1.1.3 Leicestershire County Council (LCC) is the local highway authority and Hinckley & Bosworth Borough Council (HBBC) is the local planning authority for the area.
- 1.1.4 This Travel Plan will form the framework within which the final Travel Plan for the site will be developed, outlining a range of measures considered appropriate to the type and scale of development proposed.

- 1.1.5 This report should be read in conjunction with the accompanying Transport Assessment (RT115885-02).

1.2 Purpose

- 1.2.1 The aim of a Travel Plan is to minimise the impact of travel on the environment, help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging residents to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.
- 1.2.2 Specifically, a Residential Travel Plan is a package of measures designed to reduce the number and length of car trips generated by a residential development, whilst also supporting more sustainable modes of travel and reducing the overall need to travel. The difference between a residential Travel Plan and workplace Travel Plan is that the residential plan is concerned with journeys made from a single origin (home) to multiple and changing destinations. The pattern of journeys originating at home is more varied, with residents having multiple destinations and different needs and travel choices over time.
- 1.2.3 The key principles of residential travel plans are as follows:
- Site specific and are determined by opportunities and constraints e.g. public transport routes, health facilities and workplaces in the immediate area.
 - Combine hard and soft measures;
 - Provide a holistic package in which individual measures are integrated into design, marketing and occupation of the site (rather than “retrofitted” once the site is established). They can provide a key mechanism for ensuring that sustainable access is in place from the earliest stages of development; and
 - Include measures to support walking, cycling and public transport use.
- 1.2.4 This report outlines the aims and strategy for the site and details the measures that will be introduced to ensure the aims are realised. It should be recognised that this report represents the initial approach that will be undertaken to develop the Travel Plan strategy, and that further stages are anticipated once the residential development is fully occupied and resident details can be analysed, and travel behaviour influenced. It should also be recognised that the measures to be adopted will also be targeted at visitors.

1.2.5 In recognition of these factors, the Residential Travel Plan will have the following broad aims:

- Encourage the use of alternative modes of transport to the private car and to better manage private car usage in order to reduce environmental impacts for all journeys to and from the proposed development.
- To deliver long-term commitment to changing travel habits by minimising the percentage of journeys to and from the development made by single occupancy cars, and maximise the proportion of trips to the development made by walking and cycling, public transport, and by car share;
- Identify and achieve the support of stakeholders, and set in place the foundations and culture for a sustainable transport policy for the development, which will develop and grow with time;
- To educate residents regarding the health benefits of walking and cycling;
- Address residents need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- Reduce traffic generated by development to a lower level of car trips than would be predicted for the site without the implementation of a Travel Plan; and
- Promote healthy lifestyles and vibrant communities.

1.3 Report Layout

1.3.1 The layout of this report is as follows:

- Section 2 reviews the existing highway conditions.
- Section 3 describes the proposed development;
- Section 4 details existing sustainable transport infrastructure;
- Section 5 suggests an initial package of measures;
- Section 6 identifies targets and monitoring activities to ensure the Travel Plan is effective; and
- Section 7 draws together the key points made in the previous chapters.

2.0 Existing Conditions

2.1 Existing Site

- 2.1.1 The existing site comprises approximately 18.3ha of land to the south of London Road on the south-east edge of the village of Markfield. The site is currently in agricultural use and is partly bounded by mature hedgerows. There is no direct vehicular access to the land from the adopted public highway, however the land is crossed by two public rights of way (Footpaths R4 and R29) that provide connections eastwards to Ratby Lane and north to London Road respectively.
- 2.1.2 The site is bounded to the east, south and west by surrounding fields in agricultural use, whilst immediately to the north of the site is an area of land that was granted outline planning permission, at appeal, for circa 105 dwellings in July 2010 (known as Farmlands development). This development has since been fully constructed and occupied.

2.2 Local Area

- 2.2.1 The site is located on the south-east edge of the village of Markfield which lies approximately 8 miles to the north-west of Leicester. Markfield is defined as a Key Rural Centre in the HBBC adopted Core Strategy document and has a local primary school, medical centre, community & sports centre, local shops, post office and regular bus service. More detail on the local facilities and amenities available in the area is provided in **Section 4**.

2.3 Existing Highway Network

- 2.3.1 The site lies to the south of London Road, a single carriageway route that runs broadly west-east to the south of Markfield village and links with a number of routes (Main Street, Chitterman Way and Launde Road) that run northwards through the village. At the eastern end of the site, London Road is subject to a 40mph speed limit, has no parking restrictions, and has a general carriageway width of approximately 6 metres.
- 2.3.2 Approximately 110m to the west of the junction with Chitterman Way, London Road forms the major arms of a ghost-island priority T-junction with Hopwood Drive. This junction serves the previous Farmlands development by Jelson Ltd of 105 dwellings. Approximately 170m to the west of this junction, the speed limit on London Road reduces to 30mph and there are residential dwellings with direct frontage access onto London Road on both sides of the route.

- 2.3.3 Further west, Croftway is an adopted public highway that forms a loop road arrangement and has two simple priority T-junctions with London Road, approximately 100m apart. Croftway is subject to a 30mph speed limit, has street lighting and has no parking restrictions, with the exception of its junctions with London Road and Forest Road where there are double yellow lines on both sides of the carriageway for 15m back from the give-way line and also on both sides of the carriageway on London Road/Forest Road. Croftway serves approximately 60 existing dwellings.
- 2.3.4 Between the junctions with Croftway, London Road also forms the major road to a simple priority T-junction with Main Street, which leads north through the village and provides access to a number of local shops, food outlets, hairdressers etc.

3.0 Development Proposals

3.1 Development

- 3.1.1 The proposed development will comprise 283 new dwellings and associated public open space and amenity space. A site layout plan for the proposed development is attached as **Appendix A** to this report.

3.2 Site Access

- 3.2.1 Vehicular access to the site is proposed via provision of two vehicular accesses. A new priority T-junction with a ghost island right turn lane would be provided onto London Road, to the east of the existing London Road/Chitterman Way junction. The second point of access would be provided through an extension of Dr Wright Close on the existing Farmlands development.
- 3.2.2 The proposed site access junctions will be designed in accordance with relevant national and local design guidance documents and drawings showing the proposed site access arrangements are contained in **Appendix B**.
- 3.2.3 As part of the pre-application process, it has been noted that there is an aspiration in the Markfield Parish Neighbourhood Plan (Pre-Submission Draft) for a reduction in the speed limit along London Road to 30mph. Whilst the proposed site access junction with London Road has been designed based on the existing 40mph speed limit, Jelson Ltd can confirm that they would be willing to explore a reduction in the speed limit along London Road to 30mph as part of the proposed site access works, should this be something that is supported in principle by LCC.

3.3 Pedestrian/Cycle Access

- 3.3.1 Pedestrian and cycle access would be provided via the proposed vehicular access points. A new foot/cycle link would also be provided onto Croftway towards the western end of the site.
- 3.3.2 The proposed new junction onto London Road would incorporate a new footway on the south side of London Road, to link with the existing provision to the west of the site access, plus a central pedestrian refuge to the east of the access to provide a convenient crossing point to the footway on the north side of London Road and the footpath link towards the village centre.

- 3.3.3 New footpath routes will also be provided within the site to connect to existing public footpaths R2, R4 and R29, providing walking links to Croftway, London Road and Ratby Lane. A further footpath connection from the application site will be provided to an existing footpath on the eastern side of the existing Farmlands development.

3.4 Internal Layout

- 3.4.1 The internal highway layout will be designed to accommodate the swept path requirements of appropriate design vehicles.
- 3.4.2 The development will be designed using the guidance in the LCC highway design guide document and by reference to the Manual for Streets documents. The development will be designed in a manner to ensure that it is a well-connected area not dominated by the car. The area is to be designed so as it meets the needs of the people living there rather than the motorcar.

3.5 Service and Emergency Vehicles

- 3.5.1 Service and emergency vehicles will gain access to the development via the proposed vehicular access points.

3.6 People with Disabilities and other Mobility Impairments

- 3.6.1 The detailed design of the development and its internal transport infrastructure will be undertaken in accordance with the requirements of the 1995 (amended 2005) Disability Discrimination Act and in accordance with current good practice as embodied within the DfT's 'Inclusive Mobility' document.
- 3.6.2 This approach will ensure that the completed development is fully inclusive and meets the needs of all users, including those with disabilities or temporary mobility impairments, such as those escorting elderly people or young children.
- 3.6.3 The requirement to design for disabled people will permeate all aspects of the design process and will include access to and movement within the site and also the interface between the development and the surrounding highway network.

3.7 Parking

- 3.7.1 Car parking within the site will be provided in accordance with the guidance as set out in the LCC highways design guide document. On-plot parking will predominantly be provided for the new dwellings, with garages meeting the minimum dimensions as set out in the highway design guide.
- 3.7.2 In terms of parking for bicycles, it is envisaged that the proposed development will seek to incorporate sufficient storage space to enable all residents to store bicycles securely on their own property. In most instances this is expected to be achieved on plot through the use of garages.

4.0 Sustainable Transport Strategy

4.1 Introduction

- 4.1.1 This section considers the existing walking, cycling and public transport infrastructure in the vicinity of the proposed development as well as describing the new infrastructure proposed to fully integrate the site with the local area, helping to positively influence travel patterns and thereby place less reliance on the private car. This review of the availability of walking, cycling and public transport options in the vicinity of the proposed development helps to define the ways in which the development can effectively integrate with the surrounding areas and connect with local facilities.

4.2 Walking

- 4.2.1 Markfield is well served by walking routes, with the main roads predominantly having contiguous footways along both sides and a number of public footpath routes being available. In the vicinity of the site, London Road has footways on both sides of the route for much of its length, with only a 250m section to the east of the junction with Chitterman Way having a footway on the northern side of the route only.
- 4.2.2 The existing Farmlands development to the south of London Road has footpath links to London Road at the western and eastern ends of the site and there is a central pedestrian refuge on London Road just to the east of the Hopwood Drive junction to aid pedestrian crossing movements in this location. At this crossing point there is a footpath link between London Road and Beech Close that continues north via Beech Walk, through Mayflower Play Park, leading to a number of amenities in the village centre, including the post office, convenience store and medical centre. This route is hard surfaced and lit.
- 4.2.3 There is a further footpath route close to the proposed new access onto London Road that provides an alternative route to the north of London Road to Markfield village centre. This route is also surfaced and lit.
- 4.2.4 Towards the western end of the proposed development there are footways on both sides of Croftway providing links to London Road and north to the village centre, as well as bus stops on London Road and Main Street for Leicester bound services. Public footpath R29 runs broadly north-south through the development and provides a link to an existing bus stop on London Road for services towards Coalville.

- 4.2.5 Public footpath R2 is situated on the western boundary of the proposed development. This route forms part of the Leicestershire Round footpath route and also connects with footpaths R28 and R26 to the west of the M1, with footpath R26 leading to Markfield Lane just to the north of South Charnwood high school. Public footpath route R4 leads eastwards from the proposed development to Ratby Lane.
- 4.2.6 Within Markfield village there is traffic calming on Chitterman Way, including a zebra crossing on a raised table, in the vicinity of the medical centre and Post Office. There are parking restrictions in place along Main Street, with short-stay parking bays provided on-street for the retail uses on Main Street. To the north of the village there is a signal controlled pedestrian and cycle (Toucan) crossing of the A50 to the south-east of the A50 Field Head roundabout.
- 4.2.7 The Chartered Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting or school trips.
- 4.2.8 For the purposes of this report it has therefore been assumed that 2km represents a realistic maximum walk distance. A plan showing the local facilities and amenities in the area is contained in **Appendix C**. This indicates that the site is within a reasonable walk distance of all the facilities/amenities in the village, including the Primary school, medical centre, shops, post office and community centre.
- 4.2.9 It is therefore considered that the proposed development is within a reasonable walk distance of key local amenities and facilities, including educational, retail and employment facilities.

4.3 Cycling

- 4.3.1 The Hinckley & Bosworth area cycling map indicates that London Road and Forest Road are recommended cycle routes. To the west of London Road, the recommended route continues along Forest Road and then southwards on Markfield Lane, passed South Charnwood High School, to connect with National Cycle Network route 63 at Thornton. To the north of Markfield, there is an off-road cycle route to the south of the A50 that runs eastwards to Groby.
- 4.3.2 The DfT National Travel Survey 2018 states that the average length of a cycle journey is 3.3 miles. It can therefore be concluded that approximately 3.3 miles represents a reasonable average cycling distance.

- 4.3.3 A distance of 3.3 miles from the centre of the application site incorporates all of Markfield and parts of Groby, and South Charnwood High School is located less than 1.5 miles to the west of the site. It can therefore be seen that the key local destinations are within a reasonable cycle distance of the site.

Improvements for Walking & Cycling

- 4.3.4 Footways will be provided at the vehicular access points to the development, providing connections to existing routes, and a new 2m wide footway will be provided on the south side of London Road to connect the proposed new access junction to the existing footway provision. A central pedestrian refuge will also be provided to the east of the new access to provide a crossing point for pedestrians to the existing footway and footpath on the north side of London Road. A pedestrian and cycle only link will be provided between the development and Croftway.
- 4.3.5 Improvements to public footpath R29, in terms of surfacing, lighting and waymarking, would be provided on the length of the route that runs through the site and connects to London Road. Similar improvements would also be provided to the length of public footpath R4 that runs through the site, together with a diversion of route R4 along a 'green corridor' to be provided within the site.
- 4.3.6 Enhancements to crossing facilities on London Road will also be provided, with uncontrolled crossings being proposed at the London Road/Croftway/Main Street junction to enhance access to the existing bus stops on London Road and Main Street.

4.4 Public Transport (Bus)

- 4.4.1 The nearest bus stops to the site are located on London Road, with stops on either side of the carriageway approximately 50m to the east of the junction with Hopwood Drive and further stops on either side of the Croftway junction(s). There is also a stop on Main Street, just to the north of the junction with London Road, that is for Leicester bound services. All of the stops are simple flags on poles with timetable display cases. The stops on Main Street and to the west of Croftway also have bus stop clearway road markings.
- 4.4.2 The LCC highway design guide recommends that walking distances to bus stops should generally be a maximum of 400m in urban areas and 800m in rural areas. Much of the site is within a 400m walk distance of an existing bus stop, with all of the site being within an 800m walk distance.

- 4.4.3 There are two bus services through Markfield, the Arriva 29/29A service and the Roberts 125 service. The Arriva 29/29A service is a frequent (broadly 20-minute) weekday service between Leicester and Coalville, with services continuing to Ashby de la Zouch and Burton upon Trent at a 60-minute frequency. The Roberts 125 bus is a subsidised service between Leicester and Coalville and operates a limited frequency service.
- 4.4.4 The service details are included in **Appendix D** at the end of this report and are summarised below in **Table 1**.

Table 1 – Bus Service Summary

Service	Route	Frequency (minutes)		
		Mon-Fri	Saturday	Sunday
Arriva 29/29A	Leicester - Coalville - Ashby de la Zouch – Burton upon Trent	20	30	60
Roberts 125	Coalville – Leicester	4 buses daily in each direction		n/a

- 4.4.5 It can therefore be seen that there is an existing frequent bus service through Markfield to Leicester city centre and Coalville.

Improvements to Bus Facilities

- 4.4.6 It is considered that the existing Arriva 29/29A service provides a very good level of service to residents of Markfield. The walk distances from the proposed development to bus stops to access this service are reasonable, and it is therefore considered that there would be little benefit in lengthening journey times on this service by diverting buses through the site.
- 4.4.7 Improvements to the four bus stops for the 29/29A service (east of Hopwood Drive, east of Croftway and east of Main Street) are proposed, in the form of provision of real-time information displays and raised bus-boarder kerbs. There is also the potential for a shelter at the stop to the north of London Road, east of Hopwood Drive.
- 4.4.8 It is also proposed that provision is made for the supply of 2 x 6-month bus passes per dwelling (upon request) for local bus services. The offer for bus passes would be included as part of a New Residents Travel Pack provided by the developers of the site to all new residents. The travel pack would also contain the relevant timetable and route map information, plus a map showing the location of the nearest bus stops.

4.5 Public Transport (Rail)

- 4.5.1 The nearest railway station to the site is Leicester station, approximately 15km to the east of the site. Regular train services are available from the station to Loughborough, Nottingham, Sheffield, Lincoln and London St. Pancras International. The station has a 200+ space cycle parking hub, which includes free to use maintenance equipment and 24-hour secure access. Car parking is also available at the station for over 500 vehicles.

4.6 Summary

- 4.6.1 The site has good pedestrian and cycle accessibility with a range of facilities available within easy walking and cycling distance of the development. Given the proximity of the site to the local facilities, travel on foot and cycling is a viable option for a good proportion of local trips during both peak and off peak periods, with public transport (bus) options providing for journeys to Coalville and Leicester.

5.0 Travel Plan Measures & Initiatives

5.1 Introduction

- 5.1.1 There are a number of actions which could help enable residents of the site make the best use of existing sustainable transport facilities and encourage sustainable trips.
- 5.1.2 It is proposed that the developers of the site would appoint a Travel Plan Coordinator (TPC) at least two months prior to the first occupation on the site. The TPC position will be funded until completion of the development, at which point the TPC will hand over the operation of the Travel Plan to a residents' group.

5.2 Responsibilities

- 5.2.1 The duties of the TPC will include:
- Provision of Travel Information to new residents
 - Coordination with other Travel Plan Coordinators in the area to identify any areas for joint working or added value
 - Liaising with LCC for appropriate input from a range of agencies including public transport operators
 - Keeping all public transport and database records up to date
 - Promotion of the LCC 'Choose How You Move' journey planner website
 - Preparing and maintaining publicity for the plan
 - Providing New Household Travel Packs; and
 - Establish a Residents Group to take over the operation of the Travel Plan once completed.
- 5.2.2 In addition to the above, the TPC will be integral to the process of reviewing the effectiveness of the Travel Plan.
- 5.2.3 It is also proposed that new residents of the development are provided with a 'New Household Local Sustainable Travel Pack'. The pack will include the following:
- Maps of local walking and cycling routes and facilities, including details of estimated journey times to key destinations
 - Maps of local bus routes, locations of bus stops and local bus timetables

- Details of the LCC 'Choose how you move' website
- Details of local car share schemes (e.g. <https://liftshare.com/uk/community/leicestershire-liftshare>)
- Offer of two free 6-month bus taster tickets for each household
- Information on the health and fitness benefits of walking and cycling; and
- Contact details, (telephone, website and email), for local walking and cycling groups and for local public transport information and journey planning.

5.2.4 The Travel Packs will be provided by LCC, utilising funding from the developer, as the development becomes occupied.

5.2.5 To encourage increased walking to/from the proposed development the TPC will provide local walking maps as part of the residents' travel packs and will promote local and national walking initiatives (e.g. National Walking Month, Walk to Work week and Walk to School week). The TPC will also seek to liaise with local schools to promote walking initiatives.

5.2.6 To encourage increased cycling to/from the proposed development the TPC will include in the Residents Travel Packs details of adult cycling courses run by LCC and details of any local cycle events. The TPC will also investigate the potential for discount vouchers to be provided to residents to purchase cycling equipment at local cycle shops.

5.2.7 To encourage increased use of existing bus services by residents of the site it is proposed that the developers will fund a maximum of two free 6-month bus taster tickets per dwelling (upon request). Funding will be set aside by the developers of the proposed site to provide these passes.

5.2.8 The TPC will promote participation in the Leicestershire car sharing database through the Residents Travel Packs. Further details of the car sharing database can be found at www.choosehowyoumove.co.uk/carshare.

6.0 Targets & Monitoring

6.1 Introduction

- 6.1.1 A Travel Plan should include targets, monitoring and management arrangements to ensure that the objectives of the Travel Plan are achieved and that it remains sustainable over the longer term. Targets should be SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime bound).

6.2 Targets

- 6.2.1 As this RTP is being prepared prior to occupation of the proposed development, an initial target has been adopted that will be reviewed by the TPC as part of the monitoring regime suggested in this section. The initial target is:

'to achieve a 74.2% mode share of car driver trips for the development within 12 months of the first occupation on the site'

- 6.2.2 A target of a 74.2% car driver mode share would represent a reduction of approximately 10% from the existing car driver mode share of 82.4% for the Hinckley & Bosworth 001 output area (using 2011 Census journey to work data). The target is intended to form a reasonable and consistent benchmark for the monitoring of the RTP at this pre-occupation stage and will be reviewed following completion of the first site wide survey.

- 6.2.3 The initial target is considered to be SMART because it is:

- **Specific** – it applies to development car driver trips.
- **Measurable** – the proposed site travel surveys / automatic traffic counts will establish baseline mode shares and monitor progress;
- **Achievable/Realistic** – the proposed car driver mode share target of 74.2% is consistent with that for the Borough (using 2011 Census journey to work data); and
- **Time bound** – the achievement of the target is set for 12 months after the first occupation on the development which should allow sufficient time for a reasonable number of dwellings to be built/occupied and travel patterns to become established.

- 6.2.4 Specific targets relating to increased use of walking, cycling or bus use are not considered to be particularly helpful in this instance as there is no reason to promote any particular sustainable mode at the expense of other sustainable modes. This is in accordance with the guidance in the DfT document 'Good Practice Guideline: Delivering Travel Plans through the Planning Process'.

6.3 Monitoring

- 6.3.1 The LCC 'Writing a Successful Travel Plan' guidance document states that a commitment to produce an annual monitoring and review report for the Local Planning and Highway Authorities should be included within each Travel Plan. In accordance with this, it is proposed that the Travel Plan would be monitored through use of LCC's monitoring system (<https://leicestershire.itrace.org.uk/>). A monitoring fee of £6,000 is required by LCC, which would be secured via a S106 obligation.
- 6.3.2 The measures introduced will need to be monitored to ensure that the targets are achieved. It is therefore proposed that a baseline travel survey of residents would be undertaken by the TPC within 6 months of the first occupation on the site. Further surveys would then be undertaken on an annual basis to establish changes/trends in travel to/from the development as it progresses. The resident travel survey would be a questionnaire based survey, the format and content of which would be agreed with LCC prior to issue.
- 6.3.3 The results of the resident travel surveys would be compiled by the Travel Plan Coordinator to form a monitoring report, which would be submitted to LCC within 3 months of completion of the surveys. The monitoring report would state whether the Travel Plan targets were being achieved and, if not, what further steps would be taken to seek to achieve the targets in the following 12 months. The monitoring reports would be completed on an annual basis for a period of no less than 5 years from the initial monitoring report.
- 6.3.4 In terms of any remedial measures proposed, the Travel Plan Coordinator would work with representatives from LCC to look at additional or revised measures. Whilst the additional measures cannot fully be determined at this stage, (as they will depend upon the identified areas of strength or weakness within the plan), potential actions could include re-launching or refreshing the marketing of the Travel Plan, introducing new measures or incentives or the re-invigoration of existing measures.

7.0 Summary

- 7.1.1 The development proposals are to provide 283 dwellings on land to the south of London Road in Markfield, Leicestershire.
- 7.1.2 This Residential Travel Plan has been produced to accord with the guidance provided in the relevant national and local policy documents. It sets out the site strategies and measures that will be introduced to influence modal choice with a view to reducing dependency upon the private car.
- 7.1.3 An audit of the existing pedestrian, cycling and public transport facilities in the area has been carried out which indicates that sustainable travel opportunities for residents and visitors to the proposed development are good. Local amenities and facilities in Markfield are within a reasonable walk/cycle distance of the proposed development and regular bus services to Leicester and Coalville are within a short walk distance of the proposed development.
- 7.1.4 A number of specific measures have been put forward to encourage residents and visitors to use sustainable modes and to ensure that they have sufficient information to make an informed choice on their mode of travel. It is proposed that a target modal split of 74.2% car driver trips is adopted for the proposed development and a monitoring strategy has been suggested.
- 7.1.5 These measures will be further developed following occupation of the proposed development and once travel patterns have been established.
- 7.1.6 The package of measures outlined in this report is considered to be robust and appropriate to the development proposals and the site location. This Residential Travel Plan is therefore considered suitable for future development of the site.

Land South of London Road, Markfield



8.0 Appendices

Land South of London Road, Markfield



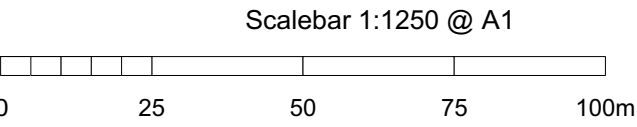
Appendix A – Site Layout Plan



NOTES

This drawing is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of FPCR Environment and Design Ltd.

Ordnance Survey material - Crown Copyright. All rights reserved. License Number: 100019980 Centremapslive.com).



- KEY
- Application site boundary
 - Proposed residential development
 - Affordable Rented
 - Shared Ownership
 - Proposed roads and pavements
 - Proposed squares
 - Proposed private drives
 - Proposed footpaths
 - Proposed trees and hedgerows
 - Existing trees and hedgerows
 - Existing sewer easement
 - Existing public right of way
 - Proposed play area
 - Proposed SuDS attenuation pond
 - Existing watercourses
 - Proposed Swales
 - Proposed Woodland
 - Proposed Allotments

DRAFT

H	29/10/2020	Amendments to landscape	HJL / KMN
G	27/10/2020	Further Minor Amendments	HJL / KMN
F	22/10/2020	Affordables relocation and tweaks to roads	HJL / KMN
E	16/10/2020	Addition of eastern land parcel	HJL / KMN
D	16/09/2020	Minor amendments to client comments.	HJL / KMN
rev	date	description	dwn / chkd

Housing Schedule					
Affordable					
Name	Beds	Type	Floor area FT	Number	Total Area
JS199	1 Bed	Apartment	640	12	7680
JH 25 03Y	2 Bed	Semi-Detached	654	15	9810
JH 25 03X	2 Bed	Semi-detached	749	43	32207
JS394	3 Bed	Semi-detached	1012	17	17204
JS397	3 Bed	Semi-detached	889	23	20447
JD422	4 Bed	Detached	1322	2	2644
		Total		112	
Affordable Percentage: 40%					
Market					
Name	Beds	Type	Floor area FT	Number	Total Area
JH 25 03X	2 Bed	Semi-detached	749	18	13482
JH 25 03Y	2 Bed	Semi-Detached	654	23	15042
JD311	3 Bed	Detached	916	20	18320
JH 35 02X	3 Bed	Semi Detached	1061	30	31830
JD313	3 Bed	Detached	990	7	6930
JD326	3 Bed	Detached	1012	10	10120
JD319 / y	3 Bed	Detached	940	19	17861
JD331	3 Bed	Detached	990	16	15840
JD411	4 Bed	Detached	1500	9	13500
JD421	4 Bed	Detached	1666	12	20016
JD401	4 Bed	Detached	1759	7	12313
		Total		171	
Market Percentage: 60%					
		TOTAL		283	265416



masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

FPCR Environment and Design Ltd
Lockington Hall
Lockington
Derby DE74 2RH

t: 01509 672772
f: 01509 674585
e: mail@fpcr.co.uk
w: www.fpcr.co.uk

client
Jelson Ltd.

project
Land at Lower Grange Farm, Markfield

drawing title
Planning Layout (Overall)

scale
1:1250 @ A1

drawing number
6675-A-05

drawn / checked
HJL / KMN

revision date
29 October 2020

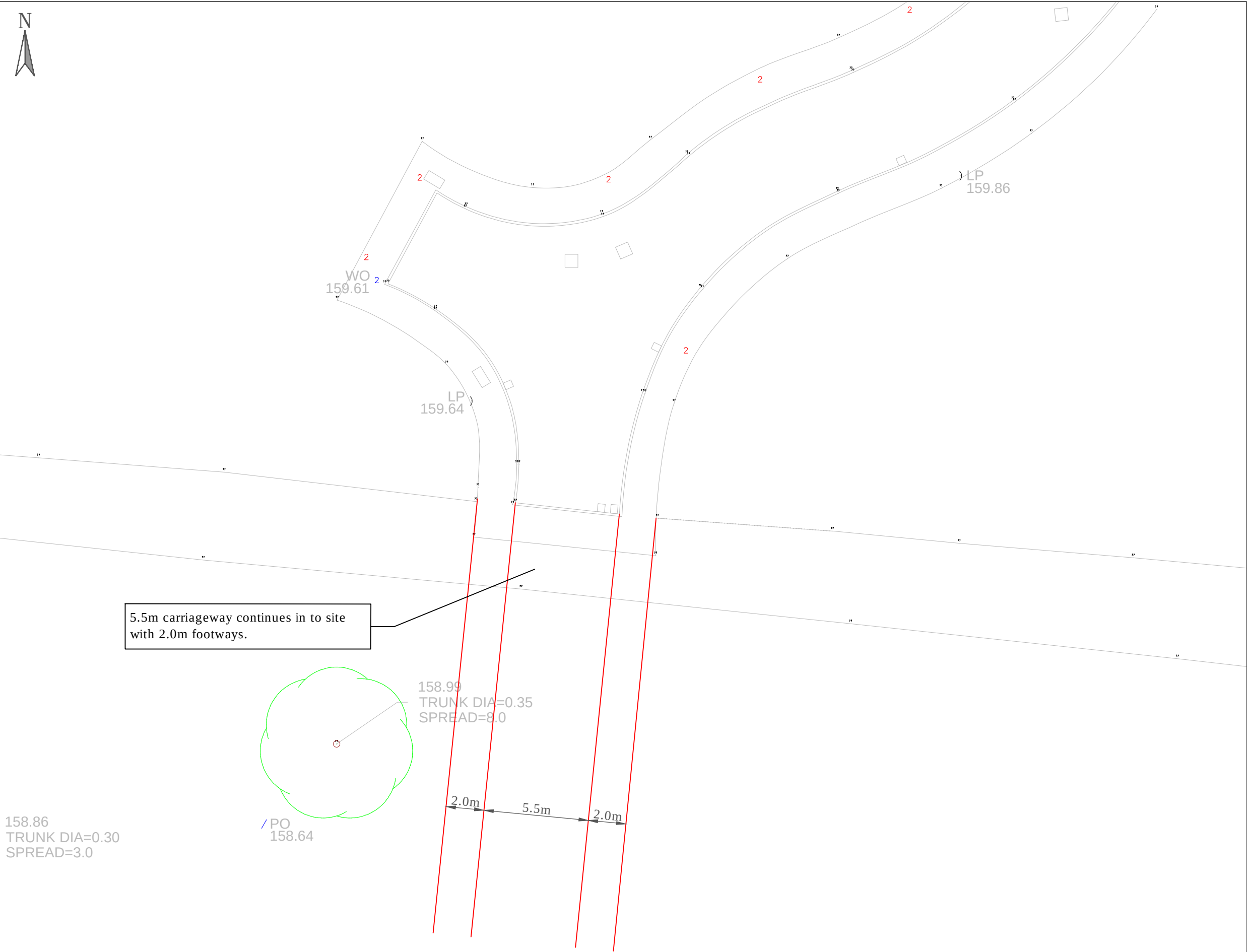
rev
H

Land South of London Road, Markfield



Appendix B – Site Access Plans

FILENAME : N:\PROJECTS\A115885 - LAND SOUTH OF LONDON ROAD, MARKFIELD\ACAD DWGS\A115885-35-18-001 - ACCESS DESIGN.DWG | PLOTTED BY : DAN GREEN | PLOTTED DATE : 26 February 2020 14:04:36



Scale 1:200
Hopwood Drive Access Design Overview

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND
REPORT ANY OMISSIONS OR ERRORS

-	-	DG	AR	JC	25.02.20
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:

Jelson Homes

EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



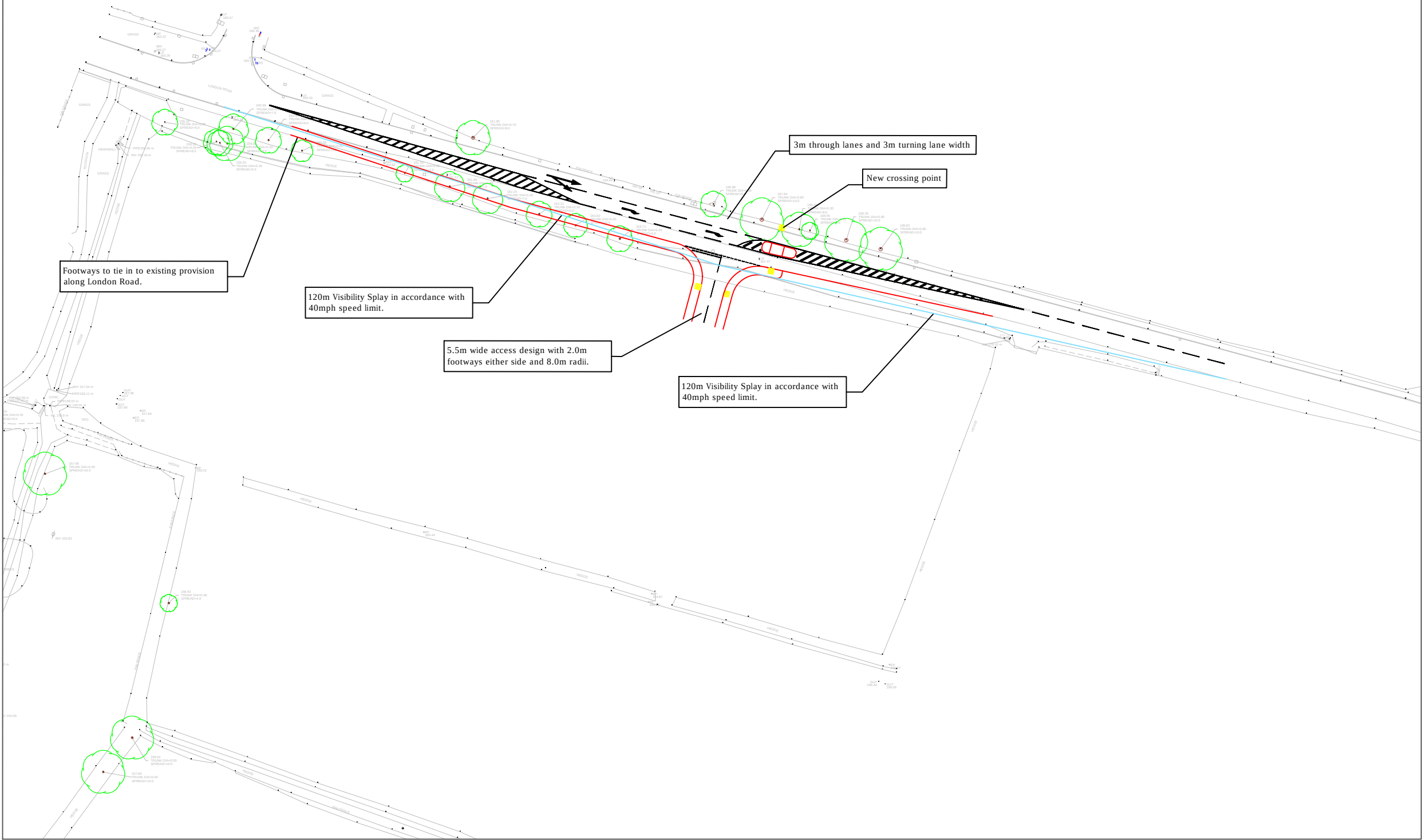
Project:

Land South of London Road,
Markfield, Leicestershire

Drawing Title:

Access Design

Scale @ A3 AS SHOWN	Drawn DG	Date 25/02/20	Checked AR	Date 25/02/20	Approved JC	Date 25/02/20
Project No. A115885	Office 35	Type 18	Drawing No. 002	Revision -		



A	Right-turn lane arrangement	PJ	JIC	ASG	08/10/20
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:

Jelson Homes

EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Project:

Land South of London Road,
Markfield, Leicestershire

Drawing Title:

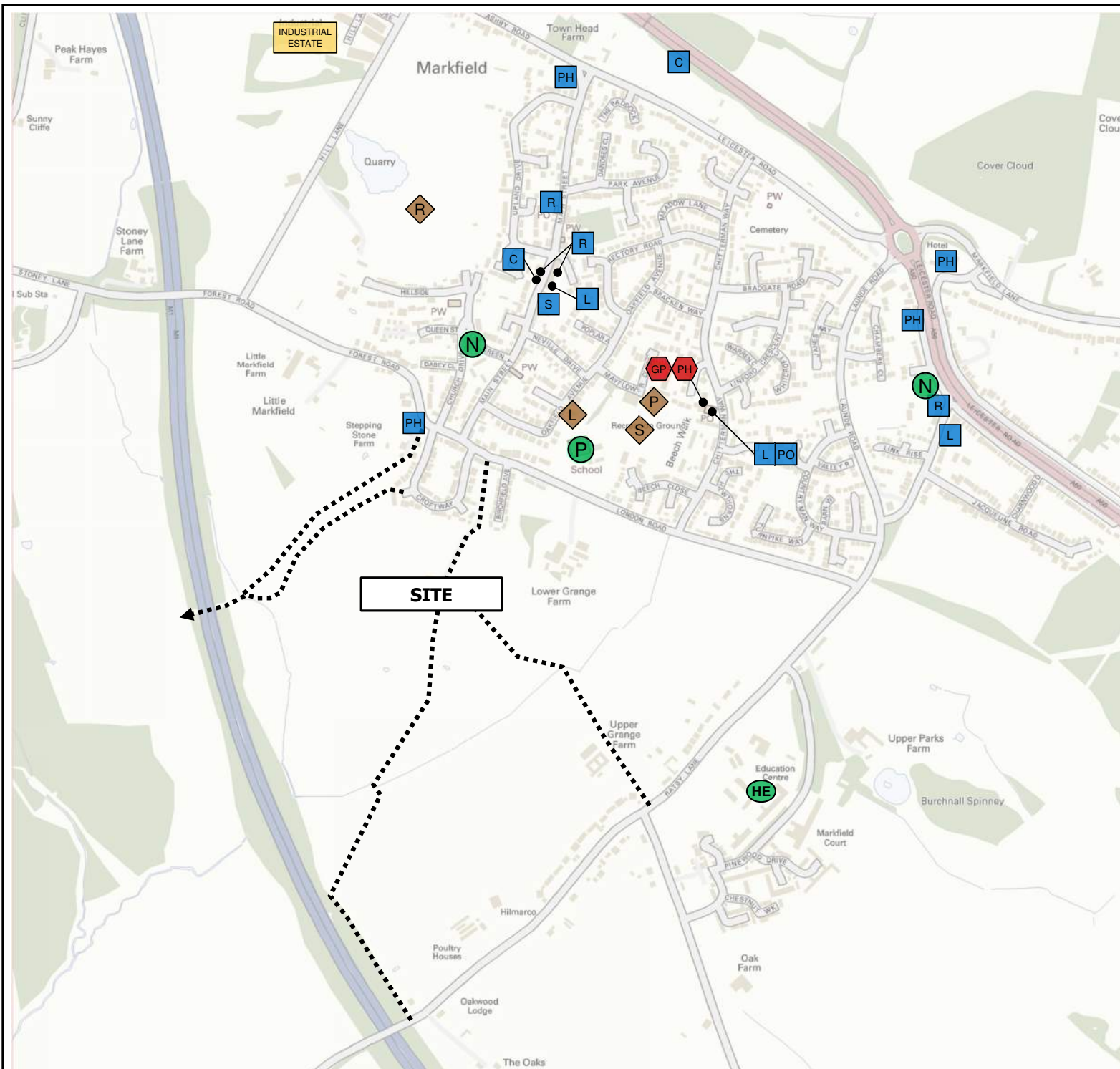
London Road Access Design

Scale @ A3 1:1000	Drawn DG	Date 25/02/20	Checked AR	Date 25/02/20	Approved JIC	Date 25/02/20
Project No. A115885	Office 35	Type 18	Drawing No. 003		Revision -	

Land South of London Road, Markfield



Appendix C – Local Facilities/Amenities Plan



SCALE:

NOT TO SCALE.



NOTES:

- DO NOT SCALE FROM THIS FIGURE.
- THIS FIGURE MAY INCLUDE DATA PROVIDED BY 3rd PARTIES NO LIABILITY IS ACCEPTED FOR THE ACCURACY OF SUCH DATA.
- THIS FIGURE IS NOT INTENDED AS A COMPREHENSIVE LISTING, AND SHOWS ONLY SELECTED LOCAL FACILITIES CONSIDERED OF SIGNIFICANCE.
- PAVED FOOTWAYS MAY NOT BE AVAILABLE ON ALL ROUTES.

RETAIL

- PH** PUBLIC HOUSE
- L** LOCAL SHOP
- PO** POST OFFICE
- R** RESTAURANT/TAKE-AWAY
- S** SUPERMARKET/MAJOR RETAILER
- C** CAFÉ

EDUCATION

- N** NURSERY
- P** PRIMARY SCHOOL
- HE** HIGHER EDUCATION

LEISURE

- P** PARK/PLAYGROUND
- R** NATURE RESERVE
- S** SPORTS TEAM/GYM
- L** LIBRARY

HEALTH

- GP** DOCTOR'S SURGERY
- PH** PHARMACY

MISCELLANEOUS

- NOTABLE PUBLIC RIGHTS-OF-WAY

REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

Client:

Jelson Homes

EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Project:
Land South of London Road, Markfield,
Leicestershire

Drawing Title:
Key Local Facilities Plan

Scale: @ A3 NTS	Drawn DG	Date 08/10/19	Checked AR	Date 08/10/19	Approved JIC	Date 08/10/19
Project No. A115885	Office 35	Type 18	Drawing No. 004	Revision -		

Land South of London Road, Markfield



Appendix D – Local Bus Service Timetables

Monday to Friday - towards Swadlincote Bus Station

	29	29	29	29A	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A
Leicester St Margaret's Bus Station	--	0627	--	0707	--	--	--	0737	--	0817	--	0837	--	0917	--	0937	--	1017	--	1037	--	1117
Glenfield County Hall	--	0640	--	0720	--	--	--	0750	--	0830	--	0850	--	0930	--	0950	--	1030	--	1050	--	1130
Groby Stamford Arms	--	0645	--	0725	--	--	--	0755	--	0835	--	0855	--	0935	--	0955	--	1035	--	1055	--	1135
Markfield Main Street	--	0656	--	0736	--	--	--	0806	--	0846	--	0906	--	0946	--	1006	--	1046	--	1106	--	1146
Bardon Amazon	0545	0705	--	0745	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Coalville Smith Crescent	0553	0713	--	0753	--	--	--	0820	--	0900	--	0920	--	1000	--	1020	--	1100	--	1120	--	1200
Whitwick Day Nursery	0559	0719	--	0759	--	--	--	0826	--	0906	--	0926	--	1006	--	1026	--	1106	--	1126	--	1206
Coalville Memorial Square	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Coalville Memorial Square	0610	0732	0745	0810	--	0720	0820	0837	0845	0917	0920	0937	0945	1017	1020	1037	1045	1117	1120	1137	1145	1217
Swannington Burton Lane	--	--	0752	--	--	--	--	--	0852	--	--	--	0952	--	--	--	1052	--	--	--	1152	--
Ravenstone The Plough	--	--	--	--	--	0727	0827	--	--	--	0927	--	--	--	1027	--	--	--	1127	--	--	--
Ashby-de-la-Zouch Market Street	--	--	0810	--	--	0740	0840	--	0910	--	0940	--	1010	--	1040	--	1110	--	1140	--	1210	--
Woodville Butt Lane	--	--	0824	--	0725	0753	0853	--	0924	--	0953	--	1024	--	1053	--	1124	--	1153	--	1224	--
Swadlincote Bus Station	--	--	0832	--	0733	0801	0901	--	0932	--	1001	--	1032	--	1101	--	1132	--	1201	--	1232	--

	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29
Leicester St Margaret's Bus Station	--	1137	--	1217	--	1237	--	1317	--	1337	--	1417	--	1437	--	1517	--	1537	--	1617	--	1637
Glenfield County Hall	--	1150	--	1230	--	1250	--	1330	--	1350	--	1430	--	1450	--	1530	--	1550	--	1630	--	1650
Groby Stamford Arms	--	1155	--	1235	--	1255	--	1335	--	1355	--	1435	--	1455	--	1535	--	1555	--	1635	--	1655
Markfield Main Street	--	1206	--	1246	--	1306	--	1346	--	1406	--	1446	--	1506	--	1546	--	1606	--	1646	--	1706
Bardon Amazon	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Coalville Smith Crescent	--	1220	--	1300	--	1320	--	1400	--	1420	--	1500	--	1520	--	1600	--	1620	--	1700	--	1720
Whitwick Day Nursery	--	1226	--	1306	--	1326	--	1406	--	1426	--	1506	--	1526	--	1606	--	1626	--	1706	--	1726
Coalville Memorial Square	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Coalville Memorial Square	1220	1237	1245	1317	1320	1337	1345	1417	1420	1437	1445	1517	1520	1537	1545	1617	1620	1637	1645	1717	1720	1737
Swannington Burton Lane	--	--	1252	--	--	--	1352	--	--	--	1452	--	--	--	1552	--	--	--	1652	--	--	--
Ravenstone The Plough	1227	--	--	--	1327	--	--	--	1427	--	--	--	1527	--	--	--	1627	--	--	--	1727	--
Ashby-de-la-Zouch Market Street	1240	--	1310	--	1340	--	1410	--	1440	--	1510	--	1540	--	1610	--	1640	--	1710	--	1740	--
Woodville Butt Lane	1253	--	1324	--	1353	--	1424	--	1453	--	1524	--	1553	--	1624	--	1653	--	1724	--	1753	--
Swadlincote Bus Station	1301	--	1332	--	1401	--	1432	--	1501	--	1532	--	1601	--	1632	--	1701	--	1732	--	1801	--

	29	29A	29	29	29	29A	29	29	29
Leicester St Margaret's Bus Station	--	1717	1737	1807	--	1837	1907	2017	2217
Glenfield County Hall	--	1730	1750	1820	--	1850	1918	2028	2228
Groby Stamford Arms	--	1735	1755	1825	--	1855	1923	2033	2233
Markfield Main Street	--	1746	1806	1836	--	1906	1934	2044	2244
Bardon Amazon	--	--	1815	1845	--	--	--	--	--
Coalville Smith Crescent	--	1803	1823	1853	--	1923	1946	2056	2256
Whitwick Day Nursery	--	1809	1829	1859	--	1929	1952	2102	2302
Coalville Memorial Square	--	--	1840	1910	--	1940	2003	2113	2313
Coalville Memorial Square	1745	1821	--	--	1830	--	--	--	--
Swannington Burton Lane	1752	--	--	--	1837	--	--	--	--
Ravenstone The Plough	--	--	--	--	--	--	--	--	--
Ashby-de-la-Zouch Market Street	1810	--	--	--	1852	--	--	--	--
Woodville Butt Lane	1824	--	--	--	1906	--	--	--	--
Swadlincote Bus Station	1832	--	--	--	1914	--	--	--	--

Monday to Friday - towards Leicester St Margaret's Bus Station

	29	29	29	29	29	29	29	29	29	29A	29A	29	29	29A	29A	29	29	29A	29A	29	29	29A
Swadlincote Bus Station	--	--	--	--	--	--	--	0737	--	0807	--	0837	--	0907	--	0937	--	1007	--	1037	--	1107
Woodville Butt Lane	--	--	--	--	--	--	--	0744	--	0814	--	0844	--	0914	--	0944	--	1014	--	1044	--	1114
Ashby-de-la-Zouch Market Street	--	--	--	--	--	--	--	0800	--	0826	--	0900	--	0926	--	1000	--	1026	--	1100	--	1126
Ravenstone The Plough	--	--	--	--	--	--	--	--	--	0837	--	--	--	0937	--	--	--	1037	--	--	--	1137
Swannington Burton Lane	--	--	--	--	--	--	--	0813	--	--	--	0913	--	--	--	1013	--	--	--	1113	--	--
Coalville Memorial Square	--	--	0552	0626	0645	0725	0756	0822	0826	0845	0856	0922	0926	0945	0956	1022	1026	1045	1056	1122	1126	1145
Whitwick Day Nursery	--	--	0602	0636	0655	0735	0806	--	0836	--	0906	--	0936	--	1006	--	1036	--	1106	--	1136	--
Coalville Smith Crescent	--	--	0609	0643	0702	0742	0813	--	0843	--	0913	--	0943	--	1013	--	1043	--	1113	--	1143	--
Bardon Amazon	0515	0545	--	--	0709	0749	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Markfield Upland Drive	0524	0554	0624	0658	0718	0758	0828	--	0858	--	0928	--	0958	--	1028	--	1058	--	1128	--	1158	--

Service 125

Castle Donington to Leicester via Coalville & Bradgate Park

Operated by Roberts Coaches
Supported by Leicestershire County Council

Service Change

Following review of Services 120 and 155, these two services have been combined into one – Service 125 – with East Midlands Airport no longer being served. The new timetable for Service 125 will be effective from **Monday 24th February 2020**.

The new Monday to Saturday timetable is shown below:

Castle Donington – Leicester

Castle Donington Bus Station (Stand B)		10:15	14:00	
Isley Walton		10:19	14:04	
Tonge (Station House)		10:20	14:05	
Breedon on the Hill		10:23	14:08	
Worthington		10:30	14:15	
Newbold		10:33	14:18	
Coleorton		10:35	14:20	
Sinope		10:39	14:24	
Coalville Memorial Square Arr		10:57	14:42	
Coalville Memorial Square Dep	07:30	11:00	14:45	16:45
Hugglescote	07:34	11:04	14:49	16:49
Ellistown	07:37	11:07	14:52	16:52
Stanton Under Bardon	07:43	11:13	14:58	16:58
Markfield, Uplands Drive	07:48	11:18	15:03	17:03
Markfield, Markfield Court	07:53	11:23	15:08	17:08
Newtown Linford (For Bradgate Park)	08:00	11:30	15:15	17:15
Anstey	08:05	11:35	15:20	17:20
Glenfield	08:11	11:41	15:26	17:26
Leicester St Margaret's	08:25	11:55	15:40	17:40

Leicester – Castle Donington

Leicester St Margaret's	08:30	12:00	15:45	17:45
Glenfield	08:42	12:12	15:57	17:57
Anstey	08:48	12:18	16:03	18:03
Newtown Linford (For Bradgate Park)	08:53	12:23	16:08	18:08
Markfield, Markfield Court	09:01	12:31	16:16	18:16
Markfield, Uplands Drive	09:08	12:38	16:23	18:23
Stanton Under Bardon	09:13	12:43	16:28	18:28
Ellistown	09:19	12:49	16:34	18:34
Hugglescote	09:22	12:52	16:37	18:37
Coalville Memorial Square Arr	09:25	12:55	16:40	18:40
Coalville Memorial Square Dep	09:30	13:15		
Sinope	09:36	13:21		
Coleorton	09:40	13:25		
Newbold	09:44	13:29		
Worthington	09:47	13:32		
Breedon on the Hill	09:54	13:39		
Tonge (opp Station House)	09:57	13:42		
Isley Walton	09:58	13:43		
Castle Donington Bus Station (Stand B)	10:12	13:57		

If you have any questions or queries, please call our Customer Service Centre on **0116 305 0002** or email **ptps@leics.gov.uk**