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Bloor Homes (Midlands) Limited

Normandy Fields

Hinckley

Travel Plan

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Section 1 Introduction

1.1 Background

This Report has been prepared to discharge relevant Travel Planning conditions attached to the *Outline Planning Consent* Ref 15/00188/OUT and subsequent *Full Planning Consent* Ref 15/00582/FUL with respect to *Normandy Fields, Hinckley*. The Planning Authority for the submission is *Hinckley & Bosworth Borough Council* (HBBC), whilst responsibilities for Highways & Transportation fall to *Leicestershire County Council* (LCC).

The Normandy Fields Travel Plan (NFTP) as it is to be known has been developed by *Bloor Homes (Midlands) Limited* (Bloors – the Developer) in support of the first 260 unit residential development on the Normandy Fields site (**Appendix A**). It will also form the core documentation however for the continued development of the site in accordance with requirements of the two Planning Consents.

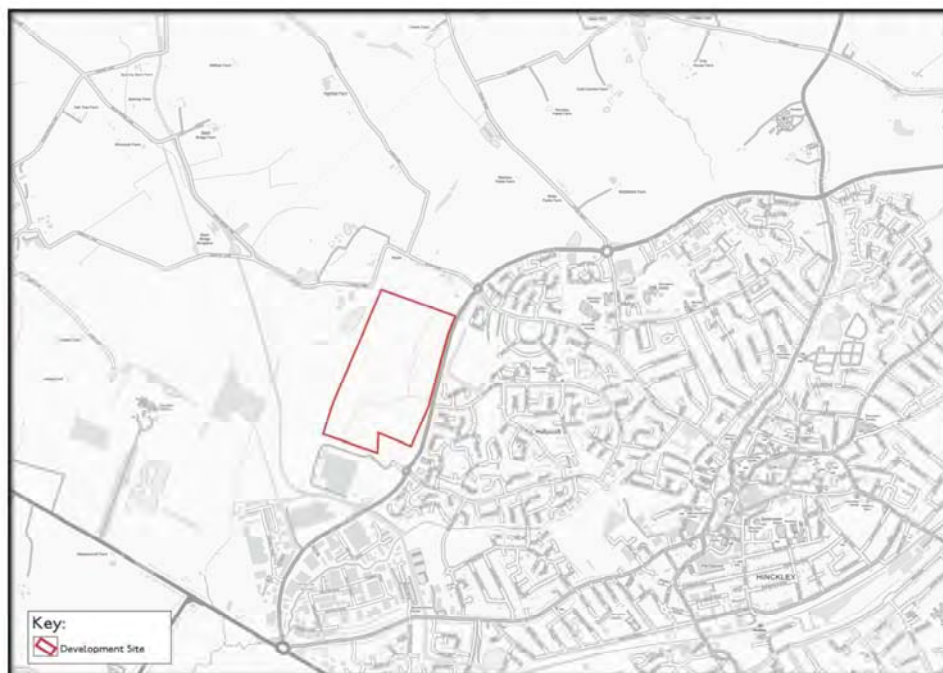
For the purposes of identification, the two authorities noted above are referred to as *The Councils* within this Report.

The NFTP is based on sustainable transport principles which are aimed at reducing dependency on private car use. The Plan promotes cycling, public transport and car sharing as the main initiatives in order to reduce traffic congestion resulting from the site.

1.2 Existing Transport Infrastructure & Required Improvements

The site is part of a proposed mixed-use development covering 45.4 hectares of land to the west of the A47 at Hinckley in Leicestershire. It is located approximately 2km west of Hinckley Town Centre as shown below:-

Plan 1 – Site Location Plan



Full Planning Consent has been granted for the first 260 units as noted above, with the *Outline* covering development of up to 850 Dwellings (Use Class C3); local convenience Retail Development of up to 500m² (Use Class A1); a Primary School (Use Class D1 – for 210 pupils); Community Facilities (Use Class D2); Sports Pitches, Parkland, Children's Play Areas & Allotments and Public Open Space & Landscaping.

Vehicular access to the development will be via a new 3-arm roundabout onto the A47 Normandy Way. In addition, the internal road system has been designed to allow public transport circulation whilst a network of attractive routes for pedestrians and cyclist is also proposed to promote walking and cycling as the modes of choice for local trip-making.

A package of measures is required as part of the development to promote the safe and efficient operation of the proposed site access and provide improved linkages between the site and adjacent areas of Hinckley for pedestrians and cyclists. As a result, the *Base Position* with regards to access will comprise:-

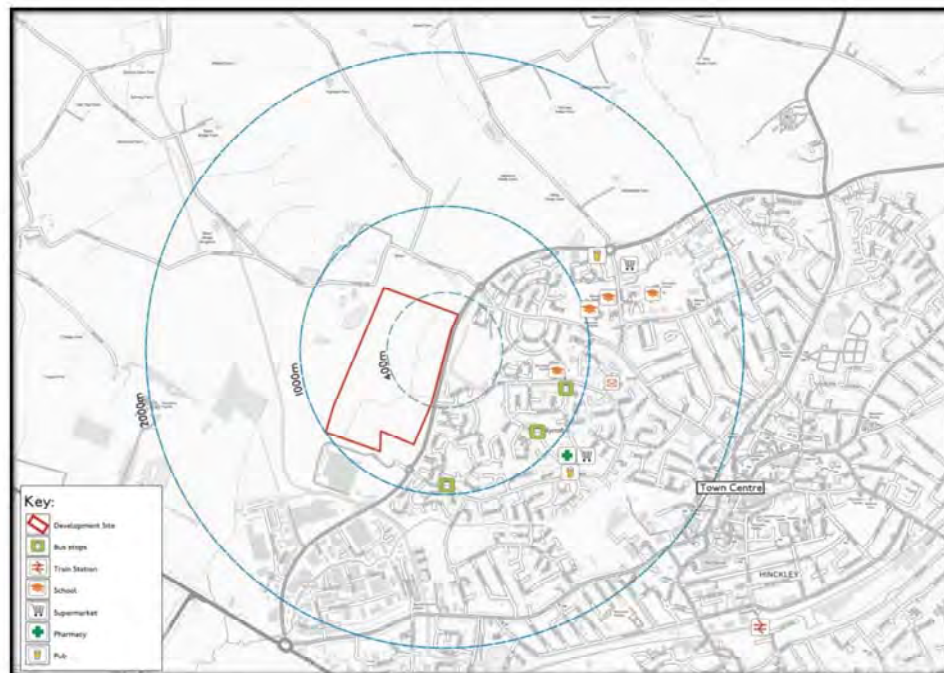
- A reduced Speed Limit on Normandy Way between the Wykin Road Roundabout to the north of the site and the Roston Drive Roundabout to the south, from 50 mph to 40 mph;
- Provision of Toucan Crossings on Normandy Way immediately to the south of the site access and on the Site Access Road within it, for use by pedestrians and cyclists. A further informal crossing will be provided on Normandy Way towards the northern end of the site frontage for use by pedestrians and cyclists, with connecting footway/cycleway provision within the site also being provided;
- The re-allocation of highway space on Normandy Way with the carriageway being reduced to 7.3 metres between the Wykin Road and Roston Drive Roundabouts to allow widening of the cycleway on the eastern side (far-side) to 3.0 metres, thereby connecting with the network of walking and cycling routes serving Hinckley (see below).

1.3 Sustainable Access

Walking is considered the most important mode of travel at a local level with potential to replace short car trips particularly under 2 kilometres, whilst cycling also has the potential to substitute for short car trips, particularly those under 5km. The existing walking catchments are shown below, with the key catchment extending to Hinckley Town Centre to the east of the site. It also includes substantial residential areas of the town to the east of the A47 and major employment areas along the A47 corridor to the north and south of the site.

Wykin Community Park on the eastern side of Normandy Way will be easily accessible on foot whilst facilities to be provided within the site itself include a Primary School and a Convenience Store, which will both be easily available within easy walking distance of the residential areas.

Plan 2 – Walking Catchments



In addition to footways provided alongside the various existing roads, a network of *Public Rights of Way* (PRoW's) is available for pedestrian movement, as indicated in **Appendix B**. PRoW's passing through the development will be retained and enhanced, whilst access to others that adjoin the site will provide a useful leisure resource for future residents and further options for pedestrian movement and connectivity.

The 5km cycling catchment includes the full extent of the Hinckley Urban Area as well as parts of Nuneaton (including the Town Centre) and Barwell. In this context LCC has provided a plan showing the network of routes for cyclists that are currently available in the Hinckley area and this is included at **Appendix C**.

A continuous surfaced cycleway is available to the east of the A47 and extends over the full length of the *A47 Hinckley Northern Bypass*. The cycleway is however only 1.5 metres wide, so is to be widened to 3.0 metres between the Wykin Road & Roston Drive Roundabouts as part of the development as noted above. It will then provide convenient access to employment areas along the A47 corridor to the north and south of the site as can be seen from the County Council's plan, with access to it being available by means of the new Toucan Crossings. Cycling to the Town Centre via the *Outlands Drive Cycle Route* then becomes a realistic option, since at a distance of just 2km the equivalent cycle time would be 8 minutes at a normal cycling speed of 15kph. Employment opportunities, shopping, leisure and community facilities are thus conveniently accessible to cyclists based at the site, as is the Railway Station.

Hinckley is served by a well-developed network of bus services emanating from the Town Centre, as detailed in **Appendix D**. Frequent services are available from the main Bus Station to Leicester, Nuneaton and Coventry via various routes, whilst a range of Local Centres including Earl Shilton, Barwell and Burbage are also served.

The layout of the proposed development has been designed to allow access by buses (Route 10), with all dwellings being located within 400 metres of a future bus stop. In the short-term the first dwellings are being located close to the Site Access Roundabout, as it is envisaged that initially the bus would enter the site from here; serve a single stop and then leave to continue to its destination via the same route. As the scale of development increases the bus service would be organically extended, with the bus circulating around the major residential areas as parts are built-out.

Passenger Rail Services are available from Hinckley Railway Station (approximately 3.5km from the site) from whence trains run on the Birmingham New Street to Leicester line each day, with most services calling at Nuneaton and Coleshill towards Birmingham and at Narborough en-route to Leicester. Journey time by train is approximately 39 minutes to Birmingham and 19 minutes to Leicester.

Some 70 car parking spaces are provided at the Station, making multi modal journeys possible. It is conveniently accessible by cycle too as noted above and is served by buses on Routes 3, 7 & 8. Rail may thus be considered as an option for journeys to and from the main urban centres of Nuneaton, Coleshill, Birmingham and Leicester.

1.4 The Travel Plan Proposals

The main reason for introducing a *Travel Plan* arises from the planning priorities for the site and the parking and travel demands emanating from it. The NFTP therefore identifies a range of alternative transport means to the site and also other ways of reducing car usage in overall terms. Proposals include:-

- Measures to provide more travel choice;
- An implementation strategy for the proposals;
- Targets for travel by various modes;
- Proposals for monitoring the Plan.

Section 2 Planning Context

2.1 Current Position

The site benefits from an *Outline Planning Consent* covering 850 dwellings and a *Full Planning Consent* Ref 15/00582/FUL for the first 260. For reference, the Condition relating to Travel Plans states that:-

"No part of the development as approved shall be brought into use until details of an updated Residential Travel Plan has been submitted to and agreed in writing by the Local Planning Authority.

The Plan shall address the travel implications of the use of the whole site as if the development approved were to have been fully completed and occupied.

The Plan shall specify facilities and measures with measurable output and outcome targets designed to:

- *Reduce single occupancy vehicle use, reduce vehicular travel at peak traffic times and reduce vehicle emissions for journeys made for all purposes to and from the developed site;*
- *Increase the choice and use of alternative transport modes for any journeys likely to be made to and from the developed site and, in particular, to secure increases in the proportion of travel by car sharing, public transport use, cycling and walking modes and the use of IT substitutes for real travel;*
- *Manage the demand by all users of the developed site for vehicle parking within and in the vicinity of the developed site.*

The Plan shall also specify:

- *The on-site Plan implementation and management responsibilities, including the identification of a Travel Plan Co-ordinator;*
- *The arrangements for regular travel behaviour and impact monitoring surveys and Plan reviews covering a period extending to at least one year after the last unit of development is occupied or a minimum of 5 years from first occupation, whichever will be the longer;*
- *The timescales or phasing programmes for delivery of the Plan's proposals and for the achievement of the specified output and outcome targets; and*
- *Additional facilities and measures to be implemented if monitoring shows that the Plan's targets are not likely to be met, together with clear trigger dates, events or threshold levels for invoking these measures.*

The Plan, once agreed, shall be implemented in accordance with the approved details, and thereafter, the implementation of the proposals and the achievement of targets of the Plan shall be subject to regular monitoring and review reports to the local planning authority and, if invoked, to the implementation of the specified additional measures."

Section 3 Travel Plan Limits

3.1 Limits of Application

The Normandy Fields Travel Plan is intended to cover only the 260 residential units that form part of the Bloors Phase 1 development defined by the current Masterplan at **Appendix A**. It does not relate specifically to any other adjacent residential areas that may be brought forward by the housebuilder, nor the non-residential components of the overall development. It will however form the core documentation for these areas and provide guidance for the continued development of the site in accordance with the requirements of the two Planning Consents.

3.2 Lifespan

The Normandy Fields Travel Plan will run from first occupation for a period 5 years. This period will however be extended for a further year should the targets stated at **Section 4.3** below not be met by the end of that period and additional remedial actions in accordance with **Section 5.2.9** be required. It will in any event run for at least one year after the occupation of the last dwelling on the site.

Section 4 Overall Development Transport Policy

4.1 Point of Contact

The *Normandy Fields Travel Plan* and the transport policies contained within it have been developed by *Lawrence Walker Limited* (LWL) in conjunction with Bloors. They are intended for implementation as part of the development proposals for the site.

All responsibilities for the NFTP, its policies and ultimate implementation rest with LWL, who's nominated **Travel Plan Co-ordinator** for the site is:-

Mr. Steven Johnstone
Lawrence Walker Limited
Church Farm
Leamington Hastings
Warwickshire CV23 8DZ

Tel - 01926 632111
Email - lw ltd@btopenworld.com

4.2 Travel Patterns & Surveys

The Normandy Fields site is currently not yet under construction so no uniform travel patterns exist to test the effectiveness of the NFTP. Once 25 units have been occupied, LWL will undertake the initial travel survey, so that measures provided by the Developer as part of the Plan can be targeted against known requirements, thereby maximising the potential take-up. An example of a previous survey produced and used by LWL on a similar site is appended as **Appendix B** for approval by the Authorities.

Since travel surveys are accurate for only a relatively short period of time following their instigation, it is LWL's intention that the survey process be repeated annually. The results of each survey will then be used to review progress against current day and targeted modal splits, as well as a means of testing the effectiveness of any new measures as required. Each travel survey will include a conventional traffic count to enable accurate modal split percentages to be calculated.

4.3 Targets & Objectives

The primary objective of the NFTP is to deliver a *Single Occupancy Vehicles* (SOV's) ratio of 61% through the achievement of 31% non-car usage; being a 15% reduction when compared to the current-day situation in nearby Wards.

With this in mind, the targets and overall trip rates have been established by LWL and centre round achieving the proposed mode-share for non-car based transport modes to the site. They will apply proportionately from the occupation of 25 dwellings onwards and are split as follows:-

Table 1 – Modal Shift Targets

Mode	Ward Mode Share	Target	5 Year Shift
Train	1%	1%	2%
Bus	2%	3%	5%
Car Driver	76%	-15%	61%
Car Passenger	6%	2%	8%
Pedal Cycle	4%	3%	7%
Motorcycle and Taxi	1%	0%	1%
Walk	10%	5%	15%
Work from Home	0%	1%	1%
Other	0%	0%	0%
TOTAL	100%	-	100%

4.4 Actions

Notwithstanding the above, it is possible at this stage to set framework goals for achieving the implementation of the full TP using *SMART* targets – *Specific, Measurable, Achievable, Realistic and Time-related*. **Table 2** below sets out an Action Plan for how the TP will implement in this respect, including the various actions that would be required in order to establish and maintain the TP. These provide both a context and a framework for the targets and measures that will be developed as part of the TP, which will include more accurate targets for achieving modal shift following the initial travel survey. Essentially, the five main over-riding transportation policy objectives that will then apply are as follows:-

- To deliver a *Single Occupancy Vehicles* (SOV's) ratio of 61% for the development through the achievement of 30% non-car/motor cycle usage;
- To promote *Walking & Cycling* as the primary means of transport;
- To promote *Bus Travel* as secondary means of reducing use of the private car;
- To Increasing levels of *Car Sharing*, and;
- To Promote *Home Working* as a means to reduce the need to travel.

Table 2 – Specific Travel Plan Actions

Activity	Description	Frequency for Review	Deadline for Completion After Occupation	Lead
Appoint Travel Plan Co-ordinator	Lead person identified to co-ordinate the development and implementation of the Travel Plan	Annual	At least 1 month prior to first occupation	COMPLETE
Baseline assessment of modes of travel and preferences and questionnaires	Engagement with residents through questionnaires in order to provide a baseline assessment.	Annual	6 months after first occupation	TPC
Analysis of Baseline Information	Analysis of survey information in order to identify trends, make recommendations and develop action plan.	Annual	Within 7 Months	TPC
Develop Action Plan	Information used to identify initiatives which are set out in a detailed action plan	Annual	Within 7 Months	TPC
Sign Off Plan	Formal approval of Travel Plan and its activities by LCC	One – off sign off	Within 8 Months	TPC
Promotional Activities	Active promotion and marketing of travel plan throughout the plot. This may take place through national campaigns and through initiatives undertaken by TPC. Also, ongoing communication activities to ensure that all residents are kept informed this may be through newsletters, leaflets, posters etc...	Ongoing	3-6 Months	LCC
Review, Update and Report	Review travel plan, including results of annual surveys and questionnaires. Update action plan as required and submit progress report to LCC	Annual	For 5 years after first occupation	TPC

4.5 Management Support

Travel Plans can fail to operate properly if there is inadequate consultation between the participants or if the TP in question fails to enjoy management support. In this respect Bloors confirm that full support and funding for their nominated Travel Plan Co-ordinator will be given throughout the lifetime of the NFTP.

Section 5 Specific Travel Plan Proposals

5.1 Principles

Whilst the targets noted above for modal share have been established for the entire development, they are in part subject to influence by each enclave and street as the development progress. A successful *Travel Plan* will involve changing established or desired travel modes across every part, so to do this the NFTP will include both physical “Hard” measures - such as the construction of new footpaths - and other “Soft” measures aimed at improving awareness, or encouraging the use, of more sustainable travel options. Both types of measure are now outlined below.

5.2 Mechanisms

5.2.1 Travel Surveys & Performance Indicators

Travel and traffic surveys will be undertaken once 25 units have been occupied. They will then be updated annually to determine the reasons for car dependency locally and the possibilities for reducing it in favour of more sustainable transport modes. The best options for reducing car usage can then be determined so that sufficient alternatives are provided.

- Travel surveys will be carried out by LWL. Surveys will be repeated during the life of the development on an annual basis. An example travel survey is included as **Appendix E**, which itself includes information on the levels of car ownership to ensure that appropriate provisions are maintained across the site for new residents. The exact form of the survey will be agreed with the The Councils by the Spring of 2019 and prior to the 25th occupation.

The now superseded *Good Practice Guidelines: Delivering Travel Plans through the Planning Process* highlights the importance of establishing clear indicators to monitor travel behaviour at the site. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the TP over the coming year. A number of indicators will be measured at the proposed development to aid this process. The responsibility for measuring these indicators lies with the Travel Plan Coordinator and they are likely to include as a minimum the following:-

- Percentage of peak hour trips made by residents on foot;
- Percentage of peak hour trips made by residents by bicycle;
- Percentage of peak hour trips made by residents using public transport, and;
- Percentage of trips made by residents’ car sharing and registered with a car-share database.

5.2.2 Travel Plan Co-ordination

The Normandy Fields Travel Plan will be monitored to ensure that it meets targets. This will be carried out by the nominated Travel Plan Co-ordinator who will be responsible for the initiation and publicising of the various NFTP initiatives. The post will remain supported for the lifespan of the Plan.

The primary duties of the Travel Co-ordinator will be introduce and control the following “Soft” measures:-

- To review, develop and oversee the implementation of initiatives outlined in the NFTP and the achievement of the modal shift targets specified therein;
- To promote, market and monitor progress of the NFTP and detect trends in change against targets and report to the The Councils.

5.2.3 Public Transport Services (Bus)

The existing Route 10 service is within comfortable walking distance of the site and there is a Planning Condition covering its extension into it that will be the subject of separate submission to The Councils. Overall, the following “Soft” provision relating to bus travel will be made to help the **5%** target for all journeys to be made by Public Transport to be met:-

- The provision of timetable information for all residents from the initial occupation of any new dwelling (see also *Travel Packs* below).

5.2.4 Rail Services

The nearest Railway Station to the site is Hinckley, which is approximately 3.5km from the site by road and is thus within easy cycling distance of the development. The Station is served by the Birmingham New Street to Leicester line each day, with most services calling at Nuneaton and Coleshill towards Birmingham and at Narborough en-route to Leicester. Journey time by train is approximately 39 minutes to Birmingham and 19 minutes to Leicester. The Route 10 bus provides a convenient link to the Station from the site via the Town Centre at peak times.

Transport links between the Railway Station and the site will be promoted by the following “Soft” measures to help achieve the targeted **2%** take-up:-

- The provision of timetable information for all residents from the initial occupation of any new dwelling.

5.2.5 Passenger Information & Travel Packs

For rail and bus travel, the continuing provision of passenger information is important to ensure that residents will view public transport as a viable alternative to the car. A major task of the Travel Plan Co-ordinator will thus be to disseminate information effectively. This will be made available both physically and electronically to all.

The following “Soft” measures are proposed:-

- A *Travel Pack* will be provided by LCC to all residents upon occupation in accordance with Section 106 Agreement to ensure that information relating to travel options is available in both a quick and convenient manner. Information provided will be up-dated by the TPC through “Fliers” on a regular basis. The Travel Pack itself will define the role of the TPC and provide contact details, as well as providing information on walking & cycling routes, local amenities & facilities and bus and rail services, including timetables and route plans. The Pack will also contain application forms allowing each dwelling to claim up to two free six-month bus passes;
- The Travel Plan Co-ordinator will circulate information relating to existing “Apps” which provide information on travel and the use of non-car modes via the internet on an RTI basis. It is intended that these will provide direct links to both Rail and Bus RTI travel information Websites to enable users to download the most appropriate information onto their mobile devices.

5.2.6 Car Sharing

Car sharing is an effective means of reducing the number of cars driven to and from any development. For this reason, it forms an important component of NFTP and is targeted with accommodating **8%** of all peak hour journeys to and from the site.

With this in mind, the following “Soft” proposals for car sharing are included as part of the overall NFTP, which will be instigated by the Travel Plan Co-ordinator:-

- Joining of the Liftshare.com web-based car-share scheme;
- Joining of other existing web-based car-share initiatives and sites such as www.goshare.com through the setting up of a private group licence for the site;
- The Travel Plan Co-ordinator will be responsible for maximising car sharing take-up amongst residents. To achieve this, he will contact individuals on a regular basis to maximise the numbers sharing daily journeys. He will also raise awareness with residents of existing Car-Share services, which include the existing www.Liftshare.com website.

5.2.7 Cycling & Walking

Normandy Fields is sited in a sustainable area with good local facilities within easy walking and cycling distance of it, as is shown on **Plan 2**. As a result, **22%** of all journeys are expected to be made on foot or by cycle. The following “Soft” measure is proposed to help encourage non-vehicular travel:-

- The Travel Plan Co-ordinator will promote walking and cycling as suitable means of travelling, highlighting the health benefits thereof.

Important aspects of cycling are security, maintenance and marketing. This is particularly true where the maintenance of lighting is concerned, which should be provided and repaired immediately in order to ensure that routes used by cyclists enjoy the maximum patronage. One of the roles of the Travel Plan Co-ordinator will therefore be to ensure that roads both in and around the site are maintained and the vulnerability of those using them minimised as a consequence.

Another key part of cycling is knowledge, encompassing both routes and the use of cycles themselves. This is particularly true where cyclists may be unfamiliar with routes around the site that have been newly added, or simply where would-be cyclists need a bit of encouragement to make the leap from car to cycle. With this and the previous context in mind, the Travel Plan Co-ordinator will instigate the following “Soft” measures in conjunction with LCC through the *Travel Packs*:-

- Provide up-to-date cycle maps (encompassing both NFTP productions and existing OCC publications) and improved awareness in and around the site to encourage the use of cycles as a means of travel;
- Incorporate journey planning information into all publicity material, through raising awareness of the LCC service operated by their sustainable travel team;
- Ensure that lighting to local roads around the site is adequately maintained.

Walking to the site will be encouraged and there are currently several routes linking the surrounding residential areas to it by both recreational and more direct means (**Appendix B**). To maximise the potential of such routes, the Travel Plan Co-ordinator and Developer will:-

“Hard” Measures:-

- Provide new pedestrian routes within the site as set out in the Planning Consents.

“Soft” Measures:-

- Provide all residents with local walking (and cycling) maps indicating Public Footpaths and safe walking routes throughout the area, including condition of surfacing, widths, distances and times to local facilities, amenities and popular locations, lighting provisions and major road crossing locations. These will be included with the *Travel Packs* for the site;
- Raise awareness of Local and National Sustainable Days such as “Walk to Work” day and encourage residents to take part.

5.2.8 Timescales

Specific timescales attached to the five key major initiatives contained within this NFTP are identified in **Section 4.4** as part of the “Action” target strategy. In addition it will also be necessary to make LCC aware of the draft proposals at an early stage due to the need for co-operation.

To achieve this, it is proposed to implement the following basic programme, independent of the occupation of each dwelling. Timeframes are relative to the formal discharge Planning Conditions in this respect, which is assumed to be by the end of 2019. Submissions will be made to both of The Councils.

Confirmation of Travel Plan Co-ordinator	1 month
Provide draft "Travel Plan Statement"	3 months
Provide draft Travel Survey Spec	6 months
Provide draft Monitoring Report	9 months

5.2.9 Monitoring & Review

Monitoring of the NFTP will be the responsibility of the Travel Plan Co-ordinator, who will hold regular meetings with all interested parties in the pursuance of this responsibility. Apart from receiving regular updates from residents on the site and liaising with The Councils on transport related matters, the main monitoring process will involve travel surveys as described earlier in this NFTP.

Since travel surveys are accurate for only a relatively short period of time following their instigation, the survey process will be repeated annually. This will ensure that the information held by the Travel Plan Co-ordinator is up-to-date. The results of each survey will then be used to review progress against targeted modal splits and also as a means of testing the effectiveness of new measures as required. To do this, the Travel Plan Co-ordinator will calculate the actual number of journeys and percentage share of all travel modes to the site, based on all available information. This will then be presented on a rolling annual basis to The Councils for review. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

The figures calculated will additionally take account of known parameters (such as car movements) which will be counted independently.

- An *Annual Monitoring and Review Report* for the site will be presented to The Councils (at no cost to The Councils) providing a comparison of achievements against targets. Should the SOV for the period not be met, then the report will contain a spread of possible remedial measures for consideration;
- The report will also include a summary of changes to personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results will be circulated to all residents upon the completion of each survey;
- The format of the reporting will be based on the *Standard Assessment Methodology* (SAM), but will be subject to agreement with The Councils.

5.2.10 Reducing Travel Demand

To encourage reductions (**1%**) in the overall travel demand associated with the site, a number of measures will be promoted. These will include “Soft” initiatives to work from home on an occasional or even regular basis and “Hard” help, in the form of:-

- All new dwellings will have access to hi-speed Broadband as part of the development’s construction;
- Work with Residents to see if new start-up home-based businesses can be delivered.

5.2.11 Marketing

The *Travel Pack* will cover all aspects of travel and offer advice to all in an easy to follow manner. Its existence will itself be promoted by “Fliers” and “News Bulletins”; all of which are made freely available to residents of the site on a regular basis.

In addition, a *Community Travel Notice Board* will be provided in a prominent location within the development to allow information to be disseminated in a more conventional manner.

Section 6 Summary & Proposals

6.1 Summary

The Normandy Fields Travel Plan (NFTP) aims to promote sustainable transport through a number of initiatives. It is the framework by which each resident will actively commit himself or herself, both in the short term and long term, to meeting the objectives of a more sustainable transport policy. *The Normandy Fields Travel Plan* sets out targets for realising a tangible modal shift from car to other more sustainable modes, including buses, cycling, walking and car sharing. It also defines the means by which the targets can be met and establishes a response to various factors including:-

- Recognition of the fact that a partnership approach between users, transport operators and the Local Authorities to transport issues is important, and;
- The need to take a pro-active approach to the development and implementation of a sustainable travel strategy for the management of travel demand in line with local and national policies.

6.2 Proposals

The future involvement of all residents is regarded as an important component to the overall success of the TP. Nevertheless, Bloors targets the limiting of car-born *Single Occupancy Vehicles* (SOV's) to a ratio of no more than 61% of all travel modes upon full occupancy of the development as the principal objective of their sustainable travel strategy. Essential to the formulation and successful implementation of this plan is a thorough understanding of the travel patterns of all future commuters. This knowledge will allow the NFTP to be tailored and reviewed to achieve the optimum results. The achievement of the traffic reduction target will then depend on the following headline measures, which Bloors undertakes to implement in conjunction with the, residents and the Local Authorities. Bloors will therefore:-

- Appoint and retain a *Travel Plan Co-ordinator* in accordance with **Section 4.1** to oversee all travel policies and implement the NFTP. The role and duties of the Travel Plan Co-ordinator will be as defined in **Section 5.2.2**;
- Promote the existing *Route 10 Bus Service* as the main vehicular alternative to the private car in accordance with **Section 5.2.3** above;
- Provide a *Travel Pack* via LCC to each new dwelling upon occupation, to ensure that information relating to travel options is available in both a quick and convenient format, as defined in **Section 5.2.5** of this NFTP;
- Provide information relating to existing “Apps” which provide information on travel and the use of non-car modes via the internet on an RTI basis;
- Join available *Car-Share Schemes* as defined in **Section 5.2.6** of this NFTP;

-
- Deliver a *Walking & Cycling Initiative* as described in **Section 5.2.7** of this NFTP,
 - Seek to reduce the need to travel through a *Travel Reduction Policy* comprising a number of initiatives as outlined within **Section 5.2.10** of this NFTP;
 - Actively market *The Normandy Fields Travel Plan* in accordance with the methodologies described therein and outlined in particular within **Section 5.2.11**;
 - Provide all secondary and complementary measures described in the NFTP to help deliver the total reduction in single occupancy car use. They shall be delivered in accordance with the timescales defined within this NFTP, or as otherwise agreed with The Councils.

The above forms the basis of *The Normandy Fields Travel Plan* proposed for the development; the details of which remain to be agreed with the officers of The Councils. It is submitted for approval on this basis.

Appendix A

Development Masterplan



THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SEPARATE GROUP 1 SITE SPECIFIC CONSTRUCTION NOTES AND MATERIALS SPECIFICATION.

Accommodation Schedule

Private	Type	Beds	Stores	No
Chesteron	2	2	2	4
	2	2	2	4
Byron	3	2	2	51
Lytletton	3	2	2	10
Lyttleton SD	3	2	2	9
Heywood	3	2	2	9
Marlowe	3	2.5	2	12
304B	3	2	2	11
Hallam	4	2	2	8
Lydgate	4	2	2	13
Brooke	4	2	2	17
Skelton	4	2	2	12
Wyatt	4	2	2	12
Shirley	4	2	2	11
Shakespeare	4	2	2	2
Darlington	4	2	2	4
Morris	4	2.5	2	8
419	4	2	2	2
421	4	2	2	2
4304-B	4	2.5	4	4
4305-B	4	2.5	4	4
				290

Rent	Type	Beds	Stores	No
2B4P Sinclair	2	2	2	4
	1	3	18	18
18F04-1B	1	3	2.5	2
38SP3	3	2.5	2	2
				28

Shared	Type	Beds	Stores	No
2B4P Sinclair	2	2	2	4
	1	3	18	18
18F01-GF	1	2	1	1
18F01-F1	1	2	1	1
38SP3	3	2.5	2	2
204	2	2	2	1
				28

Total	No
	280

- KEY:
- RAI 1.2m HIGH ESTATE RAILINGS.
 - SW 1.8m HIGH BRICK SCREEN WALL.
 - 2m SW 2m HIGH SCREEN WALL.
 - 2m NAF 2m HIGH NOISE ABATEMENT FENCE.
 - STAGGERED BARRIERS ON FOOTPATHS.
 - Indicates Pre Fabricated GRC chimney to dwelling (3500. in total)
 - Removable bollards for Emergency access
 - Hatching denotes access for fire appliance Access road to be constructed to adoptable standards and construction depths.
 - Dwellings subject to noise mitigation measures (unless otherwise agreed in writing with Hickley and Bosworth BC).

Revision			
A	Turning head radii amended to 7.5m	28.03.18	JRM
B	Minor amendments to range and line types	29.03.18	DJ
C	Plots 26-27 repositioned to enhance Plot 26 rear garden. Plots 28-31 repositioned to help with Plot 30 garden. Plots 79-81 repositioned and alternative house types used. Plots 44-45, garages and trees repositioned to allow us to create a better street scene. Plots 90-102 re-planned and 1 plot down, as a result of a turning head added. Turning head between Plots 161-187 updated. Accommodation schedule revised to match new amendments. Plot numbers updated from Plot 81 onwards.	17.04.18	AYO
D	Plot 230 replaced with plots 230-231 plots amended re-numbered. Plot 254 substituted. Private drive along with plots 243-245 updated and repositioned. Accommodation schedule updated in accordance.	24.04.18	GS
E	Private drive indicated to plots 47-51 and 68-69	03.06.18	GS
F	S278 works amended to accord with external consultants design	23.06.18	JM
G	Amendments made in accordance with planners comments.	29.08.18	DC
H	Amendments made in accordance with planners comments.	03.10.18	DC
J	Amendments made in accordance with Highway comments.	11.10.18	EW
K	House type handing indicated.	14.11.18	JM
L	Plot 50 repositioned to accommodate new sales log.	07.12.18	GS

Job: **Hinckley Phases 1&2**

Title: **SITE PLAN**

Scale: **1:500** Drawn: **PAS**

Date: **JAN '18** Checked:

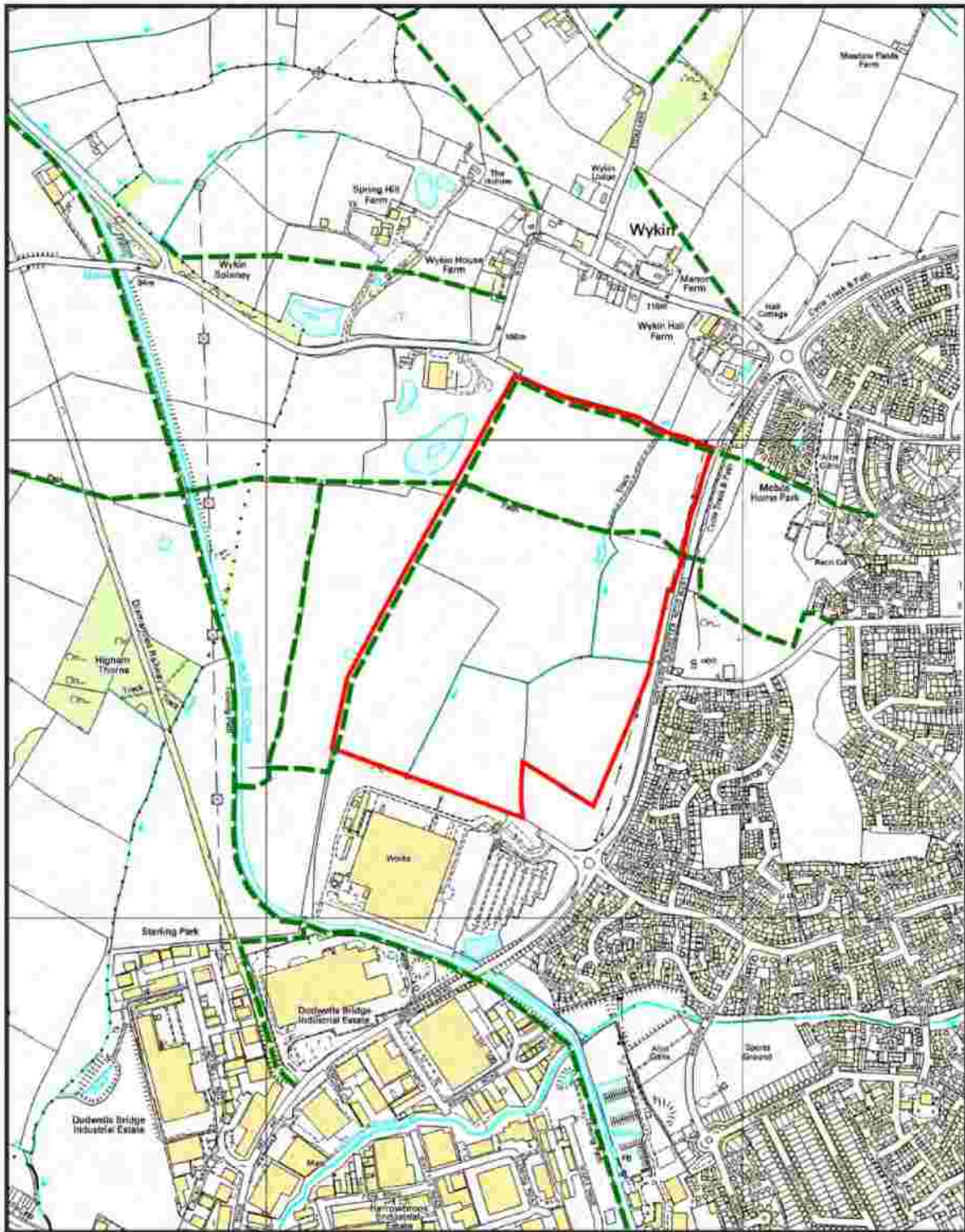
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BLOOR HOMES

J S BLOOR (SERVICES) LIMITED
ASHBY ROAD, MEASHAM, SWADLINCOTE,
DERBYSHIRE DE12 7JP
TELEPHONE 01530 270000 FACSIMILE 01530 272006

Appendix B

PRoW Plan



Site of Proposed
Development

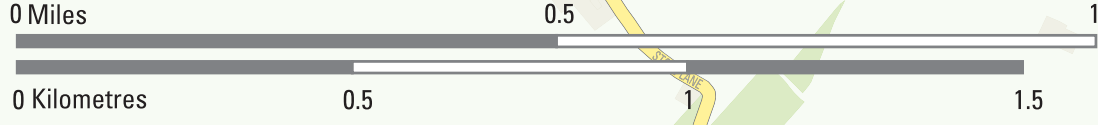


Public
Footpaths

Appendix C

Cycle Plan

HINCKLEY



9 minutes cycling will take you this far at 9mph

6 minutes cycling will take you this far at 9mph

3 minutes cycling will take you this far at 9mph

KEY

Off-road route

Recommended on-road route

Pedestrian area

Traffic-calmed area

One way

Railway with station / Level crossing

Cycle parking

Steep gradient (arrows point downhill)

Toucan crossing

Pelican crossing

Bike shop

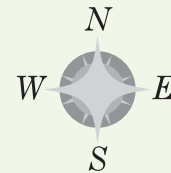
School / College

Hospital

Library

Tourist attraction

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The representation of a track or a path is no evidence of a public right of way. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Leicestershire County Council accepts no responsibility for omissions or errors.

Appendix D

Bus Plan

Hinckley

Bus map & guide

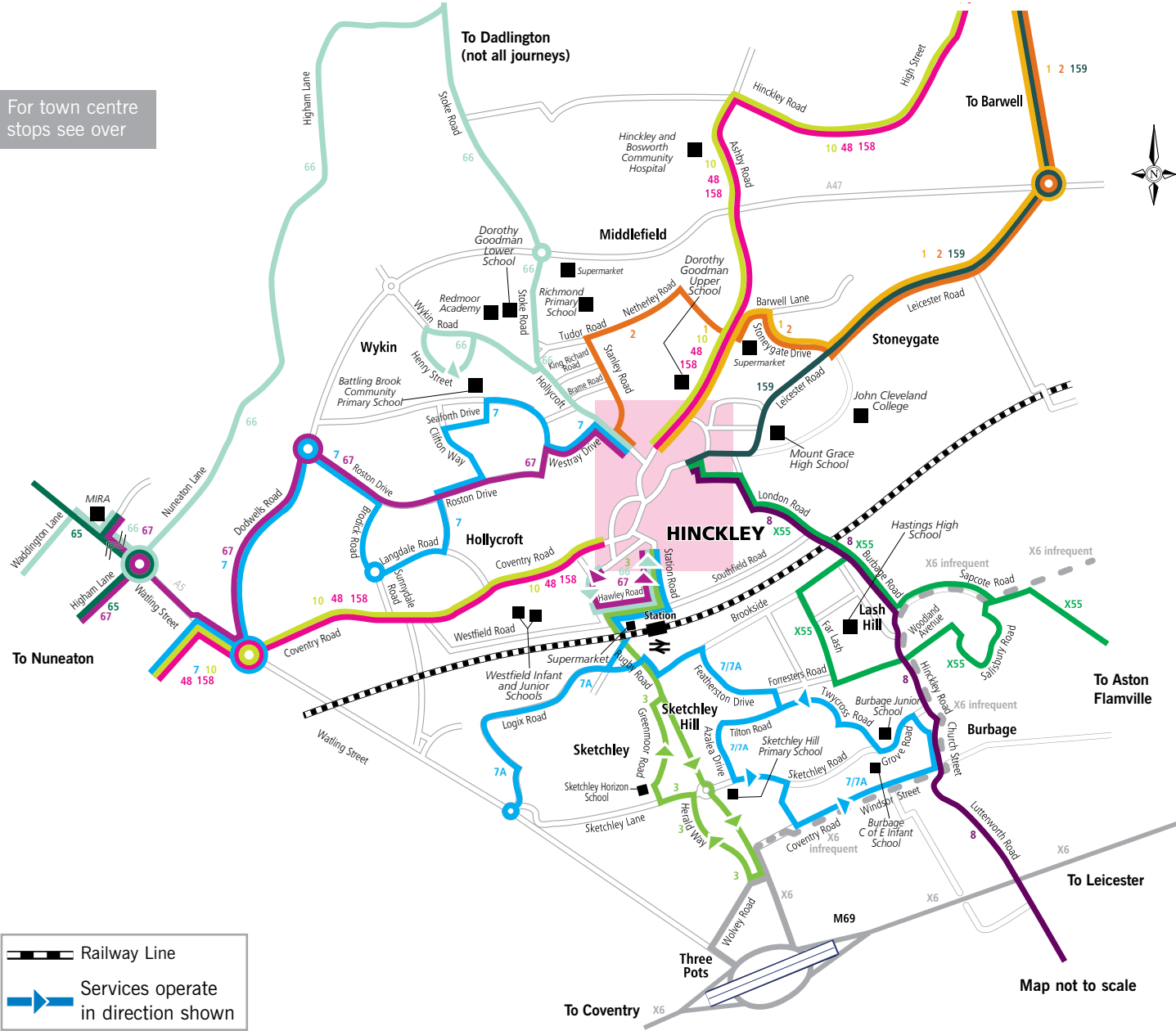
April 2017



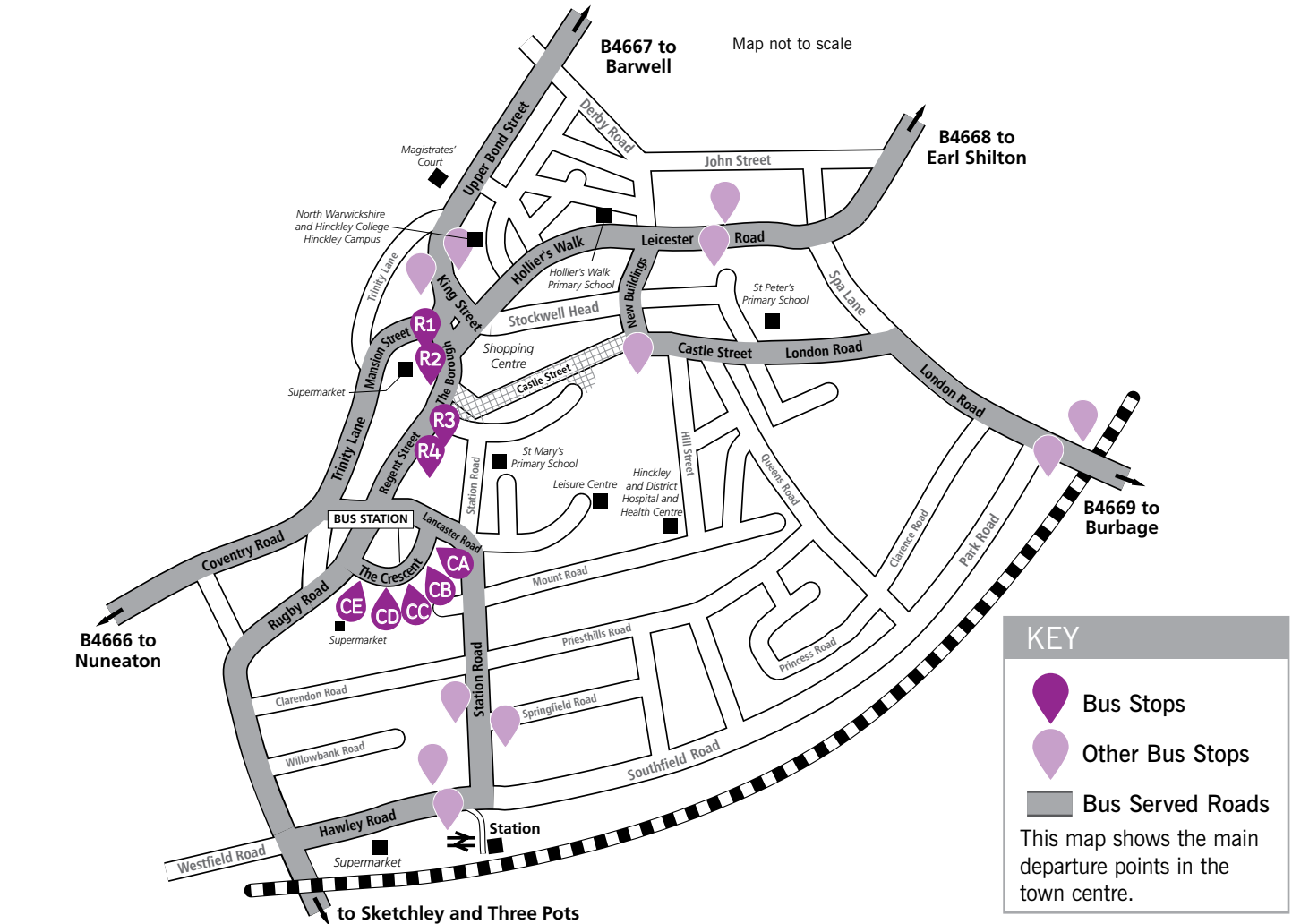
Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	Hinckley Bus	Earl Shilton – HINCKLEY	hourly	no service	no service
2/2A	Hinckley Bus	Barwell – HINCKLEY	30 mins ♦	no service	no service
3	Hinckley Bus	HINCKLEY – Burbage (Three Pots)	hourly	no service	no service
7/7A	Hinckley Bus	Burbage – HINCKLEY – Hollycroft – Nuneaton - George Eliot Hospital	30 mins •	no service	no service
8	Hinckley Bus	HINCKLEY – Lutterworth	hourly	no service	no service
10	Stagecoach	Grove Farm – Nuneaton – HINCKLEY – Hinckley Campus – Earl Shilton	25/35 mins	no service	no service
48	Stagecoach	Leicester – HINCKLEY – Nuneaton – Bedworth – Coventry	20 mins	varying frequency check timetable/ traveline for details	hourly Leicester - Nuneaton
65	Arriva	Tamworth – Polesworth – Atherstone – MIRA Technology Park – Nuneaton	hourly	no service	no service
66	Hinckley Bus	Rail Station – HINCKLEY – Wykin Road – Stoke Golding – Higham on the Hill – MIRA Technology Park – Nuneaton	hourly	no service	no service
67	Hinckley Bus	Rail Station – HINCKLEY – Hollycroft – MIRA Technology Park – Nuneaton	Monday to Friday, morning and evening peak time journeys only. Check timetable/traveline for details	no service	no service
158	Arriva	Leicester – HINCKLEY – Nuneaton	20 mins	hourly Hinckley - Leicester	hourly Hinckley - Leicester
159	Roberts Coaches	HINCKLEY – Market Bosworth – Coalville	hourly	no service	no service
X6	Travel de Courcey	Coventry – Burbage (Three Pots) – Leicester (Limited Stop)	hourly Monday - Friday 90 mins Saturday (via Hinckley Road infrequent)	no service	infrequent
X55	Hinckley Bus	HINCKLEY – Leicester	infrequent	no service	no service

Underlined services are supported by Leicestershire County Council

- KEY:** ♦ Some journeys operates as Service 2A where journeys extend to / from Hinckley Rail Station at peak times. See timetable/traveline for details.
• Some journeys operates as Service 7A where journeys serve Hinckley Commercial Park DPD or Witherley. See timetable/traveline for details.



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Three Pots X6	Regent Street	The Crescent
The Borough R1 2/2A to Barwell, 7/7A to Nuneaton, 10 to Earl Shilton, 48 to Leicester SMS code: leijajpg	R3 2A to Hinckley Rail Station, 7/7A to Burbage, 10 to Nuneaton, 48 to Coventry SMS code: leijajpm	CA 2, 159
R2 1 to Earl Shilton, 8 to Lutterworth, 66 to Nuneaton, 67 to Nuneaton, 158 to Leicester, X55 SMS code: leijajpj	R4 66 to Hinckley Rail Station, 67 to Hinckley Rail Station, 158 to Nuneaton SMS code: leijamga	CB 7/7A to Burbage, 8, 66 to Rail Station, 67 to Rail Station, X55
		CC 3, 7/7A to Nuneaton, 66 to Nuneaton via MIRA, 67 to Nuneaton via MIRA
		CD 10 to Nuneaton, 48 to Coventry, 158 to Nuneaton
		CE 1 to Earl Shilton, 10 to Earl Shilton, 48 to Leicester, 158 to Leicester

For the next timetabled departures from a specific bus stop, text the 8 letter SMS code to 84268. Normal text message rates apply and the return text message costs 25p.

A large print version of this guide is available upon request. Please contact the Helpline on 0116 305 0002.

www.Choosehowyoumove.co.uk

@CHYMLEics ChooseHowYouMove

View other local bus guides and sign up for email updates at www.choosehowyoumove.co.uk/publictransport



Further information

Concessionary travel for older people and for disabled people
The English National Concessionary Travel Scheme offers free off-peak travel on local bus services in all parts of England. For more information please call 0116 305 0002.

Community Transport in and around Hinckley and Bosworth
For older or disabled people who cannot use ordinary buses, Hinckley and Bosworth Community Transport offers a social car scheme and accessible minibus services. Further details may be obtained by telephoning 01455 250 462.



www.traveline.info
0871 200 22 33
calls cost 12p per minute plus your phone company's access charge



0344 800 4411
www.arrivabus.co.uk



0344 800 4411
www.arrivabus.co.uk/hinckleybus



01530 816 421
www.robertstravelgroup.co.uk



01604 67 60 60
www.stagecoachbus.com



024 7630 2656
www.traveldecourcy.com
08457 48 49 50
www.nationalrail.co.uk

This guide shows the bus services in Hinckley and the main departure points in the town centre. You will find a summary of the services and frequencies in the timetable overleaf. Some single directional or infrequent services may exist but might not be included. For a comprehensive timetable or more information call Traveline on the number provided (07.00 – 22.00). You can also visit local libraries, tourist information centres, local council offices and bus company travel shops.

Visit www.choosehowyoumove.co.uk/publictransport to see our other bus guides and to sign up for email notifications. Online updates will only occur if services change.

Appendix E

Model Travel Survey

NORMANDY FIELDS - HINCKLEY

RESIDENTIAL TRAVEL SURVEY

(Confidential)

Please TICK relevant boxes

1 Are you currently employed?

2 How many hours a week do you normally work?

3 What hours do you normally work?

..... am/pm till am/pm

4 How do you mostly travel to work? Tick one of the following:

- | | | |
|--|------------------------------------|---|
| ☐ bus | ☐ rail | ☐ cycle |
| ☐ walk | ☐ motorbike | ☐ car, on your own |
| ☐ car, with other(s) | | |
| ☐ other (specify) | | |

5 Which one of the following do you occasionally use instead of your usual form of transport?

- | | | |
|---|------------------------------------|---|
| ☐ bus | ☐ rail | ☐ cycle |
| ☐ walk | ☐ motorbike | ☐ car, on your own |
| ☐ car, with other(s) | | |
| ☐ other (specify) | | |
| ☐ don't use an alternative | | |

6 Do you have a disability that affects your travel?

- | | |
|------------------------------|-----------------------------|
| ☐ Yes | ☐ No |
|------------------------------|-----------------------------|

7 How far do you travel to work?

- | | | |
|---------------------------------------|--|--|
| ☐ up to 1 mile | ☐ 1 – 2 miles | ☐ 2 – 4 miles |
| ☐ 4 - 10 miles | ☐ 10 - 20 miles | ☐ over 20 miles |

8 How long does it usually take you to travel to work?

- | | | |
|---|--|--|
| ☐ up to 15 minutes | ☐ 16 – 30 minutes | ☐ 31 – 60 minutes |
| ☐ 61 – 90 minutes | ☐ over 90 minutes | |

9 If you do not cycle now, which of the following changes would encourage you to cycle to work or for other purposes? Please tick no more than three.

- ☐ improved cycle paths on the journey to work
- ☐ general improvements in road safety (e.g. more traffic calming)
- ☐ improved cycle parking at work
- ☐ showers and changing facilities (should you need to change clothes)
- ☐ lockers for clobber (e.g. helmet, clothes)
- ☐ cycle training to improve confidence when cycling to work
- ☐ arrangements to buy a bike at a discount
- ☐ free taxi home in emergencies
- ☐ other (please specify)

10 If you already cycle, what improvements would you most like to see?

.....

.....

.....

11 Which of the following changes would encourage you to use public transport for your daily travel needs? (If you already use public transport which would you most like to see). Please tick no more than four.

- ☐ more direct bus routes
- ☐ more frequent bus service
- ☐ more frequent train service
- ☐ earlier/later buses/trains to fit in with my shift hours
- ☐ better lighting at bus stops
- ☐ provision of bus shelters
- ☐ provision of seating at bus stops
- ☐ new bus link from station (which?)
- ☐ provision of better public transport information at work
- ☐ interest-free season ticket/travelcard loan
- ☐ discount fares
- ☐ free bus travel at lunchtimes for shopping
- ☐ other (please specify)

12 Which of the following changes would encourage you to walk to local destinations? (If you already walk, which would you most like to see?). Please tick no more than two.

- ☐ better maintained pavements
- ☐ safer road crossings
- ☐ more street lighting
- ☐ free taxi home in emergencies
- ☐ other (please specify)

13 Do you own a company car?

- ☐ Yes ☐ No

14 If yes, do you use it to get to work?

☐ Yes

☐ No

15 Could you work from home occasionally if you had the necessary IT equipment?

☐ all the time

☐ most of the time

☐ occasionally

☐ never

16 How interested would you be in exploring home-working?

☐ very interested

☐ fairly interested

☐ not interested

PLEASE COMPLETE QUESTIONS 17 – 20 IF YOU OWN AND INTEND TO USE A CAR TO WORK

17 What are your main reasons for using a car to work?

☐ need to use it during the day on business

☐ need to use it during lunchtimes for shopping

☐ drop/collect children

☐ you get or give a lift

☐ for personal security

☐ lack of an alternative

☐ other, please specify

If you ticked the first box, how many days a week on average do you need it for business?

.....

and, how many hours are you normally away from the office at a time?

18 Where do you usually park?

☐ on site, SITE NAME / CAR PARK NAME

☐ OTHER NAMED LOCATION RELEVANT TO YOU

☐ free parking in nearby streets

☐ other, please specify

19 Would you be prepared to car share?

☐ yes

☐ no

☐ I already car share

20 Which of the following would most encourage you to car share? (If you already car share which would you most like to see?). Please tick no more than two.

☐ help in finding car share partners with similar work patterns

☐ free taxi home if let down by car driver or in an emergency

☐ reserved parking, closest to entrance for car sharers

☐ other, please specify

☐ none of these

PERSONAL DETAILS

21 Full home postcode

22 Gender ☐ male ☐ female

23 Age ☐ under 25 ☐ 25 – 34 ☐ 35 – 44
 ☐ 45 – 54 ☐ 55 & over

24 Do you have any comments about your travel to work?

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

(continue overleaf if necessary)

Thank you for your co-operation. Please be assured that all your answers are **confidential**. Please return this form to _____ by _____ 2019.

The first ____ questionnaires opened will be awarded [BOTTLE OF CHAMPAGNE / FREE BUS TICKET / M&S VOUCHERS]. If you wish to be included, please write your name here. This will be separated from the completed questionnaire and used only for the purposes of the draw.

Name (please print)