



ttp consulting
transport planning specialists

**Hopedale Children and Family
Services Limited**

**Proposed SEN School,
Westfield, Hinckley**

Travel Plan

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TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

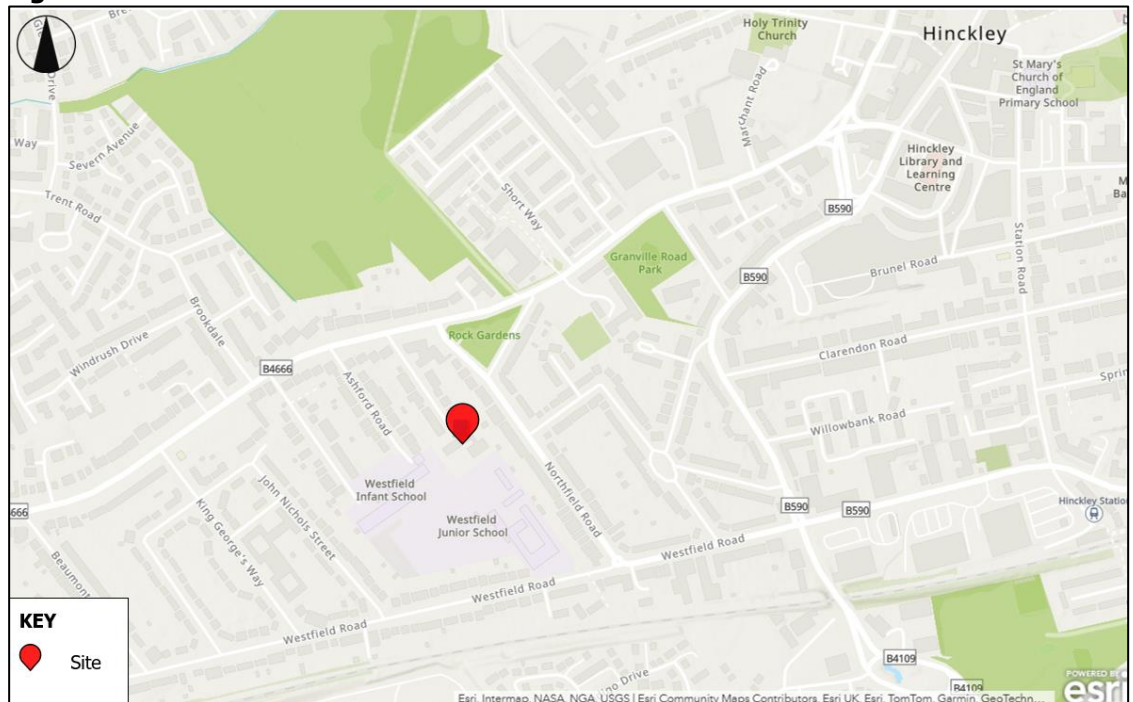
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1 INTRODUCTION

- 1.1 This Travel Plan has been prepared for the proposed special educational needs (SEN) school at Westfield, Hinckley, LE10 0LN. The site is located at the southern end of Rosemary Way, approximately 1.5km to the southwest of Hinckley town centre. The site location is shown at **Figure 1.1.**

Figure 1.1: Site Location Plan



- 1.2 The building was originally a school but has most recently been in use as a community centre providing playgroups, social gatherings and classes. A total floor area of 1,100 square metres is provided across the main building and ancillary structures.
- 1.3 It is proposed to redevelop the site to accommodate a Special Educational Needs (SEN) school with associated changes to the car parking and access arrangements.

The School

- 1.4 The school is intended to cater for pupils between the ages of 3 to 19 years having varied levels of specialist requirements including, but not limited to, autism spectrum, speech, language and communication difficulties and learning difficulties associated with challenging behaviour. The school will cater for 75 pupils supported by an equivalent of 40 full time staff.
- 1.5 The school will be operated by Hopedale Children and Family Services Limited who are experienced educators with a number of sites already in operation across the country.

- 1.6 The school will offer a therapeutic and nurturing educational environment for children with complex social, emotional and mental health needs, autism, and learning difficulties. The service provision will include:
- Individual and family group therapy
 - Family therapy support
 - Cognitive behavioural and attachment-based approaches
 - Embedded therapeutic practices throughout the school.
- 1.7 The focus is on personalised education, helping pupils to engage, grow, and thrive, within a supportive setting.
- 1.8 It is anticipated that the school will open on a phased basis, with the first phase for 30 pupils opening in September 2026, increasing to 60 pupils in September 2027 and finally reaching capacity of 75 pupils in September 2028.
- 1.9 The school will ultimately employ an equivalent of 40 full time staff including, teachers, teaching assistants, administrative and ancillary staff. The final staff numbers will include 38 full time members and four part time members.
- 1.10 The core school hours for pupils will be 0910 to 1440. The school will be open to staff between 0730 and 1700 which will allow for staff to arrive and leave outside of core school hours.
- 1.11 The school will be served by 38 car, one mini-bus and six cycle parking spaces.

Scope

- 1.12 This Travel Plan provides a draft strategy that will be developed and tailored to suit the needs of staff by the Travel Plan Coordinator (TPC) when appointed. It sets out the sustainable travel options available and the potential measures and initiatives that will be used to incentivise travel by sustainable modes.
- 1.13 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable staff to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping people using sustainable modes of transport and in particular active travel modes, walking and cycling.
- 1.14 The remainder of this Travel Plan is structured as follows:
- Section 2 - Relevant national and local policy guidance;
 - Section 3 - Describes the accessibility and predicted travel patterns of the school;

- Section 4 - Sets out the objectives and targets of the Travel Plan;
- Section 5 - Outlines the Travel Plan strategy;
- Section 6 - Identifies the potential measures that may be implemented;
- Section 7 - Details the review and monitoring programme;
- Section 8 - Provides an Action Plan; and
- Section 9 - Sets out funding of the Travel Plan.

2 POLICY

- 2.1 This chapter reviews key national and local transport policies. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identify objectives accordingly.

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) was most recently updated in February 2025. It sets out the Government's planning policies for England and how these are expected to be applied.

- 2.3 Paragraph 116 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

- 2.4 Paragraph 117 states that:

"Within this context, applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

- 2.5 When considering the transport effects of a development, NPPF states at paragraph 118 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Local Policy

Leicestershire Highways Design Guide

- 2.6 The Leicestershire Highways Design Guide notes that a Travel Plan will be required to accompany any planning application where a TA or TS is required. The council is currently revising its travel plan guidance.

Travel Plan Objectives

- 2.7 The main objectives of the Travel Plan have been drafted to reflect relevant policy and guidance. These are set out below:

- To promote awareness of sustainable travel choices;
- To reduce traffic generated by the development from the predicted levels should there not be a Travel Plan in place;
- To promote walking and cycling as a health benefit to staff, parents/carers and pupils; and,
- To reduce car dependency.

Means of Achieving Objectives

- 2.8 The Travel Plan is a strategy for implementing change in transport patterns for staff of the school. The primary objective of Travel Plans is a reduction in private car mileage in favour of more sustainable modes of travel. Greater emphasis will be placed on encouraging an increase in active modes of travel, walking and cycling, given the health benefits associated with these travel modes.
- 2.9 Given the nature of the school, there is little scope to change travel patterns for pupils on the journey to school. However, the sharing of taxis is considered to be a sustainable solution for the site. The focus of the Travel Plan for pupil travel will be to highlight the benefits of sustainable and active travel in all areas of life. This Travel Plan provides necessary guidelines for the TPC to implement appropriate measures. The success of the strategy however will

depend upon the co-operation and enthusiasm of staff and parents/carers as much as on the tasks defined herein.

3 ACCESSIBILITY

Accessibility

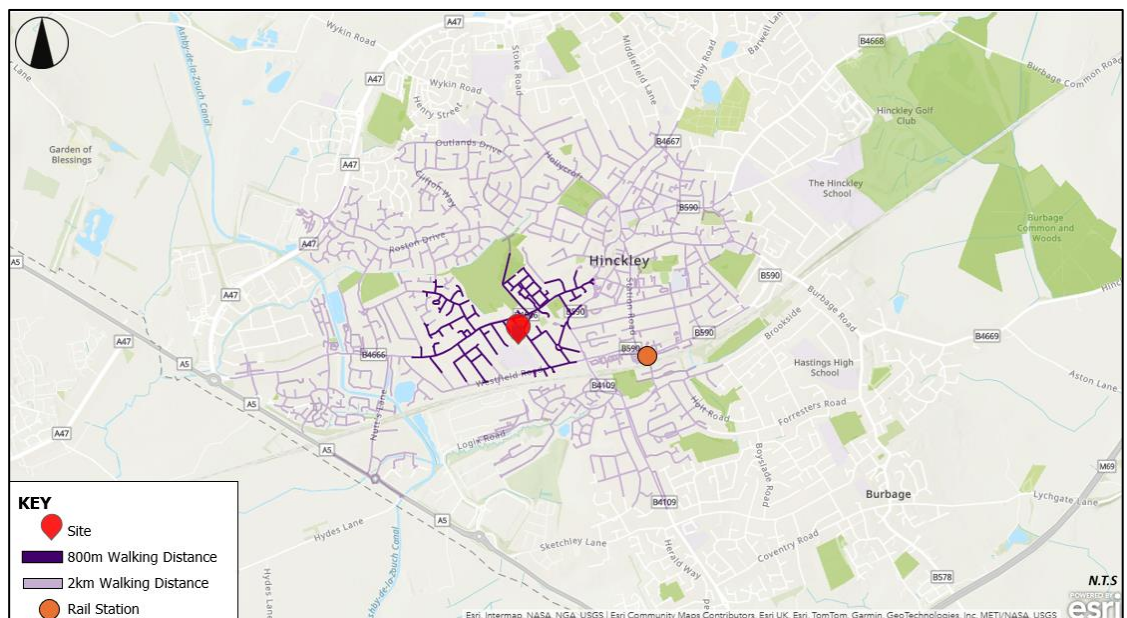
3.1 The site is accessible by a range of transport modes and is located within walking distance of residential areas and local public transport services.

Walking

3.2 Walking is a sustainable mode that provides convenient access to local destinations and public transport connections for onward travel.

3.3 **Figure 3.1** provides details of an 800m (10-minute) and 2km (25-minute) walkable catchment area from the site.

Figure 3.1: Walking Distances Map



3.4 Residential areas, green spaces, amenities such as shops and cafés, as well as public transport services are available within a short walk while Hinckley rail station is approximately 1.2km from the site.

3.5 Footways are provided on streets surrounding the site and pedestrian crossing facilities are available on Coventry Road to the north. These include signalised crossings approximately 80 metres to the east and west of Rosemary Way.

3.6 **Table 3.1** sets out distances between the site and public transport links. This illustrates that there are a number of public transport facilities within a short walking distance of the site.

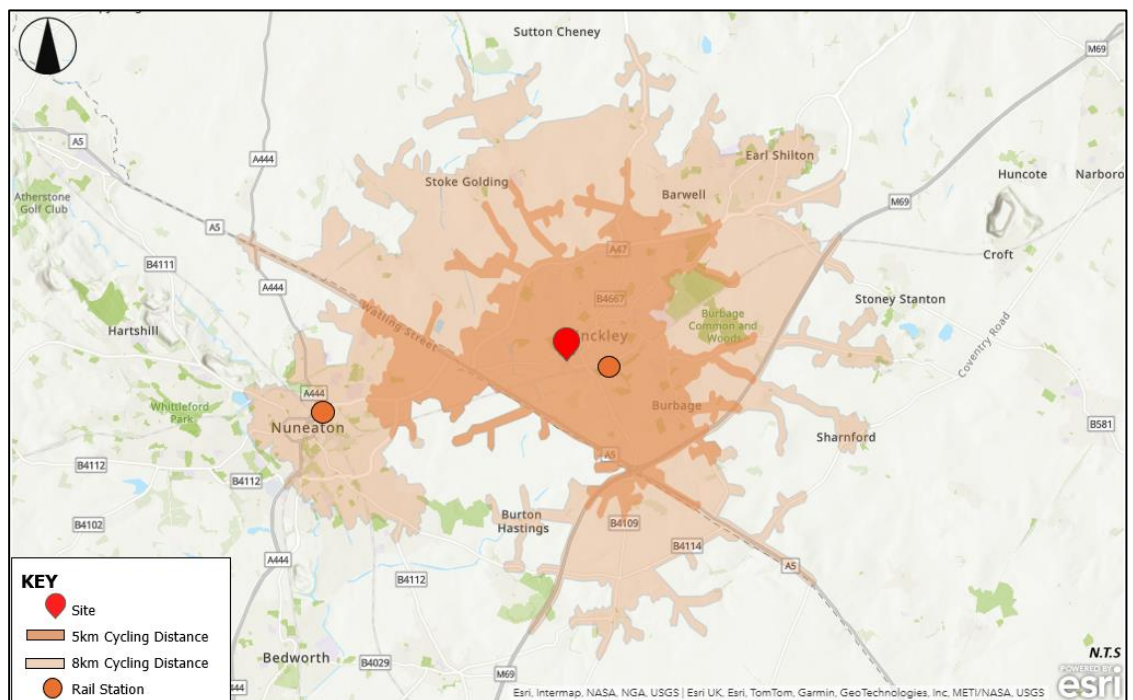
Table 3.1: Local Public Transport			
Bus stop	Location	Distance	Walking Time*
Rosemary Way	Coventry Road	150m	3-minutes
Brandon Road	Coventry Road	190m	4-minutes
King George's Way	Coventry Road	350m	6-minutes
Granville Road	Coventry Road	380m	7-minutes
Marchant Road	Coventry Road	515m	10-minutes
Hinckley Hub	Hawley Road	535m	13-minutes
Hinckley Rail Station	Southfield Road	830m	18-minutes

*Assuming an average walking speed of 80 metres per minute

Cycling

3.7 Cycling provides a convenient and cost effective mode of travel for short journeys. **Figure 3.2** shows the area within a 5km and 8km cycle distance of the site. Hinckley town centre and the surrounding suburbs are within 5km of the site while Nuneaton and East Shilton are within 8km.

Figure 3.2: Cycle Catchment Map



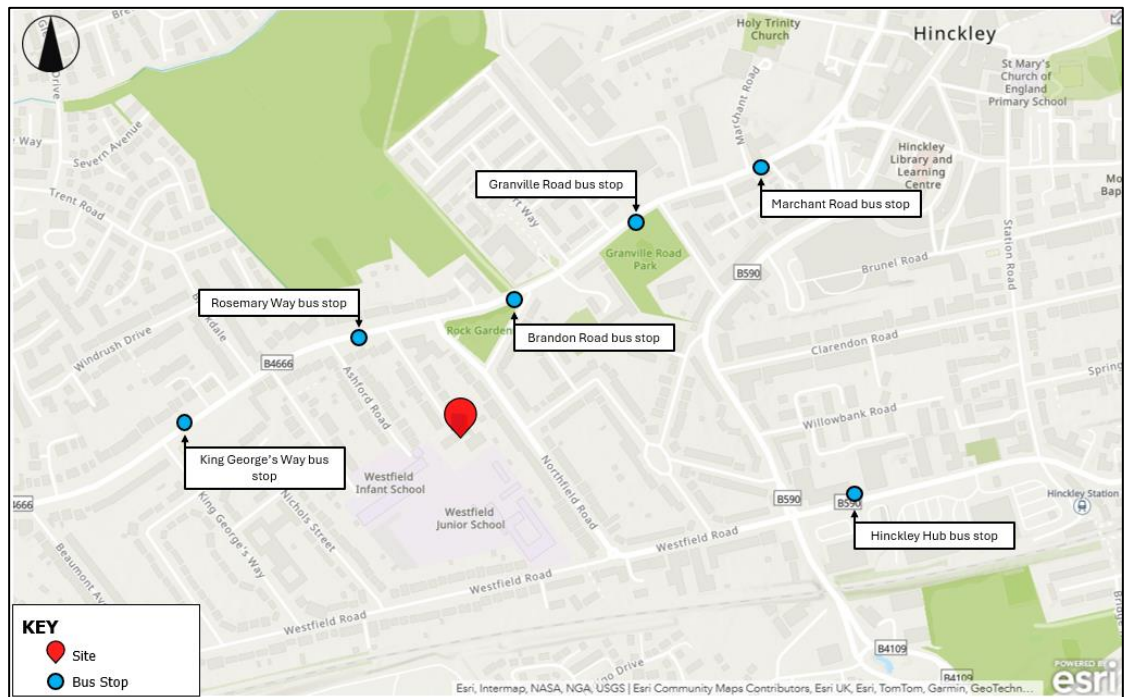
Access by Public Transport

By Bus

3.8 The closest bus stops to the site are Rosemary Way, Brandon Road, King George's Way, Granville Road and Marchant Road bus stops, which are all situated on Coventry Road, just

North of the site and accessible within a 3–10-minute walk. The bus stop locations within the surrounding area to the site are shown in **Figure 3.3**.

Figure 3.3: Location of Bus Stops relative to the Site



3.9 **Table 3.2** provides a summary of the closest bus routes to the site accessible from all five bus stops located along Coventry Road. These stops are served by bus routes 11, 148 and 158 which offer connections to destinations including Coventry, Nuneaton, Leicester and Greenfinch Road, Hinckley. The daily bus timetables for these routes are accessible online from busmaps.com and arrivabus.co.uk.

Table 3.2: Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Sat	Sun
Rosemary Way	11	Greenfinch Rd, Hinckley	30	30	N/A
Brandon Road	148	Coventry	10-62	20-71	60
King George's Way	158	Nuneaton	30-60	30-60	60

3.10 All three bus stops are provided with a physical bus timetable attached to the bus stop signage. Rosemary Way bus stop is an unsheltered kerbside bus stop, whilst Brandon Road and King George's Way bus stops are provided with shelters and cage markings. King George's Way bus stops are served by laybys.

By Rail

- 3.11 The closest train station to the site is Hinckley train station, located 1.2km (15 minute walk) southeast of the site. The station is served by CrossCountry with regular departures to Leicester and Birmingham as well as services to Cambridge and Stansted Airport.

Method of Travel to Work

- 3.12 The 2011 Census has been used to establish the method of the journey to work for the local workplace population. The 2011 census has been referred to as COVID-19 restrictions may have resulted in travel patterns in 2021 not being representative of usual conditions. The data for the super output area Hinckley and Bosworth 012, in which the site is located, is summarised in **Table 3.3**.

Mode	Number	Percentage
Public transport	116	5%
Taxi	10	0%
Motorcycle, scooter or moped	14	1%
Driving a car or van	1697	69%
Passenger in a car or van	170	7%
Bicycle	62	3%
On foot	402	16%
Total	2471	100%

- 3.13 The site is accessible by a range of transport modes and is located within walking distance of residential areas and local public transport services.

4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the goals by which progress will be assessed.

Objectives

4.2 The Travel Plan's overriding objective is:

To engage with and encourage staff to use more sustainable ways of travelling to / from the school through more effective promotion of active travel modes. This will minimise the impact of the development on the surrounding highway network and public transport services.

4.3 The sub-objectives are:

- Sub-objective 1: To increase staff and parent/carers awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all site users;
- Sub-objective 3: To promote the use of active travel as an alternative to car and public transport use;
- Sub-objective 4: To introduce a package of physical and management measures that will facilitate travel by sustainable modes; and therefore,
- Sub-objective 5: To reduce unnecessary use of the car for the journey to and from the site and increase the use of active travel modes by staff and visitors where possible.

Targets

4.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.5 Targets come in two forms – Action and Aim targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.6 Action targets are essential for the success of the Travel Plan. The key Action Targets are set out below:
- A TPC will be appointed 1 month prior to the use of the school and will remain in place for the duration of this Travel Plan.
 - Monitoring surveys will occur within one month of the anniversary of the baseline survey every other year.

Aim Targets

- 4.7 Aim targets seek to make progress towards the main objectives over five years. The objectives are to achieve increased cycling, walking and public transport trips with reduced car reliance. At present, an interim target to achieve a 10% reduction in single occupancy car trips to and from the site has been set. This will be reviewed and detailed aim targets relating to specific changes to individual travel modes will be set following completion of the baseline travel surveys.

5 TRAVEL PLAN STRATEGY

Travel Plan Management

- 5.1 The TPC will be appointed at least 1 month prior to the opening of the school. The TPC will be allocated a specific amount of time to dedicate to the implementation of the Travel Plan, for example the TPC could be allocated half a day per month in which to carry out their duties.
- 5.2 The TPC will be responsible for overseeing the management, development, implementation and review of this Travel Plan.
- 5.3 The primary responsibilities of this role include:
- The implementation of measures as set out in the Travel Plan;
 - To undertake baseline surveys and updated travel surveys in years 1, 3 and 5;
 - To update the Travel Plan following completion of travel surveys;
 - To oversee the development and implementation of the Travel Plan;
 - Promoting the objectives and benefits of the Travel Plan; and
 - To ensure that travel information available is up to date.
- 5.4 Regular updating of this Travel Plan document is part of the responsibility of the nominated person. The TPC contact details will be added to the Plan upon appointment;

Name:

Telephone:

Email:

6 MEASURES AND INITIATIVES

6.1 This section of the Travel Plan outlines the physical and potential management measures that the TPC will consider implementing as part of the Travel Plan to help achieve the set targets. The implementation of the measures, including awareness initiatives and infrastructure provision, is the core of the Travel Plan. The list is not exhaustive and will be reviewed and updated by the TPC following completion of the baseline travel surveys.

Walking

6.2 Walking is a truly sustainable method of travel which offers independence, predictable journey times and a range of physical and psychological benefits.

6.3 Initiatives to help promote walking to the site could include:

- Promoting the Active Hinckley and Bosworth website <https://www.activehb.org.uk/active-travel> aimed at encouraging people to get active by travelling by cycle, scooting or walking;
- Promotion of health benefits of walking to be promoted e.g. NHS Walking for health <https://www.nhs.uk/live-well/exercise/walking-for-health/>;
- The promotion of organisations such as the Ramblers Association <https://www.ramblers.org.uk/> which provides information on walking routes, local walking groups and the benefits of walking; and
- Participation in events such as walk to work day.

Cycling

6.4 Secure cycle parking will be provided for staff. The TPC will investigate the potential for participation in schemes that enable staff to purchase cycles and accessories at discounted cost.

6.5 Other measures for consideration by the TPC include the following:

- Promotion of the health benefits of cycling <https://www.cyclinguk.org/community-outreach/health/>;
- Providing information relating to cycling initiatives including cycle training, <https://www.bikeability.org.uk/>
- Promotion of cycling events such as bike week <https://www.cyclinguk.org/bikeweek>.

Public Transport

- 6.6 Public transport use is preferable to journeys by private car and involves walking to and from public transport stops. Up to date details of bus and train services, including route information and service frequencies will be made available to staff. The use of Journey Planner websites and enquiry phone numbers will be promoted to encourage the use of public transport.

Car Sharing

- 6.7 Encouraging people to share car journeys with colleagues can help reduce the number of vehicles travelling to site and the demand for parking. The TPC will encourage staff to consider sharing their commute highlighting the cost and environmental benefits.

Personalised Travel Planning

- 6.8 The TPC will offer a personalised Travel Planning service for all staff, if requested. The TPC will be able to draw on advice from the Choose How You Move website <https://www.choosehowyoumove.co.uk/> which features ideas/ routes/ toolkit for walking, cycling, public transport and more

7 MONITORING AND REVIEW

- 7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.
- 7.2 The monitoring programme begins once the Travel Plan has been launched and continues for a period of 5 years. Further travel surveys will take place on the 1st, 3rd and 5th anniversary of the implementation of the Travel Plan to monitor progress towards the interim and final targets.
- 7.3 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a constant basis:
- The level of usage of cycle parking;
 - Demand for additional cycle parking facilities; and
 - Comments received from staff and parents/carers relating to the operation and implications of the Travel Plan.
- 7.4 A Travel Plan Review will occur each year over the lifetime of the Plan that will ensure the Travel Plan remains up-to-date. The review will consider feedback gathered throughout the year and updated travel surveys gathered during years 1, 3 and 5. The Travel Plan will be updated as necessary following each review to include progress towards targets and revisions needed to help achieve targets. The results of the review will be made available to the local authority on request.

8 ACTION PLAN

8.1 **Table 8.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

Table 8.1: Travel Plan Action Plan			
Action	Target	Funding	Responsibility
Production of Travel Plan	The Developer / TTP Consulting	Developer	Developer
Appointment of Workplace Travel Plan Co-ordinator	At least 1 month prior to first occupation of the school	Site Operator	Site Operator
Launch of Travel Plan	Within 3 months of the occupation of the school	Site Operator	TPC
Provision of Cycle and Parking	Prior to first occupation of the school	Developer/Site Operator	Developer/Site Operator
Baseline Survey	Within six months of the school being operational	Site Operator	TPC
Ongoing Monitoring	Gather feedback from parent/carers and staff	Site Operator	TPC
Monitoring Surveys	1, 3 and 5 years after launch	Site Operator	TPC
Travel Plan Review	Annual review of monitoring data and travel surveys as appropriate	Site Operator	TPC

9 FUNDING

- 9.1 The site operator is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets are achieved. This will include funding the Travel Plan Co-ordinator, travel surveys and implementation of all reasonable and necessary

