



Travel Plan

Land off Cunnery Close,
Barlestone, Leicestershire

Client: Gladman Developments Ltd



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CONTENTS

1	INTRODUCTION	3
1.1	Purpose of Report	3
1.2	Recent Planning History	3
1.3	Scope of Report	4
2	TRANSPORT POLICY & GUIDANCE	5
2.1	Introduction.....	5
2.2	National Planning Policy Framework.....	5
2.3	Planning Practice Guidance	7
2.4	Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)	7
2.5	National Climate Change Agenda	8
2.6	Active Travel England Standing Advice Note: Active Travel and Sustainable Development (2023).....	8
2.7	Leicestershire County Council Local Transport Plan 4 (LTP4).....	9
2.8	Hinckley and Bosworth Core Strategy (2009).....	9
2.9	Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document ('SADMP') (2016)	10
2.10	Hinckley and Bosworth Borough Local Plan Review 2045.....	10
2.11	Barlestone Parish Neighbourhood Development Plan (2022)	10
2.12	Manual for Streets.....	11
2.13	Leicestershire Highway Design Guide.....	12
2.14	Travel Plan Objectives	12
2.15	Summary	12
3	EXISTING SITUATION	13
3.1	Site Description	13
3.2	Public Rights of Way	14
3.3	Local Highway Network.....	14
4	DEVELOPMENT PROPOSALS.....	17
4.1	Development Description.....	17
4.2	Access Strategy.....	17
4.3	Off-site Improvements	19
4.4	Internal Layout	19
4.5	Car Parking Provision.....	19
4.6	Electric Vehicle Charging	20
4.7	Cycle Parking Provision.....	20
4.8	Summary	20
5	ACCESS BY SUSTAINABLE MODES.....	22
5.1	Introduction.....	22

5.2	Access on Foot.....	22
5.3	Access on Cycle.....	25
5.4	Access by Local Bus Services	27
5.5	Summary	29
6	TARGETS	30
6.1	Introduction.....	30
6.2	Vehicular Trip Generation	30
6.3	Multimodal Trip Generation.....	31
6.4	Modal Shift Targets	32
7	MEASURES	34
7.1	Introduction.....	34
7.2	Reducing the Need to Travel	34
7.3	Welcome Packs.....	35
7.4	Other Methods of Awareness Raising and Marketing.....	35
7.5	Measures to Encourage Walking.....	35
7.6	Measures to Promote Cycling	36
7.7	Measures to Encourage Public Transport Use.....	37
7.8	Measures to Reduce Single Occupancy Car Trips.....	38
7.9	Measures to Encourage Low Emission Vehicle Use.....	38
8	MANAGEMENT, MONITORING AND REVIEW	39
8.1	Management	39
8.2	Appointment of a Travel Plan Co-ordinator	39
8.3	Monitoring and Review	39
8.4	Interim Action Plan.....	39

APPENDICES AVAILABLE IN THE TRANSPORT ASSESSMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Travel Plan (TP) has been prepared to accompany a planning application by Gladman Developments Ltd (Gladman) for a proposed residential development comprising up to 158 dwellings, at land off Cunliffe Close, Barlestone, Leicestershire.
- 1.1.2 Hinckley and Bosworth Borough Council (HBBC) is the Local Planning Authority (LPA) for the area, whilst Leicestershire County Council (LCC) is the Local Highway Authority (LHA).
- 1.1.3 Prime Transport Planning (Prime) has produced this TP on behalf of the Applicant.
- 1.1.4 This report should not be seen as a definitive document, but as the first stage of the TP process, which will continue and evolve over time with input from the developer and LCC. This TP represents a commitment by Gladman to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents.
- 1.1.5 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA appendices are referenced in this document.
- 1.1.6 This document has been prepared in accordance with the Government's *Planning Practice Guidance: Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015).

1.2 Recent Planning History

Previous Two Planning Applications

- 1.2.1 This report forms part of the documentation to support a third application for development of the site by the Applicant, with the original application (ref. 19/01011/OUT) and second application (ref. 20/00102/OUT) both being refused by HBBC in its role as LPA.
- 1.2.2 In relation to both previous planning applications, which were for the construction of up to 176 dwellings, one of the reasons for refusal (RfR) was as follows:

'Access to the site is via an unclassified road, which has on street parking and where the junctions operate above practical capacity. The development would therefore be detrimental to highway safety and contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD July 2016.'

- 1.2.3 Despite the above, it is important to note that LCC, in its role as LHA, raised no objection, subject to conditions and contributions, to both previous planning applications.

Planning Appeal

- 1.2.4 The second application was also subject to a planning appeal (ref. APP/K2420/W/20/3265133), which was subsequently dismissed on 17th June 2020. The Inspector concluded that '*localised impacts on highway safety*' would add to the main landscape and visual impact related reason for the dismissal.
- 1.2.5 Further details of the RfR and dismissal are provided in Section 4 of this TP.
- 1.2.6 Since the submission of the previous two planning applications, the development quantum has reduced by 18 dwellings.

1.3 Scope of Report

- 1.3.1 Following this introduction, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
 - Section 3 describes the existing situation in terms of the site and local highway network;
 - Section 4 details the development proposal and gives further consideration to the RfR and dismissal at appeal;
 - Section 5 details access to the site by sustainable modes of travel, which includes walking, cycling and public transport;
 - Section 6 sets out the trip generation for the site and discusses the targets of this TP;
 - Section 7 describes the measures to be employed to achieve the targets set; and
 - Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRANSPORT POLICY & GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to the development.

2.2 National Planning Policy Framework

- 2.2.1 The current NPPF was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of the NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states 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.'

2.2.6 Paragraph 117 continues:

'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.'

2.2.7 Section 8 of NPPF, Promoting healthy and safe communities, closely aligns with several of the principles of Travel Plans.

2.2.8 Paragraph 96 calls for developments to:

'...achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focused in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

2.4.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a '*transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities*'.

2.4.2 It believes that '*we can build the balanced, dynamic low carbon economy that is essential for our future prosperity*' by improving sustainable transport links and investing in new projects that '*promote green growth*' but importantly states that '*investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole*'.

2.4.3 The paper makes the pertinent point that '*two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport*' but practical alternatives to private car use must be made more attractive. Their research suggests that a '*substantial proportion of car drivers would be willing to drive less, particularly for shorter trips*'.

2.4.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *‘sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth’*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

2.4.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *‘it is at the local level that most can be done to enable people to make more sustainable transport choices’*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *‘developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities’*.

2.5 National Climate Change Agenda

2.5.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a ‘net zero’ emitter of greenhouse gases by 2050 relative to 1990 emission levels. One way to help achieve this is to reduce greenhouse gas emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2035, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

2.5.2 The Climate Change Committee advises the UK Government on emissions targets. In its 2022 Report to Parliament, it highlighted that action was needed to support a modal shift away from car travel in order for the UK to achieve net zero carbon status by 2050.

2.6 Active Travel England Standing Advice Note: Active Travel and Sustainable Development (2023)

2.6.1 Active Travel England (ATE) is a statutory consultee on all new major residential developments in England equal to or exceeding 150 housing units. This particular document is intended specifically for LPAs outside of Greater London and sets out how ATE will assess new development proposals. The document states that TAs must:

‘Forecast the multi-modal movements generated by a development, quantifying the additional trip generation and the distribution and assignment;

Provide a qualitative analysis of the current infrastructure in the surrounding area (which may include using the Cycling Level of Service Tool in LTN 1/20), taking into account how additional movements across all modes of transport will impact upon the capacity of public transport, walking, wheeling and cycling networks; and

Provide detail (and justification) of any proposed improvements to infrastructure and the proposed delivery mechanism, as well as any other supporting strategies that seek to enable an increase in walking, wheeling and cycling rates.'

2.7 Leicestershire County Council Local Transport Plan 4 (LTP4)

2.7.1 The fourth *Local Transport Plan* (LTP4) for Leicestershire was adopted in 2024 and covers the period from 2025 to 2040. It sets out the long-term transport strategy and vision for transport and provides a framework for how LCC will manage and develop its transport system in the future.

2.7.2 LTP4 has 5 Core Themes, which are as follows:

- Enabling health and wellbeing;
- Protecting the environment;
- Delivering economic growth;
- Enhancing our transport networks resilience; and
- Embracing innovation.

2.7.3 LTP4 also provides a list of Core Policies, which are as follows:

- Core Policy 1: Delivering the Vision;
- Core Policy 2: Managing Demand;
- Core Policy 3: Enabling Travel Choice;
- Core Policy 4: Delivering Solutions;
- Core Policy 5: Embracing Innovation; and
- Core Policy 6: Evaluating Progress.

2.7.4 The location of the site will mean people are within easy reach of a range of transport options which give people a genuine choice to travel using modes other than the private car for a wide range of journey types.

2.8 Hinckley and Bosworth Core Strategy (2009)

2.8.1 The *Core Strategy*, which was adopted in December 2009, is a key document that provides the vision and spatial strategy for the borough.

2.8.2 Spatial Objective (SO) 13 is titled 'Transportation and Need to Travel' and states the following:

'To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.'

2.8.3 It is important to note that the document describes Barlestone as a 'Key Rural Centre'.

2.9 Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document ('SADMP') (2016)

2.9.1 This document forms part of the Local Plan (2006 to 2026) and contains 25 development management policies. Those pertinent to highways and transportation are summarised below.

Policy DM17: Highways and Transportation

2.9.2 This policy links to SO13 and aligns with NPPF in terms of maximising access to sustainable modes of travel including the safe and convenient provision of associated infrastructure, and demonstrating that the residual cumulative impacts of development are not severe.

Policy DM18: Vehicle Parking Standards

2.9.3 This policy refers developers to LCC's parking standards.

2.10 Hinckley and Bosworth Borough Local Plan Review 2045

2.10.1 HBBC is currently in the process of producing a new *Local Plan* (LP), with its webpage stating that the document '*will set out land allocations and planning policies for the period 2024 to 2045*'.

2.10.2 Once adopted, the LP document will replace the existing *Core Strategy* document.

2.11 Barlestone Parish Neighbourhood Development Plan (2022)

2.11.1 The Barlestone *Neighbourhood Development Plan* (NDP) was 'made' in 2022 and covers the period 2020 to 2039.

2.11.2 The NDP document, which forms part of HBBC's development framework when determining planning applications within the parish, sets out the following policies:

- *'Ensure that development takes place in the most sustainable locations;*
- *Encourage the right types of development that meet local needs;*
- *Protect important buildings and structures of historic and architectural interest;*
- *Protect important community facilities and shops;*
- *Promote high quality design in new development;*
- *Protect the countryside and special landscape;*
- *Protect open spaces that are important to the community and/or wildlife; and*
- *Seek ways of addressing the problems of traffic congestion.'*

2.11.3 Policy TR1 is titled 'Traffic Management' and states that '*as appropriate to their scale, nature and location new housing and commercial development should:*

- *Be designed to minimise additional traffic generation and movement through the village;*
- *Incorporate sufficient off-road parking in line with Leicestershire County Council standards;*
- *Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided;*
- *Provide any necessary improvements to site access, communal parking and the highway network (either directly or by financial contributions) where it is necessary to ensure that the development can proceed in a satisfactory manner and is directly related to its scale and nature; and*
- *Consider, where appropriate, the improvement and where possible the creation of footpaths and cycle ways to key village services.'*

2.12 Manual for Streets

2.12.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.12.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.12.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.12.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.13 Leicestershire Highway Design Guide

2.13.1 The *Leicestershire Highways Design Guide* (LHDG) provides LCC's guidance and recommendations on highways and transportation infrastructure for new developments, including road geometry and visibility.

2.13.2 The LHDG is a live document that is regularly updated. It can be accessed via its own [website](#).

2.14 Travel Plan Objectives

2.14.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.14.2 In line with the abovementioned policy and guidance, the Applicant feels that the TP should have the following objectives:

- Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.15 Summary

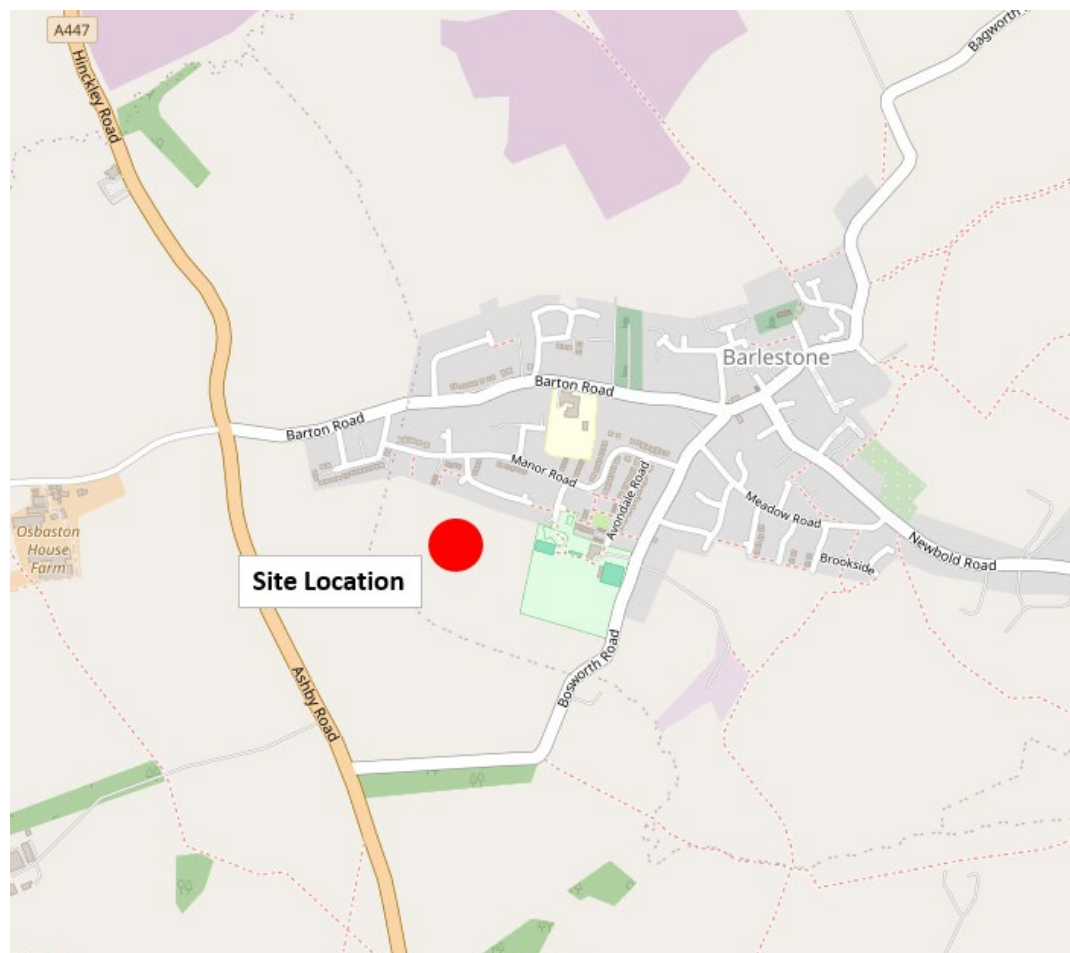
2.15.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The objectives of the TP have also been stated. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The application site is currently undeveloped and agricultural in use. It is located to the south-west of the centre of the village of Barlestone.
- 3.1.2 Cunnery Close can be found to the north of the site, as well as the front and rear gardens of residential properties that front Cunnery Close, and public open space. Bosworth Road, a sports ground, Barlestone Community Centre, a bowls club and a children's play area form the site's eastern boundary, while agricultural land forms the site's southern and western boundaries.
- 3.1.3 Barlestone is located circa 10km to the north of Hinckley, 15km to the west of Leicester, 15km to the north-east of Nuneaton and 20km to the east of Tamworth.
- 3.1.4 The location of the site, in the context of Barlestone and the local highway network, is illustrated on Image 3.1.

Image 3.1: Site Location and Local Highway Network

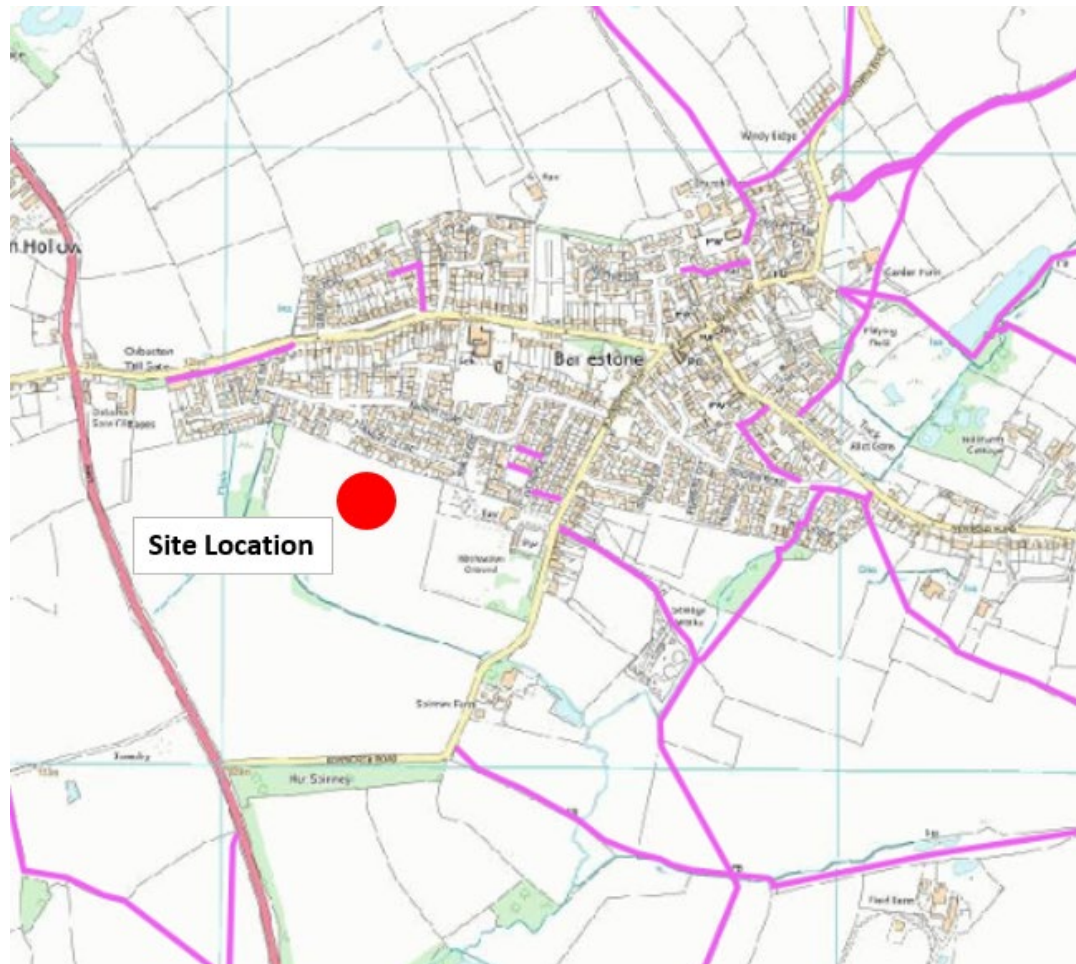


Source: <https://www.openstreetmap.org/>

3.2 Public Rights of Way

- 3.2.1 Image 3.2 shows the PRoW network in proximity to the site, this being an annotated extract from LCC's online mapping system, with footpaths highlighted in pink.

Image 3.2: Extract from LCC's Online Mapping System Depicting the Public Rights of Way



Source: <https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-walk-and-ride-in-leicestershire>

- 3.2.2 Image 3.2 shows that no PRoW traverse the site, but there is a nearby network of footpaths which provide short cuts and traffic-free routes in and around Barlestone. In addition, but not shown on the plan, is an informal path that runs through the wooded section of the recreation ground that links to Bosworth Road via a pedestrian gate.

3.3 Local Highway Network

Cunnery Close

- 3.3.1 As stated earlier in this section, Cunnery Close can be found to the north of the site and is a residential cul-de-sac which serves 37 dwellings.

- 3.3.2 It has a carriageway width of circa 5.5m and 2m wide footways are present in each verge, while the speed limit is 30mph. Street lighting is provided along the carriageway in its entirety.
- 3.3.3 At its eastern end, where the carriageway terminates, a turning head is provided to enable vehicles to turn around safely and conveniently. In the grass verge, to the east of Cunnery Close, a footway is provided connecting the cul-de-sac to The Glebe.
- 3.3.4 At its northern end, Cunnery Close forms a priority-controlled junction with Manor Road.

Manor Road

- 3.3.5 Manor Road is a two-way single carriageway which, as mentioned above, forms a priority-controlled junction with Cunnery Close.
- 3.3.6 It provides a connection to Bosworth Road and Curtis Way to the east and west respectively, while it has a carriageway width of circa 5.5m and 2m wide footways in both verges.
- 3.3.7 Between its junctions with Curtis Way and The Glebe, four parking laybys are provided, two of which are located on its northern side and two on its southern side, all of which measure circa 30-50m in length and can accommodate up to circa 24 vehicles.
- 3.3.8 It is subject to a 30mph speed limit, while street lighting is provided along the carriageway in its entirety.

Bosworth Road

- 3.3.9 Bosworth Road runs parallel to the site's eastern frontage for circa 90m in length.
- 3.3.10 It is a two-way single carriageway, which provides a connection into the centre of Barlestone to the north-east and the A447 to the south-west. To the north-east, before reaching the village centre, it also provides direct access to residential dwellings which front Bosworth Road, as well as access to additional residential roads such as Spinney Drive, Manor Road and Meadow Road.
- 3.3.11 Adjacent to the site frontage, it has a width of circa 4m, with it appearing to widen to circa 5.5-6.0m adjacent to the entrance of the aforementioned sports ground and community centre.
- 3.3.12 For the approximate northern half of the site frontage, the speed limit is 30mph whereby it changes to national speed limit (60mph for cars and motorcycles) to the south. The change in speed limit is indicated by the provision of speed limit signs.
- 3.3.13 In the vicinity of the site, there is no footway provision and no street lighting. A footway commences on the eastern side of the carriageway circa 100m to the north of the northern end of the site frontage, with street lighting commencing shortly after.
- 3.3.14 Bosworth Road is lightly trafficked and is frequented by pedestrians including along the section with no footway.

Barton Road

- 3.3.15 Barton Road is a two-way single carriageway, which runs on a west to east alignment and measures circa 6.0-6.5m in width. The carriageway runs into the centre of Barlestone to the east and provides a connection to the A447 to the west, which in turn provides a connection to Ibstock and Coalville to the north and Hinckley to the south. It also provides access on to Curtis Way which connects to Manor Road.
- 3.3.16 Between its junction with the A447 and Lount Road to the west and Gregory Road to the east, Barton Road is subject to a speed limit of 40mph. To the east of its junction with Gregory Road, the speed limit decreases to 30mph. The change in speed limit is indicated by the provision of speed limit signs and red coloured surface treatment. Given the location of Barlestone C of E Primary School, from its junction with Gregory Close to the village hall, Barton Road operates as a 'Safety Zone' and is subject to a 20mph speed limit when lights flash. Along the section of carriageway within the 'Safety Zone', red coloured surface treatment is provided every circa 60 metres to help to traffic calm.
- 3.3.17 A footway is provided on the southern side of the carriageway for its entirety, while a footway commences on the northern side at its junction with Little Mill Close which extends eastwards. Street lighting is provided along Barton Road in its entirety.
- 3.3.18 Dropped kerbs are provided at crossing points, while a zebra crossing, comprising tactile paving, is provided outside of the aforementioned primary school.
- 3.3.19 Barton Road is well served by bus services, with a pair of bus stops located between its junction with Curtis Way and Gregory Road. Additional bus stops are provided further along the carriageway to the east and west. Further information regarding these stops and services is provided in Section 5.

4 DEVELOPMENT PROPOSALS

4.1 Development Description

- 4.1.1 Gladman is seeking outline planning permission for a residential development comprising up to 158 dwellings (40% affordable), at land off Cunnery Close, Barlestone, Leicestershire.
- 4.1.2 A Development Framework Plan (DFP) has been produced by Gladman and forms part of the supporting documentation for the planning application. The planning documents should be available via HBBC's online planning portal.
- 4.1.3 The DFP is indicative only but shows that the site is to be accessed via the continuation of the existing stub located off Cunnery Close, providing access to the primary route that runs through the middle of the site.
- 4.1.4 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath.
- 4.1.5 A local equipped area for play (LEAP), local area for play (LAP) and an area of open green space will be provided in the centre of the site.
- 4.1.6 A scenic footpath will be provided around the developed areas in their entirety, with an attenuation basin provided in the south-eastern corner of the site.
- 4.1.7 Lastly, an emergency access track can be provided, which will extend from the east of the site to Bosworth Road. Further details of the proposed access arrangements are provided below.

4.2 Access Strategy

Vehicular Access

- 4.2.1 Vehicular access from the extension of the stub off Cunnery Close remains the only viable option to serve the site, with Drawing P25081-001F in Appendix E of the TA illustrating the proposed access strategy. It shows a carriageway width of 5.5m, as per the LHDG and MfS guidance, which can also be used for the internal primary roads. This width is sufficient for two large vehicles to pass and for vehicles to pass where other vehicles have parked on-street. It is in excess of the 5m stated in British Standard 5906:2005 *Waste management in buildings - code of practice*, with such width being sufficient for refuse collection vehicles to pass sections of on-street parking.
- 4.2.2 Drawing P25081-001F illustrates visibility splays of 2.4m x 43m at the proposed site access, these being compliant with LHDG standards for roads subject to 85th percentile vehicle speeds of 26-30mph. Given the layout and nature of Cunnery Close, it is reasonable to assume that vehicle speeds fall below its 30mph speed limit, which has also been witnessed on site.

- 4.2.3 The existing 2m wide footway on the eastern side of the Cunners Close stub will be extended into the site to allow for pedestrian access. This will provide a convenient connection to the existing footway provision on Manor Road that leads to the village centre and many of the village amenities to the east accessible via the pedestrian 'cut-throughs' between The Glebe, Avondale Road and Bosworth Road. A 0.5m verge will be provided between the back of footway and the adjacent property for construction purposes. A grass verge will be provided on the western side of the access.
- 4.2.4 At its junction with Cunners Close, an uncontrolled crossing, comprising dropped kerbs and tactile paving, will be provided. The location shown is close to the desire line for future residents of the proposed development and existing residents of Cunners Close. The location also provides a convenient link to the footpath that runs west to the rear of the houses on the western side of the stub. We suggest that give-way markings are added to the Cunners Close junction with Manor Road in order to formalise the priority.
- 4.2.5 An uncontrolled crossing, comprising dropped kerbs and tactile paving, will also be provided at the Manor Road/Cunners Close junction. A further two uncontrolled crossings, comprising dropped kerbs and tactile paving, will be provided across Manor Road, one of which will be located a short distance to the west of its junction with Cunners Close, while the other will be located circa 50m to the east of its junction with Cunners Close.
- 4.2.6 Drawing P25081-001F illustrates visibility splays of 2.4m x 43m at the Manor Road/Cunners Close junction, these being compliant with LHDG standards for roads subject to measured 85th percentile vehicle speeds of 26-30mph. As shown in Tables 3.1 and 3.2 of the TA, vehicle speeds along Manor Road in proximity to Cunners Close were recorded to be below 30mph in both directions, thus, the level of visibility at the junction is considered to be safe. This was also agreed with LCC Highways as part of the previous two planning applications.

Pedestrian Access

- 4.2.7 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath. A short section of footway will be constructed in highway land to connect to this footpath.
- 4.2.8 Also, Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and bowls club, subject to BPC, as owners of the land, allowing such a connection.

Emergency Access

- 4.2.9 In order to provide the LPA with assurance that a single main access is safe, the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. The potential emergency access is illustrated in Drawing P25081-002C in Appendix E of the TA.

- 4.2.10 The emergency access will be located as far north as possible on Bosworth Road. It will include a hard paved initial section protected by bollards, or similar modal filter features, that will be readily removable by the emergency services to prevent misuse.
- 4.2.11 The Applicant suggested that an emergency access could be provided during pre-application correspondence. HBBC acknowledged this and requested that consideration be given to use of the emergency access as an additional pedestrian access. It would indeed be the Applicant's intention for the emergency access to have such dual purpose and also provide access for cyclists. It is noted from the ATC results presented in Tables 3.5 and 3.6 of the TA that both traffic flows and speeds on Bosworth Road in the vicinity of the potential emergency access are low, which is naturally conducive to walking and cycling trips despite footway and cycleway not being present.
- 4.2.12 There is already a precedent for pedestrian access onto Bosworth Road with there being such a feature leading from the wooded area to the north of the proposed emergency access. Should HBBC prefer the multi-purpose emergency/pedestrian/cycle access to be provided, additional gateway features could be provided at the speed limit terminal, along with additional pedestrians in road ahead warning signage.

4.3 Off-site Improvements

- 4.3.1 Prior to the first planning application on the site by the Applicant, they and Prime met with BPC to discuss some potential highway improvements in the vicinity of the site. A number of relatively minor improvements were designed and offered as part of the proposed development. LCC considered the improvements to not be directly related to the proposed development, and therefore did not comply with the three CIL tests at paragraph 58 of the NPPF.
- 4.3.2 The Applicant does, however, remain committed to providing these or similar improvements should LCC change its stance, or should HBBC consider the works to be necessary.

4.4 Internal Layout

- 4.4.1 The design speed of the access road will be 20mph. While the internal layout will be subject to a separate reserved matters application(s) by the eventual housebuilder(s), it is expected that it will be based on LHDG and MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists, and public transport users, create a sense of place and community, create permeable streets offering good quality connections and recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.

4.5 Car Parking Provision

- 4.5.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. An eventual reserved matters application(s)

will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission, which are currently as per DM18 and LCC's standards.

- 4.5.2 Adequate parking provision that accords with local parking standards will be expected to be provided as part of the eventual reserved matters application, with parking to be provided in the curtilage of each property, which will mean that the parking on the primary access route will be kept to a minimum.

4.6 Electric Vehicle Charging

- 4.6.1 The eventual housebuilder(s) will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document *S Infrastructure for the charging of electric vehicles*.

4.7 Cycle Parking Provision

- 4.7.1 For all dwellings, it is expected that adequate secure storage will be provided within the curtilage of each property in line with local standards. Further details will be provided at the reserved matters stage.

4.8 Summary

- 4.8.1 Vehicular access will be taken from the extension of the existing stub off Cunnery Close, the only viable option to serve the site, as shown on Drawing P25081-001F in Appendix E of the TA. The proposed 5.5m wide carriageway accords with LHDG and MfS guidance and is sufficient for two large vehicles to pass, including where on-street parking occurs. A 2m wide footway will be provided.
- 4.8.2 Safe driver visibility can be achieved at both the Cunnery Close/proposed site access junction and Manor Road/Cunnery Close junction.
- 4.8.3 A total of four uncontrolled pedestrian crossings, comprising dropped kerbs and tactile paving, will be provided as part of the development proposals, one which will be provided at the Cunnery Close/proposed site access junction, one at the Manor Road/Cunnery Close junction and the remaining two across Manor Road.
- 4.8.4 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath, while Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and bowls club, subject to BPC as owners of the land allowing such a connection.
- 4.8.5 It has been demonstrated that the proposed site access can safely accommodate large vehicles, such as refuse collection vehicles, enabling them to enter and leave the site in forward gear. The swept path analysis is shown on Drawing P25081-001F in Appendix E of the TA.

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- 4.8.6 An internal loop road can be provided and the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. The potential emergency access is illustrated in Drawing P25081-002C in Appendix E of the TA.
- 4.8.7 Should HBBC be receptive to the emergency access, it can also be used as a pedestrian and cycle access onto Bosworth Road which is lightly trafficked with speeds slower than 30mph in the vicinity of the proposed emergency access.
- 4.8.8 The level of parking provided on site will be expected to conform to HBBC and LCC guidelines, but this will be confirmed at the reserved matters stage.
- 4.8.9 As described in this section, the development proposals, particularly the site access, will conform to national and local policy guidance including the Core Policies of the LCC LTP4, SO13 of the HBBC CS, and Policies DM17 and DM18 of HBBC's SADMP.
- 4.8.10 The design principles help the site to conform to NPPF guidance including paragraph 115 in terms of creating '*safe and suitable access*', paragraph 117 in giving priority to pedestrian and cycle movements and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. *NPPF* defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

- 5.2.1 The village of Barlestone has an established network of footways, which are of a reasonable width and quality, with designated crossing points and street lighting in place. Most of the roads are lightly trafficked allowing for a pleasant walking experience, while the area between the site and the village centre is residential in nature, thus, the walking routes are overlooked by many properties providing an excellent level of natural surveillance. Numerous traffic-free paths cut-through residential areas, supplementing the footways that run along the local roads.
- 5.2.2 As detailed in Section 4, the proposals include a 2m wide footway on the eastern side of the proposed vehicular access, which will connect to the existing footway provision on Cunnery Close. Also, additional uncontrolled crossing points, comprising dropped kerbs and tactile paving, will be provided as part of the development proposals. This includes at the Cunnery Close/proposed vehicular access junction, the Manor Road/Cunnery Close junction and across Manor Road.
- 5.2.3 A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath.
- 5.2.4 The Applicant is also willing to provide a pedestrian connection to the sports field and community centre. It is also willing to provide an emergency access to Bosworth Road as discussed in Section 4.3 which could also be used by pedestrians.
- 5.2.5 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document 'Providing for Journeys on Foot' (2000)

- 5.2.6 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 5.1 in Appendix F of the TA represents the site's walking catchment with the CIHT's 'Preferred Maximum' distances of 1200m and 2000m for local service and commuting/school trips illustrated.
- 5.2.7 To provide an accurate representation of the future highway network, the site's proposed vehicular access point and pedestrian access point at the north-west corner of the site have been manually added to the network used for the isochrone. The potential connections to the sports field and Bosworth Road have not been included, but such connections would further enhance the accessibility of the proposed development. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site.
- 5.2.8 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the site to some of the local amenities and centres of employment and education identified in Figure 5.1 in Appendix F of the TA via the road/footway network. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Walking Distance and Time Taken from Site to Local Amenities

Education/ Amenity	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Proposed Local Area for Play	44	1200	00:34
Proposed Local Equipped Area for Play	62	1200	00:49
Children's Play Area	421	1200	05:17
Dental Practice	443	1200	05:33
Tennis Court	452	1200	05:40
Convenience Store	452	1200	05:39
Recreation Ground	529	1200	06:37
Barlestone Community Centre	543	1200	06:49
Barlestone Bowls Club	554	1200	06:55
Barlestone C of E Primary School	821	2000	10:16
Indian Restaurant	835	1200	10:26
Co-op Convenience Store	848	1200	10:37
The Three Tuns Public House	876	1200	10:59
Hair Salon	914	1200	11:26
Elohim Christian Church	925	1200	11:35
Barlestone Baptist Church	930	1200	11:38
Hot Food Takeaways	934	1200	11:41
The Red Lion Public House	961	1200	12:02
Barlestone GP Surgery	1001	1200	12:31
Barlestone St Giles Football Club	1074	1200	13:29
St Giles Church	1095	1200	13:42
Allotments	1172	1200	14:40
Barlestone Garage	1387	1200	17:21

- 5.2.9 As mentioned in Section 4.1, the proposed development will comprise a LEAP and LAP, both of which are listed in Table 5.2.
- 5.2.10 The results in Table 5.2 show that a children's play area, dental practice, tennis court, convenience store, recreation ground, Barlestone Community Centre and Barlestone Bowls Club can be reached within the acceptable walking distance of 800m for local service trips, while a Co-op convenience store, a GP surgery, allotments, public houses, churches, a hair salon, a restaurant, food takeaways and Barlestone St Giles Football Club can be reached within the preferred maximum walking distance of 1200m.
- 5.2.11 Barlestone Church of England Primary School can be reached within the preferred maximum walking distance of 2000m for school trips.
- 5.2.12 Given the evidence presented in Figure 5.1 in Appendix F of the TA and Table 5.2, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

5.3 Access on Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

‘Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.’

5.3.4 There is little formal cycle infrastructure or routes in Barlestone, however, many of the local roads are lightly trafficked, thus, conducive to cycling.

5.3.5 Bagworth Road to the east and north of Barlestone and Bosworth Lane to the south are both designated on-road cycle routes, offering connections to National Cycle Route (NCR) 63 to the north and east. In addition, Hinckley and Bosworth Route 4, which links to NCR 5, can be accessed from Barton in the Beans, located to the west of Barlestone.

5.3.6 The Applicant is also willing to provide an emergency access to Bosworth Road as discussed in Section 4.3 which could also be used by cyclists.

5.3.7 A cycling isochrone showing the site’s catchment has also been produced using TRACC and is shown as Figure 5.2 in Appendix F of the TA. The figure illustrates 2000m, 5000m and 8000m catchment ranges, which equate to 10, 25 and 40-minute journey times respectively and are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.

5.3.8 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in Table 5.3, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle distances may differ from the walking distances as cycling along PRow is not allowed unless designated as cycleways, bridleways or byways. Similarly, some of the cycling times may be the same as the walking times as it is assumed that cyclists would be dismounted as their bicycles would be wheeled along the PRow footpaths.

Table 5.3: Cycling Distance and Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements

Employment/ Education/ Amenity/ Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Proposed Local Area for Play	44	00:16
Proposed Local Equipped Area for Play	62	00:23
Dental Practice	454	01:46
Convenience Store	463	01:46
Children's Play Area	548	02:23
Tennis Court	579	02:46
Recreation Ground	656	03:43
Barlestone C of E Primary School	832	03:10
Indian Restaurant	835	03:10
Co-op Convenience Store	849	03:13
Barlestone Community Centre	855	03:37
Barlestone Bowls Club	871	03:47
The Three Tuns Public House	877	03:28
Hair Salon	915	03:29
Elohim Christian Church	926	03:35
Barlestone Baptist Church	931	03:34
Hot Food Takeaways	935	03:33
The Red Lion Public House	962	03:43
Barlestone GP Surgery	1001	03:49
Barlestone St Giles Football Club	1085	04:20
St Giles Church	1096	04:11
Allotments	1173	04:52
Barlestone Garage	1388	05:16
Nailstone	2548	09:39
Carlton	3617	13:44
Newbold Verdon	3956	14:53
Market Bosworth Rugby Football Club	4657	17:35
Market Bosworth	4702	17:42
The Dixie Grammar School	4729	17:49
Market Bosworth Secondary School	4928	18:43
Ibstock	6244	23:28
Desford	6751	25:23
Bosworth Academy	7346	27:38
Griffen Park	7741	29:04
Mountpark Bardon	7813	29:33
Hilltop Industrial Estate	9375	35:11
Interlink Industrial Park	9408	35:19

5.3.9 Table 5.3 demonstrates that a considerable range of local amenities, places of employment, educational establishments and nearby settlements fall within the site's cycling catchment. The local amenities identified within the 'Access on Foot' section are less than a 6-minute cycle ride from the site.

- 5.3.10 An examination of Table 5.3 shows that The Dixie Grammar School, Market Bosworth Secondary School, Market Bosworth Rugby Football Club, as well as the settlements of Nailstone, Carlton, Newbold Verdon and Market Bosworth, all of which offer their own amenities, places of employment and education, are located within a 5000m catchment from the site and 19-minute cycle ride.
- 5.3.11 Griffen Park and Mountpark Bardon, which may provide future employment opportunities for future residents of the site, as well as the settlements of Ibstock and Desford, are located within an 8000m catchment from the site and 30-minute cycle ride.
- 5.3.12 Although located outside of the 8000m catchment, Hilltop Industrial Estate and Interlink Industrial Park can both be reached within a 36-minute cycle ride.
- 5.3.13 Given the evidence presented in Figure 5.2 in Appendix F of the TA and Table 5.3, cycling can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.
- 5.3.14 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in Section 6 of this report, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.
- 5.3.15 The Inspector for the previous appeal acknowledged the accessible location of the site in their decision note stating that:

'the development would be highly convenient for village facilities and journeys to local amenities could be undertaken on foot or bicycle.'

5.4 Access by Local Bus Services

- 5.4.1 The nearest bus stops to the site are located on Barton Road between its junction with Curtis Way and its junction with Gregory Road.
- 5.4.2 Both stops comprise flag and timetable information, with the eastbound stop also comprising a raised boarding area to aid wheelchair and buggy users and the westbound stop also comprising shelter to protect waiting passengers from inclement weather.
- 5.4.3 The walking distance to these bus stops and the corresponding walking time (based on a walking speed of 4.8kph) are summarised in Table 5.4.

Table 5.4: Walking Distance and Time to Bus Stops

Bus Stop	Distance (m)	Walking Time (mm:ss)
Barton Road outside Manor Road	449	05:37
Barton Road opposite Manor Road	519	06:29

5.4.4 As Table 5.4 shows, the bus stops can be reached within a circa 7-minute walk from the site.

5.4.5 Table 5.5 summarises the bus services that can be accessed from the aforementioned bus stops.

Table 5.5: Summary of Bus Services

Service	Route	Weekday Frequency	Weekend Frequency	
			Saturday	Sunday
153	Market Bosworth - Leicester	1/hour	1/hour	No Service
LC6	Hinckley - Coalville	4/day (09:02, 12:44, 16:24 & 19:24)	4/day (09:04, 12:44, 16:24 & 19:24)	No Service
	Coalville - Hinckley	4/day (07:10, 10:10, 13:55 & 17:30)	4/day (07:10, 10:10, 13:55 & 17:30)	No Service

5.4.6 The 153 service provides an hourly service from Monday to Saturday and enables passengers to commute to and from various destinations including Leicester, Hinckley, Market Bosworth and Desford. The journey time is less than one hour, with the first weekday service departing the 'Opposite Manor Road' stop at 06:45 and arriving at St Margaret's bus station at 07:40. The last returning service departs said bus station at 20:15 and arrives at the 'Outside Manor Road' bus stop at 21:00.

5.4.7 The LC6 service provides four services a day from Monday to Saturday and enables passengers to commute to and from various destinations including Hinckley, Coalville, Market Bosworth and Ibstock.

5.4.8 Leicester, Hinckley, Coalville and Ibstock as well as many other settlements located along the bus routes, provide access to an extensive range of employment opportunities.

5.4.9 To demonstrate the accessibility of bus services, an isochrone has been produced using TRACC and is shown as Figure 5.3 in Appendix F of the TA which highlights the destinations served by the regular daily bus services in Barlestone. The calculation involved in producing the catchment plan includes only direct services to destinations within one hour's journey time. A greater range of destinations will be available if passengers make connections to other bus services. The isochrone was produced for the typical commuter hours of 0700-0900 using the National Public Transport Data Repository (NPTDR) dataset for the fourth quarter of 2025 for a typical Monday.

- 5.4.10 Figure 5.3 in Appendix F of the TA demonstrates that the bus services in proximity to the site provide convenient connections to a number of destinations. As illustrated, Market Bosworth and Newbold Verdon can be reached within a 15-minute journey time, Ibstock within a 30-minute journey time, Coalville and Hinckley within a 45-minute journey time and Leicester and Earl Shilton within a 60-minute journey time.
- 5.4.11 Given the proximity of the bus stops, the frequency of the services and the key destinations they call at, bus travel is considered a viable and convenient mode of transport for future residents of the site.
- 5.4.12 In its response to the AN (Appendix A of the TA), LCC Highways suggested that funding may be required towards the nearest bus stops to provide improvements such as raised kerbs and timetable cases. Funding for such agreements is agreeable to the Applicant.

5.5 Summary

- 5.5.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities, employment opportunities and educational establishments are within acceptable walking and cycling distances.
- 5.5.2 In respect of bus travel, the local services enable passengers to commute to and from Leicester, Hinckley, Coalville, Ibstock, Market Bosworth and other destinations. The Applicant is willing to provide funding to upgrade the two closest bus stops to the site in order to help encourage future residents of the site, and existing local residents, to travel by bus.
- 5.5.3 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2, the NPPF states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*, as well as providing *'safe and suitable'* access for all.
- 5.5.4 Furthermore, the proposals are in line with the Core Policies of the LCC LTP4, SO13 of the HBBC CS, and Policy DM17 of HBBC's SADMP.

6 TARGETS

6.1 Introduction

6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage, as they need to be based on the actual travel characteristics of the site, which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation.

6.1.2 It is expected that the housebuilder behind the future reserved matters application will arrange this baseline survey. However, as the Applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

6.2.1 As mentioned in Section 3 of the TA, a manual classified count (MCC) survey was undertaken at the Manor Road/Cunnergy Close junction on Thursday 27th November 2025.

6.2.2 Given that Cunnergy Close is a residential cul-de-sac, which provides access to 37 dwellings, it is reasonable to assume that the cul-de-sac will share similar characteristics to the proposed development in terms of housing mix, trip generation and trip distribution (direction of travel).

6.2.3 To calculate local trip rates, the peak hour trips recorded by the MCC survey have been divided by the 37 dwellings served by Cunnergy Close, with resultant local trip rates applied to the proposed 158 dwellings. The results are shown in Table 6.1.

Table 6.1: Local Trip Rates and Resultant Trip Generation

Peak	Actual Trips			Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM	11	9	20	0.297	0.243	0.541	47	38	85
PM	14	9	23	0.378	0.243	0.622	60	38	98

6.2.4 As the above table shows, utilising the local trip rates, the site is likely to generate in the region of 85 two-way trips in the AM peak hour and 98 two-way trips in the PM peak hour.

6.2.5 An exercise has been undertaken to compare the above trip rates to those that would be derived from the latest version of the TRICS database (8.25.6). TRICS is an industry-standard database, which contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

6.2.6 It should be noted that whilst TRICS is not as localised as the traffic surveys, it is more statistically reliable as it includes a greater number of developments, developments more comparable in scale to the proposed and is more likely to take into account implemented travel plans, which is unlikely to be the case with Cunnergy Close.

- 6.2.7 The full reports of the TRICS data and selection process are included in Appendix G of the TA.
- 6.2.8 The derived trip rates were then applied to the 158 dwellings resulting in the trip generation, with the likely level of traffic generated in both the AM and PM peak periods shown in Table 6.2.

Table 6.2: Peak Hour TRICS Derived Trip Rates and Trip Generation for 158 Dwellings

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.136	0.367	0.503	21	58	79
17:00-18:00	0.336	0.160	0.496	53	25	78

- 6.2.9 As the above table shows, utilising the TRICS trip rates, the site is likely to generate in the region of 79 two-way trips in the AM peak hour and 78 two-way trips in the PM peak hour.
- 6.2.10 It is important to note that the above trip rates should be considered robust as they have been applied to the affordable dwellings, which typically generate fewer trips.
- 6.2.11 It is evident that the local trip rates are notably higher than the TRICS trip rates, although the local peak hour trip generation figures of 85 and 98 still only roughly equates to one vehicle movement every 35 to 45 seconds during the busiest two hours of the day.

6.3 Multimodal Trip Generation

- 6.3.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The 9 output areas E00131013-E00131020 and E00131024 have been selected as they are the most local output areas that include the site location and Barlestone in its entirety, with the trip ends for each method of travel downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.3.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground) or that they will not generate a trip (i.e. not in employment).
- 6.3.3 As the vehicular trips were calculated using local trip rates, factors have been derived between them and the census car driver trips (1,066). The factors equate to 8.0% and 9.2% in the respective AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site.
- 6.3.4 Table 6.3 provides the forecast multimodal trips.

Table 6.3: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	126	9.0%	10	12
Bus, minibus or coach	63	4.5%	5	6
Driving a car or van	1,066	76.3%	85	98
Passenger in a car or van	68	4.9%	5	6
Bicycle	16	1.1%	1	1
On foot	58	4.2%	5	5
Trips Excluding WFH	1,271	-	101	116
All Modes	1,397	100%	111	128
<i>Factors</i>			<i>8.0%</i>	<i>9.2%</i>

6.3.5 Based on the figures in Table 6.3, the site is forecast to generate 101 and 116 total people physical trips in the AM and PM peaks respectively, with around 10-12 people working from home, although this figure is likely to be higher given the increase in working from home and flexible working patterns following the pandemic.

6.3.6 Following driving a car being the most common method of travel likely to be used by residents of the site, trips via bus travel and car passenger trips are each expected to account for 5 trips in the AM peak and 6 trips in the PM peak, walking trips are expected to account for 5 trips in each peak and trips via bicycle are expected to account for 1 trip in each peak.

6.4 Modal Shift Targets

6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train, as a passenger in a car or van trips, as well as car sharing and an increase in working from home.

6.4.2 It is understood that a reduction in car or van driver trips of 10% is both realistic and challenging, with this 10% split across the non-car driver modes of transport, considered to be sustainable, mentioned above based on their existing proportions. Table 6.4 displays Gladman's initial targets using the average of the AM and PM peak forecast modal splits as the base. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

Table 6.4: Modal Split Targets for Five Years Post Full Occupation

User Class	Existing Mode %	Targets		
		Year 1	Year 3	Year 5
		1%	6%	10%
Work mainly at or from home	9.0%	9.4%	11.3%	12.8%
Bus, minibus or coach	4.5%	4.7%	5.7%	6.4%
Driving a car or van	76.3%	75.3%	70.3%	66.3%
Passenger in a car or van	4.9%	5.1%	6.1%	6.9%
Bicycle	1.1%	1.2%	1.4%	1.6%
On foot	4.2%	4.3%	5.2%	5.9%
Total	100%	100%	100%	100%

- 6.4.3 Table 6.4 presents targets of up to 12.8% of people to be working from home, 6.9% to be travelling as a car or van passenger, 6.4% as a bus passenger, 5.9% on foot and 1.6% via bicycle, with a reduction in driving a car or van to 66.3%. It is hoped that the TP co-ordinator, to be discussed in the next section, will arrange a repeat travel survey after this five-year timescale to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.
- 6.4.4 It is recommended that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site-specific travel patterns rather than using census derived modal split data.

7 MEASURES

7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.2.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how the local bus services may provide a viable and convenient mode of travel for some residents. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines.
- 7.2.2 Sections 4 and 5 have stated that the existing and proposed local highway network is/will be conducive to walking, with well-lit footways for pedestrians.
- 7.2.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The housebuilder behind any future reserved matters application is likely to incorporate home working facilities into the properties.
- 7.2.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the housebuilder to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these

retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.3 Welcome Packs

7.3.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by the housebuilder with input from LCC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TP Co-ordinator.

7.4 Other Methods of Awareness Raising and Marketing

7.4.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by the TP Co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as X (formerly *Twitter*), *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups; and
- Promotion of events such as National Bike Week and Living Street's series of walking events including Walk to Work Week and Walk to School Week.

7.5 Measures to Encourage Walking

7.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking

leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>).

7.5.2 Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

7.5.3 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available via the provision of route maps (through welcome packs and social media) including off-road PRow and cut-throughs between residential estate roads;
- Ensure the clear signage of pedestrian routes within and adjacent to the site including;
- Promotion of free health apps (<https://www.bhf.org.uk/informationsupport/heart-matters-magazine/activity/walking/free-walking-apps>) (through welcome packs and social media); and
- Promotion of a 'walking buddy' scheme (through welcome packs and social media).

7.6 Measures to Promote Cycling

7.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.6.2 We are Cycling UK (<https://www.cyclinguk.org/>) outlines the following 10 reasons why cycling is good for you:

- Reduces the risk of cancer by 45%;
- 46% lower risk of cardiovascular disease;
- Boosts immunity;
- Good for your waistline;
- Cycling fights the aging process;
- Cuts depression by up to a third;
- 95% of people we interviewed for our Rides of Way survey said it helped with their mental health;
- Helps reduce air pollution;
- Reduces asthma in children; and
- Saves money.

- 7.6.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that housebuilder will include provision for cycle storage for each dwelling.
- 7.6.4 Potential measures to encourage cycling include the following:
- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the ‘fun’ element of cycling;
 - Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs and social media);
 - Promotion of events such as National Bike Week (<https://www.cyclinguk.org/bikeweek>) and Cycle to School Week (<https://www.bikeability.org.uk/cycletoschoolweek/>);
 - Promotion of local bike maintenance events and local bike doctors such as rideride’s Bike Dr (<https://www.rideride.co.uk/bike-dr/>), with this promotion to be undertaken annually as a minimum (through welcome packs and social media);
 - Promotion of a Bicycle User Group (BUG) (through welcome packs and social media) which could include cycle proficiency courses;
 - Discounts on cycles and cycle accessories from local retailers;
 - Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
 - Promotion of other useful cycling websites and apps (through welcome packs and social media) such as <https://www.sustrans.org.uk/>, <https://www.cyclinguk.org/> and <https://www.lovetoride.net/uk?locale=en-GB>.

7.7 Measures to Encourage Public Transport Use

- 7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus travel should be suitable and convenient modes of transport for some residents of the site.
- 7.7.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in welcome packs for a period of time.
- 7.7.3 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

7.8 Measures to Reduce Single Occupancy Car Trips

- 7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites such as Liftshare (<https://liftshare.com/uk>).
- 7.8.2 Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs and social media.
- 7.8.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Leicester, Nuneaton and Coalville. This could be managed through a residents' committee or by the TP Co-ordinator.

7.9 Measures to Encourage Low Emission Vehicle Use

- 7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle (EV) or hybrid production only.
- 7.9.2 To encourage the use of electric vehicles, and because it is a requirement of the UK Building Regulations, electric vehicle charging infrastructure will be provided for each dwelling as per Approved Document S *Infrastructure for the charging of electric vehicles*.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

- 8.1.1 The overall responsibility for the TP will initially lie with the housebuilder behind the potential reserved matters application from the first construction of the development to a 'trigger point' to be agreed with LCC. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

- 8.2.1 It is envisaged that the housebuilder behind the reserved matters application will appoint a Travel Plan Co-ordinator (TPC) prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with LCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with LCC and public transport operators.
- 8.2.2 It is expected that the TPC will initially be an employee of the end housebuilder and that they will arrange a steering group to assist with future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.

8.3 Monitoring and Review

- 8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. It is envisaged that the developer behind the reserved matters application will commit to monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation.
- 8.3.2 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to the TP will need to be made in agreement with LCC.
- 8.3.3 In accordance with the comments provided by HBBC in its formal pre-application response dated 22nd December 2025, a TP monitoring fee of £6,000 will be secured through a S106 agreement.

8.4 Interim Action Plan

- 8.4.1 As part of the present outline planning application, an interim action plan is proposed, to detail the actions likely to be undertaken following the sale of the site to a housebuilder. It should, however, be noted that this is only indicative at this outline stage as the end housebuilder is likely to offer its own

action plan at the reserved matters stage as part of a Full Travel Plan, which may provide more detailed information on the TP actions and measures.

Table 8.1: Interim Action Plan

Stage	Action	Responsibility
Reserved Matters	Provide a Full Travel Plan following consultation with LCC	Housebuilder
Detailed Design	Site layout design to prioritise accessibility by sustainable modes and provide cycle storage and EV charging facilities	Housebuilder
Completion of 1st phase of dwelling construction	Market the benefit of the site in terms of accessibility by non-car modes to potential buyers	TPC/Sales Agent
3 months prior to occupation	Appoint TPC and inform LCC of contact details	Housebuilder
	Prepare home welcome packs and arrange printing	TPC
Occupation of dwellings	Arrange for welcome packs to be presented to new owners with keys to dwellings	TPC
	Provide sustainable travel vouchers on request and collate information on feedback forms	TPC
After 50% occupation	Undertake household travel survey and collate and report results to LCC	TPC
Annually for five years	Repeat travel surveys and if targets not met provide further sustainable travel vouchers and personal travel planning advice	TPC