



TRAVEL PLAN

PROPOSED MIXED-USE DEVELOPMENT
STATION ROAD, MARKET BOSWORTH, LEICESTERSHIRE

DOCUMENT CONTROL

project number: ADC3326			report reference: ADC3326-RP-D	
version	date	author	reviewer	Comments
1		Keith Gamblen		internal draft
2	24/05/2024	Keith Gamblen	Matt Tatler	first issue to the client team
3	17/07/2024	Keith Gamblen		updated layout

EXECUTIVE SUMMARY

This Travel Plan has been prepared on behalf of Miller Homes in support of their planning application for a mixed-use development comprising 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial/commercial use on land to the south of Station Road in Market Bosworth, Leicestershire. For sensitivity purposes, this Travel Plan examines a maximum of 140 residential dwellings.

This Travel Plan has been produced for the residential element of the development. A Framework Travel Plan has also been produced for the employment development.

According to the National Planning Practice Guidance:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.”

The development would be designed to encourage pedestrian journeys, with a good mixture of facilities and employment opportunities within walking distance. As part of development proposals, a pedestrian link would be provided within the site to Heath Road which would enhance connectivity to the facilities within Market Bosworth. Station Road is classified as an on-road leisure route and runs through the heart of Market Bosworth. To the west of the site, Station Road connects with National Cycle Network (NCN) route 52 which extends to destinations such as Nuneaton and Coalville. The nearest bus stop from the site is 1.1km from the site access which notably serves the 153 bus to Leicester. Contact has been made with Arriva bus to enquire about extending the 153 service and provide a stop closer to the site and potentially routing the service within the site should future development come forward to the south of the site. Arriva have confirmed interest in both options, and this would therefore be discussed with LCC as part of the consultation period of the application.

Two dwellings and two employment units would be demolished to accommodate the development. Taking away the traffic generated by the existing uses, the development would generate a total of 98 two-way vehicular movements in the morning peak hour and 77 two-way traffic movements in the evening peak hour. In addition, the proposed development would generate 112 pedestrian trips, 19 by cycle, 29 by public transport during course of a day. The existing and proposed infrastructure would be able to accommodate that increase in demand.

The following targets are proposed:

- Target 1 – All residents and potential purchasers will be aware of the Travel Plan prior to occupation or within two weeks of occupation.
- Target 2 – The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 10% reduction in the residents’ single occupancy vehicle car driver modal share, by the monitoring period.

Various measures and incentives are proposed to achieve these targets, including the appointment of a Travel Plan Co-ordinator to implement and monitor the Travel Plan process, and the provision of travel information via travel welcome packs and two six month bus passes per dwelling.

A monitoring regime is proposed to ensure that the Travel Plan achieves the objectives and targets, including annual resident travel surveys, the preparation of annual monitoring reports, and biennial traffic counts at the site access.

CONTENTS

1.0	INTRODUCTION	5
2.0	OBJECTIVES AND BENEFITS.....	6
	Objective.....	6
	Benefits and outcomes	6
3.0	TRAVEL OPPORTUNITIES	7
	Site Location and existing use	7
	Development and parking	7
	Local highway network	7
	Opportunities for pedestrian travel.....	8
	Opportunities for cycle travel	9
	Opportunities for travel by public transport.....	11
4.0	TRIP GENERATION AND TARGETS	12
	Trip generation.....	12
	Targets	12
5.0	MEASURES AND INCENTIVES	14
	House builder's commitments prior to occupation.....	14
	Travel Plan Co-ordinator's commitments post-occupation	14
6.0	IMPLEMENTATION AND MONITORING	17

APPENDICES

Appendix A	Development masterplan
------------	------------------------

1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared on behalf of Bellway Homes Ltd in support of their planning application for a mixed-use development comprising 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial/commercial use on land to the south of Station Road in Market Bosworth, Leicestershire. For sensitivity purposes, this Travel Plan examines a maximum of 140 residential dwellings. The development masterplan is in **Appendix A**.
- 1.2 This Travel Plan is for the residential element of the development and a Framework Travel Plan has been produced for the proposed employment use.
- 1.3 A Travel Plan is required to support the planning application, and will be included in the planning conditions. According to the National Planning Policy Guidance:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development, and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.”
- 1.4 A Travel Plan is, therefore, a living document that sets out ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable travel modes, whilst also reducing both the need to travel, and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.
- 1.5 This Travel Plan focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to empower residents visitors alike to take ownership and make informed decisions about their travel choices. It is a sister document to the Transport Assessment¹ that also supports the planning application.

¹ Transport Assessment, ADC Infrastructure, 24 May 2024 (Ref: ADC3326-RP-B-V2)

2.0 OBJECTIVES AND BENEFITS

Objective

- 2.1 The overall objective of this Travel Plan is to minimise the number of new car trips generated by residents and visitors travelling to and from the proposed residential development, by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport and car sharing).

Benefits and outcomes

- 2.2 *Making Residential Travel Plans Work*² details the potential local benefits that can be achieved when a Travel Plan is designed into a residential development from the beginning. Some of the potential benefits that this Travel Plan will provide for the residents and visitors are listed below:
- a focused approach to influence the travel behaviour of residents and visitors;
 - the introduction of safe and viable alternatives to single-occupancy car travel, increasing the choice of travel modes to the site, reducing the number of vehicle trips, and reducing vehicle mileage;
 - increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing;
 - increased awareness of the social, environmental, and economic costs of individual travel choices;
 - a positive change in attitudes towards the use of alternative travel modes;
 - provision of practical information on how to travel by more sustainable travel modes, with the integration between different travel modes;
 - provision of practical initiatives, based on regular appraisal of resident's travel patterns; and
 - improved accessibility, safety, and security for people travelling to, from, and within the site, particularly vulnerable road users, such as children, the elderly, and the disabled.
- 2.3 In addition to these benefits, in line with the *Delivering Travel Plans through the Planning Process – Good Practice Guidelines*, and the *Making Travel Plans Work*, the Travel Plan will also seek the following outcomes:
- reduction in the overall need for travel to and from the site;
 - reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution, and accidents;
 - generation of only the minimum number of car movements to and from the development;
 - more attractive environments;
 - supporting the viability of local public transport services and helping reduce social exclusion;
 - increased usage and safety of neighbourhood cycling and walking routes;
 - opportunities provided to build healthy exercise into daily life;
 - represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist; and
 - increased marketability of the development as more households seek to change their travel behaviour.

² Making Residential Travel Plans Work: Good Practice Guidelines for new development, Department for Transport, September 2005

3.0 TRAVEL OPPORTUNITIES

Site Location and existing use

- 3.1 The development is to the south of Station Road, on the western edge of Market Bosworth. The northern part of the site is made up of small industrial units accessed from Station Road whilst there are two residential dwellings along the site frontage. The remainder of the site is made up of agricultural land. As part of the development proposals, it is intended to demolish the residential dwellings fronting Station Road and the industrial units immediately south of the dwellings to accommodate a vehicular access into the site.

Development and parking

- 3.2 The development proposals comprise 138 residential dwellings and 20,731sqft (1,926sqm) of light industrial use. A hybrid planning application will be submitted which will seek full planning permission for the residential element and outline approval for the employment use.
- 3.3 The development would be accessed via a new priority-controlled simple T-junction arrangement. A 7.3m wide carriageway would be provided at the site access as well as 10m kerb radii and 2m wide footways either side of the site access carriageway.
- 3.4 Within the site, the main residential spine road would reduce to 6.75m after the employment access which would enable a bus service to route through the site and accommodate potential future development to the south of the site.
- 3.5 Regarding the car parking provision, in accordance with the Hinckley and Bosworth parking standards³ two car parking spaces are required for residential dwellings with three bedrooms or less, whilst three spaces are required at dwellings with four or more bedrooms. All dwellings with three bedrooms or less would have two off-street car parking spaces apart from the 'Ash' and 'Linton' house types. However, these house types would have a garage that would be sufficiently sized to count as a car parking space. All of the four bed houses would have two off-street parking spaces and a garage and, hence, would have the required three spaces.

Local highway network

- 3.6 Station Road is a single carriageway road subject to a 30mph speed limit and measures approximately 6m wide. To the west, Station Road becomes Wellsborough Road and then Bosworth Road before meeting the A444 Burton Road at a priority-controlled simple T-junction. The A444 enables access to the M42 at Junction 11 to the north as well as the A5 to the south.
- 3.7 To the east of the site, Station Road provides connectivity to the centre of Market Bosworth. As shown in **Figure 2**, there is a one-way system in the centre of Market Bosworth with Park Street allowing traffic to route out of the town to the east whilst Rectory Lane allows for journeys into Market Bosworth from the east. Both Rectory Lane and Park Street meet with The Park at a priority-controlled junction. The Park becomes Bosworth Road to the east which meets the A447 and B585 Bosworth Lane at a priority-controlled staggered ghost island junction.
- 3.8 The A447 extends to Ibstock and Coalville to the north and provides a route to the M1 at Junction 23A via the A511 Ashby Road and the A42. It also provides access to Hinckley to the south. The

³ Hinckley and Bosworth Parking Standards Review
(https://www.hinckley-bosworth.gov.uk/downloads/file/559/appendix_d_-_parking_standards_review)

B585 Bosworth Lane routes east and meets with the B585 Barlestone Road and B582 Barlestone Road at a signal-controlled T-junction. The B585 provides connectivity to Bardon Hill and the M1 Junction 22 via the A511 Shaw Lane whilst the B582 Barlestone Road extends east towards Desford and Enderby with links to Leicester via the A47 Hinckley Road.

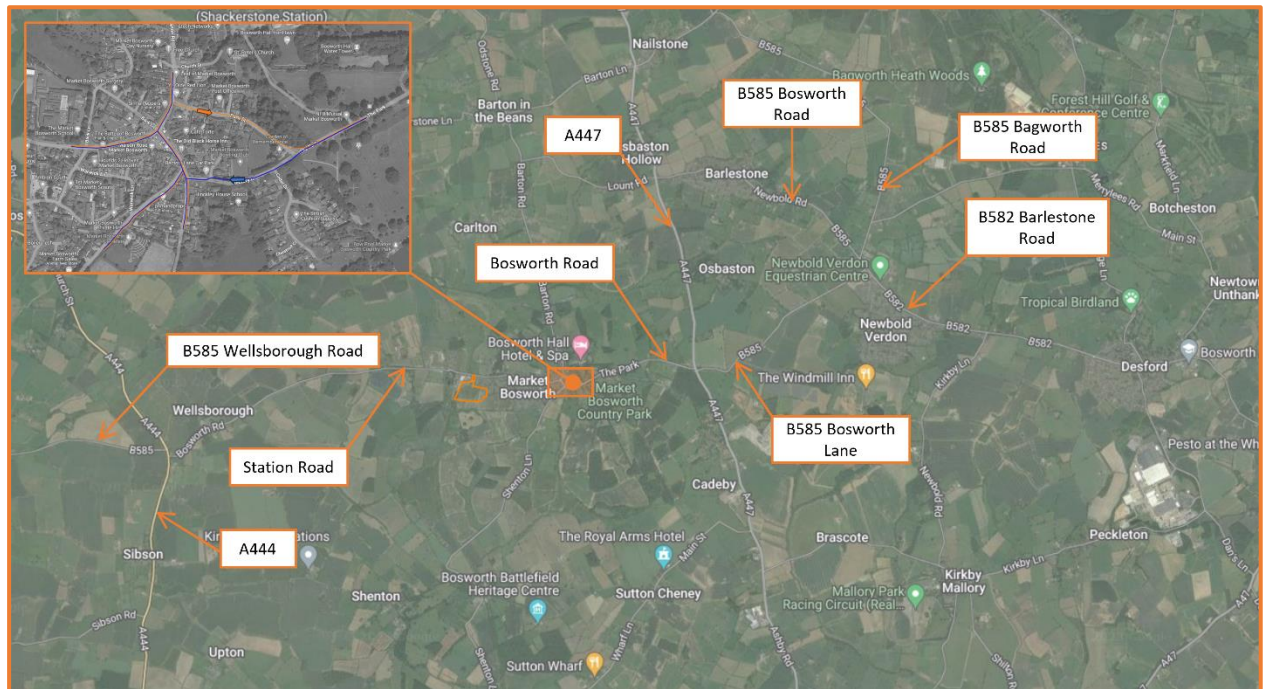


Figure 2: local highway network

Opportunities for pedestrian travel

- 3.9 Pedestrians are typically prepared to walk up to 2km for non-leisure journeys such as travelling to work or school⁴. As shown in **Figure 3**, the pedestrian catchment covers all of Market Bosworth and its associated facilities which includes St Peter's CE Primary Academy, The Market Bosworth School, The Dixie Grammar School, Co-Op supermarket and a Post Office. With regards to pedestrian infrastructure, there is a continuous footway on the northern side of Station Road which extends to the centre of Market Bosworth.

⁴ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000



Figure 3: 2km pedestrian catchment

- 3.10 With regards to pedestrian infrastructure, there is a footway to the east of the proposed access junction on the southern side of Station Road. The footway extends for approximately 50m from the proposed site access before terminating at the junction that serves 255-269 Station Road. There is a continuous footway on the northern side of Station Road which extends to the centre of Market Bosworth.
- 3.11 As part of development proposals, 2m wide footways would be provided either side of the site access carriageway which would connect with the existing footway on the southern side of Station Road.
- 3.12 To facilitate connectivity to the footway on the northern side of Station Road, an uncontrolled pedestrian crossing point with tactile paving and dropped kerb would be provided. An internal pedestrian connection would also be provided within the site to Heath Road which would facilitate connectivity to the main desire lines to the east of the site.

Opportunities for cycle travel

- 3.13 Guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. **Figure 4** therefore shows a 5km cycle catchment from the centre of the site. The 5km cycle catchment area includes Market Bosworth, Osbaston, Congerstone and Sutton Cheney.

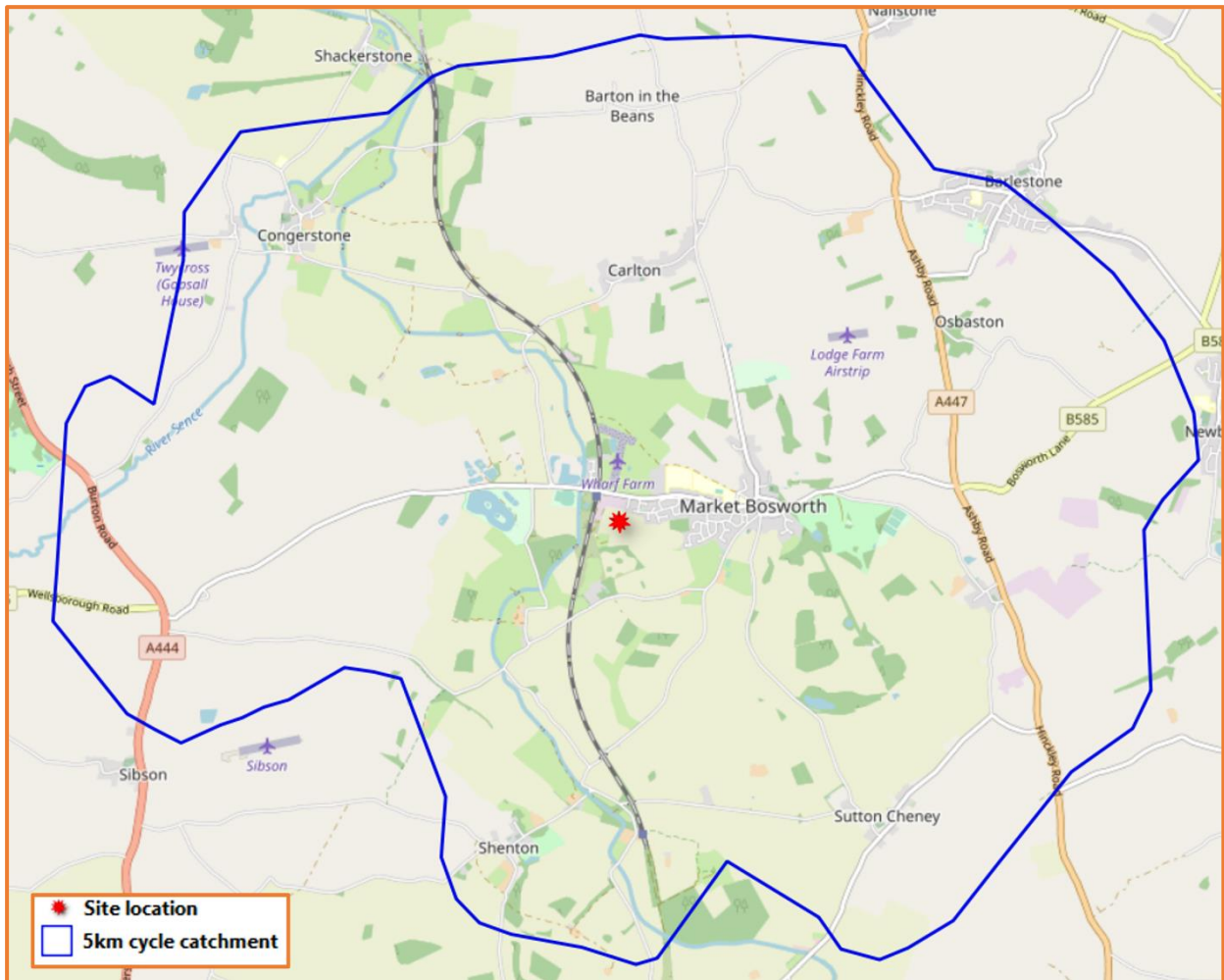


Figure 5: 5km cycling catchment

- 3.14 As shown in **Figure 6**, Station Road is classified as an on-road leisure route⁵ and runs through the heart of Market Bosworth providing access to Barton Road and Sutton Lane to the east which are also categorised on-road leisure routes and enable cycle connectivity to Barton in the Beans and Congerstone to the north and Hinckley to the south. To the west of the site, Station Road connects with National Cycle Network (NCN) route 52 which extends to destinations such as Nuneaton and Coalville.

⁵ [Borough-of-Hinckley-and-Bosworth-scaled.jpg \(2560×1789\) \(choosehowyoumove.co.uk\)](#)



Figure 6: extract from LCC cycle map

Opportunities for travel by public transport

- 3.15 The nearest bus stop is located on Market Place in the centre of Market Bosworth, approximately 1.1km walking distance from the site. The bus stop consists of a shelter and serves the number 7 and 153 routes. The 153 provides connectivity to Leicester every hour however the number 7 provides a less frequent service between Measham and Witherley.
- 3.16 To encourage bus travel, ADC has made contact with Arriva bus to enquire about extending the 153 service and provide a stop closer to the site. Arriva responded in an email dated Wednesday 10 January 2024 and stated, “happy to confirm our interest in this proposal, with the suggestion that the route would extend to Carlton Road which was the historic terminus of this service. Any such extension would require the deployment of an additional vehicle at a cost circa £170k/yr for a period of 5 years”.
- 3.17 As a follow up, ADC enquired whether Arriva would also be interested diverting the route into the site in a loop should the wider site be developed in future. Arriva responded in an email dated Friday 12 January 2024 stating, “We could certainly loop through the site should Phase 2 come to fruition, assuming the internal road layout would include somewhere that buses could safely wait time as this would essentially become the terminus of the route. For Phase 1, or should Phase 2 not include bringing the bus onto the site, the Carlton Road bus stop would provide somewhere buses can safely wait time – so the only S278 works we’d advocate in relocating the existing (out of use) bus stops away from the new access would be Kassel kerbing and a bus shelter on the opposite, Leicester-bound side of the highway”. This will therefore be discussed with LCC during the consultation period for the application.

4.0 TRIP GENERATION AND TARGETS

Trip generation

- 4.1 As the development is not currently operational, no surveys have been carried out to determine the baseline modal split. However, the Transport Assessment forecast that the residential element of the proposed development would generate the peak hour traffic generation shown below.

development vehicle trip rates and traffic generation		arrive	depart	two-way
approved trip rates (per dwelling)	AM peak hour	0.178	0.446	0.624
	PM peak hour	0.277	0.257	0.535
trip generation (140 dwellings)	AM peak hour	25	62	87
	PM peak hour	39	36	75

- 4.2 The Transport Assessment identified that the proposed residential development would generate the modal split and daily person trip generation shown below.

Trip Type	Daily Trip Rate	Modal Split	Residential Daily Trips
Total vehicles	4.259	58%	596
Cyclist	0.114	2%	16
Pedestrian	0.911	12%	128
Bus	0.161	2%	23
Rail	0.048	1%	7
Passenger	1.888	26%	264
Total People	7.386	100%	1,034

Targets

- 4.3 Travel Plans, and the promotion of sustainable travel modes, have a significant impact on the modal split of a development and the proportion of car trips. Therefore, this Travel Plan adopts the following targets for the residential development:
- Target 1 – All residents and potential purchasers will be aware of the Travel Plan prior to occupation or within two weeks of occupation.
 - Target 2 – The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the monitoring period.
- 4.4 With regards to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving into the development.
- 4.5 With regards to Target Two, the 10% reduction in the single occupancy vehicle trips will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and also a reduction in overall travel.

A 10% reduction in the 27.1% single occupancy vehicle car driver modal share) will equate to a 2.71% reduction, and thus a single occupancy car driver modal share of 24.4%. In terms of trip generation, a

10% reduction in the number of single occupancy car trips will equate to the following maximum number of single occupancy car trips being generated by the 140 dwellings, calculated as follows:

	Daily
number of single occupancy vehicles	596
number of single occupancy drivers shifted by a 10% reduction	60
number of single occupancy drivers with 10% reduction in place	536

- 4.6 The Travel Plan targets would not be changed or updated without the prior written approval of LCC.

5.0 MEASURES AND INCENTIVES

- 5.1 As concluded in Section 3, the site is in a sustainable location, with good opportunities for travel by foot, cycle, and bus, and this will be improved by the infrastructure measures as part of the development proposals. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets can focus on promoting all modes.
- 5.2 As detailed in Section 1, the measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. This promotion will be undertaken sensitively, so that it is not viewed as oppressive by residents, but rather as a helpful, informative process that allows them to make informed decisions based on the benefits of each mode.

House builder's commitments prior to occupation

- 5.3 The following measures will be funded and implemented by the developer during the construction process and until a point five years following 50% occupation of the site:
- Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator role will be undertaken by a Sales Advisor for the housebuilder, with senior management support until such a time when the dwellings become occupied. At that point, a full-time Travel Plan Co-ordinator will be appointed, and details will be supplied to LCC. The interim Travel Plan Co-ordinator details are provided until the permanent person is appointed). The role will commence when the construction of the first residential dwelling begins until five years after 50% occupation. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes.
 - The interim Travel Plan Co-ordinator will give a Travel Plan briefing to all other sales/marketing staff associated with the development. This will involve the Travel Plan Co-ordinator explaining the Travel Plan and the travel opportunities at the site to their other sales/marketing staff so that they can also inform all potential residents about the Travel Plan process, and answer any questions that they may have. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy/rent the dwellings.
 - The Travel Plan will be promoted in the marketing and promotion of the development, on both the website and also through sales literature. Alternative means of travel will be sold as an attractive benefit for new residents.
 - Provide funding for travel welcome packs for each household, containing walking, cycling and public transport information to promote the use of these modes, and also where possible, reduce the need to travel. The travel welcome packs will be compiled by the Travel Plan Co-ordinator prior to the first occupation, and issued by the Travel Plan Co-ordinator to residents on occupation.

Travel Plan Co-ordinator's commitments post-occupation

- 5.4 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to LCC as soon as they are appointed. LCC will be informed of any changes to the Travel Plan Co-ordinator contact details.
- 5.5 Until the permanent Travel Plan Co-ordinator is appointed, the role will be undertaken by:



- 5.6 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until a point 5 years following 50% occupation of the development. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes. Their role will be to:
- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan;
 - promote the Travel Plan to potential and confirmed residents;
 - act as a point of contact for all residents and visitors requiring information;
 - represent the ‘human face’ of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction sessions;
 - take a key role in the monitoring and review of the Travel Plan.
- 5.7 The Travel Plan Co-ordinator will also:
- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
 - liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, to allow them to arrange the induction session and delivery of the travel welcome pack.
- 5.8 With the aim of raising and maintaining awareness of the Travel Plan, each newly occupied home will receive a voluntary induction visit, at which the Travel Plan Co-ordinator will take the householders through the travel opportunities and explain the Travel Plan process.
- 5.9 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by the house builders and be produced by either the Travel Plan Co-ordinator, and contain the following:
- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental and economic costs of each mode.
 - A pedestrian route map to key destinations, such as local shops and schools etc., with distances and journey times.
 - A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities.
 - Information regarding cycle maintenance opportunities, as well as training, is available within the local area. If demand is sufficient, the Travel Plan Co-ordinator would arrange for cycle maintenance and training to be provided on-site.
 - Information regarding cycle vouchers and how to redeem them via the Travel Pack.
 - Public transport information, including a bus route map, and the latest bus timetables. The Welcome Pack will also include details of the range of tickets available and the costs of these tickets. Contact details where further information can be obtained, including website addresses, will also be included.
 - Trial bus tickets would be made available via the Travel Packs.
 - Contact details and a location map showing local car hire firms, and taxi companies, based on postcode information.
 - Information about the benefits of car sharing, and details of relevant car share schemes, including [Leicester Car Sharing Club – One of the UK's longest-running car clubs – 40+ years of co-operation](#).
 - Contact details of local supermarkets and retail outlets that provide a home delivery service. This would result in a reduction in the need to travel.
 - Information about home working and home shopping.
 - Contact details of the Travel Plan Co-ordinator, and LCC’s Travel Plan Officer.

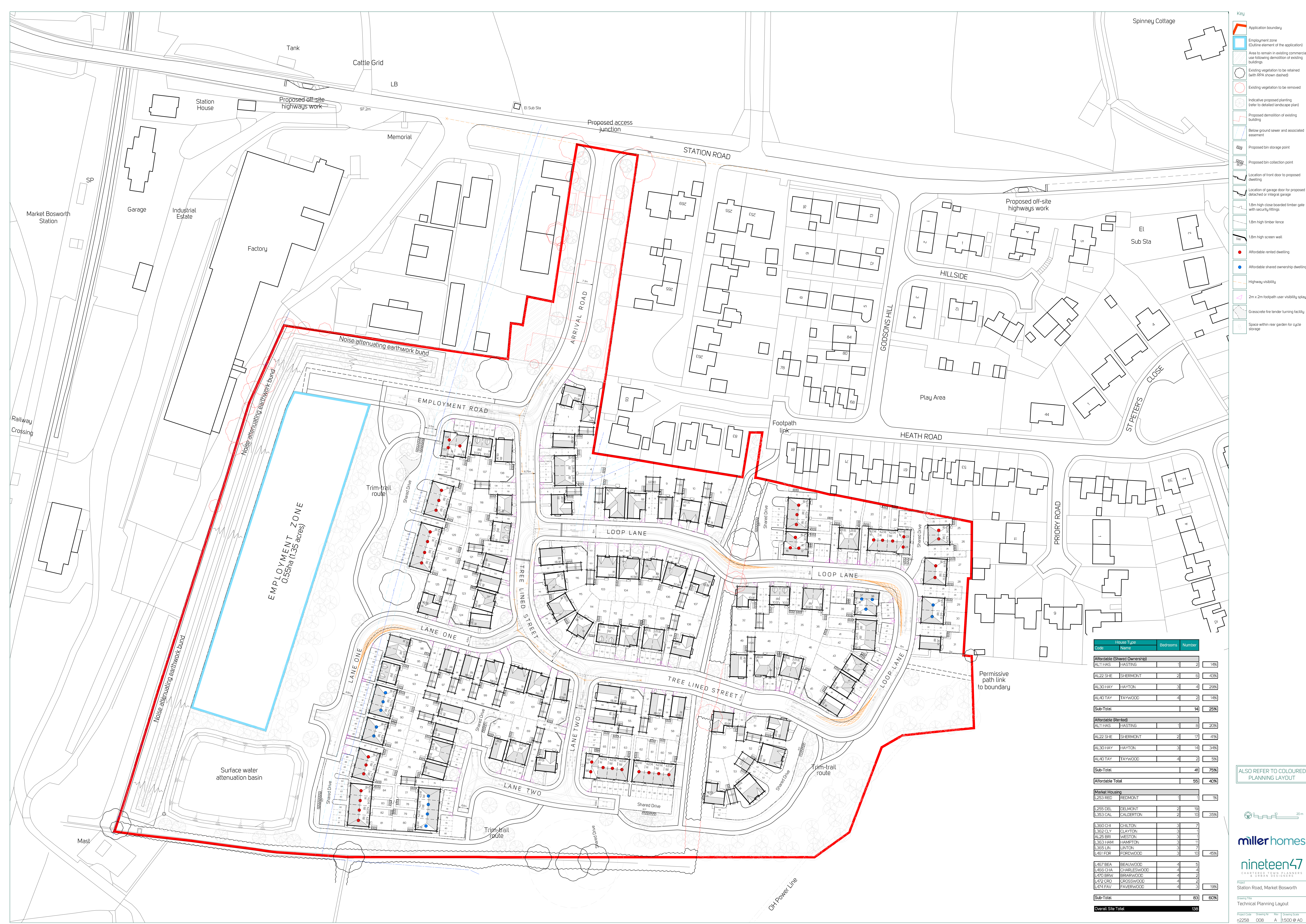
- 5.10 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will promote national events, such as National Bike to Work Week and Walk to Work Day.

6.0 IMPLEMENTATION AND MONITORING

- 6.1 The Travel Plan should not be a static document but is intended to be updated throughout its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator, who will undertake ongoing monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to LCC.
- 6.2 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within two weeks of occupation. This will allow people to assess the potential to travel by alternative modes of travel and allow a sustainable travel culture to emerge from the start.
- 6.3 Nevertheless, the Travel Plan will be monitored for a period of five years following 50% occupation of the development. LCC use Modeshift (www.modeshift.org.uk) to monitor travel plans, and therefore this Travel Plan refers to Modeshift.
- 6.4 To monitor the Travel Plan, travel surveys will be undertaken at each household within one month following 50% occupation. The surveys will be produced by the Travel Plan Co-ordinator with approval from LCC and will determine the baseline modal split and travel patterns of each household, and thus at the site as a whole. They will report on the uptake of any measures and incentives proposed in this Travel Plan (including the number of residents who sign up to the Leicestershire car share database, public transport travel and cycle vouchers), and help identify any further measures that need to be investigated and proposed. The Modeshift monitoring surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), Target Two (modal split). The Travel Plan Co-ordinator will also record general resident feedback on the Travel Plan and any travel issues.
- 6.5 A monitoring report will be compiled by the Travel Plan Co-ordinator and issued to LCC within one month of the travel surveys being completed. This will be informed by the travel surveys, traffic counts and resident feedback.
- 6.6 The Modeshift surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for five years after 50% occupation, and the results summarised and issued to LCC.
- 6.7 In addition to the travel surveys, traffic counts will be undertaken at the site access points in Years 1, 3 and 5 to record the actual traffic flows generated by the development, in accordance with LCC Travel Plan guidance.
- 6.8 The annual report will include an introduction, the annual survey results and biennial traffic count results including analysis of trends against previous years, and brief details of measures implemented throughout the year.
- 6.9 The Monitoring Reports and hence details of the survey results will be issued to the residents by the Travel Plan Co-ordinator to ensure residents are aware of the progress being made by the Travel Plan. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.
- 6.10 Remedial/fall-back measures would be implemented in the event of a shortfall in the progress towards agreed targets. These would include: extending the role and responsibilities of the Travel Plan Co-ordinator; relaunching the Travel Plan; providing additional promotional activities to promote sustainable travel; and extending the formal monitoring period.

APPENDIX A

DEVELOPMENT MASTERPLAN



- Key
- Application boundary
 - Employment zone (Outline element of the application)
 - Area to remain in existing commercial use following demolition of existing buildings
 - Existing vegetation to be retained (with RPA shown dashed)
 - Existing vegetation to be removed
 - Indicative proposed planting (refer to detailed landscape plan)
 - Proposed demolition of existing building
 - Below ground sewer and associated easement
 - Proposed bin storage point
 - Proposed bin collection point
 - Location of front door to proposed dwelling
 - Location of garage door for proposed detached or integral garage
 - 1.8m high close boarded timber gate with security fittings
 - 1.8m high timber fence
 - 1.8m high screen wall
 - Affordable rented dwelling
 - Affordable shared ownership dwelling
 - Highway visibility
 - 2m x 2m footpath user visibility splay
 - Grasscrete fire tender turning facility
 - Space within rear garden for cycle storage

House Type		Bedrooms	Number	
Code	Name			
Affordable (Shared Ownership)				
AL11 HAS	HASTING	1	2	14%
AL22 SHE	SHERMONT	2	6	43%
AL30 HAY	HAYTON	3	4	25%
AL40 TAY	TAYWOOD	4	2	14%
Sub-Total			14	25%
Affordable (Rented)				
AL11 HAS	HASTING	1	8	20%
AL22 SHE	SHERMONT	2	17	41%
AL30 HAY	HAYTON	3	14	34%
AL40 TAY	TAYWOOD	4	2	5%
Sub-Total			41	75%
Affordable Total			55	40%
Market Housing				
L253 RED	REDMONT	1	1	3%
L255 DEL	DELMONT	2	19	
L353 CAL	CALDETON	2	10	35%
L360 CHI	CHILTON	3	7	
L362 CLY	CLAYTON	3	1	
AL25 BRI	WESTON	3	11	
L353 HAM	HAMPTON	3	1	
L355 LIN	LINTON	3	7	
L451 FOR	FORDWOOD	3	10	45%
L457 BEA	BEAUWOOD	4	5	
L458 CHA	CHARLESWOOD	4	4	
L470 BRW	BRIARWOOD	4	2	
L472 CRO	CROSSWOOD	4	2	
L474 FAV	FAVERWOOD	4	3	19%
Sub-Total			83	60%
Overall Site Total			138	

ALSO REFER TO COLOURED PLANNING LAYOUT