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TRANSPORT



Barlestone Road, Newbold Verdon, Leicestershire
Travel Plan
October 2024

Report Ref: 24832-TRAN-0802 Rev B

Barlestone Road, Newbold Verdon, Leicestershire

Travel Plan

October 2024

REPORT REF: 24832-TRAN-0802 Rev B

CLIENT: David Wilson Homes East Midlands

ENGINEER: MEC
The Old Chapel
Station Road
Hugglescote
Leicestershire
LE67 2GB

Tel: 01530 264 753
Email group@m-ec.co.uk

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
March 2024	-	First issue	James Wright BSc (Hons) Graduate Transport Planner	Dave Godber MCIHT Senior Transport Planner	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director
April 2024	A	Updated parameter plan	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director		
October 2024	B	Updated for new layout	James Wright BSc (Hons) Graduate Transport Planner	Dave Godber MCIHT Senior Transport Planner	Alexander Bennett BSc (Hons) MCIHT MTPS Managing Director

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CONTENTS

1.0	INTRODUCTION	4
2.0	PLANNING POLICY	6
3.0	EXISTING SITE AND HIGHWAYS CONDITIONS	10
4.0	SITE SUSTAINABILITY AND ACCESSABILITY ASSESSMENT	13
5.0	TRAVEL PLAN AIM, OBJECTIVES, TARGETS, AND MANAGEMENT	22
6.0	PACKAGE OF MEASURES	26
7.0	MARKETING AND PROMOTION	30
8.0	IMPLEMENTATION, MONITORING AND EVALUATION	32
9.0	SUMMARY AND CONCLUSIONS	34

APPENDICES

- A. INDICATIVE MASTERPLAN AND PARAMETER PLAN
- B. EXAMPLE QUESTIONNAIRE

1.0 INTRODUCTION

1.1 MEC has been commissioned by David Wilson Homes East Midlands (hereafter referred to as ‘the Client’) to undertake a Transport Assessment (TA) in support of a proposed development at Barlestone Road, Newbold Verdon, Leicestershire (hereafter referred to as ‘the Site’). A regional site location plan can be found below in **Figure 1.1**, with an indicative masterplan and parameter plan contained in **Appendix A**.

1.2 The development comprises:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Classes E(e)), public open space and associated infrastructure.



Figure 1.1: Regional Site Location Plan

Source: Google Earth

1.3 The site is located within the authority of Hinckley and Bosworth Borough Council (HBBC) who act as the Local Planning Authority, while Leicestershire County Council (LCC) act as the Highway Authority for the area.

1.4 All Travel Plans are treated as ‘living’ documents that are reviewed and updated at various key stages of development, implementation, and occupation. Regular reviews are therefore proposed in order to enable

effective monitoring and implementation of the Travel Plan as detailed in this document. In doing so, this report takes into account current Government Policy contained within the National Planning Policy Framework (NPPF), in particular Paragraph 117 which states:

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

- 1.5 This report should be read in conjunction with the MEC Transport Assessment (ref. 24832-TRAN-0803).

Report Structure

- 1.6 The structure of this Travel Plan and its aims are outlined below:

- Section 1.0 will introduce the report, its aims, and all relevant parties;
- Section 2.0 details the scoping work undertaken and the key aims and objectives of the Travel Plan per the relevant governing bodies;
- Section 3.0 provides a detailed description of the existing site and the surrounding highway network and pedestrian infrastructure;
- Section 4.0 will provide a comprehensive appraisal of the site's sustainability and an accessibility assessment;
- Section 5.0 outlines the baseline travel conditions, details the modal shift targets, and provides information regarding the Travel Survey;
- Section 6.0 details the Package of Measures to be implemented;
- Section 7.0 will define guidance on how the Travel Plan will be promoted;
- Section 8.0 outlines implementation of the Travel Plan, and details the monitoring and evaluation process, and;
- Section 9.0 summarises the key findings and details presented in the report.

Disclaimer

- 1.7 MEC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from MEC.
- 1.8 MEC accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 PLANNING POLICY

National Policy

National Planning Framework (Dec 2023) (NPPF)

- 2.1 The NPPF sets out the governments planning policies for England and details how these are expected to be applied. The revised document is in presumption of sustainable development and the transport policy has an important role to play in facilitating sustainable development, giving people real choices about how they travel.
- 2.2 Paragraph 108 states transport issues should be considered from the earliest stages of plan-making and development proposals to ensure the sustainability of development and allow for amendments to be made before the consultation and implementation phases.
- 2.3 The following policies from the NPPF are relevant to Transport Assessments, and have been taken into consideration when preparing this report:
- **Paragraph 109** – *‘The planning system should actively manage patterns of growth in support of these objectives. 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’*
 - **Paragraph 114** – *‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
 - (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 46, 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.’*
 - **Paragraph 117** – *‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’*

Active Travel England (ATE)

- 2.4 As the development exceeds one or more of the thresholds (>150 dwellings / >7,500 m² floorspace / >5 hectares), ATE will be a statutory consultee for the development.
- 2.5 ATE are an executive agency of the Department for Transport (DfT) set up by the National UK Government to target the DfT’s objective of increasing active travel (walking, cycling, and wheeling) in urban areas by 50% by 2030.

2.6 This is proposed to be achieved through tighter building regulations, funding for schemes committed to enhancing active travel, and education and training campaigns focused on best practice and the benefits of active travel itself. As a result, the following aims have been derived:

- *Creating better streets and networks for cycling and walking that are built to the ‘key design principles’ as set out in Gear Change and Local Transport Note 1/20;*
- *Putting walking and cycling at the heart of transport, place-making, and health policy so travelling without a car is easy and accessible utilising a long-term walking and cycling programme and budget;*
- *Empowering and encouraging local authorities who manage their roads to incorporate active travel improvements into all aspects of their functions. This includes access to new powers to manage the highway effectively for active travel and training on all aspects of active travel best practice;*
- *Enabling people to cycle and protecting them when they do by reducing road danger through the creation of safe infrastructure based on the key design principles and working with the department and relevant bodies to ensure that the rules of the road work to protect people travelling actively.*

Cycle Infrastructure Design – Local Transport Note 1/20 (July 2020)

2.7 The Department for Transport’s LTN 1/20 sets out the responsibility for local authorities to demonstrate they have considered the cycle design principles outlined within the publication when designing new cycling schemes and developments. The guidance outlines the benefits of cycling:

- *‘Enabling more people to cycle will help local authorities to achieve a broad range of positive transport outcomes and wider environment and public health goals;*
- *Cycling brings many economic benefits, reducing some of the external costs of congestion and pollution associated with motor traffic, and reducing the healthcare costs associated with physical inactivity and poor air quality;*
- *Cycling improves physical and mental health, reducing healthcare costs and costs of absenteeism;*
- *There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, and;*
- *As an affordable mode of transport, cycling can be an important way for people to access local services, education and employment.’*

Local Policy

Core Strategy DPD 2009 – HBBC

2.8 The core strategy forms 1 of the Development Plan Documents forming the Hinckley & Bosworth Local Development Framework.

2.9 The Core Strategy sets out the overarching strategy and core policies to guide the future development of the borough up to 2026, with the other Development Plan Documents implementing the strategy and vision contained within the Core Strategy.

2.10 The relevant transport policies are:

- Policy 7: Key Rural Centres;
- Policy 11: Key Rural Centres Stand Alone;

- Policy 14: Rural Areas: Transport

Site Allocations and Development Management Policies DPD (Local Plan 2006 – 2026) – HBBC

- 2.11 HBBC's 'Site Allocations and Development Management Policies DPD' document, adopted July 2016, details allocated sites and includes development management policies which apply across the borough and which will be used when determining planning applications. The document forms one of a series of documents making up the boroughs Local Plan.
- 2.12 It is noted that the Site Allocations and Development Management Policies document facilitates the delivery of HBBC's Core Strategy (2009), its vision of which states:

Our vision for Hinckley & Bosworth is not one of wholesale change. Rather, it is one of keeping and improving what's good about the area and embracing the positive things that development can bring, helping the entire borough's communities share in the good quality of life it offers...

...in 2026 Hinckley & Bosworth will be a thriving, successful borough exemplifying green sustainable development across the East Midlands...

...High quality services and facilities along with quality jobs will have been provided to ensure these developments are true sustainable communities. Improved, more frequent public transport will be provided with improved facilities along with well-connected walking and cycling networks to enable residents to travel by alternatives to the private car...

- 2.13 In order to achieve the vision from a transport perspective, Policy DM17 'Highways and Transportation' contained in HBBC's 'Site Allocations and Development Management Policies DPD', sets out the transport requirements for developments to supported. They are as follows:

- A) *Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services; and cycling to services and facilities; significant movement;*
- B) *Seek to ensure that there is convenient and safe access for walking;*
- C) *Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates;*
- D) *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; of development on the transport network are not severe;*
- E) *Where it can be demonstrated that the residual cumulative impacts.*

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.

2.14 The relevant Core Strategy Spatial Objectives are:

- Spatial Objective 9: Identity, Distinctiveness and Quality of Design;
- Spatial Objective 13: Transportation and Need to Travel.

2.15 Other relevant policies under 'Built Environment' are:

- DM10: Development and Design;
- DM18: Vehicle Parking Standards.

Leicester & Leicestershire 2050: Strategic Growth Plan - Our Vision for Growth

- 2.16 The Strategic Growth Plan has been prepared by the ten partner organisations in Leicester & Leicestershire to provide a long-term vision that will address local challenges and opportunities. It is a non-statutory plan, but it sets out the agreed strategy until 2050. The strategy is carried forth by the delivery of Local Plans.
- 2.17 In relation to transport the strategic plan outlines consideration to improving public transport, cycling and walking; it considers a partnered approach with developers, land owners and parish councils to ensure the delivery of local needs towards new development.
- 2.18 The plan recognises the focus of development surrounding many locational criteria; development could be accepted along transportation corridors near employment centres or at a more local level the expansion of existing settlements may be beneficial for development.
- 2.19 The strategic plan among local plans seeks to demonstrate a commitment to future growth and infrastructure investment.

3.0 EXISTING SITE AND HIGHWAYS CONDITIONS

- 3.1 The application site is situated on the north edge of the village of Newbold Verdon, circa 550m from the Village Centre. The villages of Barlestone and Desford are situated 2.4km northwest and 3.2km east from the site respectively. In terms of major settlements, the site is located equidistant to both Hinckley and Leicester, which are situated circa 14km south and east respectively. **Figure 3.1** illustrates the site.

Figure 3.1: Site Location Plan



Source: Google Earth

- 3.2 The site is approximately 14 hectares and currently comprises agricultural land. The site is bound by Barlestone Road (B582) and the village of Newbold Verdon to the south, and agricultural fields and farm buildings (including the equestrian centre) to the north, east and west.

Existing Vehicular Access

- 3.3 The site can be accessed via two points; a byway (known as Harry's Lane) off Barlestone Road, and the Newbold Verdon Equestrian Centre access road, as highlighted on **Figure 3.1**.
- 3.4 The byway forms a minor arm of a priority-controlled crossroads with the B582 Barlestone Road and Mill Lane as demonstrated by **Figure 3.2**.

Figure 3.2: Byway Access Arm

Source: Site Visit 12/10/2023

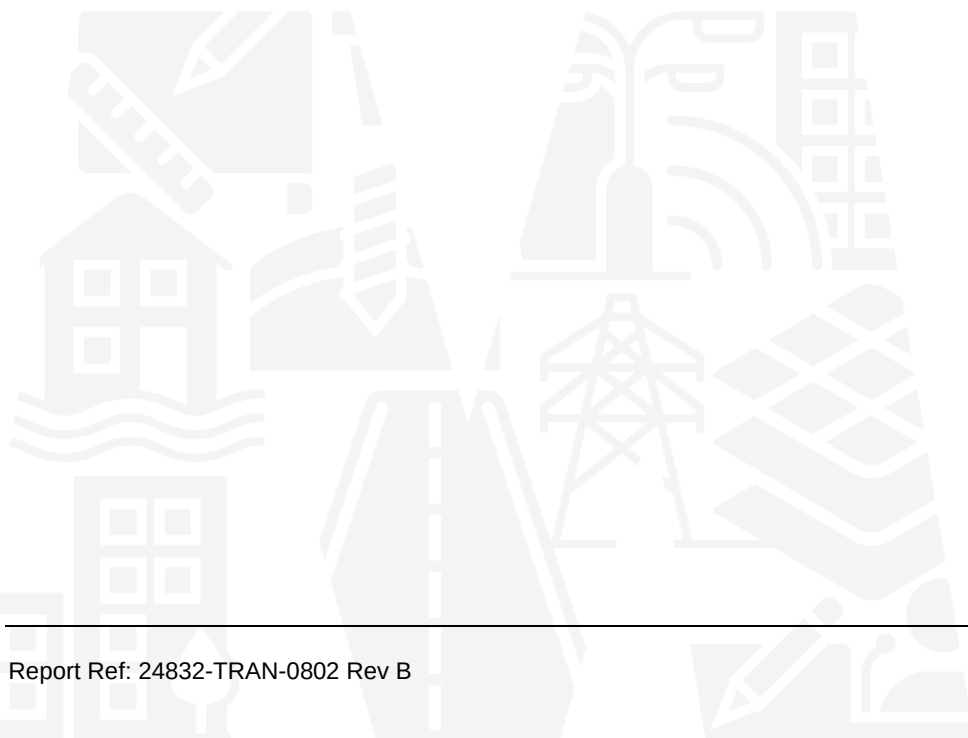
- 3.5 The byway, orientated north to south, is a single access track ranging from approximately 2.5m – 4.5m in width, currently serving two dwellings and a farm, as well as providing multiple points of vehicular access onto the surrounding agricultural fields (the application site).
- 3.6 The Newbold Verdon Equestrian Centre access road, orientated northeast – southwest is between 6.5m and 7.5m wide. Access to the Equestrian Centre is granted via a priority-controlled junction as demonstrated in **Figure 3.3** below.

Figure 3.3: Newbold Verdon Equestrian Centre Access

Source: Site Visit 12/10/2023

- 3.7 Both access points are served off Barlestone Road. Barlestone Road is a single two-way carriageway with a width of approximately 6.5m, orientated northwest to southeast and subject to a 40mph speed limit. Barlestone Road (B582) links directly to the villages of Barlestone to the northwest, and Desford to the East.

- 3.8 Barlestone Road provides a continuous footway approximately 1.5m in width along the southern side of the carriageway lit by street lighting.

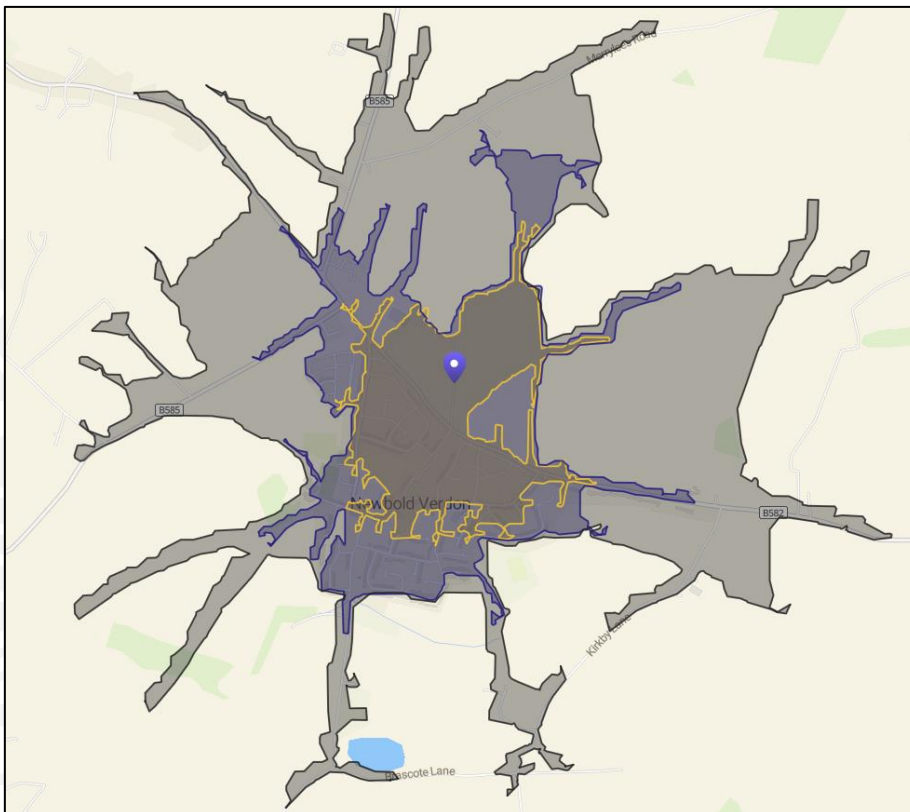


4.0 SITE SUSTAINABILITY AND ACCESSABILITY ASSESSMENT

Pedestrians

- 4.1 The Chartered Institution of Highways and Transportation (CIHT) publication [2000] 'Guidelines for Providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1600m). In transport planning terms, the most suitable sites for development are those that generate fewest private car trips, which is achieved by enabling a greater proportion of walking, cycling, and public transport trips.
- 4.2 The CIHT Guidelines suggests acceptable walking distances to various services. 'Acceptable' distances may vary from person to person depending on their age and general fitness, but the guidelines suggest:
- Maximum distances of 800 metres to town / retail centres, 2000 metres for work / education, leisure and 1200 metres elsewhere
 - Acceptable distances of 400 metres to town / retail centres, 1000 metres for work / education, leisure and 1200 metres elsewhere
 - Desirable distances of 400 metres to town / retail centres, 800 metres for work / education, leisure and 800 metres elsewhere
- 4.3 The average walking speed suggested by the CIHT is 3mph, or 5 minutes for every 400 metres. To provide an approximate guide to how far it is possible to walk within 800m, 1200m, and 2000m (10-, 15-, and 25-minute intervals), indicative walking isochrones have been produced, as shown in **Figure 4.1**.

Figure 4.1: 2km Walking Accessibility Map shown in 800m, 1200m, and 2000m Isochrones



Source: Smappen.com/

- 4.4 As demonstrated by the above map, the entirety of Newbold Verdon can be accessed within a 1.2km walk, with the Village Centre located within 800m of the centre of the site.
- 4.5 As part of the residential development currently being built out along Bosworth Lane (application 20/00143/FUL), significant upgrades have been carried out on the Barlestone Road / Bosworth Lane junction, upgrading it to a signalised T-junction. Signalised pedestrian crossing points are present on the Barlestone Road (east) and Bosworth Lane arms. The crossing benefits from tactile paving and dropped kerbs, as well as a guarded central refuge between lanes on the Barlestone Road (east) arm crossing.
- 4.6 Approximately 100m east of the Barlestone Road / Mill Lane / Byway crossroads, a pedestrian link, as shown on **Figure 4.2**, provides link Sparkenhoe. Approximately 250m southeast along Sparkenhoe, a second pedestrian link is present.

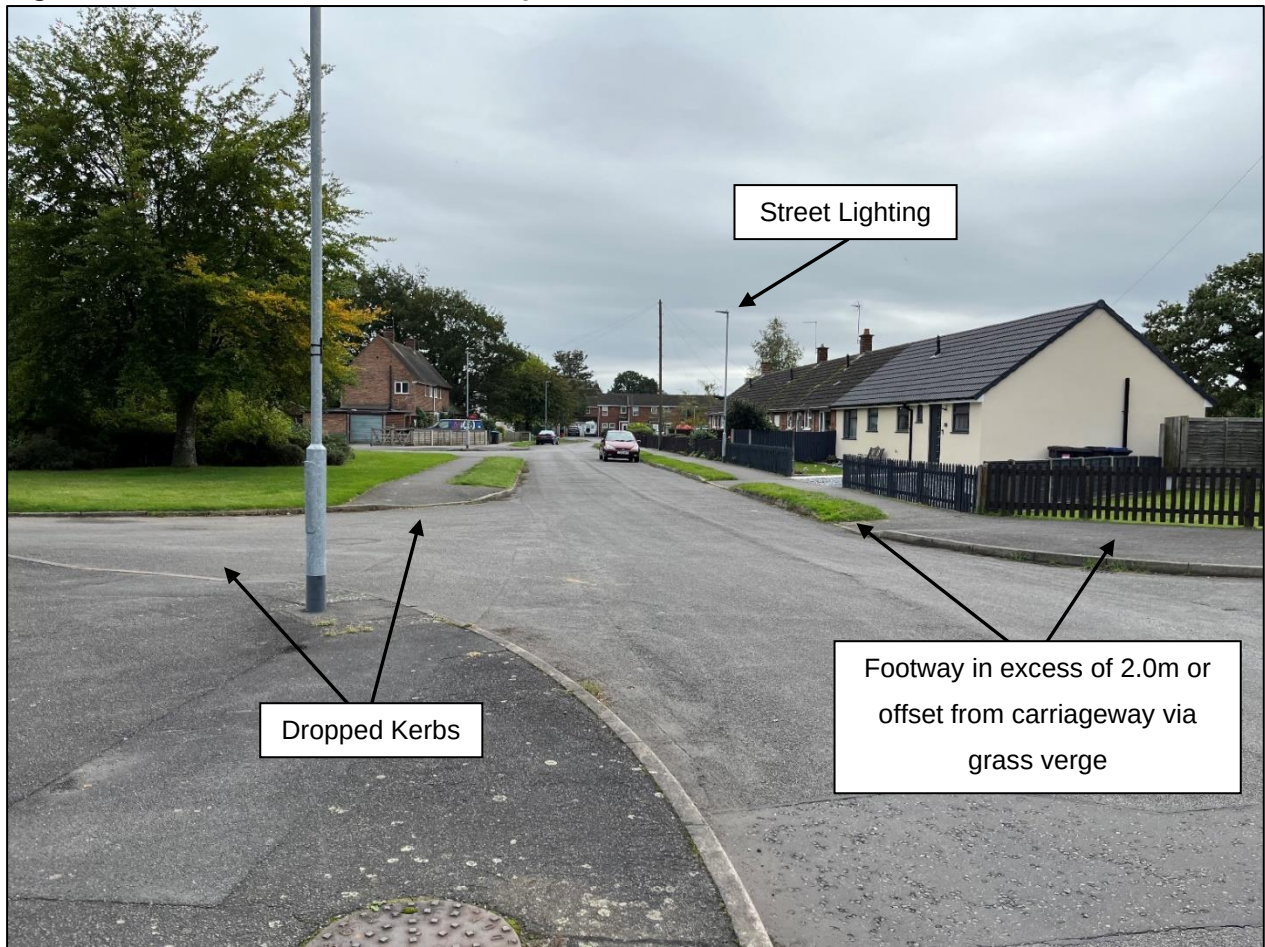
Figure 4.2: Pedestrian Link from Barlestone Road to Sparkenhoe



Source: Site Visit 12/10/2023

- 4.7 To fully assess the level of the existing pedestrian infrastructure, it is necessary to review the existing pedestrian provision along the major pedestrian desire lines to and from the site.
- 4.8 It is considered the major pedestrian desire line would be south towards the centre of Newbold Verdon whereby amenities such as a Co-op Food, Newbold Verdon Primary School, and a pharmacy are present.
- 4.9 Hornbeam Road, Sparkenhoe, and Mill Lane would be the main routes taken by pedestrians when accessing the Village Centre, and Dragon Lane would be the main pedestrian route when accessing Newbold Verdon Primary School.
- 4.10 Sparkenhoe, Hornbeam Road, and Mill Lane benefit from footways on either side measuring 2.0m in width and are lit by street lighting; dropped kerbs are present at junctions to aid crossing movements. **Figure 4.3** illustrates the local pedestrian environment and infrastructure on Sparkenhoe (towards Main Street), which is representative for the surrounding streets.

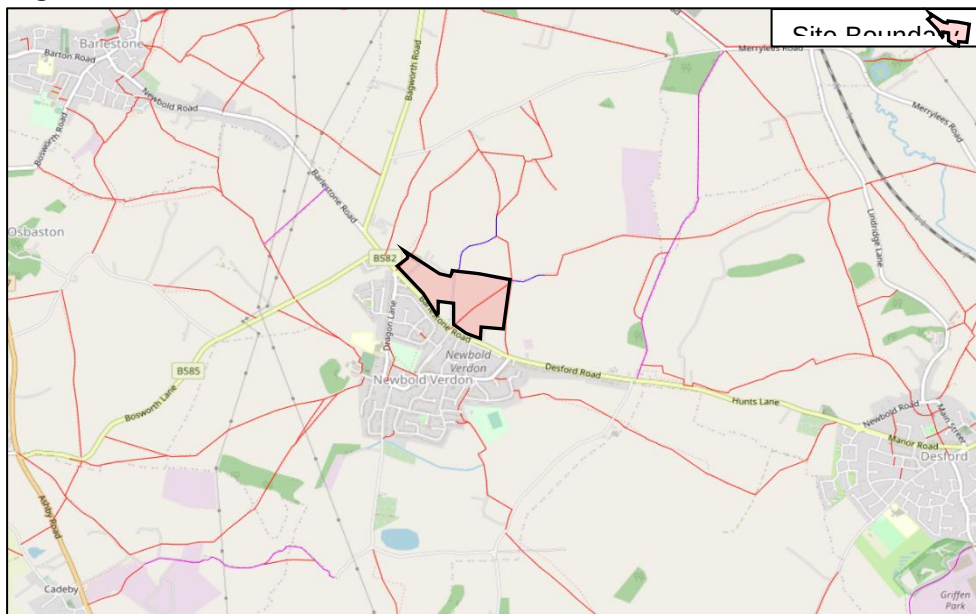
Figure 4.3: Pedestrian Infrastructure on Sparkenhoe



Source: Site Visit 12/10/2023

- 4.11 Dragon Lane benefits from a 2.0m wide, street lit footways on both sides of the carriageway. Yellow zigzag markings and 'No Waiting' restrictions (between 8am – 4pm Mon-Fri) are present outside the primary school, with the road operating at a 20mph speed restriction during school times.
- 4.12 The above residential roads all operate under a 30mph speed restriction except for the 20mph school zone mentioned.
- 4.13 **Figure 4.4** showcases public rights of way (PRoW) within the site's locality; the red 'X' indicates the site's location, with the red, pink, and blue lines denoting PRoW, bridleways, and byways respectively.
- 4.14 As shown, the local area has an extensive PRoW network, most notably providing off-carriageway walking routes to the villages of Desford and Barlestone.
- 4.15 As shown, 3 PRoW cross the site. The proposals will see these retained and incorporated into the site design, with improvements made to them where necessary.
- 4.16 Collating the above, it is evident the site is supported by a good level of existing pedestrian infrastructure, which facilitates movements towards the village centre and the major amenities and services local to the site.

Figure 4.4: PRow Network Local to the Site

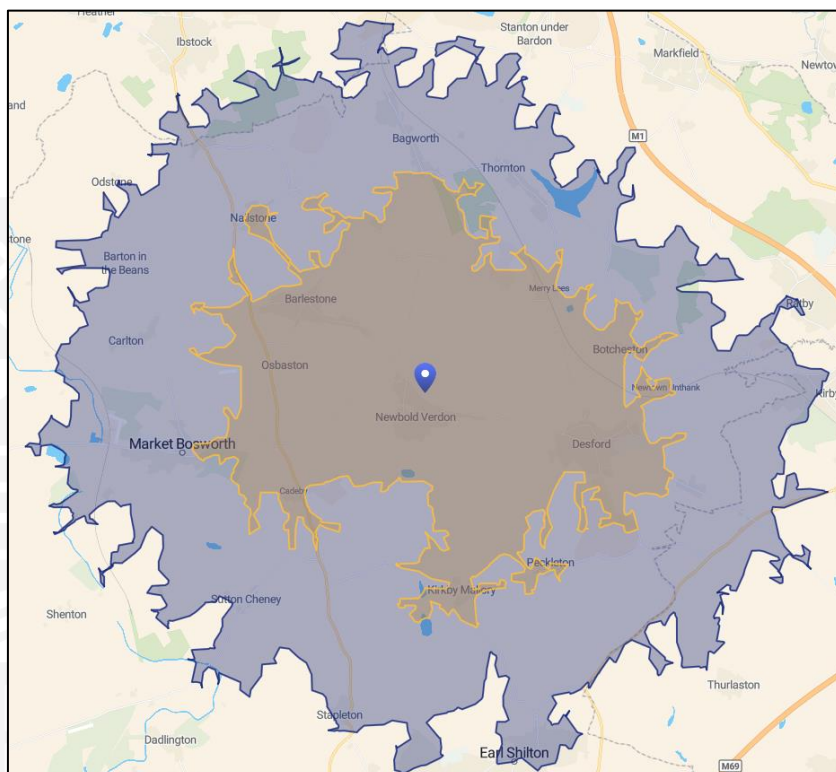


Source: FootPathMap.co.uk/

Cycling

- 4.17 The Department for the Environment publication 'PPG13 – A Guide to Better Practice' (March 2001) states that the bicycle is the ideal mode of transport for journeys under 8km and that cycling *“has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”*. **Figure 4.5** provides indicative cycling isochrones demonstrating a 5km and 8km reach from the site via cycle.

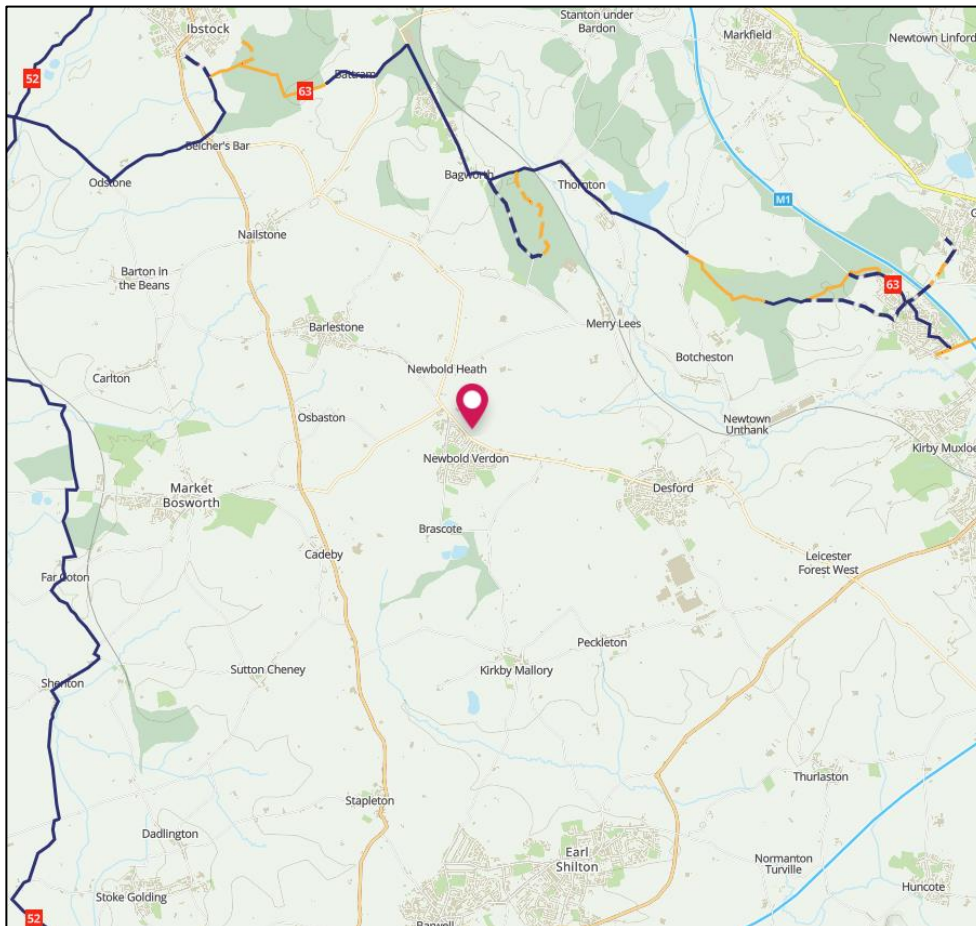
Figure 4.5: Cycling Accessibility Map shown in 5km and 8km Isochrones



Source: Smappen.com/

- 4.18 As **Figure 4.5** demonstrates, the villages of Barlestone, Desford, and Market Bosworth, the three largest villages nearest to the application site, are accessible within a 5km cycle. Multiple smaller villages/hamlets are accessible within an 8km cycle of the site.
- 4.19 Analysis of Sustrans.org found the site is within an 8km proximity to National Cycle Routes (NCR) 52 and 63 as shown on **Figure 4.6**.

Figure 4.6: The National Cycle Network Local to the Site



Source: [Sustrans.org/ExploreOSmaps/](https://sustrans.org/ExploreOSmaps/)

- 4.20 NCR 63 is located approximately 4.5km to the north of the site. The route originates in Swadlincote, Derbyshire, and passing closest to the site where it loops through Bagworth Heath Woods via Heath Road. NCR 63 extends to Wisbech, passing through Ibstock, Leicester, Oakham, and Peterborough on route.
- 4.21 NCR 52 is located approximately 6.5km west from the site. Originating in Warwick, NCR extends to north via Coventry, Nuneaton, and Coalville.
- 4.22 The cycle map in **Figure 4.7** outlines recommended cycle routes for Leicestershire, specifically focused in on the Hinckley and Bosworth area.

Figure 4.7: Hinckley and Bosworth Cycle Map

Source: choosehowyoumove.co.uk/

- 4.23 As demonstrated, the roads surrounding Newbold Verdon including Barlestone Road, are considered 'Quieter Routes', with connections to Desford and Market Bosworth solely via quieter routes, leisure routes, and/or cycle routes.
- 4.24 Core Strategy Policy 11, states the council will *"Deliver safe cycle routes as detailed in Policy 14, in particular from Newbold Verdon to Bosworth Community College"*.
- 4.25 Policy 14 says the council will *"Deliver safe cycle paths as detailed in the Hinckley & Bosworth Council's Rural Parishes Cycling Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community and leisure facilities and into the countryside"*. The policy says developers will be required to contribute towards these initiatives.

Bus

- 4.26 The closest bus stops are situated a 300m walk west of the proposed site access on Dragon Lane, which are known as the 'Health Centre' stops. The northbound stop comprises a flag mounted on a streetlight, with the southbound stop comprising a flag and post design with timetable information and brick shelter. Both stops benefit from raised kerbs.
- 4.27 A second set of bus stops are situated on Main Street circa 30m from its juncture with Barlestone Road, the stops comprise a flag and post design, and is located 300m from the Sparkenhoe pedestrian link opposite the unregistered land.
- 4.28 Both stops are served by the 153 service (confirmed via a site visit dated 12/10/2023); a summary of this service is provided below in **Table 4.1**.

Table 4.1: 153 Service Summary

Service	Operating Days	First Bus	Frequency (Minutes)			Last Bus	Route	Provider
			Morning	Midday	Evening			
153	Mon - Fri	06:40	60	60	60	20:15	Leicester - Market Bosworth	Arriva Midlands
	Saturday	06:50	60	60	60	19:50		
	Sunday	-	-	-	-	-		

- 4.29 The above table demonstrates the closest bus stops to the site are served by 1 bus per hour during daylight hours on weekdays and Saturdays. Journey times to market Bosworth and Leicester are typically 10 minutes, and 45 minutes respectively.
- 4.30 The bus service provision provides future residents with a choice of transport when carrying out everyday trips beyond Newbold Verdon.
- 4.31 The majority of the site would be situated within 400m of a bus stop; **Figure 4.8** demonstrates indicative 400m isochrones from both mentioned bus stops overlaid onto the masterplan.

Figure 4.8: Indicitive 400m Isochrones from Bus Stops



Accessibility Assessment

- 4.32 To place the above sections into context, it is important to consider the locality of amenities, facilities, and services in relation to the site and subsequently pedestrian travel and public transport methods available to reach them. **Table 4.2** provides an extensive, but not exhaustive list of local amenities within Newbold Verdon.

Table 4.2: Accessibility Assessment

Facility	Approx Distance (m)	Approx Journey Time (minutes)*	
		Walking	Cycling
Education			
Newbold Verdon Primary School	750	3	9
De Verdun Nursery & Preschool	850	10	4
Health			
Newbold Verdon Medical Practice	300	4	1
Heartbrook Pharmacy	850	10	4
Retail			
Nisa Local	750	3	9
Newbold Verdon post Office	750	3	9
Liberteas Coffee Shop	650	8	3
Co-op Food	850	10	4
Public transport			
Health Centre' Bus Stop	300	4	1
Leisure			
Newbold Verdon Sports & Social Club	850	10	4
Newbold Verdon Cricket Club / Playing Fields	1100	13	5

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.

- 4.33 The accessibility assessment showcases there are multiple key amenities and services within maximum distances as outlined by the CHIT. The site is deemed to be situated within a 'walkable neighbourhood' as described by Manual for Streets as:

'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot'

Accessible Amenities in Wider Network

- 4.34 The 153-bus service provides an hourly, 10-minute connection into both Desford and Market Bosworth where key amenities and facilities are available, which include (but not limited to):
- Supermarkets
 - Desford Community Primary School
 - St Peters CE Primary Academy
 - Bosworth Academy

- The Market Bosworth School
- Desford Medical Centre
- Desford Dental Care (NHS)
- Market Bosworth Surgery

4.35 The 153-bus route passes through Desford stopping at multiple locations. The bus route to Market Bosworth loops through ‘The Square’ (village Centre). All stops reside within appropriate walking distances to the listed amenities.

4.36 The 153 service also provides a 45-minute connection into the City of Leicester, where multiple key amenities and services are located including Leicester Rail Station.

Accessibility Assessment Summary

4.37 The application site is therefore considered to be in a sustainable location, specifically taking in into consideration paragraph 109 of the NPPF:

‘Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’

It is demonstrated that Newbold Verdon can offer genuine choice of transport modes to a variety of amenities both within the village and in the wider network and thus is considered to be sustainable.

5.0 TRAVEL PLAN AIM, OBJECTIVES, TARGETS, AND MANAGEMENT

The Travel Plan Aim

Current Statistics

- 5.1 Census dataset QS701EW (2011) has been used to obtain travel-to-work data for the Hinckley and Bosworth region of Leicestershire. The data therefore forms the initial baseline used to inform the Travel Plan Aim and derive any necessary Travel Plan Targets.
- 5.2 The Hinckley and Bosworth Median Super Output Area (mid layer) region 005 (E02005381) has a total of 5,983 economically active residents (16-74), with 4,029 of these actively in work. **Table 5.1** summarises the figures for 'Method of Travel to Work' for residents in the region.

Table 5.1: Travel to Work Statistics for the Hinckley and Bosworth 005 Region

Method of Travel to Work	Number of People	Percentage (1DP)
Work mainly at or from home	290	7.2%
Underground, metro, light rail, tram	4	0.1%
Train	17	0.4%
Bus, minibus, or coach	124	3.1%
Taxi	4	0.1%
Motorcycle, scooter or moped	26	0.6%
Driving a car or van	3071	76.2%
Passenger in a car or van	166	4.1%
Bicycle	55	1.4%
On foot	240	6.0%
Other method of travel to work	32	0.8%
Total	4029	100%

Source: NOMIS

- 5.3 As shown by the dataset, transport via private vehicle is the dominant method of travelling to work with a figure of 76.2%. The percentage of single occupancy vehicle journeys can be estimated by subtracting the percentage of passengers in a car or van from the percentage of driving to work percentage; this equates to 72.1%.
- 5.4 Sustainable methods (Work from Home, Underground/Metro/Light Rail/Tram, Train, Bus/Minibus/Coach, Passenger in a Car or Van, Bicycle, on Foot) equate to 22.3% of the dataset.

Travel Plan Aim

- 5.5 The primary aim for this Travel Plan is to reduce single occupancy journeys by 10% over the first 5 years of the development being occupied, by promoting and supporting the sustainable methods outlined in Paragraph 5.4, in turn increasing their usage.

Travel Plan Objectives

5.6 To achieve the Travel Plan Aim, the following objectives have been derived from the baseline data:

- Encourage active travel;
- Encourage lift sharing;
- Promote public transport;
- Promote working from home, and;
- Minimise the level of traffic generated by the development;

5.7 As a direct result of the Travel Plan objectives, the reduction in vehicles will also provide the following local benefits:

- Minimise (and improve) road safety issues;
- Reduce noise pollution by vehicular traffic, and;
- Improve air quality.

Modal Shift Target

5.8 As mentioned, this Travel Plan will seek to achieve a 10% reduction in single occupancy vehicle while simultaneously increasing a combined 10% increase in sustainable modes of transport. Therefore, the initial Travel Plan Targets are to:

- Decrease percentages of residents accessing site via car, particularly single occupancy private car trips, and;
- Increase percentages of residents using active modes (walking / cycling) and public transport to access the site, and / or encourage home working.

5.9 To assess the success of these targets, Site-specific, Measurable, Achievable, Realistic, and Time-related (SMART) Travel Plan mode shift targets will be set. **Table 5.2** outlines the interim targets and proposed modal shifts which are set to measure the progress towards the main objectives over 5 years. **Table 5.2** outlines the interim targets and proposed modal shifts which are set to measure the progress towards the main objectives over 5 years. The interim targets are defined as those which the development seeks to achieve within 3 years of the launch of the Travel Plan, with the final targets those which the development seeks to achieve within 5 years of the launch of the Travel Plan.

5.10 The package of measures detailed in Section 6.0 will subsequently aid achieving the targets outlined.

Table 5.2: 2011 Baseline Data and Proposed Modal Shift Targets

Objective	Target	Modal Split Timescales				
		Base: Year 0	Interim: Year 1	Interim: Year 3	Final: Year 5	+ / -
Reduce single occupancy car journeys to and from the site by 10% (7.21% true value)	Reduce Single Occupancy Car Journeys by 10%	72.10%	68.50%	66.69%	64.89%	-7.21%
	Increase Walking and Cycling Levels 2%	7.40%	8.40%	8.90%	9.40%	+2.0%
	Increase Home Working Levels by 2%	7.20%	8.20%	8.70%	9.20%	+2.0%
	Increase Car Sharing Levels by 1.6%	4.10%	4.90%	5.30%	5.70%	+1.6%
	Increase Bus Usage Levels by 1.6%	3.10%	3.90%	4.30%	4.70%	+1.6%

5.11 As highlighted by the above table, in real terms, a 10% reduction would seek to reduce the percentage of single occupancy trips down to 64.89% from 72.10%.

Travel Plan Coordinator

5.12 David Wilson Homes East Midlands will appoint a Travel Plan Coordinator (TPC) who will take on the responsibility for the promotion, implementation, updating, and a shared monitoring role of the Travel Plan. The TPC will be a member of staff and will be in place before the site is occupied.

5.13 Details of the TPC will be provided to LCC upon their appointment.

5.14 The main responsibilities of the TPC, who will be personable, approachable, and possess a high-level of interpersonal skills, will be to:

- Ensure delivery of the welcome packs once the Travel Plan is approved;
- Promoting the individual measures of the Travel Plan;
- Monitoring the Travel Plan implementation;
- Ensuring updates on public transport timetables/services are made available to residents;
- Conducting the travel surveys as needed, and;
- Produce the annual monitoring performance report prior to submission to LCC.

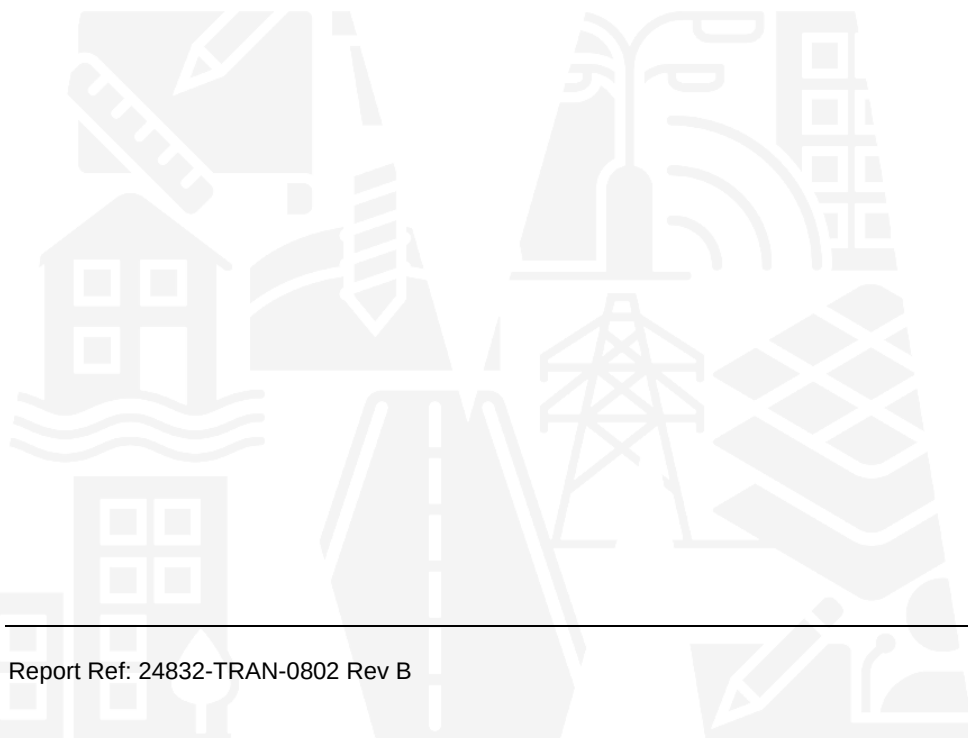
5.15 Management of the TPC will fall to David Wilson Homes East Midlands

Baseline Travel Survey

5.16 The base data from which the final modal shift targets are to be determined from will be taken from the first travel survey which will be issued to occupants within the first three months of 50% occupation. The survey will be carried out by the Travel Plan Coordinator who will use the information to produce the base report, which following discussions with both LCC and David Wilson Homes East Midlands, will then be used to

review the Travel Plan Aim and Targets and ensure that they remain relevant to existing travel patterns at the site.

- 5.17 The surveys are to be carried out by the Travel Plan Coordinator every year for the first 5 years of the development site being occupied. These surveys are to be conducted at the most representative times to ensure results are as accurate as possible; surveys will be conducted during a weekday during school term time.
- 5.18 An example questionnaire is contained in **Appendix B**.



6.0 PACKAGE OF MEASURES

6.1 This section will list and provide information on the measures to be implemented as part of the development in order to meet the key aims and objectives highlighted previously and the modal shift target detailed above.

Measure 1: Travel Plan Coordinator

6.2 David Wilson Homes East Midlands will appoint a TPC who will take on the responsibility for the promotion, implementation, updating, and a shared monitoring role of the Travel Plan. The TPC will be a member of the sales team and will be in place before the site is occupied. The TPC will carry out an annual monitoring exercise in consultation with the occupiers and will report as appropriate to LCC for a period of 5 years.

6.3 The main responsibilities of the TPC will be to:

- Ensure delivery of the welcome packs once the Travel Plan is approved;
- Promote the individual measures of the Travel Plan;
- Monitor the Travel Plan implementation;
- Liaise with LCC on a regular basis to obtain information and share ideas, review the existing TP, and to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets;
- Liaise with local public transport operators ensuring updates on public transport timetables/services are made available to residents, and;
- Conduct the travel surveys as needed and prepare annual reports for submission to LCC.

6.4 Furthermore, as part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent businesses or developments, working with a transport authority to obtain/development information to pass on to residents, and liaising with other groups such as cycle user groups.

6.5 The TPC is a fundamental part of ensuring the awareness and achievement of the Travel Plan Targets.

Measure 2: Steering Group

6.6 A steering group comprising residents of the development will be set up by the TPC upon 25% site occupancy, to discuss travel issues associated with the site once a year. The steering group will work with the TPC to ensure the site targets are representative and in line with the on-site travel conditions and allow any barriers/concerns regarding sustainable travel to be discussed, helping to identify possible additional measures to help certain users to adopt more sustainable travel choices.

6.7 The discussions will further seek to review the Package of Measures and their effectiveness at achieving the modal shift targets alongside personal opinions and data collected from the annual monitoring survey. The feedback will be important to address any ineffectiveness associated with the existing measures. The meeting minutes will be included within the annual monitoring report.

Measure 3: Staff Training

- 6.8 Members of the sales team will be educated on the principles of sustainable travel prior to 1st occupation to ensure the residents and future users of the site are made fully aware of alternative travel means to and from the site area. Sales staff will be encouraged to promote travel arrangements and sustainable access options to residents making enquiries on properties. Copies of Public Transport Information, walking, and cycling maps and information on the purpose and role of the site Travel Plan Coordinator will be kept in the sales office and distributed to potential purchasers who visit the sales office along with the usual sales and marketing information.

Measure 4: Welcome Packs

- 6.9 Welcome packs will be provided to all new dwellings from 1st occupation. The pack will be updated as necessary and reissued to existing and new residents up to the completion of the development. The packs will provide the following information:

- Plans of safe pedestrian routes to all local amenities such as schools, shops, employment, and leisure facilities;
- Bus timetable information and route maps of services operational within Newbold Verdon and the surrounding area;
- Information about the Travel Plan including how it works, why it is required, and the purpose of the Travel Plan;
- Details of the role and purpose of the Travel Plan Coordinator also including contact details;
- Provide details of car share websites such as liftshare.com, and;
- Raise awareness of car ownership costs.

- 6.10 The information included will be supported by the provision of further information to educate residents about sustainable travel methods and the health and environmental benefits this brings.

- 6.11 Encouragement of public transport (facilitated by the provision of bus/train route plans and timetables) and walking and cycling where feasible is directly linked to a reduction in car borne trips. The welcome packs serve as a key tool to achieve all targets outlined in **Table 5.2** from the onset of the development.

- 6.12 If initial public transport patronage is low, the TPC will seek to implement incentives such as a bus pass taster month ticket (upon request of residents), or discounted tickets. The TPC would need to liaise with public transport operators to explore the possibility of such incentives.

- 6.13 A complete Welcome Pack shall be submitted to and approved in writing by LCC 3 months prior to first occupation.

Measure 5: Sustainable Travel Offers and Awareness

- 6.14 Liaison will be undertaken with local bus/train operators throughout the Travel Plan process seeking to provide discounted vouchers for residents. The focus of the offers will initially involve the closest bus service rerouted throughout the site.

- 6.15 Should initial public transport engagement be low, the TPC (under instruction from David Wilson Homes East Midlands) would seek to obtain a single 6-month discounted travel card per dwelling to incentivise public transport usage. Engagement with the Steering group would also bring to light the level to which residents may take up incentivised offers, and their preferred methods.
- 6.16 Residents will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible). Examples of such apps include 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up to date bus information for any particular stop.

Measure 6: Promotion of Car Share Websites/Datasets

- 6.17 Details of national car share databases will be promoted to all residents via the Welcome Packs and the Travel Plan Coordinator. This is specifically important given the high percentage of private commuters alongside the location of the site. Residents will be encouraged to register with websites such as <https://liftshare.com/uk>. This enables residents to register their journey details on a database. Their journey details are then checked against the database of other local residents signed up to the car share scheme and a trip-matching exercise is undertaken. The Travel Plan Coordinator may assist residents in trying to establish trip matches.

Measure 7: Pedestrian and Cycle infrastructure, Groups, & Events

- 6.18 Welcome packs will include information on safe walking routes to amenities, services, and public transport facilities, as well as the health benefits associated with pedestrianised travel. To further encourage active travel, the TPC will assess school travel habits as the proximity of the local primary schools make walking / cycling the most suitable mode of transport. The TPC will then explore measures to promote children walking to / from the surrounding schools. These measures may include a 'walking bus'.
- 6.19 Furthermore, the TPC will investigate local walking groups in the existing community such as 'The Three Villages Walking Group' (operating in Newbold Verdon, Desford, and Barlestone) and Bosworth Walking Group. As well as Bicycle User Groups (BUGs) in the community, such as Desford Pedalers and Market Bosworth Cycling Collective, which seek to promote trips on walking / cycling routes, cycle maintenance, and organise events to encourage residents to walk and cycle.
- 6.20 The TPC will further seek to involve residents in local and national events promoting sustainable travel such as walk to work / walk to school weeks, bike week, catch a bus week etc. The TPC will investigate the best way to promote such events, and given the size of the site, may even seek to set up such groups operated from the sites proposed community centre.
- 6.21 The TPC will investigate the best way to promote such events, which could include both physical promotion or offering incentives to residents if initial usage/engagement is low. Incentives could include:
- Discounted walking / cycle accessory events;
 - Dr Bike sessions / general cycle maintenance sessions on-site;
 - Walking / cycle shop vouchers (either restricted to one per household, or distributed as part of a raffle), and;

- Organised, site-specific walking or cycling groups.

- 6.22 As detailed in the associated Transport Assessment (MEC Reference: 24832-TRAN-0803) 2 new Toucan Crossings are to be provided across Barlestone Road facilitating pedestrian movements along the major desire lines to / from the site. Multiple pedestrian links and improvements are proposed as part of the access strategy as well as the three PRow within / on the site boundary are proposed to be integrated into the site design and upgraded.
- 6.23 Details of all the pedestrian improvements are contained within the Transport Assessment (MEC reference: 24832-TRAN-0803) and the associated drawings.

Measure 8: Provision of High-Level Broadband, Internet Access, and Home Working Infrastructure

- 6.24 The provision of infrastructure to support superfast broadband and communication systems directly correlates with the ability to work from home; if these services are available residents are given a choice about their work location. Where a resident is working from home, they are not contributing to the amount of single occupancy trips.
- 6.25 This also encourages home shopping, and in turn further reduces the need for travel. Technology is to be implemented within homes to provide ease and accessibility to perform home shopping.
- 6.26 Office space provision to all new dwellings, where feasible, is to be provided to cater for the promotion of home working. Studies or small bedrooms with adaptability for converting to an office are to be implemented with additional insulation.

Measure 9: Electric Vehicle Charging Points (EVCP)

- 6.27 EVCPs will be provided across the development. EV charging provision will be provided for all dwellings in accordance with Approve Document S.

Measure 10: Cycle Parking Provision

- 6.28 Cycle parking will follow standards set out by Leicestershire Highway Design Guide:

'For developments with common facilities, such as flats, one space for every five dwellings. Parking to be under cover and secure.

'Where spaces are allocated, there should be one space for each dwelling.'

- 6.29 The development will provide cycle parking in line with the above standards. It is also noted that for dwellings provided with a private garden (and shed) and/or garage, cycles can be securely stored within the bounds of the property.

7.0 MARKETING AND PROMOTION

- 7.1 This section focuses on how the package of measures detailed in the above section is to be communicated to the future residents in a manner that is deemed as engaging.
- 7.2 Marketing should begin at first contact with the development for residents whereby a Travel Plan information pack should be provided to prospective home buyers as part of the initial marketing of the site. The Travel Plan information pack would outline the purpose of the Travel Plan in terms of the overarching objectives and subsequent targets including details of any measures to be put in place prior to first occupation. The Travel Plan will be publicised on the development's website.
- 7.3 It is noted that promotions should evolve over time to accommodate both new stages of development or to react to new travel trends. As such welcome packs are the third marketing tool to be utilised and expand on the Travel Plan information packs. As outlined in 'Measure 3', welcome packs provide more site-specific detail on local amenities and facilities as well as public transport services and the general benefit of sustainable travel. The welcome packs will raise awareness of the measures put in place by this Travel Plan.
- 7.4 Promotions should evolve over time to accommodate new stages of development or to react to new travel trends. Any updates to such information should then be displayed in any communal spaces, both in person / on-site, and online where applicable; examples of which are:
- Sales Office;
 - On-site community notice boards;
 - Seasonal physical and/or online newsletter;
 - Residents' association/community pages, and;
 - The David Wilson Homes East Midlands website and/or social media pages.
- 7.5 It is noted social media is a key component of the TP marketing and information strategy, with social media opportunities and techniques quickly evolving. The TPC would seek to continuously investigate the most effective social media promotion methods to ensure future residents are kept up-to-date where necessary.
- 7.6 Posts on the platforms listed above, and any social media platforms, should be updated regularly and detail the following where necessary:
- Travel Plan targets and objectives;
 - Contact details of the TPC / relevant members of the sales teams;
 - General health benefits associated with sustainable travel;
 - Walking and cycling maps of the local area;
 - Information regarding any timetable changes to public transport services;
 - Details of car share / lift share websites; if possible, a local lift share page would be created where residents can share lifts with other residents, and;
 - Details of any walking or cycle groups.

- 7.7 The TPC is also an essential component in marketing and promoting the Travel Plan by ensuring delivery of the package of measures is carried out and up to date where necessary. This includes ensuring the information initially included in the welcome packs is then presented where residents can access it beyond first occupation, and is updated regularly. Moreover, Measures 5, 6, and 7 are ongoing measures which simultaneously act as promotion, which again are to be managed by the TPC to ensure up to date information is provided.
- 7.8 If the initial Travel Plan targets are not being met, the TPC will seek to implement some of the incentives, where necessary, outlined in the package of measures.

8.0 IMPLEMENTATION, MONITORING AND EVALUATION

Implementation and Monitoring

- 8.1 **Table 8.1** provides a summary of the package of measures detailed in Section 6.0 and how they are to be implemented and subsequently monitored.

Table 8.1: Implementation and Monitoring Programme

Target Date	Action/Measure	Responsibility
Prior to Occupation	- Appointment of the TPC. - Provide broadband and technology infrastructure.	Developer
	- Preparation of marketing materials including the Travel Packs which will be distributed to each household. - Ensure sales staff are trained on the importance of the travel plan and relevant local information; staff should also be trained to deliver the personalised travel planning service. - Distribute Welcome Packs to each dwelling so new residents receive it on first occupation. Travel Plan information packs are to be handed to potential new buyers prior to occupation.	TPC
50% occupancy	- Undertake initial resident travel survey. - Prepare baseline monitoring report for submission to the Local Authority. - Revise the Travel Plan to reflect the site-specific travel conditions	
Annually	- Undertake updated travel surveys and review the Travel Plan measures and targets where appropriate. - Prepare annual monitoring report for submission to Local Authority.	
Ongoing	- Promotion of cycling and walking groups / promotion of home working and internet shopping. - Liaison with Local Authority and public transport operators regarding Travel Plan and services. - Updating residents on changes to any public transport services.	

- 8.2 The implementation and monitoring of the Travel Plan will be the responsibility of the TPC, who will be appointed by the developer prior to first occupation. The TPC will also be responsible for updating all of the information contained within the document.
- 8.3 The Travel Plan and its measures must be agreed as a requisite of granting planning permission, with the active implementation of the Travel Plan on site commencing as detailed above. Various measures relating to the plan must be implemented agreed in this document.

Monitoring and Failsafe Mechanisms

Monitoring

- 8.4 All residents will agree to complete a Travel Questionnaire to determine their current travel patterns and highlight how alternative methods of transport could be utilised; the agreement will be outlined in the Travel Plan information packs / welcome packs distributed as part of the marketing of the Travel Plan. The discussions will also outline the key principles of the Travel Plan and how the residents will help achieve a lasting modal shift.
- 8.5 The results of the annual monitoring program will enable the review and reporting to LCC every 12 months over a 5-year period by the developer. Interim targets can then be set to ensure a modal shift is being achieved.
- 8.6 The review will involve the re-issue of the travel questionnaire to every resident. Analysis of the re-issued travel questionnaires will also yield moral up-to-date mode split information to be included within the annual report.
- 8.7 All monitoring information as detailed above will be submitted to LCC with a review report compiled outlining the results of the review. Any issues can then be discussed with the David Wilson Homes East Midlands and a review of the Travel Plan undertaken.

Ongoing Management of Failsafe Mechanisms

- 8.8 Travel Plans are considered 'living' documents and therefore need to be managed regularly to ensuring the overarching object is met. The TPC is responsible for the on-going management of this Travel Plan.
- 8.9 Prior to the end of the 5-year period, provided the Travel Plan targets are met to a degree considered acceptable by LCC, TPC will seek to pass the TPC responsibilities onto the resident steering group to ensure the 'live' aspects of the Travel Plan are kept updated. The residents steering group will be comprised of on-site residents interested in maintaining the targets of the Travel Plan.
- 8.10 If the Travel Plan targets are not met at the end of the initial 5-year monitoring period, a review of the targets is to be conducted to identify which targets are not being met, and the package of measures amended accordingly.

9.0 SUMMARY AND CONCLUSIONS

- 9.1 This report has been prepared by MEC on behalf of David Wilson Homes East Midlands to advise on the transport elements associated with a proposed development on Barlestone Road, Newbold Verdon, Leicestershire. This Travel Plan has been prepared in support of the forthcoming outline planning application.
- 9.2 It has been demonstrated that the site is located in a sustainable location with key amenities and services located with 'maximum' distances from the application site as outlined by the CHIT. Moreover, the site is supported by a good level of bus provision, especially facilitating movements into Newbold Verdon Village Centre.
- 9.3 This Travel Plan seeks to achieve reduction in single occupancy trips to and from the development of 10%, via the implementation of cycling, car shares, and public transport specific targets, and will be achieved via the following measures:
- Measure 1: Travel Plan Coordinator
 - Measure 2: Steering Group
 - Measure 3: Staff Training
 - Measure 4: Welcome Packs & Seasonal News Letter
 - Measure 5: Sustainable Travel Offers and Awareness
 - Measure 6: Promotion of Car Share Websites/Datasets
 - Measure 7: Pedestrian and Cycle infrastructure, Groups, & Events
 - Measure 8: Provision of High-Level Broadband, Internet Access, and Home Working Infrastructure
 - Measure 9: Electric Vehicle (EV) and Electric Cycle (EC) Charging Points (CP)
 - Measure 10: Cycle Parking
- 9.4 The TPC will conduct a Baseline Travel Survey and base monitoring report within 3 months of first operation, the results of which will be used to revise the Travel Plan (within 6 months of first operation). Reissue of the survey and monitoring performance reports will then be issued to LCC annually by the annual anniversary of the revised Travel Plan Submission.
- 9.5 The Travel Plan Coordinator is key to ensuring the success of this Travel Plan; the implementation of the Travel Plan will be the responsibility of the TPC. Monitoring of the Travel Plan and updating of all the information contained herein this document will fall to the appointed Travel Plan Coordinator. The TPC will be appointed by David Wilson Homes East Midlands prior to first occupation.
- 9.6 The Travel Plan must be agreed prior to use of the site and the active implementation of the Travel Plan on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.



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APPENDICES



APPENDIX A



- KEY**
- SITE BOUNDARY
 - INDICATIVE PUBLIC OPEN SPACE
 - RETAINED EXISTING VEGETATION
 - INDICATIVE PROPOSED TREES AND PLANTING
 - INDICATIVE BUILT FORM
 - CORRECTED VIEWPOINT 5 (DRAFT REGULATION 16 NEIGHBOURHOOD PLAN)
 - INDICATIVE SWALES
 - EXISTING BYWAY OPEN TO ALL TRAFFIC
 - UNCLASSIFIED ADOPTED ROAD
 - EXISTING FOOTPATH
 - POTENTIAL PEDESTRIAN CYCLE CONNECTION
 - RETAINED VEHICULAR ACCESS ROUTE TO EQUESTRIAN CENTRE/ PROPOSED ACCESS TO CEMETERY
 - PROPOSED PEDESTRIAN ACCESS POINT
 - RETAINED PROW ACCESS POINTS
 - PRIMARY VEHICULAR ACCESS POINT
 - EXISTING BARLESTONE ROAD CROSSING POINTS
 - NEW BARLESTONE ROAD CROSSING POINTS
 - INDICATIVE FOUL PUMPING STATION
 - AGRICULTURAL ACCESS
 - PRIVATE DRIVE ACCESS TO (EXISTING) WILLOWBROOK COTTAGE
 - DRAINAGE OUTFALL

BARLESTONE ROAD, NEWBOLD VERDON – INDICATIVE MASTERPLAN

Issue:

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KEY



SITE BOUNDARY



PROPOSED OPEN SPACE
including sustainable urban drainage basins



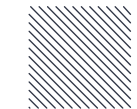
PROPOSED DEVELOPMENT PARCELS
including roads/ footpaths/ infrastructure



LOCATION OF PROPOSED LAND
SET ASIDE FOR CEMETERY



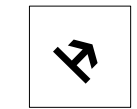
SAFEGUARDED COMMUNITY
FACILITY LAND



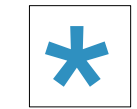
INDICATIVE AREA REQUIRED FOR
INTERNAL ACCESS ROADS
not within the residential land use



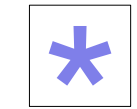
INDICATIVE AREA REQUIRED FOR
PROPOSED ACCESS ROADS
not within the residential land use



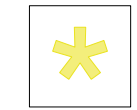
PRIMARY VEHICULAR
ACCESS POINT



LOCATION OF INDICATIVE
PROPOSED BASINS



LOCATION OF EXISTING WATER
FEATURE



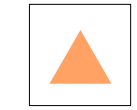
AGRICULTURAL ACCESS



PRIVATE DRIVE ACCESS TO (EXISTING)
WILLOWBROOK COTTAGE



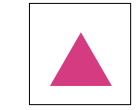
PROPOSED INDICATIVE AREA OF PLAY



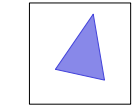
PROPOSED ACCESS TO CEMETERY



PROPOSED PEDESTRIAN/ CYCLE
ACCESS



RETAINED PROWL ACCESS POINTS



DRAINAGE OUTFALL

*All features and areas shown to a
tolerance of 10m

BARLESTONE ROAD, NEWBOLD VERDON – PARAMETER PLAN

PEGASUS
GROUP



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APPENDICES



APPENDIX B



Complete online via the below link or QR Code. Please photograph your completed paper copy and email it back to tpc@m-ec.co.uk

Online link: <https://www.surveymonkey.com/r/882PKTY>

The following questions are designed in order to give your Travel Plan Coordinator, and Leicestershire County Council (the overseeing organisation) an understanding of your travel movements, in order to try and achieve a reduction in single occupancy vehicle trips. The questions are designed to be simple, with the entire questionnaire taking no longer than minutes for you to complete.

Plot Number/Address

.....

QUESTIONS

1. Information about your household, to help us understand your current transport situation
(This section only needs to be completed once for the whole household)

Plot no. or address	
How many people are living in this household?	Under 18 = Over 18 =
How many bikes do you own?	
How many of your household have a full driver's licence?	
How many cars does the household have?	
How many blue badge holders are in the household?	

Please answer the following questions for all persons aged 18 or over

2. Which one of the following destinations do you visit most frequently?
(Please specify an answer for each member of your household aged 18 or over)

	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Work									
Education									
Shopping									
Leisure									

Other (please specify)

.....

.....

.....

.....

.....

YOUR TPC

Make sure to contact your Travel Plan Coordinator (TPC) if you wish to find out more information with regards to sustainable transport or for any of the schemes mentioned in the Travel Pack.

Email: tpc@m-ec.co.uk



SCAN HERE FOR
ONLINE SURVEY

3. What mode of transport do you use most frequently to travel to this destination?

(If you use multiple modes of transport during one journey, select the mode you use for the **longest** duration during the journey)

Travel Modes	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Walking									
Cycling									
Bus									
Train									
Community Transport									
Car driver (alone)									
Car driver (with passenger)									
Car passenger									
Motorbike/ scooter									
Taxi									

*Community Transport includes Dial a Ride, local minibus services etc.

Other (please specify)

.....

.....

.....

.....

.....

4. Do you use any other modes of travel during the same journey outlined in Q3?

(Please select all that apply)

Travel Modes	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Walking									
Cycling									
Bus									
Train									
Community Transport									
Car driver (alone)									
Car driver (with passenger)									
Car passenger									
Motorbike/ scooter									
Taxi									

Other (please specify)

.....

.....

.....

.....

5. What time do you usually leave the house to travel TO this destination?

Times	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
6.01am-10am									
10.01am-3pm									
3.01pm-7pm									
7.01pm-10pm									
10.01pm-6am									

6. How far is this journey normally?

Distance	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Less than 1 mile									
1-3 miles									
4-10 miles									
Over 10 miles									

7. Why do you choose this mode of travel? (Please select all that apply)

Reasons	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9
Cheapest									
Environmental reasons									
Healthiest option									
Lack of infrastructure									
Most convenient									
No other travel option									
Quickest									
Safety concerns									
Travel with others									
Work requirements									

Other (please specify)

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8. Please provide any other relevant details regarding the journeys your household make, to give your Travel Plan Coordinator an idea of how you travel

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Your views and ideas are important. If you have any other comments, please leave them below.

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CIVIL ENGINEERING



TRANSPORT



FLOOD RISK & DRAINAGE



STRUCTURES



GEO-ENVIRONMENTAL



ACOUSTIC AIR



UTILITIES



GEOMATICS



LIGHTING



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MEC
Consulting Group

E: group@m-ec.co.uk
W: www.m-ec.co.uk