



Land East of The Common, Barwell

Framework Travel Plan

On behalf of **Redrow Homes Ltd (Harrow Estates Division)**



Project Ref: 332610546 | Rev: - | Date: December 2023

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Contents

1	Introduction.....	1
1.1	Preamble	1
1.2	Report Structure	1
2	Policy Context.....	3
2.1	National Policy	3
2.2	Local Policy	3
3	Accessibility to Key Local Facilities and Services	7
3.1	Introduction	7
3.2	Local Facilities	7
4	Existing Conditions	11
4.1	Introduction	11
4.2	Site Location	11
4.3	Pedestrian and Cycle Network	11
4.4	Public Transport	12
4.5	Local Highway Network	14
5	Development Proposals.....	16
5.2	Proposed Development	16
5.3	Proposed Vehicular Access	16
5.4	Pedestrian and Cycle Access.....	16
5.5	Car and Cycle Parking	16
5.6	Delivery and Servicing Arrangements	16
5.7	Electric Vehicle Charging	17
6	Aims and Objectives	18
6.2	Objectives	18
7	Targets.....	19
7.2	Interim Targets	19
8	Measures	20
8.1	Introduction	20
8.2	Measures	20
9	Travel Plan Delivery and Management.....	22
9.1	Introduction	22
9.2	Travel Plan Coordinator	22
9.3	Securing	22
10	Monitoring and Review	23
10.1	Overview.....	23
10.2	Monitoring and Review	23
10.3	Remedial Measures.....	23

Figures

Figure 1.1: Site Location.....	1
Figure 3.2: Local Facilities & Walking Isochrones.....	7
Figure 3.3: Cycling Isochrones.....	8
Figure 4.1: Pedestrian and Cycle Facilities.....	12
Figure 4.2: Public Transport Facilities.....	13
Figure 4.3: Local Highway Network.....	14

Tables

Table 3.1: Local Services and Facilities (Measured from the Centre of the Site).....	9
Table 4.1: Bus Services.....	13
Table 4.2: Hinckley Railway Station Services.....	14
Table 7.1: Interim Residential Targets.....	19
Table 8.1: Travel Plan Measures.....	20
Table 10.1: Timescales for Residential Travel Plan Monitoring and Review.....	23

Appendices

Appendix A	Leicestershire County Council Cycle Map
Appendix B	Illustrative Masterplan

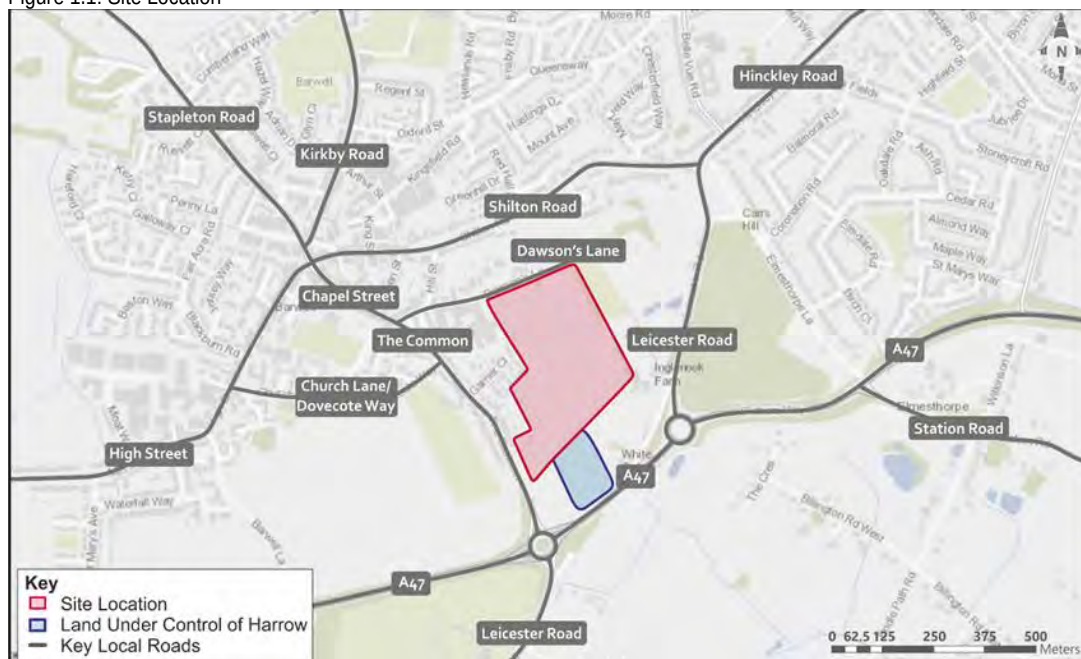
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1 Introduction

1.1 Preamble

- 1.1.1 Stantec have been commissioned by Redrow Homes Ltd (Harrow Estates Division) to provide transport and highways support for an application for a residential development of up to 95 dwellings at Land East of The Common, Barwell.
- 1.1.2 The application is made in outline with all matters, except for access, reserved. The development is for up to 95 dwellings, together with associated access, open space and landscaping.
- 1.1.3 The site of the proposed development is located in the area administered by Hinckley and Bosworth Borough Council (HBBC) and Leicestershire County Council (LCC) as the Local Highway Authority. This site is located on the southeast edge of the village of Barwell, Leicestershire as illustrated on **Figure 1.1**.

Figure 1.1: Site Location



- 1.1.4 This Framework Travel Plan (FTP) has been prepared to support the planning application and should be read in conjunction with the corresponding Transport Assessment (TA). This report has been prepared on the basis of the agreed FTP with LCC as part of previous application (*planning ref: 21/01470/OUT*).
- 1.1.5 It is widely recognised that Travel Plans prepared in advance of the occupation of a site can only offer an overall strategy for the adoption of sustainable transport measures. It is envisaged that this FTP will be a living document that is constantly monitored, reviewed, and revised where necessary.

1.2 Report Structure

- 1.2.1 The subsequent sections within this report are structured as follows:
- **Section 2: Planning Policy Context:** provides an overview of national and local policy that provides context to the development proposals;

- **Section 3:** Site Accessibility: reviews the sites accessibility to key local facilities and services;
- **Section 4:** Existing Conditions: reviews the existing pedestrian, cycle, public transport infrastructure and local highway network;
- **Section 5:** Development Proposals: details information on the proposals including pedestrian and cycle provision;
- **Section 6:** Aims and Objectives: details the aims and objectives of the Framework TP;
- **Section 7:** Targets: sets out the interim travel plan targets;
- **Section 8:** Measures: provides measures and action plan to help achieve the objectives of the TP;
- **Section 9:** Travel Plan Delivery and Management: outlines how the TP will be delivered and secured;
- **Section 10:** Monitoring and Review: outlines the management and monitoring methods to be used and remedial measures should they be required.

2 Policy Context

2.1 National Policy

National Planning Policy Framework (NPPF), September 2023

- 2.1.1 The National Planning Policy Framework (NPPF), originally published in 2012 and was most recently updated in September 2023. The document sets out the Government's planning policies for England and how these should be applied. In terms of transport, the following policies are relevant to the proposals.
- 2.1.2 Paragraph 110 states that when assessing sites, it should be ensured that;
- *'appropriate opportunities to promote sustainable travel modes can be – or have been – taken up, given the type of development and its location';*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas and other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and National Model Design Code; and*
 - *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'.*
- 2.1.3 The NPPF sets out a requirement for *"all development that will generate significant amounts of movement 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 proposals can be assessed"* (Paragraph 113). The Framework Travel Plan and Transport Assessment have been prepared to be submitted to support the planning application and meet this requirement.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements, 2014

- 2.1.4 This Government guidance document sets out why travel plans are required, what information should be included, and how they should be monitored. This Framework TP has been prepared in line with this guidance.

2.2 Local Policy

Hinckley & Bosworth Borough Council Core Strategy 2006-2026

- 2.2.1 Hinckley & Bosworth Borough Council Core Strategy is the key Development Plan Document (DPD) in the Local Plan 2006-2026 providing the vision and spatial strategy for the borough. The Core Strategy was formally adopted by the council on 15 December 2009.
- 2.2.2 The Site Allocations and DMP includes Policy DM17 which relates to Highways and Transportation:

"Development proposals will be supported where they:

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;

b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

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."

2.2.3 Policy 5 (Transport Infrastructure in Sub-regional centre) sets out the transport interventions which *"are proposed to support the additional development in and around the Hinckley sub regional centre, particularly the urban extensions at Barwell and Earl Shilton, to promote sustainable development within the area."*

2.2.4 The following interventions are relevant to Barwell:

- *"Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas*
- *New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas*
- *New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton*
- *Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell."*

Hinkley and Bosworth Borough Council Draft Local Plan 2020 -2039

2.2.5 HBBC invited representations on their draft Local Plan between February and March 2022, with the next round of Regs 19 consultations expected in May – June 2024. This Regulation 19 Local Plan is the document that will be submitted to the Planning Inspectorate and the version that the council seeks to adopt which is targeted for August 2025. Once adopted the Local Plan will become the key planning document for the borough, and guide future development with Hinkley and Bosworth up to 2039.

2.2.6 In relation to transport, Draft Policy HT01 Highways and Transportation includes the same criteria presented in Policy DM17 of the current adopted Local Plan which the proposals have been assessed against.

Leicestershire County Council Local Transport Plan 3 (LTP3)

- 2.2.7 The LTP3 sets out LCC vision for transport to 2026 and was adopted on 1st April 2011. The LTP3 includes a framework for how LCC will manage and develop the county's transport system and actions to deliver the LTP3 across the plan period.
- 2.2.8 The long-term vision for the LTP3 is for *"Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first-class transport system that enables economic and social travel in the ways that improve people's health, safety and prosperity, as well as their environment and their quality of life"*.
- 2.2.9 There are 6 strategic transport goals which provide the strategic framework to give certainty to transport policy and planning through the LTP3. These are as follows:
- *"Goal 1 – A transport system that supports a prosperous economy and provides successfully for population growth"*
 - *Goal 2 – An efficient, resilient, and sustainable transport system that is well managed and maintained*
 - *Goal 3 – A transport system that helps to reduce the carbon footprint of Leicestershire*
 - *Goal 4 – An accessible and integrated transport system that helps to promote equality of opportunity for all our residents*
 - *Goal 5 – A transport system that improves the safety, health, and security of our residents*
 - *Goal 6 – A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit"*
- 2.2.10 In relation to encouraging active and sustainable travel for new developments, Chapter 6 states:
- "1. Work through the planning system to seek to reduce the need to travel. We will do this by:*
- a) Seeking to promote and support land use planning policies that are developed by other that aim to reduce the need for existing residents to travel outside their local area*
 - b) Maximising the use of our existing transport system by seeking to deliver new developments in areas that are already able to be well served by walking, cycling and public transport*
 - c) Seeking to ensure that new development proposals put forward by others are either supported by an appropriate range of facilities that reduce the need to travel off site, or where it is necessary to travel off site, travel distances are minimised and genuine, safe, high-quality choices are available (or can be provided) for people to walk, cycle and use public transport to access facilities and services nearby*
 - d) Encouraging high quality, safe facilities in new development for pedestrians, cyclists and public transport users*
 - e) Seek to ensure that new development proposals put forward by others are supported, as appropriate by travel plans.*

- f) *Using wide planning policies to promote and help enable travel by walking, cycling and public transport.”*

2.2.11 The development proposals include delivering high quality safe infrastructure for pedestrian, cyclists, and public transport users, enabling future residents' good access to the surrounding facilities and services in Barwell and surrounding areas. This Framework Travel Plan has been prepared to support the application to encourage a modal shift and provide opportunities for sustainable travel for future residents.

Writing a Successful Travel Plan, A guide for Developers, Leicestershire County Council, 2013

2.2.12 This Framework Travel Plan has been prepared in line with LCCs guidance for preparing travel plans which was published in 2013. This states that a framework travel plan must:

“Demonstrate there will be a legally binding mechanism for the lead developer to secure the enduring collaboration and involvement of all subsequent occupiers to work together and contribute to measures to achieve the targets for the estate as a whole.”

3 Accessibility to Key Local Facilities and Services

3.1 Introduction

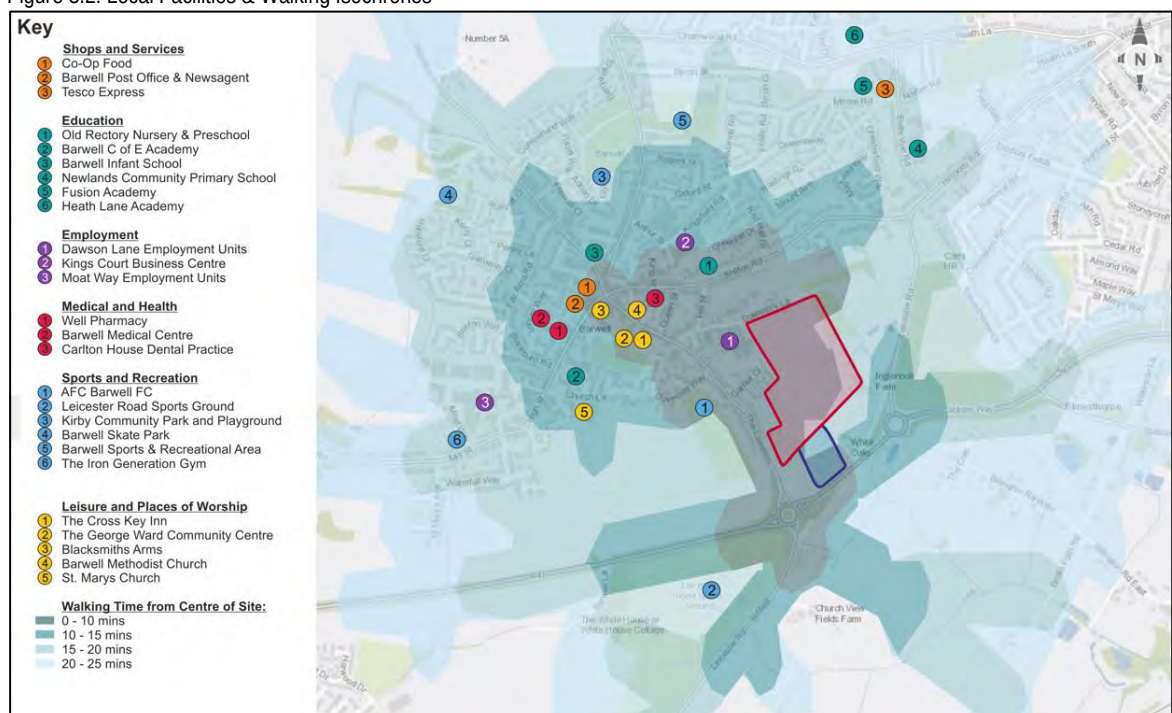
3.1.1 This section sets out the accessibility of the site to key local facilities and services.

3.2 Local Facilities

3.2.1 In promoting sustainable transport, it is important to consider the reasons why future residents are most likely to make journeys. The DfT's National Travel Survey 2022¹ identified that leisure, shopping and education journeys account for more than half of journeys made, whilst commuting and business journeys represent around 15% of travel.

3.2.2 A review of the local services and facilities in Barwell and the surrounding area has been undertaken. A plan presenting the local facilities and walking isochrones from the site is illustrated in **Figure 3.2**. This assumes an average walking speed of 4.8kph

Figure 3.2: Local Facilities & Walking Isochrones



3.2.3 It is also worth noting that the centre of Hinckley is within 4km of the site, this being within a reasonable cycling distance. Cycling isochrones for the site are illustrated in **Figure 3.3** and assume an average cycle speed of 19kph.

¹ National Travel Survey, 2022, Department for Transport (Table NTS0409)

Site Boundary
Access Point
Cycling Time from Centre of Site (mins)
 0 - 10
 10 - 15
 15 - 20

Table 3.1: Local Services and Facilities (Measured from the Centre of the Site)

	Destination	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Retail	Co-Op	800	10	3
	Barwell Post Office and Newsagent	800	10	3
	Tesco Express	1,500	18	5
Education	The Old Rectory Nursery & Preschool	750	9	2
	Barwell C of E Academy	1,100	13	3
	Barwell Infant School	1,000	12	3
	Newlands Community Primary School	1,500	18	5
	Fusion Academy	1,600	20	5
	Heath Lane Academy	1,900	24	6
Employment	Dawson Lane Employment Units	500	6	2
	Kings Court Business Centre	1,000	12	3
	Moat Way Employment Units	1,400	17	4
Medical and Health	Well Pharmacy	1,000	12	3
	Barwell Medical Centre	1,150	14	4
	Carlton House Dental Practice	800	9	2
Sports and Recreation	AFC Barwell Football Club	650	8	2
	Leicester Road Sports Ground*	1,050	13	3
	The Iron Generation Gym	1,300	16	4
	Kirkby Community Park and Playground	1,450	18	5
	Barwell Skate Park	1,600	20	5
	Barwell Sports & Recreational Area	1,550	19	5
Leisure and Places of Worship	The Cross Key Inn	650	8	2
	The George Ward Community Centre	750	9	2
	Blacksmith Arms	800	10	3
	Cafes, Restaurants, and Takeaways (Village Centre)	900	11	3
	Barwell Methodist Church	750	9	2
	St. Marys Church	1,050	13	3

Source: Consultants Measurements

*Includes: Hinckley Town Cricket Club, Hinckley Rugby Club, Hinckley Town Tennis Club, Hinckley Ladies Netball Club, and Hinckley Leicester Road Football Club.

3.2.4 **Table 3.1** illustrates that there are a wide range of facilities and amenities within 1,600m of the site, equating to a circa 20 minutes walking distance (the distance which 80% of journeys are typically made by foot).

- 3.2.5 Within the 1,600m distance highlighted, a number of key local facilities are accessible in Barwell. This includes multiple schools, a pharmacy and medical centre, as well as numerous sports and leisure facilities.
- 3.2.6 Facilities such as Barwell Academy, Barwell Village Hall, and Wells Pharmacy are within a 15-minute walk of the site, accessible via continuous footway routes with appropriate crossings along The Common, Dovecote Way, and Church Lane onto High Street.
- 3.2.7 As identified in the Hinckley and Bosworth Local Plan, Barwell is included as an 'Urban Area' within the settlement hierarchy, highlighting it as a settlement with a focus on key facilities, services, and transport links, and being the focus for new development.
- 3.2.8 As set out in the following section, the site is also located within a suitable distance of bus and rail services which provides connections to destinations further afield including Hinckley, Earl Shilton, and Leicester for wider employment, leisure, and retail opportunities.

4 Existing Conditions

4.1 Introduction

- 4.1.1 This section describes the existing transport infrastructure surrounding the site. It reviews the local highway network and access to the site by more sustainable means of travel (walking, cycling, and public transport).

4.2 Site Location

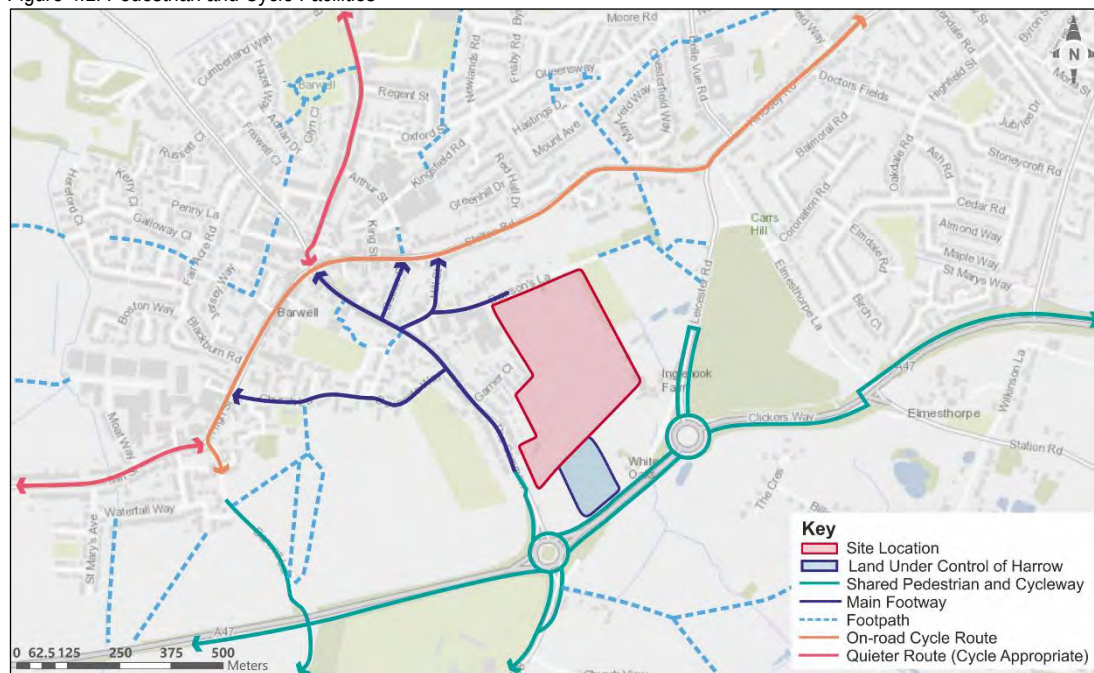
- 4.2.1 The site is located on the southeast edge of the village of Barwell, Leicestershire. To the west, the site is bordered by housing and an area of frontage with The Common. The southern and eastern boundaries are primarily open land, with the A47 and Leicester Road just beyond. The northern site boundary is adjacent to Dawson's Lane.

4.3 Pedestrian and Cycle Network

Walking

- 4.3.1 A continuous footway is provided on the western side of The Common of up to 2m in width between the A47 and High Street. To the south of the site this footway joins a shared cycleway, 3m in width which then continues south to connect to the cycleway along the northern and southern side of the A47 and B4668, Leicester Road. A footway on the eastern side of The Common commences approximately 50m north of the site, providing a continuous footway towards Barwell village centre.
- 4.3.2 Dawson's Lane runs along the northern edge of the site boundary, providing a connection between The Common and Footpath U32 towards Leicester Road. Hill Street forms a junction with Dawson's Lane approximately 150m west of the site boundary. From this junction, continuous footways are present on either side of the Dawson's Lane and Hill Street carriageways. The footways along Hill Street are up to 2m in width and provide a connection towards Shilton Road.
- 4.3.3 There are currently no Public Rights of Way (PROW) that pass through the site. However, there are off-road footpaths in and around Barwell. These include Footpath U32 and U100 which connect Dawsons Lane to Leicester Road from the northeast corner of the site. There are also several bridleways to the south of the site including U52 which provides a connection between Elmesthorpe and Hinckley. New rights of way within the site will be created connecting to open space that is currently inaccessible should the development be permitted.
- 4.3.4 The existing pedestrian and cycle infrastructure surrounding the site is illustrated on **Figure 4.1**.

Figure 4.1: Pedestrian and Cycle Facilities



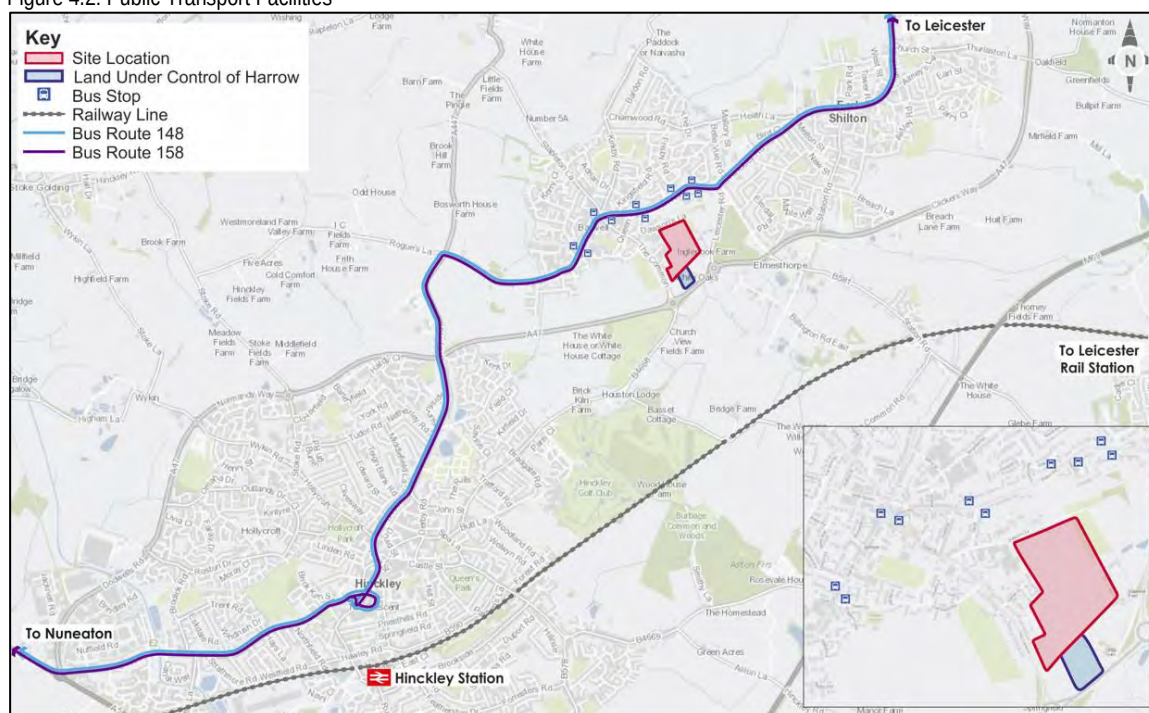
Cycling

- 4.3.5 A network of on road and off-road cycle routes are provided in and around Barwell. Many of the local roads in Barwell and surrounding areas are identified by LCC as quieter routes suitable for cycling as illustrated on the LCC cycle map provided in **Appendix A**. To the north of the site, a recommended cycle route is illustrated between Earl Shilton and Barwell along the Shilton Road and Hinckley Road. An off-road cycle link is also provided between Barwell and Hinckley to the west of the site along Barwell Lane.
- 4.3.6 Shared footway/cycleways are provided along the A47 to the south of the site, providing a connection to Hinckley west of the site, and Elmhurst and Earl Shilton east of the site.
- 4.3.7 The local routes also provide a connection to National Cycle Network Route 52 west of Stoke Golding. This provides a long-distance route between Warwick and Loughborough where it joins with Route 6 via Kenilworth, Coventry, Nuneaton, and Coalville.

4.4 Public Transport

- 4.4.1 The existing public transport infrastructure surrounding the site is illustrated on **Figure 4.2**.

Figure 4.2: Public Transport Facilities



Bus

- 4.4.2 The nearest bus stops to the site are located within 600m from the centre of the site on Shilton Road. This is an approximate 6–8-minute walk and served by two bus services, the 148 and 158. Facilities are provided at these stops including a flagpole stop and timetable information, the eastbound stop also has a shelter provided. These enable residents to access frequent services to Leicester and Hinkley, providing opportunities to access a wide range of employment, education, and retail facilities, as well as opportunities to access further public transport services.
- 4.4.3 A summary of these services is provided in [Table 4.1](#).

Table 4.1: Bus Services

Bus Stop	Service	Route	Frequency	
			Monday to Friday	Weekend
Shilton Road	148	Leicester to Nuneaton via Earl Shilton, Barwell, and Hinckley (some services continue onto Coventry)	Two services per hour between 07:00 – 18:00. (Reduced service 05:30 – 07:00 and 18:00 – 00:00)	Same weekday frequency on Saturday. Hourly service between 10:00 to 1900 on Sunday.
	158	Leicester to Nuneaton via Earl Shilton, Barwell, and Hinckley	Two services per hour between 06:00 – 22:00	Two services per hour between 06:00 – 22:00 on Saturdays. One service per hour between 09:00 – 20:30 on Sundays (Service terminates at Hinckley 18:30 – 20:30).

Source: Arriva and Stagecoach, November 2023

Rail

- 4.4.4 The nearest railway station is Hinckley, located approximately 5km to the southwest of the site. Regular services are provided to Leicester and Birmingham, whilst a single direct service is provided to Cambridge and Stanstead Airport each day. The railway station is within a 20-minute cycle of the site and provides 16 cycle parking spaces and a car park providing a total of 70 spaces.
- 4.4.5 The station is also accessible by bus in approximately 30 minutes from the site either via the 148 or 158 service which pass through Hinckley Town Centre, which is an 8-minute walk to the station.
- 4.4.6 A summary of the existing rail services is provided in **Table 4.2** below.

Table 4.2: Hinckley Railway Station Services

Destination	Frequency of Services		Typical Journey Time
	Peak	Off Peak	
Leicester	2	1	21 Minutes
Birmingham New Street	2	1	36 Minutes

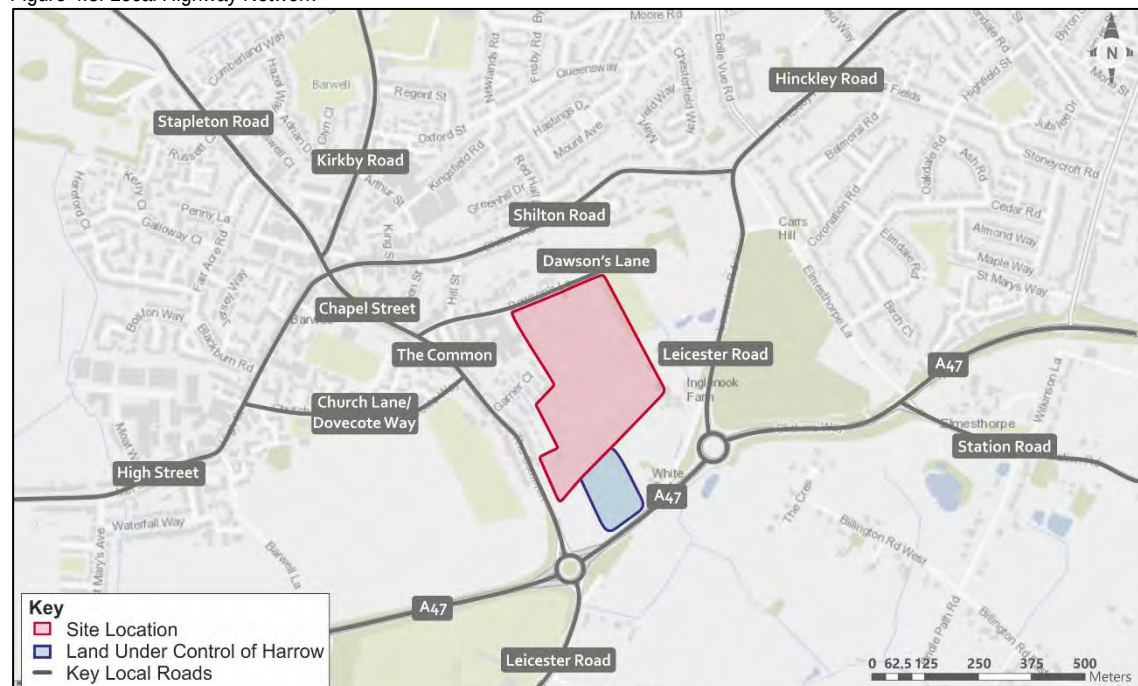
Source: National Rail, November 2023

4.5 Local Highway Network

Overview

- 4.5.1 The local highway network is illustrated on **Figure 4.3**.

Figure 4.3: Local Highway Network



- 4.5.2 The Common runs north to south along the western boundary of the site and provides a link between Barwell village centre and the A47 with a one-way section at its northern end. The road is subject to 40mph speed limit for a short section north of the A47 and just south of the

residential properties on The Common where it reduces to 30mph for the remainder of its length. Approximately 500m to the north of the site The Common forms a priority T-junction with Dawson Lane. At this point The Common becomes Chapel Street, a one-way street northbound. After a further 250m Chapel Street forms a four-arm mini roundabout junction with the High Street / Stapleton Road / Shilton Road.

- 4.5.3 Approximately 150m south of the site, The Common forms a four-arm roundabout with the A47 and Leicester Road. The A47 is a dual carriageway subject to a 40mph speed limit to the east of The Common, and a single carriageway subject to a 60mph speed limit to the west of The Common. Approximately 2km to the west of the site the A47 forms a signalised crossroads junction with the A447 Ashby Road / B4667 Ashby Road where the speed limit has then also reduced to 40mph. The road forms part of the strategic highway network which connects the A5 west of Hinckley to Leicester City Centre.
- 4.5.4 Dawson's Lane runs along the northern boundary of the site and is a quiet cul-de-sac. East of the junction with Hill Street, it becomes a 4-6m wide access road to a small number of residential/commercial units. East of the site, it becomes a narrower track to access the Dawsons Lane allotments.

5 Development Proposals

- 5.1.1 This section sets out the development proposals for the site including access arrangements, parking provision and delivery and servicing arrangements. The Illustrative Masterplan can be found in **Appendix B** of this report.

5.2 Proposed Development

- 5.2.1 Harrow Estates are seeking outline planning permission for up to 95 dwellings on the land to the east of The Common. All matters will be reserved except for access.
- 5.2.2 Full details of the vehicular access from The Common are submitted for approval. The access proposal is for a junction with a 5.5m wide carriageway aligned with the vision of the scheme and in accordance with current Manual for Streets Guidance.

5.3 Proposed Vehicular Access

- 5.3.1 Following the Appeal decision on the previous application, and the subsequent scheme design review, we have adopted an approach that takes into account more recent advice seeking to make the transport network more attractive for pedestrians and cyclists. This application therefore proposes a revised access arrangement. Further details of the proposed access arrangements are provided in the accompanying TA.

5.4 Pedestrian and Cycle Access

- 5.4.1 A 2m wide footway will be provided on the northern side of the access road and along the frontage of The Common, which will tie into the existing footway on eastern side of The Common outside of property No. 85. The footway would need to narrow briefly to c.1.6m to prevent any harm to an existing tree in the verge outside property No. 89.
- 5.4.2 On the southern side of the access road, a shared 3m wide pedestrian and cycle facility will be provided with a crossing located to the south of the access. This will provide a connection to the western side of the carriageway and will join with the existing footway/cycleway facility.
- 5.4.3 A pedestrian/cycle access will be provided from the northern extent of the proposed development onto Dawson's Lane. This will provide a walking/cycling route for residents between the site and the village centre and to the bus stops on Shilton Road.

5.5 Car and Cycle Parking

- 5.5.1 The planning application is made in outline with all matters, except for access, reserved. Details of car and cycle parking will be provided in a subsequent Reserved Matters application based on the standards which are in place at the time of submission.

5.6 Delivery and Servicing Arrangements

- 5.6.1 Swept path analysis has been undertaken of the proposed access arrangement to demonstrate that larger vehicles can be accommodated. The analysis has been undertaken using a large refuse collection vehicle (with the specification of the Hinckley and Bosworth refuse vehicle) which is the largest vehicle expected to regularly access the site. Further details are provided in the accompanying TA.
- 5.6.2 Further details of the internal servicing and delivery arrangements will be provided at the time of a Reserved Matters application with the site providing internal turning areas to accommodate larger vehicles such as refuse trucks. Whilst the internal layout will be subject to a subsequent reserved matters application, the LCC Highway Design Guide and Manual for

Streets will be followed and has been applied during the preparation of the current Illustrative Masterplan.

5.7 Electric Vehicle Charging

- 5.7.1 It is proposed that electric vehicle charging points will be provided within the development help encourage uptake of electric vehicles and reduce the carbon impact of travel from the site.

6 Aims and Objectives

- 6.1.1 This section sets out the overarching aim and objectives that the Framework TP seeks to achieve.
- 6.1.2 The overarching aim of this Framework TP is to develop a set of practical measures and initiatives that can be implemented to encourage residents to shift to sustainable and healthier transport options and reduce the impact of single occupancy car travel on the surrounding environment.
- 6.1.3 The objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Time- Bound) targets to ensure progress towards achieving them can be measured and are detailed in Section 7.

6.2 Objectives

- 6.2.1 To support this overarching aim, the objectives of this Framework TP are as follows:
- To reduce the need to travel, especially by private car;
 - To increase the awareness of the FTP to residents;
 - To encourage greater use of sustainable travel modes through promotion and raising awareness;
 - Reduce the use of single occupancy cars and increase car sharing; and
 - To develop an ongoing management, monitoring and review process for this “living” document.

7 Targets

- 7.1.1 This section sets out the Framework TP targets. To achieve the aim and objectives, **Section 6**, a set of **SMART** targets will be set to ensure progress towards achieving them can be measured:

Specific: Identify precisely what is to be achieved;

Measurable: Over the duration of the target period, allowing for regular evaluation of effectiveness;

Achievable: Linked to overall objectives and aims;

Realistic: In terms of the potential to be achieved over the duration period of achieving targets; and

Time-bound: The target must define a date by which it is expected to be achieved.

7.2 Interim Targets

- 7.2.1 Residents will be encouraged from the outset to travel more sustainably. Until completion of a baseline travel survey which will be completed within six months of first occupation, interim targets have been derived based on anticipated mode share of the site. This has been calculated using the 2011 Census dataset, 'Location of Usual Residence and Place of Work by Methods of Travel to Work'.

- 7.2.2 The interim targets are set out in **Table 7.1**.

Table 7.1: Interim Residential Targets

Travel Mode	Baseline	Year 1	Year 3	Year 5
Train	0%	0%	0%	0%
Bus, Minibus or Coach	5%	5%	6%	7%
Motorcycle or Scooter	1%	1%	1%	1%
Car or Van – Driver	76%	74%	70%	68%
Car or Van – Passenger	7%	8%	9%	10%
Bicycle	2%	3%	4%	4%
Foot	9%	9%	10%	10%
Total	100%	100%	100%	100%

Source: 2011 census data and consultant calculations

- 7.2.3 The five-year aspirational target is for an 8% reduction in single occupancy car driver mode share, with a shift to sustainable travel modes.
- 7.2.4 The targets include a 3% increase in multiple occupancy driving, a 3% increase in active modes (walking and cycling) and 2% increase in public transport. Residents will be made aware of the measures contained within **Table 7.1** to encourage this shift.
- 7.2.5 Once the initial baseline travel surveys have been undertaken within six months of first occupation all targets will be reviewed and revised where necessary in consultation with LCC. This will be repeated following each survey to ensure that the targets remain ambitious, yet realistic and achievable.

8 Measures

8.1 Introduction

- 8.1.1 To meet the aims and objectives of the Framework TP, there are a number of measures available to encourage sustainable travel. These will be implemented prior, during and throughout the life of the TP. These measures are in line with the aim of encouraging sustainable transport uptake amongst residents in addition to reducing the number of trips undertaken via single occupancy vehicles to and from the site.

8.2 Measures

- 8.2.1 **Table 8.1** below sets out a range of indicative measures which could be used to inform the future preparation of the Travel Plan for the site. Measures will be prepared which reflect the changes in travel patterns and technology at the time of preparation of the Full Travel Plan.

Table 8.1: Travel Plan Measures

Objectives	Measure	Phase	Responsibility
Reduce the need to Travel	Fibre optic broadband infrastructure to allow internet access to every household.	Pre-Occupation	Developer
	Encourage the use of sustainable delivery services for online shopping in addition to working from home.	Throughout Occupation	TPC
Increase the awareness of the TP	Offer personalised travel planning to new residents to raise their awareness of travel choices.	Pre-Occupation / Throughout Occupation	TPC
	Prepare and continually update a 'Welcome Pack' which will be distributed to each dwelling upon occupation. This will contain: - Map of the site highlighting transport facilities and timetables, walking, and cycling routes; - Relevant links to websites with travel information and route planning; - Map of local services including schools within walking and cycling distance; - Health and financial information regarding the benefits of sustainable transport modes; - A summary of the Travel Plan and how residents can contribute to achieving the targets; and - Feedback survey forms.	Throughout Occupation	TPC
	Prepare and distribute an e-newsletter to residents on a quarterly basis informing them of promotional events, prize draws and local travel issues in addition to updates on TP progress towards the mode shift target.	Throughout Occupation	TPC
Encourage increase in the use of sustainable transport	Provide secure and conveniently located cycle storage provision.	Pre-Occupation	Developer
	Promote national walking and cycling databases, Walk-BUDi and Bike-BUDi, in which registered users can pair up to share their journeys to work.	Throughout Occupation	TPC

Objectives	Measure	Phase	Responsibility
modes	Provide incentives to promote the uptake of cycling such as cycle shop discounts, collective schemes for cycle insurance, cycle training services etc.	Throughout Occupation	TPC
	Liaise with local bus operators to discuss the viability and the provision of discounted / free taster travel tickets for residents.	Pre-Occupation / Throughout Occupation	TPC
Reduce the use of single occupancy cars	Promote car sharing information to residents and consider the possibilities of providing an on-site car club with dedicated car club vehicles.	Throughout Occupation	TPC
	Introduce a site wide car parking management strategy.	Pre-Occupation / Throughout Occupation	TPC
Develop an ongoing management coordination process	Appointment of a Travel Plan Coordinator.	Pre-Occupation	Developer
	Undertake baseline and future residential travel surveys and according to monitoring reports.	Following first occupation, then in years 3 and 5	TPC

9 Travel Plan Delivery and Management

9.1 Introduction

- 9.1.1 The Travel Plan Coordinator (TPC) is responsible for the management, monitoring and review of the Framework TP. As aforementioned, Travel Plans are considered to be 'living' documents which require constant monitoring and updates where necessary.

9.2 Travel Plan Coordinator

- 9.2.1 The appointment of a Travel Plan Coordinator (TPC) is central to the successful implementation and management of the TP. The TPC will act as the promoter of the components of the TP to secure its implementation, as well as being the key contact point for the residents. They will undertake the following responsibilities:
- To manage the Travel Plan and implement any measures at the correct stage of occupation;
 - To commission baseline Travel Surveys within six months of first occupation and present the monitoring information in accordance with the timeline in **Table 9.1** to LCC;
 - To ensure that the measures adjust accordingly with the specific travel needs and behaviours of the residents upon occupation;
 - To monitor and manage car and cycle parking demand on site;
 - To promote the use of sustainable transport modes and keep up to date with events such as 'Bike to Work Day' to promote throughout the site;
 - To act as the main point of contact for residential queries regarding the Travel Plan or who may require additional transport information;
 - To set up the steering group and arrange regular meetings;
 - To develop a 'Welcome Pack' for the residents which may include maps of the site local public transport, walking and cycling routes and nearby facilities (services and schools), local bus timetables and maps, links to relevant websites with travel information;
 - Gather information and issue the travel e-newsletters; and
 - Liaise with LCC regarding the monitoring and review of the TP in order to assess the progress towards achieving the targets.
- 9.2.2 The TPC is yet to be assigned for this site due to this being a *Framework* TP to support the planning application. However, they will be appointed once the application is successful and their name, position and contact details will be provided to LCC. The TPC will be appointed for 5 years following first occupation to carry out this role.

9.3 Securing

- 9.3.1 The developer will fund the preparation, implementation, and operation of the TP process. This includes the day-to-day site TPC role, the implantation and management of physical measures, the promotion of sustainable travel throughout the different phases of occupation of the development, and the coordination of the monitoring and review process.

10 Monitoring and Review

10.1 Overview

- 10.1.1 The TP will be the responsibility of the developer who will appoint a suitable TPC for the development. This person will be appointed and funded by the development (for a period of five years after first occupation).
- 10.1.2 TPs are considered to be living documents that should be regularly updated. It is the responsibility of the TPC to update the TP at times when there is a significant change in local transport network or travel behaviour at the site.

10.2 Monitoring and Review

- 10.2.1 The Travel Plan will be monitored for a 5-year period following first occupation.
- 10.2.2 Surveys, monitoring and a review of targets will take place from when the first baseline surveys have been undertaken which will be within six months of first occupation.
- 10.2.3 Close monitoring of the success of measures and updating the content of the future TP is key and should be periodically reassessed. Monitoring data will be gained from travel surveys undertaken by the TPC.
- 10.2.4 In accordance with the LCC travel plan guidance it is expected that annual monitoring and review reports will be prepared and submitted to LCC. It is expected that the surveys will be undertaken through the LCC i-Trace travel planning monitoring system but will be agreed with the Travel Plan Officer upon preparation of the Full Travel Plan.
- 10.2.5 **Table 10.1** outlines the timescales and stages of monitoring and review.

Table 10.1: Timescales for Residential Travel Plan Monitoring and Review

Action	Timescale
Baseline travel surveys	6 months following first occupation
Update of TP following baseline surveys	Following baseline travel surveys
Future residential travel surveys	Annual
Undertake a comprehensive review of all aspects of the TP (Objectives, Targets, and the monitoring programme)	Following baseline and subsequent annual surveys

- 10.2.6 A monitoring report will be issued within 3 months of completion of the first survey and within 3 months of the subsequent surveys annually thereafter. A review schedule will also be included within the update reports and submitted to LCC. This will propose the implementation of measures or adjustments to the future TP to ensure the commitments are SMART (Specific, Measurable, Achievable, Realistic and Timely).

10.3 Remedial Measures

- 10.3.1 If the target mode share is achieved within the five-year period (based on the Year 5 survey), the funded TPCs role will be complete. An agreed mechanism will be put forward for the successful handover of responsibility from the TPC to a future Community Steering Group to continue the TP and TPC role.

- 10.3.2 If the mode share targets aren't achieved at the end of the five-year period, the developer will use reasonable endeavours to work with LCC to identify a strategy and to agree further reasonable actions to get the TP back on track.

Appendix A Leicestershire County Council Cycle Map

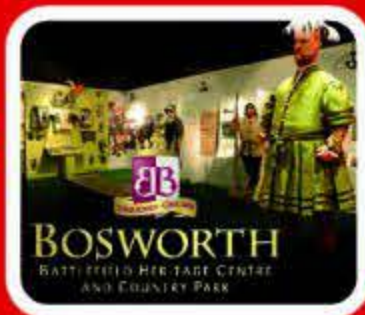
Cycling in the Hinckley and Bosworth area

The towns of **Hinckley** and **Market Bosworth** are surrounded by many of Leicestershire's prettiest villages and rolling countryside.



Burbage as well as routes around the town centre and railway station.

The area is home to one of the country's most important historical sites – **Bosworth Battlefield** and its award winning Heritage Centre. The site includes some fantastic walking and cycling routes, and the Tithe Barn Restaurant is a great place to go for a rest stop.



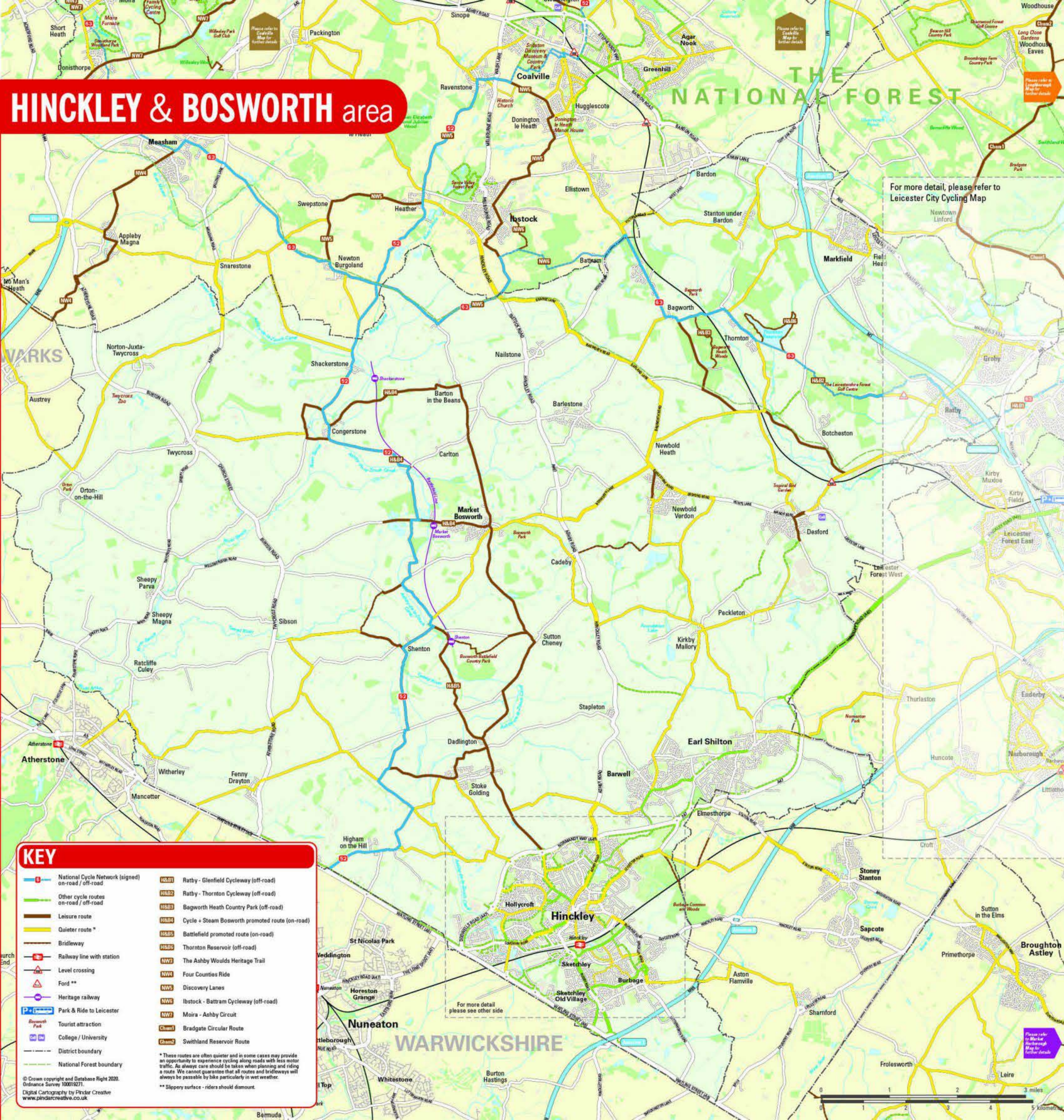
Close by is the **Ashby Canal**, with waterside routes and the **Battlefield Line** – complete the unique 'Cycle and Steam' circular route from Shackerstone or Shenton stations, returning with your bike on the heritage railway line.

Nestled further east on the edge of Charnwood Forest is **Thornton Reservoir**, another of Leicestershire's great leisure cycling routes including a marked woodland track.



Leicestershire's **Choose How You Move** campaign helps people to get fit, save money, have fun and help the environment – by leaving their cars at home. Choose how you move by walking, cycling, using public transport or car sharing for everyday journeys.

For information about cycling and other forms of sustainable transport visit our website: choosehowyoumove.co.uk

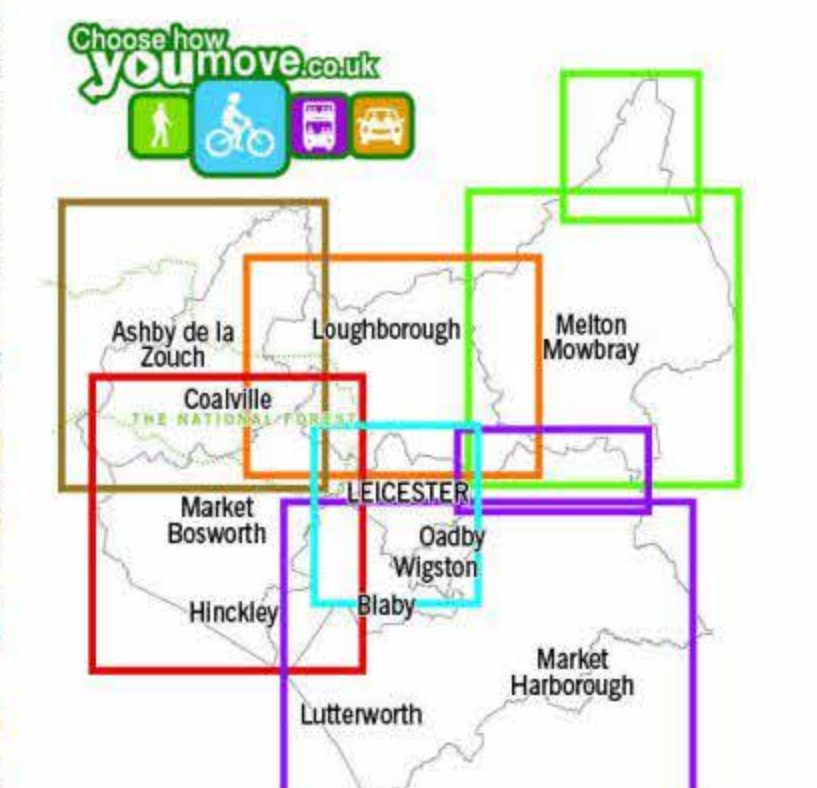


KEY

- National Cycle Network (signed) on-road / off-road
 - Other cycle routes on-road / off-road
 - Leisure route
 - Quieter route *
 - Bridleway
 - Railway line with station
 - Level crossing
 - Ford **
 - Heritage railway
 - Park & Ride to Leicester
 - Tourist attraction
 - College / University
 - District boundary
 - National Forest boundary
 - H&B1 Ratby - Glenfield Cycleway (off-road)
 - H&B2 Ratby - Thornton Cycleway (off-road)
 - H&B3 Bagworth Heath Country Park (off-road)
 - H&B4 Cycle + Steam Bosworth promoted route (on-road)
 - H&B5 Battlefield promoted route (on-road)
 - H&B6 Thornton Reservoir (off-road)
 - NW3 The Ashby Woods Heritage Trail
 - NW4 Four Counties Ride
 - NW5 Discovery Lanes
 - NW6 Ibstock - Batram Cycleway (off-road)
 - NW7 Moira - Ashby Circuit
 - Cham1 Bradgate Circular Route
 - Cham2 Swithland Reservoir Route
- * These routes are often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic. As always care should be taken when planning and riding a route. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather.
- ** Slippery surface - riders should dismount.
- © Crown copyright and Database Right 2020. Ordnance Survey 10003271. Digital Cartography by Pindar Creative www.pindarcreative.co.uk



Cycling map 2020



Download or view our other cycling maps at www.choosehowyoumove.co.uk/cycling

If you would like help in understanding the text on this leaflet in an alternative language or require it in a large font/audio format please contact Leicestershire County Council on 0116 305 0001. The map section can be enlarged if required.

Users of these routes do so at their own risk. Refer to the Good Cycling Tips inside this leaflet.

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Walk. Run. Cycle.
For points and prizes!

BetterPoints

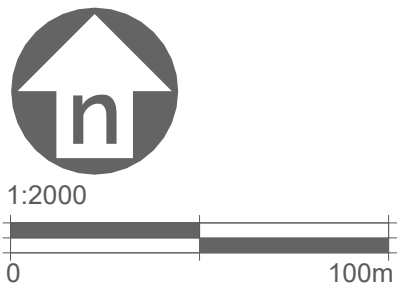
Walk, run or cycle in Leicestershire to earn points for high-street vouchers or donating to charity.

- Download the free **BetterPoints** app
Google Play App Store
- Record your journeys to earn points and the chance to win prizes
- Donate your points to charity or exchange them for rewards!

Get started at choosehowyoumove.betterpoints.uk

Appendix B Illustrative Masterplan

- Site boundary
- Land also under the control of the applicant
- Proposed all modes access
- Proposed pedestrian and cycle access
- Proposed pedestrian access
- Proposed pedestrian route
- Proposed shared pedestrian and cycle route
- Residential development
- Self build development
- Proposed main street and pathway
- Proposed shared surface
- Public open space
- Meadow grassland with mown paths
- Maintenance area
- Attenuation area / swales
- Existing hedges / trees / planting
- Proposed trees
- Proposed woodland
- Proposed hedges / strategic planting infrastructure
- Play area
- Outdoor recreation
- Walking routes
- Offsite proposed permissive pedestrian route



client:
Harrow Estates

project:
Land East of The Common, Barwell

drawing title:
Illustrative Masterplan

urbandesignbox.co.uk

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