



TRAVEL PLAN

SUNLOCH MEADOWS RESIDENTIAL DEVELOPMENT
LUTTERWORTH ROAD, BURBAGE

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CONTENTS

1.0	INTRODUCTION	4
2.0	OBJECTIVES AND BENEFITS.....	7
	Objectives	7
	Benefits and outcomes	7
3.0	EXISTING CONDITIONS	9
	Site location.....	9
	Highway network	9
	Opportunities for pedestrian travel.....	10
	Opportunities for cycle travel	11
	Opportunities for bus travel.....	11
	Summary	12
4.0	SUNLOCH MEADOWS DEVELOPMENT	13
	Consented development.....	13
	Car parking	13
	Internal layout	13
	Sustainable travel infrastructure.....	13
5.0	TRIP GENERATION AND TARGETS	14
	Targets	14
6.0	MEASURES AND INCENTIVES	16
	Introduction.....	16
	House builder's commitments prior to occupation.....	16
	Travel Plan Co-ordinator's commitments post occupation	16
7.0	IMPLEMENTATION AND MONITORING	19

APPENDICES

Appendix A	Site Layout Plan
Appendix B	LCC comments
Appendix C	Travel Pack

1.0 INTRODUCTION

- 1.1 Sunloch Meadows is a consented residential development of 135 dwellings on land off Lutterworth Road, in Burbage¹. The general site location is shown in **Figure 1** and the detailed site location is shown in **Figure 2**. A copy of the consented site layout is contained in **Appendix A**, and an extract of the site layout is shown in **Figure 3**.
- 1.2 A Travel Plan (document reference ADC2041-RP-D-v4) was prepared by ADC Infrastructure Ltd to support the outline planning application. Leicestershire County Council (LCC), as the local highway authority, provided comments on the Travel Plan (**Appendix B**).
- 1.3 The Travel Plan was subsequently included in the planning conditions, as follows:
Condition 9: "No part of the development hereby permitted shall be first occupied until a/an amended framework/full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details."
- 1.4 This Travel Plan has therefore been prepared to discharge the condition. According to the National Planning Practice Guidance²:
"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."
- Travel Plans should, where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation"*
- 1.5 A Travel Plan is therefore a living document that sets out the ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable transport modes, whilst also reducing both the need to travel and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.
- 1.6 A residential Travel Plan is concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan therefore has the potential to achieve a high proportion of trips by sustainable modes and reduce the number of single occupancy car trips generated by a development.
- 1.7 This Travel Plan includes all the necessary contents and predominantly focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to

¹ 19/01405/OUT Residential development of up to 135 dwellings (Outline- access only) and 22/00636/REM Approval of reserved matters (appearance, landscaping, layout and scale) for the erection of 135 dwellings pursuant to Outline Planning Permission 19/01405/OUT (Appeal ref APP/KR420/W/20/3265143)

² Travel Plans, Transport Assessments and Statements in Decision-taking, National Planning Practice Guidance, March 2014

empower residents and visitors alike to take ownership and make informed decisions about their travel choices. It has been prepared with reference to LCC's Travel Plan guidance.

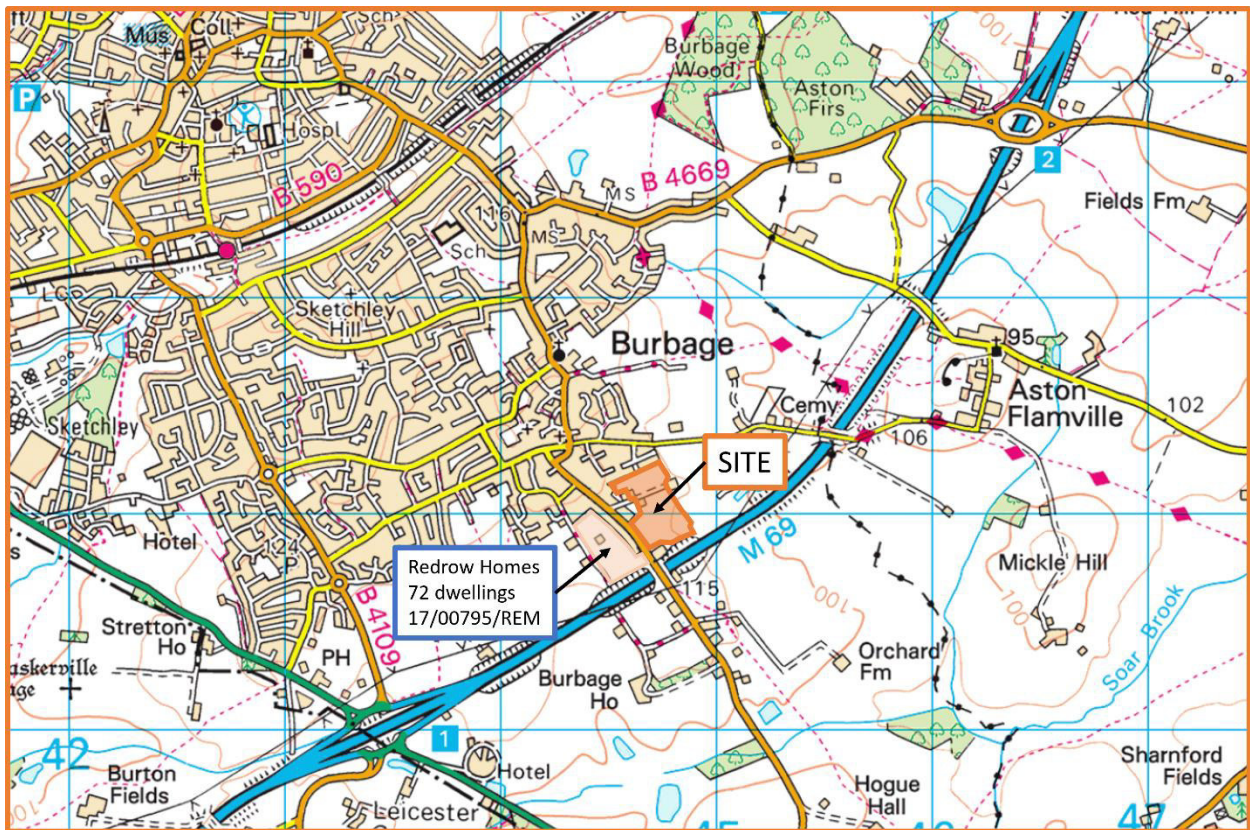


Figure 1: general site location



Figure 2: detailed site location



Figure 3: site plan (from [Sunloch Meadows | New Homes in Hinckley | Davidsons Homes](#))

2.0 OBJECTIVES AND BENEFITS

Objectives

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

Benefits and outcomes

- 2.2 LCC's guidance highlights the following potential benefits of a successfully implemented Travel Plan:
- promoting a healthier lifestyle through active commuting.
 - reducing journey costs or improving convenience/quality of necessary journeys.
 - creating a wider choice of practical and sustainable journey options.
 - improving travel safety and accessibility for all, especially the more vulnerable, isolated, and disadvantaged.
 - reducing local traffic and parking congestion.
 - supporting the viability of local public transport services and helping reduce social exclusion
 - increasing usage and safety of neighbourhood cycling and walking routes.
 - improving local air quality and helping reduce the risk of global warming.
 - providing a range of safe and convenient travel options to assist accessibility to services and facilities by all user groups.
- 2.3 Making Residential Travel Plans Work³ details the potential local benefits that can be achieved when a Travel Plan is designed into a residential development from the beginning. Some of the potential benefits that this Travel Plan will provide for the residents and visitors are listed below:
- a focused approach to influence the travel behaviour of residents and visitors;
 - the introduction of safe and viable alternatives to single-occupancy car travel, increasing the choice of travel modes to the site, reducing the number of vehicle trips, and reducing vehicle mileage;
 - increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing;
 - increased awareness of the social, environmental, and economic costs of individual travel choices;
 - a positive change in attitudes towards the use of alternative travel modes;
 - provision of practical information on how to travel by more sustainable travel modes, with the integration between different travel modes;
 - provision of practical initiatives, based on regular appraisal of resident's travel patterns; and
 - improved accessibility, safety, and security for people travelling to, from, and within the site, particularly vulnerable road users, such as children, the elderly, and disabled.
- 2.4 In addition to these benefits, in line with the Delivering Travel Plans through the Planning Process – Good Practice Guidelines, and the Making Travel Plans Work, the Travel Plan will also seek the following outcomes:
- reduction in the overall need for travel to and from the site;

³ Making residential Travel Plans work: good practice guidelines for new development, Department for Transport, September 2005

- reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution, and accidents;
- generation of only the minimum number of car movements to and from the development;
- more attractive environments;
- supporting the viability of local public transport services and helping reduce social exclusion;
- increased usage and safety of neighbourhood cycling and walking routes;
- opportunities provided to build healthy exercise into daily life;
- represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist; and
- increased marketability of the development as more households seek to change their travel behaviour.

3.0 EXISTING CONDITIONS

Site location

- 3.1 As shown in **Figures 1 and 2**, Sunloch Meadows is located to the east of the B578 Lutterworth Road, on the southern edge of Burbage. It is bordered by residential development to the north, fields to the east, the M69 to the south, and Lutterworth Road to the west.

Highway network

- 3.2 Sunloch Meadows is accessed from Lutterworth Road. Lutterworth Road forms part of the B578 connecting Burbage to the north, to the A5 Watling Street to the south.
- 3.3 In the vicinity of the site, Lutterworth Road provides direct frontage access to residential dwellings, and to the Redrow Homes housing estate with 72 dwellings on the opposite side of the road (application references 15/01292/OUT and 17/00795/REM).
- 3.4 Along the site frontage, Lutterworth Road is subject to a 30mph speed limit, and this changes to the national speed limit to the south-west of the site. There are vehicle activated signs along Lutterworth Road to enforce the 30mph speed limit. There are no on-street parking restrictions on Lutterworth Road, and whilst on-street parking occurs to the north of the site, no on-street parking was observed along the site frontage.
- 3.5 To the north, Lutterworth Road routes north through Burbage. It joins Windsor Street and Lychgate Lane at a priority-controlled crossroads. Windsor Street merges into Coventry Road, which in turn provides access to Rugby Road. Rugby Road runs north into Hinckley, and south to connect to the M69 and A5 at the M69 Junction 1.
- 3.6 Further north, Lutterworth Road joins Burbage Road and Sapcote Road at a priority-controlled T-junction with ghost island right turn lane and diverge left turn lane. Burbage Road provides access towards Hinckley and Sapcote Road provides access to the M69 Junction 2.
- 3.7 To the south, Lutterworth Road becomes a rural road and provides access to the A5 Watling Street at a simple priority-controlled T-junction with ghost island right turn lane. The junction is subject to the national speed limit.
- 3.8 The A5 is the key route in the area, running between M1 to the east and the M6 to the west. More locally, the A5 connects to the M69 at Junction 1 and to the A47, providing access to Nuneaton.
- 3.9 Therefore, there are two possible routes between Sunloch Meadows and the M69 Junction 1. The route north via Lutterworth Road, Windsor Street, Coventry Road and Rugby Road is the same length and journey time as the route north via Lutterworth Road and the A5.
- 3.10 Sunloch Meadows is therefore well located for access to the local road network within Burbage and Hinckley, and the wider highway network via the A5, A47 and M69.

Opportunities for pedestrian travel

- 3.11 The desirable walking distance⁴ for commuters and school pupils is up to 500 metres, whilst up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance.
- 3.12 **Figure 4** shows the pedestrian catchment area based on a 2,000 metres walking distance from the centre of the Sunloch Meadows residential estate. The catchment area covers the education, health, and retail facilities within Burbage. This includes the Burbage Church of England Infant School, Burbage Junior School, Sketchley Hill Primary School, and Hastings High School. It also includes the Burbage Surgery and Lloyds Pharmacy, and Burbage Dental Practice. The pedestrian catchment area also includes a Spar convenience store, a library, village hall, and several pubs and restaurants.
- 3.13 With regards to pedestrian infrastructure, there are street-lit footways on both sides of Lutterworth Road to the north of the site, and a footway on the western side of Lutterworth Road along the site frontage. These connect to a network of footways through Burbage.
- 3.14 In addition, as shown in **Figure 2**, a public footpath runs through the Sunloch Meadows site, and connects to Lychgate Lane to the north.

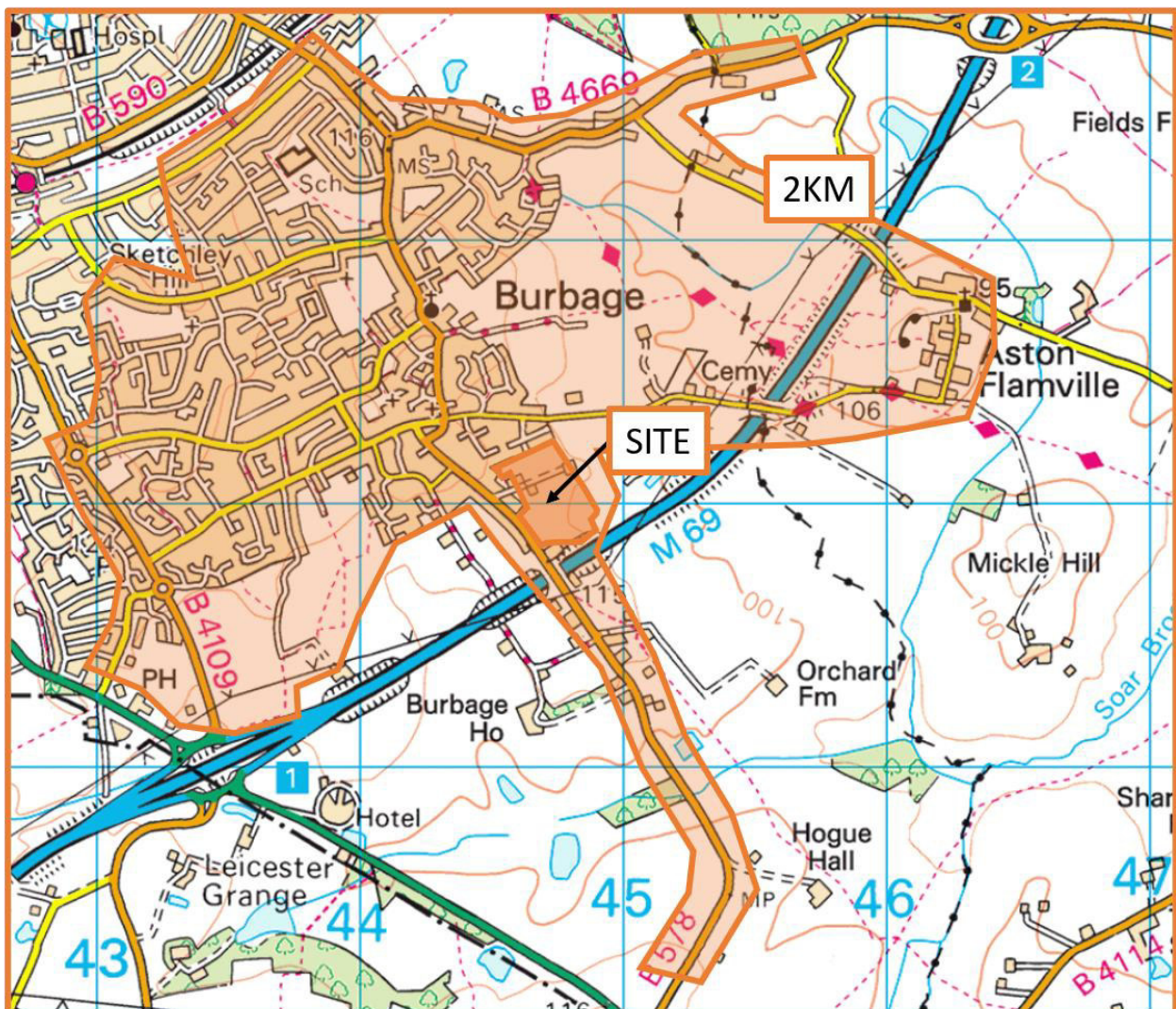


Figure 4: 2km pedestrian catchment area

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

Opportunities for cycle travel

- 3.15 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. **Figure 5** shows the cycle catchment area based on a 5km distance from the centre of the site. It covers Burbage, Hinckley, Stoney Stanton and Sapcote. There are no designated cycle routes in the vicinity of the Sunloch Meadows development, but experienced cyclists can use the carriageways.

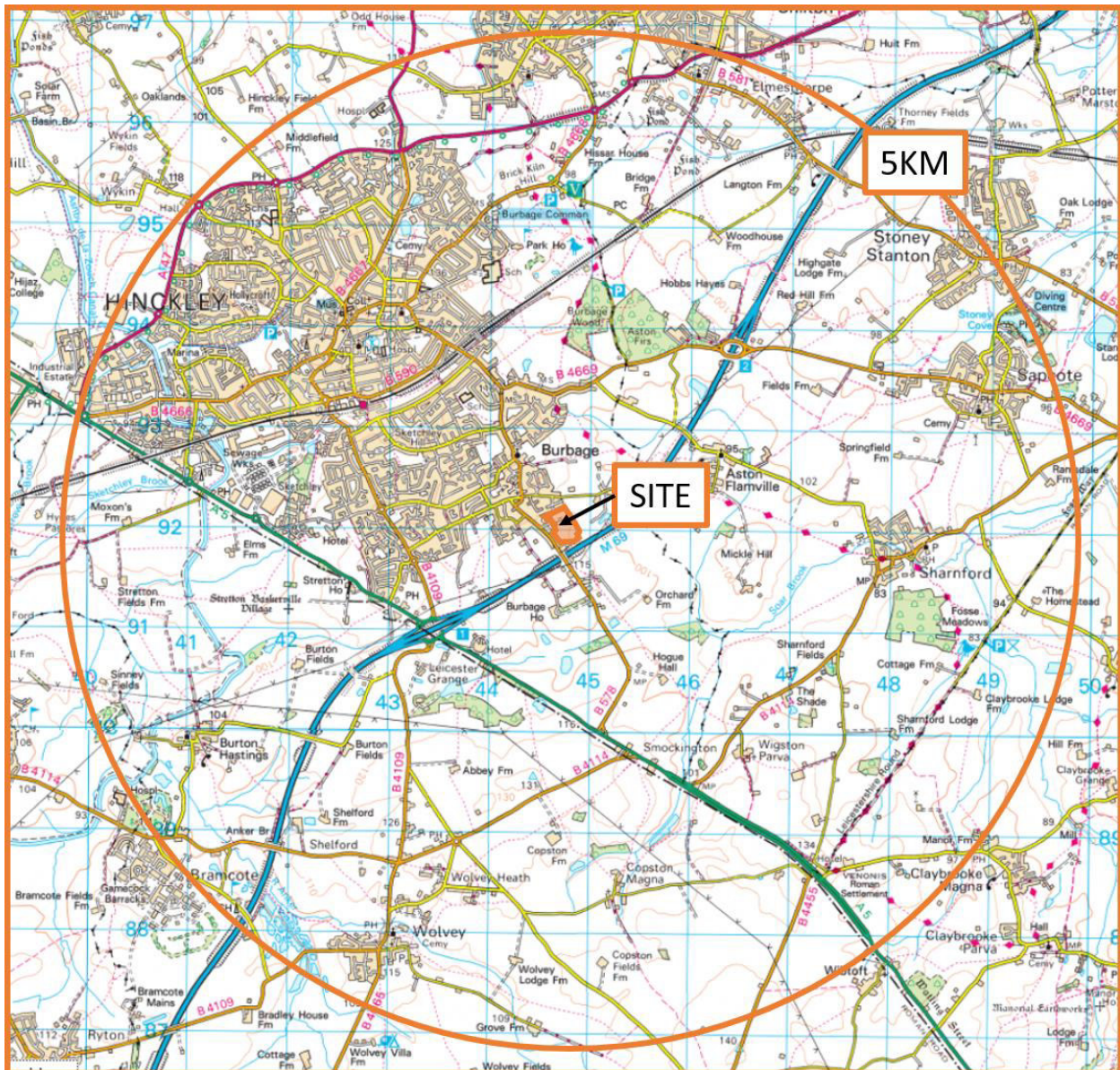


Figure 5: 5km cycle catchment area

Opportunities for bus travel

- 3.16 As shown in **Figure 6**, the following bus services run along Church Street and Windsor Street to the north of Sunloch Meadows:
- service 7/7A, between Burbage and Nuneaton, at an hourly frequency from Monday to Saturday. There are no services on Sundays.
 - service 8, between Hinckley and Lutterworth, at an hourly frequency from Monday to Saturday. There are no services on Sundays.

- 3.17 The nearest bus stops are approximately 800 metres from the centre of the Sunloch Meadows Estate.
- 3.18 Previously, the service 8 ran along Lutterworth Road directly past the Sunloch Meadows site, and there were flag and pole bus stops within 400m of the site on Lutterworth Road.

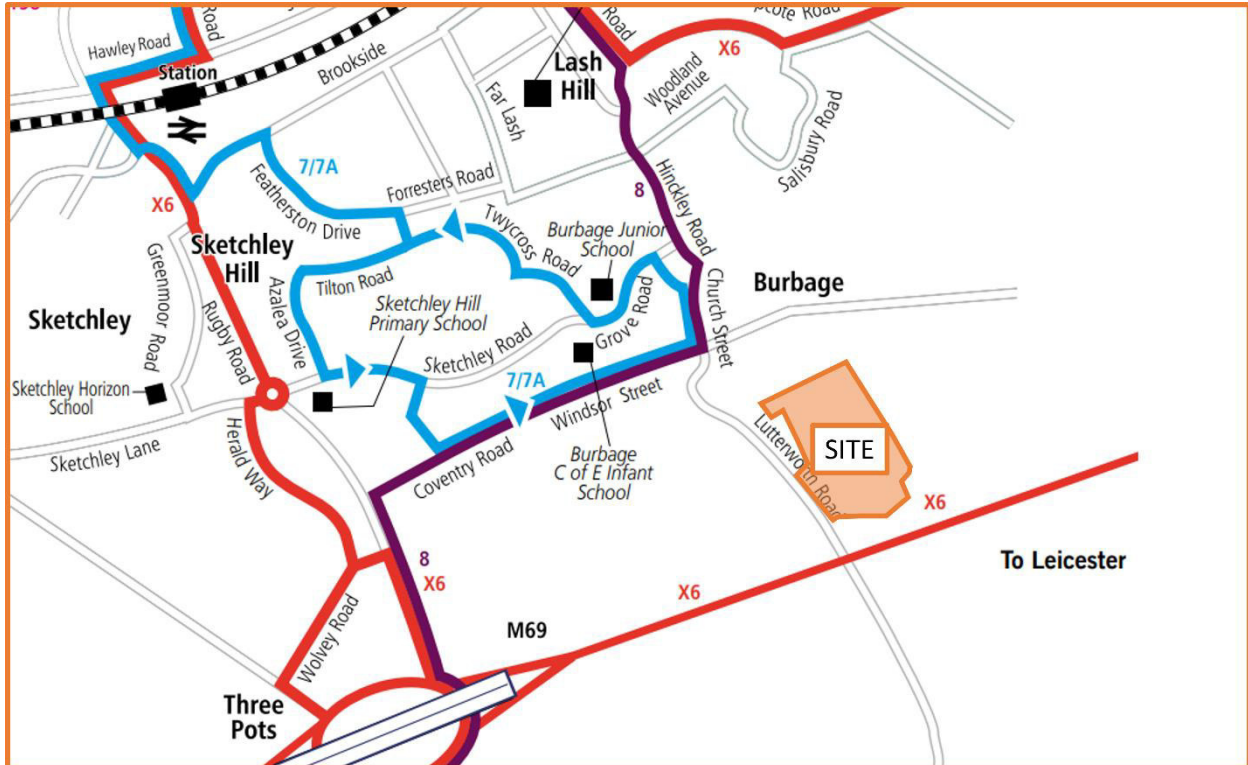


Figure 6: local bus services ([Hinckley bus map and area guide \(choosehowyoumove.co.uk\)](https://www.choosehowyoumove.co.uk/) June 2024)

Summary

- 3.19 Sunloch Meadows is located to the east of Lutterworth Road, in Burbage. There are good opportunities for pedestrian and cycle travel, with a number of facilities within walking and cycling distance, and good quality infrastructure provided along the desire lines. There are also good opportunities for bus travel, with two frequent bus services between Hinckley and Lutterworth approximately hourly within walking distance of the site.

4.0 SUNLOCH MEADOWS DEVELOPMENT

Consented development

- 4.1 Sunloch Meadows is a residential development of 135 dwellings, including private and affordable homes, accessed via a simple T-junction on Lutterworth Road. The site plan is contained in **Appendix A**.
- 4.2 The private homes include:
- 21 2-bedroom houses
 - 46 3-bedroom houses
 - 26 4-bedroom houses
 - 15 5-bedroom houses
- 4.3 The affordable homes include:
- 8 1-bedroom houses
 - 9 two-bedroom houses
 - 9 three-bedroom houses
 - 1 four-bedroom house.

Car parking

- 4.4 Each house is provided with driveway parking, and most houses also have a garage. The smaller houses have two parking spaces, whilst the larger houses have three or four parking spaces. Electric vehicle charging points are provided at all dwellings.

Internal layout

- 4.5 The internal layout has a 20mph design speed, with the road layouts designed to achieve this. Away from the main access road, the internal layout includes a mix of shared space roads, accessways and private driveways. The internal layout is designed to ensure that service vehicles can enter, manoeuvre, and exit the site in a forward gear, with the provision of appropriate turning heads. Appropriate provision is made for emergency service vehicles.

Sustainable travel infrastructure

- 4.6 To encourage pedestrian travel, footways and shared space environments are provided throughout the site. In order to connect to the existing off-site infrastructure on Lutterworth Road, 2 metres wide footways are provided on both sides of the site access road, as shown in the site plan in **Appendix A**.
- 4.7 Cyclists are encouraged to cycle on the carriageways throughout the site and designated cycle lanes are not provided. Cycle storage is provided within the curtilage of each dwelling, in sheds and garages.
- 4.8 With regards to bus travel, there are bus stops within walking distance of the site.
- 4.9 The new houses are provided with broadband connections. In this way, technology can be used to allow flexible working practices, and connections to internet resources such as car share databases, internet shopping deliveries, and other ways that reduce the need to travel.

5.0 TRIP GENERATION AND TARGETS

- 5.1 As the development is not currently operational, no surveys have been carried out to determine the baseline modal split. However, the Transport Assessment forecast that the residential development would generate the peak hour trip rates in the table below. The table also shows the resultant traffic generation of 135 dwellings.

		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.127	0.473	0.600
	PM peak hour	0.444	0.149	0.593
vehicle trips (165 dwellings)	AM peak hour	17	64	81
	PM peak hour	60	20	80

- 5.2 The Transport Assessment identified that the development would generate the modal split shown below. The peak hour person trip generation of 135 dwellings is also shown below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger
	6.8%	2.4%	1.6%	1.3%	0.7%	82.2%	4.9%
peak hour	7	2	2	1	1	81	5

Targets

- 5.3 Travel Plans, and the promotion of sustainable travel modes, have a significant impact on the modal split of a development and the proportion of car trips. Therefore, this Travel Plan adopts the following targets for the development:
- Target 1 - Residents will be aware of the Travel Plan.
 - Target 2 - The Travel Plan Co-ordinator will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the five year post occupation monitoring period.
- 5.4 With regards to Target 1, every resident over the age of 16 years is to be aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving to the development. The measures to achieve this target are detailed in Section 6.
- 5.5 With regards to Target 2, the 10% reduction in the single occupancy vehicle trips will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and also by a reduction in overall travel. The measures to achieve this target are detailed in Section 6.
- 5.6 To quantify, a 10% reduction in the 77.3% single occupancy vehicle car driver modal share (82.2% drivers-4.9% passengers) will equate to a 7.7% reduction, and thus a single occupancy car driver modal share of 69.6%.
- 5.7 In terms of vehicle trip generation, a 10% reduction in the number of single occupancy car trips will equate to the following maximum number of single occupancy car trips being generated by the 135 dwellings, calculated as follows:

	average peak hour
vehicle trip generation (includes vehicles with passengers)	81
number of vehicles with passengers (modal split from para 5.3)	<u>5</u>
number of single occupancy vehicles	76
number of single occupancy drivers shifted by a 10% reduction	8
number of single occupancy drivers with 10% reduction in place	68

6.0 MEASURES AND INCENTIVES

Introduction

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

House builder's commitments prior to occupation

- 6.3 The following measures will be funded and implemented by the developer during the construction process and prior to occupation:
- a) Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator role will be undertaken by a Sales Advisor, with senior management support.
 - b) The Travel Plan Co-ordinator will give a Travel Plan briefing to all other sales/marketing staff associated with the development. This will involve them explaining the Travel Plan (including the aim, benefits, targets, measures on offer, as well as the monitoring process) and the travel opportunities at the development, so that the sales staff can then inform all potential residents about the Travel Plan process, and answer any questions that residents may have. The Travel Plan will be promoted to new residents when they first enquire about a house at Sunloch Meadows in the introductory conversations, and again verbally and in the sales literature as they proceed with a purchase. Hard copies of the Travel Plan will be available in the showroom, along with copies of the Travel Pack. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy/rent the dwellings.
 - c) The Travel Plan will be promoted in the marketing and promotion of the development, on both the website and also through sales literature.
 - d) Provide funding for up to two adult bus passes per dwelling, entitling the holder of each bus pass to travel free of charge on the local bus services over a period of six months, secured via the signed S106 Agreement. The signed S106 Agreement includes a 'bus pass contribution' of £720 per dwelling for two bus passes at £360 per bus pass. In accordance with the S106 Agreement, each occupier can apply for a bus pass within six months of first occupation, and will be promptly supplied it by the Travel Plan Co-ordinator.
 - e) Provide funding for Travel Packs. The signed S106 Agreement includes the 'travel pack contribution' of £52.85 per dwelling.

Travel Plan Co-ordinator's commitments post occupation

- 6.4 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. The Travel Plan Co-ordinator is:
Jack Lindsay
Rodgers Leask Ltd
email: jack.lindsay@rodgersleask.co.uk
phone: 07717862716
- 6.5 LCC will be informed of any changes to the Travel Plan Co-ordinator contact details.

- 6.6 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until the occupation of the final dwelling. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes. Their role will be to:
- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan;
 - promote the Travel Plan to potential and confirmed residents;
 - act as a point of contact for all residents and visitors requiring information;
 - represent the ‘human face’ of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction sessions (see section 6.7);
 - issue the bus passes that occupiers have applied for;
 - update LCC every three months from first occupation on the number of bus passes issued, and the number of travel packs issued, until occupation of the final dwelling, in accordance with the S106 Agreement
 - take a key role in the monitoring and review of the Travel Plan;
 - liaise with the Travel Plan-Co-ordinators of neighbouring developments, to allow joint measures to be considered.
- 6.7 The Travel Plan Co-ordinator will also:
- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
 - liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, in order to allow them to arrange the induction session.
- 6.8 With the aim of raising and maintaining awareness of the Travel Plan, each newly occupied home will receive a voluntary induction visit, at which the Travel Plan Co-ordinator will take the householders through the travel opportunities and again explain the Travel Plan process.
- 6.9 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. As noted above, these are funded by the developer and have been produced by the Travel Plan Co-ordinator. An initial Travel Pack is contained in **Appendix C**. As shown, it includes:
- an explanation on the purpose of the Travel Plan and the monitoring surveys, including a £50 Amazon voucher incentive to complete the surveys.
 - Promotional information on the benefits of walking, cycling, public transport use, and car sharing.
 - A map of key destinations, such as local shops and schools etc, and a pedestrian route map to the nearest schools.
 - A map to key destinations within cycling distance.
 - Public transport information, including a bus route map.
 - Contact details and a location map showing local car hire firms, and taxi companies
 - Information about the benefits of car sharing, and links to Liftshare.com and BlaBlaCar.co.uk.
 - Helpful links to journey planning websites, LCC websites, train, bus, bike, and car sharing websites.
 - QR codes for links to further information and websites on walking, cycling, bus, train, taxi, and car sharing.

- 6.10 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will promote national events, such as national bike to work week and walk to work day.
- 6.11 Where necessary, the Travel Plan Co-ordinator will direct residents to contact LCC for further information and advice:
Safe and Sustainable Travel Team
Leicestershire County Council
Glenfield,
Leicester
LE3 8RA
Email: choosehowyoumove@leics.gov.uk

7.0 IMPLEMENTATION AND MONITORING

- 7.1 This Travel Plan is not intended to be a static document, but is intended to be updated as required through its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will undertake on-going monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to LCC.
- 7.2 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be implemented during the construction process, or within two weeks of occupation, and then on an ongoing basis. This will allow people to assess the potential to travel by alternative modes of travel, and allow a sustainable travel culture to emerge from the start. The ongoing promotion of measures over a sustained period of time will then create ongoing behaviour change and modal shift.
- 7.3 The Travel Plan will be monitored for a period of five years following first occupation of the development. LCC use Modeshift STARSfor (Sustainable Travel Accreditation and Recognition Scheme) (<https://starsfor.org>) to monitor travel plans, and therefore this Travel Plan adopts STARSfor.
- 7.4 To monitor the targets, a travel survey will be completed by each resident within two months of their occupation. The surveys will be produced and issued by the Travel Plan Co-ordinator using the STARSfor system, but will be undertaken as part of a wider post-occupation survey process carried out by the housebuilders in which they gather feedback on the development from the new occupants.
- 7.5 The surveys would determine the baseline modal split and travel patterns of each household, and thus at the site as a whole, the uptake of any measures and incentives proposed in this Travel Plan (including the uptake of the voluntary induction visits and bus passes), and help identify any further measures that need to be investigated and proposed. The STARSfor monitoring surveys will therefore allow appropriate monitoring of Target One (Travel Plan awareness), Target Two (modal split).
- 7.6 A first Monitoring Report will be compiled by the Travel Plan Co-ordinator and issued to LCC within two months of the travel surveys being completed for 20% occupation.
- 7.7 The STARSfor surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for five years after initial occupation. The Travel Plan Co-ordinator would seek to gain a 100% response rate. The results will be summarised and issued to LCC in a monitoring report within two months of completion of the travel surveys.
- 7.8 The Monitoring Report will include:
- an introduction
 - the annual survey results including an analysis of trends against previous years
 - details of measures implemented throughout the year
 - an action plan of what is to happen the following year, including a marketing plan of how the initiatives will be promoted e.g. leaflets, newsletters, etc. with examples
 - up to date contact details for the TPC
 - appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information, etc.

- 7.9 The Monitoring Reports and hence details of the survey results will be made available to the residents by the Travel Plan Co-ordinator to ensure they are aware of the progress being made. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery.
- 7.10 In accordance with the S106 Agreement, the Travel Plan Co-ordinator will also notify LCC every three months from first occupation about the number of travel packs and number of bus passes issued within that three months, until the occupation of the last dwelling.
- 7.11 In the event that the regular monitoring shows that the targets are not being met, remedial measures will be introduced. This would include further promotion of the Travel Plan on the website and sales literature, and the offer of additional visits to each house by the Travel Plan Co-ordinator to discuss travel options with each household and help them achieve modal shift or a reduction in overall car travel.
- 7.12 To assist in the management of a successful Travel Plan, the transition of ownership and responsibility should be planned. Therefore, towards the end of their role, the Travel Plan Co-ordinator will seek to establish a Travel Plan Steering Group, to demonstrate ongoing community responsibility for sustainable travel. The Steering Group should comprise local residents, and a representative from LCC and the Parish Council will also be invited to join.

APPENDIX A

SITE LAYOUT PLAN



LEGEND -

	Proposed Trees
	Existing Trees/Hedgerow to be Removed
	RPA
	Screen Wall (SW) - 1.8m High.
	Screen Fence (SF) - 1.8m High Close Boarded
	Indicates standard GRP chimney (Same brick as the house)
	Indicates Standard Chimney Removed
	Indicates Traditional Chimney (Same brick as the house)
	Brick Pier (BP)
	BCP Collection Points BCP are to be used on collection days only and are not for storage purposes.
	BIN Storage Points
	2m Vis Splays
	Affordable Rent
	Shared Ownership
	Key Buildings
	EV Charger
	Mains Lit Bollard
	Solar Bollard
	Proposed Site Boundary
	Easement


DAVIDSONS
Wilson House, Leicester Road, Ibs
Leicestershire LE67 6HP
T: 01530 261 444 F: 01530 267
www.davidsonsgroup.co.uk
E: info@davidsonsgroup.co.uk

Job Ref: BURB_100

APPENDIX B

LCC COMMENTS

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 19/01405/OUT

Highway Reference Number: 2019/1405/04/H/R1

Application Address: Land North Of Deepdale Farm Lutterworth Road Burbage Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Residential development of up to 165 dwellings (Outline- access only)

GENERAL DETAILS

Planning Case Officer: Rhiannon Hill

Applicant: Davidsons Developments Ltd

County Councillor: Cllr Amanda Wright

Parish: Burbage

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Applicant's planning application proposals, which are in outline with all matters reserved except for access, comprise of 165 dwellings to the northeast of, and to be accessed from, Lutterworth Road, Burbage. This document forms the Local Highway Authority's (LHA's) second observations on the application.

Lutterworth Road is a B classified road (B578) with a speed limit of 30mph in the vicinity of the proposed development access. It passes through Burbage to the north, becoming Church Street and then Hinckley Road, and eventually joining the B4669, and joins the A5 Watling Street some 2km to the south. The A5 is a part of Strategic Road Network under the jurisdiction of Highways

for the roads within the site to be adopted, then then the will need to be designed in accordance with the Leicestershire Highway Design Guide (LHDG).

Parking space numbers and layout will be required to meet the advice set out in LHDG.

Transport Sustainability

Sustainable Accessibility

The TA summarises that the site location means it has:

- Good opportunities for pedestrian and cycle travel with a number of facilities within walking and cycling distance; and
- Good opportunities for bus travel, with a frequent hourly bus service between Hinckley and Lutterworth within walking distance of the site.

The TA goes on to conclude that development site is accessible by sustainable travel modes, and is therefore well located for residential development. The LHA agrees with this conclusion and considers that no sustainable mode improvements other than those associated with the proposed site access are required.

Travel Plan (TP)

The LHA has reviewed the ADC report, 'Travel Plan' (TP), version 3, dated 12 February 2020, as set out below.

The TP proposes two targets, as follows:

- 'Residents will be aware of the Travel Plan'; and
- 'The Travel Plan Co-ordinator (TPC) will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in the residents' single occupancy vehicle car driver modal share, by the end of the five year post occupation monitoring period'.

The LHA considers the above targets to be credible. For Target 1, the method of informing new residents of the existence of the Travel Plan should be evidenced. For Target 2 the Applicant is required to evidence the suggested methods of promotion of the opportunities and benefits as the initiatives are unrolled throughout the monitoring period. The 10% reduction in single occupancy car use within five years is credible, although this could be challenging.

The LHA notes that the TP proposes a number of measures to achieve the targets. The measures include:

- Appointment of a TPC;
- 'STARSfor' monitoring;
- Householder induction sessions; and
- Travel packs

The TPC is a unnamed Sales Advisor and paragraphs 6.3 of the TP onwards outline the proposed job description and required responsibilities of a TPC both prior and post occupation. The job description is high level and the LHA requires further details, specifically around the following:

- Content of the proposed Travel Plan briefing;
- Detail over how this content will be disseminated to residents;
- Detail over how “alternative means of transport will be sold as an attractive benefit”; and
- Paragraph 6.5 mentions induction sessions. These should be explained in further detail.

The contact information in paragraph 6.10 should be amended to:

Safe and Sustainable Travel Team
Leicestershire County Council
Glenfield
Leicester
LE3 8RA
Email choosehowyoumove@leics.gov.uk

Para 7.2 suggests that the majority of measures, '*will be implemented during the construction process or within two weeks of occupation*'. This should be clarified. Good practice suggests that behaviour change and subsequent modal shift is achieved with the greatest effect when measures, plans and initiatives are implemented over a sustained period of time. This also seems to contradict the information in paragraph 6.9 regarding the ongoing promotion of national events.

The TP is to be monitored for five years following first occupation. The timescale for first travel surveys in paragraph 7.6 should be amended to require these within two months of travel surveys being completed for 20% occupation.

Whilst the LHA considers the content of the TP to be generally satisfactory, the LHA will recommend a planning condition requiring an updated TP prior to first occupation which includes the following information in addition to the requirements set out above throughout this section of the LHA's observations:

- The identity and contact details of the TPC;
- A requirement for the TPC to liaise with the TPCs of neighbouring developments, such that joint measures could be considered;
- Clarification of the monitoring timescales of the first surveys;
- That each household will be entitled to apply for two six month bus passes to be funded by the developer; and
- Identification of additional remedial measures that would be implemented should regular monitoring indicate that the targets would not be met.

Public Rights of Way

The TA states that the, 'the existing public footpath through the site would be retained, and could be improved with surfacing and lighting'. The LHA notes that this is Public Footpaths No. U79 and recommends a number of planning conditions accordingly.

APPENDIX C

TRAVEL PACK

SUSTAINABLE TRAVEL PACK



TRAVEL PACK?

A Travel Pack provides information to help you plan your daily journeys without the need to travel by car.

The Travel Pack helps to encourage you to travel by more sustainable means, and provides you with information you may need.

Our aim is to reduce single occupancy car trips with your help over a 5-year period.

This Travel Pack is available in other formats upon request. **For more information contact:**

TPCsunlochmeadows@rodgersleask.co.uk



CONTENTS

Welcome...	4
Journey Planning	5
Out and About on Foot	6
Your Local Area	7
Walk to School	8
Cycle Travel	10
Bus Travel	12
Train Travel	14
Taxis	17
Car Sharing	18
Helpful Links	19





WELCOME...

Travel Plan

One of the reasons your development was granted planning permission is because your developer has committed to delivering sustainable development.

Part of this commitment involves a Resident Travel Plan, which is focused on encouraging sustainable travel such as walking, cycling, car sharing and public transport. We hope you will find this useful and that it helps you explore your local area and the great benefits it has to offer!

Monitoring our Success

Every year you will be asked to complete a travel survey questionnaire. This allows us to measure the success of the Travel Plan. There will be a **£50 Amazon voucher** prize draw for all those who complete the survey.

Our aim:

- Achieve a **10% reduction** in single occupancy car trips; and
- Reduce the number of car trips per household; over a 5-year period.

This will provide a range of benefits to the community including: a safer and cleaner environment; reduced congestion; improved health; and potential financial savings!

There's an easier way from A...to B!

This Travel Pack provides information to help you plan your day to day journeys. This booklet has a range of travel information we hope will encourage you to use alternative forms of transport.

We understand that sometimes there is no alternative to driving. However, we encourage you to consider different ways to travel when possible and this pack provides you with the starting point to think about your journey habits.

Your Travel Plan Co-ordinator – Jack Lindsay – Rodgers Leask Ltd

You'll see me around on the estate, we are here to help you make the most of your active / sustainable travel opportunities. Any queries please get in touch !



JOURNEY PLANNING

Recommended Travel App

As well as your standard routing mapping services such as Google & Apple maps, <https://www.choosehowyoumove.co.uk/> provides a great multi-modal journey planning service that you should check out.

Simply enter your start and end destination and the service will calculate a route that only uses sustainable transport.

Scan the QR code to learn more.



Bus

Buschecker is a free app which displays accurate bus stop times, so you know when to leave your house. It also tells you how busy the bus will be, so no more running to the bus stop to find it's full!

<https://www.buschecker.com/>



Cycling

CycleStreets is a great interactive online tool which allows you to plan your cycle journey from start to finish, including National Cycle Routes.

It provides you with the quickest, quietest and most balanced routes based on a speed that the user inputs.

<https://www.cyclestreets.net/>



Train

Trainline is a great tool to find information on current train travel, such as average journey time, the number of changes and the trains per day.



The screenshot shows the Trainline app interface for planning a train journey. It includes fields for 'From' (Enter origin station...) and 'To' (Enter destination station...). Below these are options for 'Via / Avoid' and journey type: 'One Way', 'Return', and 'Open Return'. The 'OUT' and 'RETURN' sections show date and time selection. The 'OUT' section has 'Today' (03-Oct-23), 'Tomorrow', 'Same day', and 'Next day' options. The 'RETURN' section has 'Today', 'Tomorrow', 'Same day', and 'Next day' options. The 'Leaving at' field shows '13' and '15' for the 'OUT' journey and '00' and '00' for the 'RETURN' journey. The 'Add railcards' section shows '1 adult (16+)' and 'Add railcards'. A green button at the bottom says 'Get cheapest tickets >'.

OUT AND ABOUT ON FOOT

Fit exercise into your daily routine by walking or cycling for all or part of your journey.

Walking is a great way to boost your health, fitness and well being. It is recommended that the average adult should do 30 minutes of exercise, 5 times per week. Walking to work, the shops or school is an easy way to achieve this target.

Walking there and back could be good for your bank balance and your heart. Walking is also a cheaper alternative to a monthly gym membership!

Local walking groups can be found at: <https://www.ramblers.org.uk/>.

Additionally, the All Trails app provides you with a range of local walks logged by local walkers.



 AllTrails

Walking benefits:

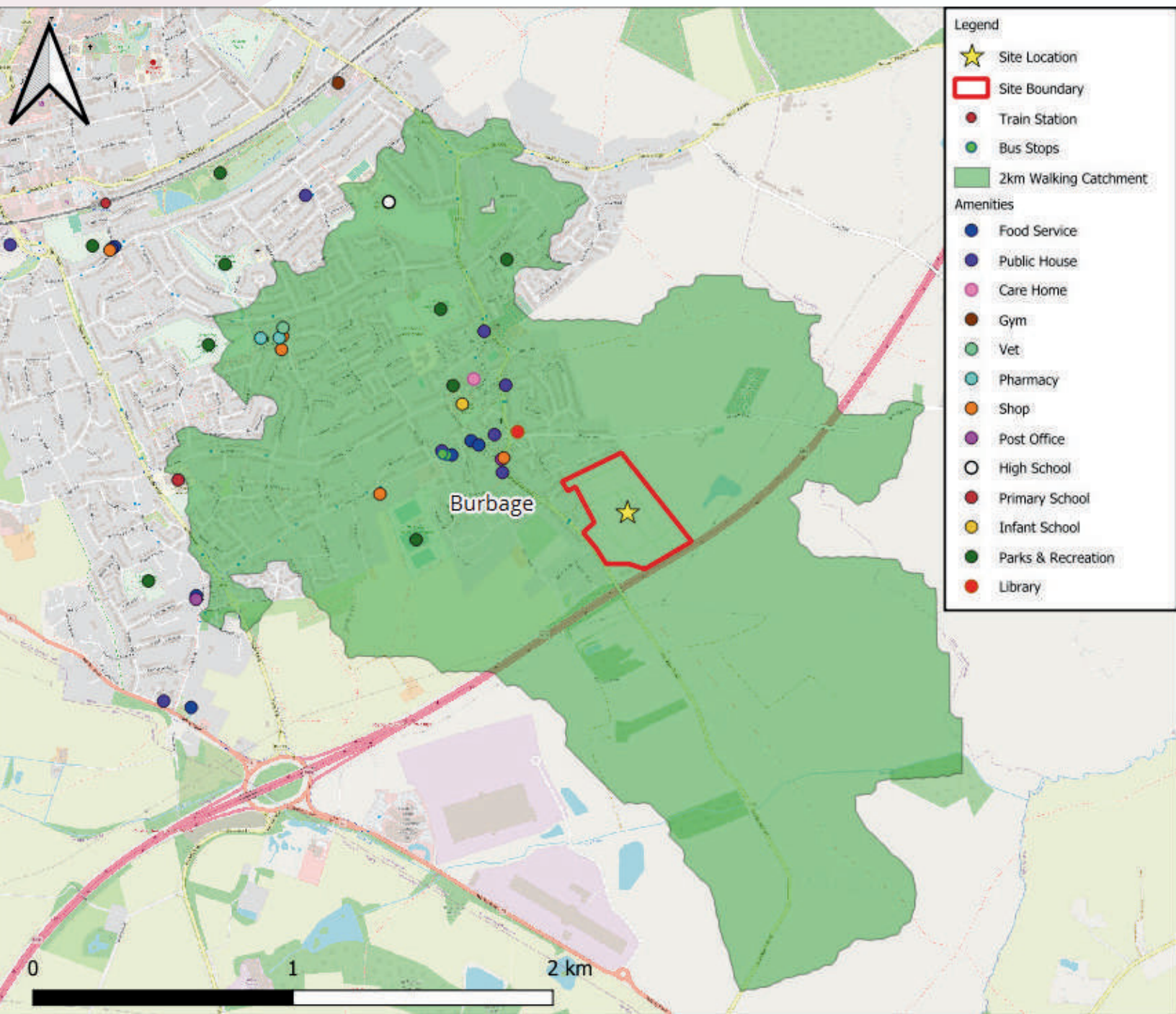
- Lowering your risk of heart disease by 25%
- Managing your stress and weight
- Improve your mood
- Save money on fuel!



YOUR LOCAL AREA

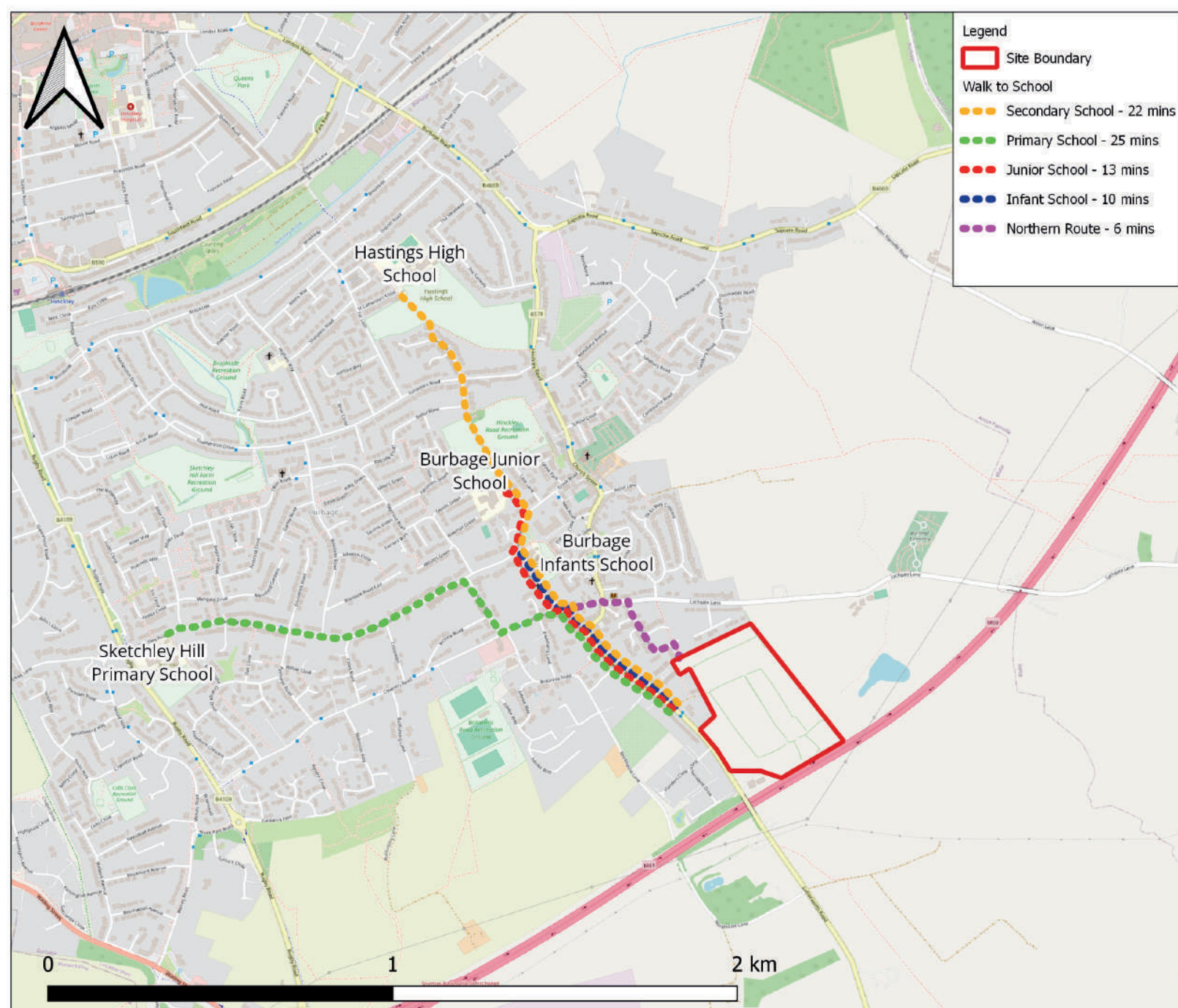
The map below provides you with a snapshot of local amenities located within a 2km distance of your home.

The NHS 'Healthier Families' webpage is full of ideas about how to fit being active into your lifestyle!



WALK TO SCHOOL

The map below illustrates the fastest walking routes to your local schools.





ON YOUR BIKE

It is often quicker to cycle short distances than travel by car, particularly during the morning and evening rush hours.

Nearly a quarter of all car trips are under two miles (3km), a distance that can be cycled in 10 minutes.



E-BIKES

The use of e-bikes has greatly increased over the past few years. E-bikes provide users an easier way to cycle than a traditional bike. There are a long list of benefits:

- Less stress on the heart
- Easier to climb hills
- Faster riding
- Eco-friendly
- Flexible
- You can save money!

IF YOU DON'T OWN A BIKE...

Ask your employer if they operate a cycle to work scheme. This allows you to loan a bike and cycle safety equipment!

We work with local cycling shops, so if any discounts become available, we'll let you know.

CYCLE SHOP

Your Nearest Bicycle shop is located approximately 2.8km away!



JOIN THE GANG...



Hinckley and Bosworth Borough Council have a web page with information on cycling clubs in your local district.



CYCLING OPTIONS

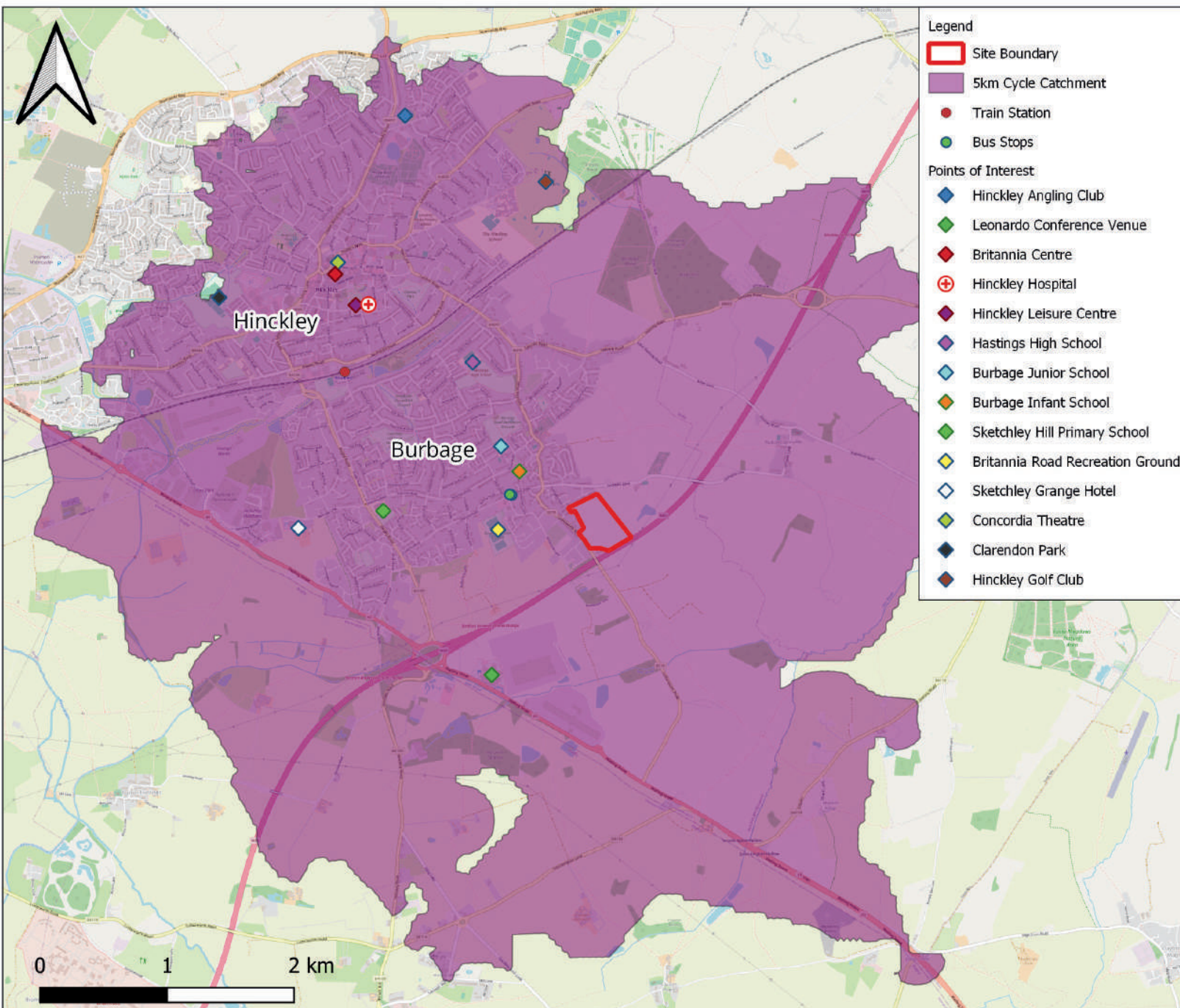
The map below provides you with a snapshot of local centres and employment areas all within a reasonable 5km cycle from your home.

Other useful cycle related websites:

sustrans.org – details of the national cycle network.

lovetoride.net – for cycling rewards and incentives

bikeweek.org.uk – national cycling focus week!



YOUR LOCAL BUSES

Save money on fuel by catching your local bus!

Avoid the frantic parking space search, relax on the bus and let someone else drive you there!

Below is a weekday timetable for your local buses (correct as of Feb 01).

Bus Service	Bus Provider	Bus Stop	Route	Weekday Frequency
8	Arriva	Burbage, adjacent to The Sycamores	Lutterworth-Hinckley	Hourly Between 8:44-15:44
7	Arriva	Burbage, adjacent to The Sycamores	Burbage-Nuneaton	Hourly Between 10:06-2:06
7A	Arriva	Burbage, adjacent to The Sycamores	Burbage-Nuneaton	Hourly between 9:36-12:36



Local Bus Timetables

<https://www.arrivabus.co.uk/download-timetables?page=1>

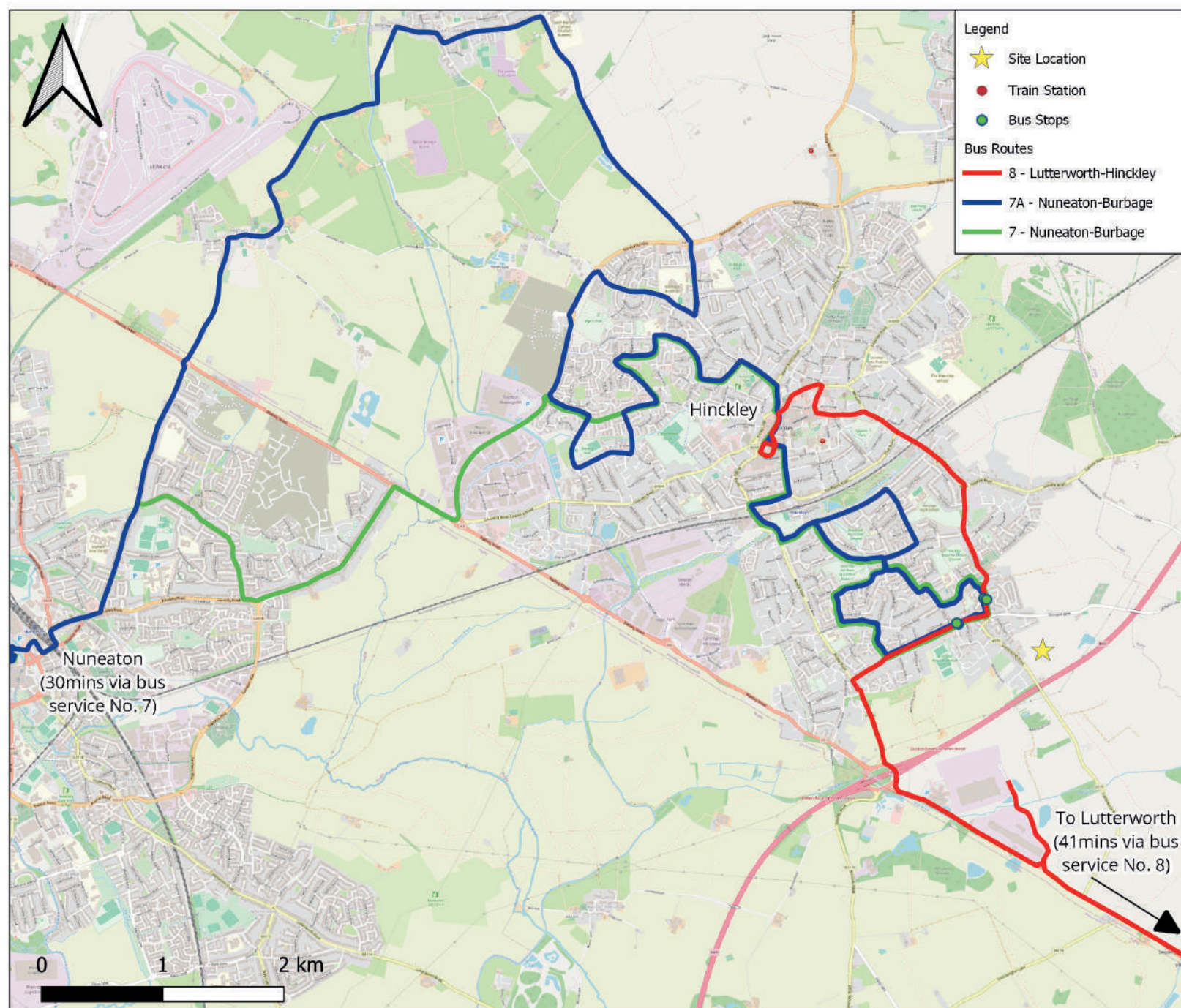


BUS ROUTES



The map below illustrates your local bus stops and services to and from Burbage, Hinkley, Lutterworth and Nuneaton.

Bus stops are located on Church Street and Windsor Street for the number 7/7A and 8 services. The 7/7A service runs clockwise around Burbage and stops on the northern side of Windsor Street and the western side of Church Street.

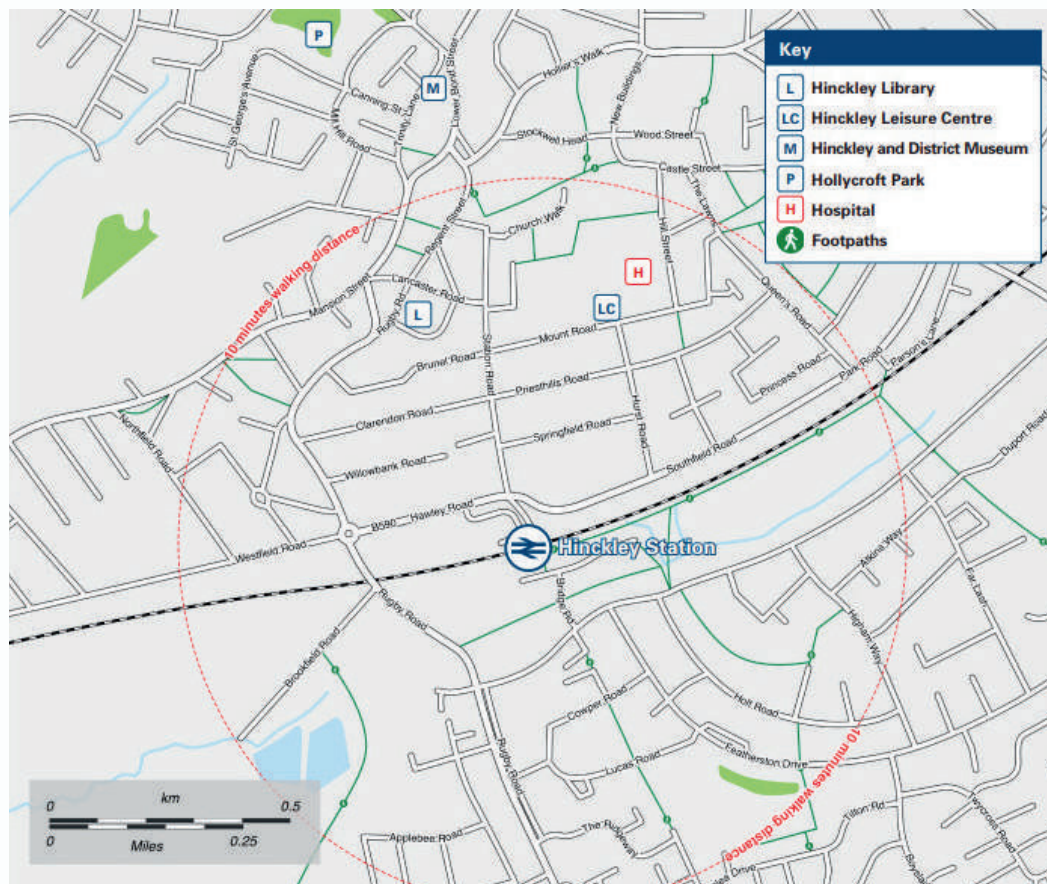


CATCH THE TRAIN

Hinckley Station

Choosing to travel by train provides you with a fast and efficient method of travel. You reach your destination without the need to drive, so you can sit back and relax.

Your nearest train station via public transport is Hinckley. Please scan the QR code below for more information at East Midlands' website!



To view East Midlands' train map, simply search for 'East Midlands Railway route map' or scan the QR code below.



You could head to these locations by train:

Leicester

20
Mins

Birmingham New Street

38
Mins

Nuneaton

6
Mins

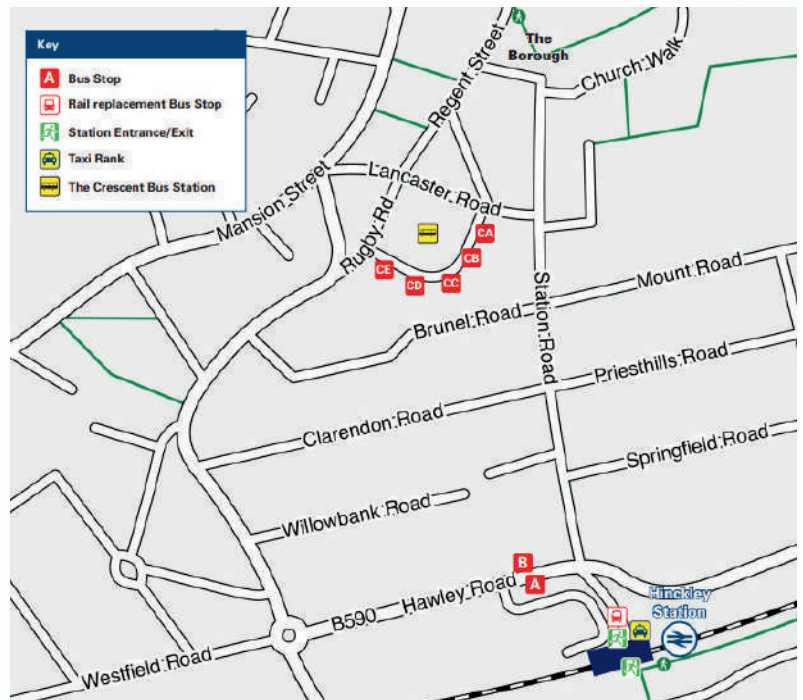


YOU DON'T NEED TO DRIVE TO THE STATION!

The train station is 2KM from your home, and for those keen cyclists, it's only a 5 minute cycle!

There are 16 sheltered cycle parking spaces available at the station, with CCTV in the storage area operating 24/7.

Alternatively, you can catch the number 7 and number 7A bus services with just a short walk / wheel connection to Hinckley Station!



The best way to assess sustainable transport options to and from the station would be to check the national rail website, which details all local transport options.

Scan the QR code for more details.



TAXI

IF YOU REALLY NEED TO, HAILING A CAB HAS NEVER BEEN EASIER!

Taxis can offer you a good option for your journeys, they are convenient, reduce worries about directions and cut down your parking time.

A taxi could be a useful option to Hinckley Train station.



The following taxi companies operate in your local area:

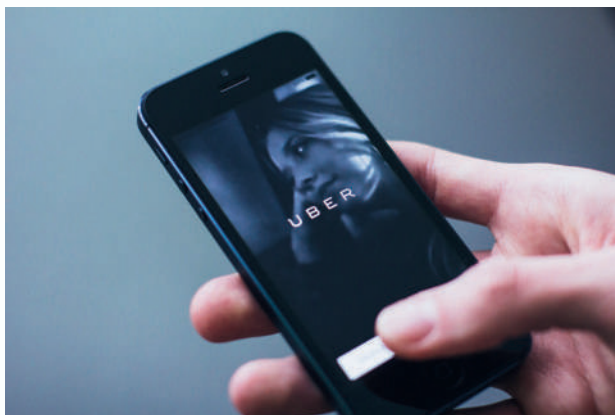
A1 TAXIS

Tel: 01455 448053

ROY'S TAXIS

Tel: 01455 230688

Scan the QR code to see local taxi services.



Ridesharing

If you don't fancy calling a taxi company to organise your transport, why not use one of the many ridesharing apps instead?

CAR SHARING

Doing the same journey as someone else? Why not car share?

Car sharing provides you with a way to save money and reduce your time driving by helping the environment.

You can meet new people on your commute to your destination and create new connections.

There are free car sharing schemes which you can access online through your phone or computer. These are more formal car sharing companies who help to organise you with someone to share your journey with, such as BlaBlaCar and Liftshare:

<https://liftshare.com/uk>



<https://www.blablacar.co.uk/>



Staying safe during car sharing.

Following some simple guidelines will help to keep you safe when meeting your lift partner(s) for the first time.

- Agree to meet at an open and public space, for example, outside a shop
- Agree to meet near public transport links in case you decide you don't feel comfortable
- Ask for ID when meeting them to ensure your safety
- Ask for the model and colour of the car before the lift
- Let someone you trust know that you're car sharing and the details of your journey

If everything goes well, then you can sit back and relax, as well as save money as someone else does the driving for you!



HELPFUL LINKS AND CONTACTS

Below provides you with a list of useful sustainable travel information described earlier in this Travel Pack. Happy travelling!!

Journey Planning

Email : TPC@rodgersleask.co.uk for bespoke advice

<https://traveline.info/>

<https://www.leicestershire.gov.uk/roads-and-travel/buses-and-public-transport>

Council Websites / Initiative

<https://www.leicestershire.gov.uk/>

<https://www.leicestershire.gov.uk/environment-and-planning/reduce-air-pollution>

Train Services

<https://www.nationalrail.co.uk/>

<https://www.thetrainline.com/>

<https://www.westmidlandsrailway.co.uk/>

Bus Services

<https://www.arrivabus.co.uk/>

<https://bustimes.org/>

Bike Travel

<https://www.cyclestreets.net/>

<https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking>

<https://www.strava.com/dashboard>

<https://www.bikesandsports.co.uk/contact>

<https://www.which.co.uk/reviews/electric-bikes/article/best-electric-bikes-aJMU0P2yY0r>

Car Sharing

<https://liftshare.com/uk>

<https://www.blablacar.co.uk/>

THANK YOU!

Thankyou for reading this Travel Pack. We hope you found it useful.
Any queries, please get in touch at tpc@rodgersleask.co.uk
Happy travelling!



All maps are produced from
QGIS using Open Streetmap
data. CC-BY-SA

Bus times subject to change for
latest information see bus
provider websites. All info correct
02/02/24