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# Framework Travel Plan

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**Client: Bloor Homes**

**Project: Sacheverell Way, Groby**

**Date: December 2025**

**BLOOR HOMES<sup>®</sup>**



## Document Control Form

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**Client:** Bloor Homes  
**Project Title:** Sacheverell Way, Groby

**Document type:** Travel Plan  
**Document Date:** December 2025

**Project No/Ref:** 211040-05  
**Document Status:** Rev B

Doc Ref: 211040-05 Framework Travel Plan

### Document Approval

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**Prepared by** Oscar Hodges/Sam Barber

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**Project Manager** James Corbett

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**Technical Review/Audit** James Corbett

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### Document Issue

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<b>Issue Date and History</b>	First Issue	24 <sup>th</sup> July 2025
	Rev A	15 <sup>th</sup> August 2025
	Rev B	3 <sup>rd</sup> December 2025

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<b>Distribution</b>	External	Define Planning & Design Ltd Bloor Homes
	Internal	File

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# 1. Introduction

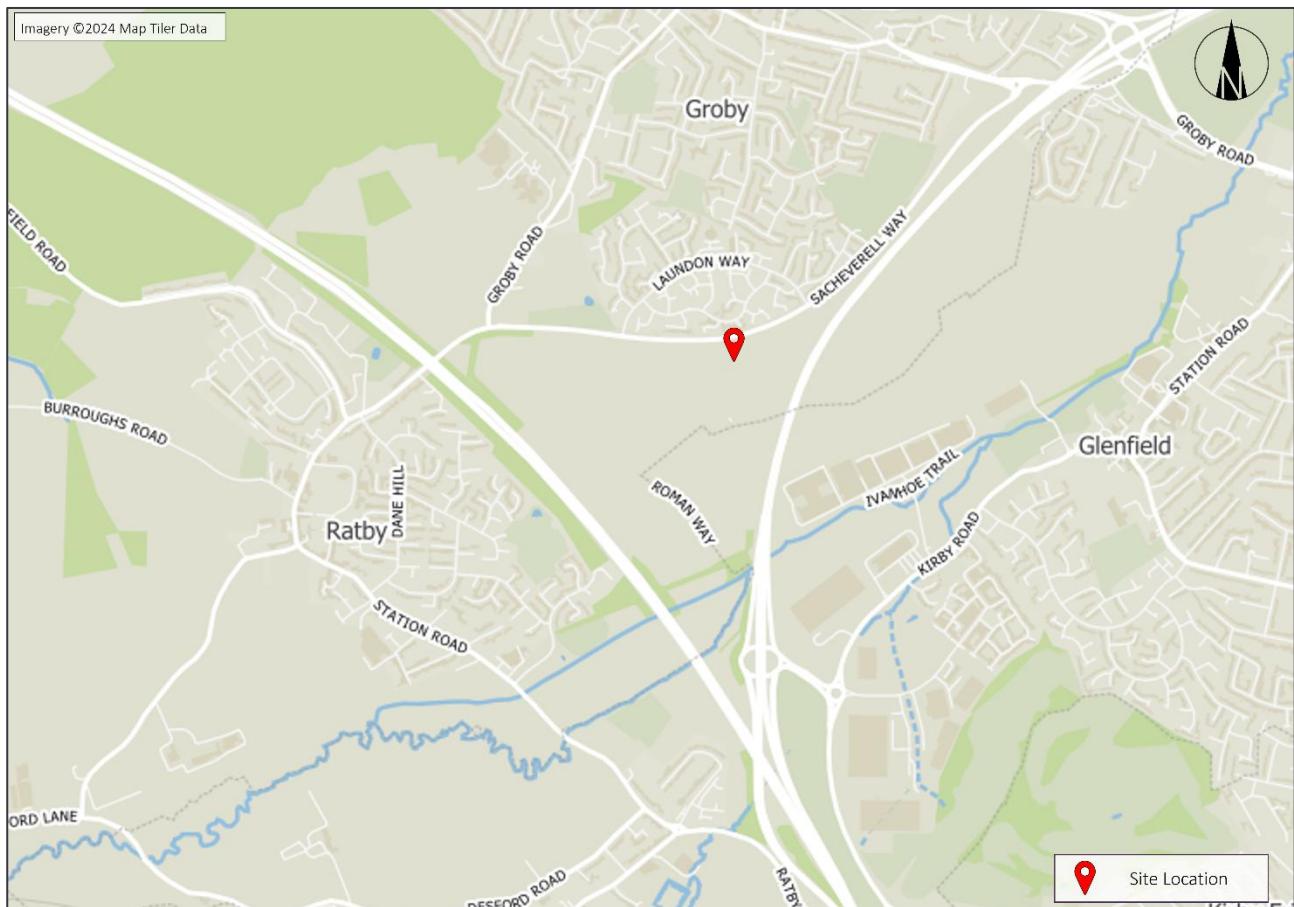
## 1.1 Overview

This Framework Travel Plan (FTP) has been prepared by The Transportation Consultancy Ltd (ttc) on behalf of Bloor Homes in relation to a proposed residential development south of Sacheverell Way, Groby, Leicestershire.

It is envisaged the development will consist of up to 180 residential dwellings.

**Figure 1.1** illustrates the site's location within a strategic context.

**Figure 1.1** Site Location



## 1.2 Scoping Exercise

In order to support the current application for up to 180 dwellings, a Pre-Application Transport Assessment Scoping Report (TASR) was prepared and submitted to Leicestershire County Council (LCC) on 30 August 2024, setting out the proposed access strategy and geographical and technical scope of the TA.

As part of these comments, LCC specified the requirement for a Travel Plan to support the site as well as S106 contributions required to support the monitoring of this Travel Plan as well as some LCC specific Travel Plan measures which will be included for in this FTP.

## 1.3 Aim and Scope of Report

The FTP aims to provide all residents with a greater awareness of alternative sustainable modes of transport that are available and reduce the impact of private car trips to and from the site. Details of proposed targets are also provided in order to reduce the level of single car occupancy trips amongst residents and the use of alternative, more sustainable, modes of transport.

The purpose of this report is to set out the details of the initiatives, deliverables, targets, and responsibilities of the FTP. The document will be a recorded agreement between Leicestershire County Council (LCC) and the applicant, who provides a commitment to the FTP.

The scope and content of this FTP includes the following:

- **Chapter 2** – The Travel Plan Process;
- **Chapter 3** – Policy Background;
- **Chapter 4** – Existing Transport Opportunities;
- **Chapter 5** – Travel Plan Management and Co-ordination;
- **Chapter 6** – Objectives, Targets, Monitoring and Review;
- **Chapter 7** – Travel Plan Initiatives; and,
- **Chapter 8** – Action Plan.

## 1.4 Contact Details

Until a Travel Plan Coordinator (TPC) is appointed, correspondence associated with the FTP will be dealt with by the applicant and all correspondence should be directed through the applicant until notified otherwise.

## 2. Travel Plan Process

A FTP is a dynamic management tool which brings together transport and residential issues in a co-ordinated strategy. The emphasis is on increasing the choice of sustainable methods of travel and reducing single car occupancy usage.

A FTP involves the development of a set of measures which can bring a number of benefits to residents based at the site and minimise local traffic impacts of the new development. The FTP aims to:

- Encourage the use of more sustainable modes of transport, such as walking, cycling, and using public transport;
- Reduce unnecessary travel; and
- Encourage the use of sustainable travel by improving facilities, providing information, and raising awareness.

Travel planning is an ongoing process which will grow and develop with time. It is acknowledged that to be successful, the FTP process should involve:

- A designated TPC to be responsible for the development, implementation, and day-to-day operation of the FTP;
- Communicating the various methods of transport and services available to residents; and,
- Ongoing review and amendment of the FTP to ensure it is a 'living' document and 'fit for purpose'.

A successful FTP can bring about the following benefits to residential sites such as:

- An effective, proactive approach to influencing the travel behaviour of new occupants;
- The demonstration of corporate, social and environmental responsibility of the developer;
- Attracting less cars with improved safety benefits; and
- Having healthier and active residents.

A FTP can take a variety of forms to suit different organisations. This FTP is intended to:

- Influence the travel behaviour of new occupants and their visitors by providing a greater awareness of the travel options available;
- Generate fewer single occupancy car trips than would otherwise be the case by encouraging modal shift;
- Reducing unnecessary travel; and,
- Reducing car mileage and emissions.

## 3. Policy Context

### 3.1 National Policy

#### National Planning Policy Framework (December, 2024)

The **National Planning Policy Framework** (NPPF) sets out the basis for requiring and securing Travel Plans and indicates that they should be submitted alongside planning applications which are likely to generate significant amounts of movements. NPPF states the following:

**Paragraph 118:** *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'*

In accordance with the above policy this FTP proposes a package of measures that seek to:

- Reduce reliance on the car through the reduction in the length and number of motorised journeys, in particular those carried out in single occupancy vehicles;
- Promote the use of alternative means of travel which are more sustainable and environmentally friendly; and
- Reduce emissions.

In addition to assisting in achieving Central Government aims and objectives, a Travel Plan can have several benefits to individuals and the local community as well as the site, such as:

- An improvement in the environmental image of the site;
- Reduced traffic generation resulting in improved air quality, noise levels, local traffic conditions and a cleaner, more attractive environment;
- Reduced stress caused by driving, allied with improved health from adopting alternative travel habits;
- Enhancement of the role of walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists, and associated health benefits;
- Improved viability and therefore provision of local public transport services, which are available to those travelling to and from the site as well as the rest of the community; and
- A reviewable operation, so that any adverse transport impact can be quickly dealt with, and emerging opportunities maximised.

#### Travel Plans, Transport Assessments and Statements

In addition to the information contained within the NPPF, the Department for Transport (DfT) publication '*Travel Plans, Transport Assessments and Statements*', which is one of several guidance documents contained within the 'Planning Practice Guidance' documents suite, provides further guidance on the development and implementation of Travel Plans.

The guidance strongly supports pre-application determination on the scope and content of the Travel Plan, stating:

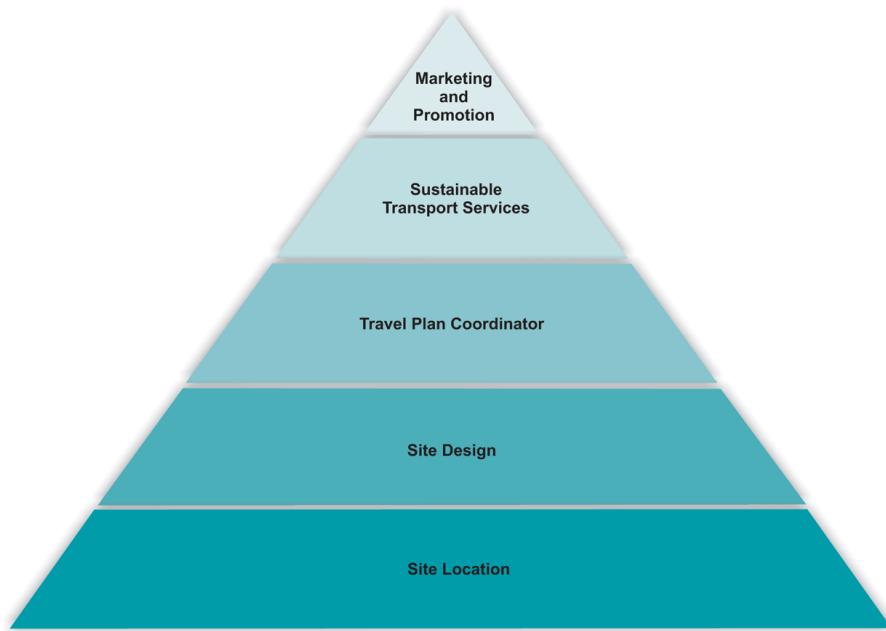
Consideration should be given at the pre-application stage to:

- the form and scope of the Travel Plan;
- the outcomes sought by the Travel Plan;
- the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
- the scope of the information needed; and
- the proposals for the on-going management, implementation and review processes.

Whilst the former guidance contained within DfT Document ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ has been superseded by the ‘Planning Practice Guidance’ documents, it is considered that the ‘pyramid of measures and actions’ referenced within the aforementioned is still a useful guide when developing a TP.

There are five levels to the pyramid, with each level building on the lower levels. A version of the TP pyramid has been included to aid the development of the TP. This is illustrated in **Figure 3.1**.

**Figure 3.1** Travel Plan Pyramid



At the first level of this pyramid is the fundamental issue of site location. A TP cannot be used to justify development in an inappropriate location therefore the site must display sufficient proximity to local facilities and services. The next level comprises the physical characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and public transport use i.e. the ‘hard’ measures.

The next item required is the resource to facilitate and develop the measures in the plan, commonly a TPC or similar nominated person is appointed to fulfil this role. The end user will take on the co-ordination role and assume responsibility for developing the full TP for the site.

The next level is the physical measures and services that need to be obtained for the site, such as public transport measures. The top tier of the pyramid is occupied by the ‘soft’ measures which are required to

promote the TP and raise its awareness to ensure that there is adequate take-up by users of the various services and facilities offered by the Plan.

## 3.2 Local Policy

### Leicestershire County Council's Travel Plan Guidance

The relevant document for the design and layout of residential roads is the Leicestershire Highway Design Guide, within which Travel Plans are referred to as being important documents in promoting sustainable travel and should be referred to when considering various aspects of development proposals, for example parking provision.

Personal Travel Plans are also being launched by the county and city through the 'Choose How you Move' campaign to help reduce traffic congestion and boost sustainable travel in and out of Leicester, supported by the Sustainable Transport Access Fund. The aim is to encourage residents to learn more about sustainable travel, help tackle congestion and encourage the use of more sustainable modes of transport.

More information on the 'Choose How You Move' campaign is available at [www.choosehowyoumove.co.uk](http://www.choosehowyoumove.co.uk).

### Hinkley & Bosworth Borough Local Plan

Hinckley and Bosworth Borough Council's Local Plan sets out the overarching strategy and policies to guide the future development of the borough up to 2026.

The Core Strategy identifies key objectives that apply to the proposed development:

#### *'Spatial Objective 7: Healthier Active Communities'*

*To develop healthier and stronger communities by improving access to, and the provision of, community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport.'*

#### *'Spatial Objective 13: Transportation and the Need to Travel'*

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

The Site Allocations and Development Management Policies DPD also sets out key policies in relation to Highways and Transportation and states:

#### *'DM17 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.'*

With regard to vehicle parking DM18 states:

*'All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.*

*Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.'*

It is the ambition of the development to be designed in such way that incorporate these key objectives.

## 4. Existing Situation

### 4.1 Introduction

This section of the Transport Assessment reviews the existing opportunities for sustainable travel, whilst also examining the existing local highway network and highway safety.

The content of this section has been collated to supplement the criteria of the Active Travel England (ATE) *Application Assessment Toolkit: Checklist User Manual* and where relevant sets out how the existing infrastructure compares to guidance set out in the LTN 1/20.

### 4.2 Site Location

The proposed development site is situated on a parcel of agricultural land to the south of Sacheverell Way, adjacent to an existing village of Groby which lies to the north of the site.

The site is bounded by the A46 to the southeast, fields to the south and west and Sacheverell Way to the north.

**Figure 4.1** displays the site in a local context.

**Figure 4.1** Site Location



## Local Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Leicestershire County Council (LCC). The A46 which runs to the southeast of the site is managed by National Highways (NH).

### Sacheverell Way

Sacheverell Way is a two-way single lane carriageway which is located along the northern perimeter of the site. It is circa 7.5m wide with a 2.0m footway on the northern side of the road. The road is subject to a 40mph speed limit. To the east, the road connects to Leicester Road which facilitates access to Leicester City Centre and the A46. To the west, the road connects to Groby Road which facilitate access to the residential settlement in Ratby.

### Laundon Way

Laundon Way is a two-way single lane carriageway which is located off Sacheverell Road; it is c.7.0m wide with 2.0m footways on either side. The road is subject to a 30mph speed limit and provides a link to Lady Jane Grey Primary School and Local Co-op food store. Laundon Road provides two priority T-junctions off Sacheverell Way at the eastern and western extents of the proposed site frontage.

### Strategic Links

The site is well located to benefit from access to the strategic road network. To the east of the site, the Leicester Road/Sacheverell Way roundabout leads to the A46/A50 roundabout junction. From here Groby Road (A50) provides a direct link to Leicester City Centre to the south east of the site and Markfield Road (A50) provides a link to M1 Junction 22 to the north of the site.

To the south of the site the A46 provides a southbound on-slip and northbound off-slip with the M1. To the east, the A46 runs around the northern edge of Leicester before heading north towards Nottingham, Newark-on-Trent and Lincoln.

## 4.3 Sustainable Travel

### Introduction

Walking and cycling form sustainable modes of transport which not only provide benefits to residents but help to reduce the amount of congestion and pollution within the area.

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, Providing for Journeys on Foot (2000). The Guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work and school are given as 500m and 1,000m, respectively. A preferred general maximum walking distance of 2,000m is identified.

The *Manual for Streets* (MfS) and the National Design Guide reinforces this advice, stating that "*walkable neighbourhoods*" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

The National Travel Survey states that the average walking distance in 2024 was 0.75miles, or 1.2km. Overall, it is therefore reasonable to assume that residents would walk between 800m and 2.0km to local facilities in the area but also being mindful of the average person walking distance of 1.2km.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, Planning for Cycling, stating:

‘The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).’

The National Travel Survey states that the average cycling distance in 2024 was 3.3 miles, or 5.3km.

### Local Services and Facilities

The proposed development site is well situated to benefit from access to local services and facilities which can be accessed by sustainable modes of transport. The proposed development site’s accessibility has been judged against the Institute of Highways and Transportation (IHT) ‘*Guidelines for Providing Journeys on Foot*’ (2000) in relation to acceptable walking distances to services and facilities.

**Table 4.2** summarises the desirable, acceptable, and preferred maximum walking distances to local community facilities and services.

**Table 4.2 Recommended Accessibility Thresholds**

Service/Amenity	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: IHT (2000), Guidelines for Providing Journeys on Foot. IHT: London

The key local services and facilities within the vicinity of the site are outlined within **Table 4.3**, alongside their respective distances from the centre of the site.

Distances have been taken from the centre of the site from the closest proposed pedestrian access point, depending on the respective location of the services or facility. These distances are compared with the recommended accessibility thresholds detailed within **Table 4.2**.

**Table 4.3 Summary of Local Service and Amenities**

Service/Amenity	Distance	Walking Time	Threshold Classification
Laundon Way Bus stop	450m	5 minutes	Desirable
Butler’s Field (Recreation)	650m	8 minutes	Acceptable
Co-op Food Groby	700m	8 minutes	Acceptable
Lady Jane Grey Primary School	800m	10 minutes	Acceptable
Laundon Way Bus stop	450m	5 minutes	Desirable
Butler’s Field (Recreation ground)	650m	8 minutes	Acceptable
Co-op Food Groby	700m	8 minutes	Acceptable

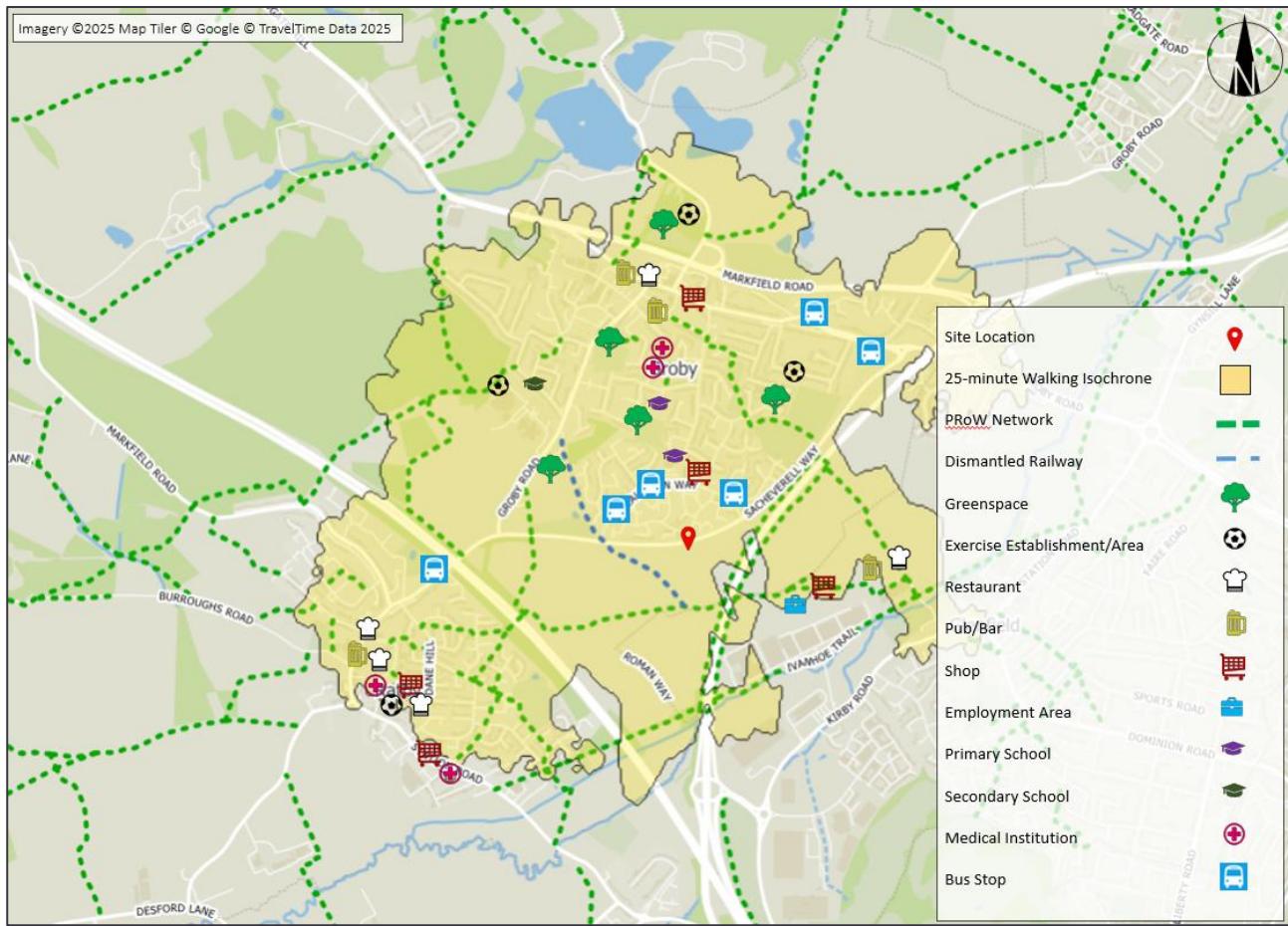
Service/Amenity	Distance	Walking Time	Threshold Classification
Lady Jane Grey Primary School	750m	10 minutes	Acceptable
Beacon Field	950m	11 minutes	Preferred Maximum
Elizabeth Woodville Primary School	1.1km	13 minutes	Preferred Maximum
Marina Park (Recreation)	1.1km	13 minutes	Preferred Maximum
BMX Track (Recreation)	1.1km	13 minutes	Preferred Maximum
Brookvale Groby Learning Campus	1.2km	14 minutes	Preferred Maximum
Glenfield Employment Site	1.3km	15 minutes	Preferred Maximum
Rookery Lane Surgery	1.4km	17 minutes	-
Groby Surgery	1.4km	17 minutes	-
Ratby Road Allotments	1.4km	17 minutes	-
Groby Post Office	1.5km	18 minutes	-
Groby Ex-Servicemen's Social Club Limited	1.5km	18 minutes	-
Groby Fish Bar	1.5km	18 minutes	-
Stamford Arms	1.6km	19 minutes	-
The Bull's Head	1.7km	14 minutes	-

It can be seen from **Table 4.3** that there are a number of local facilities within 800m of the site which aligns with the 'walkable neighbourhoods' description set out in MfS and the National Design Guide. This includes a primary school, Co-operative supermarket, Butlers field (recreational area) and the Laundon Way bus stops. The proposed development site also benefits from access to local services and amenities within the 'Preferred Maximum' walking distance specified in the IHT guidance including a primary school, recreational parks, employment sites and a high school / college facility. This will ensure future residents are not dependent on using a private vehicle for everyday needs.

Within 2km of the site, which is the upper walking distances referenced in MfS, the development benefits from access to public houses, doctors surgeries and medical centres, and additional take away restaurants.

**Figure 4.3** below outlines the location of the aforementioned facilities that are within a 25-minute walking distance (approx. 2.0km).

Figure 4.2 Services and Amenities Plan



It is evident from **Table 4.3** and **Figure 4.3** above that the proposed development site is well situated to benefit from a range of services and facilities within a comfortable walking distance.

In the following section, consideration has been given to the existing active travel connections which make the proposed development site accessible to the services and facilities identified. This also considers the quality of the identified routes.

### Walking

Sacheverell Way facilitates walking via a 2.0m wide footway that runs along the northern side of the road. The path is well-lit and is separated from the main carriageway by a grassed verge. Sacheverell Way connects to Laundon Way in the west and east to allow future residents to access amenities to the north of the site.

In the east, Sacheverell Way continues to Leicester Road where a 3.0m shared footway/cycleway can be utilised to access Groby Village; dropped kerbs and pedestrian islands are available to cross Leicester Road. In the west, Sacheverell Way continues to a dropped kerb crossing which can be used to access a 'Dismantled Railway' which is a permissive route that runs along the western perimeter of the site. This route connects to a series of PROW's which are described in more detail below. Ratby village can also be accessed via the footway provided on Sacheverell Way within a 25-minute journey.

The 'Dismantled Railway' forms a permissive route that runs in a north to south direction across Sacheverell Way, adjacent to Laundon Way (West), and then to the south along the western boundary of the site. This route connects to a PROW that provides a more direct route to Ratby and Glenfield for those residing in the

southern parcel of the site. The route to Ratby is via a pedestrian bridge over the M1 and the route to Glenfield is via an underpass under the A46. Moreover, the southern PROW also connects to a route that runs along the A46; this can provide an alternative walk route to Leicester Road for those living in the southern parcel of the site.

Site observations showed that these routes are well-used suggesting the routes are of a sufficient quality to support key pedestrian and cycle movements from the site. It should also be noted that the PROW along the A46 connects to an additional permissive route, known as the Ivano Trail, connecting the site to the employment site to the east.

The proposed development site is well situated to benefit from local walking infrastructure which connects the site to local services and facilities outlined earlier in **Section 4**. Based on the Active Travel England (ATE) guidance a review of the pedestrian infrastructure along the routes to key facilities, such as the village centre, local shops and local primary school are provided within this section.

**Figure 4.4** below outlines the recognised pedestrian desire lines to Groby Village Centre from the relevant proposed access points across the proposed development site.

**Figure 4.3 Groby Village Centre Desire Lines**



As identified in **Figure 4.4** in order to access the centre of Groby Village, pedestrians will be required to cross over Sacheverell Way upon exiting the proposed development site. While there is an existing uncontrolled crossing available to the west, provisions will be made to the east for a new uncontrolled crossing with central refuge island.

Pedestrians walking to the supermarket / convenience store and the primary school will walk along the same route as they would towards the village centre, both facilities are located to the north of Laundon Way, which can be accessed via the 'zebra' crossing as depicted in **Figure 4.4** above. The route continues northbound along Pymm Ley Lane, requiring pedestrians to cross over a variety of minor roads the majority of which provide dropped kerb crossings.

Overall, pedestrian routes to the village centre, local shop and primary school are considered to be of a good standard and suitable to serve the development site.

### Cycling

With regard to cycling, the development is well situated to benefit from close proximity to local cycle paths, routes and trails which provide a mixture of traffic free and cycle friendly access around Groby and to neighbouring settlements.

The permissive cycleway located to the west of the site connects to National Cycle Network (NCN) Route 63. This NCN route provides a link to Ratby to the west and Leicester City Centre to the east. This route is predominantly made up of off-road cycle provision using trails and shared use provision adjacent to the carriageway.

To the north-east, the residents would be able to access a local route (sign posted Route 2) at the Sacheverell Way and Leicester Road roundabout which provides shared use footway/cycleway route directly into Groby village in the west. To the east the route also connects to NCN Route 63 and provides a link into Leicester City Centre.

In addition to the NCN, Leicestershire's 'choose how you move' cycle maps show that there are a number of local routes in the area that the development benefits from. This includes routes along the A563, that connect to the A50 and provide links towards the western part of Leicester City, including employment destinations such as Braunstone Frith Industrial Estate.

Additional off-road facilities are situated to the south of the site along a 'permitted route' providing users with comprehensive paths accommodating traffic free cycling.

This network of local routes could provide potential future residents with safe and convenient access across west Leicestershire to surrounding local destinations that could be used on a day-to-day basis.

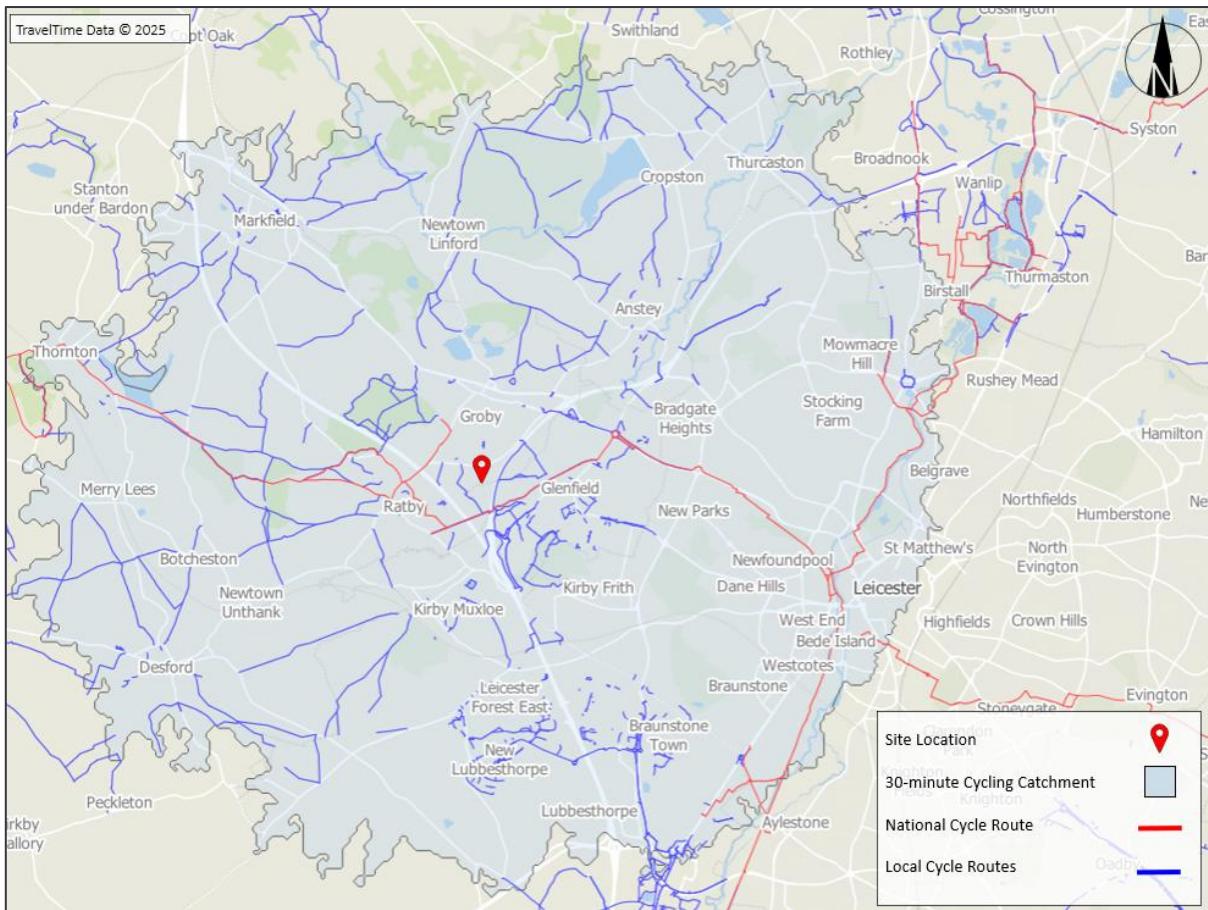
It should be noted that Sacheverell Way does not contain any formal off-road cycle provision therefore falls short of LTN 1/20's recommendation in relation cycle infrastructure requirements (as set out in Figure 4.1 of LTN 1/20). Nevertheless, residents benefit from access to the off-road permissive cycleway to the west of the site which provides an off-road connection to the National Cycle Network which provides access to Leicester City Centre and Ratby.

To the northeast of the development, there is access to Leicester Road, which as detailed above accommodates a local off-road cycle route which is conducive of cycling for all abilities. Furthermore, Laundon Way, which is approximately 80m northeast of the eastern most pedestrian access, is lightly trafficked and more in line with LTN 1/20 guidance regarding mixed traffic scenarios.

**Figure 4.5** illustrates the locations accessible from the site within a 30-minute cycle journey.

**Appendix A** provides a detailed cycle map from LCC that summarises the routes in **Figure 4.5** as well as indicating advisory routes and local routes.

Figure 4.4 30-minute Cycling Isochrone



## Public Transport

### Bus

The closest bus stop is located along Laundon Way, c.450m from the centre of the site. The bus stop is denoted by a flag pole and has a wooden shelter with seating. This stop facilitates services between Leicester and Ratby every hour via the number 27 service. This service takes 18 minutes to arrive in Leicester and 6 minutes to Ratby. Leicester City Centre in particular provides opportunities for employment, education and leisure.

Moreover, a bus stop can also be found off Ratby Road, in proximity to the Brookvale Learning Campus, c.950m from the site. This stop is denoted by a flag pole. The bus stop facilitates the number 28 service which routes between St Margaret's Bus station in Leicester City Centre and Coalville. This service runs hourly in each direction. The service takes 27 minutes to arrive in Leicester and 49 minutes to Coalville.

In addition, a bus stop is located off the Leicester Road, c.1.3km from the site and provides access to the number 29 service. This stop is denoted by a flag pole and wooden shelter with seating. The number 29 service runs between St Margaret's Bus station in Leicester City Centre and Coalville. This service runs twice an hour in each direction. The service takes 22 minutes to arrive in Leicester and 48 minutes to Coalville.

**Figure 4.6** below illustrates the locations of the aforementioned bus stops in proximity of the proposed development site and their corresponding pedestrian desire line routes.

Figure 4.5 Local Bus Stop Locations and Desire Line Routes



Table 4.4 below summarises the bus services that can be accessed from the stops identified in Figure 4.6.

Table 4.4 Summary of Bus Services

Service	Distance from Site	Destination	Average Frequency	Weekday Journey Time	Hours of Operation
27	450m	Ratby	1 service per hour	6-minutes	07:09 – 21:08
		Leicester	1 service per hour		06:22 – 21:17
28	950m	Coalville	1 service per hour	49-minutes	06:30 – 18:42
		Leicester	1 service per hour		06:58 – 17:51
29	1.2km	Coalville	2 services per hour	48-minutes	06:47 – 23:33
		Leicester	2 services per hour		05:40 – 23:01

Source: [www.bustimes.org](http://www.bustimes.org) Information obtained 15.07.2025

## Rail Services

Leicester railway station is located circa 9.5km from the site and is the nearest railway station to the proposed development. This railway station can be accessed with an 18-minute bus journey or approximately a 30-minute cycle journey.

The station benefits from 222 cycle parking spaces which are sheltered and under CCTV surveillance. For car parking, there are 488 spaces, 20 of which are disabled spaces.

**Table 4.5** outlines the variety of services available from this station.

**Table 4.5 Summary of Rail Services**

Destination	Journey Time	Average Weekday Frequency
Nottingham	30 minutes	Every 20 minutes
Birmingham New Street	50 minutes	Every 30 minutes
Sheffield	1hr 0 minutes	Every 30 minutes
London St Pancras International	1hr 10 minutes	Every 15 minutes
Cambridge	2 hr 0 minutes	Every 30 minutes

*Information obtained 15.07.25*

**Tables 4.4 & 4.5** demonstrate that public transport can be utilised to access an array of destinations across Leicestershire. Leicester City Centre can be accessed within an 18-minute bus journey and hosts an abundance of amenities as well as being an employment centre. Local villages and towns such as Ratby, Glenfield, Groby and Markfield can also be accessed by bus and these locations provide amenities such as shops, medical centres, employment sites and much more.

## 5. Travel Plan Management & Coordination

### 5.1 Overview

This section sets out guidance for the management and co-ordination of the FTP for the proposed development for a period of at least five years.

### 5.2 The Travel Plan Coordinator

A TPC will be appointed and be responsible for the administration and the day-to-day operation of the FTP. The TPC's responsibilities will therefore include:

- Managing the implementation of measures set out in the Travel Plan;
- Promotion and marketing of the Travel Plan and its measures, including producing marketing material for incoming site users;
- Setting up appropriate management arrangements such as a Travel Plan steering group;
- Acting as a point of contact for site occupiers and other stakeholders in respect of the Travel Plan and related issues;
- Liaising with the county council in implementing the Travel Plan;
- Collecting data and other information relevant to the implementation and future monitoring of the Travel Plan; and
- Submitting monitoring reports to LCC.

The name and contact details for the appointed TPC will be provided to the Local Planning Authority (LPA) and LCC at least one month before the site becomes operational.

A secondary contact's details will be communicated to LCC, upon appointment of the main TPC.

## 6. Objectives, Targets, Monitoring & Review

### 6.1 Overview

Fundamental to a FTP is the process of establishing targets; to encourage a shift from single occupancy car trips to trips by sustainable modes of travel; plus monitoring the performance of the travel plan. A FTP should be viewed as a living document with a continuous cycle of action-monitoring-review.

To help give this FTP a direction, objectives and targets have been established. Objectives set out the overall aims of the FTP at a broad level, whilst targets set measurable goals, which help to assess whether the objectives have been achieved.

### 6.2 Objectives

The main objectives of this FTP are to:

- Reduce unnecessary car use amongst residents, and increase the use of sustainable modes of travel;
- Raise awareness of the travel options available and the environmental, health and social benefits of using them;
- Influence how journeys are made by making sustainable travel easier and attractive;
- Include residents in the monitoring of their travel behaviour, and enable them to feedback to LCC, via the relevant TPC, on the options available to them;
- Contribute to the improved health and wellbeing of residents by promoting the use of active modes of travel; and
- Reduce the environmental impact of traffic associated with the development.

### 6.3 Targets

The overarching FTP target is to reduce the amount of single occupancy vehicle trips generated by the site by a minimum of 10%.

In the absence of any existing travel behaviour surveys being available for the future site occupiers, census data for the immediate area in which the proposed development is located has been utilised to determine a potential future modal split. Establishing a modal split baseline also provides the appointed TPC with a means to determine some future targets for mode share.

It should be noted that a resident's travel survey will be undertaken annually for a five-year period. The first of these surveys will be used to determine the baseline modal split.

The proposed site falls under three MSOA boundaries; this assessment will use the Census 2011 data for 'Method of Travel to Work' for the workplace population of the Hinckley and Bosworth 002 and Hinckley and Bosworth 003 (MSOA) (E02005378 and E02005379). This provides a percentage breakdown of the different modes of transport currently used to travel to places of work within these MSOAs where the site is situated.

The results are detailed in **Table 6.1** along with the modal shift targets for the development site. It should be noted that the 'Working from Home', 'Other' and 'Not in Employment' data has not been included within the process of setting mode share targets.

**Table 6.1 Modal Share Targets**

Category	2011 Mode Share	Proposed Mode Share	Overall Net Change
Underground, metro, light rail or tram	0%	0%	-
Train	1%	1%	-
Bus, minibus or coach	6%	7%	+1%
Motorcycle, scooter or moped	1%	1%	-
Driving a car or van	77%	69%	-8%
Passenger in a car or van	6%	9%	+3%
Bicycle	2%	4%	+2%
On foot	7%	9%	+2%

It is considered that this FTP should, over its life, seeks to deliver a gross reduction in single occupancy vehicle (SOV) journeys of 10% in absolute terms. In this case, a 10% reduction in single occupancy trips would be approximately 8%.

The mode split data used to inform **Table 6.1** can be found in **Appendix B**.

Monitoring of progress towards these targets would be undertaken annually by the TPC over the 5-year life of the FTP, with all records presented to LCC for formal monitoring. This regular monitoring will provide an indicator of the success of the FTP measures in influencing travel behaviour and will help to determine whether resources are being effectively deployed.

## 6.4 Monitoring Programme

The TPC will undertake a baseline travel survey once the site is fully occupied. The results will be presented to LCC in the form of a monitoring report and submitted to LCC. In their scoping response, LCC specified that they require a Travel Plan Monitoring Fee as a part of any future S106 agreement.

The survey will be repeated on an annual basis for five years following full occupation. The following information regarding travel behaviour will be collected:

- Details on the mode of travel used;
- Journey times and distances;
- Reasons why current modes are used;
- If car is selected, then details on parking location will be requested; and,
- Willingness to use alternative modes.

Full multi-modal surveys will also be undertaken on site in the 1<sup>st</sup>, 3<sup>rd</sup>, and 5<sup>th</sup> anniversaries after full occupation, with monitoring reports provided following each of the survey events.

The results of these survey will be used to assess the accuracy of the modal shift targets set out within **Table 6.1**, which will be revised as appropriate. The FTP will be updated to reflect the results of the survey, which will also be submitted to LCC within three months of the survey being completed, for comparison against agreed FTP measures and targets.

It must be noted that once the initial targets are achieved, the levels of single occupancy car journeys to and from the development must be maintained and improved if possible. Any targets for improvements must be agreed on between the TPC and the relevant department at LCC.

## 7. Travel Plan Initiatives

### 7.1 Overview

This section details the initiatives that are being considered for implementation in order to encourage residents to travel sustainably to achieve the objectives and targets of the FTP.

The initiatives outlined are designed to be practical in terms of implementation and cost. As a 'live' document the initiatives presented within the FTP are subject to review and further development throughout the life of the FTP and dependent on the results of the on-going monitoring regime.

### 7.2 Travel Plan Coordinator

A TPC will be appointed prior to occupation of the site and the details will be provided to LCC, the role of the TPC is as set out within **Chapter 5**.

### 7.3 Travel Information Pack

Each resident will receive an electronic Travel Information Pack (TIP) upon occupation which will contain the following:

- Details of the FTP and its purpose;
- Contact details and responsibilities of the TPC;
- The role of residents on being pro-active, environmentally aware, and conscious of their travel options and behaviour;
- Details of walking information to the site from the surrounding area, particularly links to public transport arrangements;
- Details of on-site cycle parking and cycle routes within the wider area, and signposting to sources of further information and guidance for cycling;
- Details of available car share schemes;
- Bus services and routes;
- Calendar of key annual events (Bike Week, Walk to Work Week etc);
- Promotion of smart phone apps for up to date / real-time public transport, walking and cycling information/maps etc; and,
- Journey planning information.

It is envisaged that the Travel Packs will be provided by LCC with funding secured from the developer through an appropriate mechanism, such as a Section 106 agreement, as outlined in their scoping response.

## 7.4 Walking and Cycling

Primary access for pedestrians and cyclists will be provided in the eastern and western corners of the development site. These connections will connect to the proposed internal footway / footpath network within the site.

In addition, 2.0m wide footways will also be provided along both sides of the proposed site access roads, connecting to the existing provision on the northern side of Sacheverell Way via uncontrolled dropped kerb crossing.

To raise awareness, walking and cycle maps will be promoted and supplied to residents via the TIP.

Dependent on feedback from residents, the TPC will consider establishing one or all of the following: a walking group, a bicycle user group, and/or a dedicated travel plan group. Such groups would support the delivery of the FTP beyond the initial monitoring period.

The TPC will also:

- Identify and promote specific travel initiatives such as 'bike user group' and 'bike week' (including free bicycle maintenance for residents), which will be actively advertised.
- The TPC will review and investigate methods by which to encourage participation, including prize draws and free refreshments. All events will be identified, and a marketing and communications strategy will be devised.
- Investigate the possibility of a pool bike scheme and an electric pool bike scheme.
- Promote the benefits of cycle training (Bikeability) to encourage less confident or first-time riders to take up cycling.
- Investigate and identify opportunities to obtain discounts on walking and cycling equipment from local providers, which will be made available to residents.
- Promote the availability of cycle parking on site.

### On-site Infrastructure

The site proposes two points of access off Sacheverell Way. Both access points will provide 2.0m wide footways on both sides of the road. In addition, a series of pedestrian connections will be provided internally. It is suggested that between the two points of access that a pedestrian link be provided internal to the site to the south of the existing hedge line to provide a convenient link from the western side of the site to the proposed pedestrian refuge crossing on Sacheverell Way to the east. This link could be provided in the form of a route set back from the highway, within the red-line boundary.

Moreover, to the south of the site a connection to the existing PROW along the southern perimeter of the site will be provided. This PROW connects to Ratby and further south to NCR 63. This provides traffic free pedestrian and cycle connectivity from the south of the development.

The proposed internal layout will have a 20mph design speed and is very unlikely to exceed 2,000 traffic movements within a 24-hour period. As a result, LTN 1/20 suggests that mixed traffic would be acceptable. Therefore, it would be suitable for cyclists to travel on road within the development.

With regard to the site, the proposals will provide cycle parking in line with the *Leicestershire Highway Design Guide – Part 3 Design Guidance* which states that:

- C3 – Cycle Parking

- ▶ For developments with common facilities, such as flats, one space for every five dwellings. Parking to be under cover and secure.
- ▶ Where spaces are allocated, there should be one space for each dwelling.

Based on the proposed development quantum, there is a provision of 1 allocated cycle space for each dwelling, resulting in a total of 180no. cycle spaces. Garages do not form as part of the car parking allocation; therefore, garages will predominantly be utilised for the purpose of providing secure and covered cycle parking.

## 7.5 Car Sharing

Car sharing will be actively promoted by the TPC and via the Leicestershire Lift Share website.

Details will be included in the TIP. Car sharing provides the following benefits:

- Reduced fuel costs and parking fees;
- Better air quality and lower carbon emissions due to reduced traffic fumes;
- Less congestion and shorter journeys due to fewer cars being on the road;
- An increased chance of finding a parking space, because fewer cars mean less competition for spaces; and,
- Journeys being more pleasant due to having company.

The TPC will commit to exploring the possibility of setting up a car club or sharing scheme for residents.

## 7.6 Public Transport

Residents will be made aware of their options for travelling to the proposed development by public transport through the marketing methods/material contained within the TIP. The TPC will commit to:

- Providing timetable information through the TIP; and
- Looking into negotiating financial incentives and taster tickets to residents.

Given the FTP will be a 'live document' further information and updates can be supplied to future residents on a regular basis.

Moreover, in the LCC Scoping Response, it was advised that two six-month bus passes would be required per dwelling at the cost of £510 per pass through Arriva. This measure will be explored further to promote public transport use. This will be discussed with LCC as part of the application process.

## 7.7 Smart Phone Apps

Residents will be made aware of numerous smart phone apps such as National Rail Enquiries, National Cycle Network, Walkit and MapMyRide. These apps can help plan/map out journeys via foot, cycle, and public transport within the local area.

## 7.8 Communication and Marketing

The TPC will investigate the establishment of a site-based website to communicate the content of the TIP to future residents. The TPC will also consider the provision of social media-based options to support the website. The TPC will furthermore explore the possibility of promoting community travel events and forums.

## 8. Action Plan

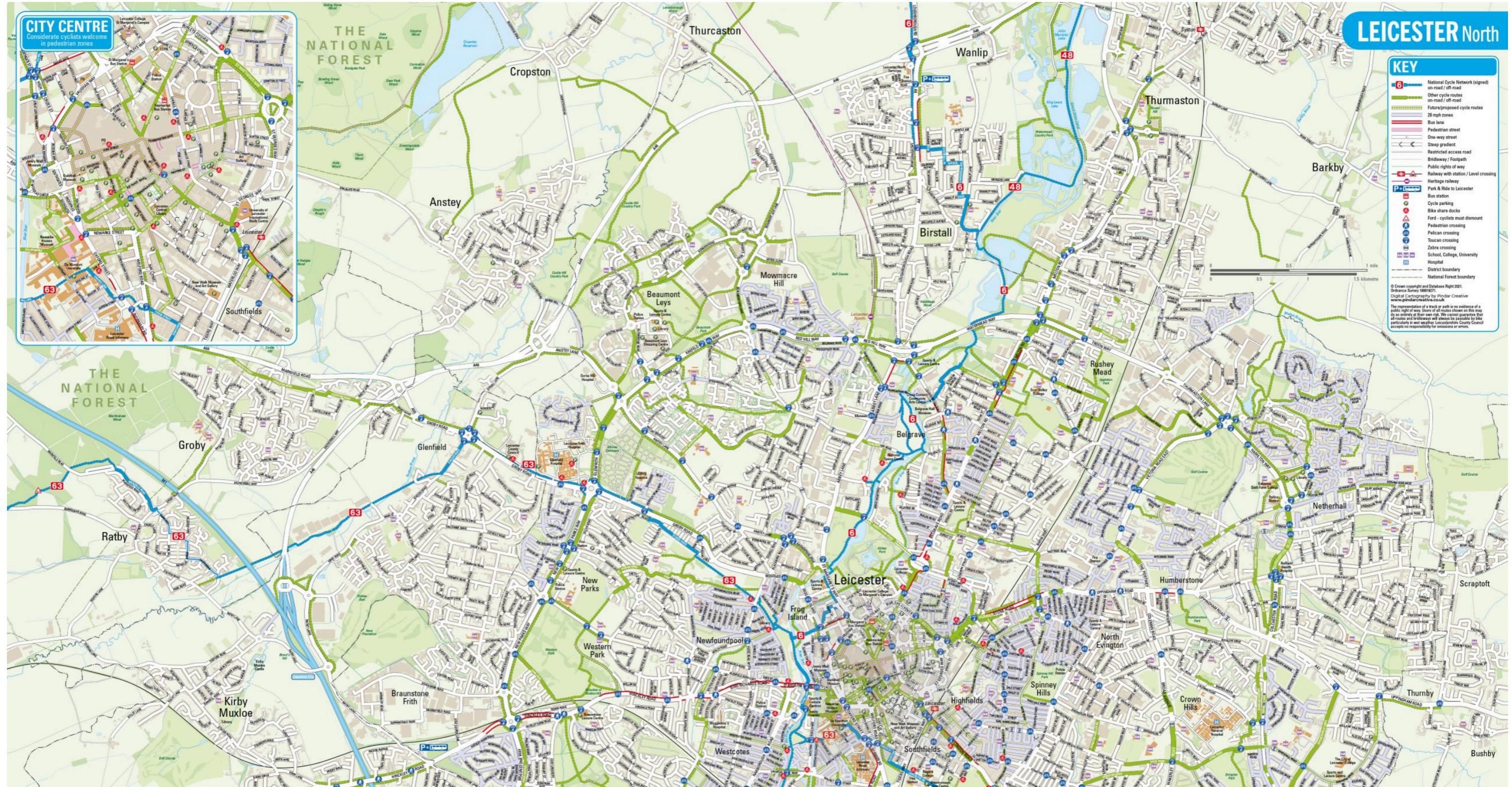
An Action Plan as set out in **Table 8.1** has been developed for the development to show when the initiatives will be implemented and who will be responsible for their implementation. The Action Plan is an overview only and therefore specific reference should also be made to the relevant content within the FTP.

**Table 8.1 Residential Travel Plan Action Plan**

Action	How	When	Who
<b>Travel Awareness Initiatives</b>			
Travel Plan Coordinator	A Travel Plan Coordinator will be appointed to take responsibility of the implementation of the FTP.	Prior to first occupation	Developer
Communication	The communication strategy will be implemented.	Upon first occupation	TPC
Travel Information Pack	All residents will receive a Travel Information Pack containing all relevant sustainable transport information as outlined in the FTP.	Upon first occupation	TPC/LCC
<b>Walking &amp; Cycling</b>			
Walking and Cycling Information	The TPC will ensure all available walking and cycling information is included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Upon first occupation	TPC/LCC
Infrastructure	Appropriate footway/cycleway infrastructure to be provided within the site, and links provided to the existing infrastructure.	Prior to first occupation	Developer
Events Calendar	National cycling, walking, public transport, and car sharing events will be included within a communication and marketing strategy where practical.	Upon first occupation	TPC
Discounts	The TPC will enter into discussions with local shops to discuss the potential to obtain discounts on walking and cycling equipment for residents.	Upon appointment of TPC	TPC
<b>Public Transport</b>			
Public Transport Information	The TPC will ensure all available public transport information is included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Upon first occupation	TPC

Action	How	When	Who
Discounts	The TPC will ensure any available information on discounts and season passes is included in the Travel Information Pack and disseminated in accordance with the communications strategy.	Upon appointment of TPC	TPC
Bus Passes	2 x six-month bus passes through S106 agreement	Upon first occupation	TPC/Developer Contributions
<b>Car Sharing</b>			
Car Share	The TPC will include information of available car share schemes within the Travel Information Pack and distribute accordingly.	Upon first occupation	TPC
<b>Monitoring and Communications</b>			
Travel Survey	Undertake a travel survey of residents. Report back to LCC.	Surveys to be undertaken once site is fully occupied	TPC
Stakeholder Engagement	Meet with key stakeholders on a regular basis, including service providers and LCC.	Bi-annually	TPC

## Appendix A LCC Cycle Map



## Appendix B

### 2011 Census Mode Share Data

## QS701EW - Method of travel to work

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population All usual residents aged 16 to 74  
units Persons  
date 2011  
rural urban Total

<b>Method of Travel to Work</b>	<b>E02005378 : Hinckley and Bosworth 002</b>	<b>E02005379 : Hinckley and Bosworth 003</b>	<b>Total</b>	<b>%</b>
Underground, metro, light rail, tram	1	0	1	0.0%
Train	15	12	27	0.5%
Bus, minibus or coach	171	182	353	6.3%
Taxi	5	3	8	0.1%
Motorcycle, scooter or moped	16	23	39	0.7%
Driving a car or van	2,095	2,246	4,341	77.3%
Passenger in a car or van	140	196	336	6.0%
Bicycle	57	69	126	2.2%
On foot	185	199	384	6.8%
	2,685	2,930	5,615	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.