



Transportation
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Residential Travel Plan

Client: Bellway Homes (East Midlands)

Project: Desford Lane, Ratby, Leicestershire

Date: July 2025



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1. Introduction

1.1 Introduction

The Transportation Consultancy Ltd (ttc) have been appointed by the client Bellway Homes Ltd (East Midlands) to prepare a Residential Travel Plan (RTP) to support its development for the construction of 225 residential dwellings on their site at land off Desford Lane, Ratby in Leicestershire.

Following the refusal of Planning Application reference 21/01295/OUT on 1st September 2023, an appeal was made against the refusal decision and was subsequently approved, subject to conditions, in February 2024 (Appeal reference APP/K2420/W/23/3330774).

The RTP has been prepared to discharge a pre-occupation planning condition (21) which states that:

“Prior to occupation of the development a travel plan shall be submitted to and approved in writing by the LPA. The travel plan shall be implemented in accordance with the approved details.”

The proposed development location is illustrated in **Figure 1.1**

Figure 1.1 Development Site Location



The development site is located approximately 12km west of Leicester City Centre and 900 metre south of the centre of Ratby. The site occupies part of an arable field on the southern edge of Ratby off Desford Lane, south of Ratby Sports Club. Alexandra Stoneworks is to the south west of the site and a disused railway to the south. To the east is a tributary of the Rothley Brook (which lies south of the site) with small meadows either side and development within Ratby located beyond.

The supporting Transport Assessment for the proposed development was prepared by Ashley Helme Associates in April 2022 (Report Reference 1726/2/D), and this has informed the details provided within this Travel Plan.

1.2 Purpose of the Travel Plan

The purpose of this RTP is to put in place the management tools deemed necessary to enable future residents of the development to make more informed decisions about their travel, which minimises the adverse effects of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers to sustainable travel which in effect self manages single-occupancy vehicle use.

The aim of the RTP is to detail proposed targets and present practical measures to reduce the level of single car occupancy amongst residents and promote the use of alternative, more sustainable, modes of transport.

This report contains the initiatives, deliverables, targets, and responsibilities of the RTP. The document will be a recorded agreement between Leicestershire County Council and the developer, Bellway Homes (East Midlands), who provides a commitment to the RTP.

1.3 Scope of Report

The scope and content of this RTP includes the following:

- **Section 2** – The Travel Plan Process
- **Section 3** – Policy Background
- **Section 4** – Existing Transport Opportunities
- **Section 5** – Development Proposals
- **Section 6** – Travel Plan Management
- **Section 7** – Travel Plan Initiatives
- **Section 8** – Objectives, Targets, Monitoring and Review
- **Section 9** – Action Plan

This RTP is a 'live' document and will be reviewed at regular intervals to ensure targets remain realistic and achievable.

2. The Travel Plan Process

2.1 Overview

A TP is a dynamic management tool which brings together transport and operational issues in a coordinated strategy. The emphasis is on increasing the choice of sustainable methods of travel and reducing single car occupancy usage whilst promoting healthier and more sustainable travel behaviours.

A Travel Plan 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. It typically 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 process should involve:

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

2.2 Objectives

The principal objectives of this RTP are as follows:

- Reduce unnecessary car use amongst the site users while increasing the use of sustainable modes of travel;
- Raise awareness of the travel options available and the environmental, health and social benefits of using them;
- Contribute to the improved health and wellbeing of site users by promoting the use of active modes of travel;
- Assist in reducing the pressure and demand for car parking spaces;
- Improve the applicant's environmental performance and reputation by reducing the level of carbon emissions generated by travel habits; and
- Set an example within the local area by taking a lead on achieving significant gains in modal shift.

3. Policy Context

3.1 Overview

This chapter provides a review of the highways and transportation elements of both national and local planning policy relative to the proposed development. This chapters will focus on the following documents:

- National Planning Policy Framework (2024)
- Leicestershire Local Transport Plan (2025 – 2040)
- Hinckley and Bosworth Borough Local Plan (2001)

3.2 National Planning Policy Framework

In December 2024, the Ministry of Housing, Communities, and Local Government published the revised National Planning Policy Framework (NPPF), which outlines the Government's planning policies for England and their application. The NPPF serves as a critical framework for the preparation of locally derived plans for housing and other forms of development, guiding both local and neighbourhood planning efforts. As a key material consideration in planning decisions, the NPPF holds substantial weight in the assessment and determination of development proposals.

Central to the NPPF is the presumption in favour of sustainable development, a principle that underpins both plan-making and decision-taking by local planning authorities. This presumption encourages decision-makers to approve applications that contribute to sustainable development wherever appropriate. Furthermore, the NPPF emphasises the importance of local planning authorities engaging proactively with applicants, particularly at the pre-application stage, to secure sustainable and well-designed development outcomes.

One of the core land-use planning principles of the NPPF is the requirement to identify and pursue opportunities to promote walking, cycling, and public transport use. This aligns with the overarching aim of delivering sustainable development, with a particular emphasis on promoting sustainable transport. The NPPF acknowledges the pivotal role transport policies play in facilitating sustainable development and advancing broader sustainability and public health objectives. To this end, the NPPF advocates favouring sustainable transport modes to improve travel choices, minimise the need for travel, and locate developments in areas where sustainable transport can be maximised.

The NPPF explicitly states that:

- *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

Additionally, the NPPF mandates that all developments generating significant amounts of movement be accompanied by a Transport Statement (TS) or a Transport Assessment (TA), as well as a TP. These documents are identified as essential tools in delivering sustainable transport objectives and ensuring that developments align with the principles of sustainable mobility.

The proposed development has been carefully designed to adhere to the guidelines and principles set out within the NPPF. This TP demonstrates that the development fully satisfies the objectives outlined above, particularly in relation to promoting sustainable transport, minimising highway safety impacts, and ensuring that any residual cumulative impacts on the road network remain within acceptable limits. Accordingly, the

proposed development aligns with the requirements of the NPPF and supports its overarching goals of facilitating sustainable development.

3.3 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:

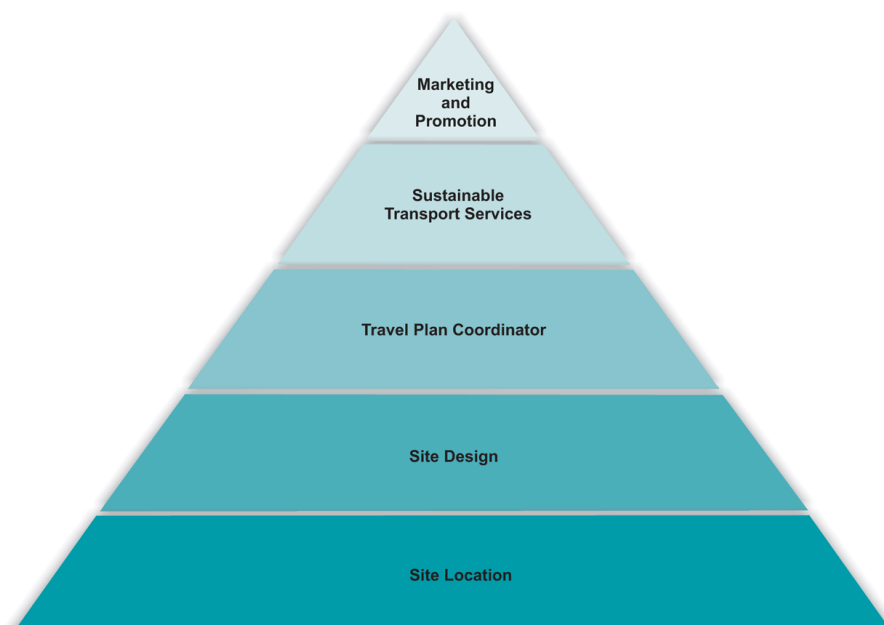
Consideration should be given at the pre-application stage to:

- *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.

3.4 Regional Policy

Leicestershire Local Transport Plan (2025-2040)

The Leicestershire Local Transport Plan (LTP) coordinates transport planning in Leicestershire and the fourth version of this Plan, LTP4, adopted in 2024 covering the period 2025 to 2040, sets out the long-term transport strategy for the County.

The LTP4 sets out its Strategic Vision as:

“Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.”

The following core themes have been identified to deliver the Strategic Vision and will enable Leicestershire County Council to deliver transport solutions to benefit local communities, visitors, and users throughout the county. These are:

- Enabling Health and Wellbeing
- Protecting the Environment
- Delivering Economic Growth
- Enhancing our Transport Network’s Resilience
- Embracing Innovation

The core themes are supported by six core policies, namely:

- Core Policy 1: Delivering the Vision
- Core Policy 2: Managing Demand
- Core Policy 3: Enabling Travel Choice
- Core Policy 4: Delivering Solutions
- Core Policy 5: Embracing Innovation
- Core Policy 6: Evaluating Progress

3.5 Local Policy

Hinckley and Bosworth Borough Local Plan (2001)

The Hinckley and Bosworth Borough Local Plan was adopted in 2001 and is gradually being replaced by Development Plan Documents which form part of the Local Development Framework. The Local Plan had an original end date of 2006; however, under the provisions of the 2004 Act, the majority of Local Plan policies have been saved until they are replaced by policies in Development Plan Documents

Included within these documents is the Core Strategy which was adopted in 2009 and the objectives relevant to this Travel Plan are:

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. Whilst there are localised areas where additional community, sports and cultural facilities are required, overall, provision is generally sufficient across the borough, but the quality of these facilities needs to be improved.

Spatial Objective 13: Transportation and 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 focusing the majority of development in the 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.

3.6 Conclusions

The proposed development site will strive to adhere to the policies and guidance from a national to local scale.

4. Site Context & Existing Transport Opportunities

4.1 Development Location and Context

The development site is located approximately 12km west of Leicester City Centre and 900 metre south of the centre of Ratby. The site occupies part of an arable field on the southern edge of Ratby off Desford Lane, south of Ratby Sports Club. Alexandra Stoneworks is to the south west of the site and a disused railway to the south. To the east is a tributary of the Rothley Brook (which lies south of the site) with small meadows either side and development within Ratby located beyond.

The strategic development location is shown below in **Figure 4.1**.

Figure 4.1 Strategic Development Location



4.2 Local Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Leicestershire County Council (LCC) and is comprised of the following highways:

Desford Lane

In the local vicinity of the development site, Desford Lane is largely rural in nature with no street lighting or footways present. The road is subject to a 40mph speed limit at the point of the development site and this reduces to 30mph to the north as it enters the village of Ratby. At this point there is street lighting and footways on western side of the Lane with footways on both sides ahead of the junction with Main Street and Station Road.

Main Street / Station Road

To the north of the development site, Desford Lane joins Main Street to the west and Station Road to the east. Both roads have footways and street lighting present on both sides and are subject to a 30mph speed limit. Main Street and Station road provide access to the local facilities and amenities available within the village of Ratby.

4.3 Sustainable Travel

Introduction

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 for walking trips to employment sites, 500m is considered acceptable and 2,000m is the preferred general maximum.

As such, it is reasonable to assume that the average person to a defined destination (such as local facilities, education or place of work).

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).'

Table NTS0303 of the NTS indicates that the average cycle trip distance in 2023 was 3.0miles (4.82km).

As such, it is reasonable to assume that the average person will walk between 800m and 2.0km and cycle between 4.8km and 8.0km to a defined destination (such as local facilities, education or their place of work).

Local Facilities

With regard to nearby amenities and facilities, the proposed development site is well situated to benefit from access to a number of local services, which can be accessed by foot. The Chartered Institution of Highways and Transportation (CIHT) document, *Providing for Journeys on Foot* (2000) 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 1000m respectively.

Guidance in *Manual for Streets* (MfS) advises 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 site's accessibility has been judged against the institute of Highways and Transportation (IHT) 'Guidelines for providing for Journeys on Foot' (2000) in relation to acceptable walking distances to services and facilities.

One of the primary factors to be considered when considering the suitability of a new development is its proximity, accessibility and connectivity in relation to key local facilities by non-car modes.

Ratby is identified in the Hinckley and Bosworth Core Strategy as a Key Rural Centre because it contains a primary school, local shop, post office, medical surgery, community and leisure facilities, employment opportunities and a bus service that operates six days a week. These services and facilities are recognised in the Core Strategy as making it a place where residents can fulfil their daily needs without having to travel long distances into urban areas.

In addition to this, the Core Strategy identified the need to improve medical facilities in Ratby has been secured through the completion of a new medical centre on Desford Lane just to the north of the development site.

Figure 4.2 has been taken from the supporting approved Transport Assessment, prepared by Ashley Helme Associates in April 2022, and details the local services and amenities within an 800m walk of the development site, including:

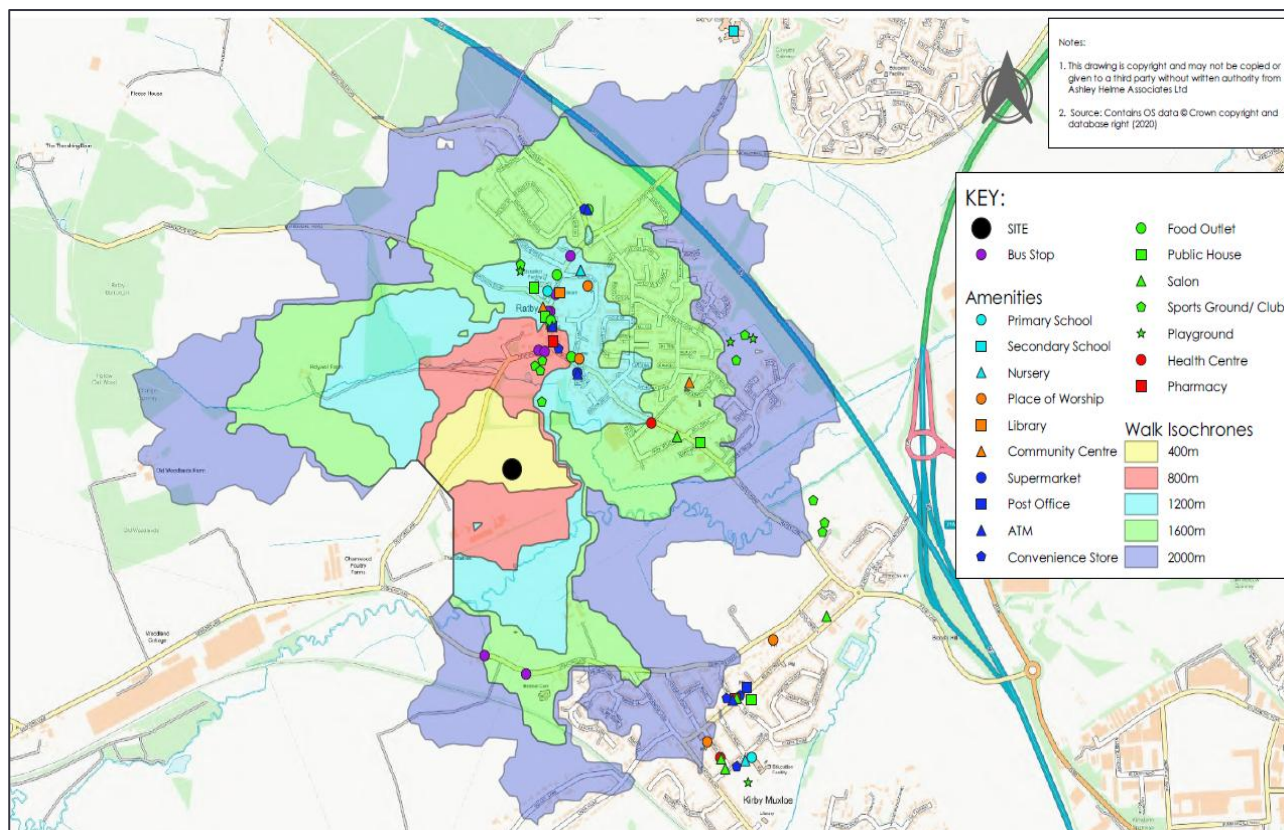
- Bus stops,
- Sports ground/club,
- Convenience store,
- Pharmacy,
- Post office and ATM,
- Salon,
- Food outlets.

Additional amenities are available within a 1600m walk of the Site and these include:

- A community centre,
- Library,
- Places of worship,
- Health Centre,
- Primary School,
- Nursery,
- Supermarket,
- Public House/restaurants,
- Playground,
- Convenience store.

In addition to these service and amenities, there are additional amenities within a 2000m walk of the development site, including sports grounds/clubs and playgrounds. Brookvale High School and Groby Community College are just beyond a 2000m walk of the site.

Figure 4.2 Local Amenities and Facilities



Source: Ashley Helme Associates (Transport Assessment Reference 1726/2/D, April 2022)

As can be seen from **Figure 4.2**, the development is well located to benefit from a range of services and facilities, which are within a walking distance. This will reduce dependency on car journeys to access key services and facilities and promote a sustainable development.

Walking & Cycling

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 4.3** and **Figure 4.2**.

At present, in the vicinity of the proposed development site, Desford Lane has no footways or street lighting most of its length, and there is no other direct access across Little Rothley Brook to the village. The proposed highway works associated with the development would address some of these barriers for pedestrians and cyclists. These improvements are detailed within **Chapter 5**.

Local footpath (PRoW) 'No. R41' routes through the development site, running from Desford Lane to Kirby Muxloe and will be maintained and improved.

Figure 4.3 outlines the 2km / 25 minute walking isochrone with the surrounding local PRoW Networks and **Figure 4.4** demonstrates the 8km / 30 minute, cycling catchment, taken from the centre point of the development. This shows where the residents could cycle to and from in approximately 15 minutes (5km) and 30 minutes (8km) and includes schools, leisure, shops, workplaces and local areas including Desford Groby, Kirby Muxloe and Leicester Forest East.

The Ivanhoe Trail provides an off road cycle (and walking) connection from Ratby to Glenfield, where further employment and retail opportunities are available.

Figure 4.3 Local PRow Network and Walking Isochrones

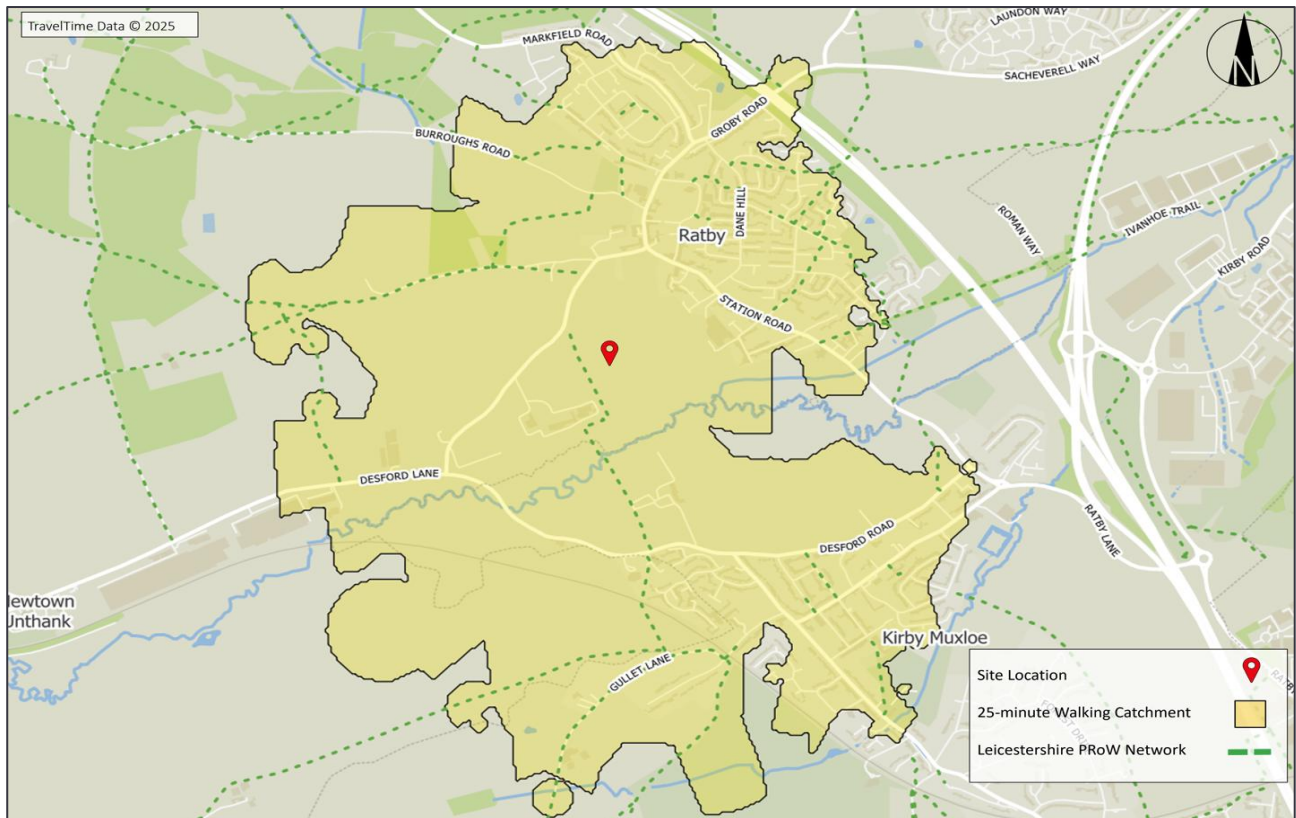
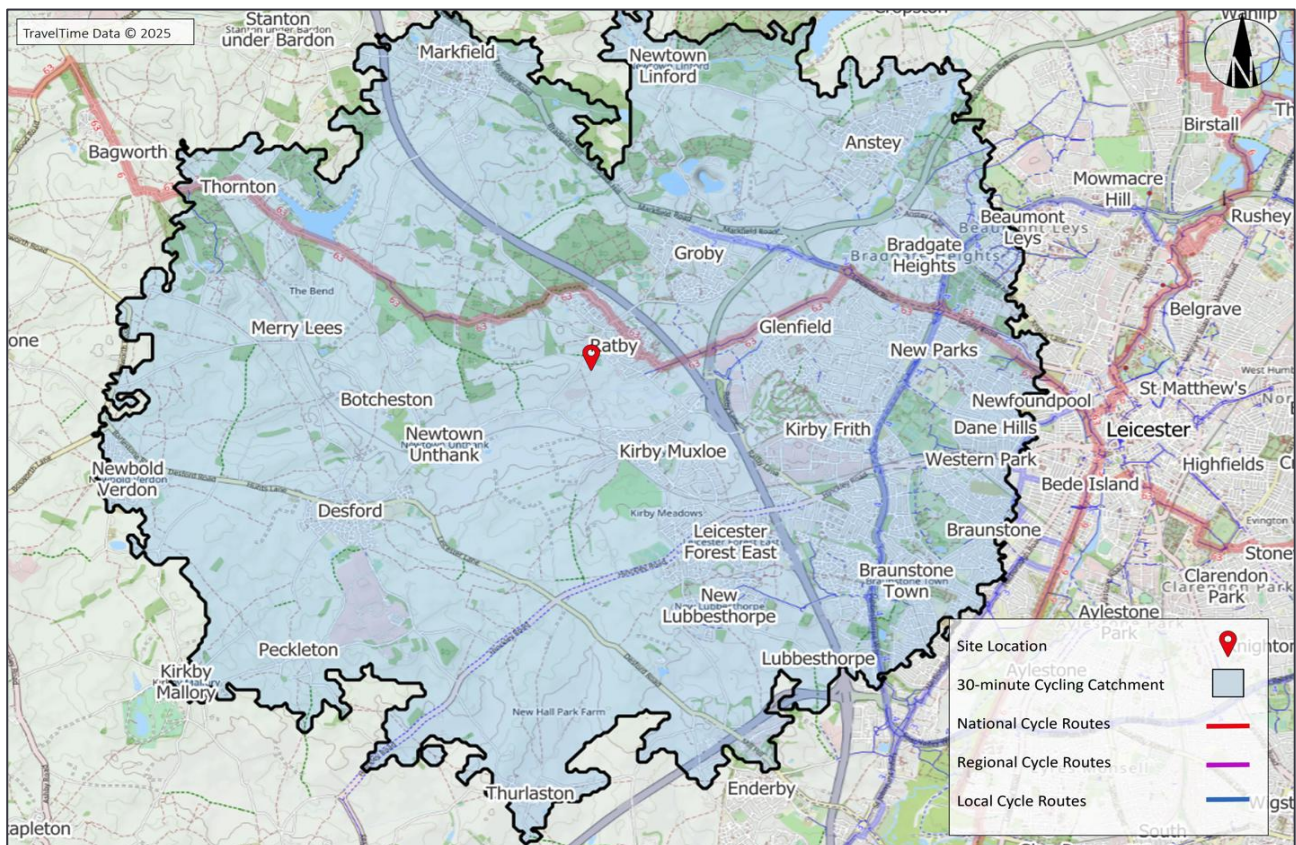


Figure 4.4 Local Cycling Network and 8km Isochrone



Based on the available local infrastructure, it is considered that there is potential for many trips generated by the development to be made by cycle and on foot.

4.4 Public Transport

Bus Services

The nearest bus stops to the site are located approximately 700m from the centre point of the development site, to the north on Desford Lane. In addition to this, there are bus stops on Main Street, approximately 850m from the site. The bus stops are connected to the footway network and characterised by flag stops and timetable information. These stops are served by route No. 27 and 28 and are detailed within **Table 4.1** and **Figure 4.1**.

Table 4.1 Bus Timetable Summary

Service No.	Route	Weekday Frequency	Weekend Frequency	
			Saturday	Sunday
27	Ratby to Leicester	Hourly	Hourly	Hourly
28	Coalville to Leicester via Ratby	Hourly	Hourly	No service

The bus services provide access to Leicester city centre, stopping at St Margaret's bus station which is a 15-minute walk from Leicester Railway Station.

Train Services

The closest railway station to the development is Leicester Railway Station, located on the Midland Mainline in Leicester city centre. The Station can be reached by bicycle in approximately 45 minutes and by the number 28 bus to St Margaret's bus station and a 15-minute walk.

The railway station is operated by West Midlands Trains and also served by Cross Country, Virgin and Arriva trains.

Table 4.2 below provides a summary of the train services from Leicester Station.

The Station provides direct connections to numerous locations including, Derby, Sheffield, Birmingham, London and Nottingham.

The station has a variety of key facilities such as:

- 222no. sheltered cycle parking spaces, under CCTV coverage.
- 488no. car parking spaces, including 20no. accessible bays (parking charges apply).
- Waiting rooms and seating / shelter.

Table 4.2 Leicester Railway Station Timetable

Destination	Approx Journey Time	Peak Frequency
Loughborough	10-minutes	2 services per hour
Nottingham	30-minutes	2 services per hour
Derby	30-minutes	2 services per hour
Birmingham	50-minutes	2 services per hour
London St Pancras	60-minutes	2 services per hour
Sheffield	60-minutes	3 services per hour

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

4.5 Summary

Following a review of the existing situation, it can be concluded that the development site is:

- Well connected to the surrounding highway network.
- The site is sufficiently connected to the surrounding highway, footway, and cycleway network, so that future residents have a genuine modal choice between sustainable means of transport.
- There is good public transport provision, which will only improve once the new bus stops are in operation.

5. Development Proposals

5.1 Development Overview

This chapter of the RTP describes the development proposals, including details of access and sustainable transport improvements.

The proposed development is for the construction of 225 dwellings at land off Desford Lane in Ratby, Leicestershire.

Following the refusal of Planning Application reference 21/01295/OUT on 1st September 2023, an appeal was made against the refusal decision and was subsequently approved, subject to conditions, in February 2024 (Appeal reference APP/K2420/W/23/3330774).

The RTP has been prepared to discharge a pre-occupation planning condition (21) which states that:

“Prior to occupation of the development a travel plan shall be submitted to and approved in writing by the LPA. The travel plan shall be implemented in accordance with the approved details.”

The proposed site layout plan is included within **Appendix A** with the illustrative layout detailed in **Figure 5.1**.

Figure 5.1 Illustrative Site Layout Plan



5.2 Site Accessibility

It is proposed that vehicular access to the development site will be taken from Desford Lane via a priority-controlled T-junction with ghost island right turn lane and realignment of Desford Lane along the site frontage. The works to the section of Desford Lane in the vicinity of the development site includes a reduction in speed limit, straightening and widening in parts, traffic calming measures and the provision of new hard surfacing and lighting.

These works will allow for safe and convenient interconnectivity between the development site and existing facilities.

Pedestrian and Cycle Improvements

The proposed internal road system has been designed to provide a simple and clear hierarchy of street types comprising primary routes, lanes and shared surface drives. The primary vehicle route connects to Desford Lane.

As part of the development proposals, new and enhanced pedestrian and cycle facilities will be provided within the site and off-site including:

- 2m wide footways on both sides of the site access;
- A 2m wide footway along Desford Lane to connect to the existing pedestrian network;
- A pedestrian island to connect the new bus stops;
- A new pedestrian crossing on Desford Lane to the north of the Site;
- Introduce traffic calming features on Desford Lane (and possible speed limit reduction); and
- Maintain and improve the existing PROW that passes through the Site.

The new 2m footway along the eastern edge of Desford Lane will provide a connection to Ratby village centre via a continuous footway and will also provide a link between Public Rights of Way R41 and R42.

Cycle Parking

To encourage cycle use, provision will be made for cycle storage within each dwelling property, each property has rear access to a garden or access to a garage and therefore bicycles can be stored safely and securely within the curtilage of each dwelling.

Public Transport Improvements

The development will provide new bus stops which will be located adjacent to the site entrance on Desford Lane. The bus routes No. 27 and 28 that will serve these new stops will provide links to Leicester City Centre and Leicester St Margaret's Bus Station.

The proposed bus stop locations are detailed within **Figure 5.2**.

Figure 5.2 Proposed New Bus Stops



A new pedestrian crossing point, with a central refuge, will be provided as part of the development highway improvements, to enable safe access to the new bus stops.

6. Travel Plan Management

6.1 Overview

This section sets out guidance for the management and co-ordination of the RTP for the consented residential development for a period of five years.

6.2 Travel Plan Coordinator

A Travel Plan Coordinator (TPC) will be appointed and funded by the Developer to oversee the implementation and continued development of the initiatives set out within the RTP and to ensure that the Travel Plan is established and engrained into the development from the start. The TPC will be appointed three months prior to first occupation and will remain in post for the entirety of the monitoring period of five years and their contact details will be provided to LCC at the time of becoming operational.

The TPC will be responsible for the administration and the day-to-day operation of the RTP and will be the first point of contact for resident travel queries.

Their responsibilities will include;

- Acting as a main point of contact for residents, LCC and other stakeholders in respect of the RTP and related transport and travel issues;
- To implement, monitor, maintain and develop the RTP and to manage the budget provided by the Developer;
- Managing the establishment and implementation of the measures set out within this RTP; and
- Promoting and marketing the RTP and its measures, to residents of the development.

More specifically, the TPC's role will include the following tasks:

- To provide on-site sales staff with training to ensure that they are able to make prospective residents aware of the RTP and its objectives;
- To develop a Sustainable Travel Guide to summarise site specific sustainable travel options, this will be provided to new residents as part of their Welcome Pack on occupation;
- To offer all residents personalised travel planning advice;
- To encourage residents to embrace local car share schemes where practically possible;
- To encourage residents living in reasonable proximity to their workplace, school or other leisure destination to walk and cycle;
- To retain an awareness of local and national transport policies and schemes to ensure that the Travel Plan remains up to date;
- To monitor the effectiveness of the RTP on an annual basis and compare usage of the different modes of travel to the modal split targets identified; and
- To report the monitoring results to LCC in the form of an annual monitoring report to present the success of the RTP.

7. Travel Plan Measures

7.1 Overview

This section details a holistic package of measures, relevant to the scale of the development, which have the greatest potential for encouraging use of sustainable transport modes amongst residents, minimising single occupancy private vehicle trips to and from the development to achieve the objectives and targets of the RTP.

The measures outlined are not exhaustive but are designed to be practical in terms of implementation and cost and will be tailored to the phasing of the development.

As a 'live' document the initiatives presented within the RTP are suitable for review and further development throughout the life of the RTP subject to the results of the on-going monitoring process.

7.2 Communication and Promotion

The communication and promotion of this RTP and its initiatives is key to its success and maximising the use of sustainable modes of travel by the residents. The following initiatives will be implemented and managed by the TPC:

Sustainable Travel Guide

Within 14 days of occupation, all residents will receive an electronic Sustainable Travel Guide providing information that will enable residents to make informed choices about how they choose to travel to and from the development. The Travel Guide will be in keeping with the Developer's brand identity.

This is likely to include;

- Contact details and responsibilities of the TPC;
- Offer of Personalised Travel Advice;
- Signpost to LCC's 'Choose How You Move' campaign;
- Details of walking and cycling routes, signpost to local maps and opportunities with specific reference to The Ramblers, local outdoor/cycle shops, cycle training and cycle clubs;
- Public transport details including location of bus stops and links to journey planners and timetables;
- Calendar of key annual events including Bike Week, Walk to Work Week etc;
- Health benefits of walking and cycling;
- Details of National carshare website hosted by Liftshare available at: www.liftshare.com/uk;
- Promotion of Smartphone apps for up-to-date/real-time public transport, walking and cycling information/maps etc.

An example Travel Guide has been provided as **Appendix B**.

Sales Staff Training

Training will be provided to all of the sales staff responsible for meeting with prospective residents of the development. The training will focus on ensuring that all staff are familiar with the objectives of the RTP and are able to communicate the sustainable travel opportunities available to prospective buyers.

Sales staff training would help to promote the sustainable characteristics of the development to prospective buyers and help to ensure that all new residents of the development are aware that sustainable travel information would be available to them.

7.3 Personalised Travel Planning

At occupation, all residents will be offered the opportunity to receive personalised travel planning advice which will be provided by the TPC. This will be offered via the aforementioned Sustainable Travel Guide.

7.4 Walking and Cycling

Development Infrastructure

As detailed within **Chapter 5**, to encourage walking and cycling both within the development and in the wider area, on-site the detailed design of the site shall be optimised to create a pedestrian and cycle-friendly layout, in which perceived ownership of street space is by these modes as opposed to private

As part of the development proposals, new and enhanced pedestrian and cycle facilities will be provided within the site and off-site including a new 2m footway along the eastern edge of Desford Lane connecting to the village centre. This new footpath link will connect the development to the centre of Ratby village via a continuous footway and will also provide a link between Public Rights of Way R41 and R42.

All streets within the scheme are to be attractively designed and well-lit with clearly defined crossing points. The road layout is to be designed for priority to pedestrian and cyclists, creating accessible links and connections to the existing footway network.

Details of local walking and cycle routes, including maps will be promoted and available to residents via the Sustainable Travel Guide as will local outdoor and cycling shops for residents to purchase walking and/or cycling equipment.

The Travel Guide will also provide details of local walking groups, including The Ramblers and would signpost residents to the LCC Choose How You Move campaign and in terms of cycling will signpost to local Bicycle User Groups, Dr Bike services and any adult cycle training.

Cycle Parking

Cycle parking will be provided at each residential unit. Where dwellings have a garage, and subject to the size of the garage, an additional cycle parking space will not be required. For dwellings without a garage secure cycle parking will be provided.

7.5 Public Transport

Residents will be made aware of their various options for travelling to the development by public transport. Information including details of local bus and train routes, services, timetables, and fares will be provided and made easily accessible to all residents through the Sustainable Travel Guide.

The development will provide new bus stops which will be located adjacent to the site entrance on Desford Lane. The bus routes that will serve these new stops will provide links to Leicester City Centre and St Margaret's Bus Station.

The developer has also committed to a bus pass contribution via the S106 Agreement to provide residents with free bus passes to be used on the local Arriva bus services.

7.6 Car Sharing

Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.

Car sharing will be actively promoted via the aforementioned Sustainable Travel Guide and residents will be encouraged to sign up to a free car share scheme hosted by Liftshare at www.liftshare.com/uk

Residents will be signposted to local Car Clubs including Enterprise Car Club and Leicestershire Car Club via the Sustainable Travel Guide.

7.7 Car Clubs

Consideration will be given to providing a link to a local Car Club. If an agreement can be made with a local provider, residents of the development will benefit from the car club once it is implemented on the site. Initial discussions will be held with Enterprise Car to see if a car can be provided within the development.

7.8 Reducing the Need to Travel

All dwellings will be supplied with highspeed broadband internet connections. The Sustainable Travel Guide will include the following to assist in reducing the need to travel;

- Promotion of working from home;
- Promotion of access fast food / restaurant delivery services, such as 'Uber Eats'; and,
- Promotion to raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. All of the big four supermarkets, Sainsbury's, Asda, Tesco and Morrisons, offer home delivery services, as do Waitrose and Ocado. The majority of online retailers also now offer home delivery services.

8. Objectives, Targets & Monitoring

8.1 Overview

Fundamental to a RTP 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 RTP should be viewed as a living document with a continuous cycle of action-monitoring-review. The monitoring and review of this RTP will be the responsibility of the TPC for the wider development, appointed and funded by the developer.

8.2 Objectives

The approved Travel Plan's overriding objective is:

To engage with and encourage people to use more sustainable ways of travelling to / from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.

The sub-objectives are:

- Encouraging minimum travel;
- Encouraging use of sustainable travel modes (which includes all non-single car occupancy modes);
- Promoting healthy lifestyles;
- Encouraging social inclusion by identifying travel choice;
- Minimising the impact of vehicles on the environment; and
- Promoting sustainability by raising the awareness of environmental damage.

These objectives will be achieved by introducing a package of management measures that will facilitate resident travel by sustainable modes, as detailed within **Chapter 7**.

8.3 Targets

The overarching FTP target is to reduce the amount of single occupancy vehicles travelling to and from the development with a modal shift to more sustainable modes of travel. In line with this, the following targets are proposed:

- **Target 1** – To achieve 100% awareness of the RTP with residents.
- **Target 2** – The TPC will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in single occupancy car usage.

The above targets are indicative and will be subject to further discussion with the Local Highway Authority during the lifetime of the Travel Plan.

Establishing a modal shift baseline also provides the appointed TPC with a means to determine some future targets for mode share.

The supporting Transport Assessment was prepared by Ashley Helme Associates in April 2022 (Report Reference 1726/2/D) and included trip generation forecasting. The TA used TRICS database analysis to provide an indication of the likely number of AM and PM peak hour and daily weekday vehicle movements. The database provides a trip rate per unit for residential (class C3) developments, calculated from surveyed movements each hour across the day at similar sites.

The results are presented within **Table 7.1**.

Table 7.1 Trip Rates & Trip Generation

Time Range	Arrive	Depart	Two-way
Predicted Trip Rate / Trip Generation			
AM Peak Period (08:00 – 09:00)	0.175 / 40	0.455 / 102	0.630 / 142
PM Peak Period (17:00 – 18:00)	0.440 / 00	0.218 / 49	0.658 / 148
Proposed Trip Generation (225 dwellings)			
AM Peak Period (08:00 – 09:00)	26	92	128
PM Peak Period (17:00 – 18:00)	90	44	134

Source: Supporting Transport Assessment (Ashley Helme Associates, 2022)

The TPC will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve an overall 10% reduction in the SOV car driver modal share by the end of the monitoring period (and corresponding increase of 10% of sustainable travel modes distributed across walking, cycling, public transport, and car sharing). **Table 7.2** details the estimated number of SOV trips and the target SOV trips.

Table 8.2 Single Occupancy Vehicle Targets

Mode of Travel	Estimated		Target		Net Change	
	AM Two-Way	PM Two-Way	AM Two-Way	PM Two-Way	AM Two-Way	PM Two-Way
Driving a car or van	142	148	128	134	-6	-14

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

8.4 Monitoring Programme

Monitoring of the RTP will be undertaken on an annual basis until five years after full occupation.

In order to understand the actual travel patterns compared to those predicted through trip rate data analysis, the TPC will commission multi-modal traffic counts survey within three months of first occupation of the development. The counts will be undertaken by a third-party survey company and will see enumerators placed on all access points counting vehicles, including noting those with multiple occupation, pedestrians and

cyclists. The enumerators will endeavour to ask all pedestrians if their journeys will involve the use of public transport.

The results of this monitoring process will be presented to LCC in the form of a monitoring report two months after the surveys have been undertaken. This analysis undertaken will be used to determine whether or not the targets detailed within this RTP are realistic and should continue going forward. Should the initial surveys highlight that the targets are not deemed to be realistic, they will be revisited and adjusted through discussions with LCC.

If the RTP is not meeting its targets after the agreed time-frame for monitoring, remedial measures may also be actioned such as:

- Further funding allocated in order to provide support to the TPC; and
- Additional communication; i.e. further promotional materials to be delivered to residents inclined towards the promotion of sustainable travel, likely to be in the form of annual newsletters; and

The survey will be repeated on an annual basis for five years alongside a written analysis of each annual review submitted to LCC within two months of each review's completion.

9. Action Plan

The Action Plan set out in **Table 9.1** below and overleaf sets out the measures discussed in **Chapter 7** providing further information on their role, timescales and where their implementation responsibility sits.

Table 9.1 Action Plan

Measure	Scope	Timescales	Monitoring Method	Responsibility
Promotion & Communication				
Appointment of Travel Plan Coordinator (TPC)	Part time role, responsible for the day to day management	3 months prior to first Occupation and will remain in post for the 5 year monitoring period.	N/A	Developer
Sustainable Travel Guide	To be provided to all residents	Upon occupation	N/A	TPC
Personal Travel Advice	To be offered to all residents	Upon Occupation (via the Travel Guide)	Uptake measured through Annual Surveys	TPC
Walking & Cycling				
Provision of links to surrounding infrastructure	Infrastructure to link into local footway/cycleway network	During construction	N/A	Developer
Provision of cycle parking	To encourage cycling	As part of construction	N/A	Developer
Signpost to local walking and cycle maps and information including health benefits	The TPC will ensure all available walking and cycling information is included in the Travel Guide to include maps, local groups and details of the LCC Choose How You Move campaign	Upon occupation (via the STG)	N/A	TPC
Public Transport				
New Bus Stops	Located adjacent to site access	TBC	N/A	Bus Operator / Developer / LCC
Journey planner information to be provided	The TPC will ensure all available public transport information is provided within the Travel Guide including signposting to live service information and LCC Choose How You Move campaign.	Upon occupation (via the STG)	N/A	TPC
Bus Pass Contribution	The developer has committed to a bus pass contribution to provide residents with a bus pass to use on the local services	Upon occupation	UpTate monitored	Developer / LCC via S106
Sustainable Car Travel				
Car Sharing	Residents encouraged to sign	Upon occupation	Uptake measured	TPC

Measure	Scope	Timescales	Monitoring Method	Responsibility
	up to the Liftshare scheme	(via the Travel Guide)	through Annual Surveys	
Car Clubs	The Travel Guide will signpost residents to the local Car Club services in Leicestershire and consider the opportunity to link to a local provider.	Upon occupation	N/A	
Monitoring				
Multi-Modal Trip Counts at site access point	Annual on-site counts	3 months after first occupation and then Annually	Enumerators	TPC

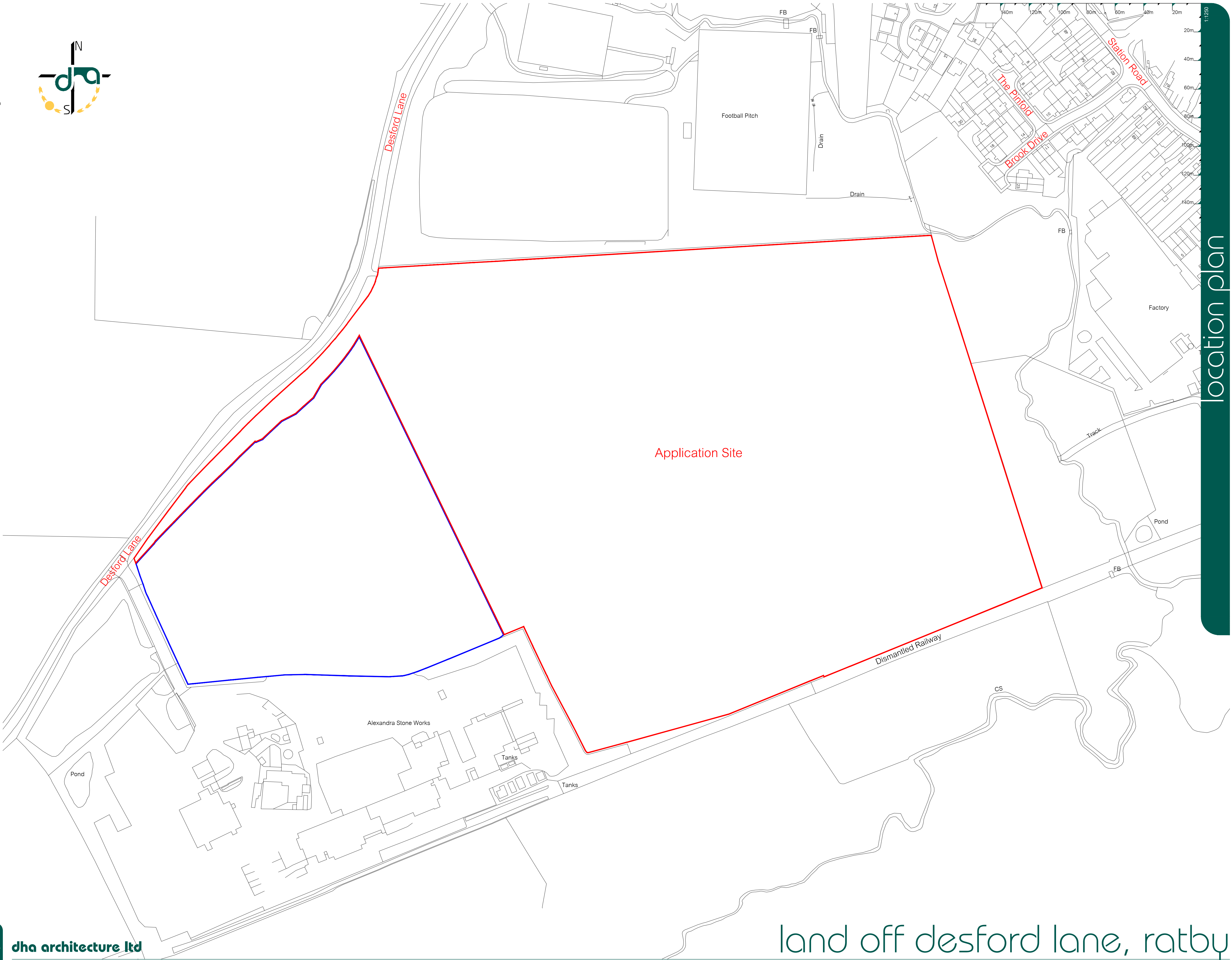


Appendix A

Site Layout Plan

Appendix B

Example Sustainable Travel Guide



location plan

Travel Guide

Quarrington Edge, Sleaford



Welcome

to Quarrington Edge

Moving home is an exciting time which can mean changes in your daily routine.



Lots to do in the local area

Quarrington Edge is conveniently located within walking distance of the village centre that offers a range of local services and facilities such as schools, local shops and convenience stores, takeaways, leisure facilities, veterinarian practice and public transport services.

The neighbouring town of Sleaford is also within walking distance and offers a comprehensive range of amenities such as a post office, schools, supermarkets, pharmacy, GP surgeries, dental practices, shops, leisure facilities, pubs and eateries.

The local village of Silk Willoughby is also easily accessible on foot or bicycle.



Useful links to online resources

Journey planning

Whether it's your daily commute to work, the school run, or a trip to the local shops, this leaflet summarises the range of travel choices that are available and provides information about useful online resources, that can help you plan a journey.

Choice of local schools

Good selection of local schools

For families there is a selection of pre-schools and nursery providers as well as good primary and secondary schools in the area.

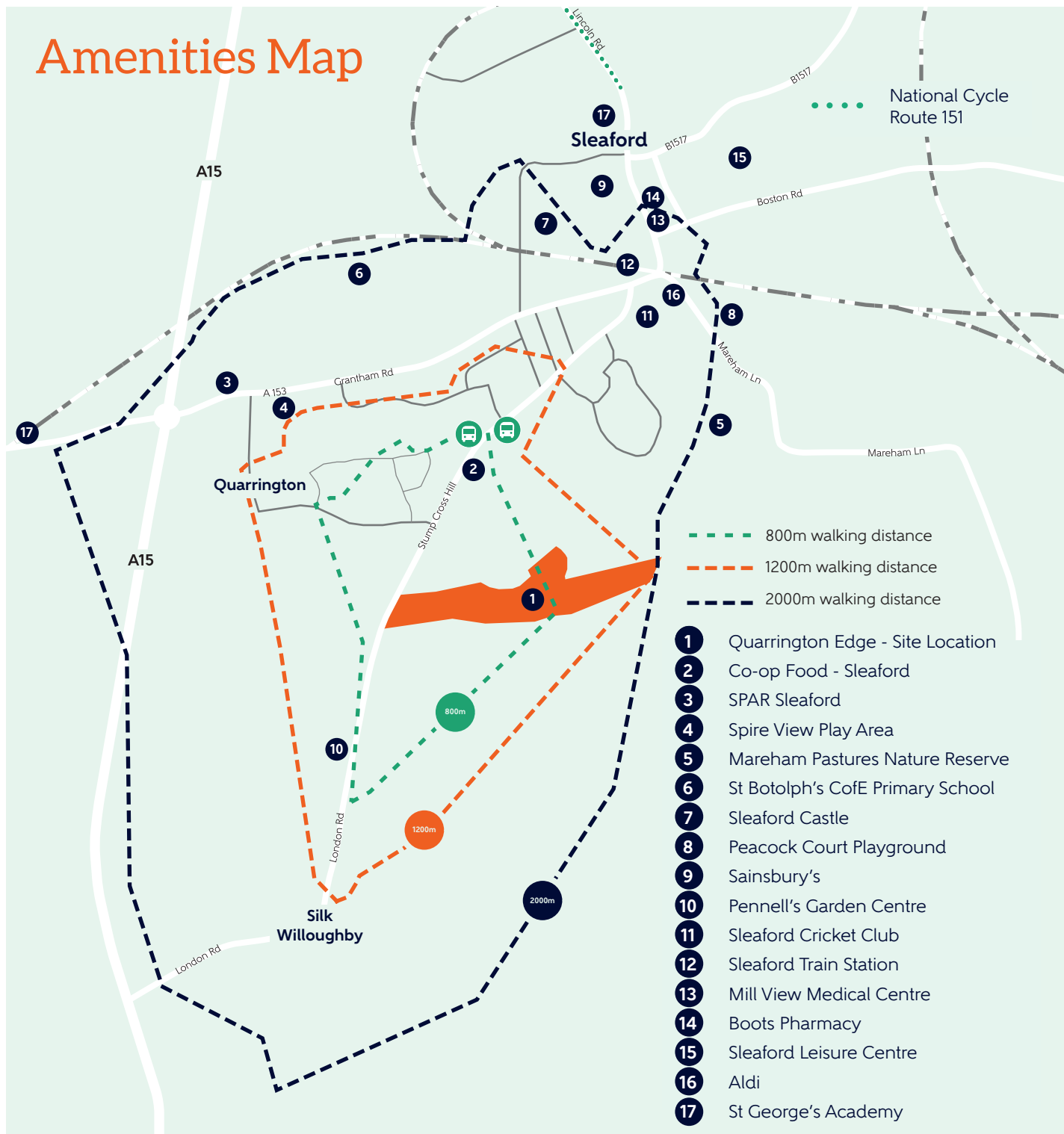
St Botolph's Church of England Primary School is just over a 20-minute walk from Quarrington Edge.



Free Journey Plan

We can provide you with a **FREE journey plan** for a one-off or regular journey. Simply drop us an email: tpc@ttc-transportplanning.com

Amenities Map



Active Travel

and working from home

Daily walks or cycling can make a positive difference to your health, and both are great ways to improve your knowledge of the local area.



Improve your health and well-being

The pandemic afforded many of us the opportunity to work from home and whilst it's not for everyone, it can deliver some real benefits including: improved work-life balance, reduced child-care needs, and an opportunity to include daily exercise into your routine.

Whilst many of us welcome the continued working from home, if you're finding it challenging, the NHS offers some great advice, check out their seven simple tips to tackle working from home, visit:

nhs.uk/oneyou/every-mind-matters/7-simple-tips-to-tackle-working-from-home



Useful information about active travel in your area.

Whether you're a seasoned cyclist or just starting out, n-kesteven.gov.uk is a good place to start for all things cycling related.

Here you will find information including **cycling routes**, **training tips**, **links to cycle clubs**, tips on **cycling safely** and lots more.

If you're looking for organised events, checkout britishcycling.org.uk, and search 'events'.



You could **save money** on a bicycle, ask your employer about Cyclescheme or visit: cyclescheme.co.uk

Explore on foot

The Countryside and Rights of Way Act 2000 gave people more freedom to walk on open countryside. Why not check out the public paths near you.

For more information visit: footpathmap.co.uk and click 'my location'.



Travelling

on foot and by bicycle

Walking and cycling is a great way to get and stay healthy and there are plenty of walking and cycling routes surrounding Quarrington Edge.

Amenities within easy reach

Just 30 minutes of walking, spread throughout the day, can help to keep your heart healthy.

There is a good existing network of walking routes surrounding Quarrington Edge providing easy access to the village centre, where you will find a variety of local facilities such as Co-op, SPAR and Lonsdale supermarkets, leisure facilities, takeaways, and more.

The neighbouring town of Sleaford is just 1.5km to the north of Quarrington Edge and is easily accessible on foot or by bicycle. Here you will find a comprehensive range of amenities as well as Sleaford train station.

Find out more about regular walking for health.

The NHS website offers lots of great advice on walking for health, including how to get going and how to stay motivated. There's also information about the **Active 10 app** that enables you to track how much and how fast you have walked.

To find out more visit: [nhs.uk](https://www.nhs.uk) and search 'walking'.

Cycling is a healthy and increasingly popular way to travel.

North Kesteven's quiet country lanes and flat terrain make it an ideal area for cycling.

A journey by bike can be quicker than using the car and of course, there are many associated health, cost-saving, and environmental benefits.

National Cycle Route 151 can be accessed north of Church Lane in Sleaford and provides an easy, predominantly traffic-free, route to the villages of Holdingham and Leasingham. For more detailed information about route 151 visit: [sustrans.org.uk](https://www.sustrans.org.uk)

If you're keen to join organised rides, why not consider joining a cycling club? **Sleaford Wheelers** offer regular rides to suit all ranges of cycling ability, as well as race opportunities and social get-togethers.

To find out more about the club and membership benefits, visit: [sleafordwheelers.co.uk](https://www.sleafordwheelers.co.uk)

Cycling courses

Improve your cycling confidence

Bikeability is the leading cycle training programme in England.

Find your closest course by visiting: [bikeability.org.uk](https://www.bikeability.org.uk)



By Bus

Catching the bus can be a quick, easy and cheap alternative to taking the car.

Bus services within easy reach

Quarrington Edge is served by bus services providing quick and convenient access to local destinations including Sleaford, Lincoln, Billingborough and Osbourne. The nearest bus stops can be found on Stump Cross Hill.

The most frequent bus service is the number 37 offering connections between Sleaford and Billingborough.

See the table below for a summary of services or alternatively visit: sleafordian.co.uk / centrebus.info

Why not take advantage of the **£2 single bus fare cap**, valid until 31 December 2024. For more information visit: lincsbus.info

Bus No.	Route	Frequency		
		Mon - Fri	Sat	Sun
33	Bourne - Sleaford - Lincoln	Every 3 rd Wednesday of each month	No Service	No Service
36	Sleaford - Boston	Every 3 rd Wednesday of each month	No Service	No Service
37	Sleaford - Billingborough	2 services per day	No Service	No Service
S148S	Osbourne - Sleaford	2 services per day	No Service	No Service

By Train

Travelling by train can be a fast, simple and cost-effective alternative to car travel.



Easy access to train services

The closest rail station is Sleaford train station which lies on the Peterborough-Lincoln and Grantham-Skegness line.

The station can be comfortably reached within a 7-minute cycle ride (the station offers a limited number of cycle storage spaces) or a 29-minute walk. It is also served by the local bus services **36**, **37** and **S148S**.

The station typically operates hourly services to Grantham, Nottingham and Skegness, with average journey times of 26 minutes, 65 minutes and 70 minutes respectively. For more information visit: eastmidlandsrailway.co.uk

Travelling by public transport might not cost as much as you think. For more information on the deals available, visit: thetrainline.com/farefinder

Small changes can help the environment

Tweaking our shopping habits and considering our driving choices can help the environment.



Why not shop online

Getting online has never been easier!

To support you getting online at home, all homes at Quarrington Edge are fitted with phone lines to enable easy broadband connection. It's worth noting that Ultrafast broadband is also available in the local area.

Wave goodbye to crowded shopping centres and queuing for parking spaces. If you've never shopped online before, now could be the perfect time to give it a try. Whether it's your weekly grocery shopping, gifts, DIY materials or even a Friday night takeaway treat, online shopping has never been easier and means everything is conveniently delivered, right to your doorstep.

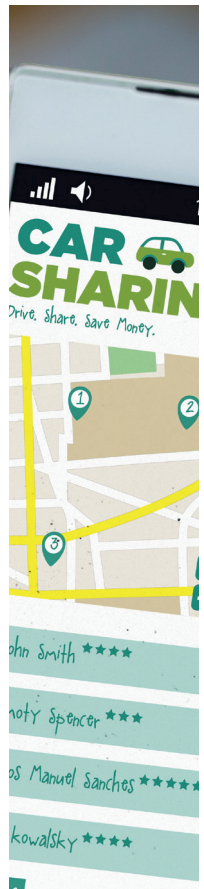
When there is no viable alternative to taking the car, there are ways to reduce the amount of money you spend on driving as well as your environmental impact. Visit: theaa.com and search 'eco driving'.

Why not share your journey?

Sharing your journey with just one other person could halve your fuel and parking costs, reduce mileage and wear and tear on your car, and help reduce CO₂ emissions. So why not join 700,000 like-minded people saving money and the planet by car sharing.

Liftshare was the first car-sharing system provider in the UK. It's free to join and you can find both drivers and passengers to share with. Liftshare members save over £1,000 on average, every year.

For more information visit:
liftshare.com



Free online calculator

Calculate what you could save sharing your journey

If you want to find out how much you can save through car-sharing, there's an easy to use online calculator that works out your cash savings, as well as your savings in CO₂ emissions.

For more information visit:
liftshare.com/uk/savings-calculator



Special Events

There are plenty of opportunities to participate in events that can make a difference to your health, as well as the environment.

February

National Heart Month
bhf.org.uk

April

Walk to Work Week

May

National Walking Month &
Walk to School Week
livingstreets.org.uk

June

Bike Week
cyclinguk.org
National Clean Air Day | 15th
actionforcleanair.org.uk

July

Green Transport Week
eta.co.uk

August

Cycle to Work Day | 4th
cyclescheme.co.uk

September

World Car Free Day | 22nd
worldcarfree.net
Cycle September | 1st - 30th
lovetoride.net

October

National Liftshare Week
liftshare.com/uk

November

Commute Smart Week
workwiseuk.org

Get
social for
news



@CentrebusLive
Local bus
information

@nationalrailenq
National rail
news

@NorthKestevenDC
North Kesteven
District Council updates

@Sleafordian
Local bus
information

@sustrans
Charity encouraging
walking & cycling

@walkit.com
Getting the UK
walking

Online Resources

There are lots of useful online resources offering information on travelling around the local area and beyond.

Local Travel Advice

North Kesteven District Council's site:
n-kesteven.gov.uk for all things walking & cycling.

UK charity for everyday walking:
livingstreets.org.uk

Cycle Routes & Training

For a comprehensive cycle route planner that also calculates calories and CO₂ savings visit:
cyclestreets.net

For access to the wider National Cycle Network:
sustrans.org.uk

For information about cycle training for both adults and children:
bikeability.org.uk

Walking

If you want to move more or find groups or opportunities to be active:
letsmovelincolnshire.com

Google maps for planning walking routes:
google.com/maps

Public Transport & Journey Planning

Bus tickets, journey planner, bus timetables and more:
lincsbus.info

Local train tickets and timetables:
eastmidlandsrailway.co.uk

National rail information:
nationalrail.co.uk

Trainline, quick and easy way to book train tickets:
trainline.com

Have
your
say

Tell us about
how you travel

To complete a survey that could help improve transport provision in your area, email:
tpc@ttc-transportplanning.com

Contact Us

If you would like further information on the travel options available at Quarrington Edge, contact us at:

tpc@ttc-transportplanning.com