

Land South of Burbage
Burbage
Residential Travel Plan

LAND SOUTH OF BURBAGE

BURBAGE

RESIDENTIAL TRAVEL PLAN

For
Redrow Homes

DATE: November 2023

REV: P04

P21-390

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1.0 Introduction

1.1. General

A Travel Plan is a document produced for new development to help implement sustainable travel measures and to reduce the amount of single occupancy car trips.

This Residential Travel Plan (RTP) has been produced alongside a Transport Assessment (TA) in order to support:

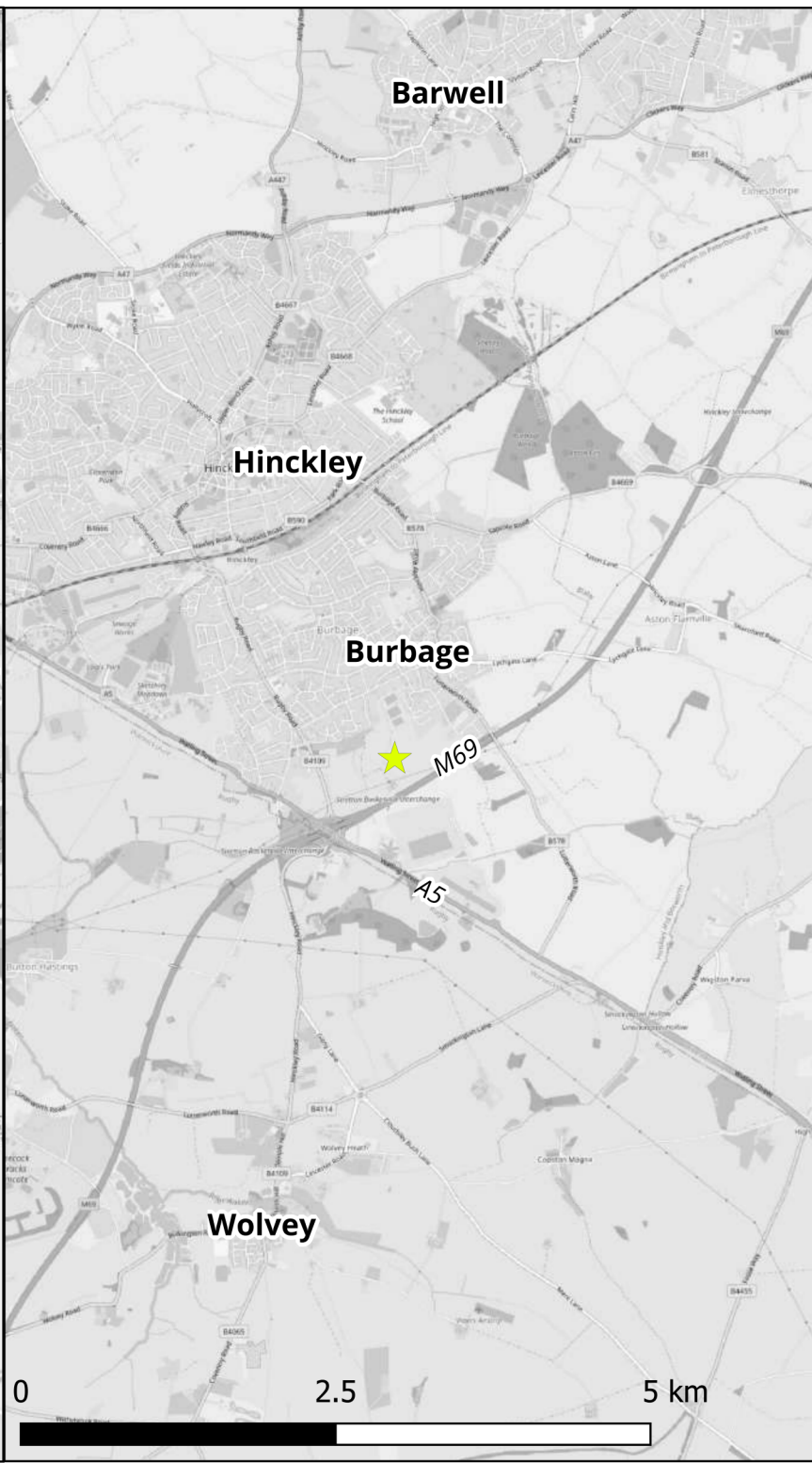
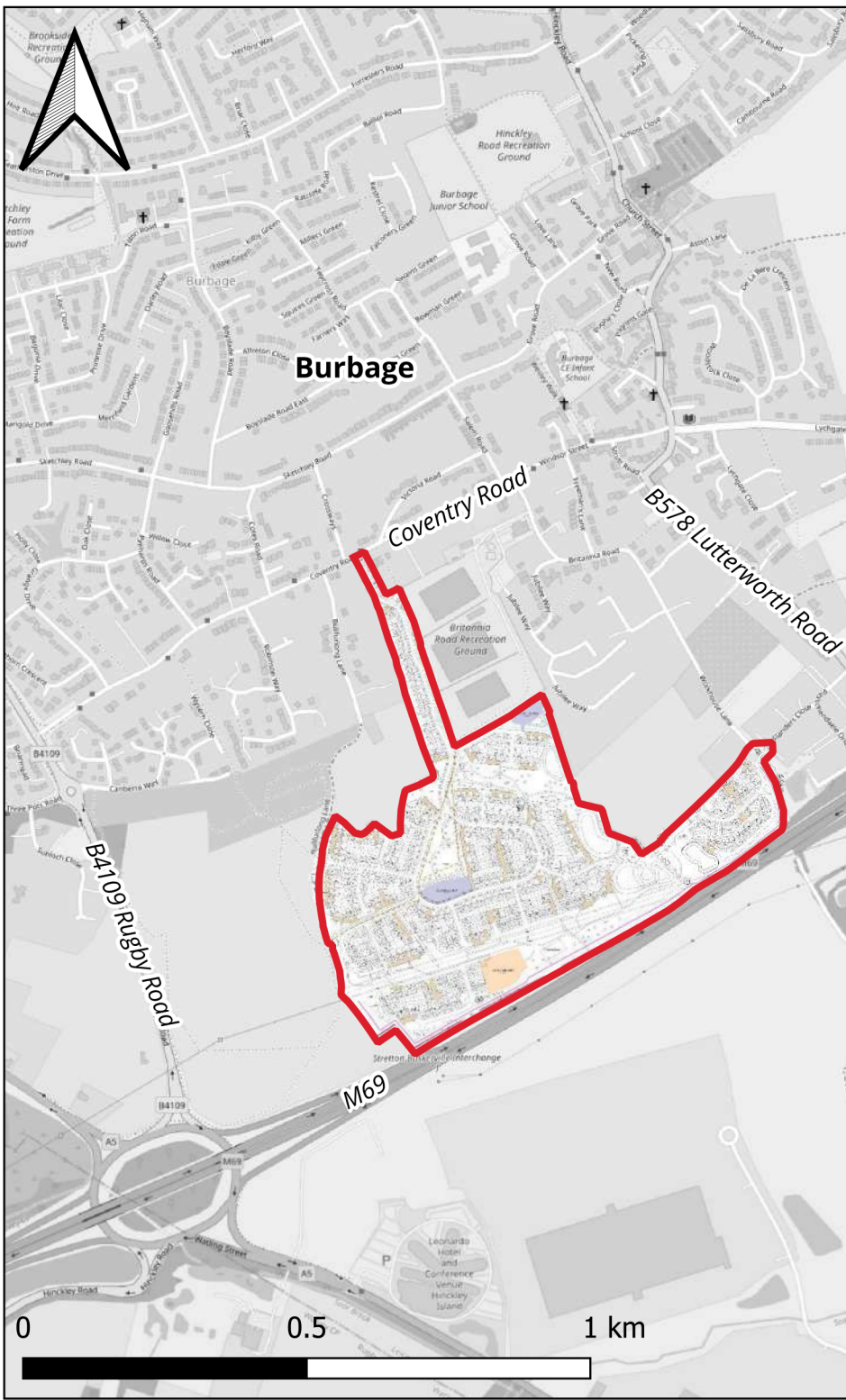
“A hybrid planning application for (a) a full planning application for 422 dwellings, public open space and associated infrastructure and (b) an outline planning application for a residential care home and up to 11no. self-build plots.”

This RTP looks at the targets and subsequent measures to help promote sustainable travel and reduce the number of single occupancy vehicle trips made by residents of the proposed development.

Alongside this RTP, an Employee Travel Plan (ETP) will be submitted which will focus on the travel habits of the employees of the residential care home.

1.2. Site Location

The Land South of Burbage site is located on the urban fringe of Burbage, Leicestershire, approximately 700 metres to the south-west of Burbage village centre and approximately 2.65km to the south-east of Hinckley town centre. The location of the development in the context of the locality is shown in **Figure 1**.



- Legend**
- Indicative Site Boundary
 - ★ Site Location

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Client
Redrow Homes

Project
Land South of Burbage

Figure Title
Site Location

Status
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Figure Number
Figure 1

1.3. Development Proposals

The residential component of the development is for 422 dwellings from the full planning application and the 11 self-build plots from the outline application. The 433 dwellings are split by access, with 377 dwellings (the western part) taking access off Coventry Road via a new priority junction and the remaining 55 dwellings (the eastern part) taking access off Flanders Close. As part of the access arrangements it is proposed to stop up Workhouse Lane, providing a pedestrian and cyclist access from the proposed development. A copy of the Planning Layout has been included as **Appendix A**.

The development proposals include:

- A pedestrian / cyclist access between the two parts of the development;
- A 3m shared footway / cycleway within the development;
- Potential bus service diversion through the proposed development.

1.4. Relevant Transport Planning Policy

The following guidance documents have been considered when preparing this document:

- Department for Transport (DfT) Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
- Leicestershire County Council's "Writing a Successful Travel Plan: a Guide to Developers" (July 2013).

1.4.1. Leicestershire County Council's "Writing a Successful Travel Plan: a Guide to Developers" (July 2013)

Leicestershire County Council's "Writing a Successful Travel Plan" document was created through Choose How You Move. Choose How You Move is a partnership project between Leicester City Council and Leicestershire County Council to help promote sustainable travel in Leicestershire. Where applicable information from this website has been used to identify local walking and cycling routes.

1.5. Report Structure

Following the introduction this RTP comprises the following;

- **Section 2.0** presents an accessibility assessment, which includes a review of the existing local sustainable transport options and facilities;
- **Section 3.0** sets out the travel plan targets;
- **Section 4.0** sets out the broad role of the Travel Plan and the Travel Plan Coordinator;
- **Section 5.0** presents an initial strategy and a suggested tool kit of measures available to the TPC to effect modal shift, as well as identifying the initial RTP targets and Action Plan;
- **Section 6.0** describes the RTP monitoring requirements.

2.0 Accessibility Assessment

2.1. Broadband

A review of the available broadband in the area shows that there are multiple broadband providers who are able to provide residents with high speed broadband. This will allow residents to work from home if they have the capability, reducing commuting vehicle trips from the proposed development.

2.2. Walking and Cycling

The site proposes to have a 3m wide shared footway / cycleway running throughout the spine road. This shared footway / cycleway will be located on the eastern side of the carriageway and loop around the development parallel with the internal access road. Whilst there will not be a vehicle connection between the dwellings served off Flanders Close and Coventry Road, a shared footway / cycleway will connect the two via an emergency access.

Along Coventry Road, there are 2m wide footways either side of the carriageway with footways provided along the interconnecting streets establishing a network of footways around the local area. As well as these footways, there are a number of PROW in the form of footpaths intersecting the local area. A map of the PROWs across Burbage, extracted from the Burbage Neighbourhood Plan, has been included as **Appendix B**. As can be seen in Appendix B, there are multiple PROWs which run through and join the site. The PROWs which run through the site have been retained by the site.

A 2km walking catchment (25 minute walk) from the centre of the development to the surrounding area is included as **Figure 2**. From this plan it is apparent that there are a range of local facilities and services within Burbage that are within walking distance from the proposed development including, schools and retail.

The Hinckley and Burbage Cycling Map from Choose How You Move highlights formal shared footway / cycleway infrastructure around Burbage and Hinckley as well as roads identified as 'quieter roads', routes that can provide an opportunity to experience cycling along roads with less motor traffic. The Hinckley and Burbage Cycling Map has been included as **Appendix C**.

Of note in the locality, there is a shared footway / cycleway along the eastern side of the B4109 Rugby Road providing a direct route from the western side of the Burbage to Hinckley to the north.

A 5km cycling catchment from the centre of the development to the surrounding area is included as **Figure 3**. As can be seen from the figure, the entire village of Burbage and town of Hinkley are within the 5km catchment as well as numerous employment areas. The urban area of Burbage and Hinckley can be accessed through formal shared footway / cycleway infrastructure alongside roads identified as quieter routes.



Legend

 Indicative Site Boundary

Amenities

 Place of Worship

 Library

 Public House

 Retail

 Medical

 Education

Walking Catchment

 2km

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Land South of Burbage

Figure Title

Indicative 2km
Walking Catchment

Status

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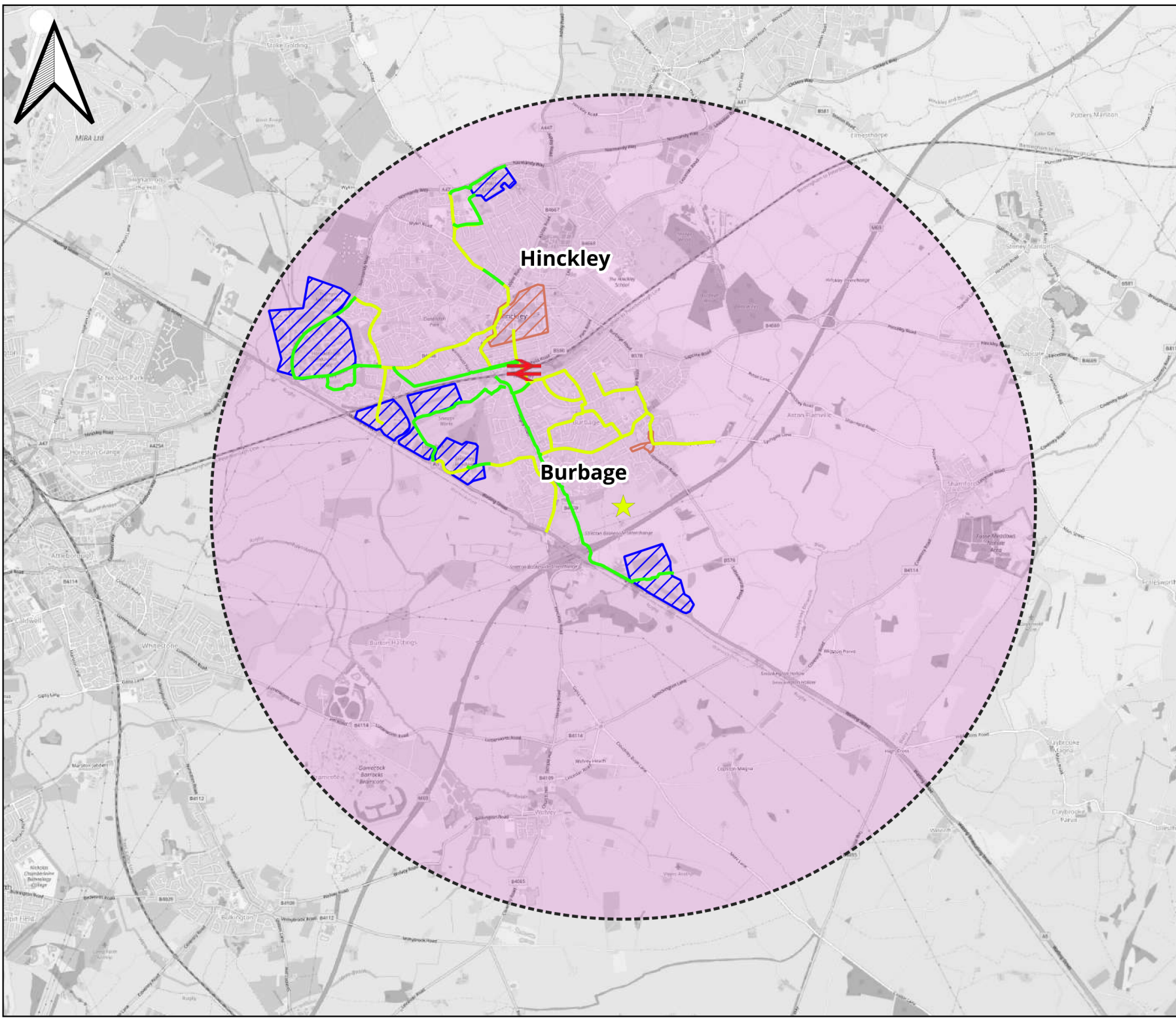
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Figure Number

Figure 2



Legend

-  Site Location
-  Hinckley Railway Station
-  Quieter Cycling Routes
-  On-Road / Off-Road Cycle Routes
-  Urban Centres
-  Employment Areas
-  Indicative 5km Cycling Catchment

Note: Both the "Quieter Cycling Routes" and the "On-Road / Off-Road Cycle Routes" are annotated based on the Hinckley and Burbage Cycle Map from Choose How You Move.

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Figure Title

Indicative 5km Cycling Catchment

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Figure 3

2.3. Public Transport: Bus Services

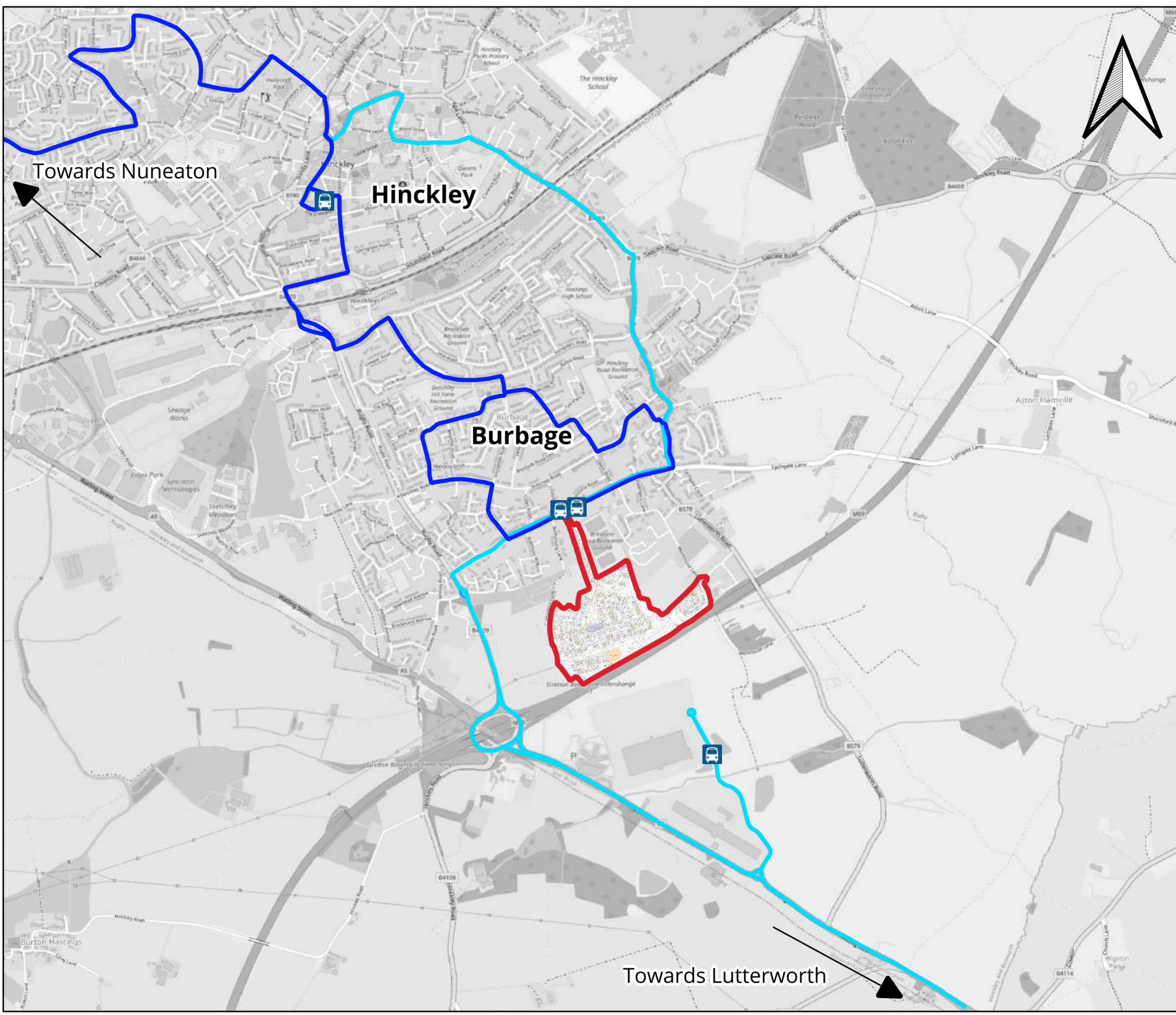
The closest existing bus stops to the proposed development are located approximately 640m walking distance (7 minute walk) from the centre of the proposed development, at the "Crossways bus stop along Coventry Road. The existing bus stop facilities comprise a basic flagpole with timetable information. **Table 1** shows the timetables for the local bus services operated by Arriva that serve Coventry Road with **Figure 4** showing the existing routes for these services. The current timetables for these services are included in **Appendix D**.

Table 1: Local Bus Services

Bus Service	Weekday			Weekend		
	Start Time	Frequency	End Time	Start Time	Frequency	End Time
7 / 7A						
Burbage – Nuneaton	07:30	Hourly	18:24	Sat 08:35	Sat Every 30 minutes	Sat 17:34
8						
Hinckley – Lutterworth	05:10	Hourly (05:10 – 18:12) One service at 21:20	21:20	Sat 05:20 Sun 05:15	Sat Hourly (05:20 – 17:11, 21:20) Sun Every 8 Hours	Sat 21:20 Sun 21:15
Lutterworth – Hinckley	05:17	Hourly (05:17 – 19:37) One service at 22:42	22:42	Sat 05:18 Sun 06:43	Sat Hourly (05:18 – 18:43, 22:43) Sun Every 8 Hours	Sat 22:43 Sun 22:43

Table 1 demonstrates that there is a good bus provision in the area which will enable residents to be able to travel on public transport easily and sustainably. It is proposed that the existing Arriva bus services no. 7 or 8 that route via Coventry Road will divert into and loop around the proposed development providing residents with a frequent bus service to Hinckley town centre.

Initial correspondence with Arriva has indicated that these existing services can be diverted into the proposed development, a plan of the likely diversion is shown on **Figure 5**.



- Legend
- Key Bus Stops
 - 7 Bus Route
 - 8 Bus Route
 - Indicative Site Boundary

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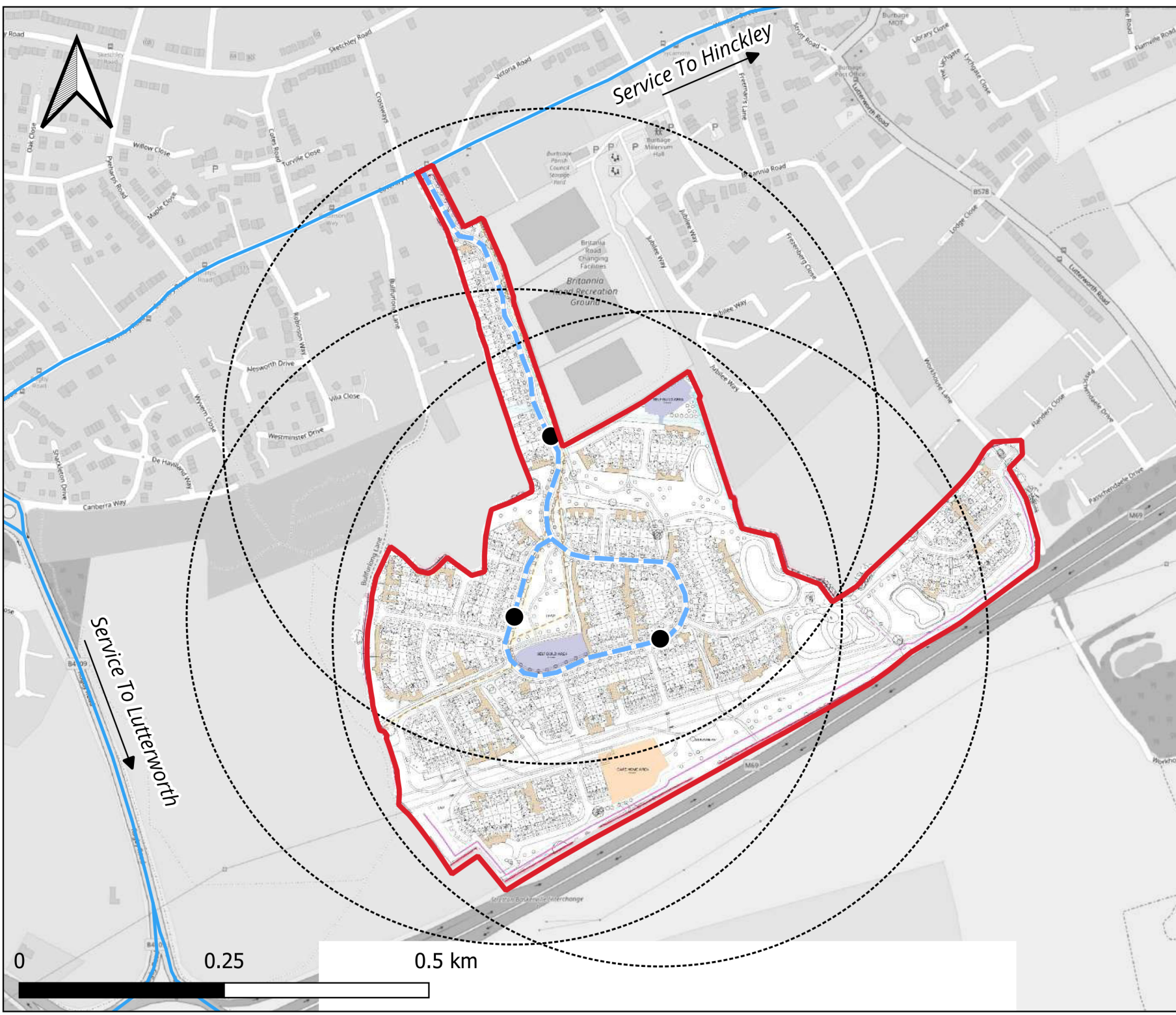
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Figure Title
Existing Bus Route Map

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Figure 4



- Legend
- Potential Bus Route Diversion
 - Existing Bus Route
 - Indicative Bus Stop Locations
 - Proposed Bus Stops Catchments (400m)
 - Indicative Site Boundary

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Figure Title
Potential Bus Route Diversion

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Figure 5

2.4. Public Transport: Rail Services

The closest railway station to the proposed development is in Hinckley, approximately 3km to the north of the proposed development. Hinckley Station is on the Birmingham – Peterborough railway line. The station is located on the southern side of Hinckley town centre. A summary of the facilities provided at the station can be seen below in **Table 2**.

Table 2: Hinckley Railway Station Facilities

Facilities		Hinckley Railway Station	
Bicycle Parking	Stands	Yes	
	Sheltered	Yes	
	Spaces	26	
Ticket Office Opening Hours		Monday – Friday	06:40 – 13:30
		Saturday	06:40 – 13:30
		Sunday	Closed
CCTV Coverage		Yes	
Refreshment Facilities		No	
Passenger Information		Departure screens, Announcements	

A photograph of the sheltered Sheffield stand cycle parking at Hinckley Railway Station at Platform 2 (10 spaces) can be seen below in **Photograph 1**.

Photograph 1: Hinckley Railway Station Platform 2 Cycle Parking



Railway services from Hinckley railway station provide access to a number of towns and cities in the region. The average journey time by rail to reach these is shown below in **Table 3**.

Table 3: Railway Journey Times to Local Stations

Destination	Journey Length (Minutes)
Nuneaton	7
Narborough	8
South Wigston	13
Leicester	21
Coleshill Parkway	21
Birmingham New Street	35
Melton Mowbray	40

Hinckley Railway station provides a feasible option for journeys to neighbouring towns and cities for both leisure and commuting purposes.

2.5. Access to Local Facilities

2.5.1. Journey Times

Table 4 provides indicative journey times between the centre of the proposed development and the key facilities and amenities in the local area, using the shortest available route, on foot, by bicycle and by using existing bus services.

Table 4: Local Amenity Accessibility

Service Category	Local Facility/Amenity/Service	Approx. Dist. (km)	Approx. Journey Time (mins)		
			Foot	Bicycle	Bus
Community	Village Hall	0.91	11	3	N/A
Community	Scouts' Hut	1.07	12	3	N/A
Community	Methodist Church	1.07	12	3	N/A
Community	Library	1.23	14	3	N/A
Community	Post Office	1.23	14	3	N/A
Community	Salon 65 (Hairdressers)	1.39	16	4	10
Community	Jets (Hairdressers)	1.39	16	4	10
Community	St Catherine's Church	1.56	18	4	12

Service Category	Local Facility/Amenity/Service	Approx. Dist. (km)	Approx. Journey Time (mins)		
			Foot	Bicycle	Bus
Community	Burbage Day Nursery	2.04	24	6	21
Education (Infant)	Burbage C of E Infants School	1.23	14	3	N/A
Education (Primary)	Burbage Junior School	1.39	16	4	13
Education (Primary)	Sketchley Hill Primary School	1.56	18	4	N/A
Education (Secondary)	Hastings High School	2.04	24	6	22
Education (FE/HE)	Hinckley Academy and John Cleveland Sixth Form Centre	3.97	47	12	42
Food Retail (Convenience)	Burbage "news and booze"	0.64	7	2	N/A
Food (Restaurant)	The Windsor Tiffin	0.91	11	3	N/A
Food Retail (Supermarket)	Co-Op	1.56	18	4	16
Health	Dental Practice	1.56	18	4	12
Health	Pharmacy	1.56	18	4	16
Health	Doctors' Surgery	1.56	18	4	16
Hospital	George Eliot Hospital (Nuneaton)	10.78	N/A	36	65
Leisure/Sport/Recreation	The Sycamores (Public House)	0.91	11	3	N/A
Leisure/Sport/Recreation	The Red Lion (Public House)	1.07	12	3	N/A
Leisure/Sport/Recreation	Leisure Centre (Hinckley)	3.70	44	11	27
Village Centre	Burbage	1.09	12	3	N/A
Town Centre	Hinckley	3.70	44	11	27
Transport	Hinckley Railway Station	3.21	38	10	22

It can be seen from the table above that a range of local facilities and services can be accessed by future residents of the proposed development using alternative methods of travel to the private car. The location of the proposed

development and the local transport infrastructure can facilitate opportunities to make these walking, cycling and public transport trips.

In addition to the indicative journey times provided in **Table 4**, specific routes to key local facilities have been looked at in more detail. These destinations are as follows:

- Sketchley Hill Primary School
- Burbage Infant and Junior Schools
- The Co-op
- The Spar
- Burbage Village Centre
- Hastings High School
- Hinckley Railway Station

The routes to these facilities are detailed below with an illustrative annotated route provided in respective figures as specified below.

2.5.2. Sketchley Hill Primary School

The walking route to the Sketchley Hill Primary School utilises 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Pyeharps Road junction. The Pyeharps Road / Grange Drive junction also has dropped kerbs and 2m wide footways. Footpath U57 connects Grange Drive to Sketchley Road and takes the form of a segregated footpath and is street lit. Sketchley Road has a guardrail near the entrance of the school at the northern end of Footpath U57.

The route to Sketchley Hill Primary School is shown on **Figure 6**.

2.5.3. Burbage Infant and Junior Schools

The walking route to the Burbage CE Infant and Junior Schools utilises 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Salem Road junction. The Sketchley Road / Grove Road / Salem Road junction has dropped kerbs and tactile paving on all arms of the junction. Grove Road has a 2.5m wide footway to the north and a 2m wide footway to the south. All footways along the route are street lit.

Sketchley Road is also considered a quieter route, suitable for on-carriageway cycling and in addition, a section of shared footway/cycleway is located on the

western side of Grove Road passing the entrance of the Junior school. The route to Burbage Infant and Junior Schools is shown on **Figure 7**.

2.5.4. The Co-op

The walking route to the Co-op utilises the 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Cotes Road junction. Cotes Road has a 1.5m wide footway along the western side of the carriageway and connects to Sketchley Road via dropped kerbs. The Sketchley Road / Boyslade Road junction also has dropped kerbs, with Boyslade Road having 2m wide footways and a 1m wide service strip on both sides of the carriageway. All footways along this route are street lit. Sketchley Road and Twycross Road are also considered quieter routes, suitable for on-carriageway cycling.

The route to the Co-op is shown on **Figure 8**.

2.5.5. The Spar Shop

The walking route to the Spar shop utilises Workhouse Lane, a very lightly trafficked single carriageway road. There is no footway along Workhouse Lane for approximately 300m until the road approaches the edge of urban area of Burbage where a 2m wide footway is present on the western side of the carriageway. Continuing along Workhouse Lane, 60m to the north of the Workhouse Lane / Britannia Road priority junction, Footpath U81 known as 'The Craft' routes on an east-west axis between Britannia Road and the B578 Lutterworth Road. Following the B578 Lutterworth Road to the north, 2m footways are provided on either side of the carriageway with dropped kerbs and tactile paving provided near to the entrance to the Spar shop.

The route to the Spar shop is shown on **Figure 9**.

2.5.6. Burbage Village Centre

From the northern boundary of the site, the route to Burbage Village Centre utilises the existing 2m wide footways either side of Coventry Road. In addition Workhouse Lane can be used from the east of the site utilising Britannia Road and Freeman's Lane to access the village centre.

The route to the Burbage Village Centre is shown on **Figure 9**.

2.5.7. Hastings High School

The route to Hastings High School utilises 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Salem Road junction. The

Sketchley Road / Grove Road / Salem Road junction has dropped kerbs and tactile paving on all arms of the junction. Grove Road has a 2.5m wide footway to the north and a 2m wide footway to the south.

Between Grove Road and Sunnysouth, a segregated 3m wide shared footway / cycleway runs alongside the Hinckley Road Cricket Ground. The Forresters Road / Sunnysouth junction has dropped kerbs and tactile paving on all arms, with the Forresters Road / Far Lash junction having dropped kerbs. Far Lash has 2m wide footways and a 1m wide service strip.

Sketchley Road and Grove Road are considered quieter routes, suitable for on-carriageway cycling, and using the off-carriageway cycle route between Grove Road and Far Lash, existing infrastructure can be utilised to facilitate cycle trips to the school.

The route to Hastings High School is shown on **Figure 10**.

2.5.8. Hinckley Railway Station

There are two separate routes to Hinckley Railway Station.

The walking route to Hinckley Railway Station utilises the 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Cotes Road junction. Cotes Road connects to Sketchley Road via dropped kerbs, with the Sketchley Road / Boyslade Road junction also having dropped kerbs. Featherston Drive has a 2.4m wide service strip and 2m wide footways on both sides of the carriageway. Brookside has 2m wide footways and dropped kerbs at the Brookside / Bridge Road junction. Bridge Road leads to the 3m wide shared footway / cycleway leading to Hinckley Railway Station.

The cycling route to Hinckley Railway Station utilises the 3m wide shared footway cycleway along the B4109 Rugby Road, which is accessible from the B4109 Rugby Road / Coventry Road junction. Brookside also has a 3m wide shared footway / cycleway which can be accessed via dropped kerbs along Brookside. Alternatively cyclists could use the quiet routes along Sketchley Road, Twycross Road, Holt Road and Brookside (from the east) to reach Bridge Road.

The route to Hinckley Railway Station is shown on **Figure 11**.



Pedestrian guard rail along Sketchley Road



Footpath U57 on a north-west to south-east axis



Footpath U57 facing the north-east



Access to Footpath U57 from the footway along Grange Drive



2m footways along Grange Drive leading to Footpath U57 which are street lit



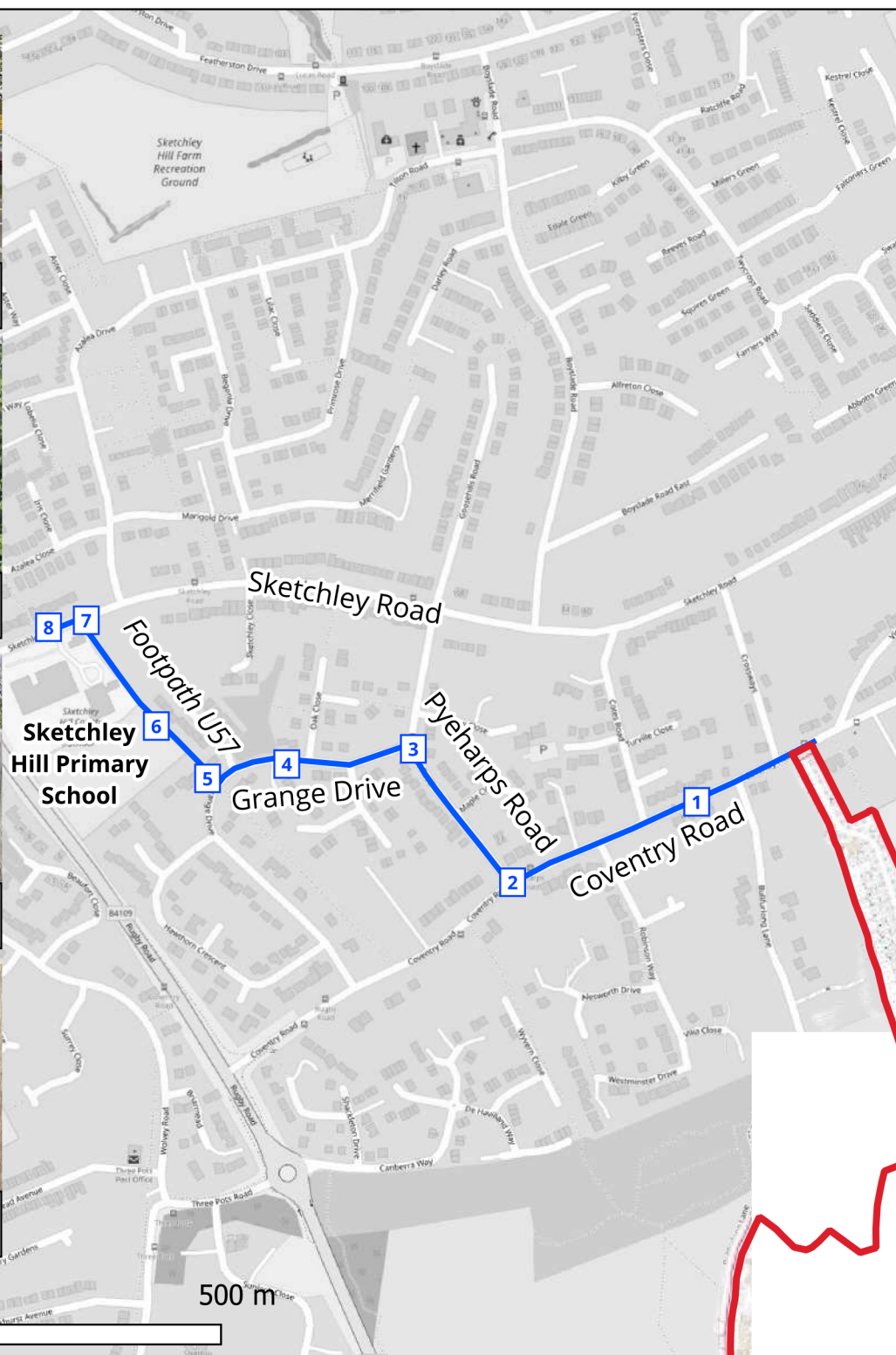
Dropped kerbs at the Pyeharps Road / Grange Drive junction



Dropped kerbs at Coventry Road / Pyeharps Road junction



Dropped kerbs and 2m footways along Coventry Road



Legend

- Walking Route to Sketchley Hill Primary School
- Indicative Site Boundary



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Client:

Redrow Homes

Project:

Land South of Burbage

Figure Title:

Walking Route to Sketchley Hill Primary School

Status:

FOR INFORMATION

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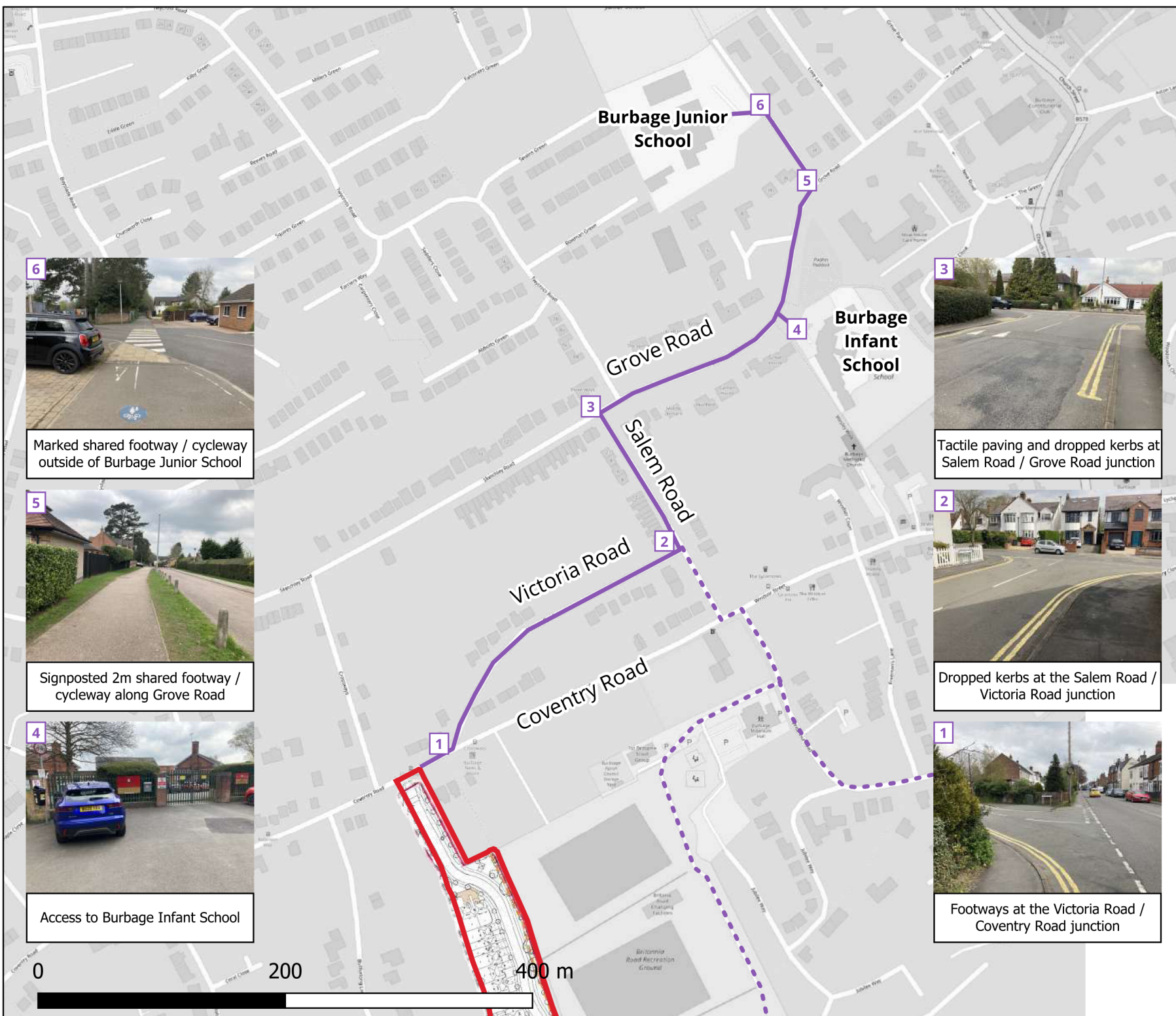
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Figure Number:

Figure 6



- Legend**
- Walking Route to Burbage Junior & Infant School
 - Alternative Routes to Burbage Junior & Infant School
 - Indicative Site Boundary



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Figure Title
Walking Route to Burbage Infant & Junior Schools

Status

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Figure Number

Figure 7



Marked shared footway / cycleway outside of Burbage Junior School



Signposted 2m shared footway / cycleway along Grove Road



Access to Burbage Infant School



Tactile paving and dropped kerbs at Salem Road / Grove Road junction



Dropped kerbs at the Salem Road / Victoria Road junction

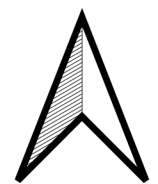


Footways at the Victoria Road / Coventry Road junction



Legend

- Walking Route to Co-op
- Indicative Site Boundary



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Figure Title
Walking Route to Co-op

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Figure Number

Figure 8



B578 Lutterworth Road / B578 Hinckley Road crossroads in Burbage Village Centre



Location of Spar Convenience Shop



Dropped kerbs along the B578 Lutterworth Road / Strutt Road junction



Footways along the B578 Lutterworth Road facing north



U81 Footpath from Workhouse Lane to the B578 Lutterworth Road



Dropped kerbs and tactile along Workhouse Lane to the west of the carriageway



- Legend
- Walking Route to Spar & Burbage Village Centre
 - Indicative Site Boundary
 - Alternative Routes to the Spar & Burbage Village Centre



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Figure Title:
Walking Route to the Spar & Burbage Village Centre
Status

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A4 @ 1:5000
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Figure Number:

Figure 9



Dropped kerbs and tactile paving at junction



Dropped kerbs leading at Forrester's Road / Far Lash junction



Shared footway / cycleway routing through Hinckley Road Recreation Ground



Shared footway / cycleway outside of Burbage Junior School



2.5m signposted shared footway / cycleway along Grove Road



Tactile paving with dropped kerbs at Salem Road/Grove Road junction



Dropped kerbs at Victoria Road / Salem Road junction



Footways at Victoria Road / Coventry Road junction



- Legend**
- Walking Route to Hastings High School
 - - - Alternative Routes to Hastings High School
 - Indicative Site Boundary



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Figure Title:
Walking Route to Hastings High School
Status:

FOR INFORMATION

Scale:
A4 @ 1:6500

Drawn	Checked	Date
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Figure Number:

Figure 10



3m shared footway / cycleway leading to Hinckley Railway Station



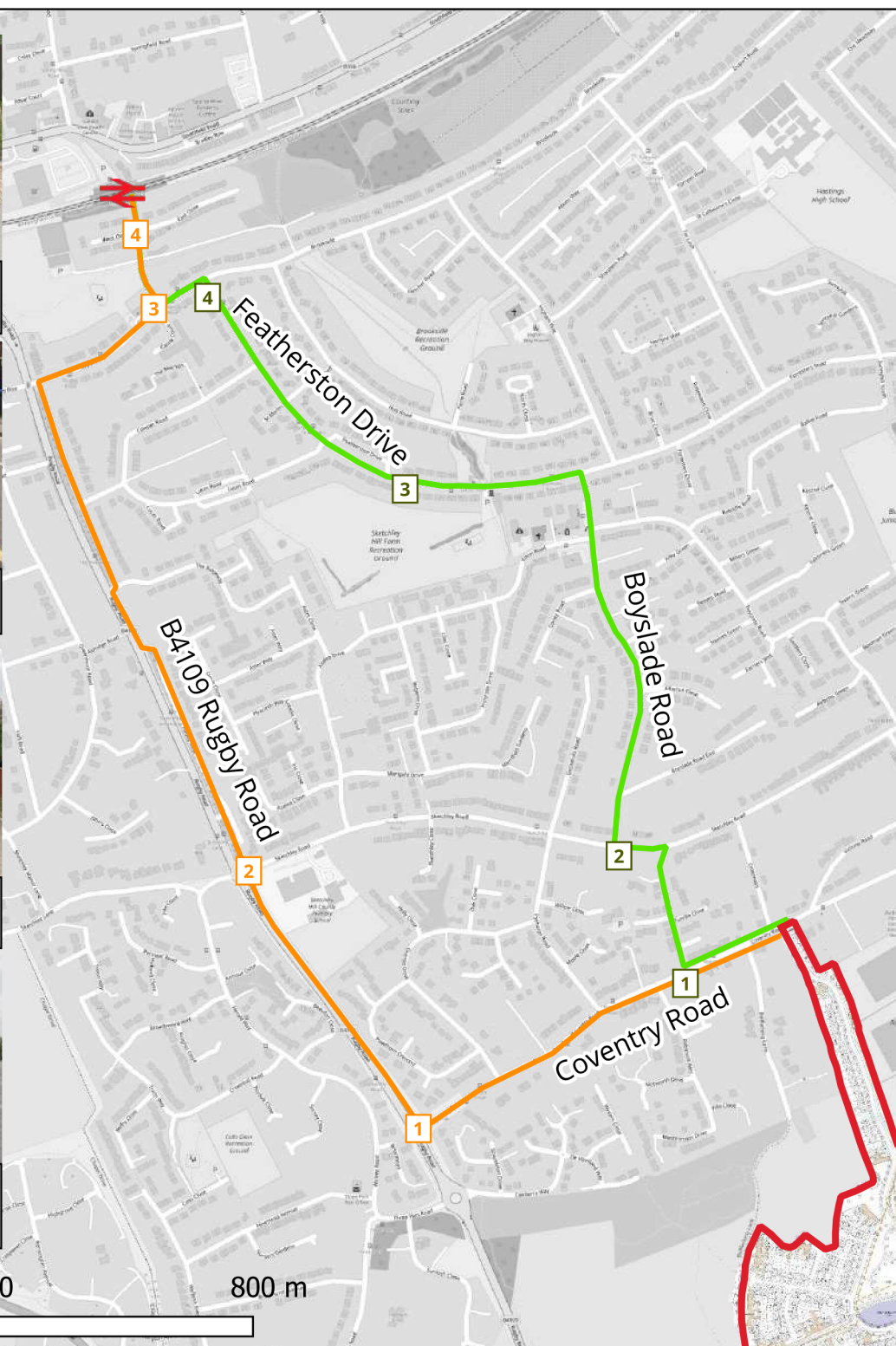
Transition point from off-carriageway to on-carriageway cycleway along Bridge Road



3m shared footway / cycleway facing northbound along the B4109 Rugby Road



Dropped kerbs and tactile paving at the 3m shared footway / cycleway along the B4109 Rugby Road



Dropped kerbs along Featherston Drive



Featherston Drive facing northbound, showing 2m wide footways



Dropped kerbs at the Sketchley Road / Boyslade Road junction



Dropped kerbs at Coventry Road / Cotes Road junction

Legend

- Indicative Site Boundary
- Hinckley Railway Station
- Cycling Route to Hinckley Railway Station
- Walking Route to Hinckley Railway Station



Source: © OpenStreetMap contributors, CC-BY-SA



Client:

Redrow Homes

Project:

Land South of Burbage

Figure Title:

Routes to Hinckley Railway Station
Status

FOR INFORMATION

Scale:

A4 @ 1:10000

Drawn

Checked

Date

JWB

ADM

20/04/23

Figure Number:

Figure 11

3.0 Travel Plan Objectives and Targets

3.1. Objectives

The primary objective of this RTP is to reduce the number of single occupancy car / van trips from the development and redistribute these trips towards sustainable travel modes such as walking, cycling or using public transport.

The objectives of this RTP are as follows:

- To reduce single occupancy vehicle trips
- To increase the number of cycling trips to and from the development
- To increase the number of walking trips to and from the development
- To increase the number of public transport trips to and from the development

3.2. Targets

LCC note in their guidance that any targets that are set within a Travel Plan should follow the SMART (Specific – Measurable – Achievable – Realistic – Timebound) model.

A target of a 15% reduction in single car occupancy over a 5-year period has been set for this travel plan. How the 15% reduction shall be distributed across sustainable travel methods will be set once an initial resident travel survey has been undertaken between 3 and 6 months of the first occupation.

3.3. Indicative Mode Share

To set a series of measurable initial targets and indicators, an indicative mode share for journeys to and from the development should be determined. As a baseline resident travel survey to identify the travel patterns of residents cannot be undertaken prior to the occupation of the development, historic data can be used to establish an indicative mode share.

The indicative mode share for the proposed development has been established using the 2011 Census dataset 'QS701EW' "Method of Travel to Work" for the Middle Super Output Area (MSOA) Hinckley and Bosworth 014. The mode share calculated from this data is shown below in **Table 5**.

Table 5: Indicative Mode Share

Method of Travel	Vehicle Driver	Vehicle Passenger	Bicycle	Foot	Motor cycle	Bus	Rail	Total
Hinckley & Bosworth 014 - Census Trips	3,563	211	103	293	32	70	55	4,327
Percentage	82.3%	4.9%	2.4%	6.8%	0.7%	1.6%	1.3%	100.0%

The table above shows that indicatively 82.3% of residents will drive to / from the proposed development. Once the residential travel survey has been completed and the results have been collected, the baseline mode share will be established.

Table 6 below shows the targets of the RTP and how they follow the SMART model.

Table 6: S-M-A-R-T Targets

Objectives	Specific	Measurable	Achievable	Realistic	Timebound
To reduce the number of single occupancy vehicle trips from the development	To be reduced by 15%	Monitored through the multi modal counts and resident travel survey	Through measures tailored to reduce single occupancy car trips	Yes	Within the 5 year timeframe for the RTP
To increase the number of cycling trips to from the development	To be addressed through a target for cyclist trips, to be identified once the baseline mode share has been established	Monitored through the multi modal counts and resident travel survey	Through the shared footway / cycleway which will run through the development	Yes	Within the 5 year timeframe for the RTP
To increase the number of walking trips to / from the development	To be addressed through a target for pedestrian trips, to be identified once the baseline mode share has been established	Monitored through the multi modal counts and resident travel survey	Through the provision of footways within the development	Yes	Within the 5 year timeframe for the RTP
To increase the number of public transport trips to / from the development	To be addressed through a target for public transport trips, to be identified once the baseline mode share has been established	Monitored through the resident travel survey	Through the diverted bus service which will run through the development	Yes	Within the 5 year timeframe for the RTP

4.0 Travel Plan Coordinator

A Travel Plan Co-ordinator (TPC) will be appointed by the developer. Confirmation of this appointment will be made to the relevant highway and planning officers at LCC as soon as the position is filled formally (and no later than 1 month prior to first occupation). The appointed TPC will be responsible for implementing, communicating, monitoring, and managing aims and objectives set out in the travel plan.

The TPC will be responsible for implementing, communicating, monitoring, and managing aims and objectives outlined in this RTP.

The TPC's duties will include:

- Set up social media accounts / pages / groups / (e.g., where appropriate - Facebook, Twitter) / development specific website upon first occupation of the development;
- Announce RTP initiatives, RTP news, events, special offers etc.;
- Arrange meetings with LCC to discuss the ongoing effectiveness of the RTP, its targets and measures;
- Organise surveys over five consecutive years and supply evidence of this to LCC.
- Monitor the performance of the travel plan and travel behaviour against the targets set out in the RTP.

The TPC is a designated role that must be appointed to a responsible individual. It does not need to be a full-time position but should be a designated role with responsibility to maintain the RTP and act accordingly to ensure it achieves its objectives. The appointed TPC must be easily identifiable and contactable to all parties affected by the RTP.

The nominated TPC will continue in the role for 5 years after the first occupation and will then hand over the role of TPC to a suitable resident or a group of residents. The TPC will use social media and the regular meetings with local residents and key stakeholders to create a forum(s) in which a suitable candidate to take over TPC duties can be identified.

5.0 Proposed Measures

5.1. Residential Travel Pack

Upon first occupation, each dwelling will be provided with a Residents' Travel Pack. The pack will serve as an initial introduction to the RTP and help to raise awareness of the local area, the available sustainable travel options, as well as providing information relating to key facilities, amenities and any incentives or offers.

The Pack will include the following:

- Information on sustainable transport options in the area (including relevant local walking / cycling / public transport maps and timetables);
- Information on the health benefits and financial savings made typically through sustainable travel modes;
- Contact details of the TPC;
- Details of all RTP / development related social media groups / websites / forums;
- Details of all local walking / cycling groups, car sharing schemes and clubs;
- Information on how to claim a sustainable travel voucher.

The information provided within the pack should be reviewed close to the time of first occupation in order to ensure its accuracy. The TPC will be responsible for updating the travel information made available to residents. This can be done via the creation of a dedicated website for the development.

5.2. Walking

The TPC will engage with local schools to see if there are any existing "walking school buses" set up for the younger residents of Burbage.

If the resident travel survey identifies that residents would like a walking group set up within the development, the TPC can look to implement this.

5.3. Cycling

If it is identified from the resident travel survey that residents would like a cycle group to be set up within the development, then this will be implemented by the TPC.

5.4. Sustainable Travel Voucher

The first occupier of each dwelling will be offered a sustainable transport voucher which can either be a £75 cycle voucher, or two adult bus taster tickers which will be valid for two weeks. Details on how to claim the voucher will be provided in the travel packs.

5.5. Car Sharing

Car sharing websites such as Liftshare will be advertised within the Travel Pack. Car sharing allows users to find other people making the same journey as them, either for commuting or one-off trips. Information on these car sharing schemes will be included and promoted in the travel packs.

5.6. RTP Action Plan

On the basis of the primary target and building on the suggested RTP measures presented above, the RTP “Action Plan” lists all of the actions that will be implemented as well as providing package deliverance timetable and RTP monitoring schedule. The following action plan shows how the 15% decrease in car trips could be achieved.

Table 7 provides a summary of the suggested RTP Action Plan.

Table 7: Travel Plan Measures - Action Plan

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Provide residents with travel packs	The pack will highlight the benefits of sustainable travel and how the occupant can travel sustainably in the area	TPC / Developer	Upon occupation of each dwelling	TPC to monitor the number of packs delivered
Information on national and local sustainable travel events	Encourage residents to take part in sustainable travel events	TPC	Update every 12 months	TPC to monitor how many residents take part in the events
Provide residents information on local walking routes	To help encourage residents to walk by showcasing the dedicated routes	TPC	Upon occupation	Through the resident travel survey
Consideration of forming walking / cycle user groups	To encourage walking and cycling by increasing social activity between residents and increase safety	TPC	After the resident travel survey	TPC to monitor how many residents would be interested in the group

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Sustainable transport voucher to be distributed to each dwelling upon request	To encourage the use of sustainable travel to / from the development	TPC / Developer	Post occupation upon request	TPC to monitor the number of sustainable travel vouchers claimed + through the resident travel survey
Timetable information for local public transport routes to be promoted	To encourage the use of the bus service	TPC	Reviewed frequently and updated online when required	Through the resident travel survey
Invite residents to sign up to car sharing websites	Encourage all residents to car share	TPC	After the resident travel survey	Through the resident travel survey

6.0 Monitoring

6.1. ModeshiftSTARS

The TPC will be monitored using Leicestershire's ModeshiftSTARS website and resources at <https://www.modeshiftstars.org/> online monitoring system.

The TPC will create the account for the development on ModeshiftSTARS, after which the RTP will be uploaded, setting deadlines for RTP tasks which LCC can review.

6.2. Travel Surveys

In order to generate a mode share, a multi-modal count will cover all the access points on the development across a typical midweek day, in order to compare and measure against the RTP targets. These will cover the access' off Coventry Road and Flanders Close, as well as any PROW access points to the site and Workhouse Lane. The first multi-modal count will be carried out within 6 months of first occupation, with further surveys occurring annually at the end of each of the first five years.

Resident travel surveys will also be distributed after each year alongside the multi-modal counts to understand the effectiveness of the RTP measures and identify more targeted measures.

6.3. Monitoring Report

A monitoring report will be produced that will assess the effectiveness of the RTP measures in reducing the number of single occupancy car trips. The monitoring report will show the change in the travelling habits of residents and their opinions on travel over the five years from first occupation by summarising the results of the multi-modal counts and the resident travel surveys. It will also recommend if any measures need to be amended or added.

6.4. Remediation Measures

If the monitoring report shows that the RTP is underachieving and not meeting the mode share targets, a remedial strategy needs to be outlined. The Potential remedial measures could include the following:

- Extend appointment of TPC for an additional 5 years;
- Review of the promotion of the RTP;

- Consider offering personalised travel planning to residents;
- Hold discussion with LCC to further promote car sharing strategies.

6.5. LCC Monitoring

There will be annual meetings between the TPC and LCC to review the progress made in the previous year and how they expect to meet the targets set out in the RTP. The LCC monitoring fee associated with this travel plan is **£6,000**.

Further to completion of the resident travel surveys, the TPC will meet with LCC within 2 months of the survey completion in order to discuss the findings, identify any issues and consider achievements and scope for improved effectiveness and adaption of the RTP targets and measures.