

Land South of Sapcote Road, Burbage

A0109159

Framework Travel Plan

Jelson

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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech has been appointed by Jelson to prepare a Framework Travel Plan (TP) in support of a planning application for a proposed residential development on land to the south of Sapcote Road, Burbage, Leicestershire. The site is split across two parcels of land to the east and west of Aston Flamville Road.
- 1.1.2 The proposed development will comprise of up to 343 residential dwellings. A plan of the site location is included at **Figure 1** and the illustrative masterplan is contained at **Appendix A**.
- 1.1.3 The site is proposed to be allocated for residential development in the Regulation 19 Consultation version of the draft Local Plan under site allocation references BUR01H and BUR02H.
- 1.1.4 The highway network near the site is maintained by Leicestershire County Council (LCC) in their capacity as the local highway authority. National Highways is responsible for the M69 to the east of the site. Hinckley and Bosworth Borough Council (HBBC) is the local planning authority.

1.2 PLANNING HISTORY

- 1.2.1 A planning application was submitted in November 2022 for a residential development of 343 dwellings at the same site as this planning application (planning application reference 22/01037/OUT). The application was refused in March 2023. Both reasons for refusal related to transport (but not the Framework Travel Plan) and are as follows:
 - 1. *“The Applicant has failed to demonstrate that safe and suitable access for all users would be provided to the proposed development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for road users, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).”*
 - 2. *“The Applicant has failed to fully demonstrate the impact of the proposed development on the local highway network, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD and paragraphs 110 and 111 of the National Planning Policy Framework (2021).”*
- 1.2.2 At the time of the refusal, positive discussions were ongoing with LCC to resolve their concerns.

1.3 PURPOSE

- 1.3.1 The aim of a TP is to minimise the impact of travel on the environment, and can help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging residents to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.

- 1.3.2 Specifically, a TP is a package of measures designed to reduce the number and length of car trips generated by a development, whilst also supporting more sustainable modes of travel and reducing the overall need to travel. This report outlines the aims and strategy for the site and details the measures that will be introduced to ensure the aims are realised.
- 1.3.3 It should be recognised that this interim report represents the initial approach that will be undertaken to develop the TP strategy, and that further stages are anticipated once the development is fully occupied, resident details can be analysed and travel behaviour can be influenced.
- 1.3.4 In recognition of these factors, the TP will have the following broad aims:
- Encourage the use of alternative modes of transport to the private car and to better manage private car usage to reduce environmental impacts for all journeys to and from the proposed development;
 - To deliver long-term commitment to changing travel habits by minimising the percentage of journeys to and from the development made by single occupancy cars, and maximise the proportion of trips to the development made by public transport, by car share, on foot and by cycle;
 - Identify and achieve the support of stakeholders for the TP, and set in place the foundations and culture for a sustainable transport policy for the development, which will develop and grow with time;
 - To educate residents regarding the health benefits of walking and cycling.
 - Address resident need for access to a full range of facilities for health, leisure, recreation and shopping;
 - Reduce traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of a TP; and
 - Promote healthy lifestyles and vibrant communities.

2.0 PLANNING POLICY AND DESIGN GUIDANCE

2.1 INTRODUCTION

2.1.1 The following planning policy and guidance documents have been considered in the preparation of this TP:

- National Planning Policy Framework [NPPF] (MHCLG, 2021)
- Leicestershire Local Transport Plan 3 2011-2026 (LCC, 2014)
- Hinckley & Bosworth Borough Council Local Development Framework Core Strategy (HBBC, 2009)
- Hinckley & Bosworth Regulation 19 Local Plan 2020 – 2039 (HBBC, 2022)
- Travel Plans, Transport Assessments and Statements (MHCLG, 2014)
- Circular 01/2022 Update – The Strategic Road Network and the delivery of sustainable development (National Highways, 2013 (updated December 2022))

2.2 NATIONAL PLANNING POLICY FRAMEWORK

2.2.1 The NPPF sets out the Government’s planning policies for England and how these should be applied. An updated version of the NPPF was published in July 2021. At the heart of the NPPF is a presumption in favour of sustainable development. In terms of transport, Paragraph 110 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) the design of streets, parking areas, other transport elements and the content of the associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.2.2 Paragraph 111 goes on to state 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 would be severe.”

- 2.2.3 To address this, applications for development should give priority to pedestrian, cycle and public transport movements; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; allow for the efficient delivery of goods, service and emergency vehicles; and be designed to enable charging of plug-in vehicles.

2.3 LEICESTERSHIRE LOCAL TRANSPORT PLAN 3

- 2.3.1 The Leicestershire Local Transport Plan was adopted in 2011. This document sets out the vision for transport in Leicestershire to 2026. The long-term vision is for:
- “Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first-class transport system that enables economic and social travel in ways that improve people’s health, safety and prosperity, as well as their environment and their quality of life”.*

- 2.3.2 LTP3 outlines six strategic goals:

- 1. A transport system that supports a prosperous economy and provides successfully for population growth.*
- 2. An efficient, resilient and sustainable transport system that is well managed and maintained.*
- 3. A transport system that helps to reduce the carbon footprint of Leicestershire.*
- 4. An accessible and integrated transport system that helps promote equality of opportunity for all our residents.*
- 5. A transport system that improves the safety, health and security of all our residents.*
- 6. A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.*

2.4 HINCKLEY AND BOSWORTH BOROUGH COUNCIL LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY

- 2.4.1 The Core Strategy sets an overarching strategy and core policies to guide development in the Borough up to 2026.
- 2.4.2 Spatial Objective 13 relates to transport:
- “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.”*

- 2.4.3 The sites' location benefits from proximity to Hinckley where a wider range of facilities and amenities are available as well as more opportunity for travel by sustainable modes.

2.5 HINCKLEY & BOSWORTH REGULATION 19 LOCAL PLAN 2020 – 2039 (HBBC, 2022)

- 2.5.1 HBBC is in the process of preparing a new Local Plan. The site is proposed to be allocated for residential development in the Regulation 19 Consultation version of the draft Local Plan under site allocation references BUR01H and BUR02H.

- 2.5.2 Policy HT01 'Highways and Transportation' states:

“Development proposals will be supported where the applicant has demonstrated through an appropriate Transport Assessment:

- a) The best use of existing public transport services and, where appropriate, opportunities for improving and sustaining the viability of those services has been sought;*
- b) That there is convenient and safe access for walking and cycling to services and facilities;*
- c) That new sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; and*
- d) That there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movements:*
 - i. The development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and*
 - ii. The residual cumulative impacts of development on the transport network are not significant.*

All proposals for new development and changes of use should have regard to the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority, and, where appropriate, be supported by a Transport Assessment and Travel Plan.

Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures including, where necessary, a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme in accordance with Policy INF01.”

2.6 TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS

- 2.6.1 The Planning Practice Guidance provides information relating to the preparation of a TA, including when they are required, the scope of the report and what information to include. This TA has been prepared in accordance with the Planning Practice Guidance.

2.7 CIRCULAR 01/2022

- 2.7.1 The Circular sets out the way in which National Highways will engage with the development industry, public bodies and communities to assist in the delivery of sustainable development. It indicates that new development should facilitate a reduction in the need to travel by private car and focus on locations that are, or can be made sustainable.

2.8 SUMMARY

- 2.8.1 The proposed development will be designed in accordance with policy objectives set out in national and local documentation. The site is located close to existing sustainable transport infrastructure and is accessible for cyclists, pedestrians, and public transport users. On balance the site location and proposed use is considered to accord well with the national and local policy objectives summarised in this chapter.

3.0 EXISTING CONDITIONS

3.1 EXISTING SITE

- 3.1.1 The location of the site is illustrated on **Figure 1**. The site is comprised of two parcels of land, directly adjacent to the east and west of Aston Flamville Road. The site is bound to the north by the B4469 Sapcote Road and to the south by agricultural land. The site is bound to the west by the residential dwellings of Burbage and to the east by agricultural land. On the western parcel of land, two farm accesses are provided from Aston Flamville Road and one farm access is provided from the west at Dorchester Road. On the eastern parcel of land, one agricultural access is provided from Aston Flamville Road. No access to the site is provided from Sapcote Road.

3.2 LOCAL FACILITIES

- 3.2.1 A key aim of the national and local policy outlined in **Chapter 2.0** is to promote the delivery of sustainable development. It is therefore important that any development site is well located close to key amenities to reduce the need to travel by car.
- 3.2.2 There are several key local amenities that are within the recommended walking and cycling distances of the site (discussed later in this Chapter). **Table 1** summarises the distances to these amenities and their locations are shown on **Figure 2**. Distances are measured along available routes rather than crow fly distances.

Table 1: Summary of Distances to Key Local Amenities

Local Amenity	Distance from Site
Burbage Community Library	1.6km
Burbage Church of England Infant School	1.5km
Burbage Junior School	1.4km
Hastings High School	2.1km
Sketchley Hill Primary School	2.6km
Burbage Surgery	2.2km
Spar (including Post Office)	1.7km
Burbage Dental Practice	1.4km
The Co-operative Food	2.2km

- 3.2.3 In addition, Hinckley town centre is approximately 3km from the site. Hinckley town centre is the largest town in the borough and includes a wide range of employment, retail and leisure opportunities such as:
- Supermarkets
 - Hinckley Leisure Centre
 - Hinckley and District Hospital

- Town centre shops, services, restaurants, cafes, public houses
- Hinckley Train Station

3.2.4 Significant employment opportunities are also available at Harrowbrook Industrial Estate to the west of the town and nearby along the A5 corridor.

3.3 PEDESTRIAN ACCESSIBILITY

Pedestrian Infrastructure

- 3.3.1 Footway provision is provided adjacent to the eastern side of Aston Flamville Road, extending to approximately 450m south of the Sapcote Road/Aston Flamville Road junction. There is currently no footway provision on the western side of Aston Flamville Road.
- 3.3.2 Footways are additionally located on both sides of Sapcote Road, west of the Aston Flamville Road/Sapcote Road junction. East of Aston Flamville Road, footways are provided adjacent to the northern side of Sapcote Road only.
- 3.3.3 There are no formal pedestrian crossings near the site.

Photograph 1: Footways on Sapcote Road (west of Aston Flamville Road)



Photograph 2: Footways on Sapcote Road (east of Aston Flamville Road)



Photograph 3: Footway on Aston Flamville Road (towards Sapcote Road)



- 3.3.4 In the wider area, continuous footway provision is provided towards Burbage and onwards to Hinckley.
- 3.3.5 Nearby Public Rights of Way (PRoW) are shown in **Figure 1**. Two footpaths forming part of the ‘Leicestershire Round’ 100-mile circular walk, are located near the site. Footpath U56 extends through the far western part of the site between Sherborne Road and Footpath U63 extends to the south.

Pedestrian Catchment Area

- 3.3.6 In terms of what constitutes a reasonable walking distance it is necessary to consider what is realistic for a walking trip. The Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Providing for Journeys on Foot’ (2000) states that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”. The document

also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting or school trips.

- 3.3.7 It can therefore be concluded that distances up to 2km can be considered reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance. Whilst this does not preclude pedestrians from undertaking longer journeys, it is considered that a distance of 2km is reasonable. Based on an average walking speed of 1.4 m/s it can be concluded that a 2km walk would take approximately 24 minutes.
- 3.3.8 A 2km walking catchment from the site is presented in **Figure 3**. The catchment demonstrates that all of Burbage and parts of Hinckley are within 2km of the site, including some of the local facilities and amenities identified in **Table 1**. The level of pedestrian accessibility should help to encourage a proportion of shorter trips, such as to employment areas and local amenities within the area, to be made on foot.

3.4 CYCLIST ACCESSIBILITY

Cycle Infrastructure

- 3.4.1 There are no formal cycle facilities on Sapcote Road or Aston Flamville Road at present, meaning that cyclists are required to travel within the carriageway.

Cycle Catchment Area

- 3.4.2 In the same way that pedestrian trip lengths are defined, the length of cycling trips will be governed by routes that are available and trip length, although a number of other factors often mitigate for or against making these trips.
- 3.4.3 Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that "many utility cycle journeys are under three miles... although, for commuter journeys, a trip distance of over five miles is not uncommon". It can therefore be concluded that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance.
- 3.4.4 **Figure 3** shows a 5km cycling catchment centred on the site. A 5km distance includes all of Burbage as well as much of Hinckley and Hinckley town centre, as well as the surrounding villages of Aston Flamville, Sharnforth, Sapcote and Elmhurst. All of the local amenities in **Table 1** are within 5km of the site. As with walking, cycling should also therefore be encouraged as an appropriate mode of travel for local trips.

3.5 PUBLIC TRANSPORT ACCESSIBILITY

- 3.5.1 The CIHT document 'Buses in Urban Developments' (2018) recommends a maximum walking distance to bus stops of 400m. Therefore, 400m is generally regarded as being the maximum walking distance to a public transport access point. In addition, the Leicestershire Highways Design Guide states that in rural areas walking distances to bus stops should not be more than 800m and in urban areas distances should not be more than 400m.
- 3.5.2 The nearest bus stops to the site at present are located on Sapcote Road (see **Figure 1**). Both bus stops are within 400 metres of the site and are served by bus service X6.

Photograph 4 and 5: Sapcote Road Bus Stops



3.5.3 A summary of regular bus service stopping at the bus stops on Sapcote Road is provided in **Table 2**.

Table 2: Summary of Bus Services Stopping on Sapcote Road

Service	Mon – Fri Frequency			Sat Frequency	Sun Frequency
	7am -9am	9am -4pm	4pm -6pm	9am – 6pm	9am -6pm
X6 (Coventry – Leicester)	1 Bus	4 Buses	1 Bus	4 Buses	1 Bus
X6 (Leicester – Coventry)	2 Buses	3 Buses	1 Bus	4 Buses	1 Bus

3.5.4 As shown in **Table 2**, there is one regular bus service serving the site. The X6 service operates between Leicester and Coventry (via Burbage and Hinckley), Monday to Sunday.

- 3.5.5 This bus service stops at The Crescent Bus Station, from where other bus services that provide higher frequency routes to Leicester and services to other destinations such as Market Harborough, Lutterworth and Nuneaton, can be accessed. In addition, it is worth noting that the number 8 service stops on Hinckley Road approximately 800m from the proposed Dorchester Close pedestrian link (discussed in **Chapter 4.0**). The number 8 service provides an hourly route Monday to Saturday between Lutterworth and Hinckley town centre.
- 3.5.6 In combination with other potential development sites that may come forward (including the Hinckley National Rail Freight Interchange), there could also be the opportunity to improve the frequency of the X6 service or provide new services to cater for additional demand. This would increase the attractiveness for future residents, of the bus services.

3.6 RAIL SERVICES

- 3.6.1 The nearest rail station to the site is Hinckley Rail Station which is located approximately 2.9km from the site, with a service operating every 30 minutes between Leicester and Birmingham New Street during peak periods and every hour outside of peak periods. **Table 3** shows the times of the first and last weekday trains at Hinckley Station.

Table 3: Times of the First and Last Weekday Trains at Hinckley Station (Direct Services)

Train	To Leicester	From Leicester	To Birmingham	From Birmingham
First Train	05:55	06:37	06:37	05:55
Last Train	22:58	22:46	22:46	22:57

- 3.6.2 Trains to Leicester have an approximate 20-minute duration and trains to Birmingham have an approximate 35–40-minute duration. Travel by train provides a genuine alternative to the private car and therefore should assist in encouraging modal shift away from the private car. Additionally, there are 16 spaces for cycles at Hinckley Station providing the opportunity for residents to cycle to and from the station as part of longer multi-modal journeys.

3.7 HIGHWAY NETWORK

- 3.7.1 Sapcote Road is a single carriageway road aligned in an approximately east to west direction between M69 Junction 2 (M69J2) in the east and Burbage Road in the west. It is subject to a 40mph speed limit near its junction with Aston Flamville Road. The 40mph speed limit continues to the west. A short distance east of its junction with Aston Flamville Road, the speed limit is National Speed Limit and this continues to M69J2. The 40mph section of Sapcote Road is street lit but the National Speed Limit section is not.
- 3.7.2 To the west of the site, Sapcote Road becomes Burbage Road. Burbage Road leads in an approximately northbound direction towards Hinckley town centre.

- 3.7.3 Aston Flamville Road is aligned approximately north-west to south-east. It is subject to the National Speed Limit and is not street lit. It provides a route between Sapcote Road to the north-west and Aston Flamville to the south-east.
- 3.7.4 The M69 is accessed via Sapcote Road at Junction 2. The M69 provides a route to the M1 and Leicester to the north-east. To the south-west, the M69 provides a route to the M6 and Coventry. By road, Leicester city centre is approximately 12 miles from the site and Coventry city centre is approximately 14 miles from the site.

4.0 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

- 4.1.1 The proposed development comprises of up to 343 residential dwellings, with vehicular access to be taken from Aston Flamville Road. The illustrative masterplan for the proposed development is contained in **Appendix A**. For this assessment 370 dwellings are assumed. It is also assumed that the larger parcel would accommodate 70% of the total dwellings and the smaller parcel would accommodate 30% of dwellings.

4.2 PROPOSED VEHICULAR ACCESS STRATEGY

- 4.2.1 Access to the site has been considered using the design guidance contained in the Leicestershire Highway Design Guide and DMRB. Access is proposed using highway land and land under the control of Jelson.

- 4.2.2 It is proposed that vehicular access to the site is taken from a new site access roundabout on Aston Flamville Road. The proposed site access roundabout will serve the parcel of land to the east of Aston Flamville Road and the parcel of land to the west of Aston Flamville Road. The roundabout has the following key characteristics as is shown in **Appendix D** along with a vehicle sweptpath drawing:

- 30m Inscribed Circle Diameter
- 4.8m Circulatory carriageway width

Entry Widths

- 4.0m entry widths on all arms

Entry Radii

- 20m entry radii on all arms

Exit Radii

- 20m exit radii on all arms

Carriageway Widths

- 6.75m wide carriageway serving the western parcel of development
- 5.5m wide carriageway serving the eastern parcel of development

Footways

- 2m wide footways on both sides of both site access arms

4.3 PROPOSED PEDESTRIAN / CYCLIST INFRASTRUCTURE

- 4.3.1 Pedestrian and cycle access will be available from the proposed vehicular accesses. Pedestrian refuges are proposed on all arms of the roundabout. Footway improvements are proposed on Aston Flamville Road as follows:

- The existing footway on the eastern side of the carriageway will be widened to 2m between the site access and Sapcote Road.
- To the south of the proposed roundabout, a new footway will tie into the existing footway on the eastern side of the carriageway.
- On the western side of Aston Flamville Road, footway connections will be provided to the pedestrian refuges on Aston Flamville Road to be provided as part of the site access roundabout.
- Tactile paving is proposed on the Aston Flamville Road arm of the Sapcote Road/Aston Flamville Road junction.

4.3.2 In addition, a dedicated pedestrian/cycle access is proposed onto Dorchester Road to the west. The connection to Dorchester Road will provide a more direct, shorter route for pedestrians and cyclists between the site and the surrounding local area.

4.3.3 Connections to existing PRoW will be provided as part of a network of informal walking routes through green infrastructure to be provided within the site.

4.3.4 Proposed pedestrian infrastructure will tie into existing pedestrian infrastructure and provide continuous pedestrian routes between the site and existing facilities and amenities in Burbage.

4.3.5 The proposed layout of the site will be designed to provide a road network in which pedestrian and cyclist movements will be prioritised. The design of the road network will produce a low-speed traffic environment achieved through geometric design and material types. This will provide an environment suitable to encourage sustainable transport modes.

4.4 PARKING

4.4.1 Parking within the development site will be provided in accordance with the standards contained in the Leicestershire Highway Design Guide. Car parking will be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds. Spaces will measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall/ hedge/ fence etc. Should garage spaces be provided for car parking, a standard single garage will measure 6m x 3m, with a minimum door width of 2.3m as stated within Part 3 of the Leicestershire Highway Design Guide.

4.5 SERVICE AND EMERGENCY VEHICLES

4.5.1 Service and emergency vehicles will gain access to the development via the same route as other vehicular traffic.

4.6 PEOPLE WITH DISABILITIES AND OTHER MOBILITY IMPAIRMENTS

4.6.1 The detailed design of the development and its internal transport infrastructure will be undertaken in accordance with the requirements of the 2010 Equality Act and in accordance with current good practice as embodied within the DfT's 'Inclusive Mobility' document.

- 4.6.2 This approach will ensure that the completed development is fully inclusive and meets the needs of all users, including those with disabilities or temporary mobility impairments.
- 4.6.3 The requirement to design for disabled people will permeate all aspects of the design process and will include access to and movement within the site, but also the interface between the development and the surrounding highway network and in particular, the pedestrian routes and public transport facilities.

5.0 TRAVEL PLAN OBJECTIVES

5.1 INTRODUCTION

- 5.1.1 The setting of objectives is the first stage in the development of a focused TP. The objectives will then form the basis for setting TP targets and the identification of initiatives or measures which will be employed to meet the targets.
- 5.1.2 It is important to note that a TP is not a static document; rather it is constantly evolving to best suit the needs of residents to address any issues that may arise over the life of the TP. Thus, it should be noted that while the objectives described below may currently be applicable, it is important that they are continually reviewed and amended as necessary.

5.2 OBJECTIVES

- 5.2.1 Following a review of national and local transport policy considered to be relevant to the development, the following four objectives are proposed to both reflect these policy requirements and to form a consistent set of criteria, helping to inform both TP targets and measures. The objectives of the TP are set out as follows:
- Objective 1: To reduce the number of single occupancy car drivers travelling to / from the site.
 - Objective 2: To improve the health and fitness of residents by encouraging increased levels of walking and cycling.
 - Objective 3: To maximise accessibility to the site by sustainable modes of travel.
 - Objective 4: To raise awareness of the wider impacts of travel choices with regards to areas such as health and the environment.

5.3 SUMMARY

- 5.3.1 The four objectives for the TP have been informed by relevant planning policy documents. These form a consistent theme throughout the remainder of this document and form the basis of the core TP targets, indicators and supporting measures.
- 5.3.2 These objectives can be seen to support the transport policy aims contained within relevant transport planning policy documents and in particular those goals associated with reducing single occupancy car use and promoting sustainable modes of travel.

6.0 TRAVEL PLAN MEASURES AND INITIATIVES

6.1 INTRODUCTION

- 6.1.1 This Chapter outlines a package of measures and initiatives to encourage travel by sustainable modes with focus on increasing the use of:
- Walking for short distance trips
 - Cycling for short / medium distance trips
 - Bus use for medium distance trips
 - Car Sharing and powered-two-wheelers for longer distance trips

6.2 TRAVEL PLAN MANAGEMENT

- 6.2.1 It is essential that an effective management structure is established from the outset with a single body / organisation assuming overall control and responsibility for the delivery, ongoing management and monitoring of the TP. Given the nature of the proposed development, this is likely to be the developer, Jelson.

Travel Plan Co-ordinator

- 6.2.2 It is anticipated that Jelson as developer will provide a Travel Plan Co-ordinator (TPC) for the site. The appointed person will assume overall responsibility for the TP. In terms of timing, the TPC will be appointed prior to the occupation of any dwelling on the site. The TPC will be funded for an agreed period after first occupation of the site. The agreed period should be at least one year after the last dwelling is occupied or a minimum of five years after the first is occupied, whichever is later. The TPC will provide continuity and a common point of interest for residents throughout this time.
- 6.2.3 It is assumed that in due course an incumbent resident with a keen interest in sustainability and travel will continue the TPC role. Details of the nominated TPC will be forwarded to LCC once this has been agreed. **Responsibility for delivery: Jelson.**

TRAVEL PLAN MEASURE 1 – APPOINT TRAVEL PLAN CO-ORDINATOR

Jelson will appoint a Travel Plan Co-ordinator to assume overall responsibility for the Travel Plan.

Timescales: as soon as possible.

Role of Travel Plan Co-ordinator

- 6.2.4 It will be critical to the success of the TP that the TPC is an enthusiastic exponent of the TP process. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the TP. An ability to establish relationships and encourage partnership working

with other bodies, such as local authority officers, Councillors and public transport operators, as well as other large organisations within the area, will be vital.

6.2.5 The key role of the TPC will be to provide continuity and a common point of contact for all travel issues relevant to the site. The TPC will be responsible for a wide range of tasks but these shall specifically include:

- Promotion and coordination of site sustainable travel measures and initiatives to achieve the overall modal split targets identified in the TP.
- Promoting use of car share schemes.
- Designing and implementing effective site marketing and awareness raising campaigns to promote the TP.
- Managing the dissemination of sustainable transport information to help promote travel by sustainable modes.
- Acting as a single point of contact for TP related information.
- Liaising with LCC as appropriate.
- Liaising with public transport operators.
- Coordinating the necessary annual data collection exercise required to monitor and report on the effectiveness of the TP.
- Monitoring and reviewing the performance of sustainable travel measures, setting future modal shift targets in consultation with LCC, identifying measures and initiatives to meet future targets.

6.3 MARKETING AND PROMOTION

New Household Local Sustainable Travel Packs

6.3.1 Good communication is a vital part of a TP and making residents aware of the options available to them is critical. To ensure this, it is proposed that **all new residents of the development will be provided with a 'New Household Local Sustainable Travel Pack'**. The TPC will work in partnership with LCC to provide these packs. The packs will contain details of each initiative in the TP. These initiatives will include details of any car sharing scheme, information on bus / train services, and facilities aimed at encouraging walking and cycling. In addition to this, information such as bus routes, timetables and a copy of the local cycle map will be provided to help encourage use of the non-car modes of transport. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 2 – NEW HOUSEHOLD LOCAL SUSTAINABLE TRAVEL PACKS

The Travel Plan Co-ordinator will be responsible for ensuring Local Sustainable Travel Packs are available to new residents.

Timescales: from first occupation of the development

Useful Websites

- 6.3.2 The TPC will promote useful websites via the New Household Local Sustainable Travel Packs.
Responsibility for delivery: Travel Plan Co-ordinator. Examples of websites to be promoted are listed as follows:

Walking Related

- Living Streets - www.livingstreets.org.uk
- Ramblers Association - www.ramblers.org.uk
- Walking Your Way to Health – www.whi.org.uk
- Walk 21 – www.walk21.com
- Walk It – www.walkit.com

Cycling Related

- Cycle 1st – www.cycle1st.co.uk
- Cycle Campaign Network – www.cyclenetwork.org.uk
- Cycling England – www.cyclingengland.co.uk
- Sustrans – www.sustrans.org.uk

Public Transport Related

- Traveline – www.traveline.info
- National Rail Enquiries - www.nationalrail.co.uk

Local

- LCC Transport and Streets Travelling by bus - <https://www.leicester.gov.uk/transport-and-streets/travelling-by-bus/>
- Choose how you move- Walking, cycling and Public Transport in Leicester and Leicestershire - <http://www.choosehowyoumove.co.uk>
- Leicestershire Carshare - <https://liftshare.com/uk/community/leicestershare>
- Leicestershire and Rutland Sport Physical Activity and Wellbeing - <https://www.lrsport.org/physicalactivityprogrammes>

TRAVEL PLAN MEASURE 3 – USEFUL WEBSITES

The Travel Plan Co-ordinator will promote the use of relevant travel related websites via the Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

Special Events

- 6.3.3 The TPC will promote special events via the New Household Local Sustainable Travel Packs
Responsibility for delivery: Travel Plan Co-ordinator. Examples of special events to be promoted are listed as follows:

- Travel Plan Launch Day

- National Lift-Share Day
- Energy Saving Week
- Cycle to Work Day
- Bike Week
- National Walking Month

TRAVEL PLAN MEASURE 4 – SPECIAL EVENTS

The Travel Plan Co-ordinator will promote participation of ‘special events’ via the Local Sustainable Travel Packs and noticeboard.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

Promoting Health Benefits

- 6.3.4 There are an increasing number of health-related programmes aimed at reducing cardiac and obesity problems through increasing levels of walking and cycling. The TPC will promote these programmes via the New Household Local Sustainable Travel Packs. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 5 – PROMOTING HEALTH BENEFITS

The Travel Plan Co-ordinator will promote the health benefits of sustainable travel via the New Household Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

Green Driving

- 6.3.5 The Energy Saving Trust provides information relating to more efficient driving techniques. The TPCs will promote this information via the New Household Local Sustainable Travel Packs. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 6 – ENCOURAGING GREEN DRIVING

The Travel Plan Co-ordinator will encourage greener driving techniques via the Local Sustainable Travel Packs and noticeboard.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

6.4 MEASURES TO PROMOTE WALKING

- 6.4.1 The following measures will be introduced to encourage pedestrian trips. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 7 – PROVISION OF WALKING INFORMATION

The Travel Plan Co-ordinator will provide information relating to walking routes in the area (e.g. PRow) and details of any walking related events / offers / promotions. This information will be provided via the New Household Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

TRAVEL PLAN MEASURE 8 – WALKING USER GROUP

The Travel Plan Co-ordinator will encourage participation in a walking user group from residents at the site. The user group would meet to discuss issues relating to walking and possible future initiatives.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

TRAVEL PLAN MEASURE 9 – WALKING EQUIPMENT DISCOUNT

The Travel Plan Co-ordinator will investigate the feasibility of providing free or discounted walking equipment from a local shop. This could include items such as personal alarms, pedometers or umbrellas.

Timescales: within first three months and ongoing as appropriate.

6.5 MEASURES TO PROMOTE CYCLING

Information and Discounts

- 6.5.1 The following measures will be introduced to encourage cycling trips. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 10 – PROVISION OF CYCLING INFORMATION

The Travel Plan Co-ordinator will provide information relating to cycling routes in the area and details of any cycling related events/offers/promotions. This information will be provided via the New Household Local Sustainable Travel Packs.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

TRAVEL PLAN MEASURE 11 – CYCLE EQUIPMENT DISCOUNT

The Travel Plan Co-ordinator will investigate the feasibility of providing a discount on cycle equipment from a local cycle shop. This could include discounts on helmets or lights.

Timescales: within first three months and ongoing as appropriate.

TRAVEL PLAN MEASURE 12 – CYCLE SECURITY AND MAINTENANCE

The Travel Plan Co-ordinator will investigate the feasibility of providing cycle maintenance at the site by inviting a provider such as Dr Bike to attend the site on an occasional basis. In addition, a provider of secure bike marking will be invited to attend the site on an occasional basis.

Timescales: within first three months and ongoing as appropriate.

TRAVEL PLAN MEASURE 13 – CYCLE USER GROUP

The Travel Plan Co-ordinator will encourage participation in a cycle user group from residents at the site. The user group would meet to discuss issues relating to cycle and possible future initiatives e.g. a pool bike scheme.

Timescales: within first three months and ongoing as appropriate.

6.6 MEASURES TO PROMOTE BUS USE

- 6.6.1 Public transport will be promoted through the New Household Local Sustainable Travel packs. In addition, the TPC will seek to negotiate discounted bus travel for residents. Such provision could significantly influence the travel patterns of residents in favour of public transport. Establishing a culture of public transport use at the early stages of the development's life would also encourage more people to use such modes in the long-term. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 14 – DISCOUNTED BUS TRAVEL

The Travel Plan Co-ordinator will seek to negotiate discounted bus travel for residents via the Local Sustainable Travel Packs and noticeboard.

Timescales: as per timescales for New Household Local Sustainable Travel Packs.

6.7 MEASURES TO PROMOTE MOTORCYCLE / POWERED TWO-WHEELER USE

- 6.7.1 The Motorcycle Industry Association promotes use of powered two wheelers for commuting. The TPC will promote use of motorcycle / powered-two-wheelers to residents via the new Household Local Sustainable Travel Packs. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 15 – PROVISION OF POWERED TWO-WHEELER INFORMATION

The Travel Plan Co-ordinator will provide information relating to motorcycle / powered-two-wheeler related events / offers / promotions. This information will be provided via the New Household Local Sustainable Travel Packs and noticeboard.

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

6.8 MEASURES TO REDUCE CAR USE

Car Sharing

- 6.8.1 Residents will be provided with details of car sharing initiatives, for example <https://liftshare.com/uk/community/leicestershare> which can be used to encourage people to travel together to a common destination. It is anticipated that a car-share system would be most beneficial to employment and school related trips. **Responsibility for delivery: Travel Plan Co-ordinator.**

TRAVEL PLAN MEASURE 16 – CAR SHARING

The Travel Plan Co-ordinator will encourage residents to sign up to the Leicestershire County Council car share scheme – <https://liftshare.com/uk/community/leicestershare>

Timescales: as per timescales for the New Household Local Sustainable Travel Packs.

7.0 TARGETS AND MONITORING

7.1 INTRODUCTION

- 7.1.1 A TP should also include targets, monitoring and management arrangements to ensure that the objectives of the TP are achieved and that it remains sustainable over the longer-term.

7.2 TARGETS

- 7.2.1 In order to set appropriate targets for the development, it is necessary to establish a baseline modal split to monitor targets against. In the absence of existing travel data for the site, Travel to Work data from the 2011 Census has been obtained to provide a basis for establishing a preliminary baseline for the development, given that a large proportion of trips to and from the site are likely to be related to commuting. Preliminary targets for the TP are informed by the data and these will be reviewed following completion of the first monitoring report.
- 7.2.2 Data has been obtained for the 'Hinckley and Bosworth 013' Middle Super Output area. The modal split is shown in **Table 4**.

Table 4: Baseline Modal Split for Journeys to Work

Primary Travel Plan	Modal Split %
Underground, Metro, Light Rail, Tram	0%
Train	1%
Bus, Minibus or Coach	2%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Driving a Car or Van	77%
Passenger in a Car or Van	6%
Bicycle	3%
On Foot	10%
Other	0%

- 7.2.3 Specific targets will be set once baseline surveys have been undertaken upon initial occupation of the development. This will allow a bespoke TP specific to the residential development to be developed.
- 7.2.4 Targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound) and should refer either to an increase or decrease in percentage points when compared to the baseline, or to a specific action which needs to be completed within a certain timescale.
- 7.2.5 As a starting point, the overall target of the TP will be to reduce single occupancy vehicle trips to and from the site by 10% over five years. In addition, a target to achieve 80% awareness of the TP amongst residents will be set and this will be monitored through the annual travel surveys

discussed below. Achieving a higher awareness target is considered unrealistic as despite best efforts, some people are likely to ignore Travel Plan related information.

7.3 MONITORING

- 7.3.1 It is essential that the impacts of the Travel Plan and the benefits achieved are continuously monitored to:
- Identify whether individual aspects of the Travel Plan are particularly successful;
 - Whether the targets are being met; and
 - Whether changes need to be implemented to achieve the Travel Plan targets.
- 7.3.2 The measures introduced will need to be monitored to ensure that the targets are achieved. It is proposed that monitoring is undertaken in the form of a resident's travel survey. The survey would be undertaken once the development is 50% occupied and then on an annual basis. The results of the survey would be forwarded to LCC in an annual TP monitoring report. The survey will be circulated to each household in hard copy form with the method of returning the survey to the TPC clearly indicated. The survey will be designed using Modeshift Stars or in a format to match the style and content of Modeshift Stars. The survey will be agreed with LCC prior to issue.
- 7.3.3 In accordance with LCC's TP guidance, surveys will be analysed in order to produce an annual monitoring and review report. The TPC will be able to access up to date stats and review the responses of the survey. The TPC will discuss using Modeshift Stars with LCC for the purpose of TP monitoring.
- 7.3.4 TP monitoring will continue for five years after the development is 50% occupied. In total six surveys will therefore be undertaken at the following points:
- Three months after initial occupation/when the development is 50% occupied
 - One year after the date of the first survey
 - Two years after the date of the first survey
 - Three years after the date of the first survey
 - Four years after the date of the first survey
 - Five years after the date of the first survey

8.0 ACTION PLAN

8.1 SUMMARY

8.1.1 An Action Plan is presented in **Table 5**.

Table 5: Travel Plan Action Plan

Travel Plan Measure	Timescale	Responsibility
Measure 1 - Appoint Travel Plan Co-Ordinator	Pre-occupation	Developer
Measure 2 - New Household Local Sustainable Travel Packs	Upon occupation	TPC
Measure 3 - Useful Websites	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 4 - Special Events	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 5 - Promoting Health Benefits	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 6 - Encouraging Green Driving Techniques	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 7 - Provision of Walking Information	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 8 - Walking User Group	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 9 - Walking Equipment Discount	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 10 - Provision of Cycling Information	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 11 - Cycle Equipment Discount	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 12 - Cycle Security and Maintenance	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 13 - Cycle User Group	Within 3 months of initial occupation and ongoing when appropriate	TPC
Measure 14 - Discounted Bus Travel	Within 3 months of initial occupation and ongoing as and when appropriate	TPC
Measure 15 - Provision of Powered-two-wheeler Information	Upon occupation in New Household Local Sustainable Travel packs	TPC
Measure 16 - Car Sharing	Within 3 months of initial occupation and ongoing	TPC

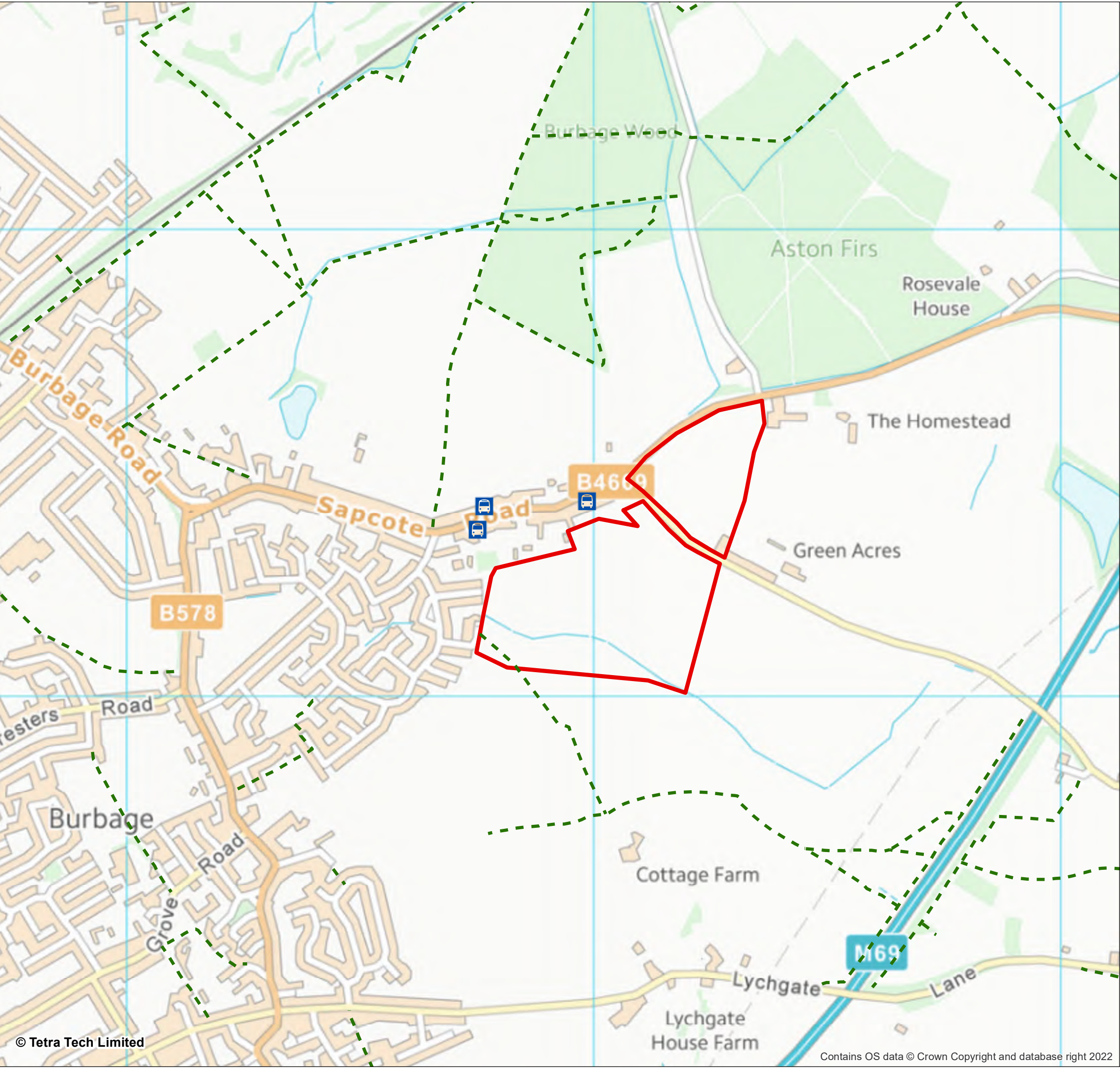


Figure 1 - Site Location Plan

Burbage

Jelson



-  Site Boundary
-  Public Right of Way
-  Nearest Bus Stop

Notes:

Drawn by: LP
Checked by:RJH
Office: Leicester

Drawing No.
Revision No.

0 110 220 330 Meters
Scale: 1:8,000 @A3

20 June 2023
NGR: 444,927 E / 293,347 N

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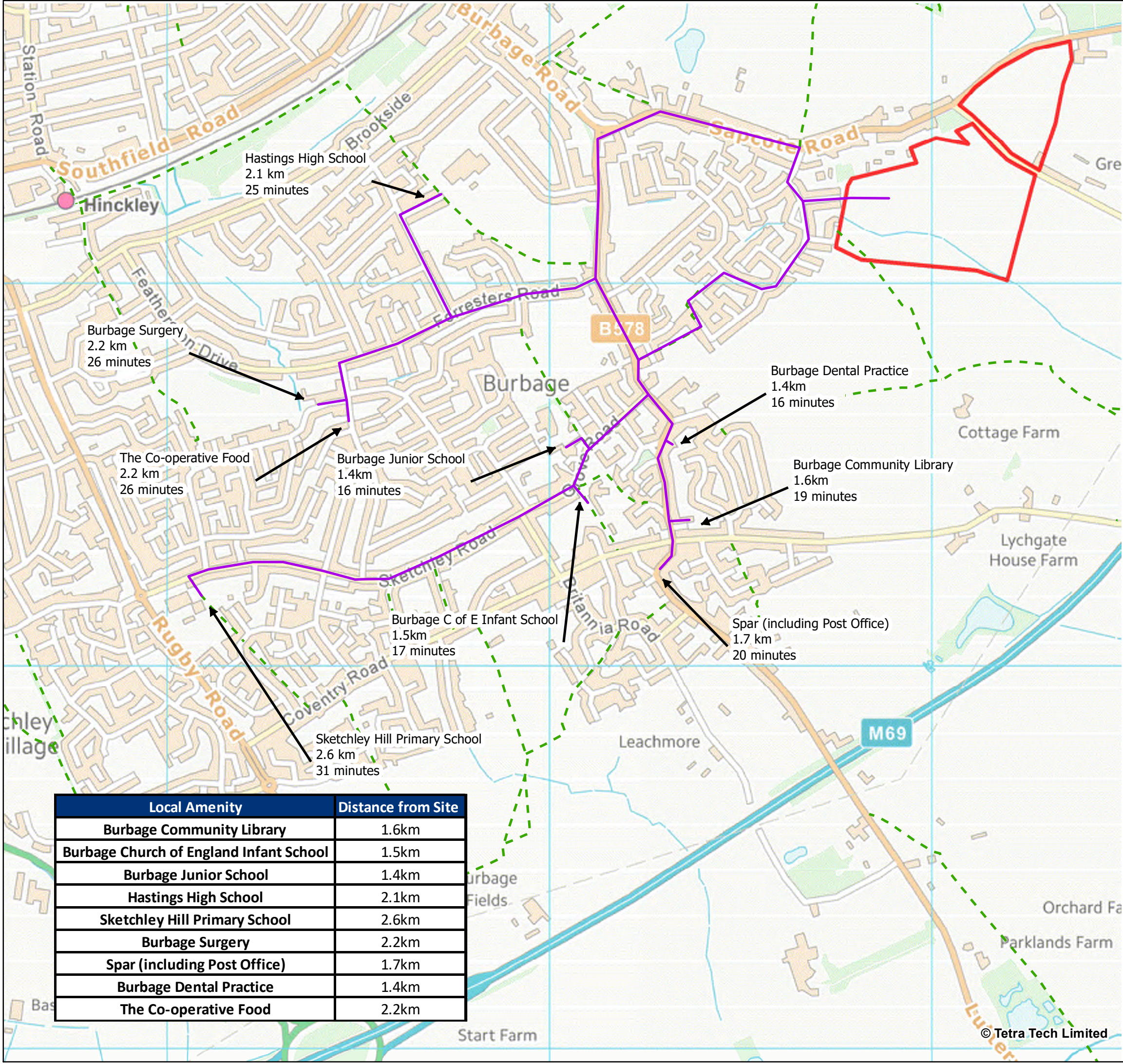


Figure 2 -Walking Routes to / from the site

- Burbage
- Jelson
- Site Boundary
 - Walking Routes
 - Public Right of Way

Notes:

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Checked by: RJH

Office: Leicester

Drawing No.

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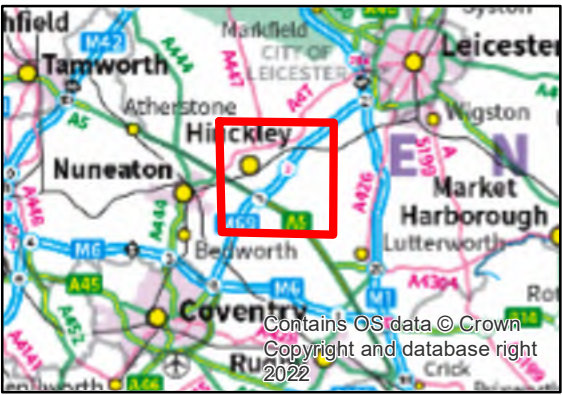
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Local Amenity	Distance from Site
Burbage Community Library	1.6km
Burbage Church of England Infant School	1.5km
Burbage Junior School	1.4km
Hastings High School	2.1km
Sketchley Hill Primary School	2.6km
Burbage Surgery	2.2km
Spar (including Post Office)	1.7km
Burbage Dental Practice	1.4km
The Co-operative Food	2.2km



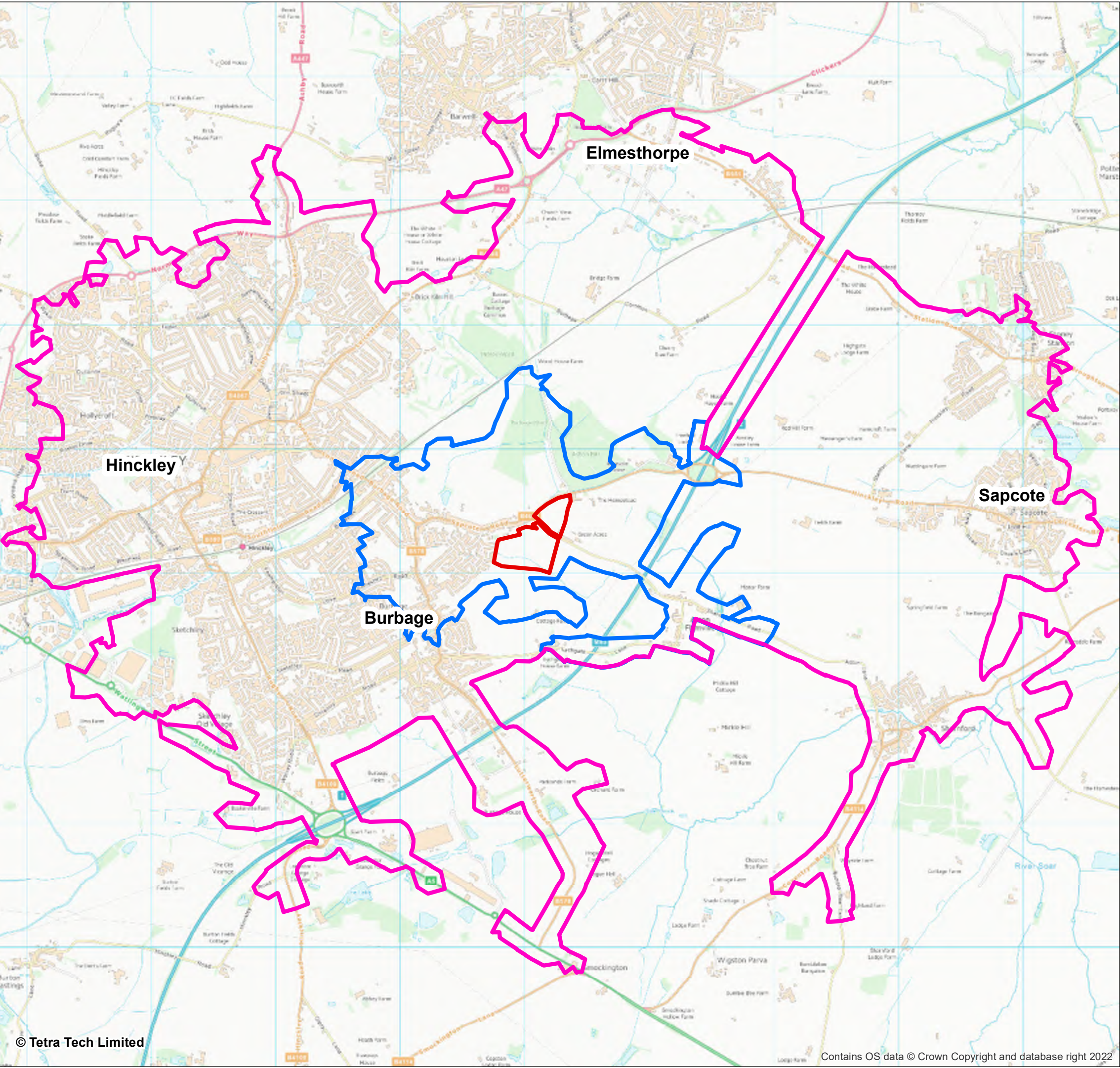


Figure 3 - 2km Walking Catchment and 5km Cycling Catchment

Burbage

Jelson

- Site Boundary
- 2km Walking Catchment
- 5km Cycling Catchment

Notes:

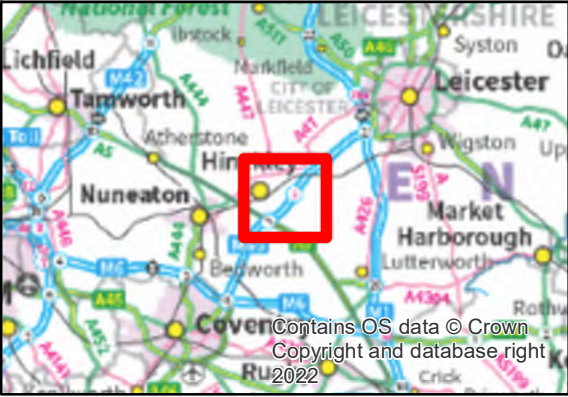
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APPENDIX A: ILLUSTRATIVE MASTERPLAN



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Site Boundary

16.00 Ha

Built Development

9.85 Ha

Residential Area

Up to 343 Units @ 35 DPH

Feature Squares

Primary / Secondary Roads

Shared Driveways

Vehicular Access Point: Aston Flamville Road

Pedestrian Access Point off Dorchester Road

Existing Residential Development

Existing Roads

Green Infrastructure

6.15 Ha

Attenuation Ponds

(Location subject to engineers recommendation)

Play Areas

(A: LEAP, B: LAP)

Structural Planting

Pedestrian Network

Existing Trees & Hedgerows

Existing Public Rights of Way

Potential Link to Public Right of Way

Scale: 1:5000 @ A3

0 200 400m

J:\7100\7162\LANDS\Plans\7162-L-04 ILLUSTRATIVE MASTERPLAN REV E.indd

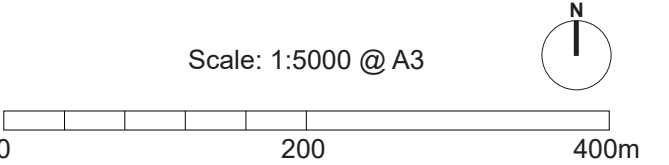


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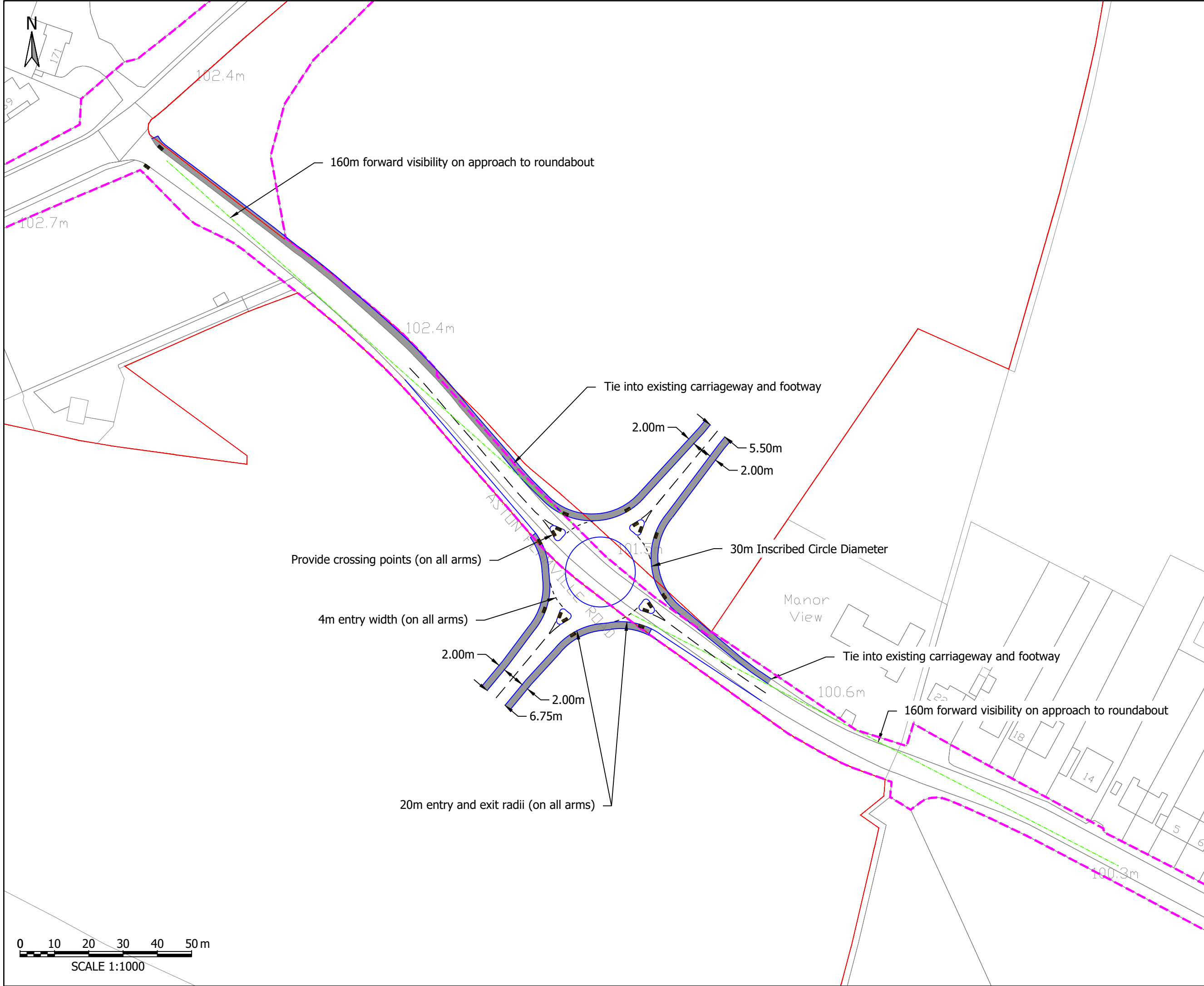
	Site Boundary	16.00 Ha
Built Development		
	Residential Area Up to 343 Units @ 35 DPH	9.85 Ha
	Indicative Vehicular Routes	
	Vehicular Access Point: Aston Flamville Road	
	Pedestrian Access Point off Dorchester Road	
	Existing Residential Development	
	Existing Roads	
Green Infrastructure		
	Green Infrastructure	6.15 Ha
	Attenuation Ponds (Location subject to engineers recommendation)	
	Play Areas (A: LEAP, B: LAP)	
	Structural Planting	
	Pedestrian Network	
	Existing Trees & Hedgerows	
	Existing Public Rights of Way	
	Potential Link to Public Right of Way	

Scale: 1:5000 @ A3



J:\7100\7162\LANDS\Plans\7162-L-03 DEVELOPMENT FRAMEWORK REV F.indd

APPENDIX B: PROPOSED SITE ACCESS DRAWING



- KEY
- Proposed kerb
 - Site Boundary

PRELIMINARY ISSUE

P02	TACTILE AND FOOTWAY ADDED			29.06.2023	NJ	RJH	RJH		
P01	PRELIMINARY FIRST ISSUE			20.07.2018	NS	RJH	RJH		
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Client

Jelson Homes

Project Name

Proposed Residential Development at Burbage

Sheet Title

Proposed Access Strategy



TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-A109159	NJ	June '23	RJH	June '23	RJH	June '23	1:1000	50
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
A109159	- TTE	- 00	- ZZ	- DR	- H	- 0004	P02	

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