

Land north of Barkby Road, Syston

Residential Travel Plan



Transport Planning Consultants

Land north of Barkby Road,
System

Residential Travel Plan

23rd September 2021
SJT/JLA/RM/RT 20060-02b Travel Plan

Prepared by:

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Figure 1 Site Location Plan

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Appendix A Site Layout



1.0 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by David Tucker Associates (DTA) on behalf of Taylor Wimpey to provide a Travel Plan for a residential development of up to 195 homes on land north of Barkby Road in Syston, Leicestershire. The indicative site masterplan is attached at **Appendix A**.

1.2 A TP is a term used for a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. TPs are site specific and are dependent upon not only the location of the site but the size and type of development located there. They also require continuous monitoring and refinement in order to be successful.

1.3 This TP therefore sets out the initiatives that will be put in place to encourage non car use by residents. The overall objectives of the TP are to:

- Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
- Promote healthy lifestyles and a sustainable community;
- Encourage good urban design principles that open up the permeability of the development for walking and cycling; and
- Provide safe and easy access to the site for residents and visitors, with increasing awareness of choice of travel mode to encourage the use of more sustainable modes of transport.

1.4 The TP includes:

- A strategy for setting target modal share for access to the site;
- A strategy for achieving the target;
- A process for monitoring progress towards achieving the target.
- Public transport initiatives;



-
- Cycling incentives and facilities; and
 - Walking incentives.
- 1.5 In producing the residential TP, reference has been made to 'Making residential travel plans work: good practice guidelines' published by the Department for Transport (DfT) in September 2005 and the DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009). This document considers the TP as a 'pyramid of measures and actions'.



2.0 POLICY CONTEXT

- 2.1 The DETR (1998) White Paper 'A New Deal for Transport: Better for Everyone' outlined the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport all being encouraged. The paper states:

"We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion."

- 2.2 Key initiatives documented within the White Paper include quality partnerships –

"we want to create partnerships at all levels, to help business, local authorities and local communities to come together and respond to the challenge."

- 2.3 In April 2009 the Department for Transport published 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. The Guidelines aim to bring together some of the best practice from around the country, drawing upon recent research.

- 2.4 TPs have become an integral element of the planning process:

"They are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively and the need for some costly highway infrastructure is avoided as far as is practical."

Paragraph 1.7. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

- 2.5 The Guidance defines a TP as:

"a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed"

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009



2.6 The Guidance sets out that a TP involves:

“the development of agreed explicit outcomes limited to the appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use. Each travel plan should be unique to a site”

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.7 The Guidance sets out the ultimate objective of the travel planning process whilst identifying the additional aims and benefits:

“travel plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other modes. They assist in the wider aims of encouraging sustainable travel, improving health and reducing congestion, energy consumption and pollution. Travel plans need to address all journeys that may be made to and from a site, by anyone who may have a need to visit or stay there.”

Paragraph 2.4. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.8 The Guidance focuses on an ‘outcomes’ approach to TPs, requiring that specific outcomes or targets are established by agreement on what should be achieved through the TP over time.



3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The proposed site is located north of Barkby Road on the eastern edge of Syston in Leicestershire. The site is situated approximately 1.3km from the town centre of Syston. The site location is shown in **Figure 1**.

3.1.2 Leicester is located approximately 8km southwest and Loughborough approximately 13km northwest. The site is bound by Barkby Road to the south, Queniborough Road to the east, agricultural land to the north and residential dwellings to the west.

3.2 Highway Network

3.2.1 Barkby Road runs along the southern site boundary. Barkby Road is a single carriageway road with a width of 6m. A change in speed limit from 30mph to 40mph occurs along the site frontage.

3.2.2 Barkby Road heads west into the centre of Syston where it joins Melton Road and the High Street. To the east, Barkby Road connects with Queniborough Road which heads north into Queniborough and south towards Barkby and Leicester.

3.2.3 Barkby Road, and Pembroke Avenue / Goode's Lane have a number of traffic calming features to limit vehicle speeds – with junction speed tables and speed cushions at various locations. There is also a 20mph zone in the area close to the Melton primary school off Pembroke Avenue.

3.2.4 Melton Road, approximately 1.2km to the west of the site is the main route through Syston providing connection to the A607 in the South leading in to Leicester and to the A607 in the north which leads to Melton Mowbray. The A607 also provides connection to the Strategic Road Network, namely the A46, approximately 2.5km to the west of the site.



3.3 Bus Service Provision

3.3.1 The closest bus stop to the proposed site is located on Barkby Road approximately 300m from the site access offering the number 100 bus service. Within Syston Town Centre stops for the number 5, 5A, X5 and 27 bus services are available on Melton Road approximately 1.5km from the site. A summary of the above bus services can be seen in **Table 1**.

Table 1 – Summary of Bus Services

Service Number	Route	Frequency		
		Monday-Friday	Saturday	Sunday
5	Leicester – Syston – East Goscote	30mins (07:26-23:36)	30mins (07:26-23:36)	30mins (10:11-18:39)
5A	Leicester – Syston – Rearsby – Asfordby – Melton Mowbray	30mins (07:11-19:41)	30mins (07:11-19:41)	-
X5	Leicester – Melton Mowbray	In – 15:56, 16:08; Out – 07:49	-	-
27	Thurmaston – Syston – Mountsorrel – Barrow Upon Soar – Loughborough	In – 18:09; Out – 07:29	-	-
100	Syston – Barkby – Barsby – Great Dalby – Melton Mowbray	2hours (07:37-14:24)	2hours (07:37-14:24)	-

3.3.2 The 6Cs Design Guide states that generally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m.

3.4 Local Facilities

3.4.1 This section of the TP considers access to education, food retail, healthcare, and employment.

3.5 Education

3.5.1 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, indeed according to the 2010-2015 National Travel Survey (NTS) 50% of trips in progress during the AM peak (08:00 – 09:00)



are school related (accurate as of September 2016). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.

3.5.2 As shown by the 2016 NTS, for primary school trips, pupils are twice as likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 2**. Nationally, the average journey length is 2.4 km according to the 2016 NTS (NTS0615). A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 3**. Nationally the average journey length is 5.1 km according to the 2016 NTS.

Table 2 – School trips by age, mode and length, 2016 Primary school: (5-10 years) – NTS0614

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	78	26	0	0	44
Bicycle	2	1	0	0	1
Car/van	20	65	80	84	48
Bus	-	6	18	13	6
Other	-	1	1	3	1
Total	100	100	100	100	100

Table 3 – School trips by age, mode and length, 2016 Secondary school: (11-16 years) – NTS0614

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	87	57	8	0	37
Bicycle	3	5	2	0	2
Car/van	8	26	42	22	26
Bus	0	11	44	62	29
Other	0	1	5	16	5
Total	100	100	100	100	100

3.5.3 The nearest primary school to the site is The Merton Primary School located approximately 1.0km southwest of the site access on Cherry Drive. As can be seen from the above table, the door to door walking distance is well within the national average and therefore, the propensity to walk will be high. Parental choice is a consideration and St Peter & St Paul CE Academy is located 1.6km northwest of the site on Upper Church Street.



3.5.4 The nearest secondary school is Wreake Valley Academy. It is located 2.1km northwest on Parkstone Road. The distance to the secondary school is within the national average and a large proportion of pupils are likely to walk. Parental choice is a consideration and The Roundhill Academy is located 3.0km southwest of the site on Melton Road.

3.6 Food Retail

3.6.1 The nearest large supermarkets are Tesco Metro and Aldi, located 1.6km northwest of the site off Melton Road in the centre of Syston.

3.7 Healthcare

3.7.1 Jubilee Medical Practice is approximately 1.4km from the proposed site and can be easily accessed via foot or bike. The closest hospital to the site offering A&E services is Leicester Royal Infirmary located 11km south of the site in the centre of Leicester and can be accessed using the 5/5A bus.

3.8 Employment

3.8.1 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Charnwood 018 within which the site is located shows that 33% of residents work within Charnwood. Approximately 38% of residents work in Leicester, 8% in Blaby, 3% in North West Leicestershire and the remainder distributed between other destinations.

3.8.2 There are many employment opportunities within Syston. The closest employment site to the proposed development is Watermead Business Park and Wanlip Industrial Estate, located 2.8km west of the site. Other opportunities lie within Syston; the town centre is filled with commercial business such as high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.



4.0 TRAVEL PLAN MANAGEMENT

4.1 Introduction

4.1.1 A principal aim of the TP is to achieve more sustainable travel from the outset in preference to cutting car use incrementally once residents are in occupation. Therefore the initiatives implemented from the onset will be funded by and instigated by the developer via the marketing organisation and the maintenance company.

4.2 Travel Plan Co-ordinator

4.2.1 In order to implement the TP, a Travel Plan Co-ordinator (TPC) will be appointed by the developer of the site. The contact details of the TPC will be provided to Leicestershire County Council, once known.

4.2.2 The TPC's responsibilities will include:

- Taking responsibility for the delivery of the TP;
- Marketing the TP to residents and distributing the Sustainable Travel Pack and promotional material;
- Training the people selling or letting the residential units in respect of the TP so that it is marketed as an integral part of the site;
- Ensuring that structures for the ongoing management of the plan are set up and running effectively;
- Organisation of travel surveys and provision of regular monitoring reports to Leicestershire County Council on the basis of timescales set out below;
- Review and revision of the TP as appropriate arising from annual surveys; and
- Reporting progress to Leicestershire County Council and develop future initiatives working with sustainable transport organisations.

4.2.3 The TPC will be allocated an annual budget for the implementation of the plan.



5.0 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 The Good Practice Guidelines refers to 'hard measures' as the "provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users", and 'soft measures' as the "provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a travel plan co-ordinator to promote a travel plan for a particular use".

5.1.2 This section of the TP details the 'hard' and 'soft' measures to be implemented for the site.

5.2 Hard Measures

Pedestrian and Cycle

5.2.1 The site will be designed to facilitate foot and cycle movements along desire lines through the development, linking to the external access points. This will include the provision of the following where appropriate in line with the DfT's MfS and MfS2:

- A good level of street and path lighting
- On-site roads will be designed to 20mph
- Tactile and coloured surfacing

5.2.2 Footways will be provided throughout the site to enable connections to Barkby Road.

5.2.3 Cycle parking will be provided within the confines of a dwelling / garage, or alternatively provided in secure, well lit, covered cycle storage facilities.



Vehicular Access

- 5.2.4 Vehicular access will be via a new simple priority junction off Barkby Road with a right turn lane into the site.

Car Parking Provision

- 5.2.5 Car Parking provision has been set out in accordance with with the residential parking standards as set by the local planning and highway authorities and Para 39 of the NPPF.

Initial Marketing

- 5.2.6 Residents need to be made aware of the available travel and access options at the site from the onset. The accessibility benefits of the site in terms of the availability of public transport and the proximity of facilities alongside the provision of personalised travel planning advice will be actively marketed within sales literature and by sales staff. This initial marketing will help potential residents consider their travel options with knowledge of the wider choices available to them.

Sustainable Travel Pack

- 5.2.7 Each household is to be provided with a Sustainable Travel Pack which contains site specific information on the location of facilities, bus services and walking/ cycling routes. This is to be presented in a clear and concise format with the aim of providing an initial overview of travel choices available to residents and an ongoing reference guide.

- 5.2.8 The information will include:

- Bus network map with details of bus number, hours of operation and frequency;
- Map of bus stop locations;
- 2 x 6-month Bus Passes per dwelling;



-
- Pedestrian and cycle routes to the site indicating shared and dedicated facilities;
 - Promotion of www.choosehowyoumove.co.uk; and
 - Car sharing information.

5.2.9 This information will be kept up-to-date by the TPC and circulated as and when services change.

Personalised Travel Planning

5.2.10 Sales staff will offer each household the opportunity to receive personalised travel advice soon after moving into the new house with the understanding that further sustainable travel incentives will be provided.

5.2.11 This will be undertaken by the TPC with a questionnaire to be completed and personal travel options and benefits researched and supplied in return with the aim of influencing resident's travel habits in view of meeting the long term targets for the site.

5.2.12 After two years, each household within the development will be contacted again and offered a further opportunity to receive personalised travel advice.

5.3 Other Measures

5.3.1 Other measures to raise awareness of the TP and to encourage the uptake of sustainable transport to and from the development will be introduced to residents as follows:

- Details of the TP will be provided on the notice boards within the development;
- Travel Awareness Campaigns will be implemented targeting residents of the development;
- A distinct and prominent travel information leaflet holder will be sited in a public area within the site; and



-
- Follow up meetings will be undertaken with residents to review the TP and to provide feedback surveys to gather early information about the perceived transport choices, the impact of the Travel Plan and ways of improving it.

5.3.2 In addition to the provision of walking and cycling friendly infrastructure the following measures will also be implemented to encourage walking and cycling:

- Maps illustrating the cycle and pedestrian routes to common destinations will be provided. This will include reference to crossing points and public transport facilities and will be made available on-site;
- Awareness of the health benefits of walking will be raised through posters, leaflets and/or events; and
- Events will be arranged to promote walking, such as a walk to school day with incentives, prizes, give-aways etc.



6.0 OBJECTIVES AND TARGETS

6.1 Introduction

6.1.1 It is important that all parties are clear from the outset as to the objectives being sought through the Travel Plan. These requirements will drive the form and content of the Travel Plan, including the targets chosen.

6.2 Objectives

6.2.1 The overarching objectives of this TP are to:

- 1) Reduce the need for unnecessary travel to and from the development and assist those who need to travel to do so by sustainable modes;
- 2) Achieve a minimum number of additional single occupancy car traffic movements to and from the development;
- 3) Encourage those travelling to and from the development to use public transport, cycle, walk and car share in a safe and secure manner;
- 4) Provide adequately for those with mobility difficulties; and
- 5) Promote healthy lifestyles and sustainable, vibrant local communities by extending the benefits of the Travel Plan through the local area where possible.

6.3 Targets

6.3.1 Setting targets is essential in assessing whether or not the Travel Plan has been successful and where, if necessary, improvements / amendments could be made; these targets should be SMART:

- Specific;
- Measurable;
- Achievable;



- Realistic; and
- Time-bound.

6.3.2 A review of 2011 Census data for the Charnwood 018 area shows that the existing modal split is 71.6% car drivers and 5.5% car passengers. This equates to 66.1% single occupancy car trips. **Table 4** sets out the targeted modal shares for the five-year monitoring period following the development's completion.

Table 4 – Targeted Modal Shares

Mode of Transport	Baseline Modal Split %	Year 1	Year 3	Year 5
Car Driver	71.6%	68.9%	65.6%	61.5%
Car Passenger	5.5%	6.3%	7.2%	9.1%
Bus	5.6%	6.2%	7.2%	8.0%
Train	2.0%	2.2%	2.3%	2.4%
Walk	10.6%	11.4%	11.9%	12.6%
Cycle	3.6%	3.9%	4.8%	5.4%
Taxi	0.3%	0.3%	0.3%	0.3%
Motorcycle	0.5%	0.5%	0.5%	0.5%
Other	0.2%	0.2%	0.2%	0.2%
Total	100%	100%	100%	100%

6.3.3 Travel surveys will be undertaken upon occupation to determine the baseline modal split. The above targeted modal split will be adjusted accordingly. Survey form will be sent out with the Sustainable Travel Packs.

6.3.4 Travel surveys will be undertaken in accordance with www.starsfor.org which assists in effective travel planning.



7.0 MONITORING

- 7.1.1 The effectiveness of the TP at encouraging sustainable travel will be monitored for a period of five years. Initial survey forms will be sent out with the Sustainable Travel Packs. Monitoring will be undertaken in accordance with www.starsfor.org.
- 7.1.2 Following the initial survey, surveys will be undertaken at Year 3 and Year 5 using an online response form for those who responded originally. Residents not part of the original response will be sent forms by post.
- 7.1.3 The results of the Travel Plan monitoring process will be submitted by the TPC to Leicestershire Council in the form of a Monitoring Report within one month of being completed and this will continue for the duration of the TP.



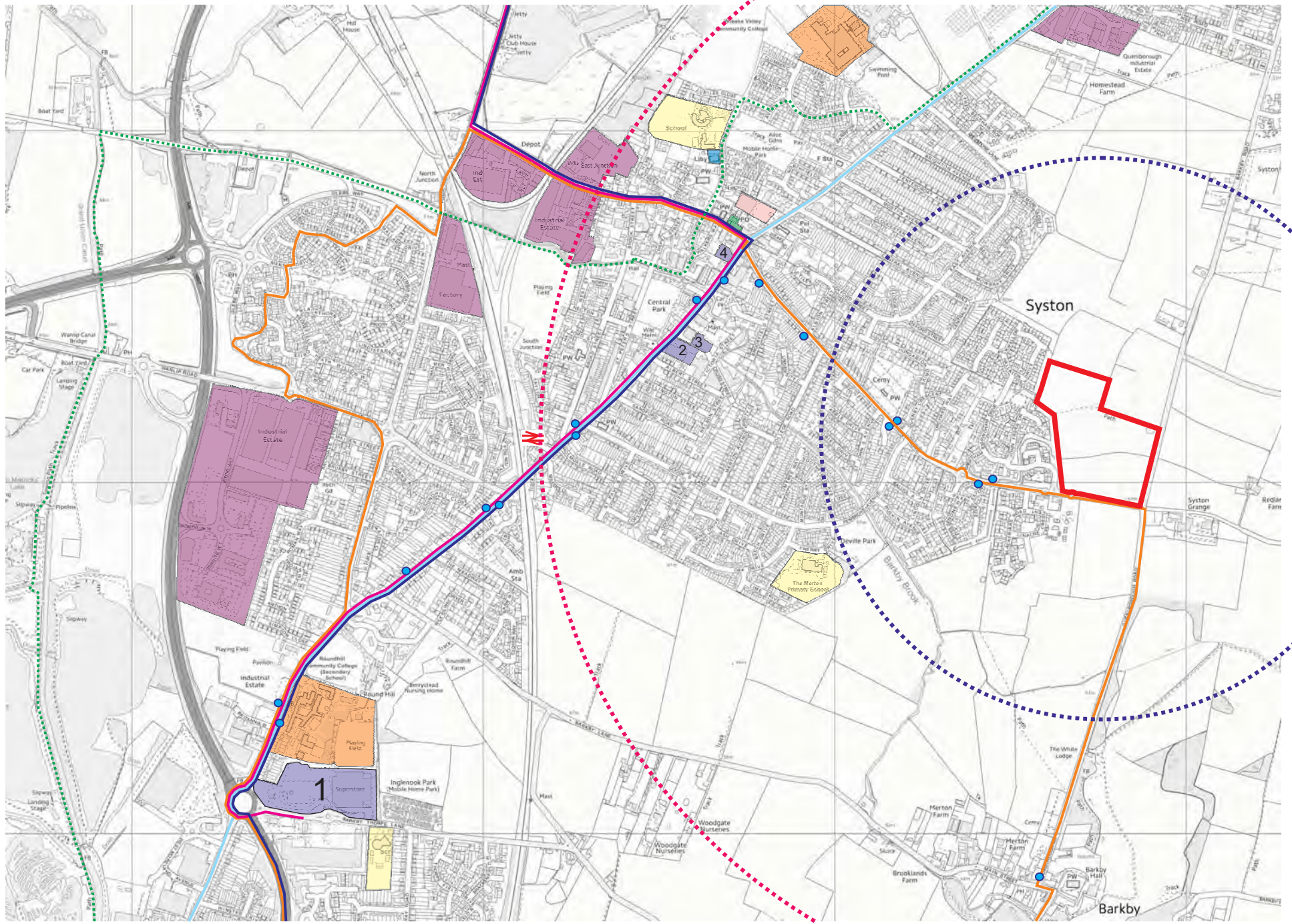
8.0 SUMMARY ACTION PLAN

8.1.1 **Table 5** below summarises the key actions based on the above.

Table 5 – Travel Plan Action Matrix

Action	Target	Objective	Action By	Timeframe
Walking and Cycling				
Internal road layout of the proposed development to be served by 2.0m footways	Increase walking and cycling from 14.6% to 18.0%	1,2,3,5	Developer	During site build out
Cycle Parking on-site either in garages, garden sheds or secured and covered areas		1,2,3,5	Developer	During site build out
Information on walking and cycling routes in the local area		1,2,3,5	TPC	Information to be provided within sustainable travel packs. To be handed to occupant on occupation.
Public Transport				
Information on bus routes and timetables	Increase public transport from 7.6% to 10.4%	1,2,3,4,5	Developer	Information within Sustainable Travel Packs
Marketing				
Provision of Sustainable Travel Packs	Reduce single occupancy car use from 66.1% to 52.4%	1,2,3,4	TPC / Developer	Packs to be prepared in advance of first completion. To be handed to occupant on occupation.
Personalised Travel Planning		1,2,3,4,5	TPC / Sales Staff	After occupation (2 – 3 weeks and then after two years).
Initial Marketing		1,2,3,4,5	TPC	As above
On-going Marketing		1,2,3,4,5	TPC	Two years from completion
Other Measures		1,2,3,4,5	TPC	From first occupation
Monitoring		1,2,3,5	TPC	As set out in 7.0 above

Figure 1



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Notes:

- Site Location
- Bus Stops
- ≡ Railway Station

- Post Office
- Employment Buildings
- Medical Centre
- Primary School
- Secondary School

- Library
- 1 Asda
- 2 ALDI
- 3 Tesco Metro
- 4 Co-op

- Route 5/5A/X5
- Route 27
- Route 100
- Route 128

- 800m Isochrone
- 1.6km Isochrone
- National Cycle Route 48

Figure 1
 Drawing Title Local Facilities Plan
 Job Title Land East of Syston
 Client Taylor Wimpey

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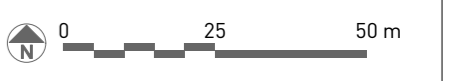
Scale : NTS




Appendix A



- KEY**
- Site Boundary
8.38 Ha
 - Residential Area
5.6 Ha @35 dph = circa 195 dwellings
 - Public Open Space
 - Local Equipped Area of Play
400m2 with a 20m buffer
 - Existing Trees & Vegetation
 - Proposed Trees & Vegetation
 - Indicative Attenuation Basins
 - Primary Route
 - Secondary Route
 - Lanes
 - Shared Private Drives
 - Public Right of Way
Ref: J37/1
 - Pedestrian Links
 - Views to St Mary's Church
 - Proposed Footpath Link
drawing no: 20060-02 (David Tucker Associates)





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