

Land off Charity Close
Desford
Residential Travel Plan

LAND OFF CHARTY CLOSE

DESFORD

Residential Travel Plan

For
Miller Homes

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REV: P03

P24-724

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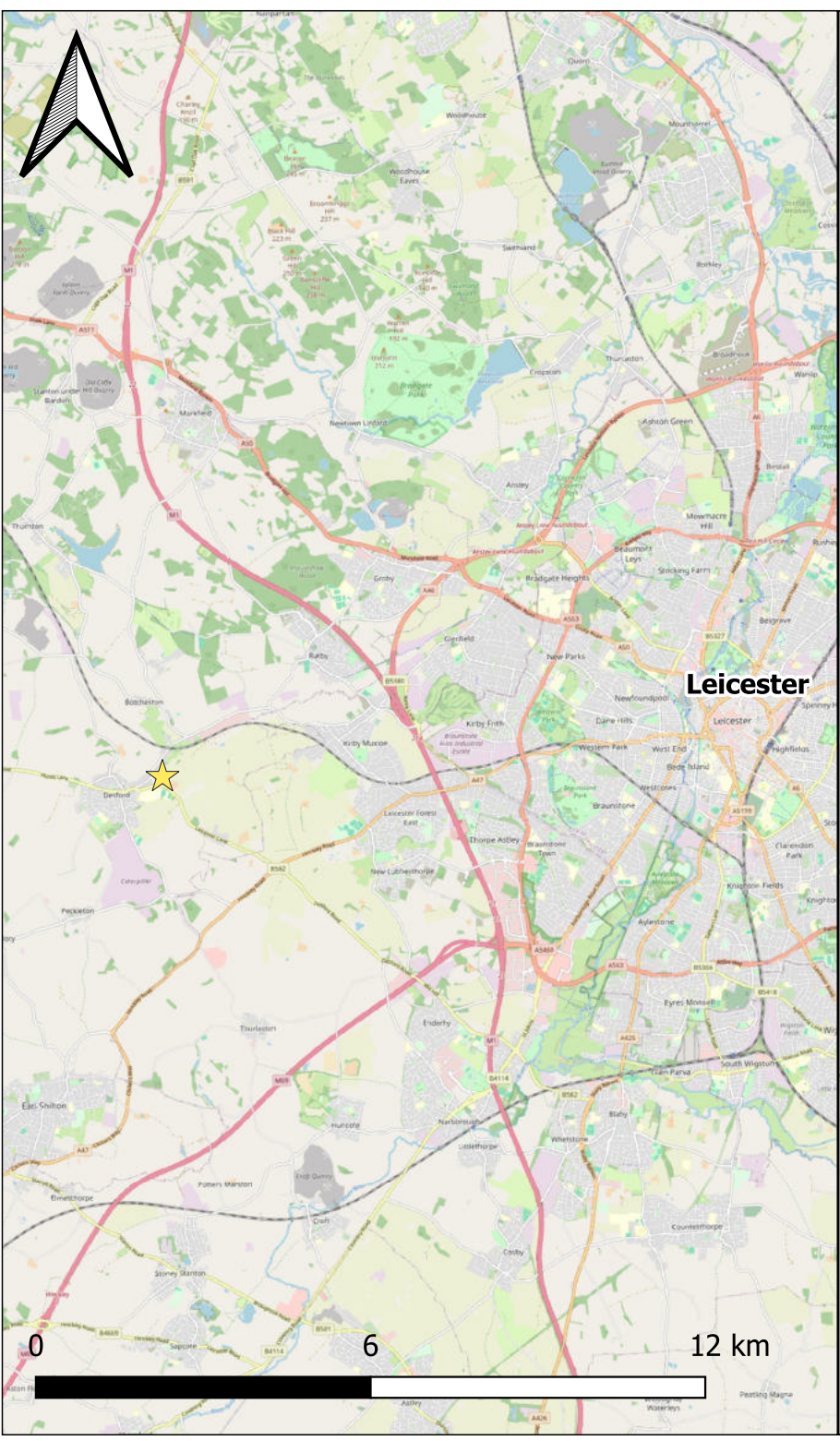
1 Introduction

1.1 General

- 1.1.1 A Travel Plan is a document produced for new developments to help implement sustainable travel measures and to reduce the amount of single occupancy car trips that the development generates.
- 1.1.2 This Residential Travel Plan (RTP) has been produced alongside a Transport Assessment (TA) in order to support the 83 dwelling residential development on land to the north of Charity Close, Desford.
- 1.1.3 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.
- 1.1.4 Miller Homes have confirmed that they are committed to the implementation of the RTP and the associated targets and measures that are listed within this document.

1.2 Site Location

- 1.2.1 The proposed development site, herein referred to as the 'Site', is located to the north of Charity Close, Desford as shown in **Figure 1**.
- 1.2.2 The Site is located on a parcel of land to the north of Charity Close, adjacent to the existing residential area of Cortanis Lane, Archers Way and Charity Close. **Figure 1** shows the location of the Site as well as the site boundary.



- Legend
- ★ Site Location
 - Site Boundary

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Desford

Site Location Plan

Status
FOR INFORMATION

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08/01/25

Figure Number

Figure 1

1.3 Development Proposals

- 1.3.1 The proposed development will see the construction of 83 dwellings and associated infrastructure on land to the north of Charity Close. A copy of the Planning Layout has been included as **Appendix A**.
- 1.3.2 The site proposals include pedestrian links through the Site connecting to existing pedestrian facilities on Charity Close to the west. In addition, a 2m wide footway is to be provided on the north side of Charity Close. There are also two separate links extending west from the Site into the existing residential area, providing links to the play area and to the pedestrian routes through the existing roads.

1.4 Relevant Transport Planning Policy

- 1.4.1 The following guidance documents have been considered when preparing this RTP:
- The Essential Guide to Travel Planning, Department for Transport (DfT) (2008)
 - DfT Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
 - LCC Local Transport Plan 4 (LTP4) (2025 – 2040);
 - Hinckley and Bosworth Borough Council (HBBC) Local Plan (2006-2026);
 - CIHT Providing for Journeys on Foot (2000).

1.5 Report Structure

- 1.5.1 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; and
 - Section 6.0 describes the RTP monitoring requirements.

2 Sustainable Travel

2.1 Introduction

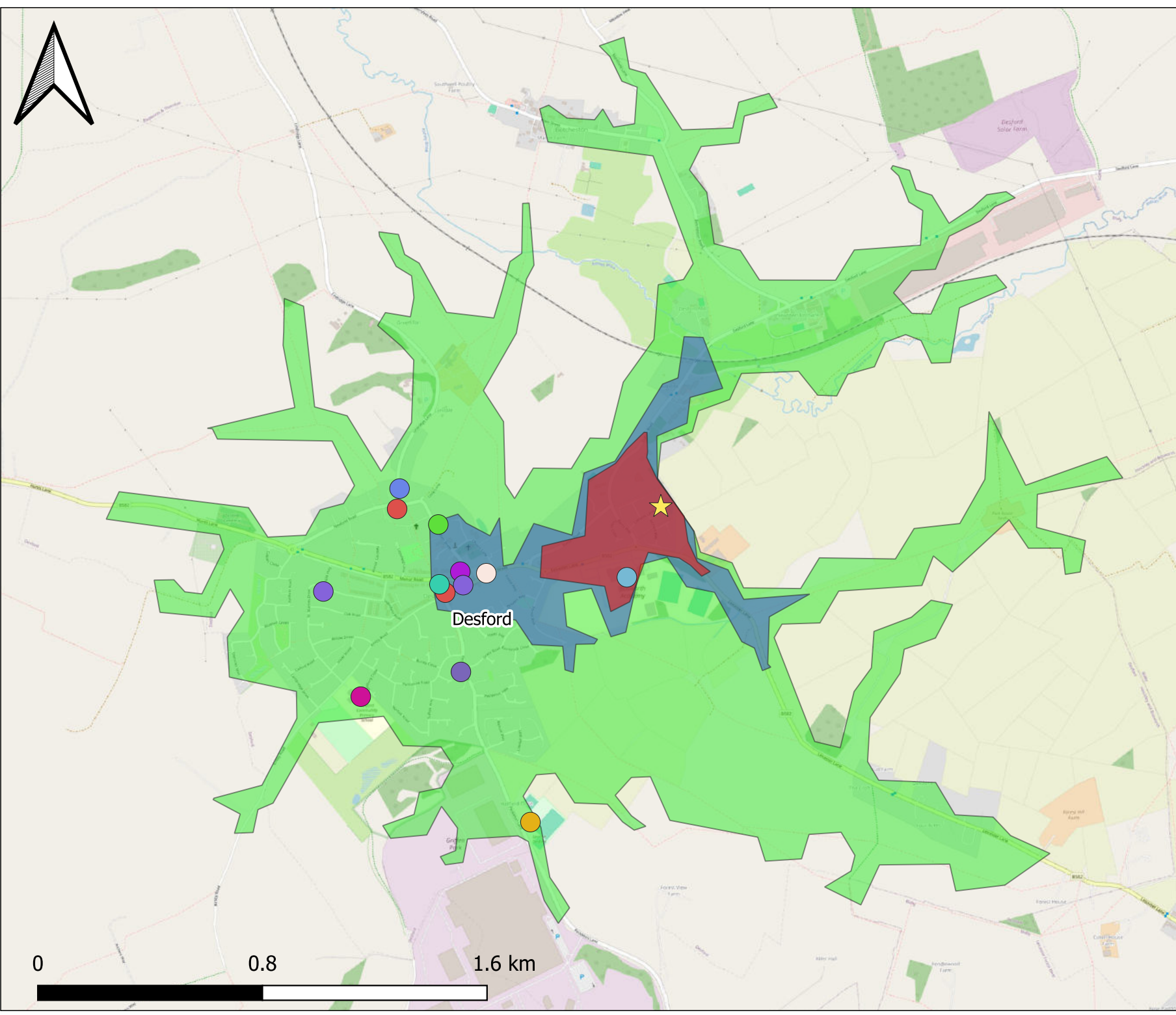
- 2.1.1 A review of the local walking, cycling and public transport services has been undertaken to understand the opportunities for sustainable travel from the Site.

2.2 Walking

- 2.2.1 Walking and wheeling provide a whole range of benefits for both the individual, and the environment in which they are walking or wheeling. It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.
- 2.2.2 The existing footway provision in the vicinity of the Site and Desford generally is considered to be in good condition providing continuous connections and appropriate pedestrian crossing facilities to and from local amenities.
- 2.2.3 The majority of the neighbouring residential streets have 2m wide footways on both sides of the carriageway, with dropped kerbs and street lighting present.
- 2.2.4 Along Barns Way there is a 2m wide footway on the eastern side of the carriageway with dropped kerbs and tactile paving present. There is also a 2m wide footway present on the western side of the carriageway north from the Barns Way / Fuller Close junction.
- 2.2.5 To understand the destinations that can be accessed on foot using this existing infrastructure, a plan showing the 2km catchment from the centre of the site has been created. The Chartered Institute for Highways and Transport (CIHT) in their document 'Guidelines for Providing for Journeys on Foot' (2000) suggests that the preferred maximum walking distance is 2km for commuting, which is comparable to a 25-minute walk. The walking catchment can be seen in **Figure 2**.
- 2.2.6 **Figure 2** shows that there are a range of local facilities and services within Desford that are within walking distance from the proposed development which include the local schools, shops and services.

2.3 Cycling

- 2.3.1 The 'Choose How You Move' partnership project is a joint venture between LCC and Leicester City Council that provides travel information in Leicester and Leicestershire online. The website includes a cycle map for the borough of Hinckley and Bosworth that highlights on-road and off-road cycle routes as well as roads considered as 'quieter routes', which that can provide an opportunity to experience cycling along roads with less motor traffic. This cycling map can be seen in **Appendix B**.
- 2.3.2 As shown on the cycling map, Barns Way north of the Barns Way / Cortanis Way junction is recommended as a 'quieter route'. The 'quieter routes' shown on the map provide cycle access to nearby residential areas such as Thornton, Ratby and Groby.
- 2.3.3 To understand the areas which future residents and employees could travel to by bicycle, a 5km cycling catchment from the site has been calculated. The cycle catchment from the site is shown on **Figure 3**. As can be seen, a number of areas such as Newbold Verdon and Leicester Forest East, as well as other commercial areas are reachable within a 5km cycling distance.



- Legend
- ★ Site Location
- Amenities
- Academy
 - GP
 - Library
 - Pharmacy
 - Post Office
 - Primary School
 - Public House
 - Recreation Centre
 - Supermarket
 - Village Hall
 - Nursery
- Walking Catchment
- 400m
 - 800m
 - 2km

Source: © OpenStreetMap contributors, CC-BY-SA



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Figure Title
Walking Catchment

Status
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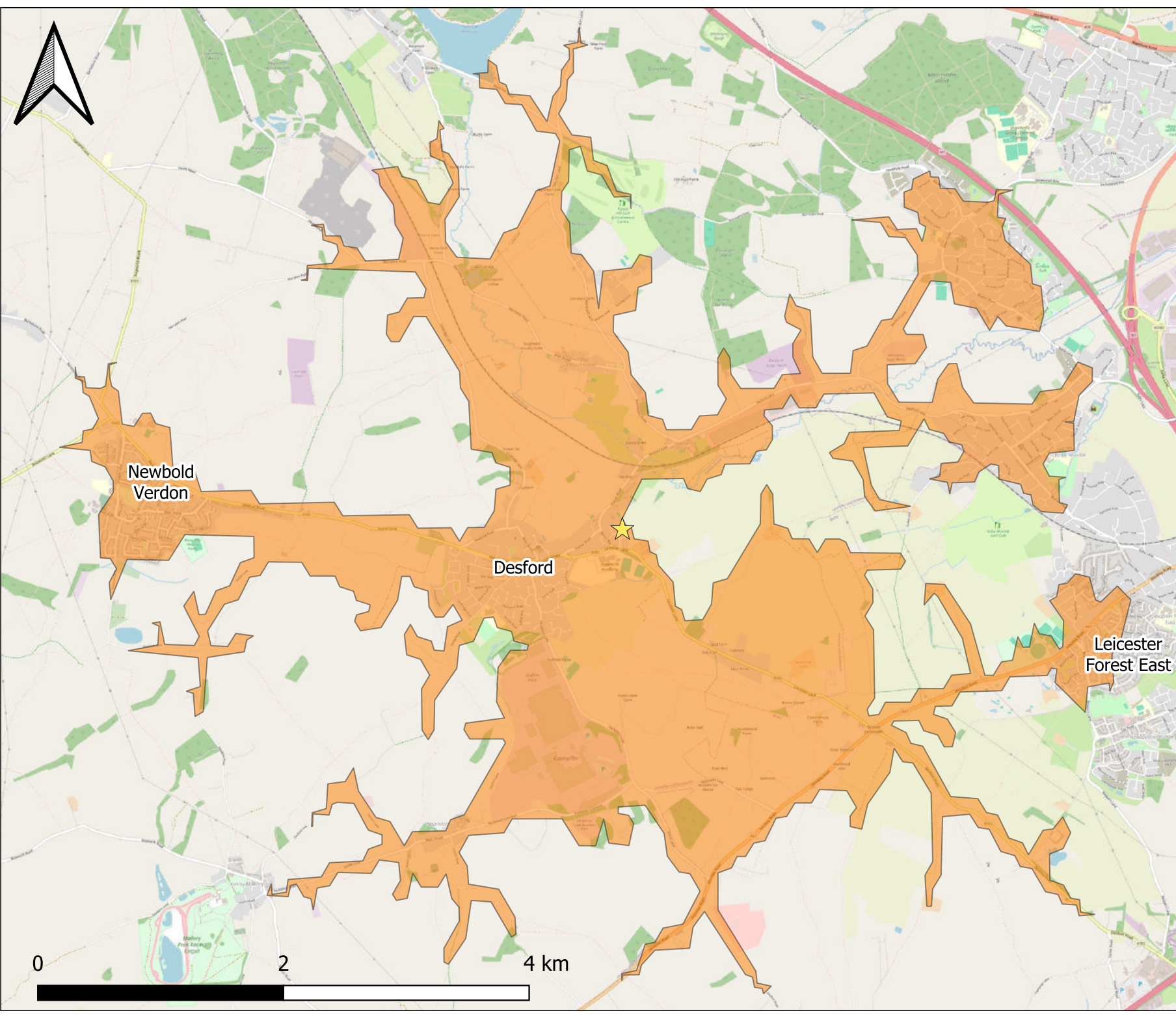
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Figure Number

Figure 2

St James House, Mansfield Road, Derby, DE1 1TQ, Tel: 01332 285000, Fax 01332 2917
www.rodgersleask.co.uk



Legend

★ Site Location

Cycling Catchment

5km

Source: © OpenStreetMap contributors, CC-BY-SA



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Cycling Catchment

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Figure Number

Figure 3

St James House, Mansfield Road, Derby, DE1 3TQ, Tel: 01332 285000, Fax 01332 291728, www.rodgersleask.co.uk

2.4 Public Transport

Bus Services

- 2.4.1 The closest bus stops are located along the B582 to the south-west of the site, with both bus stops known as the “Bosworth College” bus stops. The westbound and eastbound bus stops are approximately 650m and 850m from the centre of the site, respectively. The eastbound bus stop comprises of a flagpole with timetable information and real time information, as well as a raised kerb, shelter and refuse bin. The westbound bus stop also comprises of a flagpole with timetable information, a raised kerb, shelter and refuse bin.
- 2.4.2 **Table 1** below provides a summary of the timetable for the local bus service operated by Arriva. The full timetable and an extract of the local bus map is contained in **Appendix C**.

Table 1: Bus Services

Bus Service	Weekday			Saturday		
	Start Time	Frequency	End Time	Start Time	Frequency	End Time
153						
Leicester to Market Bosworth	07:09	Hourly	20:45	08:26	Hourly	20:24
Market Bosworth to Leicester	06:00	Hourly	19:30	08:13	Hourly	19:08

Note: Times shown are up to date as of 26/03/26.

- 2.4.3 In order to determine how far a future resident could travel via bus, a bus catchment has been generated which shows how far you can travel within 30 minutes, and one hour. The catchment, which can be seen in **Figure 4**, shows that you can travel to Market Harborough and Leicester within one hour using sustainable methods of travel.

Rail

- 2.4.4 The closest railway station to the site is the Narborough railway station, which is approximately 9.3km to the south-east of the site, which is a 28 minute cycle. Narborough railway station is operated by East Midlands Rail and sits on the Birmingham to Peterborough Line.
- 2.4.5 The facilities available at Narborough railway station are shown in **Table 2**.

Table 2: Narborough Railway Station Facilities

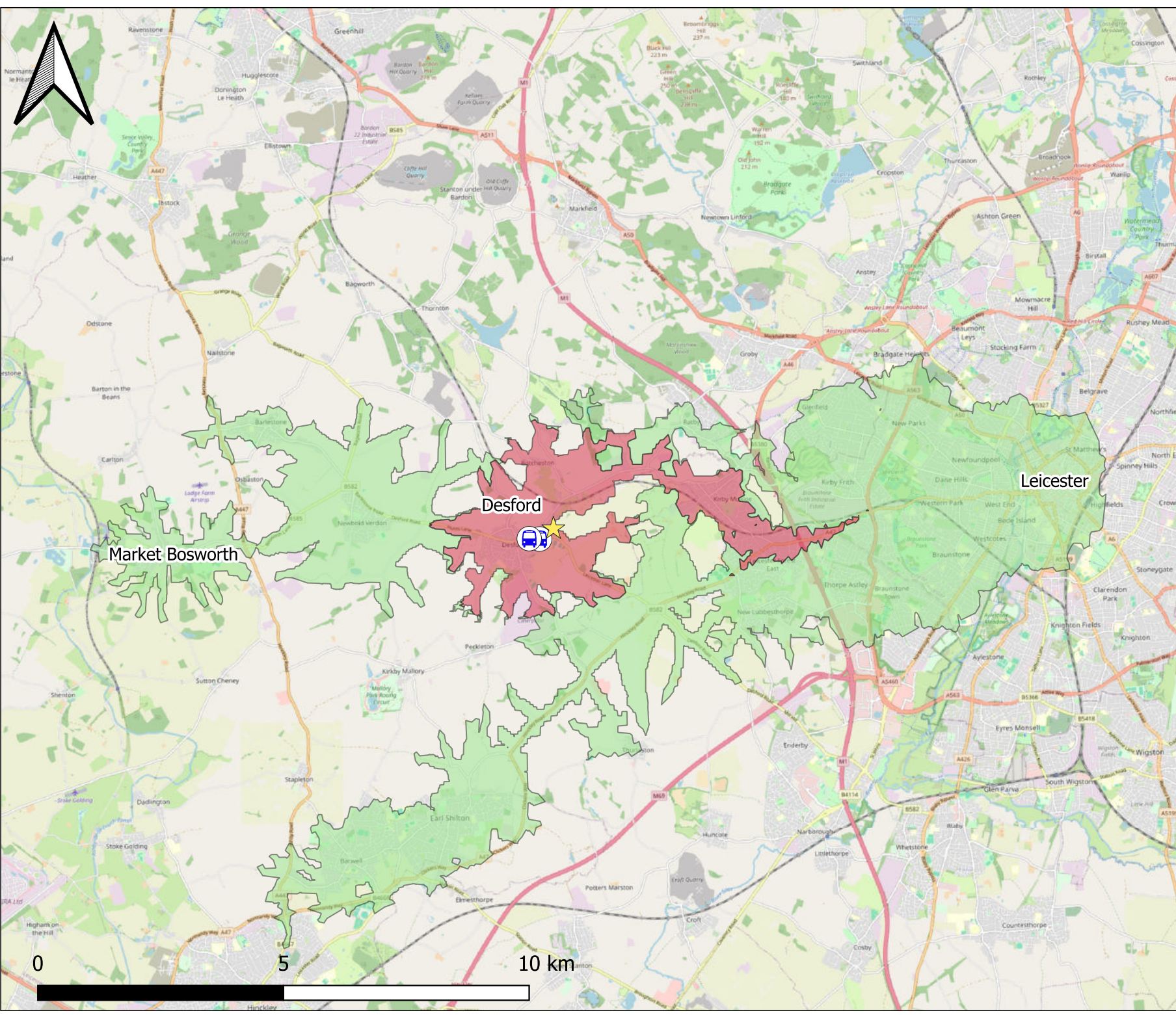
Facilities		Narborough Railway Station	
Bicycle Parking	Stands	Yes	
	Sheltered	No	
	Spaces	20	
Ticket Office Opening Hours		Monday – Friday	06:40 – 13:00
		Saturday	06:40 – 13:00
		Sunday	Closed
CCTV Coverage		Yes	
Refreshment Facilities		No	
Passenger Information		Departure screens, Announcements	

- 2.4.6 Railway services from Narborough 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: Average Direct Journey Times to Key Railway Stations

Station	Average Journey Time (Minutes)
Hinckley	9
Leicester	10
Nuneaton	14
Birmingham New Street	46

- 2.4.7 The table shows that Narborough railway station serves a number of key areas and is considered a viable option for residents to travel via train.



Legend

- ★ Site Location
- Public Transport Catchment
 - 30 Minutes
 - 60 Minutes

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Figure 4

St James House, Mansfield Road, Derby, DE1 3JT, Tel: 01332 285000, Fax 01332 291728, www.rogersleask.co.uk

2.5 Broadband

- 2.5.1 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.

2.6 Access to Local Facilities

- 2.6.1 **Table 4** provides indicative sustainable transport journey times between the centre of the Site and the key facilities and amenities in the local area. It should be noted that the facilities listed are examples of existing local amenities considered of key importance and it does not represent an exhaustive list.
- 2.6.2 Bus journey times have been calculated based on bus timetable information. It should be noted that the bus journey times include all parts of the journey (i.e. walking to / from the stops at the origin and destination, transfer times, etc). Public transport times have not been included where the alternative walking journey time is 15 minutes or less. In addition, any walking times within the journey that exceed 90 minutes have also been disregarded.

Table 4: Access to Local Amenities

Service Category	Facility / Amenity	Approx. Dist. (km)	Approx. Journey Time (minutes)		
			Walkin g	Cycling	Bus
Community	Lisa's Barbers	1.0	15	5	N/A
Community	Principals Hair & Beauty	1.0	15	5	N/A
Community	Desford Library	1.0	14	5	N/A
Community	Desford Village Hall	1.4	19	7	15
Community	Desford Fish Bar	1.5	19	5	11
Community	Desford Post Office	1.5	19	5	11
Community	Little India Takeaway	1.6	20	5	11
Education (Secondary)	Bosworth Academy	0.4	6	2	N/A
Education (Infant)	Topsham House Children's Nursery	1.3	19	8	14
Education (Primary)	Desford Community Primary School	1.5	22	7	17
Food Retail (Convenience)	Co-Op (High Street)	1.0	15	5	N/A
Food (Restaurant)	Co-Op (Newbold Road)	1.5	19	6	15
Food Retail (Supermarket)	Morrisons	7.5	N/A	23	52
Health	Desford Dental Care	1.0	15	5	N/A
Health	Desford Medical Centre	1.1	16	5	12
Hospital	Glenfield Hospital	10.2	N/A	31	54
Leisure	Sport in Desford	2.0	29	11	25
Village Centre	Desford Village Centre	1.0	15	5	N/A
Railway Station	Narborough Railway Station	9.3	N/A	28	N/a

3 Travel Plan Objectives

3.1 Introduction

- 3.1.1 The RTP provides a strategy for managing travel demand involving a continuing process of monitoring and review.
- 3.1.2 The primary objective of this RTP is to reduce the number of single occupancy car / van trips from residents at the development and redistribute these trips towards methods of sustainable travel such as cycling or getting the bus.

3.2 Scope

- 3.2.1 The primary goals of the RTP are to:
- Set out the objectives of the RTP;
 - Outline the initiatives and measures to promote accessibility by non-car modes by residents;
 - Confirm modal share targets;
 - Set out the management requirements including the Travel Plan Coordinator (TPC) roles; and
 - Outline the requirements for monitoring and reviewing the initiatives and measures proposed through the dissemination of information including surveys of resident's travel habits.

3.3 Objectives

- 3.3.1 The main objectives of the RTP are as follows:
- To reduce single occupancy car usage for the development site;
 - To make residents aware of the RTP as well as the advantages and potential for travel by more environmentally friendly modes of transport;
 - 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.

3.4 Targets

- 3.4.1 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.

- 3.4.2 A target of a 10% reduction in single car occupancy over a 5-year period has been set for this RTP. How the 10% reduction shall be distributed across sustainable travel methods will be determined once an initial resident travel survey has been undertaken and the results have been reviewed.

3.5 Indicative Baseline Modal Split

- 3.5.1 To set a series of measurable targets and indicators, an indicative mode share for journeys to and from the development should be determined. As a baseline resident travel survey cannot be undertaken prior to the occupation of the development, historic data can be used to establish an indicative mode share.
- 3.5.2 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 & Bosworth 005. 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 005	3,071	166	55	240	26	124	17	3,703
Percentage	82.9%	4.5%	1.5%	6.5%	0.7%	3.3%	0.5%	100%

- 3.5.3 The table above shows that indicatively 82.9% of residents will drive to / from the proposed development. Using this mode share, the indicative existing total trip generation can be calculated.
- 3.5.4 **Table 6** has been extracted from the TA and shows the proposed vehicular trip rates and trip generation for the site.

Table 6: Proposed Vehicle Trip Rates and Trip Generation

Time Period	Trip Rate (per dwelling)			Total Trip Generation (83 dwellings)		
	Arrival	Departure	Total	Arrival	Departure	Total
AM Peak	0.074	0.606	0.680	6	50	56
PM Peak	0.521	0.170	0.691	43	14	57

- 3.5.5 **Table 7** presents two-way multi-modal trip generation in the AM and PM peak hours.

Table 7: Indicative Existing Multi-Modal Trip Generation

Method of Travel	Vehicle Driver	Vehicle Passenger	Bicycle	Foot	Motor cycle	Bus	Rail	Total
Percentage	83.0%	4.5%	1.5%	6.5%	0.7%	3.4%	0.5%	100%
AM Peak Hour	56	3	1	4	0	2	0	68
PM Peak Hour	57	3	1	4	0	2	0	69

Note: Rounding error to nearest whole number.

- 3.5.6 The table shows that the proposed residential development has the potential to generate 68 and 69 two-way total person trips across the AM and PM peak hours, respectively.
- 3.5.7 **Table 8** shows the potential future year targets based on a 10% decrease in the proportion of vehicle trips associated with the development. This is supported through a gradual increase in the proportion of sustainable travel journeys over a five year period.

Table 8: Indicative Future Mode Share Targets

Method of Travel	Vehicle Driver	Vehicle Passenger	Bicycle	Foot	Motor cycle	Bus	Rail	Total
Baseline	83%	5%	2%	7%	1%	3%	1%	100%
Interim (Year 2)	80%	5%	2%	8%	1%	4%	1%	100%
Target (Year 5)	75%	7%	3%	10%	1%	5%	1%	100%

Note: Rounding error to nearest whole percentage.

- 3.5.8 It should be noted that until the resident travel survey has been undertaken, the mode share and trip generation targets are indicative and subject to change. Once the residential travel survey has been completed and the results have been collected, the baseline mode share will be established, and the future mode share revised.
- 3.5.9 **Table 9** is shown overleaf and highlights how the targets of this RTP follow the SMART guidance.

Table 9: 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 10%	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 Travel Plan Coordinator

4.1 Role of Travel Plan Coordinator

- 4.1.1 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).
- 4.1.2 The confirmation of the TPC will include their name, role, email address and phone number. The appointed TPC will be responsible for implementing, communicating, monitoring, and managing aims and objectives set out in the travel plan.
- 4.1.3 The TPC will be responsible for implementing, communicating, monitoring, and managing aims and objectives outlined in this RTP.
- 4.1.4 The TPC's duties will include:
- Set up social media accounts / pages / groups / (e.g., where appropriate - Facebook, Twitter) and / or development a Site 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; and
 - Monitor the performance of the travel plan and travel behaviour against the targets set out in the RTP.
- 4.1.5 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.
- 4.1.6 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 Travel Plan Measures

5.1 Residential Travel Pack

- 5.1.1 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.
- 5.1.2 The Pack will include the following:
- A QR code to access the RTP;
 - 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.
- 5.1.3 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 managed with the creation of a dedicated website for the development.

5.2 Promotion

- 5.2.1 The TPC will look to promote national and local sustainable travel events such as "National Cycling Week" and "World Car Free Day" to the residents and encourage them to partake.

5.3 Walking

- 5.3.1 The TPC will engage with local schools to see if there are any existing "walking school buses" set up for the younger residents of development.
- 5.3.2 If the resident travel survey identifies that residents would like a walking group to be set up within the development, the TPC can look to implement this.

5.4 Cycling

- 5.4.1 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.
- 5.4.2 The TPC will seek to set up a 'Bikeability' session for the residents of Land off Charity Close, Desford. 'Bikeability' is the governments national cycle training programme, which helps to provide people of all ages the practical skills necessary to cycle on the road. 'Bikeability' offers three levels of training depending on your skill level, and can provide training to children, adults or mixed family groups. 'Bikeability' can be arranged through LCC's Road Safety Education Team, who offer cycle training for all age and skill groups.
- 5.4.3 LCC have stated that their Road Safety and Education Team may not be able to provide the 'Bikeability' training. If they are unable to provide the training, an alternative provider has been identified, known as "B-Buddies Cycle Training", who are based in Loughborough.
- 5.4.4 Each dwelling will be provided with sheltered and secure cycle parking, in order to encourage travelling via cycling.

5.5 Public Transport

- 5.5.1 Each household will be offered two 6-month bus passes upon occupation. Details about how to claim the bus passes will be provided in the travel pack.

5.6 Car Share

- 5.6.1 Car sharing websites such as 'Liftshare¹' 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.
- 5.6.2 The TPC will look to create and then subsequently promote a car share group, in order to help future residents share their car journeys with other users, as there are not any dedicated groups currently set up within Desford. If residents within the development wish to travel to the same locations, the TPC will look to set up LiftShare teams for the development.

¹ [Liftshare in Leicestershire](#)

5.7 RTP Action Plan

- 5.7.1 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 10% decrease in car trips could be achieved. **Table 10** provides a summary of the suggested RTP Action Plan.

Table 10: RTP Action Plan

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Marketing and Information Strategy				
Provide a Personalised Journey Planning Service	To provide residents with the information to make an informed decision about how they may travel	TPC	On-going.	TPC to document correspondence with residents.
Sustainable travel packs to be distributed to residents as part of their moving in welcome packs.	To provide new residents with the information to make an informed decision about how they may travel around Desford	TPC	On-going. Travel Packs to be updated each year.	TPC to record distribution of Travel Packs.
Walking				
Consider area-wide walking events amongst residents.	Encourage residents to walk to take up walking and to walk around	TPC	Within 3 months of occupation	TPC to monitor with a travel survey
Pedestrian route map to be included in Sustainable Travel Pack. Highlights safer and more convenient walking routes.	Encourages residents to walk to / from local amenities	TPC	Upon moving-in.	TPC to record distribution of Travel Packs.

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Resident walking group.	Encourages residents to walk to / from local amenities. Makes walking more social and enjoyable.	TPC	Within 3 months of occupation.	TPC to record interest in walking group and measure the usage if it is set up.
Cycling				
Cycle route maps and information to be provided in travel pack.	Ensures that a lack of information cannot be a barrier to cycle patronage.	TPC	Before first occupation	TPC to record distribution of Travel Packs.
Bikeability sessions to be organised for residents.	Gives residents the appropriate knowledge and training. This will give them to confidence to cycle more often.	TPC	Within 3 months of occupation.	TPC to document interest in travel survey and keep a log of requests from residents.
Public Transport				
Distribute Public Transport Information in Travel Pack and on Noticeboard (Routes / ticketing options)	Encourages public transport use if residents are aware of options available to them	TPC	Prior to opening	TPC to ensure all public transport information is kept up to date

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Car Sharing				
Car sharing group will be created and shared with residents.	Encourages residents to use car sharing as a means of transport and offers them the chance to try.	TPC	Within 3 months of occupation	TPC to monitor usage of the group.

6 Monitoring

6.1 Travel Survey

- 6.1.1 In order to generate a mode share, a multi-modal count will be commissioned to take place at the access across a typical midweek day, in order to compare and measure against the RTP targets. 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.
- 6.1.2 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. The surveys will typically be undertaken through a Microsoft Forms survey, or a paper slip with a QR code to the survey to access online.

6.2 ModeshiftSTARS

- 6.2.1 The TPC will be monitored using Leicestershire's ModeshiftSTARS website and resources at <https://www.modeshiftstars.org/> online monitoring system.
- 6.2.2 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. The RTP will aim to achieve at least bronze accreditation.

6.3 Monitoring Report

- 6.3.1 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. The monitoring report will look to include the following:
- How the travel survey was organised;
 - The results of the travel survey;
 - A comparison to the previous year's travel survey (if applicable);
 - What measures were implemented and promoted across the year; and
 - The action plan for the following year.

6.4 Remediation Measures

- 6.4.1 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; and
 - Hold discussion with LCC to further promote car sharing strategies.
- 6.4.2 Remediation measures will be considered by the end of year 3 if it looks like the RTP targets will not be met.

6.5 LCC Monitoring

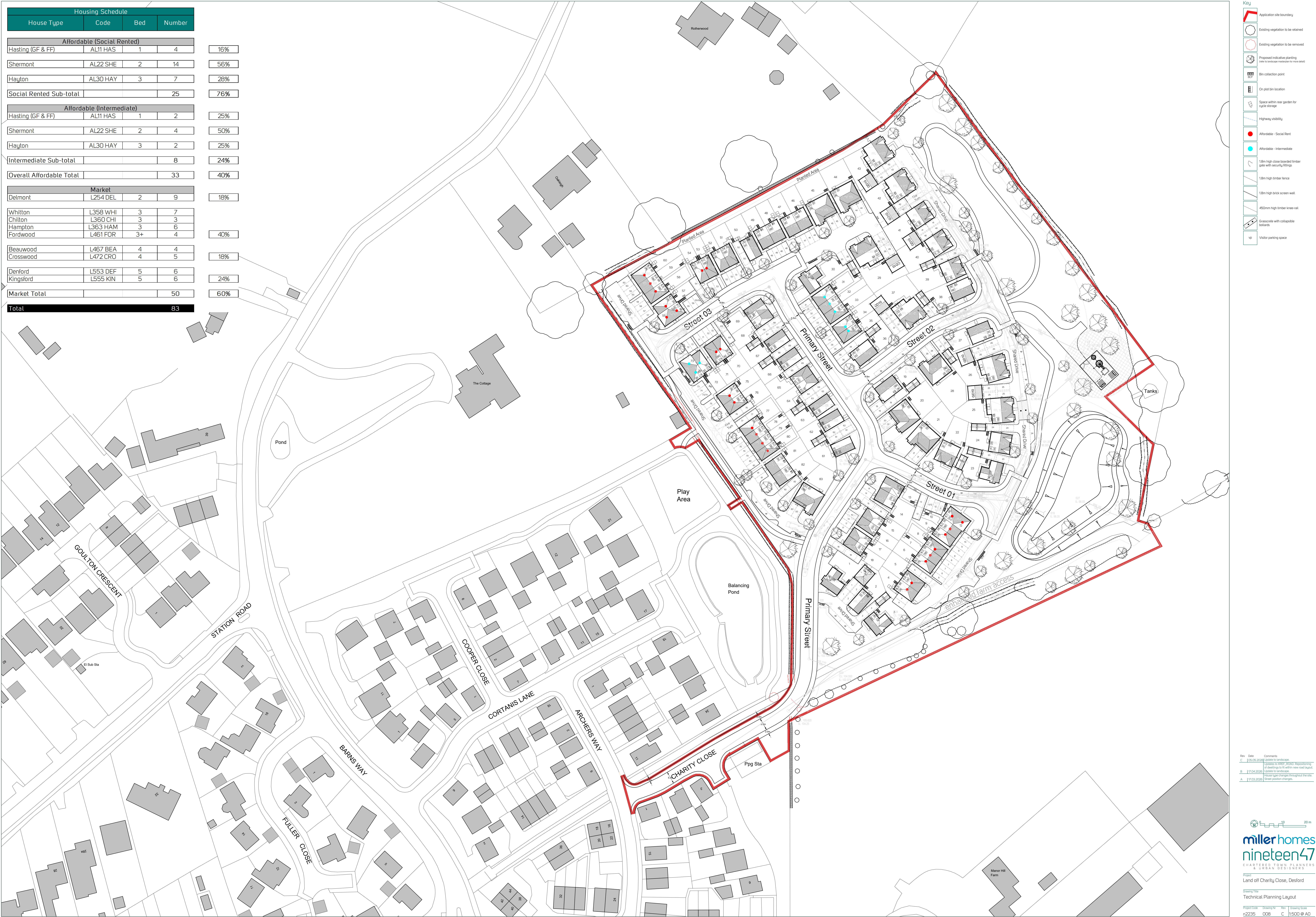
- 6.5.1 Further to completion of the resident travel surveys, the TPC will discuss the findings of the annual monitoring report with LCC to identify any issues and consider achievements and scope for improved effectiveness and adaption of the RTP targets and measures. The LCC monitoring fee associated with the RTP is £6,000.
- 6.5.2 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.

6.6 Funding

- 6.6.1 The infrastructure associated with the proposed development will be funded by the developer through the planning process.
- 6.6.2 All other potential costs within this RTP will be funded by the developer, which includes the appointment of the TPC, the provision of the measures and the annual monitoring.

Appendices

Appendix A: Proposed Site Plan



Appendix B: LCC Cycle Map

Cycling in the Hinckley and Bosworth area

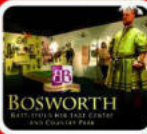
The towns of **Hinckley** and **Market Bosworth** are surrounded by many of Leicestershire's prettiest villages and rolling countryside.



Hinckley itself has excellent cycling facilities including connections with nearby Earl Shilton, Barwell and

Burbage as well as routes around the town centre and railway station.

The area is home to one of the country's most important historical sites – **Bosworth Battlefield** and its award winning Heritage Centre. The site includes some fantastic walking and cycling routes, and the Tithe Barn Restaurant is a great place to go for a rest stop.



Close by is the **Ashby Canal**, with waterside routes and the **Battlefield Line** – complete the unique 'Cycle and Steam' circular route from Shackerstone or Shenton stations, returning with your bike on the heritage railway line.

Nestled further east on the edge of Charnwood Forest is **Thornton Reservoir**, another of Leicestershire's great leisure cycling routes including a marked woodland track.



Leicestershire's **Choose How You Move** campaign helps people to get fit, save money, have fun and help the environment - by leaving their cars at home. Choose how you move by walking, cycling, using public transport or car sharing for everyday journeys.

For information about cycling and other forms of sustainable transport visit our website: choosehowyoumove.co.uk



KEY

	National Cycle Network (signed) on-road / off-road		Ratby - Greatfield Cycleway (off-road)
	Other cycle routes on-road / off-road		Ratby - Thornton Cycleway (off-road)
	Leisure routes		Bagworth Heath Country Park (off-road)
	Quater route *		Cycle + Steam Bosworth promoted route (on-road)
	Bridleway		Battlefield promoted route (on-road)
	Railway line with station		Thornton Reservoir (off-road)
	Level crossing		The Ashby Woods Heritage Trail
	Foot **		Four Counties Ride
	Heritage railway		Discovery Lanes
	Park & Ride to Leicester		Hilstock - Batlam Cycleway (off-road)
	College / University		Motra - Ashby Circuit
	District boundary		Bradygate Circular Route
	National Forest boundary		Swilthland Reservoir Route

* These routes are often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic. As always care should be taken when planning and riding in motor. We cannot guarantee that all routes and roadways will always be possible by bike particularly in wet weather.
** Slippery surface - riders should descend.

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Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

Choose how you move.co.uk

For more detail please refer to Leicester City Cycling Map

AREA

Cycling map

2020

Leicestershire County Council

Not FREE

Choose how you move.co.uk

Download or view our other cycling maps at www.choosehowyoumove.co.uk/cycling

If you would like help in understanding the text on this leaflet in an alternative language or require it in a large font/audio format please contact Leicestershire County Council on 0116 305 0001. The map section can be enlarged if required.

Users of these routes do so at their own risk. Refer to the Good Cycling Tips inside this leaflet.

Produced and printed by Pindar Creative www.pindarcreative.co.uk

Walk. Run. Cycle. For points and prizes!

BetterPoints

Walk, run or cycle in Leicestershire to earn points for high-street vouchers or donating to charity.

- Download the free BetterPoints app
- Record your journeys to earn points and the chance to win prizes
- Donate your points to charity or exchange them for rewards!

Get started at choosehowyoumove.betterpoints.uk

Appendix C: Local Bus Map

www.choosehowyoumove.co.uk



View other local bus guides at
www.choosehowyoumove.co.uk/public-transport

Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	NCT	Loughborough - East Leake - Nottingham	20 mins	hourly	hourly
2	Kinchbus	Loughborough - Quorn - Barrow upon Soar - Sileby	90 mins	no service	no service
2X	Central Connect	Loughborough - Quorn - Barrow upon Soar - Sileby - Leicester	infrequent	infrequent	infrequent
5	Arriva	Leicester - Belgrave - Rushey Mead - Syston - East Goscote	30 mins	hourly	30 min
5/5A	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	30 mins	infrequent	infrequent
X5	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	infrequent	no service	no service
6/6A	Arriva	Leicester - Thurmaston ASDA	30 mins	hourly	no service
6	Centrebus	Bottesford - Grantham	Infrequent	no service	no service
7/7A	Arriva	Burbage - Hinckley - Stoke Golding - Higham on the Hill - Nuneaton	hourly	no service	no service
7	Stagecoach	Fenny Drayton - Atherstone - Twycross - Newton Burgoland - Measham	infrequent	no service	no service
8	Centrebus	Melton Mowbray - Grantham	2 hourly	no service	no service
8	Arriva	Hinckley - Burbage - Hinckley Park - Magna Park - Lutterworth	hourly	hourly	infrequent
9	Kinchbus	Loughborough - Bunny - Nottingham	30 mins	2 hourly	hourly
12	Arriva	Coalville - Whitwick	hourly (Monday-Friday)	no service	no service
13/13W	First	Leicester - New Parks - Glenfield	30 mins	hourly	hourly
15	Arriva	Ravenstone - Coalville - Ellistown - Ibstock	30min Ibstock - Coalville hourly to Ravenstone	no service	no service
16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	hourly	infrequent	no service
16A/X16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	infrequent	no service	no service
18	Stagecoach	Market Harborough - Isle Lodge, Kettering	hourly	no service	no service
19	First	Leicester - Braunstone - Fosse Park - Thorpe Astley	hourly	infrequent	no service
19	Centrebus	Melton Mowbray - Nottingham	infrequent	no service	no service
19	Diamond Bus	Ashby de la Zouch - Measham - Swadlincote - Burton upon Trent	hourly	no service	no service
19A	Diamond Bus	Mercia Park - Measham - Swadlincote - Burton upon Trent	Monday - Friday infrequent	no service	infrequent
19C	Diamond Bus	Moirā - Measham - Burton upon Trent	Monday - Friday 1 morning journey	no service	no service
20	Diamond Bus	Mercia Park - Tamworth	Monday - Friday infrequent	Monday - Friday infrequent	infrequent
22A	Centrebus	Evington - Leicester - Birstall - Cossington - Sileby - Barrow-upon-Soar	30 mins Birstall - Leicester - Evington Hourly (Mon-Fri) Barrow - Birstall - Leicester - Evington	hourly Evington - Leicester (22E)	no service
22B	First	Leicester - Birstall	hourly (Sat Only)	no service	no service
27	Arriva	Leicester - Ratby via Groby Road	hourly	hourly	hourly
27	Centrebus	Loughborough - Barrow upon Soar - Walton-on-the-Wolds - Seagrave - Sileby	75 mins	no service	no service
28	Arriva	Leicester - Ratby - Botcheston - Thornton - Bagworth - Coalville	hourly	no service	no service
29	Arriva	Leicester - Groby - Markfield - Coalville - Swannington - Ashby de la Zouch - Swadlincote	hourly	hourly	hourly
29A	Arriva	Leicester - Groby - Markfield - Coalville - Ashby de la Zouch - Swadlincote	hourly	no service	no service
29B	Arriva	Leicester - Groby - Newtown Linford - Markfield - Coalville - Swannington - Ashby de la Zouch - Swadlincote	no service	no service	infrequent
X29	Arriva	Leicester - Coalville - Swannington - Ashby de la Zouch - Swadlincote	infrequent	no service	no service
31/31A	Arriva	Oadby - Leicester	15 min	40mins	40mins
Orbital 40	Centrebus	Leicester Orbital (Clockwise & Anti-clockwise)	hourly	no service	no service
44	Centrebus	Fleckney - Market Harborough - Foxton	hourly peak 2 hourly off-peak	no service	no service
44	Arriva	Leicester - South Wigston	30 mins	infrequent	hourly
44A	Arriva	Leicester - Wigston Magna	30 mins	hourly	no service
47	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	12 mins Monday - Friday 15 mins Saturday	30 mins	30 mins
48	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	12 mins Monday - Friday 15 mins Saturday	30 mins	30 mins
49	Arriva	Leicester - Wigston Magna - Wigston Harcourt - Fleckney (1)	hourly	infrequent	no service
50	Arriva	Leicester - Fosse Park - Enderby - Narborough	20 mins	30 mins Fosse Park hourly Narborough	30 mins
56/56A	Arriva	Leicester - Scraptoft - Thurnby School	2 hourly	no service	no service
58	Centrebus	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	infrequent	no service	no service
59	Stagecoach	Market Harborough - Marston Trussell - Sibbertoft - Clipston - Naseby - Cold Ashby - Welford	once a day Tuesday and Friday	no service	no service
65	Arriva	Tamworth - Polesworth - Atherstone - MIRA Technology Park - Nuneaton	hourly	no service	no service
66	CT4N	Sutton Bonington Campus - Zouch - Hathern - Loughborough	hourly	no service	no service
74	First	Leicester - Anstey via Beaumont Centre (5)	20 mins Monday - Friday 30 mins Saturday	hourly	hourly
84	Arriva	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Dunton Bassett - Lutterworth	30 mins Leicester - Cosby hourly Lutterworth	hourly	hourly Leicester - Broughton Astley
85	Arriva	Leicester - Blaby - Countesthorpe - South Wigston	30 mins	hourly	hourly
93	Central Connect	Bingham - Whatton - Bottesford - Barrowby Gate - Grantham	90 mins (Mon-Fri) 2 hourly (Sat)	no service	no service
104	Arriva	Fosse Park - Braunstone - Leicester	15 mins (Mon-Fri) 20 mins (Sat)	hourly	30 mins
125	Diamond Bus	Leicester - Newton Linford - Markfield - Stanton under Bardon - Coalville - Worthington - Castle Donington	infrequent	no service	no service
127	Arriva	Leicester - Rothley - Mountsorrel - Loughborough - Shepshed (4)	20 mins	hourly	30 mins
129	Diamond Bus	Ashby De La Zouch - Griffydā - Belton - Shepshed - Nanpantan - Loughborough	2 hourly	no service	no service
148	Stagecoach	Leicester - Hinckley - Nuneaton - Coventry	30 mins	hourly	hourly
153	Arriva	Leicester - Kirby Muxloe - Desford - Newbold Verdon - Market Bosworth	hourly	infrequent	no service
154	Centrebus	Leicester - Anstey - Thurcaston - Cropston - Swithland - Woodhouse Eaves - Quorn - Loughborough	hourly	no service	no service
158	Arriva	Leicester - Hinckley - Nuneaton	30 mins	hourly	hourly
747	Centrebus	Leicester - Houghton on the Hill - Billesdon - Uppingham	hourly peak 2 hourly off-peak	no service	no service
901	Arriva	Kegworth - Sutton Bonington Campus - Clifton - Nottingham University	30 mins (80 mins Sat)	80 mins	80 mins
9 Airway	Diamond Bus	East Midlands Gateway - East Midlands Airport - Ashby De La Zouch - Woodville - Swadlincote - Burton upon Trent	hourly EMA - Ashby 30 mins Ashby - Burton	hourly	hourly

Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
LC1	Centrebus	Melton Mowbray - Great Dalby - Somerby - Knossington - Oakham	infrequent	no service	no service
LC2	Central Connect	Melton Mowbray - Asfordby - Old Dalby - Long Clawson - Harby - Stathern - Redmile - Bottesford	infrequent	no service	no service
LC3	Centrebus	Melton Mowbray - Buckminster - Grantham	infrequent	no service	no service
LC8	Centrebus	Loughborough - Burton on the Wolds - Wymeswold - Melton Mowbray	hourly (Ragdale and Hoby one return journey a day)	no service	no service
MY15	Trent Barton	Ilkeston - Long Eaton - Old Sawley - Castle Donington - East Midlands Airport	30 mins	hourly	hourly
Novus Direct	Central Connect	New Lubbesthorpe - Thorpe Astley - Leicester	15 mins Monday-Friday 20 mins Saturday	hourly	30 mins
R1	Bland's	Melton Mowbray - Oakham - Uppingham - Corby	2 hourly	no service	no service
R2	Centrebus	Melton Mowbray - Wymondham - Cottesmore - Oakham	2 hourly	no service	no service
Skylink	Kinchbus	Leicester - Loughborough - Kegworth - East Midlands Airport - Castle Donington - Derby	15 mins	hourly	30 mins daytime hourly evenings
Skylink	Trent Barton	Coalville - East Midlands Airport - Castle Donington - Nottingham	20 mins EMA - Nottingham hourly EMA - Coalville	hourly EMA - Nottingham	30 mins EMA - Nottingham hourly EMA - Coalville
Skylink Express	Trent Barton	East Midlands Airport - Nottingham (Limited Stop)	30 mins	hourly	30 mins
WW	Lawsons of Corby	Market Harborough - Cottingham - Grettō	Tuesdays Only	no service	no service
X3	Arriva	Leicester - Oadby - Great Glen - Kibworth - Market Harborough (2)	hourly	hourly	no service
X6	Arriva	Leicester - Fosse Park - Hinckley - Coventry via M69 (2)	hourly	infrequent	2 hourly
X7	Stagecoach	Leicester - Oadby - Kibworth - Market Harborough - Northampton (2)	hourly	hourly	hourly
X31	Arriva	Leicester - Oadby - Great Glen	infrequent 1 PM journey to Kibworth Beauchamp	no service	no service
X45	Arriva	Leicester - Aylestone - Blaby - Lutterworth - Magna Park	Infrequent	infrequent	infrequent
X84	Arriva	Leicester - Fosse Park - Huncote - Croft - Broughton Astley - Lutterworth - Magna Park - Rugby	hourly	infrequent	Lutterworth - Rugby only infrequent
Meynell's Gorse P&R 103	Roberts	Meynell's Gorse Park & Ride Site - Leicester - Meynell's Gorse Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Enderby P&R 203	Roberts	Enderby Park & Ride Site - Leicester Royal Infirmary - Leicester City Centre - Enderby Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Birstall P&R 303	Roberts	Birstall Park & Ride Site - Leicester - Birstall Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service

Underlined services provided by Leicestershire County Council.

- (1) City bound journeys to run via Wistow Rural Centre.

(2) Limited Stop
- (3) Stops served in Bottesford will be the Railway Station and the two stops located on the High Street close to Queen Street.
- (4) Mon-Fri one early AM journey departs Coalville & Thringstone.
- (5) Also service 54 one Mon to Sun evening journey

Further information

For comprehensive service information contact Traveline between 07.00 – 22.00



www.traveline.info
0871 200 22 33
calls cost 12p per minute
plus your phone company's access charge



0344 800 4411
www.arrivabus.co.uk



www.blands.info



0844 351 1120
www.centrebus.info



www.ct4n.co.uk



01283 500 228
www.diamondbuses.com



0345 646 0707
www.firstgroup.com



0116 216 5555
www.foxconnect.co.uk



01509 815 637
www.kinchbus.co.uk



0115 950 60 70
www.nctx.co.uk



0115 804 0404
www.nottinghamshire.gov.uk/nottsbusondemand



01530 817 444
www.robertstravelgroup.co.uk



01604 67 60 60
www.stagecoachbus.com



01773 712265
www.trentbarton.co.uk



0115 777 3187
www.central-connect.co.uk



03457 48 49 50
www.nationalrail.co.uk

Additional services

There may be other services operating less frequently in your area. Facilities for those with special needs are offered by the Accessible, Community or Demand Responsive Transport service providers. For further information call **0116 305 0002**.

How to use this map

The map is a guide to bus services and connections operating across Leicestershire.

Please contact each service for further information, details are supplied above.

Underlined services are those supported by Leicestershire County Council, other services may have supported journeys.

Printed and online guides

Separate bus guides are available for various locations (identified by the word MAP), including a Leicester Hospitals guide. Visit **www.choosehowyoumove.co.uk/public-transport** for online guides (updates will only occur if services change). Printed versions can be found at local libraries, tourist information centres, local council offices and bus company travel shops.



www.choosehowyoumove.co.uk/public-transport • 0116 305 0002 • choosehowyoumove@leics.gov.uk

Sustainable Travel Team, Environment and Transport, Leicestershire County Council, Glenfield, Leicester, LE3 8RJ

The information contained in this leaflet is correct at time of printing, but may be subject to change. Every effort will be made to maintain these services. However, no liability can be accepted for failure to operate the services as specified. Please check the operator's website for the most up to date bus timetables.

Y0623

153 Leicester to Market Bosworth

through Kirby Muxloe, Desford, Newbold Verdon and Barlestone - Valid from Saturday, January 3, 2026 to Monday, June 22, 2026

Monday to Friday - Leicester St Margaret's Bus Station

	153	153	153	153 ¹	153	153	153		153		153	153	153	153	153	153	153	153
Leicester St Margaret's Bus Station	--	--	0640	--	0745	0855	0955		55		1255	1355	1455	1615	1715	1815	1915	2015
West End Mostyn Street	--	--	0649	0753	0756	0905	1005		05		1305	1405	1507	1627	1727	1827	1927	2025
Leicester Forest East Kings Drive	--	--	0657	0805	0808	0914	1014		14		1314	1414	1518	1640	1740	1835	1935	2033
Desford Main Street	--	--	0711	0820	0825	0928	1028		28		1328	1428	1531	1655	1755	1850	1949	2047
Newbold Verdon Old White Swan	--	--	0721	--	0832	0935	1035		35		1335	1435	--	1703	1803	1859	1955	2053
Osbaston Manor Road	--	--	0728	--	0841	0942	1042	Then at these mins	42	past each hour until	1342	1442	--	1711	1811	1906	2002	2100
Market Bosworth The Square	--	0638	0735	--	0850	0949	1049		49		1349	1455	--	1718	1818	1909	2008	2106
Barlestone Manor Road	--	0645	0742	--	0857	0956	1056		56		1356	1505	--	1725	1825	1916	2015	2113
Newbold Verdon Old White Swan	--	0654	0751	--	0906	1004	1104		04		1404	1514	--	1732	1832	1924	2022	2120
Desford Main Street	0600	0704	0801	--	0915	1013	1113		13		1413	1525	1533	1739	1839	1930	2027	2125
Leicester Forest East Kings Drive	0613	0717	0817	--	0929	1027	1127		27		1427	1540	1548	1752	1852	1944	--	--
West End Mostyn Street	0621	0728	0829	--	0940	1037	1137		37		1437	1554	1601	1801	1901	1952	--	--
Leicester St Margaret's Bus Station	0633	0740	0842	--	0952	1049	1149		49		1449	1608	1615	1813	1913	2004	--	--

¹ Term Time Only

Saturday - Leicester St Margaret's Bus Station

	153	153	153		153	153	153	153	153		
Leicester St Margaret's Bus Station	–	0755	0855		55	1555	1655	1755	1855	1955	
West End Mostyn Street	–	0805	0905		05	1605	1705	1805	1905	2005	
Leicester Forest East Kings Drive	–	0814	0914		14	1614	1714	1813	1913	2013	
Desford Main Street	0728	0828	0928		28	1628	1728	1827	1926	2026	
Newbold Verdon Old White Swan	0735	0835	0935		35	1635	1735	1834	1933	2033	
Osbaston Manor Road	0742	0842	0942	Then at these mins	42	past each hour until	1642	1742	1841	1940	2040
Market Bosworth The Square	0749	0849	0949		49		1649	1749	1848	1946	2046
Barlestone Manor Road	0756	0856	0956		56		1656	1756	1855	1952	2052
Newbold Verdon Old White Swan	0804	0904	1004		04		1704	1802	1901	1958	2058
Desford Main Street	0813	0913	1013		13		1713	1809	1908	2005	2105
Leicester Forest East Kings Drive	0827	0927	1027		27		1727	1820	1919	–	–
West End Mostyn Street	0837	0937	1037		37		1737	1827	1926	–	–
Leicester St Margaret's Bus Station	0849	0949	1049		49		1749	1837	1936	–	–

