

WALKER ENGINEERING

Consultants in Highways, Railways
Bridges and Underwater Engineering

Lawrence Walker Limited

Church Farm House
Leamington Hastings
Warwickshire CV23 8DZ

Tel : 01926 632111
Fax : 01926 632340
Mobile : 07774 839181

E-Mail : LWLtd@btopenworld.com

Jelson Limited

Normandy Fields

Hinckley

Travel Plan

(Phase 8)

January 2024

CONTENTS

Index	Page
1.0 Introduction	1
2.0 Planning Context	5
3.0 Travel Plan Limits	6
4.0 Overall Development Transport Policy	7
5.0 Specific Travel Plan Proposals	10
6.0 Summary & Proposals	17

Figures

1. Site Location Plan
2. Local Facilities Plan

Appendix

- A Development Phasing Plan
- B Development Masterplan
- C PRow Plan
- D Cycle Plan
- E Bus Plan
- F Model Travel Survey

Section 1 Introduction

1.1 Background

This Report has been prepared to discharge Planning Condition 7 of *Outline Planning Consent* Ref 15/00188/OUT with respect to the 850 dwelling *Normandy Fields* development in Hinckley and in so doing, it has been assumed that it will operate in a post Covid-19 world. The Planning Authority for the submission is *Hinckley & Bosworth Borough Council* (HBBC), whilst responsibilities for Highways & Transportation fall to *Leicestershire County Council* (LCC).

This version of the *Normandy Fields Travel Plan* (or NFTP as it is to be known) has been developed by *Jelson Limited* (Jelson – the Developer) in support of Phase 8 of development at the Normandy Fields site (**Appendix A**). It forms the core documentation for continued development across this and subsequent phases in accordance with the requirements of the Planning Consent and is based on the approved submissions for Phases 1, 2, 3, 4, 7 & 8; four of which are under construction. As of today, 145 of the approved 724 units have been occupied. The Masterplan for the Phase 8 is provided at **Appendix B** and encompasses 87 dwellings.

For the purposes of identification, the two authorities noted above are referred to as *The Councils* within this Report.

The NFTP is based on sustainable transport principles which are aimed at reducing dependency on private car use. For travellers, *The Plan* promotes walking, cycling and public transport as the main initiatives in order to reduce traffic congestion resulting from the site. Additionally, this version of the NFTP intentionally provides the opportunity for residents to *Work-from-Home* to avoid the need to travel altogether, through the provision of *High Speed Broadband* connections to each dwelling. Home working proved very popular during the Covid-19 lockdowns and has thus been included herein as a legitimate and valid alternative to car travel.

1.2 Existing Transport Infrastructure & Required Improvements

The site is part of a proposed mixed-use development covering 45.4 hectares of land to the west of the A47 at Hinckley in Leicestershire. It is located approximately 2km west of Hinckley Town Centre as shown below, with Phase 8 shown on **Figure 1:-**

Plan 1 - Site Location Schematic



Figure 1 - Site Location Plan



Full Planning Consent has been granted for the first 724 units as noted above. An extant *Outline Planning Consent* also covers the development of up to 850 Dwellings in total (Use Class C3); local convenience Retail Development of up to 500 sqm (Use Class A1) which has recently opened as a Co-op; a Primary School (Use Class D1 – for 210 pupils); Community Facilities (Use Class D2); Sports Pitches, Parkland, Children's Play Areas & Allotments and Public Open Space & Landscaping.

Vehicular access to the development is via a newly built 3-arm roundabout onto the A47 Normandy Way. In addition, the internal road system has been designed to allow public transport circulation whilst a network of attractive routes for pedestrians and cyclist is also proposed to promote these as the modes of choice for local trip-making.

A package of measures was required as part of the Planning Consent and Section 106 Agreement for the development to promote the safe and efficient operation of the proposed site access and provide improved linkages between the site and adjacent areas of Hinckley for pedestrians and cyclists. As a result, the *Base Position* with regards to access now comprises:-

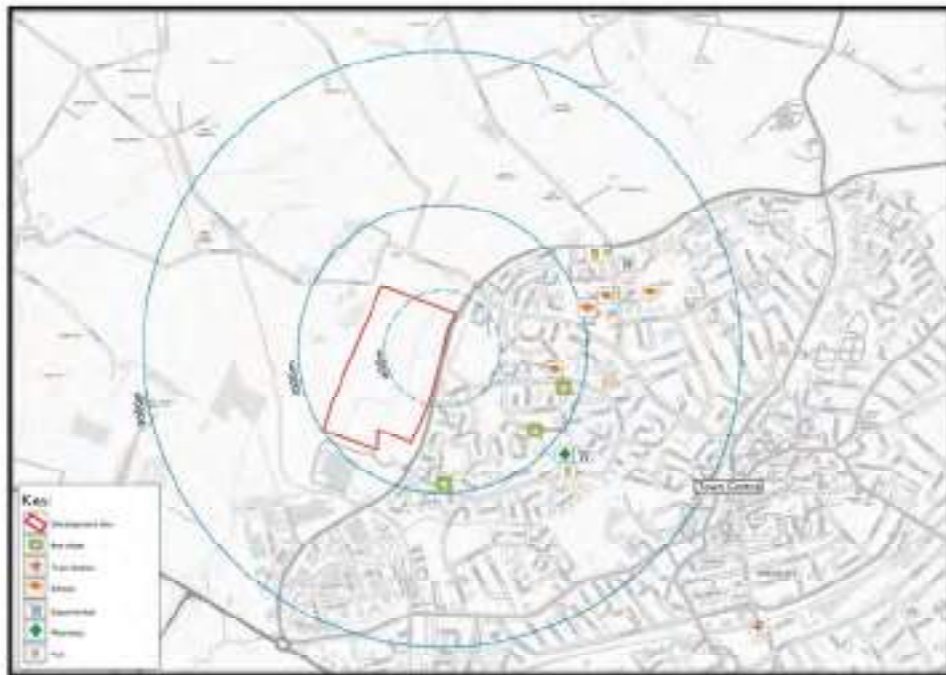
- A reduced Speed Limit on Normandy Way between the Wykin Road Roundabout to the north of the site and the Roston Drive Roundabout to the south, from 50 mph to 40 mph;
- A Toucan Crossings on Normandy Way immediately to the south of the site access and on the access road within it, for use by pedestrians and cyclists. A further informal crossing is available on Normandy Way towards the northern end of the site frontage for use by pedestrians and cyclists, with connecting footway/cycleway provision within the site also being provided;
- The re-allocation of highway space on Normandy Way with the carriageway being reduced to 7.3 metres between the Wykin Road and Roston Drive Roundabouts to allow widening of the cycleway on the eastern side (far-side) to 3.0 metres, thereby connecting with the network of walking and cycling routes serving Hinckley (see below).

1.3 Sustainable Access

Walking is considered the most important mode of travel at a local level with potential to replace short car trips particularly under 2 kilometres, whilst cycling also has the potential to substitute for short car trips, particularly those under 5km. The existing walking catchments are shown below and on **Figure 2** along with relevant local destinations, with the key catchment extending to Hinckley Town Centre to the south-east of the site. It also includes substantial residential areas of the town to the immediate east of the A47 and major employment areas along the A47 corridor to the north and south of the site.

Wykin Community Park on the eastern side of Normandy Way is easily accessible on foot, whilst facilities provided within the site itself include a Primary School and a recently opened Co-op Local Store. Both are within easy walking distance of all parts of the site.

Plan 2 – Walking Catchments



In addition to footways provided alongside the various existing roads, a network of *Public Rights of Way* (PRoW's) is available for pedestrian movement, as indicated in **Appendix C**. PRoW's passing through the development have been retained and enhanced, whilst access to others that adjoin the site provides a useful leisure resource for residents and further options for pedestrian movement and connectivity.

The 5km cycling catchment includes the full extent of the Hinckley Urban Area as well as parts of Nuneaton (including the Town Centre) and Barwell. In this context LCC has provided a plan showing the network of routes for cyclists that are currently available in the Hinckley area and this is included at **Appendix D**.

A continuous surfaced cycleway is available to the east of the A47 and extends over the full length of the *A47 Hinckley Northern Bypass*. The cycleway has been widened to 3.0 metres between the Wykin Road & Roston Drive Roundabouts as part of the development as noted above. It provides convenient access to employment areas along the A47 corridor to the north and south of the site as can be seen from the County Council's plan, with access to it being available by means of the new Toucan Crossings. Cycling to the Town Centre via the *Outlands Drive Cycle Route* is a realistic option, since at a distance of just 2km it would take only 8 minutes at a normal cycling speed of 15kph to reach. Employment opportunities, shopping, leisure and community facilities are thus conveniently accessible to cyclists based at the site, as is the Railway Station.

Hinckley is served by a well-developed network of bus services emanating from the Town Centre, as detailed in **Appendix E**. Frequent services are available from the main Bus Station to Leicester, Nuneaton and Coventry via various routes, whilst a range of Local Centres including Earl Shilton, Barwell and Burbage are also served.

The layout of the proposed development has been designed to allow access by buses (historically referred to as Route 10 but currently operated as Route 11 by Stagecoach), with all dwellings being located within 400 metres of a future bus stop. Route 11 has recently been extended into the site, with the first bus stop being located close to the Site Access Roundabout and Co-op Local Store. It is currently served via a U-turn at the first on-site roundabout, with all buses then leaving to continue to their ultimate destinations via the same route. As the scale of development increases the initial bus service will be organically extended, with buses circulating around the major residential areas as parts are built-out. The provision of these new or extended bus services is covered by Schedule 7 of the Section 106 Agreement. It is worth noting that the same Agreement provides for two free six-monthly bus passes to be made available to each dwelling to help promote public transport use, which are administered by the County Council through Developer Contribution.

Passenger Rail Services are available from Hinckley Railway Station (approximately 3.5km from the site) from whence trains run on the Birmingham New Street to Leicester line each day, with most services calling at Nuneaton and Coleshill towards Birmingham and at Narborough en-route to Leicester. Journey time by train is approximately 39 minutes to Birmingham and 19 minutes to Leicester.

Some 70 car parking spaces are provided at the Station, making multi modal journeys possible. It is conveniently accessible by cycle too as noted above and is served by buses on Routes 3, 7 & 8. Rail may thus be considered as an option for journeys to and from the main urban centres of Nuneaton, Coleshill, Birmingham and Leicester.

Based on the above analysis and the available local infrastructure, it is considered that there are significant opportunities for trips generated by the development to be made by cycle. These include the potential for longer distance multi-modal journeys and in particular use of the Local Rail Network via Hinckley Railway Station.

1.4 Nature of the Development

Under the auspices of a bespoke *Outline Planning Consent* (OPC) for the site obtained in May 2018 (Ref 15/00188/OUT), consent exists to develop up to 850 dwellings at the Normandy Fields site, with Phase 8 accounting for 87.

1.5 The Travel Plan Proposals

The main reason for introducing a *Travel Plan* arises from the planning priorities for the site and the parking and travel demands emanating from it. The NFTP therefore identifies a range of alternative transport means to the site and also other ways of reducing car usage in overall terms. Proposals include:-

- Measures to provide more travel choice;
- An implementation strategy for the proposals;
- Targets for travel by various modes;
- Proposals for monitoring the Plan.

Section 2 Planning Context

2.1 Current Position

The site benefits from an *Outline Planning Consent* (OPC) Ref 15/00188/OUT covering 850 dwellings and various *Full Planning Consents* and *Reserved Matters Approvals* for the first 724 across Phases 1, 2, 3, 4, 7 & 8. This version of the NFTP has been developed specifically to discharge Condition 7 of the Outline Consent with respect to Phase 8.

For reference, Condition 7 states that:-

In accordance with the Phasing Plan, prior to the occupation of each phase a Residential Travel Plan, in accordance with the Framework Travel Plan, shall be submitted to and agreed in writing by the LPA. The measures approved shall thereafter be provided.

In addition, the Section 106 Agreement for the site provides for a number of sustainable transport measures including the provision of new bus stops and a permanent route extension; payments to cover free bus travel and public transport subsidies. These will be enacted partly by the main builder Bloor Homes, partly by Jelson Homes and partly by LCC and have been included as part of the NFTP proposals on that basis.

Section 3 Travel Plan Limits

3.1 Limits of Application

This version of *The Normandy Fields Travel Plan* is intended to cover only the 87 residential units that form part of the Phase 8 development defined by the current Phasing Plan at **Appendix A** and the site Masterplan at **Appendix B**. It does not relate specifically to any other adjacent residential areas that may be brought forward by the associated housebuilder, nor the non-residential components of the overall development. It will however form the core documentation for these areas and provide guidance for the continued development of the site in accordance with the requirements of the extant OPC.

3.2 Lifespan

The Normandy Fields Travel Plan will run from first occupation for a period 5 years. This period will however be extended for a further year should the targets stated at **Section 4.3** below not be met by the end of that period and additional remedial actions in accordance with **Section 5.2.9** be required. It will in any event run for at least one year after the occupation of the last dwelling on the site or phase, as appropriate.

Section 4 Overall Development Transport Policy

4.1 Point of Contact

The *Normandy Fields Travel Plan* and the transport policies contained within it have been developed by *Lawrence Walker Limited* (LWL) in conjunction with Jelson. It is intended for implementation as part of the development proposals for the site.

All responsibilities for the NFTP, its policies and ultimate implementation rest with LWL, who's nominated **Travel Plan Co-ordinator** for the site is:-

Mr. Steven Johnstone
Lawrence Walker Limited
Church Farm
Leamington Hastings
Warwickshire CV23 8DZ

Tel - 01926 632111
Email - lw ltd@btopenworld.com

4.2 Travel Patterns & Surveys

Phases 1, 2, 3 & 7 of the Normandy Fields site are currently under construction by Bloor Homes and LWL undertook the most recent travel survey of the first three in the Autumn of 2023. Whilst an input to subsequent MR reports could possibly be a *Questionnaire Travel Survey* of all residents as per **Appendix F**, it was felt that due to currently high local Covid-19 infection rates, this was not appropriate today. The main source of data thus came from a series of manual travel counts covering both vehicular and non-car modes, together with a number of door-step interviews. Its findings have been used to tailor this Phase 8 version of that document.

Since travel surveys are accurate for only a relatively short period of time following their instigation, it is LWL's intention that the survey process be repeated annually. The results of each survey will then be used to review progress against current day and targeted modal splits, as well as a means of testing the effectiveness of any new measures as required. Each travel survey will include a conventional traffic count to enable accurate modal split percentages to be calculated.

4.3 Targets & Objectives

In keeping broadly with the aspirations of the *Framework Travel Plan* (FTP) but noting that no targets were actually set within that document, the primary objective of this Phase 8 NFTP will be to ultimately deliver a 15% reduction in peak hour vehicle trips to and from the site over a five year period by limiting SOCD usage to 60% overall. This is a highly challenging target which pre-dates Covid-19 and its legacy. It is therefore proposed that it will be achieved through the establishment of 30% non-car driver usage once the site has been in operation for at least 12 months, coupled with an overall 10% reduction in two-way external travel through home working.

With this in mind, rounded broad targets and overall trip rates per 100 dwellings have been established by LWL as informed by the 2023 Phase 1 to 3 surveys, which centre round achieving the proposed non-car based trips. They will apply to (and be measured across) the entire development, from the approval of this Phase 8 version of the NFTP to completion of the site unless otherwise revised by subsequent versions of The Plan in the interim.

Table 1: Reference Person Trips (Per 100 Dwellings)

Mode	Person Trips			
	AM (In)	AM (Out)	PM (In)	PM (Out)
Total Movements (Including Virtual)	25	60	55	30
Car	19	45	41	23
Car Share (Passenger)	1	3	3	1
Public Transport (Bus)	1	2	2	1
Rail	-	-	-	-
Walk/Cycle/Other	4	9	8	5
Working from Home	-	1	1	-

Table 2: Target Person Trips (Per 100 Dwellings)

Mode	Person Trips			
	AM (In)	AM (Out)	PM (In)	PM (Out)
Total Person Trips	25	60	55	30
Car (SOCD's) 60%	15	35	30	20
Car Share 10%	1	6	6	1
Public Transport 5%	1	3	3	1
Walk/Cycle 15%	5	9	9	5
Work from Home 10%	3	7	7	3

4.4 Actions

In addition to the above numerical targets for the various travel modes considered, five key “*Headline*” initiatives will also be enacted as the development progresses to assist in their delivery.

These “Action” type targets take the form of specific commitments that have been tailored to aid their delivery and allow for easy monitoring. They are specific, measurable, achievable and time-bound in the context of the site’s delivery programme, and comprise the following five key measures listed below:-

- Provision of up-to-date cycle and walking maps and associated health advice, together with new on-site signage by the end of 2024;
- The distribution of “Welcome Packs” as provided by LCC to all residents upon occupation in accordance with the S106 Agreement;
- Agreement with The Councils to continue to use the Travel Survey pro-forma and Monitoring Report format deployed across Phases 1 to 3 when required at the end of 2024, as provided herein at **Appendix F**;
- Joining of the Liftshare.com web-based car-share scheme before the end of 2024;
- Provision of a draft Travel Webpage for the development by the middle of 2024 and a fully operational version by the end of that year.

4.5 Objectives

The three main transportation policy objectives which apply to the development will be as follows:-

- To ultimately achieve a *15% Reduction* in overall SOCD car usage associated with the development through the achievement of 30% non-car driver usage;
- To encourage *Home Working* and thereby achieve an overall reduction of 10% in total journeys made to and from the site;
- To promote *Walking & Cycling* as the primary means of transport;

4.6 Management Support

Travel Plans can fail to operate properly if there is inadequate consultation between the participants or if the TP in question fails to enjoy management support. An additional measure has therefore been agreed with Jelson which will be given their continuing and full support through an undertaking to provide:-

- Support and funding for their nominated Travel Plan Co-ordinator, who will be charged with liaising with The Councils as part of his duties on a regular basis, with formal meetings being arranged periodically.

Section 5 Specific Travel Plan Proposals

5.1 Principles

Whilst the targets noted above for modal share have been established for the entire development, they are in part subject to influence by each enclave and street as the development progress. A successful *Travel Plan* will involve changing established or desired travel modes across every part, so to do this the NFTP will include both physical “Hard” measures - such as the construction of new footpaths - and other “Soft” measures aimed at improving awareness, or encouraging the use, of more sustainable travel options. Both types of measure are now outlined below.

5.2 Mechanisms

5.2.1 Travel Surveys & Performance Indicators

Travel and traffic surveys will be undertaken towards the end of 2024. They will then be updated annually to determine the reasons for car dependency locally and the possibilities for reducing it in favour of more sustainable transport modes. The best options for reducing car usage can then be determined.

- Travel surveys will be carried out by LWL. Surveys will be repeated during the life of the development on an annual basis and then for five years hence. An example of the current Phase 1 to 3 pro-forma is included as **Appendix F**, which itself includes information on the levels of car ownership to ensure that appropriate provisions are maintained across the site for new residents. Re-use of this survey format will be agreed with the The Councils before its use in 2024.

5.2.2 Travel Plan Co-ordination

The Normandy Fields Travel Plan will be monitored to ensure that it meets targets. This will be carried out by the nominated Travel Plan Co-ordinator who will be responsible for the initiation and publicising of the various NFTP initiatives. The post will remain supported for the lifespan of the Plan.

The primary duties of the Travel Co-ordinator will be introduce and control the following “Soft” measures:-

- To review, develop and oversee the implementation of initiatives outlined in the NFTP and the achievement of the modal shift targets specified therein;
- To promote, market and monitor progress of the NFTP and detect trends in change against targets and report to the The Councils, and;
- To distribute the “Welcome Packs” produced by LCC to all residents as they move in in line with the S106 Agreement (see also **Section 4.4** above).

- 5.2.3 Local provider Arriva currently operates services that connect with the local villages and towns via the A47 (Routes 6/6A/7) along the eastern boundary of the development. Combined, they provide a 60-minute frequency between the main destinations (**Appendix E**). Additionally, there is a Section 106 obligation to provide new bus services into the site, with a separate provision to allow for future use of the Spine Road by buses with bus stops being located along it. The first stage of this new service has recently been enacted, with Stagecoach operating Route 11 into the site connecting the Co-op directly with the Town Centre as described at **Section 1.2** above. As this service is rolled-out, the entire site will ultimately lie within 400m of a bus stop, representing an attractive offer to new residents. The new bus services are funded by the Section 106 Agreement through a Developer contribution.

The impact of Covid-19 greatly reduced use of *Public Transport* (PT) and even today it has not recovered to pre-lockdown levels. It may not do so for several years yet; by which time the Phase 8 development may well be substantially complete. For this reason, PT has been targeted with achieving only a modest overall level of increase compared to the pre-Covid figure.

There is a requirement within the S106 Agreement to fund the provision of free “Taster” Travel Passes for use on existing and extended bus routes, which is being looked after by LCC (i.e. not the Travel Plan Co-ordinator) originally on behalf of Bloor and now Jelson. However, due to inaction on the part of LCC, the Travel Plan Co-ordinator has intervened and issued a small number as part of Phases 1 to 3 to date. This should be noted in the context of remedial measures in accordance with **Section 5.2.9** herein, should any ultimately be required.

Overall, the following provisions relating to bus travel will be made to help the 5% target for all journeys to be made by Public Transport to be met and maintained:-

“Hard” Measures:-

- The provision of further new bus stops within the development and sustainable easy pedestrian access to them from individual dwellings as the site progresses.

“Soft” Measures:-

- The provision of timetable information for all residents from the initial occupation of any new dwelling via the “Welcome Packs”.

In addition, the Travel Plan Co-ordinator will work with the County Council to ensure that funding provided through S106 contributions to encourage bus usage is spent and that potential bus travellers are aware of its existence. This will be done mainly through with the issuing of the “Welcome Packs” which fall to LCC to prepare in accordance with the S106 Agreement.

5.2.4 Rail Services

The nearest Railway Station to the site is Hinckley, which is approximately 3.5km from the site by road and is thus within easy cycling distance of the development. The Station is served by the Birmingham New Street to Leicester line each day, with most services calling at Nuneaton and Coleshill towards Birmingham and at Narborough en-route to Leicester. Journey time by train is approximately 39 minutes to Birmingham and 19 minutes to Leicester. The Route 6A bus provides a convenient link to the Station from the site via the Town Centre at peak times.

Transport links between the Railway Station and the site will be promoted by the following “Soft” measures, assuming it is safe to do so in a post-Covid world. Rail is not targeted with achieving any specific usage level in the immediate future due to the lasting Covid legacy and extended *Industrial Action*, but a modest patronage over the lifetime of the development would be beneficial, aided by:-

- The provision of bus and rail timetable information for all residents from the initial occupation of any new dwelling via the “Welcome Packs”. This will include a map showing the best walking and cycling routes to the Station.

5.2.5 Passenger Information & Travel Packs

For rail and bus travel, the continuing provision of passenger information is important to ensure that residents will view public transport as a viable alternative to the car. A major task of the Travel Plan Co-ordinator will thus be to disseminate information effectively. This will be made available both physically and electronically to all.

The following “Soft” measures are proposed:-

- A *Welcome Pack* will be provided by LCC for distribution to all residents upon occupation in accordance with the Section 106 Agreement to ensure that information relating to travel options is available in both a quick and convenient manner (see also **Section 4.4** above). Information provided will be up-dated through “Fliers” on a regular basis. The Travel Pack itself will define the role of the Travel Plan Co-ordinator and provide contact details, as well as providing information on walking & cycling routes, local amenities & facilities and bus and rail services, including timetables and route plans. The Pack will also contain application forms allowing each dwelling to claim up to two free six-month bus passes;
- The Travel Plan Co-ordinator will circulate details relating to existing “Apps” which provide information on travel and the use of non-car modes via the internet on a *Real Time Information* (RTI) basis. It is intended that these will provide direct links to both Rail and Bus RTI travel information Websites to enable users to download the most appropriate information onto their mobile devices.

5.2.6 Car Sharing

Car sharing is an effective means of reducing the number of cars driven to and from any development that exists in a post-Covid world. For this reason, it forms an important component of NFTP and is targeted with accommodating **10%** of all peak hour journeys to and from the site in future years.

With this in mind, the following “Soft” proposals for car sharing are included as part of the overall NFTP, which will be instigated by the Travel Plan Co-ordinator:-

- Joining of the Liftshare.com web-based car-share scheme;
- Joining of other existing web-based car-share initiatives and sites such as www.goshare.com through the setting up of a private group licence for the site;
- The Travel Plan Co-ordinator will be responsible for maximising car sharing take-up amongst residents. To achieve this, he will contact individuals on a regular basis to maximise the numbers sharing daily journeys. He will also raise awareness with residents of existing Car-Share services, which include the existing www.Liftshare.com website.

5.2.7 Cycling & Walking

Normandy Fields is sited in a sustainable area with good local facilities within easy walking and cycling distance of it, as is shown on **Plan 2**. As a result, **15%** of all journeys are expected to be made on foot or by cycle. The following “Soft” measure is proposed to help encourage non-vehicular travel:-

- The Travel Plan Co-ordinator will promote walking and cycling as suitable means of travelling, highlighting the health benefits thereof.

Important aspects of cycling are security, maintenance and marketing. This is particularly true where the maintenance of lighting is concerned, which should be provided and repaired immediately in order to ensure that routes used by cyclists enjoy the maximum patronage. One of the roles of the Travel Plan Co-ordinator will therefore be to ensure that roads both in and around the site are maintained and the vulnerability of those using them minimised as a consequence.

Another key part of cycling is knowledge, encompassing both routes and the use of cycles themselves. This is particularly true where cyclists may be unfamiliar with routes around the site that have been newly added, or simply where would-be cyclists need a bit of encouragement to make the leap from car to cycle. With this and the previous context in mind, the Travel Plan Co-ordinator will instigate the following “Soft” measures in conjunction with LCC through the “Welcome Packs:-

- Provide up-to-date cycle maps (encompassing both NFTP productions and existing LCC publications) and improved awareness in and around the site to encourage the use of cycles as a means of travel;

- Incorporate journey planning information into all publicity material, through raising awareness of the LCC service operated by their sustainable travel team;
- Ensure that lighting to local roads around the site is adequately maintained.

Walking to the site will be encouraged and there are currently several routes linking the surrounding residential areas to it by both recreational and more direct means (**Appendix D**). To maximise the potential of such routes, the Travel Plan Co-ordinator and Developer will:-

“Hard” Measures:-

- Provide new pedestrian routes within the site as set out in the Planning Consent.

“Soft” Measures:-

- Provide all residents with local walking (and cycling) maps via LCC indicating Public Footpaths and safe walking routes throughout the area, including condition of surfacing, widths, distances and times to local facilities, amenities and popular locations, lighting provisions and major road crossing locations. These will be included with the “Welcome Packs” for the site;
- Raise awareness of Local and National Sustainable Days such as “Walk to Work” day and encourage residents to take part.

5.2.8 Timescales

Specific timescales attached to the five key major initiatives contained within this NFTP are identified in **Section 4.4** as part of the “Action” target strategy. In addition it will also be necessary to make LCC aware of the draft proposals at an early stage due to the need for co-operation and their action where required under the S106.

To achieve this, it is proposed to implement the following basic programme, independent of the occupation of each dwelling. Timeframes are relative to the formal discharge of Planning Conditions in this respect.

Confirm Travel Plan Co-ordinator with LCC	1 month
“Welcome Packs” to be provided by LCC	3 months
Provide draft Travel Webpage to LCC	6 months
Confirm re-use of Phase 1 to 3 Travel Survey with LCC	6 months
Confirm re-use of Phase 1 to 3 Monitoring Report with LCC	6 months

5.2.9 Monitoring & Review

Monitoring of the NFTP will be the responsibility of the Travel Plan Co-ordinator, who will hold regular meetings with all interested parties in the pursuance of this responsibility. Apart from receiving regular updates from residents on the site and liaising with The Councils on transport related matters, the main monitoring process will involve travel surveys as described earlier in this NFTP.

Since travel surveys are accurate for only a relatively short period of time following their instigation, the survey process will be commenced in late 2024 and then repeated annually based on the latest Phase 1 to 3 work undertaken towards the end of 2023. This will ensure that the information held by the Travel Plan Co-ordinator is up-to-date. The results of each survey will then be used to review progress against targeted modal splits and also as a means of testing the effectiveness of new measures as required. To do this, the Travel Plan Co-ordinator will calculate the actual number of journeys and percentage share of all travel modes to the site, based on all available information. This will then be presented on a rolling annual basis to The Councils for review. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

The figures calculated will additionally take account of known parameters (such as car movements) which will be counted independently.

- An *Annual Monitoring and Review Report* for the site will be presented to The Councils (at no cost to The Councils) providing a comparison of achievements against targets. Should the SOCD for the period not be met, then the report will contain a spread of possible remedial measures for consideration;
- The report will also include a summary of changes to personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results will be circulated to all residents upon the completion of each survey;
- The format of the reporting will be based on that used in 2023 for Bloor as part of Phases 1 to 3 of the development, but will be subject to agreement with The Councils.

5.2.10 Reducing Travel Demand – Home Working

Home working proved very popular during the Covid-19 Lockdowns and its deployment as a valid alternative to external car travel is thus included as a legitimate part of this version of the NFTP.

To encourage reductions in the overall travel demand associated with the site, a number of measures will be promoted to achieve at least the equivalent of a **10%** take-up in usage. These will include “Soft” initiatives to work from home on a regular basis and “Hard” help, comprising:-

- All new dwellings will have access to High Speed Broadband as part of the development’s construction. This will be available from day-one of occupation and houses will be individually designed to allow easy working.

In order to encourage residents to work from home, the benefits of so-doing will be expounded in the “Welcome Packs” as a series of “Soft” measures. The Travel Plan Co-ordinator will additionally work with the Sales Staff to ensure that all new potential residents are aware of the advantages and possibilities for a life-style change that home working can offer before they buy.

Once in occupation, help with setting-up businesses from home or simply advice on how to arrange time or provide order within the home environment will follow, along with regular visits and encouragement as part of an on-going liaison process. Home working in the modern world is relatively new, but the benefits are substantial and the Travel Plan Co-ordinator will seek to promote these with both residents and their employers. By so doing, it is hoped that some of the better parts of the Covid-19 Lockdowns can be retained and built into a more sustainable future.

5.2.11 Marketing

The *NFTP Travel Webpage* will cover all aspects of travel and offer advice to all in an easy to follow manner. Its existence will itself be promoted by the “Welcome Packs”, “Fliers” and “News Bulletins”; all of which are made freely available to residents of the site on a regular basis.

In addition, a *Community Travel Notice Board* will be provided in a prominent location within the development to allow information to be disseminated in a more conventional manner. Both it, and the NFTP Travel Webpage, will include links to third-party travel Websites of interest such as www.travelineeastmidlands.co.uk and www.sustarns.org.uk to allow dissemination of locally relevant travel information.

- The *Normandy Fields Travel Webpage* will serve as the main marketing tool for the NFTP and will provide free travel information to all users. Its existence will be made known by a series of “Fliers” on a regular basis and by the “Welcome Packs”. Additionally, a *Community Travel Notice Board* will be provided and sited in a prominent location within the development for the lifetime of the TP.

Section 6 Summary & Proposals

6.1 Summary

The Normandy Fields Travel Plan (NFTP) aims to promote sustainable transport through a number of initiatives. It is the framework by which each resident will actively commit himself or herself, both in the short term and long term, to meeting the objectives of a more sustainable transport policy. *The Normandy Fields Travel Plan* sets out targets for realising a tangible modal shift from car to other more sustainable modes, including buses, cycling, walking and car sharing. It also defines the means by which the targets can be met and establishes a response to various factors including:-

- Recognition of the fact that a partnership approach between users, transport operators and the Local Authorities to transport issues is important, and;
- The need to take a pro-active approach to the development and implementation of a sustainable travel strategy for the management of travel demand in line with local and national policies.

6.2 Proposals

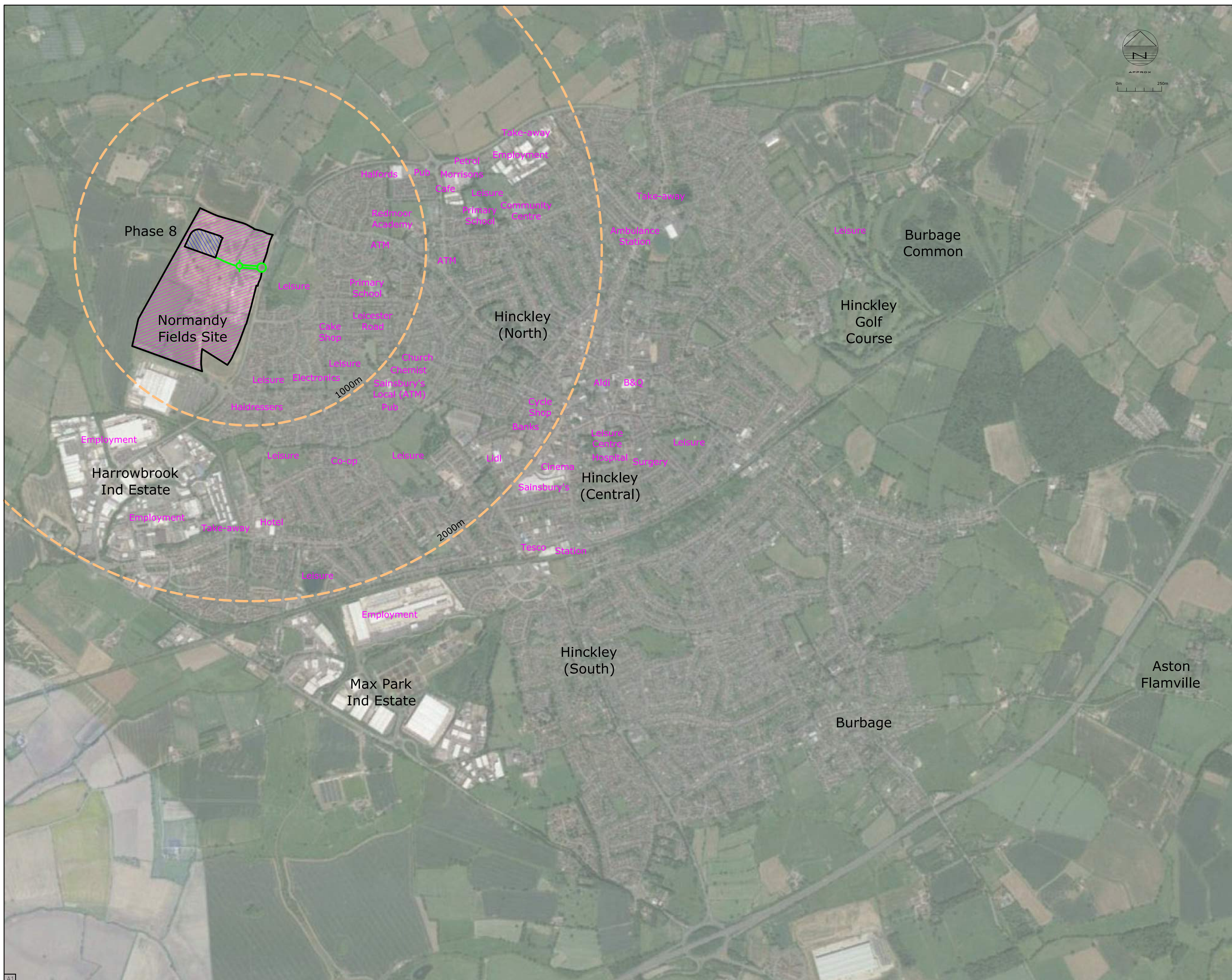
The future involvement of all residents is regarded as an important component to the overall success of the TP. Nevertheless, Jelson targets the limiting of car-born *Single Occupancy Car Drivers* (SOCD) to a ratio of no more than 60% of all travel modes upon full occupancy of the development as the principal objective of their sustainable travel strategy. Essential to the formulation and successful implementation of this Phase 8 plan is a thorough understanding of the travel patterns of all future commuters. This knowledge will allow the NFTP to be tailored and reviewed to achieve the optimum results. The achievement of the traffic reduction target will then depend on the following headline measures, which Jelson undertakes to implement in conjunction with the, residents and the Local Authorities. Jelson will therefore:-

- Appoint and retain a *Travel Plan Co-ordinator* in accordance with **Section 4.1** to oversee all travel policies and implement the NFTP. The role and duties of the Travel Plan Co-ordinator will be as defined in **Section 5.2.2**;
- Promote use of the new *Route 11 Bus Service* as the main vehicular alternative to the private car in accordance with **Section 5.2.3** above;
- Provide a *Welcome Pack* via LCC to each new dwelling upon occupation, to ensure that information relating to travel options is available in both a quick and convenient format as defined in **Section 5.2.5** of this NFTP. Additionally, information relating to existing “Apps” which cover travel and the use of non-car modes via the internet on an RTI basis will be provided;
- Join available *Car-Share Schemes* as defined in **Section 5.2.6** of this NFTP;

-
- Deliver a *Walking & Cycling Initiative* as described in **Section 5.2.7** of this NFTP,
 - Seek to reduce the need to travel through a *Travel Reduction Policy* comprising a *Home Working* initiative as outlined within **Section 5.2.10** of this NFTP;
 - Actively market *The Normandy Fields Travel Plan* in accordance with the methodologies described therein and outlined in particular within **Section 5.2.11**;
 - Provide all secondary and complementary measures described in the NFTP to help deliver the total reduction in single occupancy car use. They shall be delivered in accordance with the timescales defined within this NFTP, or as otherwise agreed with The Councils.

The above forms the basis of Phase 8 *Normandy Fields Travel Plan* proposed for the development; the details of which remain to be agreed with the officers of The Councils. It is submitted for approval on this basis.

Figures



NOTES

1. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS MUST BE CHECKED/ VERIFIED ON SITE. IF IN DOUBT ASK.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.

3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.

4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

KEY

A	18.01.22	ISSUED FOR USE	SPJ
Rev	Date	Description	Drawn

AMENDMENTS

LAWRENCE WALKER
LIMITED
CHURCH FARM
LEAMINGTON
HASTINGS
WORKS
CV23 8DZ

Client	
--------	--

BLOOR
HOMES

Project Title

NORMANDY FIELDS
HINCKLEY

Drawing Title

WALKING ROUTES & LOCAL FACILITIES

Scale As Noted	Date 18.01.22	Drawn by SPJ
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Drawing Status

Planning

Drawing No:	Revision
Figure 2	A

Appendix A

Development Phasing Plan

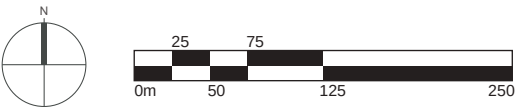


Legend

	Development Phase		Residential
	School Site		Commercial
	Childrens Play		Site Access Works
	Attenuation		Pitches

Public open space including:

- Formal Sports Pitch Provision – minimum of 3.28ha
- Formal Parkland (excluding SUDs and Play) – minimum of 1.44ha
- Equipped Children’s Play Areas – minimum of 0.31ha
- Allotments – minimum of 0.5ha
- Natural and semi natural greenspace including SUDs – minimum of 11ha



	-	Rev
DE155_004		Drg No
Bloor Homes		Client
Normandy Fields		Project
Phasing and On Site Open Space Plan		Title
1:5,000 @ A3		Scale

Appendix B

Development Masterplan

Proposed Site Layout



- Notes:
- 1) Root protection measures are to be installed where trees and planting are proposed to be located within private land to prevent surface water entering the public highway where plots / driveway gradients fall towards the highway
 - 2) Any trees are to have a clear 2m stem where located near the highway
 - 3) Appropriate drainage infrastructure to be installed within private land to prevent surface water entering the public highway where plots / driveway gradients fall towards the highway

Key

- Application site boundary
- Proposed Housing (Private)
- Proposed Housing (Affordable) Shared Ownership
- Proposed Housing (Affordable) Affordable Rent
- Existing Surrounding Buildings
- Private Rear Garden Area
- Public Open / Green Space
- Principal Highway / Road
- Raised Table
- Private Drive
- Car Parking Spaces
- Pedestrian Footpaths
- Existing Tree Planting (approximate locations - pink dashed line denotes Tree Protection Zone)
- Proposed Tree Planting (for illustrative purposes only - subject to detailed design / planting scheme by Landscape Architect)
- Proposed Hedge / Shrub Planting (for illustrative purposes only - subject to detailed design / planting scheme by Landscape Architect)
- Housetype - Point of Access
- Primary Site Access
- Pedestrian link
- 2.4m x 25m Vehicular visibility splay
- Pedestrian visibility splays (1m x 1m or 2m x 2m)

Normandy Fields, Hinckley - Schedule of Accommodation

Housetype	Property Type	Market Sale	Affordable	No. of Units
JS203	2-bed semi	8	4	12
JT203	2-bed terrace	3	3	6
Sub-Total	2-bedroom units	11	7	18
S304	3-bed semi	16	8	24
JS319	3-bed semi	4	0	4
JS322	3-bed semi	4	0	4
T304	3-bed terrace	3	3	6
JD313	3-bed detached	3	0	3
JD319	3-bed detached	1	0	1
JD331	3-bed detached	9	0	9
Sub-Total	3-bedroom units	40	11	51
JD401	4-bed detached	3	0	3
JD402	4-bed detached	4	0	4
JD407	4-bed detached	1	0	1
JD411	4-bed detached	4	0	4
JD421	4-bed detached	6	0	6
Sub-Total	4-bedroom units	18	0	18
Total		69	18	87

Property Size	HBBC Minimum garden size	No. of Units	Total Garden Area (Required)	Total Garden Area (Actual)	Average Garden Size (Actual)
2-Bedroom House	60m ²	18	1,080m ²	1,312m ²	72.9m ²
3-Bedroom House	80m ²	51	4,080m ²	4,820m ²	94.5m ²
4-Bedroom House	80m ²	18	1,440m ²	3,020m ²	167.8m ²

Disclaimer: brp architects Ltd. accept no responsibility for work not undertaken fully in accordance with the contents of this drawing and related specifications. This document and its design content is copyright protected ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents for construction purposes. Dimensions to take precedent over scaling. All scales noted correct at original paper size. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the originator. If in doubt ask.
Source File: J112-6-25 Site Model.pln

Rev	Date	Drawn	Note
P02	21/10/2022	CMW	Plots 33-35 switched with 87-89. Raised table amended to front of Plots 85-86. Affordable tenures denoted.
P03	26/10/2022	CMW	Alignment of boundaries to Plots 1, 9, 59, 60 & 62 amended.
P04	20/02/2023	CMW	Central section of site re-designed to create formal public square & east-west pedestrian link. Amendments to 5m buffer to west. Addition of highway notes / visibility splays. Scheme reduced to 87no. units.
P05	03/03/2023	JWH	Updated Public Square and road layouts to Jelsons comments.
P06	13/03/2023	JWH	Added dimensions showing distances between dwellings. Updated Schedule of Accommodation.
P07	15/03/2023	JWH	Added Average Garden Area Schedule, showing compliance with HBBC Minimum Garden Sizes.
P08	31/05/2023	MGW	Tree added adjacent to Plot 56.
P09	02/06/2023	MGW	Plots 56-60 amended.
P10	02/06/2023		Amended trees along road 4 to reflect Jelson comments.

Note: This drawing contains a reproduction of the original topographical survey information provided by Bloor Homes. Any discrepancies are to be brought to the attention of brp architects immediately and before any further works commence.



brp architects

1 Millers Yard
Roman Way
Market Harborough
Leicestershire
LE16 7PW
1: 01858 464986
brp-architects.com

Client
Jelson

Project Title
Proposed Residential Development
Land at Normandy Fields
Hinckley

Drawing Title
Proposed Site Layout

Drawing Status
Planning

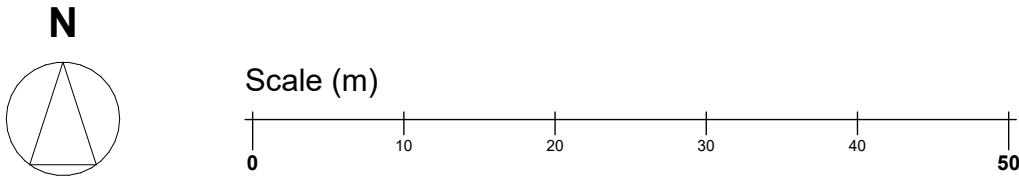
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Original Paper Size
A1

Drawn By
CMW / JWH

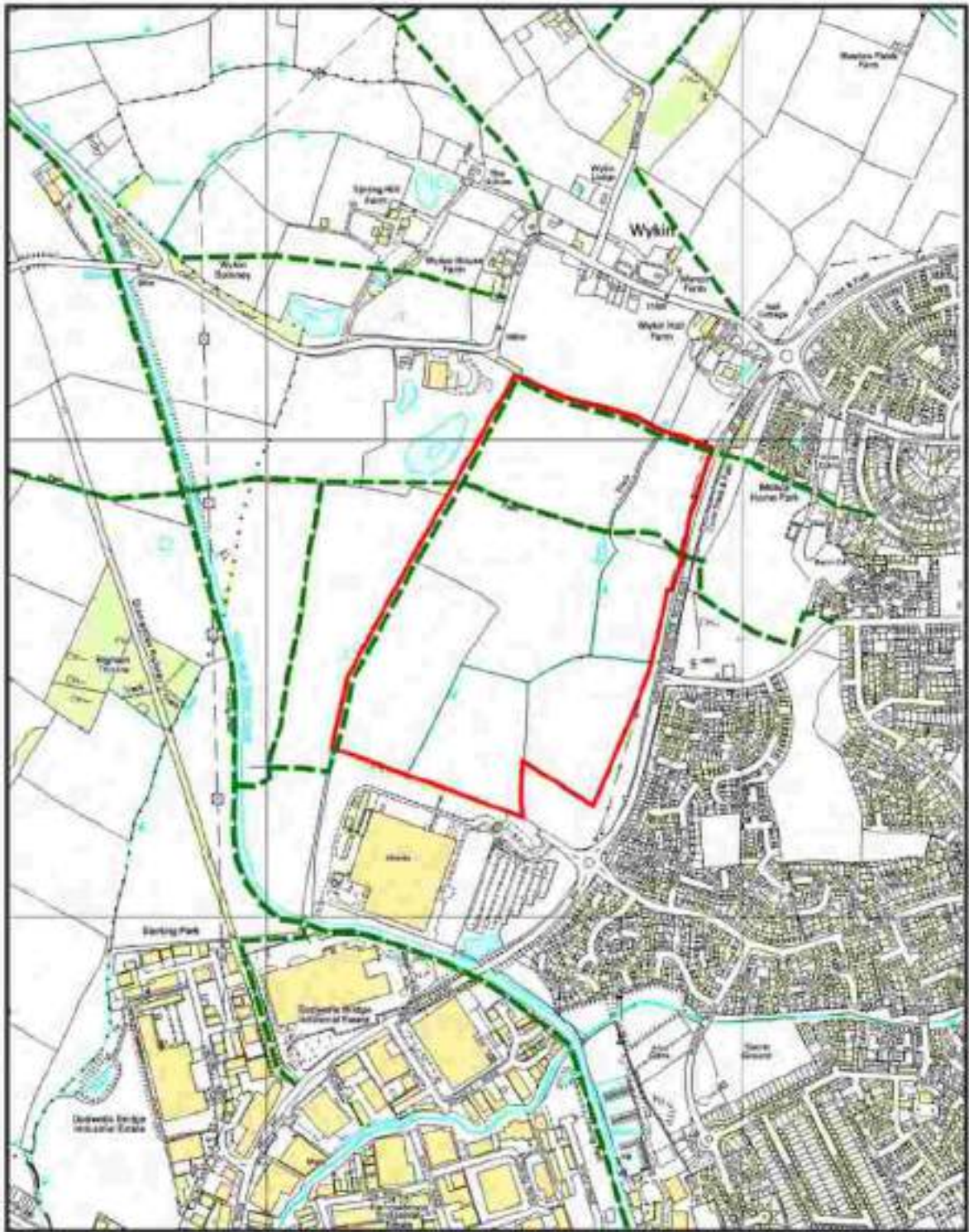
Checked By (if the copy only)
Date
15.03.2023

Revision/Reference
J112-BRP-00-00-DR-A-0102-P10



Appendix C

PRoW Plan



Site of Proposed
Development

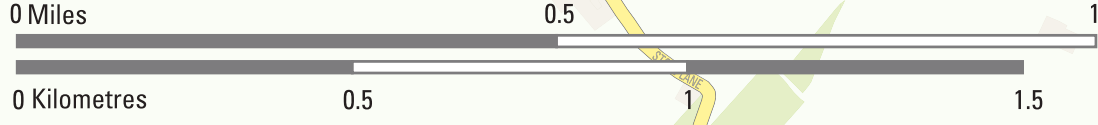


Public
Footpaths

Appendix D

Cycle Plan

HINCKLEY



9 minutes cycling will take you this far at 9mph

6 minutes cycling will take you this far at 9mph

3 minutes cycling will take you this far at 9mph

KEY

Off-road route

Recommended on-road route

Pedestrian area

Traffic-calmed area

One way

Railway with station / Level crossing

Cycle parking

Steep gradient (arrows point downhill)

Toucan crossing

Pelican crossing

Bike shop

School / College

Hospital

Library

Tourist attraction

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Cartography © Sustrans Four Point Mapping.
The representation of a track or a path is no evidence of a public right of way. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Leicestershire County Council accepts no responsibility for omissions or errors.

Appendix E

Bus Plan

Hinckley

Bus map & guide

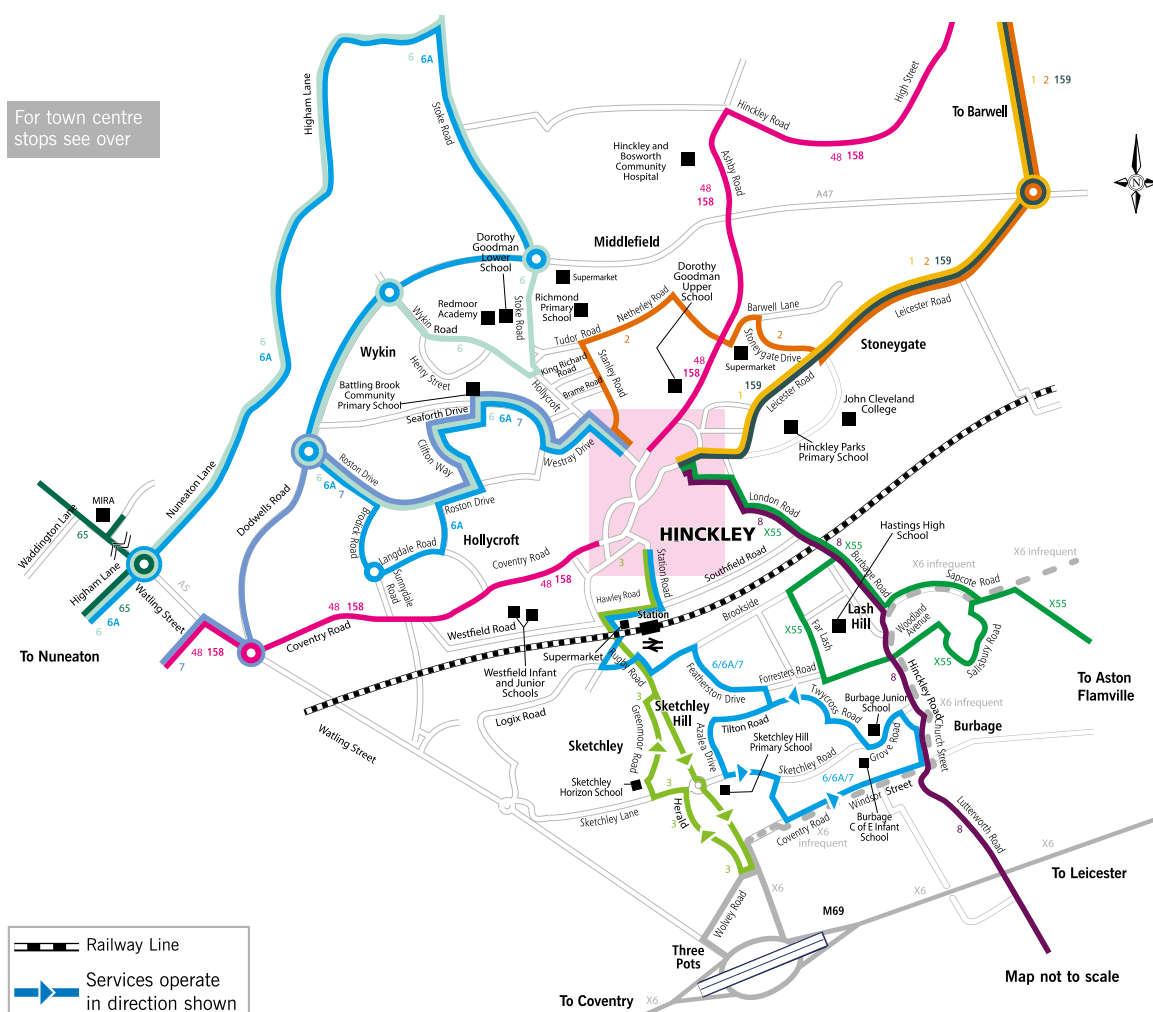
January 2021

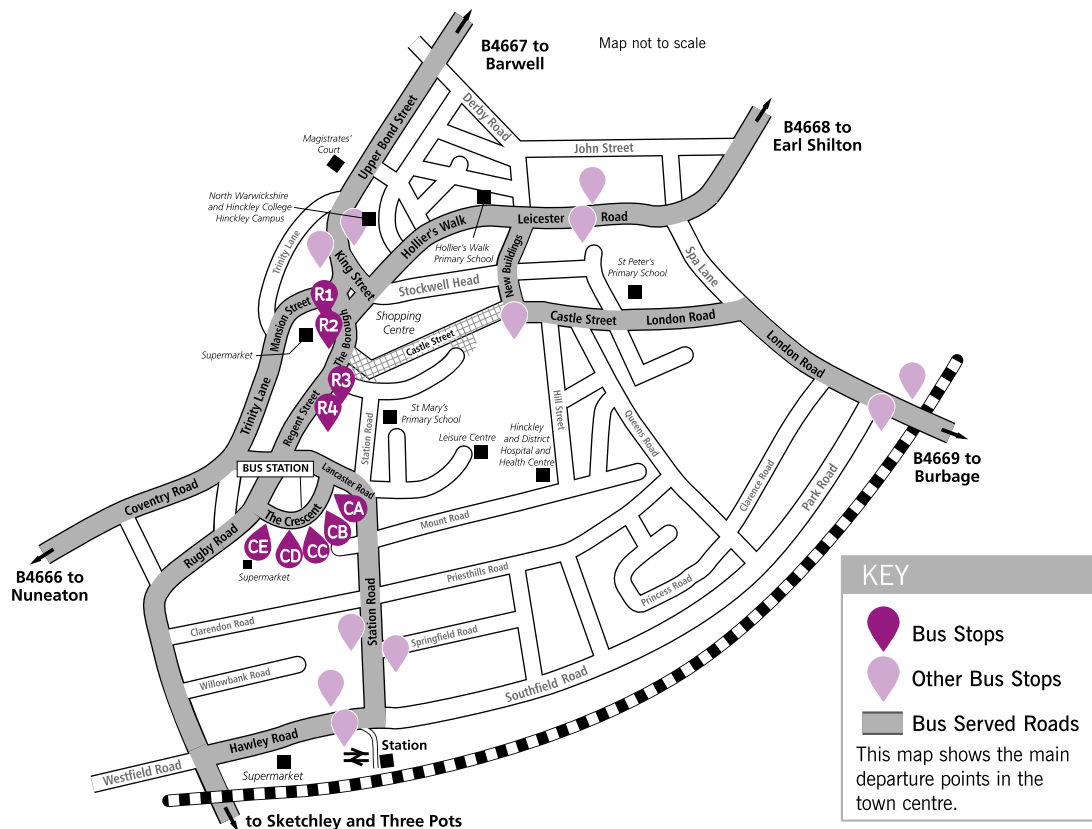


Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	Arriva	Earl Shilton – HINCKLEY	infrequent	no service	no service
2	Arriva	Barwell – HINCKLEY	infrequent	no service	no service
3	Arriva	HINCKLEY – Burbage (Three Pots)	infrequent	no service	no service
6/6A/7	Arriva	Burbage – HINCKLEY – Hollycroft – Nuneaton	hourly	no service	no service
8	Arriva	HINCKLEY – Lutterworth	hourly	no service	no service
48L	Stagecoach	Leicester – HINCKLEY – Nuneaton	20 mins	varying frequency check timetable/ traveline for details	hourly Leicester - Nuneaton
65	Arriva	Tamworth – Polesworth – Atherstone – MIRA Technology Park – Nuneaton	hourly	no service	no service
158	Arriva	Leicester – HINCKLEY – Nuneaton	20 mins	hourly	hourly
159	Roberts Coaches	HINCKLEY – Market Bosworth – Coalville	60 mins / 90 mins	no service	no service
X6	Arriva	Coventry – Burbage (Three Pots) – Leicester (Limited Stop)	90 mins (via Hinckley Road infrequent)	90 mins	infrequent
X55	Arriva	HINCKLEY – Fosse Park - Leicester	infrequent	no service	no service

Underlined services are supported by Leicestershire County Council

During the COVID-19 pandemic service frequencies may be subject to short notice alteration.
Please check the operator's website for the most up to date bus timetables.





The Borough R1 2 to Barwell, 6/6A to Nuneaton via Stoke Golding, 7 to Nuneaton, 159 to Coalville SMS code: lejajpg R2 1 to Earl Shilton, 8 to Lutterworth, 158 to Leicester, X55 to Leicester via Fosse Park SMS code: lejajpj	Regent Street R3 2 Barwell to Hinckley, 6/6A/7 to Burbage, 8 Lutterworth to Hinckley, X55 Leicester to Hinckley SMS code: lejajpm R4 1 Earl Shilton to Hinckley, 159 Coalville to Hinckley SMS code: lejajma	The Crescent CA 2 to Barwell, 159 to Coalville CB 6/6A/7 to Burbage, 8 to Lutterworth, X55 to Leicester via Fosse Park CC 3 to Three Pots, 6 /6A to Nuneaton via Stoke Golding, 7 to Nuneaton CD 48L to Nuneaton, 55 to Coventry, 158 to Nuneaton CE 1 to Earl Shilton, 48L to Leicester, 158 to Leicester
--	--	--

For the next timetabled departures from a specific bus stop, text the 8 letter SMS code to 84268. Normal text message rates apply and the return text message costs 25p.

A large print version of this guide is available upon request. Please contact the Helpline on 0116 305 0002.

View other local bus guides at www.choosehowyoumove.co.uk/publictransport

@CHYMLEics ChooseHowYouMove

Further information

Concessionary travel for older people and for disabled people
The English National Concessionary Travel Scheme offers free off-peak travel on local bus services in all parts of England. For more information please call **0116 305 0002**.

Community Transport in and around Hinckley and Bosworth
For older or disabled people who cannot use ordinary buses, Hinckley and Bosworth Community Transport offers a social car scheme and accessible minibus services. Further details may be obtained by telephoning **01455 250 462**.

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

ARRIVA 0344 800 4411
www.arrivabus.co.uk

Roberts COACHES 01530 817 444
www.robertstravelgroup.co.uk

Stagecoach 01604 67 60 60
www.stagecoachbus.com

08457 48 49 50
www.nationalrail.co.uk

This guide shows the bus services in Hinckley and the main departure points in the town centre. You will find a summary of the services and frequencies in the timetable overleaf. Some single directional or infrequent services may exist but might not be included. For a comprehensive timetable or more information call Traveline on the number provided (07.00 – 22.00). You can also visit local libraries, tourist information centres, local council offices and bus company travel shops.

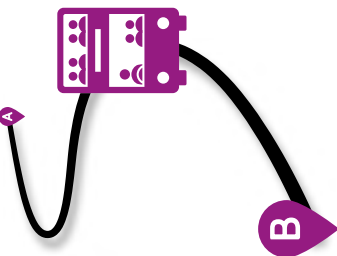
Visit www.choosehowyoumove.co.uk/publictransport to see our other bus guides. Online updates will only occur if services change.



www.choosehowyoumove.co.uk/publictransport • 0116 305 0002 • choosehowyoumove@leics.gov.uk
Safe and 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.

April 2021



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

[@CHYMLaics](#) [ChooseHowYouMove](#)

Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	Nottingham City	Loughborough - East Leake - Nottingham	20 mins	hourly	hourly
1	Arriva	Earl Shilton - Hinckley	hourly	no service	no service
2	Arriva	Barwell - Hinckley	2 hourly	no service	no service
2	Kinbus	Leicester - Birstall - Sileby - Barrow Upon Soar - Loughborough	30 mins	hourly	no service
3	Arriva	Hinckley - Burbage (Three Pots)	infrequent	no service	no service
5	Arriva	Leicester - Belgrave - Rushey Mead - Syston - East Goscote	30 mins	hourly	hourly
5A	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	30 mins	no service	no service
X5	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	infrequent	no service	no service
6	Arriva	Leicester - Thurmaston ASDA	15 mins	no service	no service
6	Centrebus	Bottesford - Grantham	hourly	no service	no service
X6	Centrebus	Grantham - Bottesford - Bingham - Ratcliffe on Trent	infrequent	no service	no service
6	Arriva	Burbage - Hinckley - Hollycroft - Stoke Golding - Higham on the Hill	hourly	no service	no service
6A	Arriva	Burbage - Hinckley - Hollycroft - Stoke Golding - Higham on the Hill	infrequent	no service	no service
7	Arriva	Burbage - Hinckley - Hollycroft - Nuneaton	hourly	no service	no service
7	Roberts Coaches	Measham - Atherstone - Fenny Drayton	infrequent	no service	no service
8	Centrebus	Loughborough - Melton Mowbray - Grantham	hourly	no service	no service
8	Arriva	Hinckley - Magna Park - Lutterworth	hourly	no service	no service
9	Kinbus	Loughborough - Bunny - Nottingham	30 mins	no service	no service
15	Arriva	Ravenstone - Coalville - Ellistown - Ibstock	30 mins	no service	no service
16/16A/X16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	hourly	no service	no service
18	Stagecoach	Market Harborough - Isle Lodge, Kettering	hourly	no service	no service
19	Centrebus	Nottingham - Melton Mowbray	2 hourly	no service	no service
22A	Centrebus	Evington - Leicester - Birstall (Windmill Avenue)	30 mins	hourly Evington - Leicester	no service
22B	Centrebus	Evington - Leicester - Birstall (Harrowgate Drive)	30 mins	no service	no service
23	Centrebus	Melton Mowbray - Asfordby - Old Dalby - Long Clawson - Harby - Stathern - Redmile - Bottesford	2 hourly	no service	no service
25	Centrebus	Melton Mowbray - Scafold - Eastwell - Stathern	2 hourly	no service	no service
26	Arriva	Leicester - Ratby - Botcheston - Thornton - Bagworth - Coalville	hourly	no service	no service
27	Roberts Coaches	Loughborough - Barrow upon Soar - Sileby	1 hour 15 mins	no service	no service
27	Arriva	Leicester - Ratby via Groby Road	20/40 mins	hourly	hourly
29	Arriva	Leicester - Groby - Markfield - Whitwick - Coalville	20/40 mins Monday - Friday hourly Saturday	hourly	hourly
29	Arriva	Coalville - Ashby de la Zouch - Swadincote	hourly	no service	hourly
29A	Arriva	Leicester - Groby - Markfield - Whitwick - Coalville	hourly	no service	no service
29A	Arriva	Coalville - Ashby de la Zouch - Swadincote	hourly	no service	no service
31	Arriva	The 31 and 31A are suspended due to the COVID-19 pandemic.	suspended	suspended	suspended
31A	Arriva	Please see the 31E for journeys between Oadby Estates and Leicester.	suspended	suspended	suspended
31E	Arriva	Oadby Estates (Oadby Grange/Coombe Rise) - Leicester	20 mins	30 mins (hourly Saturday evenings)	hourly
CircleLine 40	Centrebus	Leicester Outer Circle	hourly	no service	no service
44	Centrebus	Fleckney - Market Harborough - Foxton	2 hourly	no service	no service
44	Arriva	Leicester - South Wigston	30 mins	no service	no service
44A	Arriva	Leicester - Wigston Magna	30 mins	hourly	hourly
47	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	15 mins Monday - Friday 20 mins Saturday	service 47A	service 47A
47A	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	no service	30 mins	hourly
48	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	15 mins Monday - Friday 20 mins Saturday	service 48A	service 48A
48A	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	no service	30 mins	hourly
48L	Stagecoach	Leicester - Hinckley - Nuneaton	20 mins	varying frequency check timetable/traveline for details	hourly Leicester - Nuneaton
49	Arriva	Fleckney - Kilby - Wigston Harcourt - Wigston Magna - Leicester	30 mins	service 47A/48A (1)	service 47A/48A (1)
50	Arriva	Leicester - Fosse Park - Enderby - Narborough	20 mins	30 mins	30 mins
54A	Centrebus	Beaumont Leys - Leicester	20 mins (30 mins Saturday)	no service	no service
55/56	Centrebus	Melton Mowbray - Buckminster - Grantham	infrequent	no service	no service
55	Arriva	Leicester - Scraptoft	hourly	no service	30 mins
58	Centrebus	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	infrequent	no service	no service
65	Arriva	Tamworth - Poleworth - Atherstone - MIRA Technology Park - Nuneaton	hourly	no service	no service
74	First	Leicester - Anstey via Beaumont Centre	15 mins	hourly	30 mins
84	Arriva	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Duntun Bassett - Lutterworth	20/40 mins Leicester - Cosby hourly Lutterworth	hourly Leicester - Broughton Astley	hourly Leicester - Broughton Astley
85	Arriva	Leicester - Blaby - Countesthorpe - South Wigston	20 mins	hourly	hourly
100	Centrebus	Syston - Barkby - Twyford - Somerby - Great Dalby - Melton Mowbray	2 hourly	no service	no service
125	Roberts Coaches	Leicester - Newton Linford - Markfield - Stanton- Coalville - Worthington - Castle Donington	infrequent	no service	no service
126	Arriva	Leicester - Loughborough - Shepshed - Whitwick - Coalville	no service	hourly (Monday - Friday only)	no service
127	Arriva	Leicester - Rothley - Mountsorrel - Loughborough - Shepshed	15 mins	infrequent see timetable/ traveline for details	hourly
129	Paul S. Winson	Ashby De La Zouch - Griffydham - Belton - Shepshed - Nantpantan - Loughborough	infrequent	no service	no service
152	Arriva	Leicester - Desford - Newbold Verdon - Market Bosworth	Infrequent (Monday - Friday only)	Infrequent (Monday - Friday only)	no service
153	Arriva	Leicester - Kirby Muxloe - Desford - Newbold Verdon - Market Bosworth	hourly	infrequent	no service
154	Centrebus	Leicester - Anstey - Thurcaston - Cropston - Switland - Woodhouse Eaves - Quorn - Loughborough	hourly	no service	no service
158	Arriva	Leicester - Hinckley - Nuneaton	20 mins	hourly Leicester - Hinckley	hourly
159	Roberts Coaches	Coalville - Newbold Verdon - Market Bosworth - Hinckley	90 mins	no service	no service

747	Centrebuses	Leicester - Houghton on the Hill - Uppingham	hourly peak 2 hourly off-peak	no service	no service
865	Littles Travel	Normanton on Soar - Kegworth - Clifton	2 hourly	no service	no service
Airway 9	Midland Classic	East Midlands Gateway - East Midlands Airport - Ashby De La Zouch - Woodville - Swadlincote - Burton upon Trent	hourly	hourly	hourly
RF1	Centrebuses	Melton Mowbray - Oakham - Uppingham - Corby	hourly	no service	no service
RF2	Centrebuses	Melton Mowbray - Wymondham - Oakham	2 hourly	no service	no service
Skylink	Kinchbus	Leicester - Loughborough - Kegworth/Long Whaddon - East Midlands Airport - Castle Donington - Derby	20 mins (2)	hourly via Kegworth only	30 mins daytime hourly evenings (2)
Skylink	Trent Barton	Coalville/Loughborough - East Midlands Airport - Castle Donington - Nottingham	20 mins EMA - Nottingham hourly EMA - Coalville/ Loughborough	hourly EMA - Nottingham hourly EMA - Coalville no service EMA - Loughborough	30 mins EMA - Nottingham hourly EMA - Coalville no service EMA - Loughborough
Skylink Express	Trent Barton	East Midlands Airport - Nottingham (Limited Stop)	30 mins	hourly	30 mins
X3	Arriva	Leicester - Oadby - Kibworth - Market Harborough	30 mins	no service	hourly
X6	Arriva	Leicester - Fosse Park - Coventry via M69 (Limited Stop)	90 mins	no service	no service
X7	Stagecoach	Leicester - Oadby - Kibworth - Market Harborough - Northampton	hourly	hourly	hourly
X45	Arriva	Thurmaston - Leicester - Aylestone - Blaby - Lutterworth - Magna Park	Infrequent (Monday-Friday only)	Infrequent (Monday-Friday only)	no service
X55	Arriva	Leicester - Fosse Park - Stoney Stanton - Sharnford - Hincley	infrequent	no service	no service
X84	Arriva	Leicester - Fosse Park - Broughton Astley - Lutterworth - Rugby	hourly	no service	no service
Meynell's Gorse P&R 103	Roberts Coaches	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 Coaches	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 Coaches	Birstall Park & Ride Site - Leicester - Birstall Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
MY15	Trent Barton	Ilkeston - Long Eaton - Old Sawley - Castle Donington - East Midlands Airport	hourly	hourly	hourly

Underlined services provided by Leicestershire County Council

- (1) Does not serve Kilby or Fleckney.
(2) Journey will route via Kegworth or Long Whatton, Diseworth, see timetable / traveline for details.

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



0844 351 1120
www.centrebus.info



0345 646 0707
www.firstgroup.com



01509 815 637
www.kinchbus.co.uk



01283 500 228
www.midlandclassic.com



0115 950 60 70
www.nctx.co.uk



01509 232 354
www.winsoncoaches.co.uk



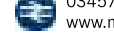
01530 817 444
www.robertstravelgroup.co.uk



01604 67 60 60
www.stagecoachbus.com



01773 712265
www.trentbarton.co.uk



48 49 50
ationalrail.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.

Leicestershire
County Council

www.choosehowyoumove.co.uk/publictransport • 0116 305 0002 • choosehowyoumove@leics.gov.uk
Safe and 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. During the COVID-19 pandemic service frequencies may be subject to short notice alteration. Please check the operator's website for the most up to date bus timetables.

Appendix F

Model Travel Survey

NORMANDY FIELDS - HINCKLEY

RESIDENTIAL TRAVEL SURVEY

(Confidential)

Please **TICK** relevant boxes

1 Are you currently employed?

2 How many hours a week do you normally work?

3 What hours do you normally work?

..... am/pm till am/pm

4 How do you mostly travel to work? Tick one of the following:

- | | | |
|--|------------------------------------|---|
| ☐ bus | ☐ rail | ☐ cycle |
| ☐ walk | ☐ motorbike | ☐ car, on your own |
| ☐ car, with other(s) | | |
| ☐ other (specify) | | |

5 Which one of the following do you occasionally use instead of your usual form of transport?

- | | | |
|---|------------------------------------|---|
| ☐ bus | ☐ rail | ☐ cycle |
| ☐ walk | ☐ motorbike | ☐ car, on your own |
| ☐ car, with other(s) | | |
| ☐ other (specify) | | |
| ☐ don't use an alternative | | |

6 Do you have a disability that affects your travel?

- | | |
|------------------------------|-----------------------------|
| ☐ Yes | ☐ No |
|------------------------------|-----------------------------|

7 How far do you travel to work?

- | | | |
|---------------------------------------|--|--|
| ☐ up to 1 mile | ☐ 1 – 2 miles | ☐ 2 – 4 miles |
| ☐ 4 - 10 miles | ☐ 10 - 20 miles | ☐ over 20 miles |

8 How long does it usually take you to travel to work?

- | | | |
|---|--|--|
| ☐ up to 15 minutes | ☐ 16 – 30 minutes | ☐ 31 – 60 minutes |
| ☐ 61 – 90 minutes | ☐ over 90 minutes | |

9 If you do not cycle now, which of the following changes would encourage you to cycle to work or for other purposes? Please tick no more than three.

- ☐ improved cycle paths on the journey to work
- ☐ general improvements in road safety (e.g. more traffic calming)
- ☐ improved cycle parking at work
- ☐ showers and changing facilities (should you need to change clothes)
- ☐ lockers for clobber (e.g. helmet, clothes)
- ☐ cycle training to improve confidence when cycling to work
- ☐ arrangements to buy a bike at a discount
- ☐ free taxi home in emergencies
- ☐ other (please specify)

10 If you already cycle, what improvements would you most like to see?

.....

.....

.....

11 Which of the following changes would encourage you to use public transport for your daily travel needs? (If you already use public transport which would you most like to see). Please tick no more than four.

- ☐ more direct bus routes
- ☐ more frequent bus service
- ☐ more frequent train service
- ☐ earlier/later buses/trains to fit in with my shift hours
- ☐ better lighting at bus stops
- ☐ provision of bus shelters
- ☐ provision of seating at bus stops
- ☐ new bus link from station (which?)
- ☐ provision of better public transport information at work
- ☐ interest-free season ticket/travelcard loan
- ☐ discount fares
- ☐ free bus travel at lunchtimes for shopping
- ☐ other (please specify)

12 Which of the following changes would encourage you to walk to local destinations? (If you already walk, which would you most like to see?). Please tick no more than two.

- ☐ better maintained pavements
- ☐ safer road crossings
- ☐ more street lighting
- ☐ free taxi home in emergencies
- ☐ other (please specify)

13 Do you own a company car?

- ☐ Yes ☐ No

14 If yes, do you use it to get to work?

☐ Yes

☐ No

15 Could you work from home occasionally if you had the necessary IT equipment?

☐ all the time

☐ most of the time

☐ occasionally

☐ never

16 How interested would you be in exploring home-working?

☐ very interested

☐ fairly interested

☐ not interested

PLEASE COMPLETE QUESTIONS 17 – 20 IF YOU OWN AND INTEND TO USE A CAR TO WORK

17 What are your main reasons for using a car to work?

☐ need to use it during the day on business

☐ need to use it during lunchtimes for shopping

☐ drop/collect children

☐ you get or give a lift

☐ for personal security

☐ lack of an alternative

☐ other, please specify

If you ticked the first box, how many days a week on average do you need it for business?

.....

and, how many hours are you normally away from the office at a time?

18 Where do you usually park?

☐ on site, SITE NAME / CAR PARK NAME

☐ OTHER NAMED LOCATION RELEVANT TO YOU

☐ free parking in nearby streets

☐ other, please specify

19 Would you be prepared to car share?

☐ yes

☐ no

☐ I already car share

20 Which of the following would most encourage you to car share? (If you already car share which would you most like to see?). Please tick no more than two.

☐ help in finding car share partners with similar work patterns

☐ free taxi home if let down by car driver or in an emergency

☐ reserved parking, closest to entrance for car sharers

☐ other, please specify

☐ none of these

PERSONAL DETAILS

21 Full home postcode

22 Gender ☐ male ☐ female

23 Age ☐ under 25 ☐ 25 – 34 ☐ 35 – 44
☐ 45 – 54 ☐ 55 & over

24 Do you have any comments about your travel to work?

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

(continue overleaf if necessary)

Thank you for your co-operation. Please be assured that all your answers are **confidential**. Please return this form to _____ by _____ 2023.

The first ____ questionnaires opened will be awarded [BOTTLE OF CHAMPAGNE / FREE BUS TICKET / M&S VOUCHERS]. If you wish to be included, please write your name here. This will be separated from the completed questionnaire and used only for the purposes of the draw.

Name (please print)