



Vectio Consulting

# **Travel Plan**



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## TRAVEL PLAN:

### **Land West of Shilton Road – Residential Development**

**SITE:** **Shilton Road, Earl Shilton, Leicester**

**CLIENT:** **Giles Stanley Limited**

**DATE:** **18<sup>th</sup> August 2025**

**REFERENCE:** **VC0614 R3.0**

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## 1.0 INTRODUCTION

Vectio Consulting Limited has been appointed by Giles Stanley Limited to prepare a Travel Plan in support of a proposed 120-unit residential development. The site is located to the north of Earl Shilton, served from Shilton Road.

The application site is located to the north of Earl Shilton on Shilton Road. The site sits within the administrative boundary of Hinckley and Bosworth Borough Council who act as the Planning Authority, whilst Leicestershire County Council act as the Highway Authority.

The site location is shown in Figure 1.



Figure 1: Site Location Plan

### 1.1 TRAVEL PLAN DEFINITION

The Government's definition of a Travel Plan is as follows:

"A package of initiatives to tackle different aspects of transport, including commuter journeys, business travel and fleet management".

Travel Plans are an important tool for delivering sustainable access to new development, whatever the use.

### 1.2 WHAT IS A TRAVEL PLAN?

A Travel Plan is a long-term site management strategy designed to promote access to/from a particular site or area by sustainable modes of transport and to facilitate travel choice. While a Travel Plan does not change

the way people travel, it does facilitate opportunities for people to use other forms of travel and thus effect a reduction in single occupancy car use.

Where applicable, Travel Plans should be used to address issues that are highlighted in Transport Assessments tied to new developments. This forms a sustainable solution to reducing congestion and minimising impacts that a proposed development would have on the current transport infrastructure.

Travel Plans should also be regarded as a 'living document' that can be updated and changed as required. It is likely that the needs of a particular site and its users will change over time and as such the Travel Plan document should be able to change/ evolve with the site.

By keeping Travel Plans up-to-date they remain effective in enabling mode shift from single occupancy car use to sustainable forms of transport. The Travel Plan is an integrated 'tool' that seeks to address transport problems through reducing traffic congestion and encouraging alternative transport choices for future users. It sets objectives and tangible targets so that a 'real' change in transport behaviour can be achieved.

There are several key types of Travel Plan, and although their basic aims are the same, they differ in the approach that they take. The main Travel Plans are:

- Site Specific Travel Plans, e.g. place of worship, workplace or school travel plans;
- Zonal and Area-Wide Travel Plans; and,
- Residential Travel Plans.

As the proposed site is to comprise of residential units, a Residential Travel Plan is to be prepared, being the subject of this report. From Vectio's experience, a single point of contact, in the form of a Travel Plan Co-ordinator, will need to be assigned by the occupier to maximise mode shift benefits.

Typically, the management body associated with the site will provide an internal member of staff who will take responsibility for sustainability and Travel Planning issues for the residents, with the content of the Travel Plan being agreed with the Highway Authority, prior to first occupation of the site.

Travel Plans are most effective when implemented early in the planning process as they can be used to assess and mitigate the impact of the expected travel to/from a site. However, a Travel Plan should be primarily designed for the people who use the site and who would benefit from improved travel options. This is an important aspect of Travel Planning and should be kept at the forefront during planning discussions.

### **1.3 PURPOSE OF THE TRAVEL PLAN**

The purpose of the Travel Plan is to reduce dependence on the private car for journeys to and from the site, and also to widen the travel choices available, particularly by car share, public transport, on foot and by bicycle. The Travel Plan is a site specific strategy with a goal to promote sustainable transport by increasing travel choice.

It is a continuous dynamic process for achieving travel behaviour change – not a one off event. It involves the development of initiatives for encouraging travel by alternatives to driving alone, which need to be frequently appraised, evaluated and adapted according to the changing circumstances of the site.

The Travel Plan covers both external and internal measures to be introduced in order to improve access to the site by other means than single occupancy car user.

## 1.4 TRAVEL PLAN KEY MOTIVATORS

Recent UK trends towards increasing car use on regular journeys are a cause of concern and have led to increased congestion, pollution and a consequential decline in the public's health and fitness.

Whilst there is no single solution to combat these problems, a combination of individual measures implemented in the form of updating the Travel Plan could have a very beneficial effect.

The key motivators for developing a Travel Plan include:

- Delays and personal stress caused by traffic jams;
- Parking problems;
- Congestion resulting in poor air quality; and,
- Increased noise pollution.

## 1.5 DOCUMENT STRUCTURE

This plan has been divided into several further sub sections as detailed below:

- An overview of local and national policies influencing this Travel Plan is provided in Section 2;
- Benefits of a Travel Plan are discussed in Section 3;
- Section 4 outlines details of the development proposals;
- Section 5 details the sites sustainable accessibility;
- The administration of the Travel Plan is described in Section 6;
- Mode share targets are detailed in Section 7;
- Travel Plan measures are proposed in Section 8;
- Travel Plan actions are detailed in Section 9; and,
- Section 10 provides a summary of the Travel Plan and presents its conclusions.

## 2.0 POLICY CONTEXT

### 2.1 NATIONAL POLICY

The Revised National Planning Policy Framework (NPPF) was published in December 2024. It sets out the Government's planning policies for England and how these are expected to contribute to the achievement of sustainable development.

Paragraph 8 details three overarching objectives, which are interdependent, and need to be pursued in mutually supportive ways, being:

- "a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

Under paragraph 109 of the NPPF, key requirements of development, in terms of promoting Sustainable transport, are discussed, as reproduced below:

- a) "making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

Paragraph 117 of the NPPF states:

*".....applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

And ultimately paragraph 118 specifies:

***“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”***

## **2.2 CREATING GROWTH, CUTTING CARBON: MAKING SUSTAINABLE LOCAL TRANSPORT HAPPEN (2011)**

The document "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)" emphasises the importance of sustainable transportation and its impact on highways and transportation. It outlines the framework for creating a transport system that supports economic growth while being environmentally friendly and improving the quality of life in communities. The key points include:

- **Encouraging Sustainable Travel:** The document promotes the use of sustainable travel modes such as walking, cycling, and public transport for shorter journeys, which can help reduce traffic congestion and carbon emissions.
- **Reducing Traffic and Congestion:** By encouraging non-car modes of travel, the document aims to lessen traffic generation and its detrimental impacts, thereby improving journey times and reliability.
- **Improving Road Safety:** The focus is on creating a safer and more inclusive transport system that minimises the risk of accidents and vehicle conflicts.
- **Environmental Benefits:** The document highlights the reduction of carbon emissions and other pollutants by promoting sustainable travel options

## **2.3 LOCAL POLICY - LEICESTERSHIRE HIGHWAY DESIGN GUIDE**

The Leicestershire Highway Design Guide, managed by Leicestershire County Council, deals with highways and transportation infrastructure for new developments in areas where the council is the highway authority. The guide has been updated recently and relocated to a new website. It covers various aspects, including:

- **Highway Development Management:** The guide provides detailed information on highway development management, including design layouts, approvals, road adoptions, and commuted sums.
- **Active Travel:** The guide includes sections on promoting active travel, such as walking and cycling, to encourage healthier and more sustainable travel options.
- **Materials and Construction:** The guide outlines standards for materials and construction, ensuring that new developments meet the required quality and safety standards.

## 2.4 SUMMARY

This Travel Plan will seek the benefits and outcomes listed. The overarching objective will be to minimise overall single occupancy vehicle mileage by reducing the single occupancy car dependency of residents travelling to and from the site, where it is practical to do so, through promoting car sharing and raising awareness of route planners available for all users and promoting incentives to help all users of the site. The Travel Plan highlights options available to residents other than travelling by single occupancy vehicle, especially for short trips under 2km. This is in accordance with the Government's 'Future of Transport; a Network for 2030' document, produced in 2004, as well as the updated Planning Policy Guidance updated by the DfT on 5 September 2023.

In line with the new 'Planning Policy Guidance update, the Travel Plan will also act as a transport mitigation plan, focusing on maximising sustainable access to the development, and facilitating smarter journey choices. In doing so, the Travel Plan sets out the aims to reduce the number of car trips, in particular single occupancy car trips, generated by all users of the site and therefore reduce the potential impact of any additional car trips, as well as relating to cars parked on the local highway network.

The proposed residential development has been designed generally in accordance with policy objectives set out in national and local documentation. The site is close to existing sustainable transport infrastructure, it has good sustainable travel links to the surrounding areas, with opportunity to enhance connectivity as proposed in the accompanying Transport Assessment. On balance, the site location accords with the national and local transport policy objectives summarised in this chapter.

## 3.0 BENEFITS OF A TRAVEL PLAN

### 3.1 HEALTH BENEFITS

The Travel Plan encourages the use of sustainable modes of transport, including: public transport, walking and cycling. The health benefits gained from walking and cycling to the destinations include increased activity resulting in regular exercise, and ultimately a healthier lifestyle. Using public transport usually involves walking to and from bus stops and train stations, along with the environmental benefits, this also results in regular exercise.

Walking is almost perfect exercise requiring no equipment or expense; it is the best way for people from all communities to become more active. Any walking is better than none. Gentle strolling is a good start for people who are not used to exercise. Brisk walking is the goal, because the heart reaches its natural 'training zone' when it has to work a little harder than normal.

### 3.2 ENVIRONMENTAL BENEFITS

#### 3.2.1 Noise

The overall noise levels will be reduced if the level of car usage is reduced as a result of the Travel Plan.

#### 3.2.2 Air Pollution

Carbon Dioxide (CO2) emissions produced by car usage will be reduced if the Travel Plan is successful in reducing the potential number of vehicular trips.

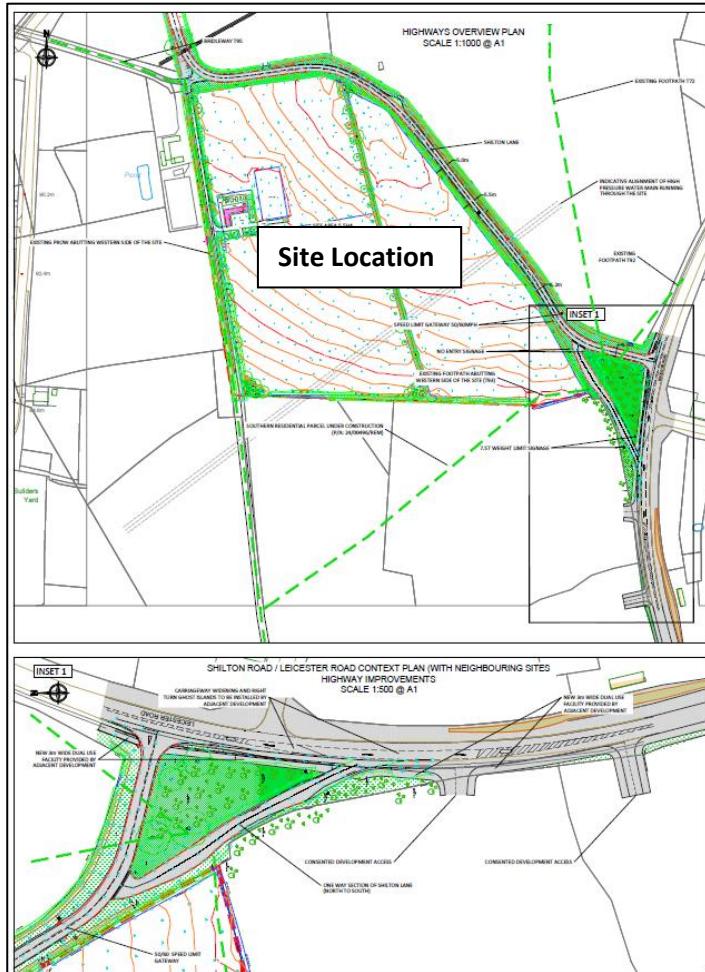
#### 3.2.3 Traffic Impact

The reduction in vehicular trips onto the local highway network, as a result of a successful Travel Plan, will ultimately reduce queue lengths and any potential congestion problems. Any decrease in congestion will reduce the level of emissions as vehicles are stationary in queues or at busy junctions. The Travel Plan will be beneficial to all road users, the general public and the environment as increased traffic impact levels are minimised and driver behaviour is also improved due to the reduced stress during peak periods. The potential reduction in the number of vehicular trips generated by the development will also reduce the risk of accidents and vehicle conflict at the site interfaces.

## 4.0 THE DEVELOPMENT SITE

## 4.1 DEVELOPMENT PROPOSALS

The proposed residential development is to be accessed via Shilton Road forming a natural extension to Earl Shilton. The location of the site in context with the adjacent adopted highway is presented in Appendix A, whilst an extract is shown in Figure 2.



**Figure 2: Highway Context Drawing Extract**

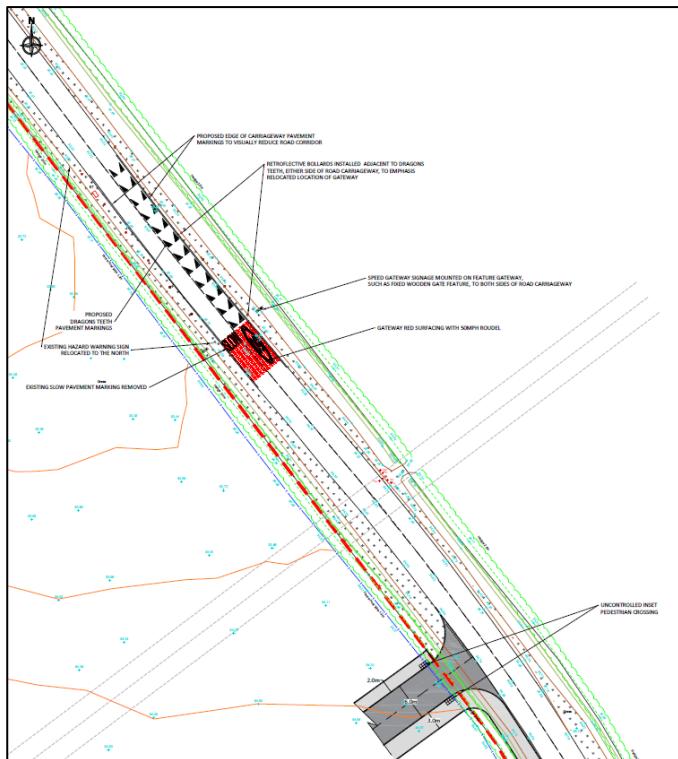
## 4.2 DEVELOPMENT QUANTUM

The development is proposed to comprise of up to 120 residential dwellings.

#### 4.3 PROPOSED ACCESS ARRANGEMENTS

A new priority access junction is proposed on Shilton Road, located approximately 45m north of the existing change of speed limit gateway (50/60mph). The access is to be formed by a new 6m wide residential access road with 6m radii interfacing with Shilton Road. Shilton Road is to be widened locally around the junction to maintain a minimum 6m carriageway width between and including the junction, then leading south east toward Leicester Road up to where the road carriageway is currently 6m in width.

As part of the proposals the change in speed limit gateway (50/60mph) is to be relocated to the north west of the access. The new location of the gateway feature will be enhanced to raise awareness of the change in speed environment including edge of carriageway pavement markings, dragons teeth, 50mph roundel with coloured surfacing and reflective plastic bollards located in the verge adjacent to the dragons teeth pavement markings. The proposed gateway feature is presented in drawing 003A contained in Appendix B, whilst an extract is presented in Figure 3.



**Figure 3: Proposed Access Arrangements Extract**

To the north west of the access a visibility splay of 2.4m by 203m has been demonstrated commensurate with a 60mph speed environment, although as discussed in paragraph 1.3.1, recent speed surveys recorded by Leicestershire County Council have recorded 85<sup>th</sup> percentile speeds of 41.8mph, requiring a visibility splay of 2.4 by 111m. To the south east of the site a visibility splay of 2.4m by 103m is achievable, although once again, as discussed in paragraph 1.3.1, recent speed surveys have recorded 85<sup>th</sup> percentile speeds of 33.6mph, requiring a visibility splay of 2.4 by 79m.

It is therefore concluded that more than enough visibility is afforded at the site access. A drawing presenting the visibility splays is contained in Appendix C.

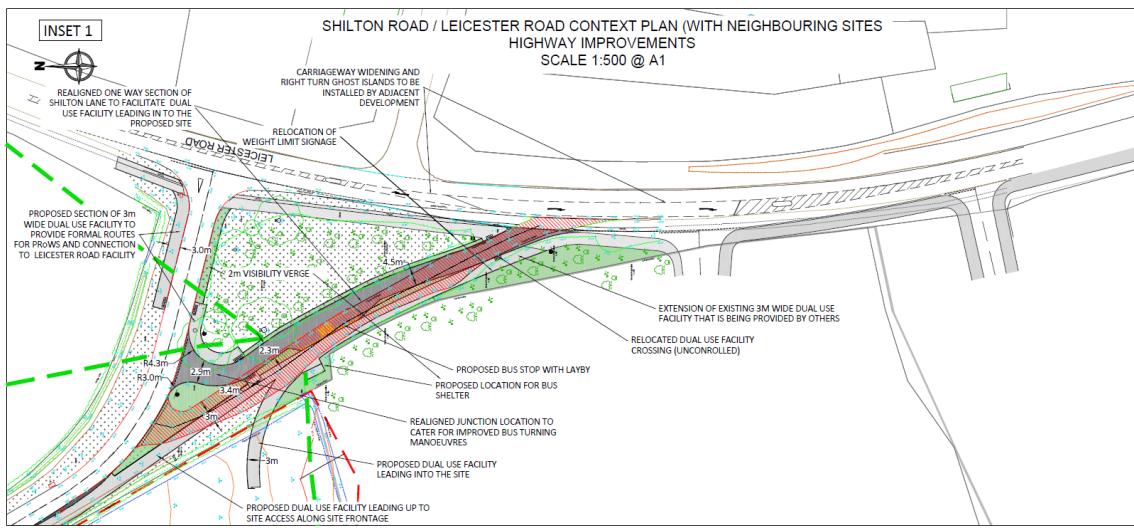
On the southern side of Shilton Road (development side) a 3m dual use facility is proposed leading towards Leicester Road. At the triangle arrangement where Shilton Road is a one way slip road, a bus stop with cage markings is shown for viability purposes in a layby arrangement, subject to agreement with the Highway Authority.

At this location 3m wide dual use facilities are proposed connecting to Leicester Road to the north east, enabling existing PRoW Footpaths T72 and T92, to interface with the new facilities and uncontrolled crossings. Minor extinguishments and /or diversions of small sections of the impacted alignment of existing

PRoW Footpaths will be required adjacent to the crossings so as not to duplicate highways (minor and all purpose). This will be progressed through the TPCA should planning consent be granted.

The dual use facility is then proposed to continue south on the western side of the triangle and interface with the consented dual use scheme associated with PA 21/00135/OUT on Leicester Road. Such infrastructure will provide a connected adoptable route into Earl Shilton.

A highway infrastructure drawing presenting the above proposals is contained in Appendix C, whilst an extract is shown in Figure 4 (The existing alignment of the Shilton Road slip is denoted by the red hatched envelope).



**Figure 4: Proposed Shilton Road Triangle Alterations**

## 5.0 SUSTAINABLE ACCESSIBILITY

### 5.1 HIGHWAY CONTEXT

Earl Shilton is a small town in Leicestershire, situated approximately 5km north east of Hinckley and 15km south west of Leicester. The location of the site in context with the local highway network and Public Rights of Way (PRoW) can be seen in Figure 5.

The pink lines represent the public footpaths whilst the green lines represent bridleways. Footpath T94 runs along the western side of the site boundary.

The roads surrounding the site are discussed in the following sub sections.



Figure 5: Location of Site

#### 5.1.1 Shilton Road

The proposed site is located to the south/west of Shilton Road, north of Earl Shilton. Shilton Road carries a 7.5 tonne weight restriction. At the Shilton Road Triangle and Leicester Road at its junction with Shilton Road, a 50mph speed limit is in place. Just north of the triangle on Shilton Road, the 50mph zone becomes the national speed limit. There is currently no footways or street lighting present adjacent to the site. To the north, Shilton Road connects to Kirby Mallory, and to the south / east Leicester Road. The road width fronting the site ranges approximately between 5 and 6m.

#### 5.1.2 Leicester Road

Leicester Road runs from the centre of Earl Shilton connecting to a 3 arm roundabout with the A47 to the north east. A footway is provided between the centre of Earl Shilton along the western verge up to circa 600m south of the A47 roundabout. Street lighting leading out of Earl Shilton on Leicester Road is present, terminating at the clock face speed limit gateway (30/50mph), circa 170m south of the Shilton Road junction.

### 5.2 SUSTAINABLE TRANSPORT ACCESSIBILITY

National and Local transport planning policy stresses the importance of the requirement for new developments to be located in areas that have access to sustainable modes of travel or where these can be introduced. Sustainable modes of travel include walking, cycling, public transport, car sharing and the use of low emission vehicles. The most sustainable modes are walking, cycling and public transport.

#### 5.2.1 Pedestrians

The proposed site is located to the north of the centre of Earl Shilton on Shilton Road. There is a current footpath running along the western side of Leicester Road which is proposed to be upgraded to a dual use

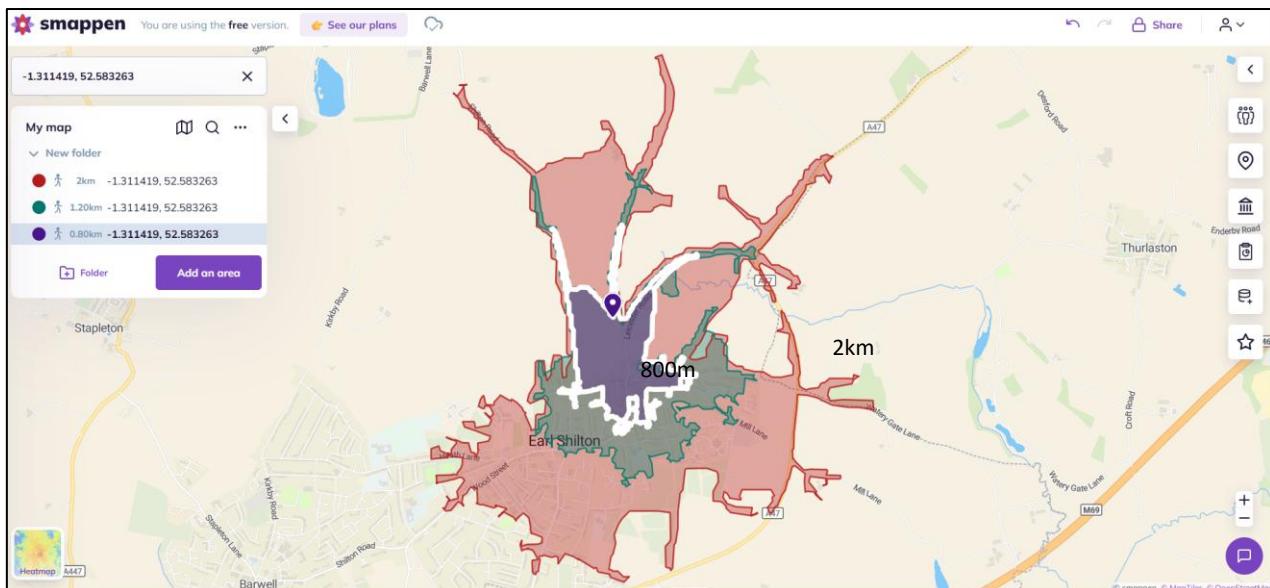
facility as discussed in the accompanying Transport Assessment. In addition, there are several PRoW's providing connection to Earl Shilton and also leisure walks within the local area.

The Chartered Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". Table 3.2 in the IHT document suggest desirable, acceptable and maximum walking distances to 'town centres, for commuting / school journeys and elsewhere'. These distances are reproduced in Table 1.

**Table 1: CIHT Suggested Walking Distances**

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800 m	2,000 m	1,200 m

It is therefore considered that people are generally prepared to walk up to 2 km (1.24 miles) to and from work, given suitable walking routes and infrastructure, and 800 m to a town centre. Figure 6 shows an indicative 2 km iso-distance map from the development site relating to walking journeys.



**Figure 6: Walking 800 m & 2 km Iso-Distance Map**

Based on the walking catchment map shown in Figure 5, nearly the whole of Earl Shilton is accessible to the site by means of walking within a 2 km catchment. This illustrates that walking to and from the site has a high likelihood of replacing some of the single occupancy car borne trips. Facilities located within the 2km walking distance are summarised in Table 2.

**Table 2: Local Facilities Travel Times**

Destination	Distance	Time (mins) Walk	Time (mins) Cycle	Time (mins) Bus & Walk
HCK Chinese Noodle Bar	500m	7	3	N/A
Fourwards Restaurant	500m	8	3	N/A
South bound bus stop High St opp Keats Lane	500m	8	3	N/A

Destination	Distance	Time (mins) Walk	Time (mins) Cycle	Time (mins) Bus & Walk
Play Area by Earl Shilton Castle	550m	9	4	N/A
Northbound bus stop High Street	600m	9	4	N/A
St Simon and St Jude Church Hall	600m	9	4	N/A
Shilton Retail Convenience Store	750m	11	4	N/A
The Dog and Gun Public House	750m	11	4	N/A
St Simon and St Jude Church	750m	11	4	N/A
Chris's Fish and Chips	750m	11	4	N/A
St Peters RC Voluntary Academy	900m	13	5	N/A
Cricket Club	1km	14	5	N/A
Townlands C of E Primary School	1km	14	5	N/A
Red Lion Public House	1km	15	5	N/A
St Simon and St Jude CofE Primary School	1.1km	14	5	N/A
Bowls Club	1.1km	15	5	N/A
Post Office	1.1km	16	5	13
Hand Prints Day Nursery and Preschool	1.2m	17	6	10
Library	1.2m	17	6	10
Centre of Earl Shilton	1.2m	17	6	10
Play Area Astley Road	1.3km	17	5	N/A
Earl Shilton Methodist Church	1.3km	18	6	13
Saffron Pharmacy	1.3km	19	6	14
Lord Nelson Public House	1.4km	20	6	11
Co-op	1.4km	20	6	12
Wood Street Park	1.5km	19	6	11
Heath Lane Surgery	1.8km	24	7	15

## 5.2.2 Cyclists

Cycle trips provide a healthy alternative mode of transport as opposed to the private car, for journeys further to that of walking. It is generally considered that a distance of 5 km (3 miles) represents a reasonable cycling distance to and from work, while 8 km (5 miles) is a maximum realistic range for cycle trips. Figure 7 illustrates a 5 km and 8 km cycling iso-distance map from the development site.

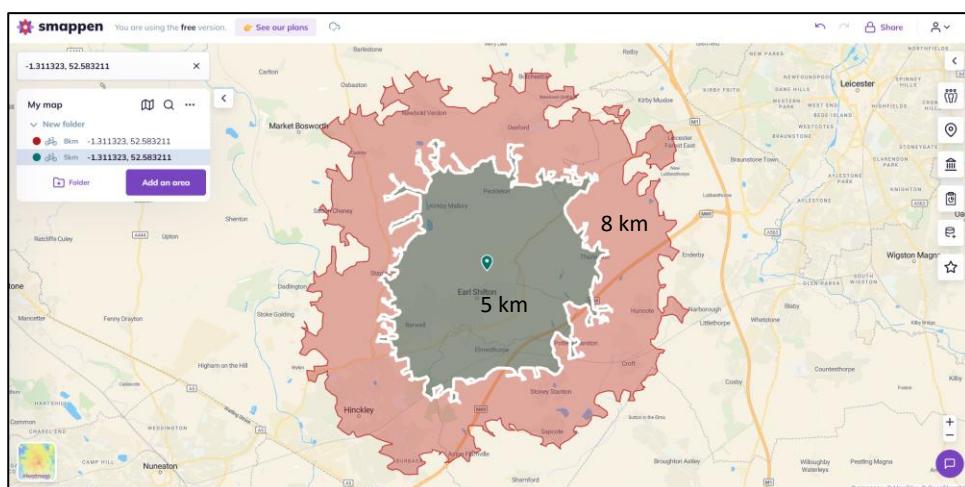


Figure 7: Cycling 5km & 8km Iso-Distance Map

Based on the iso-distance map shown in Figure 6, it can be seen that a significant area is accessible to the site.

The site is connected to various on and off road cycle routes that can be found on the “Leicestershire Active Map” via the [Choose how you Move](http://www.LeicestershireActivemap.co.uk) website extract shown in Figure 8.

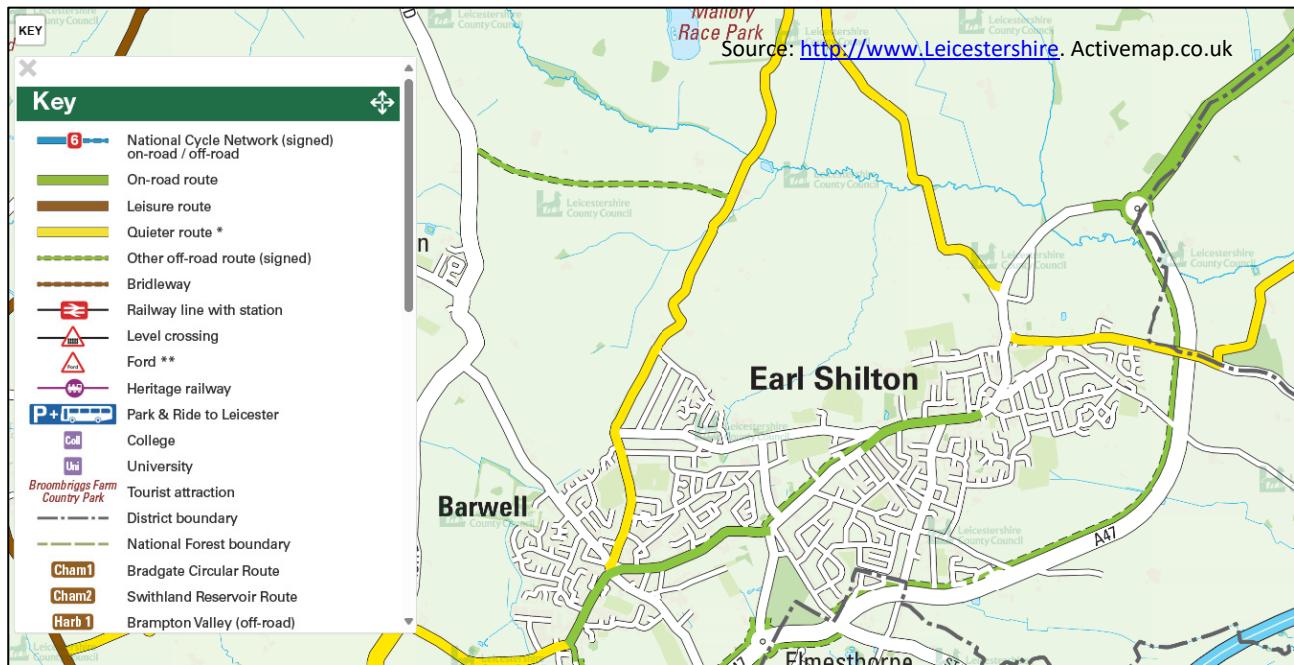


Figure 8: Extract from Choose How You Move Website, Cycle Mapping

Based on the above information, it is therefore considered that cycling may be an attractive mode of transport to access various destinations to and from the site by both residents and visitors, although it is acknowledged that this will mainly require cyclists to use the road network.

### 5.2.3 Bus Services

The IHT Guidelines for ‘Planning for Public transport in new developments’ state that the maximum walking distance to a bus stop should not exceed 400m.

The site is located within a 500m (8 minute) walk of the south bound bus stop on Main Street and a 600m (9 minute) walk to the north bound bus stop. Both existing bus stops benefit from a flag pole, time table, level access, real time information and bus shelters. The main service operators are Arriva and Stagecoach.

Figure 9 shows the location of the bus stops in relation to the site, whilst current services and frequencies are presented in Table 2.



Figure 9: Adjacent Bus Stop Locations

As part of this development, it is proposed to introduce a new bus stop on Shilton Road to serve this and the adjacent developments. The proposed bus stop would be circa 65m from the vehicular access serving the proposed site on Shilton Road, adjacent to where Public Footpath T93 emerges.

To assist users of the site with planning their journey they can visit the Leicester City Council website (<https://www.leicester.gov.uk/transport-and-streets/travelling-by-bus>) which will help identify bus routes and operators available.

A list of services and frequencies available from the three closest bus stops are provided in Table 3, whilst the current Leicestershire bus service route plan is presented in Appendix D.

**Table 3: Bus Services Headways and Frequencies**

Service Number	Operator	Bus Route	Frequency
148	Stagecoach	Leicester - Nuneaton	Mon – Fri: Approx. every 30 mins Sat: Approx. every 30 mins Sun: Approx. every 60 mins
158	Arriva	Leicester - Nuneaton	Mon – Fri: Approx. every 30 mins Sat: Approx. every 30 mins Sun: Approx. every 60 mins

#### 5.2.4 Rail

The nearest train station is Hinckley Train Station located 10.7km to the south west of the site. This equates to a 14 minute car drive, 35 minute cycle ride or 39 minute bus journey. Train travel could potentially form part of a combined journey for future occupiers of the site.

Hinckley Train Station is managed by East Midlands Railway and provides onward travel to Birmingham and Cambridge.

#### 5.3 SUMMARY

On the basis of the various sustainable forms of travel available, enabling people to access the site, it is considered that the site benefits from a good level of sustainable accessibility, with practically the whole of Earl Shilton being accessible from the site.

The proposed development also benefits from the provision of bus facilities along Main Street with proposals to provide a new bus stop on Shilton Road served by a moderate bus provision dependent upon future bus service operator routing.

The combination of these facilities provides the site with a good level of sustainable transport accessibility and will help encourage the use of non-car modes for travel to and from the site.

## 6 TRAVEL PLAN ADMINISTRATION

### 6.1 INTRODUCTION

The management of a Travel Plan represents an important element in pursuing the overall aims of the National Planning Policy Framework and wider national and local government policy. Good communication is a vital part of a Travel Plan and making members aware of the options available to them is critical.

### 6.2 TRAVEL PLAN PROCESS

The initial focus of a Travel Plan is generally set during the planning application / establishment period, whereby physical infrastructure and layout is considered and put in place during the construction / initial occupation stages of the site. At this stage an Interim Travel Plan is usually prepared detailing the background of the proposed site, operational details and recommends high level measures, actions, and monitoring regimes.

Prior to first occupation of a development, a detailed Travel Plan is prepared which details focused targets, measures, an action plan, and a monitoring regime, all of which are included within this Travel Plan. The process usually also includes the circulation of travel information to all new residents, including a travel questionnaire, with the results of which fed back into the Travel Plans monitoring and development process so as to revise targets, initiatives and subsequent actions.

The third stage of the Travel Plan process is to monitor the travel behaviours of site users, continue to influence travel choice, and seek to maintain, or improve, sustainable travel by the sites users on an ongoing basis. This is undertaken by preparing annual monitoring reports, comparing the results with targets set during the previous year, and be reactive in so far as revising actions / measures / initiatives where travel patterns have worsened (become less sustainable) where possible. It is however highlighted that the Travel Plan process is not an anti-car tool, and as such should be used, appreciating the needs and safety of the users, with scales of economy being considered when setting new targets and actions.

### 6.3 LEICESTERSHIRE COUNTY COUNCIL TRAVEL CO-ORDINATOR

The LCC Travel Co-ordinator is a role carried out by a sustainable travel officer within Leicestershire County Council to provide support to the Travel Plan Co-ordinator. The role will include the review of this Travel Plan, along with future monitoring survey reports on an annual basis for the first five years of the site's occupation. The Travel Plan Co-ordinator will also be available to provide advice and promotional information to the site's occupants.

### 6.4 PROPOSED SITE'S TRAVEL PLAN CO-ORDINATOR

The Travel Plan Co-ordinator will form a key role educating and promoting sustainable travel on a local level along with the implementation of all site specific measures.

The role will include the following duties/objectives:

- Seek firm commitment from the residents and other relevant parties;

- Ensure all relevant measures within the Travel Plan are promoted and that all users are aware of the Travel Plan;
- Ensure the health, wealth and environmental benefits of sustainable travel are publicised;
- Ensure an appropriate and up-to-date store of public transport information is made available;
- Publicise any successes of the Travel Plan;
- Implement new and amend existing initiatives, if necessary; and,
- Provide possible solutions to user travel needs.

It will be critical to the success of the Travel Plan that the TPC is seen as an enthusiastic exponent of the Travel Plan measures. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the Travel Plan.

In addition to the above, the LCC Travel Co-ordinator will be integral to the process of reviewing the effectiveness of the Travel Plan. The TPC would be the first point of contact for all matters relating to the plan. They will maintain an up-to-date file containing all correspondence.

For the initial management of the proposed sites Travel Plan, the sites Travel Plan Co-ordinator will be:

**TBC**

## **6.5      ROLE OF THE RESIDENTS**

The residents will be required to make every reasonable effort to reduce the number of car borne journeys, and increase the use of public transport and sustainable modes of transport to and from the proposed development site.

Involvement by all site occupants is essential to the success of the Travel Plan, and they should be encouraged to make the Travel Plan their own. Copies of the Travel Plan will be made available to all of the developments residents, with a mechanism put in place for any comments to be fed back to the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will endeavour to refine and implement any changes to the Travel Plan, as necessary. Objectives should seek to:

- Promote health, wealth and environmental benefits by cycling, walking and using public transport;
- Convey clear information to visitors on the alternative modes of travel to and from site; and,
- Reduce the need to travel during peak hours.

## 7.0 MODE SHARE TARGETS

### 7.1 INTRODUCTION

In order to achieve measurable outputs from the Travel Plan process, it is important to establish targets from the outset, which progress can be measured against.

It's difficult to set targets at early stages, as they may not be comparable to actual travel behaviours / patterns. Such patterns will not be known until a baseline travel survey has been undertaken at an agreed site occupancy level with the LHA.

However, some initial targets have been set, based on the forecast level of trip generations and existing transport mode split for the local area as forecast in the accompanying Transport Assessment.

### 7.2 TRIP GENERATION

Forecast vehicular weekday peak hour trip generations calculated in the accompanying Transport Assessment have been reproduced in Table 4.

**Table 4: Forecast Weekday Peak Hour Vehicular Trip Generations (120 dwellings)**

	AM Peak (8:00 to 9:00)			PM Peak (17:00 to 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Generation (120 units)	18	44	62	44	22	66

The forecasts detailed in Table 4 conclude that the proposed development is likely to generate 62 vehicular movements during a standard weekday AM peak hour, and 66 during a standard PM peak hour.

Multimodal trips were also forecast in the Transport Assessment, with full modal percentage proportions listed in Table 5.

**Table 5: Multi-Modal Forecast Weekday Peak Hour Trip Generations**

Mode	AM Peak Mode Share (%)	PM Peak Mode Share (%)
Bus / Minibus Coach	4.3%	4.2%
Motorcycle, Scooter/Moped	1.1%	1.1%
Passenger in a car	6.5%	6.3%
Car / Van Driver	79.3 %	80.0%
Bicycle	2.2%	2.1%
On Foot	6.5%	6.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>

### 7.3 MODE SHIFT TARGETS

Modal share targets within a Travel Plan need to be SMART, that is: Specific, Measurable, Achievable, Realistic and Time-based. By setting initial targets within the Travel Plan, the approaches required to encourage and enable non-car travel can be determined.

A 10% reduction in single occupancy car share target is commonplace, setting a challenging but realistic vision.

Table 6, puts forward targets for the development site to strive to achieve within the first 5 years of monitoring of the sites mode share.

**Table 6: Multi-Modal Forecast Weekday Peak Hour Trip Generations**

Mode	AM Peak Mode Share (%)	AM Target (10%)	PM Peak Mode Share (%)	PM Target (10%)
<b>Bus / Minibus Coach</b>	4.3%	<b>6.6%</b>	4.2%	<b>6.4%</b>
<b>Motorcycle, Scooter/Moped</b>	1.1%	<b>1.1%</b>	1.1%	<b>1.1%</b>
<b>Passenger in a car</b>	6.5%	<b>9.9%</b>	6.3%	<b>9.6%</b>
<b>Car / Van Driver</b>	79.3%	<b>69.3%</b>	80.0%	<b>70.0%</b>
<b>Bicycle</b>	2.2%	<b>3.3%</b>	2.1%	<b>3.2%</b>
<b>On Foot</b>	6.5%	<b>9.9%</b>	6.3%	<b>9.6%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

The targets above should be reviewed when the annual Travel Surveys and monitoring report are completed, to determine whether the sites sustainable transport patterns have changed, and if negative impacts are recorded, assess whether any of the current measures and actions can be changed to reverse the impacts.

## 8 TRAVEL PLAN MEASURES

### 8.1 MEASURES

The following Travel Plan measures have been proposed to seek to maximise mode shift in the short, medium and long term, whilst acknowledging achievable practical ceiling levels.

Setting targets too high are quite often counterproductive, and negatively impact the aspired outcomes.

#### 8.1.1 Walking

The site is positioned within walking distance of practically the whole of Earl Shilton. Walking is good exercise and can help to lower blood pressure, increase fitness and enhance mental well-being.

The site's access strategy clearly proposes to enhance existing physical infrastructure to benefit pedestrian connections, and utilise such improved routes coupled with existing routes to maximise accessibility to various parts of Earl Shilton and surrounding leisure routes.

Travel Plan measures that encourage walking include:

- Provision of new dual use and pedestrian connections to existing routes adjacent to the site;
- Provision of Welcome Packs to all new homes, including details of this Travel Plan, and web links to current transport data, such as the Choose how you move website;
- Provide contact details of the Travel Plan Co-ordinator;
- Raise awareness of the health benefits of walking for all ages of people with fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through welcome packs and notice boards) including off-road PRoW's and promotion of the Choose how you move website;
- Ensure clear signage of pedestrian routes are provided within and adjacent to the site; and,
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media).

#### 8.1.2 Cycling

Cycling is growing in popularity as a method of getting to work, and for leisure activities. It also has many environmental and health benefits (e.g. zero carbon emissions and helping with weight loss). In many urban areas, it can provide a cheaper and faster way of getting to work, retail and leisure facilities. Travel Plan measures that encourage cycling include:

- Installation of new dual use facilities interfacing with those conditioned as part of other applications on Leicester Road to the east;
- Provision of Welcome Packs to all new homes, including details of this Travel Plan, and web links to current transport data, such as Choose how you move website;
- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;

- Promote the local cycling routes available and cycle storage facilities at key destinations/hubs such as in town centres and at train stations (through welcome packs and notice boards) including promotion of the Choose how you move website;
- Promotion of events such as *National Bike Week* ([www.bikeweek.org.uk](http://www.bikeweek.org.uk)) and *Cycle to Work Day* (<http://www.cycletoworkday.org/>); and,
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards and social media) which could include cycle proficiency courses.

#### **8.14 Public Transport**

- Promote bus use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops/stations themselves; and,
- Residents of the site will be offered 6-month bus passes, which will be funded by the developer. Two of said bus passes will be provided to each dwelling. The cost of the passes is currently circa. £492 each.

#### **8.1.5 Promotion**

In terms of promotion of the Travel Plan, sales staff will be briefed about its content and the initiatives and measures that have been developed as part of the overall development. They will then pass on this information to prospective occupiers. The Travel Plan Co-ordinator will ensure the Travel Plan is promoted by means of:

- Personalised travel planning for families and individuals, usually arranged by the sites Travel Plan Co-ordinator;
- Establishment of local sustainable transport forums / groups where issues can be shared and solutions discussed. This could be by means of a physical meeting or social media platforms; and,
- Promotion of events such as National Bike Week and Living Streets series of walking events including: walk to work week, and walk to school week.

## 9 ACTIONS

The following actions have been developed to assist the Travel Plan Co-ordinator in maintaining the level of sustainable travel mode choice associated with the sites users. The following tables set actions associated with the various measures / initiatives that have been detailed in Section 8 of this report.

**Table 7: Action Plan – Residential Travel Guide**

Item	Description	Responsibility	Deadline Date / Frequency
1	Complete Welcome Pack and Agree with LCC (including Travel Plan Co-ordinator contact details)	Developer / Travel Plan Co-ordinator	3 months prior to first occupation
2	Disseminate Welcome Pack to all new occupiers, upon occupation.	Travel Plan Co-ordinator	Upon first occupation of each dwelling
3	Update Travel Guide	Travel Plan Co-ordinator	Annually

**Table 8: Action Plan – Walking**

Item	Description	Responsibility	Deadline Date
1	Provision of new dual use and pedestrian connections to existing routes	Developer	Prior to occupation or otherwise agreed
2	Raise awareness of walking for all ages of people of fair health	Travel Plan Co-ordinator	6 monthly
3	Promote local walking routes and events such as walk to school and walk to work weeks.	Travel Plan Co-ordinator	6 monthly
4	Ensure clear signage of pedestrian routes within and adjacent to the site	Developer	Throughout buildout stage
5	Promotion of a Walking Buddy scheme	Travel Plan Co-ordinator	6 monthly

**Table 9: Action Plan – Cycling**

Item	Description	Responsibility	Deadline Date
1	Provision of new dual use connections to existing routes	Developer	Prior to occupation or otherwise agreed
2	Raise awareness of health benefits of cycling of people with fair health	Travel Plan Co-ordinator	6 monthly
3	Promote Local cycle routes available and cycle storage facilities at key destinations / hubs	Travel Plan Co-ordinator	6 monthly

Item	Description	Responsibility	Deadline Date
4	Promotion of events such as national bike week, and cycle to work day.	Travel Plan Co-ordinator	6 monthly
5	Promotion of a bicycle user group, which could include cycle proficiency courses	Travel Plan Co-ordinator	6 monthly

**Table 10: Action Plan – Public Transport**

Item	Description	Responsibility	Deadline Date
1	Provision of 6 month bus pass to each household upon first occupation	Travel Plan Co-ordinator	Upon first occupation of each dwelling or otherwise agreed
2	Promote Public Transport as a realistic form of travel to and from the site in the Employee Travel Guide	Travel Plan Co-ordinator	Annually

**Table 11: Action Plan – Annual Surveys**

Item	Description	Responsibility	Deadline Date
1	Undertake annual travel survey, collate survey results and issue to LCC in the format of a monitoring report	Travel Plan Co-ordinator	Annually every year for a 5-year period.

## 10 SUMMARY AND CONCLUSIONS

This report, prepared by Vectio Consulting Limited on behalf of Giles Stanley Limited, outlines a Travel Plan for a proposed 120-unit residential development located on Shilton Road, Earl Shilton, Leicestershire. The primary goal of the Travel Plan is to promote sustainable transport options and reduce reliance on single-occupancy car journeys.

### 10.1 Summary

The Travel Plan includes several key sections:

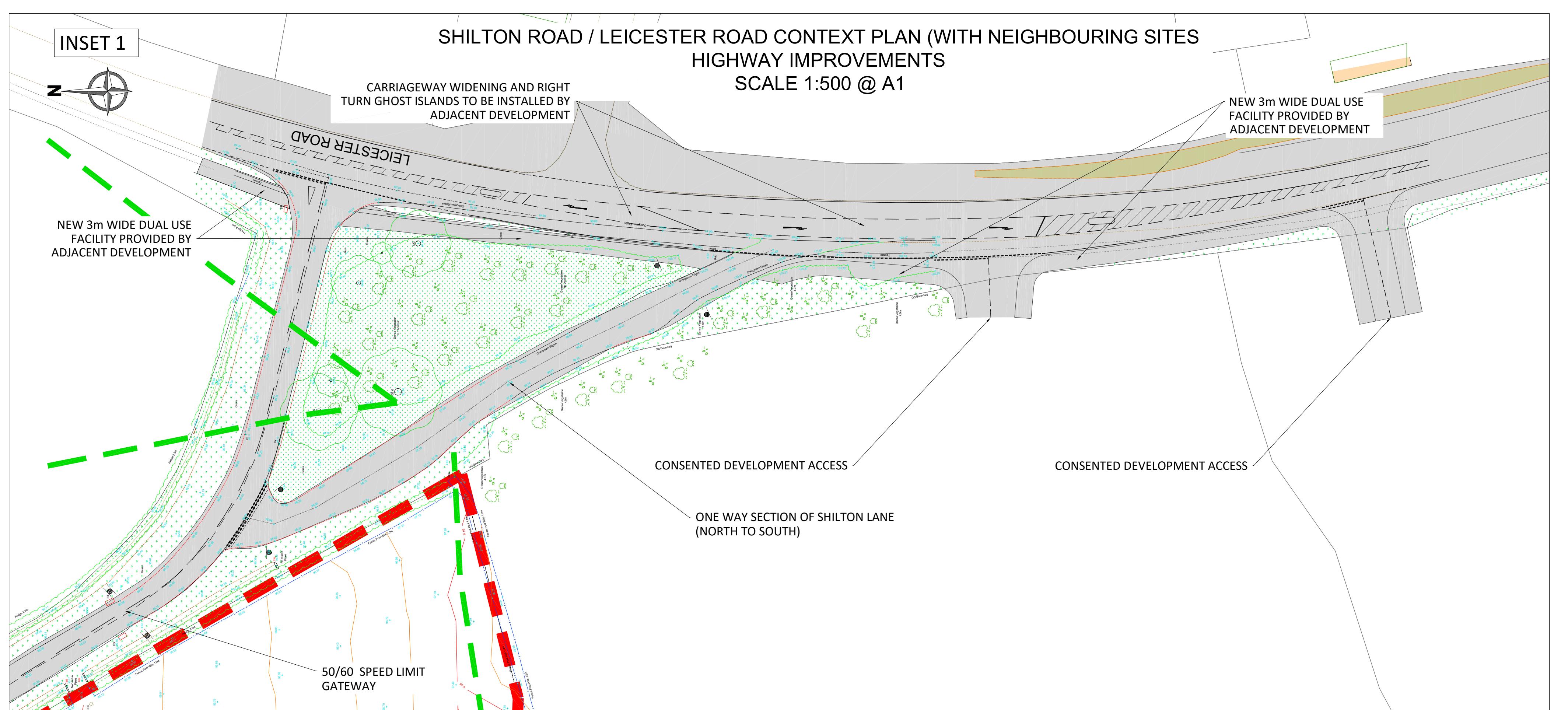
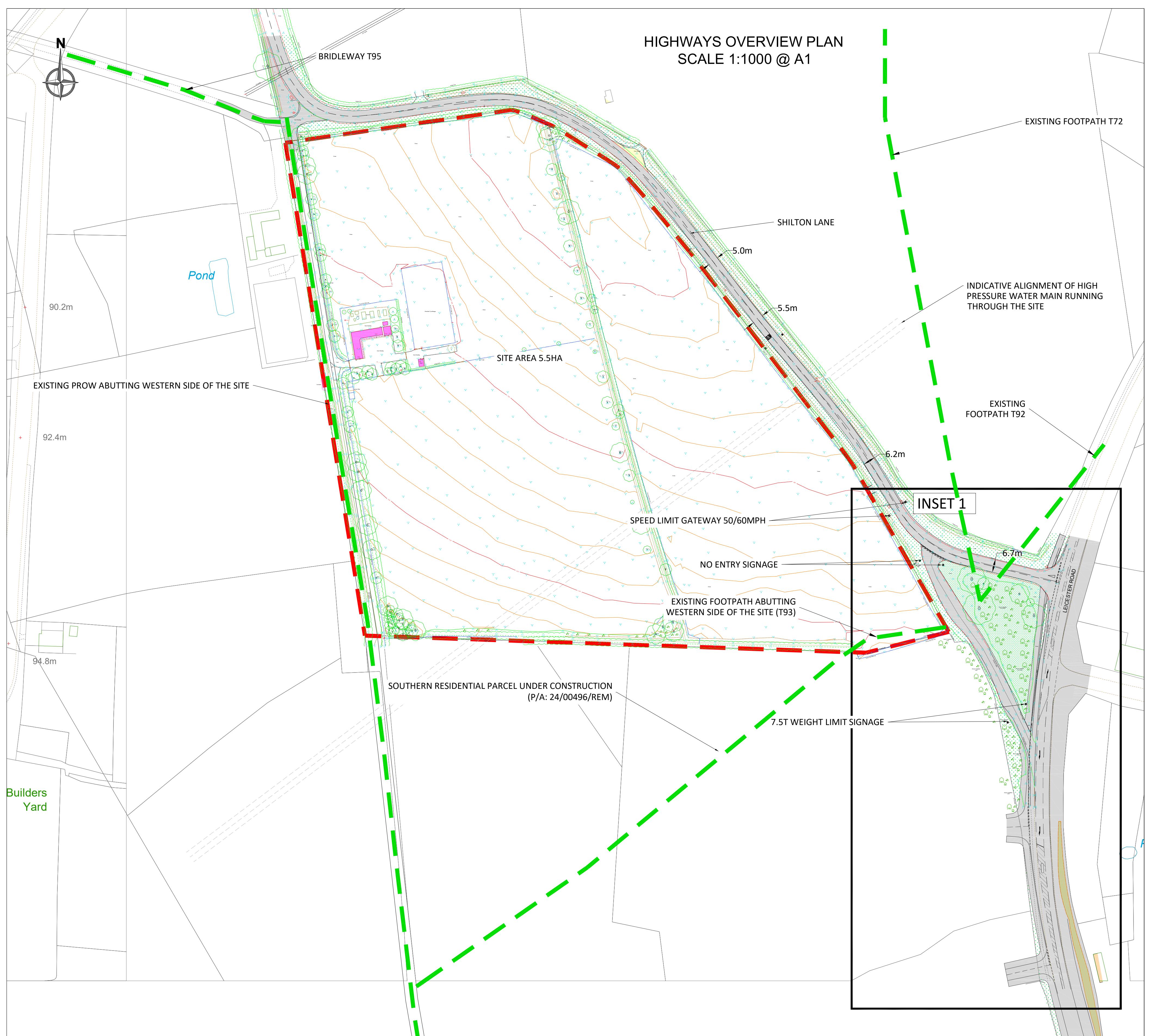
- **Introduction:** The report introduces the project and its objectives, emphasising the importance of sustainable travel and the role of Travel Plans in achieving this.
- **Policy Context:** It discusses national and local policies influencing the Travel Plan, including the Revised National Planning Policy Framework (NPPF) and the Leicestershire Highway Design Guide.
- **Benefits of a Travel Plan:** The report highlights the health and environmental benefits of implementing a Travel Plan, such as reduced congestion, improved air quality, and enhanced community spirit.
- **Development Proposals:** Details of the proposed development, including access arrangements and infrastructure improvements, are provided.
- **Sustainable Accessibility:** The report assesses the site's accessibility by various sustainable modes of transport, including walking, cycling, and public transport.
- **Travel Plan Administration:** It outlines the roles and responsibilities of the Travel Plan Co-ordinator and the Leicestershire County Council Travel Co-ordinator in managing and promoting the Travel Plan.
- **Mode Share Targets:** Initial targets for reducing single-occupancy car trips and increasing the use of sustainable transport modes are set.
- **Travel Plan Measures:** Specific measures to encourage sustainable travel, such as providing welcome packs, promoting walking and cycling, along with offering bus passes, are proposed.
- **Actions:** An action plan detailing the steps to be taken to implement the Travel Plan measures is included.

### 10.2 Conclusions

The Travel Plan aims to minimise single-occupancy vehicle mileage by promoting car sharing, public transport, walking, and cycling. It acts as a transport mitigation plan, focusing on maximising sustainable access to the development and facilitating smarter journey choices. The proposed development aligns with national and local policy objectives and benefits from good sustainable transport links.

The successful implementation of the Travel Plan is expected to reduce the number of car trips generated by the site, thereby minimising the impact on the local highway network and improving overall transport sustainability.

**Appendix A      Highway Context Plan**



Scale Bar (1:500)

Original Sheet Size A1

Revision	Amendment	Approved	Revision Date

**Vecio Consulting**

Project: LAND NORTH OF EARL SHILTON, SHILTON ROAD, LEICESTERSHIRE

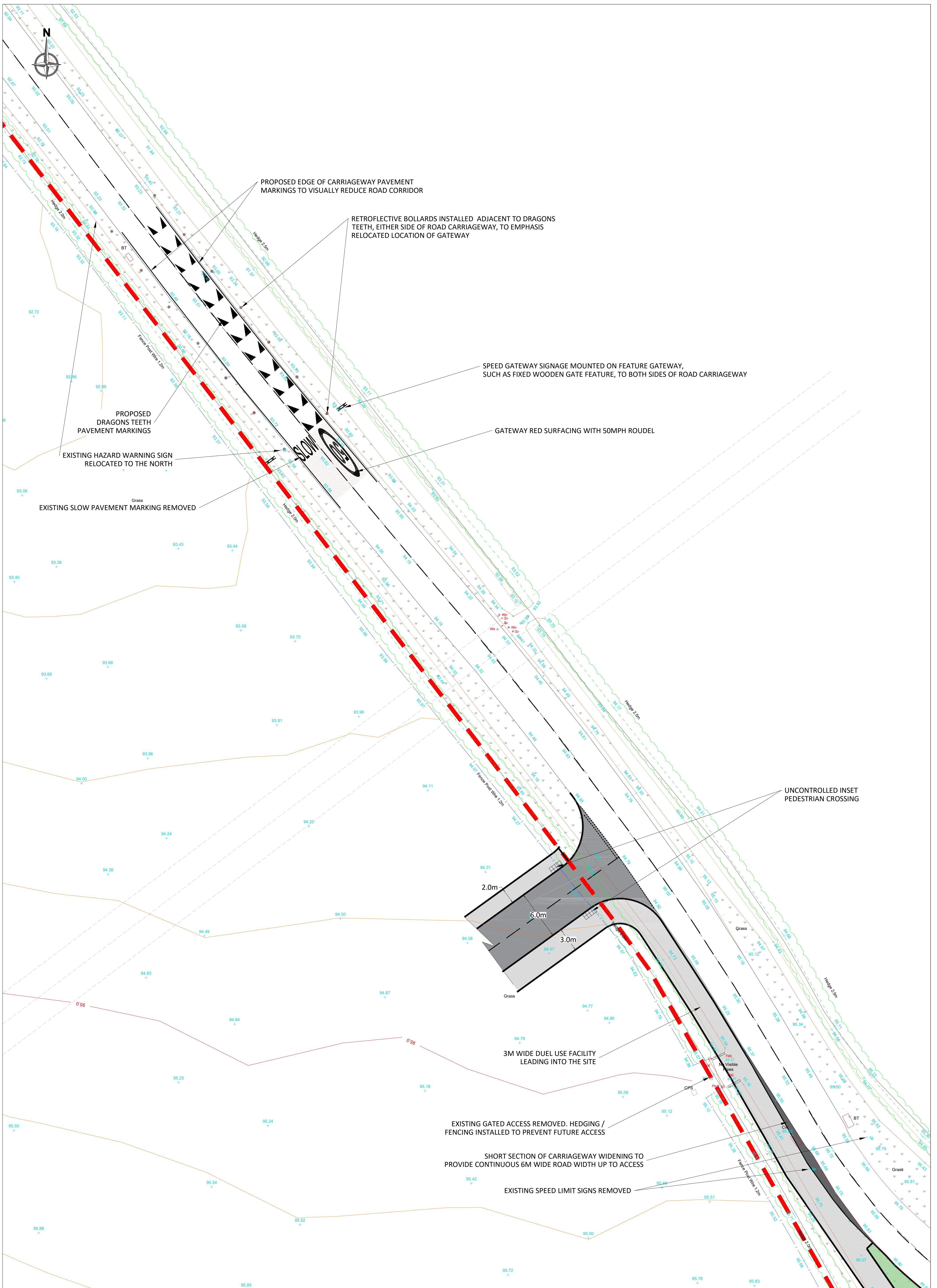
Sheet: EXISTING SITE HIGHWAY CONTEXT

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	2/05/2025

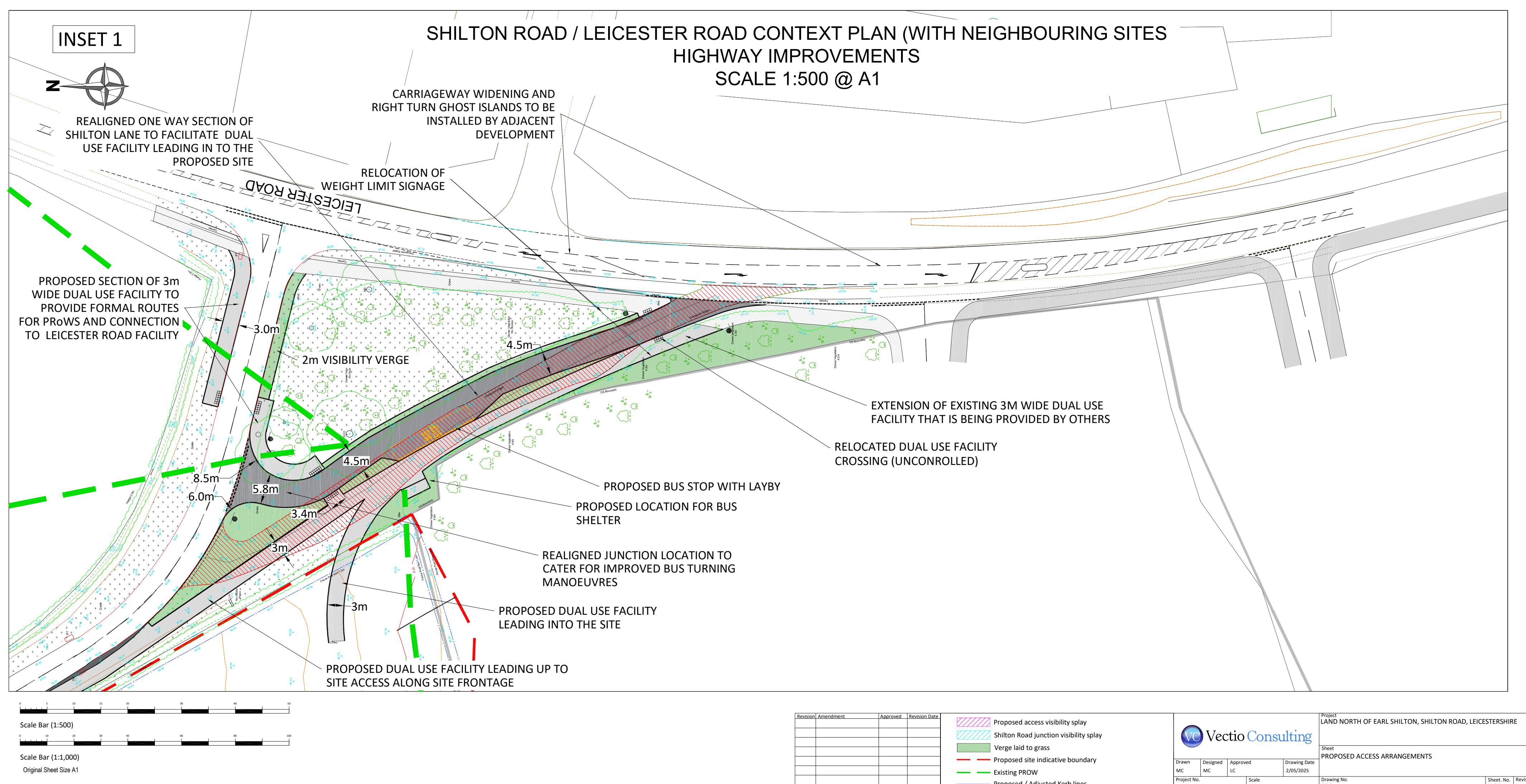
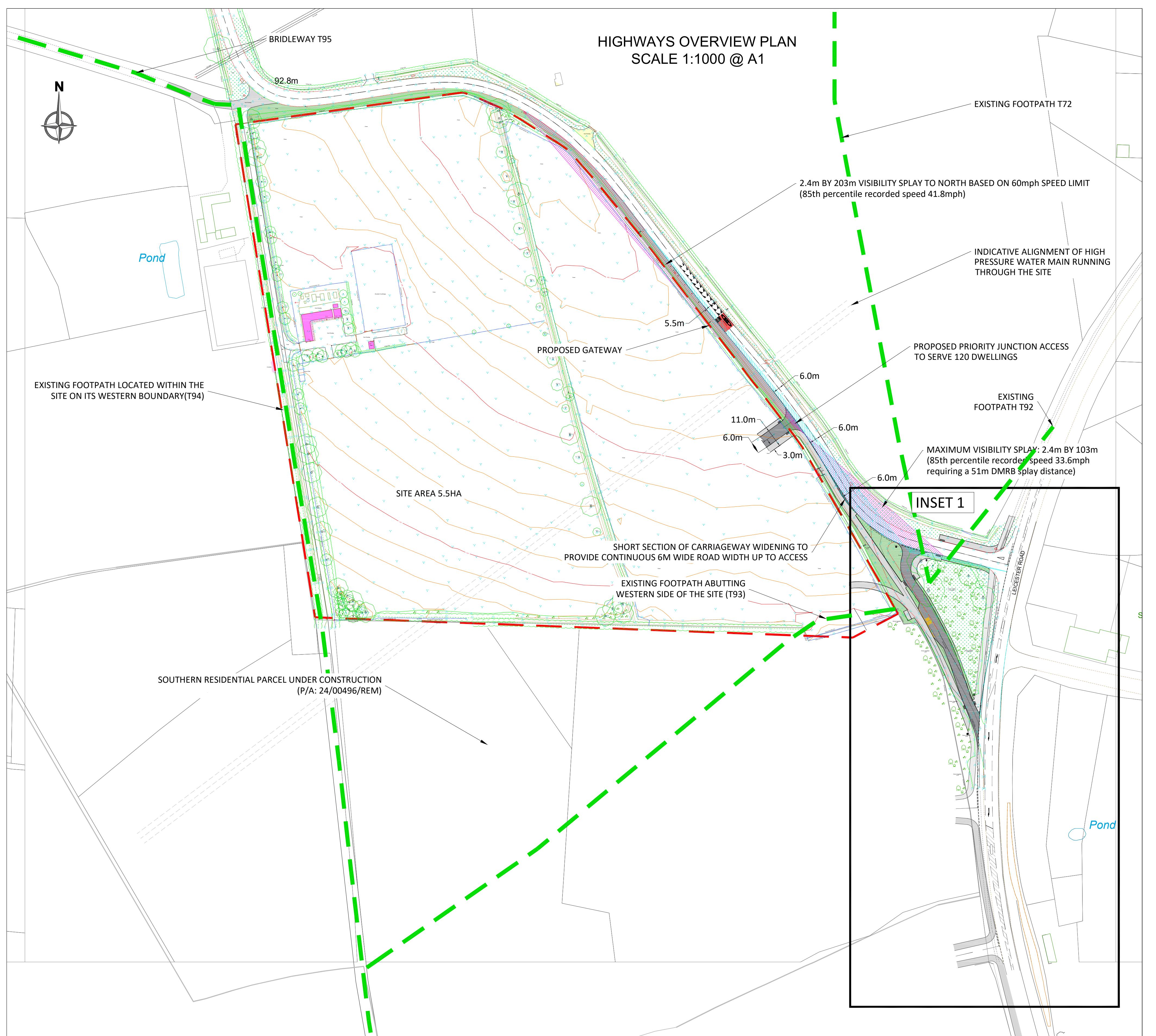
Project No: VCD514 Date: 1/500@A1 Drawing No: 001

Sheet No: 001 Revision:

**Appendix B      Access Arrangements (Junction and Gateway) Drawing**



**Appendix C      Access Arrangements (General) Drawing**



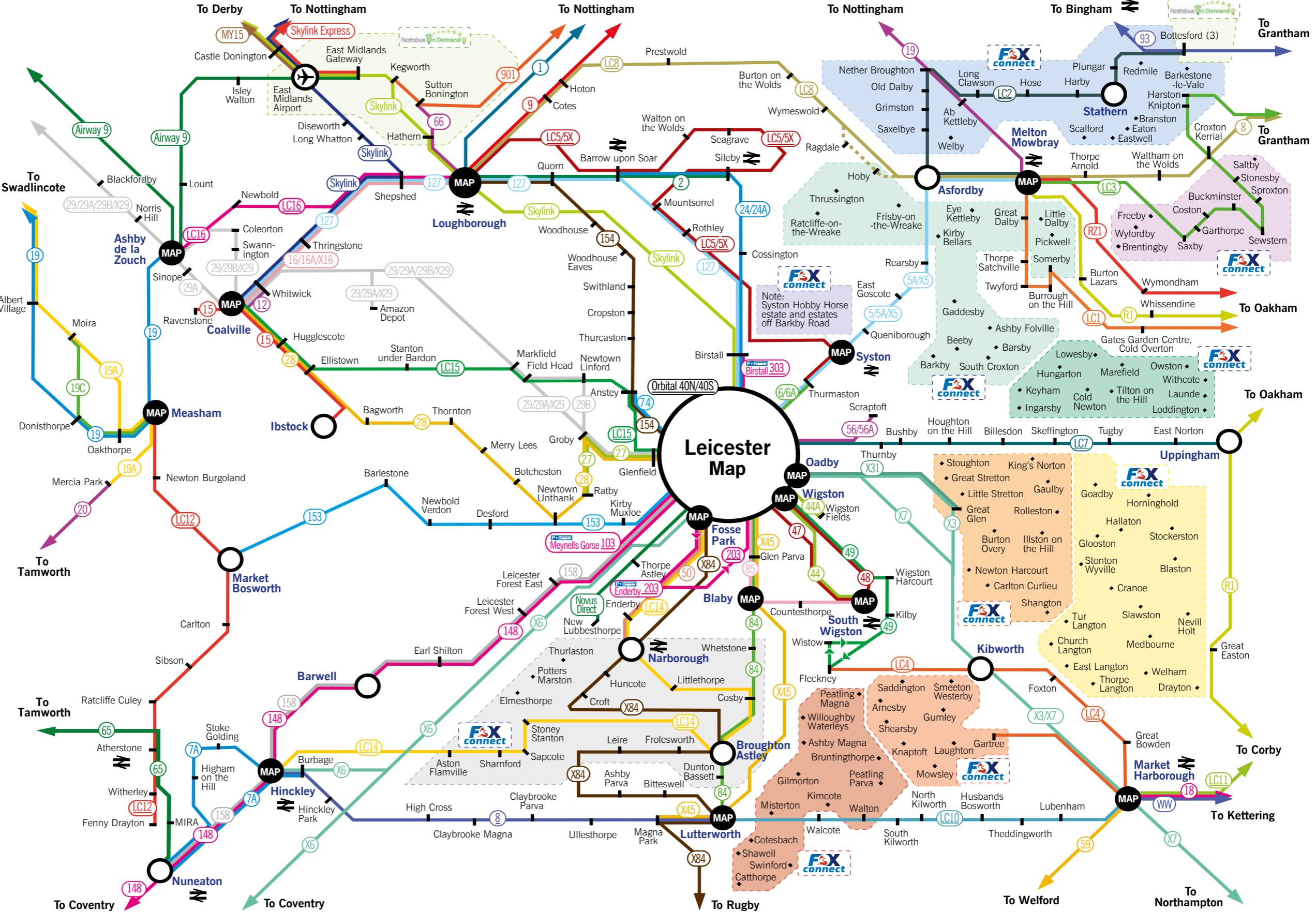
**Appendix D      Leicestershire Bus Service Route Plan (June 2025)**

# Leicestershire Network Bus map & guide

July 2025

[www.Choosehowyoumove.co.uk](http://www.Choosehowyoumove.co.uk)

A  
B



[www.Choosehowyoumove.co.uk](http://www.Choosehowyoumove.co.uk)

View other local bus guides at  
[www.choosehowyoumove.co.uk/public-transport](http://www.choosehowyoumove.co.uk/public-transport)

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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	hourly	2 hourly	
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	
7/7A	Arriva	Burbage - Hinckley - Stoke Golding - Higham on the Hill - Nuneaton	hourly	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 - Ise Lodge, Kettering	hourly	no service	no service	
18	First	Leicester - Braunstone - Fosse Park	20 mins	30 mins	30 mins	
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	Moira - 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	
24/24A	Centrebus	Leicester - Birstall - Cossington - Sileby - Barrow-upon-Soar	30 mins Birstall - Leicester Hourly (Mon-Fri) Barrow - Birstall - Leicester	no service	no service	
27	Arriva	Leicester - Ratby via Groby Road	hourly	hourly	hourly	
28	Arriva	Leicester - Ratby - Botcherton - 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 40N	Centrebus	Glenfield Hospital - Beaumont Leys - Hamilton - Leicester General Hospital	hourly	no service	no service	
Orbital 40S	Centrebus	Hamilton - Beaumont Leys - Wigston - Fosse Park - Glenfield Hospital	hourly	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	
59	Stagecoach	Market Harborough - Marston Trussell - Sibbertoft - Clipston - Naseby - Cold Ashby - Welford	once a day Tuesday, Friday and Saturday	no service	no service	
65	Arriva	Tamworth - Polesworth - Atherton - 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)	30 mins	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	Nottingham - Bingham - Whatton - Bottesford - Barrowby Gate - Grantham	hourly	no service	no service	
104	Arriva	Fosse Park - Braunstone - Leicester	15 mins (Mon-Fri) 20 mins (Sat)	hourly	30 mins	
127	Arriva	Leicester - Rothley - Mountsorrel - Loughborough - Shepshed (4)	20 mins	hourly	30 mins	
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	hourly	
158	Arriva	Leicester - Hinckley - Nuneaton	30 mins	hourly	hourly	
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	
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 - Redmire - Bottesford	infrequent	no service	no service	
LC3	Centrebus	Melton Mowbray - Buckminster - Grantham	infrequent	no service	no service	
LC4	Centrebus	Market Harborough - Great Bowden - Foxton - Kibworth - Fleckney	hourly peak 2 hourly off-peak	infrequent	no service	
LC5/5X	Centrebus	Loughborough - Barrow upon Soar - Walton-on-the-Wolds - Seagrave - Sileby - Thurmaston (infrequent)	75 mins	no service	no service	
LC7	Centrebus	Leicester - Houghton on the Hill - Billesdon - Uppingham	2 hourly	no service	no service	
LC8	Centrebus	Loughborough - Burton on the Wolds - Wymeswold - Melton Mowbray	(Ragdale and Hoby one return journey a day)	no service	no service	
LC10	Centrebus	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	infrequent	infrequent	no service	
LC11	Bland's	Market Harborough - Dingley - Stoke Albany - Wilbarston - East Carlton - Corby	Infrequent (Wednesday and Saturday Only)	no service	no service	

Service	Operator(s)	Route	Frequency			
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays	
LC12	Arriva	Wetherby - Fenny Drayton - Atherton - Market Bosworth - Measham	infrequent	no service	no service	
LC14	Arriva	Fosse Park - Narborough - Cosby - Broughton Astley - Stoney Stanton - Sapcote - Stamford - Hinckley	infrequent	no service	no service	
LC15	Arriva	Coalville - Ellistown - Markfield - Leicester	2 hourly	infrequent	no service	
LC16	Arriva	Ashby De La Zouch - Griffydam - Belton - Shepshed - Nanpantan - Loughborough	2 hourly	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	
RZ1	TransportConnect	Melton Mowbray - Wymondham - Cotesmore - Oakham	infrequent	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 - Gretton	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



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