

Land South of Burbage
Burbage
Residential Travel Plan

LAND SOUTH OF BURBAGE

BURBAGE

RESIDENTIAL TRAVEL PLAN

For
Redrow Homes

DATE: August 2024

REV: P07

P21-390

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1.0 Introduction

1.1. General

A Travel Plan is a document produced for new development to help implement sustainable travel measures and to reduce the amount of single occupancy car trips.

This Residential Travel Plan (RTP) has been produced alongside a Transport Assessment (TA) in order to support:

“A hybrid planning application for (a) a full planning application for 422 dwellings, public open space and associated infrastructure and (b) an outline planning application for a residential care home and up to 11no. self-build plots.”

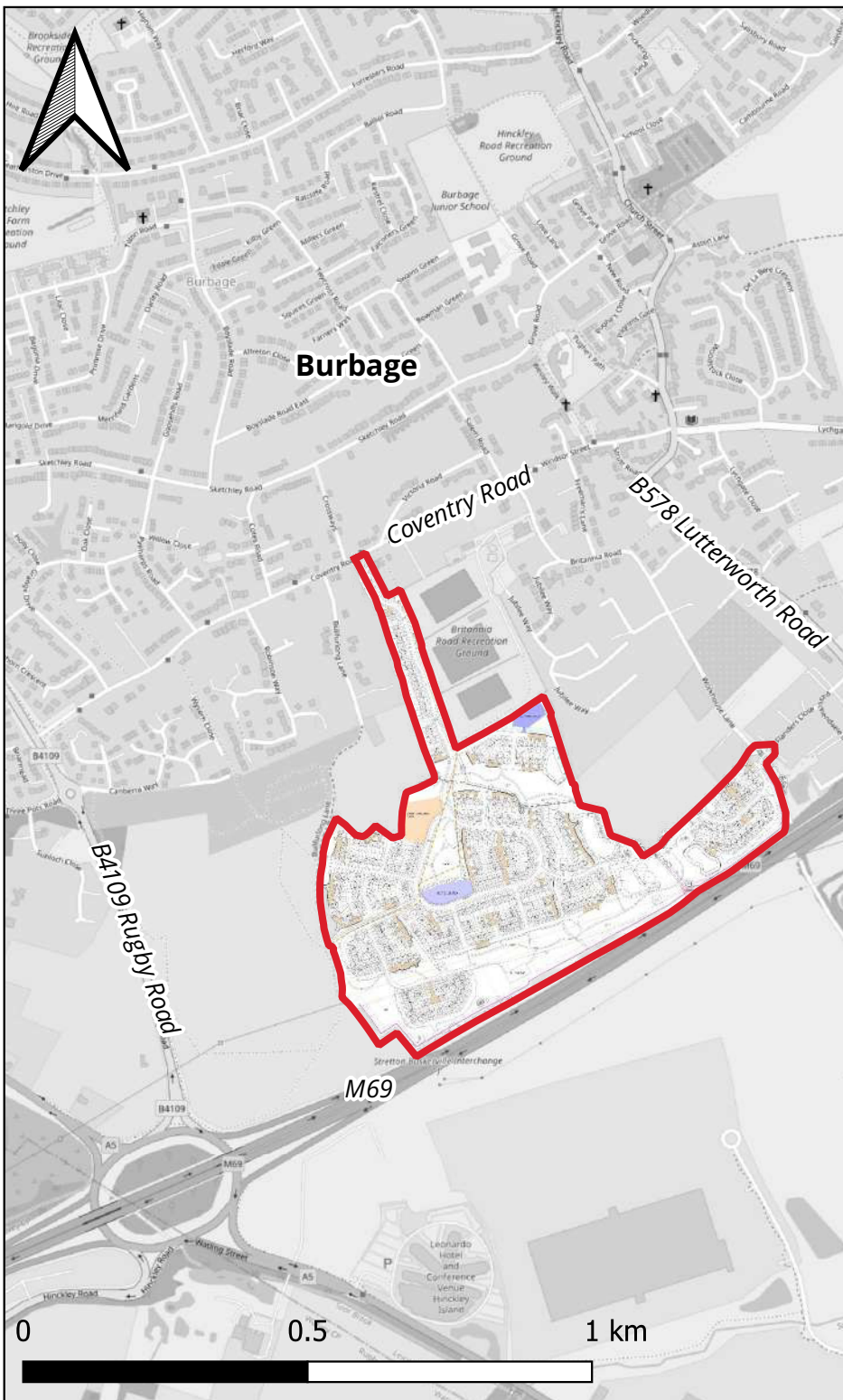
This RTP looks at the targets and subsequent measures to help promote sustainable travel and reduce the number of single occupancy vehicle trips made by residents of the proposed development.

Alongside this RTP, an Employee Travel Plan (ETP) will be submitted which will focus on the travel habits of the employees of the residential care home.

Redrow have confirmed that they are committed to the implementation of the RTP and the associated targets and measures that are listed within this document.

1.2. Site Location

The Land South of Burbage site is located on the urban fringe of Burbage, Leicestershire, approximately 700 metres to the south-west of Burbage village centre and approximately 2.65km to the south-east of Hinckley town centre. The location of the development in the context of the locality is shown in **Figure 1**.



- Legend
- Indicative Site Boundary
 - Site Location

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Client
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Project
Land South of Burbage

Figure Title
Site Location

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Figure Number
Figure 1

1.3. Development Proposals

The residential component of the development is for 422 dwellings from the full planning application and the 11 self-build plots from the outline application. The 433 dwellings are split by access, with 377 dwellings (the western part) taking access off Coventry Road via a new priority junction and the remaining 55 dwellings (the eastern part) taking access off Flanders Close. As part of the access arrangements it is proposed to stop up Workhouse Lane, providing a pedestrian and cyclist access from the proposed development. A copy of the Planning Layout has been included as **Appendix A**.

The development proposals include:

- A pedestrian / cyclist access between the two parts of the development;
- A 3m shared footway / cycleway within the development;
- Potential bus service diversion through the proposed development.

1.4. Relevant Transport Planning Policy

The following guidance documents have been considered when preparing this document:

- Department for Transport (DfT) Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
- Leicestershire County Council's "Writing a Successful Travel Plan: a Guide to Developers" (July 2013).

1.4.1. Leicestershire County Council's "Writing a Successful Travel Plan: a Guide to Developers" (July 2013)

Leicestershire County Council's "Writing a Successful Travel Plan" document was created through Choose How You Move. Choose How You Move is a partnership project between Leicester City Council and Leicestershire County Council to help promote sustainable travel in Leicestershire. Where applicable information from this website has been used to identify local walking and cycling routes.

1.5. Report Structure

Following the introduction this RTP comprises the following;

- **Section 2.0** presents an accessibility assessment, which includes a review of the existing local sustainable transport options and facilities;
- **Section 3.0** sets out the travel plan targets;
- **Section 4.0** sets out the broad role of the Travel Plan and the Travel Plan Coordinator;
- **Section 5.0** presents an initial strategy and a suggested tool kit of measures available to the TPC to effect modal shift, as well as identifying the initial RTP targets and Action Plan;
- **Section 6.0** describes the RTP monitoring requirements.

2.0 Accessibility Assessment

2.1. Broadband

A review of the available broadband in the area shows that there are multiple broadband providers who are able to provide residents with high speed broadband. This will allow residents to work from home if they have the capability, reducing commuting vehicle trips from the proposed development.

2.2. Walking and Cycling

The site proposes to have a 3m wide shared footway / cycleway running throughout the spine road. This shared footway / cycleway will be located on the eastern side of the carriageway and loop around the development parallel with the internal access road. Whilst there will not be a vehicle connection between the dwellings served off Flanders Close and Coventry Road, a shared footway / cycleway will connect the two via an emergency access.

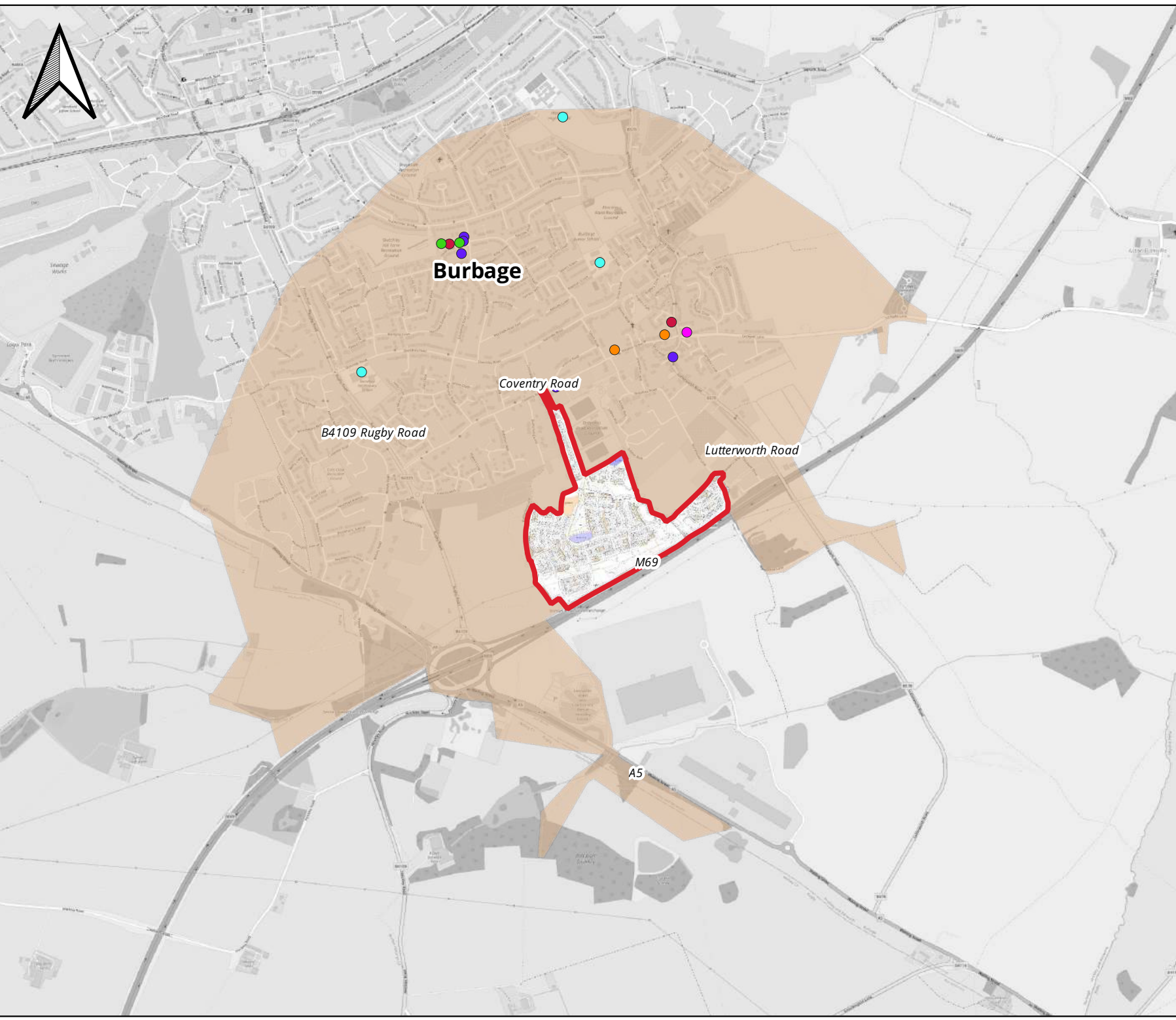
Along Coventry Road, there are 2m wide footways either side of the carriageway with footways provided along the interconnecting streets establishing a network of footways around the local area. As well as these footways, there are a number of PROW in the form of footpaths intersecting the local area. A map of the PROWs across Burbage, extracted from the Burbage Neighbourhood Plan, has been included as **Appendix B**. As can be seen in **Appendix B**, there are multiple PROWs which run through and join the site. The PROWs which run through the site have been retained by the site.

A 2km walking catchment (25 minute walk) from the centre of the development to the surrounding area is included as **Figure 2**. From this plan it is apparent that there are a range of local facilities and services within Burbage that are within walking distance from the proposed development including, schools and retail.

The Hinckley and Burbage Cycling Map from Choose How You Move highlights formal shared footway / cycleway infrastructure around Burbage and Hinckley as well as roads identified as 'quieter roads', routes that can provide an opportunity to experience cycling along roads with less motor traffic. The Hinckley and Burbage Cycling Map has been included as **Appendix C**.

Of note in the locality, there is a shared footway / cycleway along the eastern side of the B4109 Rugby Road providing a direct route from the western side of the Burbage to Hinckley to the north.

A 5km cycling catchment from the centre of the development to the surrounding area is included as **Figure 3**. As can be seen from the figure, the entire village of Burbage and town of Hinkley are within the 5km catchment as well as numerous employment areas. The urban area of Burbage and Hinkley can be accessed through formal shared footway / cycleway infrastructure alongside roads identified as quieter routes.



Legend

 Indicative Site Boundary

Amenities

 Place of Worship

 Library

 Public House

 Retail

 Medical

 Education

Walking Catchment

 2km

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Figure Title

Indicative 2km
Walking Catchment

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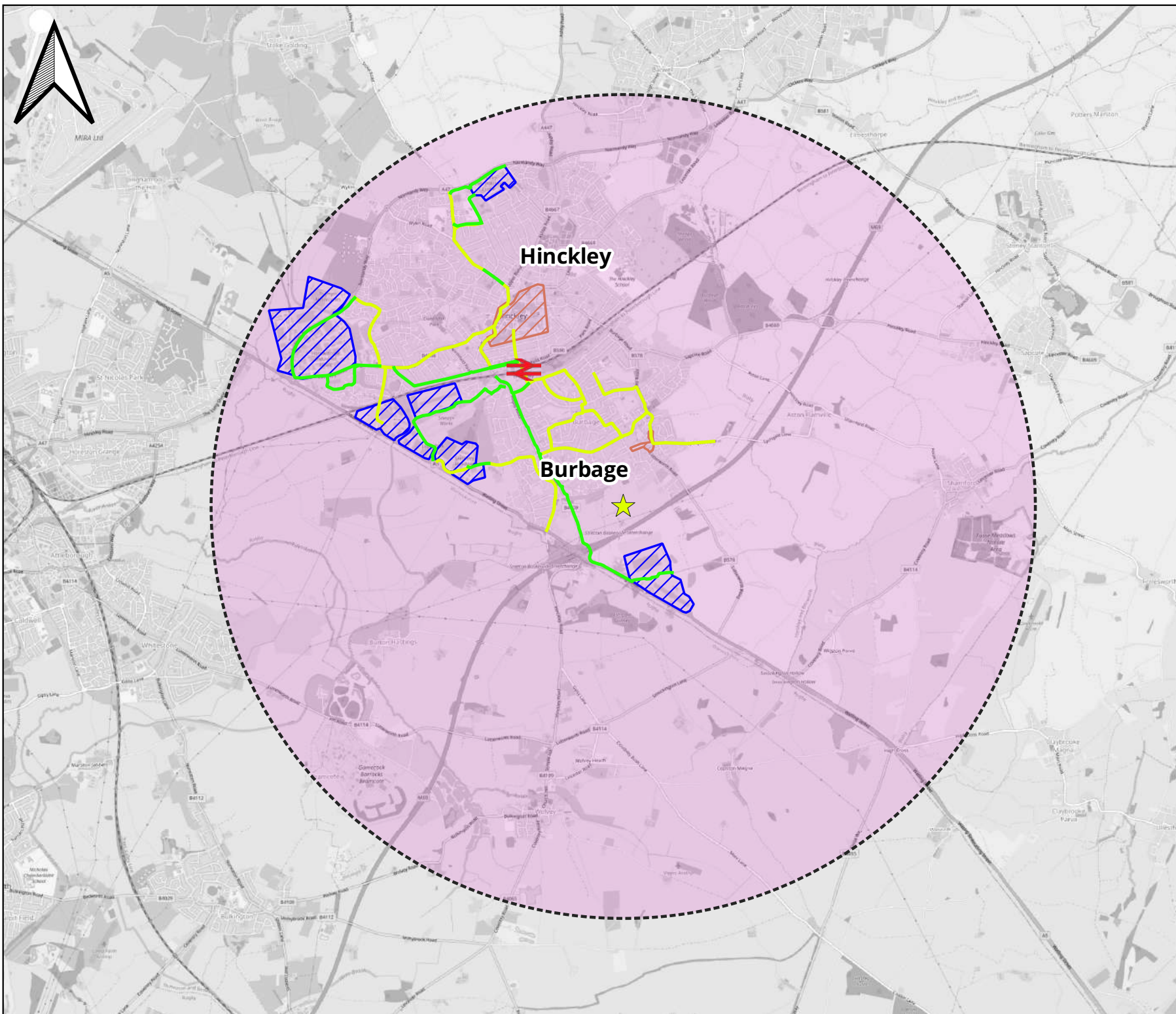
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27/03/23

Figure Number

Figure 2



Legend

- ★ Site Location
- ⇄ Hinckley Railway Station
- Quieter Cycling Routes
- On-Road / Off-Road Cycle Routes
- Urban Centres
- Employment Areas
- Indicative 5km Cycling Catchment

Note: Both the "Quieter Cycling Routes" and the "On-Road / Off-Road Cycle Routes" are annotated based on the Hinckley and Burbage Cycle Map from Choose How You Move.

Source: © OpenStreetMap contributors, CC-BY-SA

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Figure Title
Indicative 5km Cycling Catchment

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Figure Number
Figure 3

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

2.3. Car Sharing

Currently, there are only a small number of LiftShare users who either are travelling to or from Burbage across the week. LiftShare is the nationally recognised car sharing company, connecting users across the country to others who are driving to / from the same place. Once you connect with a user who is on the same journey as you, you can request to join their LiftShare team, which is the easiest way to car share.

2.4. Public Transport: Bus Services

The closest existing bus stops to the proposed development are located approximately 640m walking distance (7 minute walk) from the centre of the proposed development, at the "Crossways bus stop along Coventry Road. The existing bus stop facilities comprise a basic flagpole with timetable information. **Table 1** shows the timetables for the local bus services operated by Arriva that serve Coventry Road with **Figure 4** showing the existing routes for these services. The current timetables for these services are included in **Appendix D**.

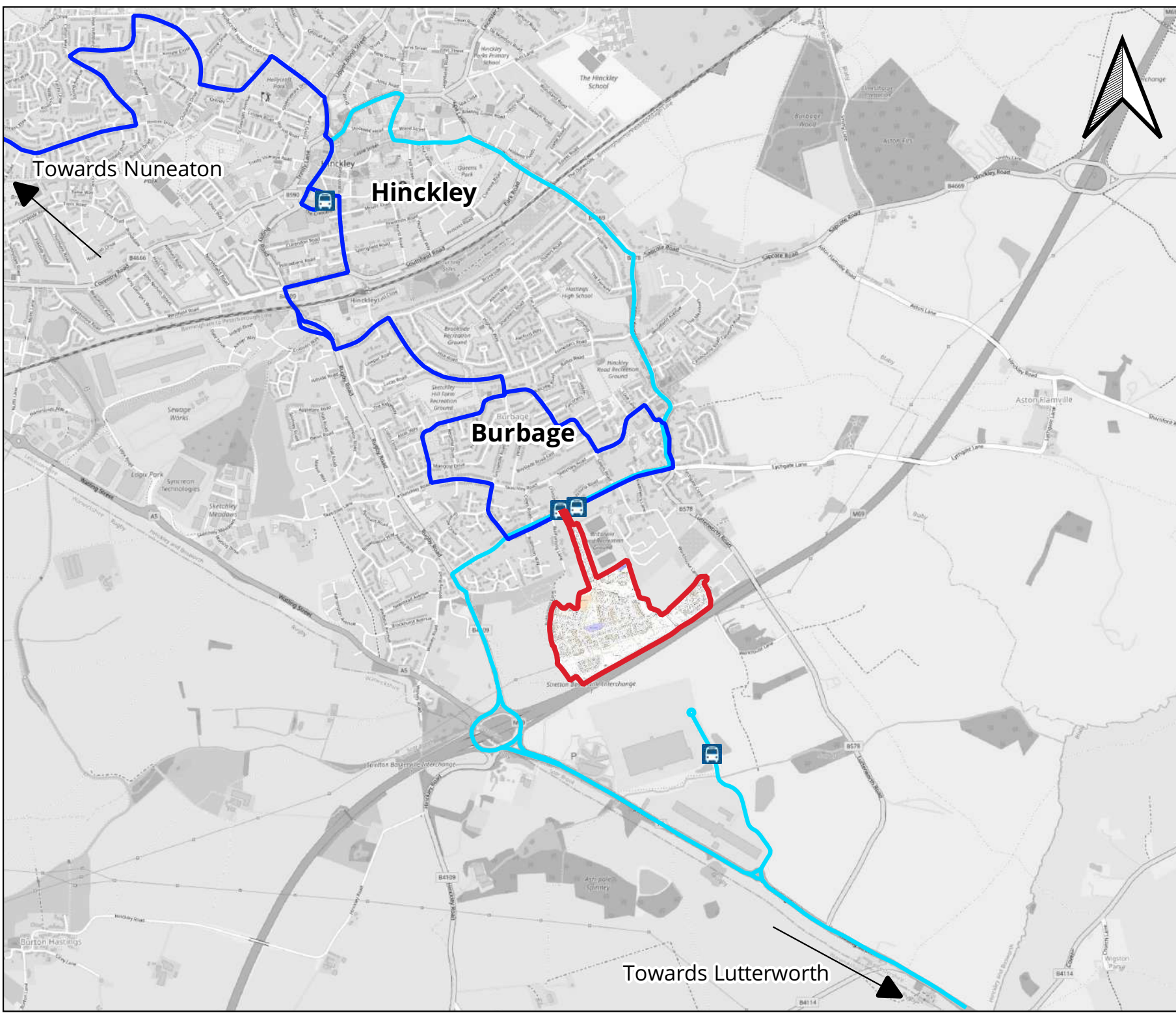
Table 1: Local Bus Services

Bus Service	Weekday			Weekend		
	Start Time	Frequency	End Time	Start Time	Frequency	End Time
7 / 7A						
Burbage – Nuneaton	07:35	30mins – 60mins	18:20	Sat 08:30	Sat Every 30 minutes	Sat 17:30
Nuneaton – Burbage	07:25	30mins – 60mins	17:35	Sat 09:05	Sat Every 30 minutes	Sat 17:05
8						
Hinckley – Lutterworth	05:00	Hourly (05:00 – 18:00), 21:10	21:10	Sat 05:10 Sun 05:05	Sat Hourly (05:10 – 17:00), 21:10 Sun Every 8 Hours	Sat 21:10 Sun 21:05
Lutterworth – Hinckley	05:10	Hourly (05:10 – 19:00), 22:05	22:05	Sat 05:10 Sun 06:05	Sat Hourly (05:10 – 18:05), 22:05 Sun Every 8 Hours	Sat 22:05 Sun 22:05

Table 1 demonstrates that there is a good bus provision in the area which will enable residents to be able to travel on public transport easily and sustainably.

It is proposed that the existing Arriva bus services no. 7 or 8 that route via Coventry Road will divert into and loop around the proposed development providing residents with a frequent bus service to Hinckley town centre, which will be funded by the developer.

Initial correspondence with Arriva has indicated that these existing services can be diverted into the proposed development, a plan of the likely diversion is shown on **Figure 5**. If a bus service is diverted through the development, then the majority of dwellings would be within a 400m walking distance to bus stop, as preferred within the Leicestershire Highways Design Guide.



Legend

-  Key Bus Stops
-  7 Bus Route
-  8 Bus Route
-  Indicative Site Boundary

Source: © OpenStreetMap contributors, CC-BY-SA

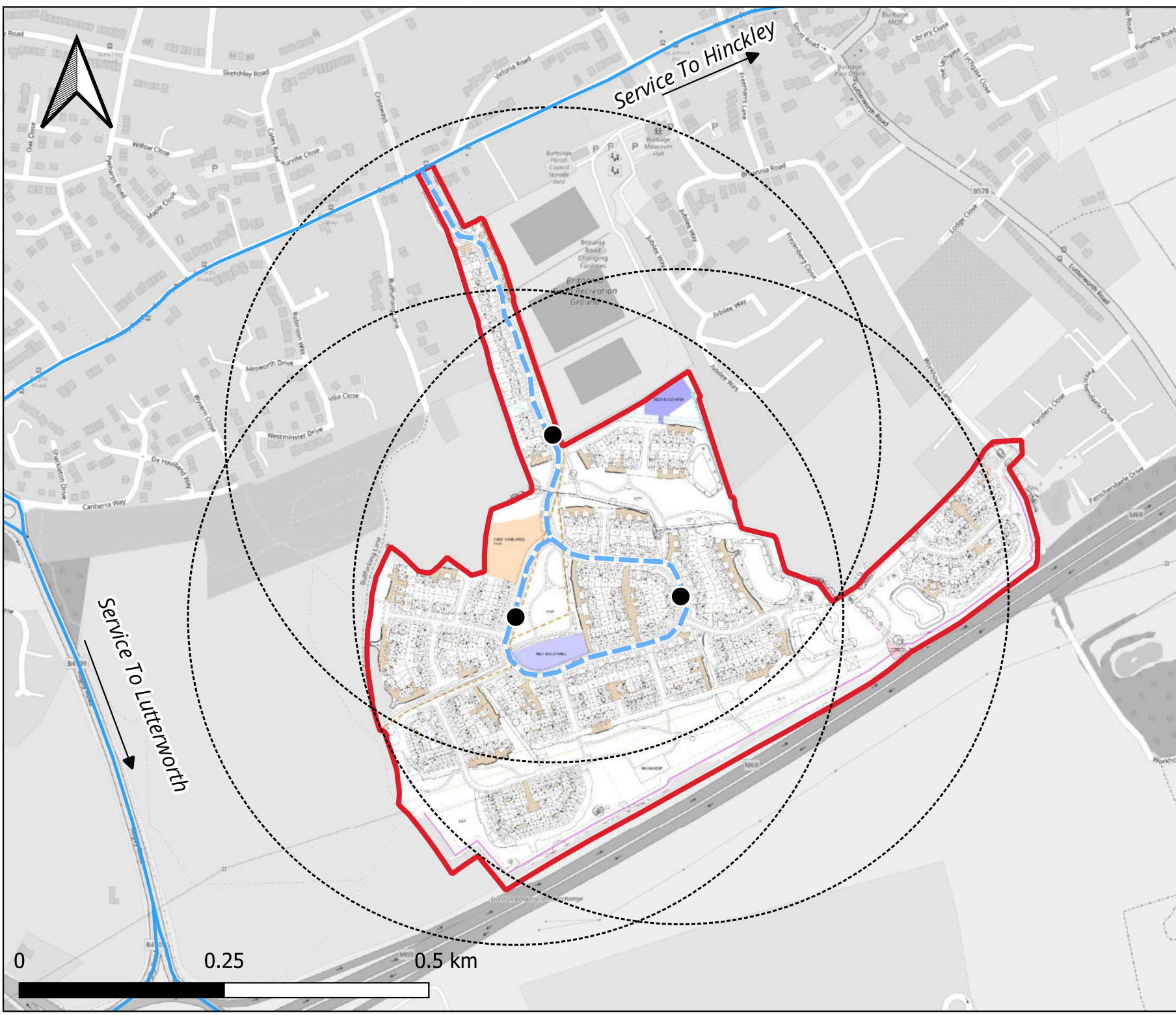


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Figure Title
Existing Bus Route Map

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Figure Number
Figure 4



- Legend
- Potential Bus Route Diversion
 - Existing Bus Route
 - Indicative Bus Stop Locations
 - Proposed Bus Stops Catchments (400m)
 - Indicative Site Boundary

Source: © OpenStreetMap contributors, CC-BY-SA



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Figure Title:
Potential Bus Route Diversion

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Figure 5

2.5. Public Transport: Rail Services

The closest railway station to the proposed development is in Hinckley, approximately 3km to the north of the proposed development. Hinckley Station is on the Birmingham – Peterborough railway line. The station is located on the southern side of Hinckley town centre. A summary of the facilities provided at the station can be seen below in **Table 2**.

Table 2: Hinckley Railway Station Facilities

Facilities		Hinckley Railway Station	
Bicycle Parking	Stands	Yes	
	Sheltered	Yes	
	Spaces	16 (Platform 1) & 10 (Platform 2)	
Ticket Office Opening Hours		Monday – Friday	06:40 – 13:00
		Saturday	06:40 – 13:00
		Sunday	Closed
CCTV Coverage		Yes	
Refreshment Facilities		No	
Passenger Information		Departure screens, Announcements	

A photograph of the sheltered Sheffield stand cycle parking at Hinckley Railway Station at Platform 2 (10 spaces) can be seen below in **Photograph 1**.

Photograph 1: Hinckley Railway Station Cycle Parking

Railway services from Hinckley railway station provide access to a number of towns and cities in the region. The average journey time by rail to reach these is shown below in **Table 3**.

Table 3: Railway Journey Times to Local Stations

Destination	Journey Length (Minutes)
Nuneaton	7
Narborough	8
South Wigston	13
Leicester	21
Coleshill Parkway	21
Birmingham New Street	35
Melton Mowbray	40

Hinckley Railway station provides a feasible option for journeys to neighbouring towns and cities for both leisure and commuting purposes.

2.6. Access to Local Facilities

2.6.1. Journey Times

Table 4 provides indicative journey times between the centre of the proposed development and the key facilities and amenities in the local area, using the shortest available route, on foot, by bicycle and by using existing bus services.

Table 4: Local Amenity Accessibility

Service Category	Local Facility/Amenity/Service	Approx. Dist. (km)	Approx. Journey Time (mins)		
			Foot	Bicycle	Bus
Community	Village Hall	0.91	11	3	N/A
Community	Scouts' Hut	1.07	12	3	N/A
Community	Methodist Church	1.07	12	3	N/A
Community	Library	1.23	14	3	N/A
Community	Post Office	1.23	14	3	N/A
Community	Salon 65 (Hairdressers)	1.39	16	4	10
Community	Jets (Hairdressers)	1.39	16	4	10
Community	St Catherine's Church	1.56	18	4	12
Community	Burbage Day Nursery	2.04	24	6	21
Education (Infant)	Burbage C of E Infants School	1.23	14	3	N/A
Education (Primary)	Burbage Junior School	1.39	16	4	13
Education (Primary)	Sketchley Hill Primary School	1.56	18	4	N/A
Education (Secondary)	Hastings High School	2.04	24	6	22
Education (FE/HE)	Hinckley Academy and John Cleveland Sixth Form Centre	3.97	47	12	42
Food Retail (Convenience)	Burbage "news and booze"	0.64	7	2	N/A
Food (Restaurant)	The Windsor Tiffin	0.91	11	3	N/A
Food Retail (Supermarket)	Co-Op	1.56	18	4	16

Service Category	Local Facility/Amenity/Service	Approx. Dist. (km)	Approx. Journey Time (mins)		
			Foot	Bicycle	Bus
Health	Dental Practice	1.56	18	4	12
Health	Pharmacy	1.56	18	4	16
Health	Doctors' Surgery	1.56	18	4	16
Hospital	George Eliot Hospital (Nuneaton)	10.78	N/A	36	65
Leisure/Sport/Recreation	The Sycamores (Public House)	0.91	11	3	N/A
Leisure/Sport/Recreation	The Red Lion (Public House)	1.07	12	3	N/A
Leisure/Sport/Recreation	Leisure Centre (Hinckley)	3.70	44	11	27
Village Centre	Burbage	1.09	12	3	N/A
Town Centre	Hinckley	3.70	44	11	27
Transport	Hinckley Railway Station	3.21	38	10	22

It can be seen from the table above that a range of local facilities and services can be accessed by future residents of the proposed development using alternative methods of travel to the private car. The location of the proposed development and the local transport infrastructure can facilitate opportunities to make these walking, cycling and public transport trips.

In addition to the indicative journey times provided in **Table 4**, specific routes to key local facilities have been looked at in more detail. These destinations are as follows:

- Sketchley Hill Primary School
- Burbage Infant and Junior Schools
- The Co-op
- The Spar
- Burbage Village Centre
- Hastings High School
- Hinckley Railway Station

The routes to these facilities are detailed below with an illustrative annotated route provided in respective figures as specified below.

2.6.2. Sketchley Hill Primary School

The walking route to the Sketchley Hill Primary School utilises 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Pyeharps Road junction. The Pyeharps Road / Grange Drive junction also has dropped kerbs and 2m wide footways. Footpath U57 connects Grange Drive to Sketchley Road and takes the form of a segregated footpath and is street lit. Sketchley Road has a guardrail near the entrance of the school at the northern end of Footpath U57.

The route to Sketchley Hill Primary School is shown on **Figure 6**.

2.6.3. Burbage Infant and Junior Schools

The walking route to the Burbage CE Infant and Junior Schools utilises 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Salem Road junction. The Sketchley Road / Grove Road / Salem Road junction has dropped kerbs and tactile paving on all arms of the junction. Grove Road has a 2.5m wide footway to the north and a 2m wide footway to the south. All footways along the route are street lit.

Sketchley Road is also considered a quieter route, suitable for on-carriageway cycling and in addition, a section of shared footway/cycleway is located on the western side of Grove Road passing the entrance of the Junior school. The route to Burbage Infant and Junior Schools is shown on **Figure 7**.

2.6.4. The Co-op

The walking route to the Co-op utilises the 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Cotes Road junction. Cotes Road has a 1.5m wide footway along the western side of the carriageway and connects to Sketchley Road via dropped kerbs. The Sketchley Road / Boyslade Road junction also has dropped kerbs, with Boyslade Road having 2m wide footways and a 1m wide service strip on both sides of the carriageway. All footways along this route are street lit. Sketchley Road and Twycross Road are also considered quieter routes, suitable for on-carriageway cycling.

The route to the Co-op is shown on **Figure 8**.

2.6.5. The Spar Shop

The walking route to the Spar shop utilises Workhouse Lane, a very lightly trafficked single carriageway road. There is no footway along Workhouse Lane for approximately 300m until the road approaches the edge of urban area of Burbage where a 2m wide footway is present on the western side of the carriageway. Continuing along Workhouse Lane, 60m to the north of the Workhouse Lane / Britannia Road priority junction, Footpath U81 known as 'The Craft' routes on an east-west axis between Britannia Road and the B578 Lutterworth Road. Following the B578 Lutterworth Road to the north, 2m footways are provided on either side of the carriageway with dropped kerbs and tactile paving provided near to the entrance to the Spar shop.

The route to the Spar shop is shown on **Figure 9**.

2.6.6. Burbage Village Centre

From the northern boundary of the site, the route to Burbage Village Centre utilises the existing 2m wide footways either side of Coventry Road. In addition Workhouse Lane can be used from the east of the site utilising Britannia Road and Freeman's Lane to access the village centre.

The route to the Burbage Village Centre is shown on **Figure 9**.

2.6.7. Hastings High School

The route to Hastings High School utilises 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Salem Road junction. The Sketchley Road / Grove Road / Salem Road junction has dropped kerbs and tactile paving on all arms of the junction. Grove Road has a 2.5m wide footway to the north and a 2m wide footway to the south.

Between Grove Road and Sunnyside South, a segregated 3m wide shared footway / cycleway runs alongside the Hinckley Road Cricket Ground. The Forresters Road / Sunnyside South junction has dropped kerbs and tactile paving on all arms, with the Forresters Road / Far Lash junction having dropped kerbs. Far Lash has 2m wide footways and a 1m wide service strip.

Sketchley Road and Grove Road are considered quieter routes, suitable for on-carriageway cycling, and using the off-carriageway cycle route between Grove Road and Far Lash, existing infrastructure can be utilised to facilitate cycle trips to the school.

The route to Hastings High School is shown on **Figure 10**.

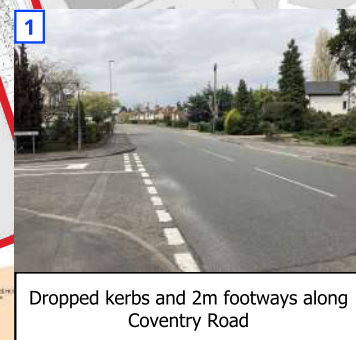
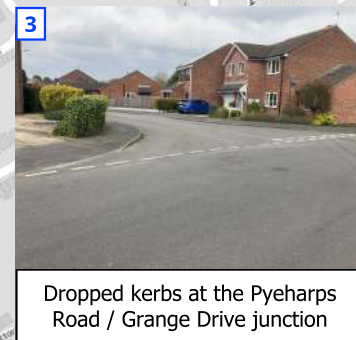
2.6.8. Hinckley Railway Station

There are two separate routes to Hinckley Railway Station.

The walking route to Hinckley Railway Station utilises the 2m wide footways along Coventry Road and dropped kerbs at the Coventry Road / Cotes Road junction. Cotes Road connects to Sketchley Road via dropped kerbs, with the Sketchley Road / Boyslade Road junction also having dropped kerbs. Featherston Drive has a 2.4m wide service strip and 2m wide footways on both sides of the carriageway. Brookside has 2m wide footways and dropped kerbs at the Brookside / Bridge Road junction. Bridge Road leads to the 3m wide shared footway / cycleway leading to Hinckley Railway Station.

The cycling route to Hinckley Railway Station utilises the 3m wide shared footway cycleway along the B4109 Rugby Road, which is accessible from the B4109 Rugby Road / Coventry Road junction. Brookside also has a 3m wide shared footway / cycleway which can be accessed via dropped kerbs along Brookside. Alternatively cyclists could use the quiet routes along Sketchley Road, Twycross Road, Holt Road and Brookside (from the east) to reach Bridge Road.

The route to Hinckley Railway Station is shown on **Figure 11**.



Legend

- Walking Route to Sketchley Hill Primary School
- Indicative Site Boundary



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Figure Title:

Walking Route to Sketchley Hill Primary School
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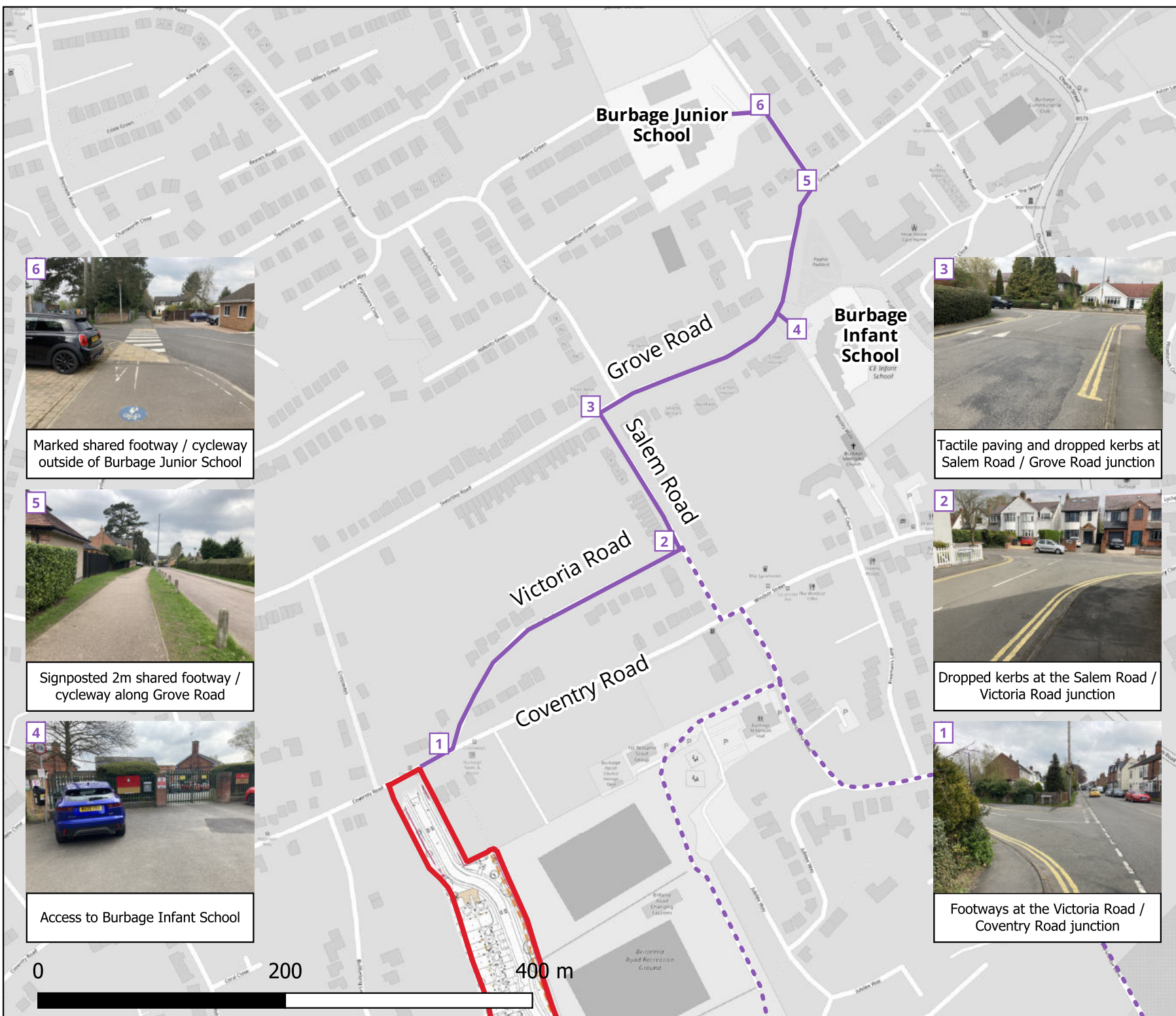
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Figure 6



Marked shared footway / cycleway outside of Burbage Junior School



Signposted 2m shared footway / cycleway along Grove Road



Access to Burbage Infant School



Tactile paving and dropped kerbs at Salem Road / Grove Road junction



Dropped kerbs at the Salem Road / Victoria Road junction



Footways at the Victoria Road / Coventry Road junction

Legend

- Walking Route to Burbage Junior & Infant School
- Alternative Routes to Burbage Junior & Infant School
- Indicative Site Boundary



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Figure Title

Walking Route to Burbage Infant & Junior Schools

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Date

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Figure Number

Figure 7



B578 Lutterworth Road / B578 Hinckley Road crossroads in Burbage Village Centre



Location of Spar Convenience Shop



Dropped kerbs along the B578 Lutterworth Road / Strutt Road junction



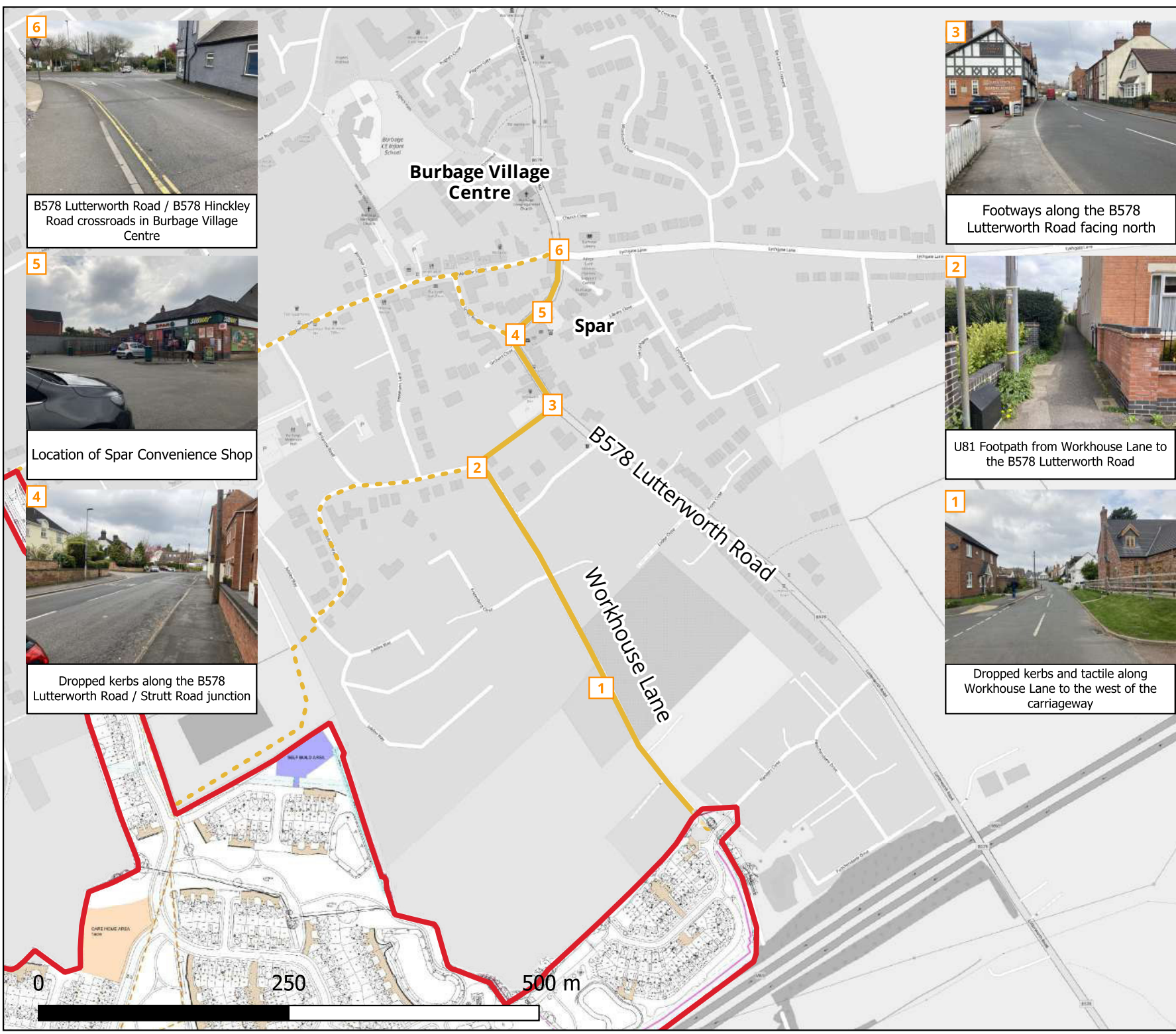
Footways along the B578 Lutterworth Road facing north



U81 Footpath from Workhouse Lane to the B578 Lutterworth Road

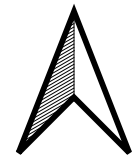


Dropped kerbs and tactile along Workhouse Lane to the west of the carriageway



Legend

- Walking Route to Spar & Burbage Village Centre
- Indicative Site Boundary
- - - Alternative Routes to the Spar & Burbage Village Centre



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Figure Title:

Walking Route to the Spar & Burbage Village Centre

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Figure 9



Dropped kerbs and tactile paving at junction



Dropped kerbs leading at Forrester's Road / Far Lash junction



Shared footway / cycleway routing through Hinckley Road Recreation Ground



Shared footway / cycleway outside of Burbage Junior School



2.5m signposted shared footway / cycleway along Grove Road



Tactile paving with dropped kerbs at Salem Road/Grove Road junction



Dropped kerbs at Victoria Road / Salem Road junction



Footways at Victoria Road / Coventry Road junction

Legend

- Walking Route to Hastings High School
- Alternative Routes to Hastings High School
- Indicative Site Boundary



Source: © OpenStreetMap contributors, CC-BY-SA



Client:

Redrow Homes

Project

Land South of Burbage

Figure Title:

Walking Route to Hastings High School
Status

FOR INFORMATION

Scale

A4 @ 1:6500

Drawn

Checked

Date

JWB

ADM

20/04/23

Figure Number:

Figure 10



3m shared footway / cycleway leading to Hinckley Railway Station



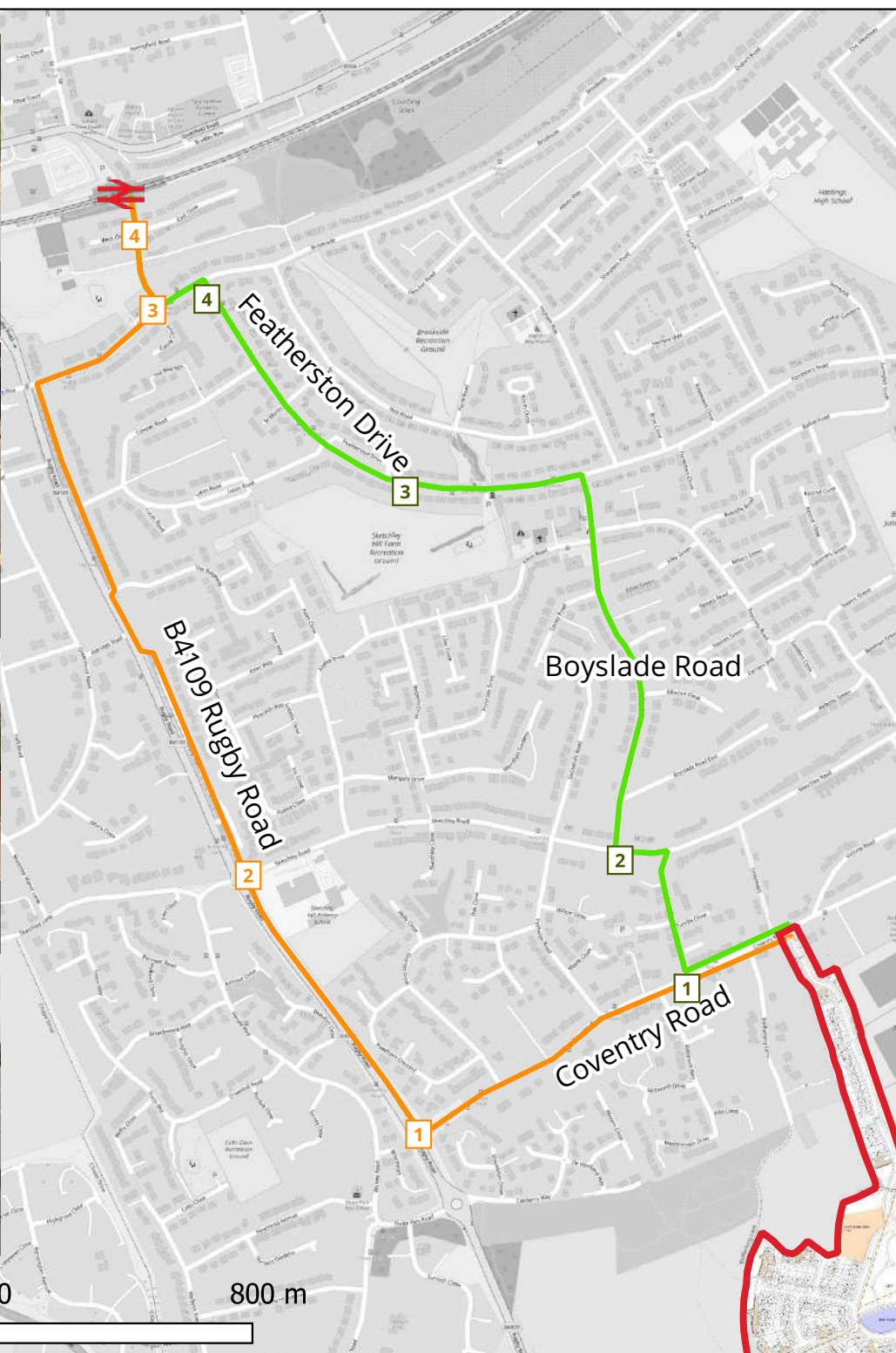
Transition point from off-carriageway to on-carriageway cycleway along Bridge Road



3m shared footway / cycleway facing northbound along the B4109 Rugby Road



Dropped kerbs and tactile paving at the 3m shared footway / cycleway along the B4109 Rugby Road



Dropped kerbs along Featherston Drive



Featherston Drive facing northbound, showing 2m wide footways



Dropped kerbs at the Sketchley Road / Boyslade Road junction



Dropped kerbs at Coventry Road / Cotes Road junction

Legend

- Indicative Site Boundary
- ≡ Hinckley Railway Station
- Cycling Route to Hinckley Railway Station
- Walking Route to Hinckley Railway Station



Source: © OpenStreetMap contributors, CC-BY-SA



Client:

Redrow Homes

Project:

Land South of Burbage

Figure Title:

Routes to Hinckley
Railway Station
Status

FOR INFORMATION

Scale:

A4 @ 1:10000

Drawn

Checked

Date

Figure Number:

Figure 11

3.0 Travel Plan Objectives and Targets

3.1. Objectives

The primary objective of this RTP is to reduce the number of single occupancy car / van trips from the development and redistribute these trips towards sustainable travel modes such as walking, cycling or using public transport.

The objectives of this RTP are as follows:

- To reduce single occupancy vehicle trips;
- To make sure residents are aware of the RTP;
- To increase the number of cycling trips to and from the development;
- To increase the number of walking trips to and from the development;
- To increase the number of public transport trips to and from the development.

3.2. Targets

LCC note in their guidance that any targets that are set within a Travel Plan should follow the SMART (Specific – Measurable – Achievable – Realistic – Timebound) model.

A target of a 15% reduction in single car occupancy over a 5-year period has been set for this travel plan. How the 15% reduction shall be distributed across sustainable travel methods will be set once an initial resident travel survey has been undertaken within 6 months of the first occupation.

3.3. Indicative Mode Share

To set a series of measurable initial targets and indicators, an indicative mode share for journeys to and from the development should be determined. As a baseline resident travel survey to identify the travel patterns of residents cannot be undertaken prior to the occupation of the development, historic data can be used to establish an indicative mode share.

The indicative mode share for the proposed development has been established using the 2011 Census dataset 'QS701EW' "Method of Travel to Work" for the Middle Super Output Area (MSOA) Hinckley and Bosworth 014. The mode share calculated from this data is shown below in **Table 5**.

Table 5: Indicative Mode Share

Method of Travel	Vehicle Driver	Vehicle Passenger	Bicycle	Foot	Motor cycle	Bus	Rail	Total
Hinckley & Bosworth 014 - Census Trips	3,563	211	103	293	32	70	55	4,327
Percentage	82.3%	4.9%	2.4%	6.8%	0.7%	1.6%	1.3%	100%

The table above shows that indicatively 82.3% of residents will drive to / from the proposed development. Using the indicative mode share, the indicative existing total trip generation can be calculated. The indicative mode share trip generation for the AM and PM peak hours can be seen below in **Table 6**.

Table 6: Indicative Existing Mode Share Trip Generation

Method of Travel	Vehicle Driver	Vehicle Passenger	Bicycle	Foot	Motor cycle	Bus	Rail	Total
Percentage	82.3%	4.9%	2.4%	6.8%	0.7%	1.6%	1.3%	100%
AM Peak Hour	367	22	11	30	3	7	6	446
PM Peak Hour	295	18	9	24	3	6	5	358

The table shows that there will be a total of 446 multi-modal trips in the AM peak hour, and 358 trips in the PM peak.

Active Travel England (ATE) requested that a multi-modal trip generation analysis all of modes throughout the day be presented.

It should be noted that as the link count survey at Ambion Way only picked up car drivers, the mode share for other methods of travel has been calculated using the 2011 census method of travel to work data. It should be understood that once the development is occupied the bus service will be in place therefore it is expected that a greater share of daily trips will be attributed to public transport mode share percentages.

The number of multi-modal trips generated by the residential across a 12-hour period (07:00 – 19:00) can be seen below in **Table 7**.

Table 7: Multi-Modal Residential Trips per Hour

Hour	Vehicle Driver	Vehicle Passenger	Cycle	Foot	Motor cycle	Bus	Rail	Total
07:00 - 08:00	337	20	10	28	3	7	5	409
08:00 - 09:00	367	22	11	30	3	7	6	446
09:00 - 10:00	217	13	6	18	2	4	3	263
10:00 - 11:00	120	7	4	10	1	2	2	146
11:00 - 12:00	168	10	5	14	1	3	3	205
12:00 - 13:00	162	10	5	13	1	3	3	197
13:00 - 14:00	210	13	6	17	2	4	3	256
14:00 - 15:00	168	10	5	14	1	3	3	205
15:00 - 16:00	204	12	6	17	2	4	3	248
16:00 - 17:00	229	14	7	19	2	4	4	278
17:00 - 18:00	295	18	9	24	3	6	5	358
18:00 - 19:00	150	9	4	12	1	3	2	183

As the target of the RTP is to reduce the number of vehicle drivers by 15% across a 5-year period, the indicative future multi-modal trip generation can be seen below in **Table 8**.

Table 8: Indicative Future Mode Share Trip Generation

Method of Travel	Vehicle Driver	Vehicle Passenger	Bicycle	Foot	Motor cycle	Bus	Rail	Total
Percentage	70.0%	7.4%	4.9%	9.3%	0.7%	6.5%	1.3%	100.0%
AM Peak Hour	312	33	22	41	3	29	6	446
PM Peak Hour	250	26	17	33	3	23	5	358

The table shows that the RTP will indicatively aim to reduce the number of single occupancy car drivers from 367 to 312 and from 295 to 250 in the AM and PM peak hours respectively.

It should be noted that until the resident travel survey has been undertaken, the mode share and trip generation targets are indicative and subject to change. Once the residential travel survey has been completed and the results have been collected, the baseline mode share will be established, and the future mode share revised.

Table 9 below shows the targets of the RTP and how they follow the SMART model.

Table 9: S-M-A-R-T Targets

Objectives	Specific	Measurable	Achievable	Realistic	Timebound
To reduce the number of single occupancy vehicle trips from the development	To be reduced by 15%	Monitored through the multi modal counts and resident travel survey	Through measures tailored to reduce single occupancy car trips	Yes	Within the 5 year timeframe for the RTP
To increase the number of cycling trips to from the development	To be addressed through a target for cyclist trips, to be identified once the baseline mode share has been established	Monitored through the multi modal counts and resident travel survey	Through the shared footway / cycleway which will run through the development	Yes	Within the 5 year timeframe for the RTP
To increase the number of walking trips to / from the development	To be addressed through a target for pedestrian trips, to be identified once the baseline mode share has been established	Monitored through the multi modal counts and resident travel survey	Through the provision of footways within the development	Yes	Within the 5 year timeframe for the RTP
To increase the number of public transport trips to / from the development	To be addressed through a target for public transport trips, to be identified once the baseline mode share has been established	Monitored through the resident travel survey	Through the diverted bus service which will run through the development	Yes	Within the 5 year timeframe for the RTP

4.0 Travel Plan Coordinator

A Travel Plan Co-ordinator (TPC) will be appointed by the developer. Confirmation of this appointment will be made to the relevant highway and planning officers at LCC as soon as the position is filled formally (and no later than 1 month prior to first occupation).

The confirmation of the TPC will include their name, role, email address and phone number. The appointed TPC will be responsible for implementing, communicating, monitoring, and managing aims and objectives set out in the travel plan.

The TPC will be responsible for implementing, communicating, monitoring, and managing aims and objectives outlined in this RTP.

The TPC's duties will include:

- Set up social media accounts / pages / groups / (e.g., where appropriate - Facebook, Twitter) / development specific website upon first occupation of the development;
- Announce RTP initiatives, RTP news, events, special offers etc;
- Arrange meetings with LCC to discuss the ongoing effectiveness of the RTP, its targets and measures;
- Organise surveys over five consecutive years and supply evidence of this to LCC.
- Monitor the performance of the travel plan and travel behaviour against the targets set out in the RTP.

The TPC is a designated role that must be appointed to a responsible individual. It does not need to be a full-time position but should be a designated role with responsibility to maintain the RTP and act accordingly to ensure it achieves its objectives. The appointed TPC must be easily identifiable and contactable to all parties affected by the RTP.

The TPC will liaise with the TPC for the submitted ETP, as well as any other potential TPCs for other local developments.

The nominated TPC will continue in the role for 5 years after the first occupation and will then hand over the role of TPC to a suitable resident or a group of residents. The TPC will use social media and the regular meetings with local residents and key stakeholders to create a forum(s) in which a suitable candidate to take over TPC duties can be identified.

5.0 Proposed Measures

5.1. Residential Travel Pack

Upon first occupation, each dwelling will be provided with a Residents' Travel Pack. The pack will serve as an initial introduction to the RTP and help to raise awareness of the local area, the available sustainable travel options, as well as providing information relating to key facilities, amenities and any incentives or offers.

The Pack will include the following:

- A QR code to access the RTP;
- Information on sustainable transport options in the area (including relevant local walking / cycling / public transport maps and timetables);
- Information on the health benefits and financial savings made typically through sustainable travel modes;
- Contact details of the TPC;
- Details of all RTP / development related social media groups / websites / forums;
- Details of all local walking / cycling groups, car sharing schemes and clubs;
- Information on how to claim a sustainable travel voucher.

The information provided within the pack should be reviewed close to the time of first occupation in order to ensure its accuracy. The TPC will be responsible for updating the travel information made available to residents. This can be done via the creation of a dedicated website for the development.

5.2. Walking

The TPC will engage with local schools to see if there are any existing "walking school buses" set up for the younger residents of Burbage.

If the resident travel survey identifies that residents would like a walking group to be set up within the development, the TPC can look to implement this.

5.3. Cycling

If it is identified from the resident travel survey that residents would like a cycle group to be set up within the development, then this will be implemented by the TPC.

The TPC will seek to set up a Bikeability session for the residents of Land South of Burbage. Bikeability is the governments national cycle training programme, which helps to provide people of all ages the practical skills necessary to cycle on the road. Bikeability offers three levels of training depending on your skill level, and can provide training to children, adults or mixed family groups. Bikeability can be arranged through LCC's Road Safety Education Team, who offer cycle training for all age and skill groups.

Each dwelling will be provided with safe and secure cycle parking, in order to encourage travelling via cycling.

A 3m wide shared footway / cycleway will be provided along the eastern boundary of the internal spine road to allow cyclists a safe connection to the local highway network.

5.4. Sustainable Travel Voucher

The first occupier of each dwelling will be offered a sustainable transport voucher which can either be a £75 cycle voucher, or two adult bus taster tickers which will be valid for two weeks. Details on how to claim the voucher will be provided in the travel packs.

5.5. Car Sharing

Car sharing websites such as Liftshare will be advertised within the Travel Pack. Car sharing allows users to find other people making the same journey as them, either for commuting or one-off trips. Information on these car sharing schemes will be included and promoted in the travel packs.

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

5.6. RTP Action Plan

On the basis of the primary target and building on the suggested RTP measures presented above, the RTP "Action Plan" lists all of the actions that will be implemented as well as providing package deliverance timetable and RTP monitoring schedule. The following action plan shows how the 15% decrease in car trips could be achieved. **Table 10** provides a summary of the suggested RTP Action Plan.

Table 10: Residential Travel Plan Measures - Action Plan

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Provide residents with travel packs	The pack will highlight the benefits of sustainable travel and how the occupant can travel sustainably in the area	TPC / Developer	Upon occupation of each dwelling	TPC to monitor the number of packs delivered
Information on national and local sustainable travel events	Encourage residents to take part in sustainable travel events	TPC	Update every 12 months	TPC to monitor how many residents take part in the events
Provide residents information on local walking routes	To help encourage residents to walk by showcasing the dedicated routes	TPC	Upon occupation	Through the resident travel survey
Provide a shared footway / cycleway	To help encourage residents to cycle within the development and connect to the wider Burbage area	Developer	Before occupation	TPC to monitor the number of residents who say they cycle in the resident travel survey
Consideration of forming walking / cycle user groups	To encourage walking and cycling by increasing social activity between residents and increase safety	TPC	After the resident travel survey	TPC to monitor how many residents would be interested in the group
Provide safe and secure cycle parking at each dwelling	To encourage the use of cycling to travel to / from the development	Developer	Pre occupation	TPC to monitor the number of users who say they have a bike through the resident travel survey

Measure	Justification	Responsibility	Target date / Frequency	Monitoring
Organise a Bikeability training session	To help residents of all ages build up their cycling skills and encourage cycling	TPC	After the initial resident travel survey	TPC to monitor the number of users who sign up to a session
Sustainable transport voucher to be distributed to each dwelling upon request	To encourage the use of sustainable travel to / from the development	TPC / Developer	Post occupation upon request	TPC to monitor the number of sustainable travel vouchers claimed + through the resident travel survey
Timetable information for local public transport routes to be promoted	To encourage the use of the bus service	TPC	Reviewed frequently and updated online when required	Through the resident travel survey
Invite residents to sign up to car sharing websites	Encourage all residents to car share	TPC	After the initial resident travel survey	Through the resident travel survey
Set up a car share group for the development	Encourages residents to drive less	TPC	After the initial resident travel survey	TPC to monitor the number of residents signing up to the group

6.0 Monitoring

6.1. ModeshiftSTARS

The TPC will be monitored using Leicestershire's ModeshiftSTARS website and resources at <https://www.modeshiftstars.org/> online monitoring system.

The TPC will create the account for the development on ModeshiftSTARS, after which the RTP will be uploaded, setting deadlines for RTP tasks which LCC can review. The RTP will aim to achieve at least bronze accreditation.

6.2. Travel Surveys

In order to generate a mode share, a multi-modal count will cover all the access points on the development across a typical midweek day, in order to compare and measure against the RTP targets. These will cover the access' off Coventry Road and Flanders Close, as well as any PROW access points to the site and Workhouse Lane. The first multi-modal count will be carried out within 6 months of first occupation, with further surveys occurring annually at the end of each of the first five years.

Resident travel surveys will also be distributed after each year alongside the multi-modal counts to understand the effectiveness of the RTP measures and identify more targeted measures. The surveys will typically be through a Microsoft Forms survey, or a paper slip with a QR code to the survey to access online.

6.3. Monitoring Report

A monitoring report will be produced that will assess the effectiveness of the RTP measures in reducing the number of single occupancy car trips. The monitoring report will show the change in the travelling habits of residents and their opinions on travel over the five years from first occupation by summarising the results of the multi-modal counts and the resident travel surveys. The monitoring report will look to include the following:

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

It will also recommend if any measures need to be amended or added.

6.4. Remediation Measures

If the monitoring report shows that the RTP is underachieving and not meeting the mode share targets, a remedial strategy needs to be outlined. The Potential remedial measures could include the following:

- Extend appointment of TPC for an additional 5 years;
- Review of the promotion of the RTP;
- Consider offering personalised travel planning to residents;
- Hold discussion with LCC to further promote car sharing strategies.

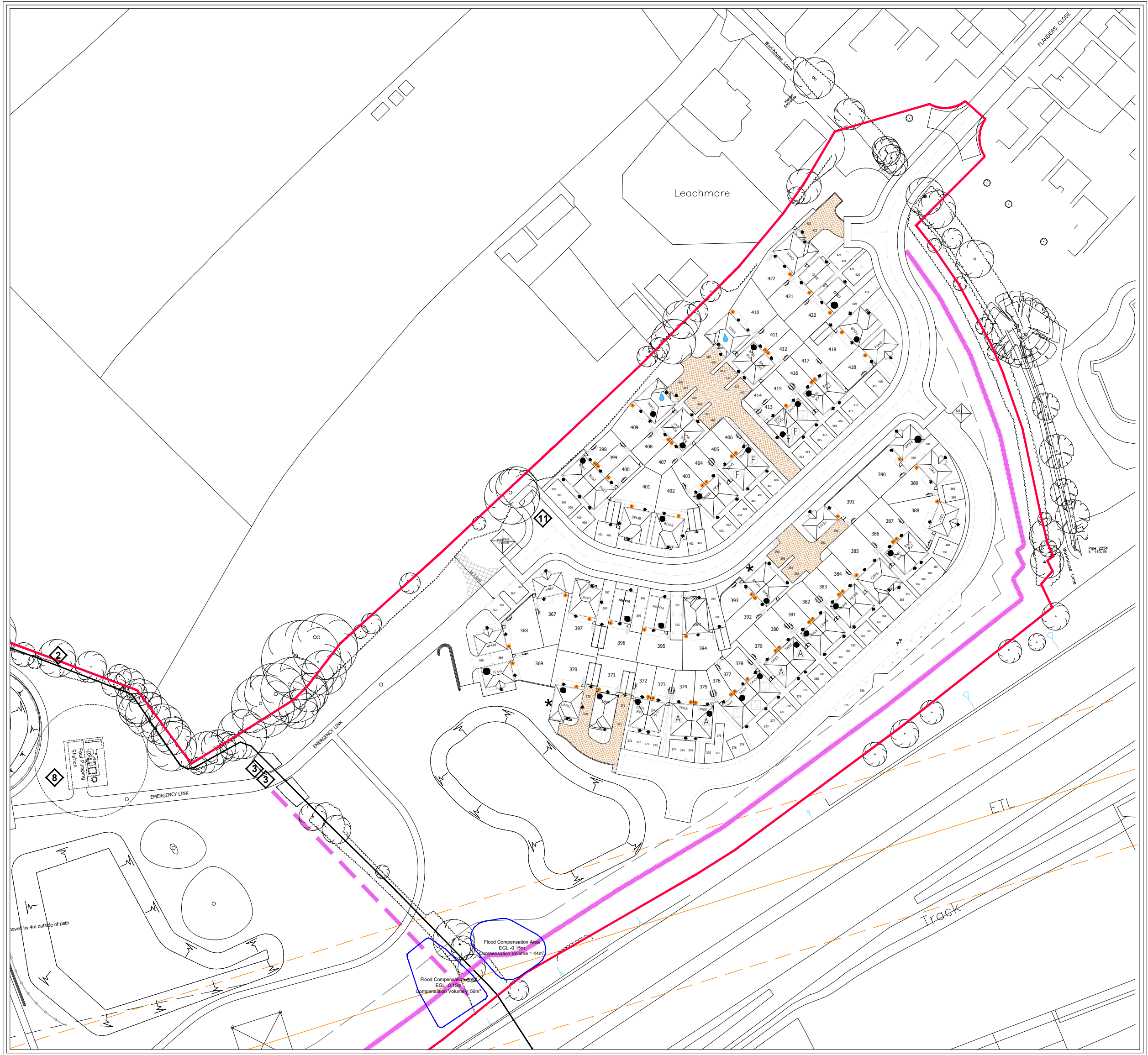
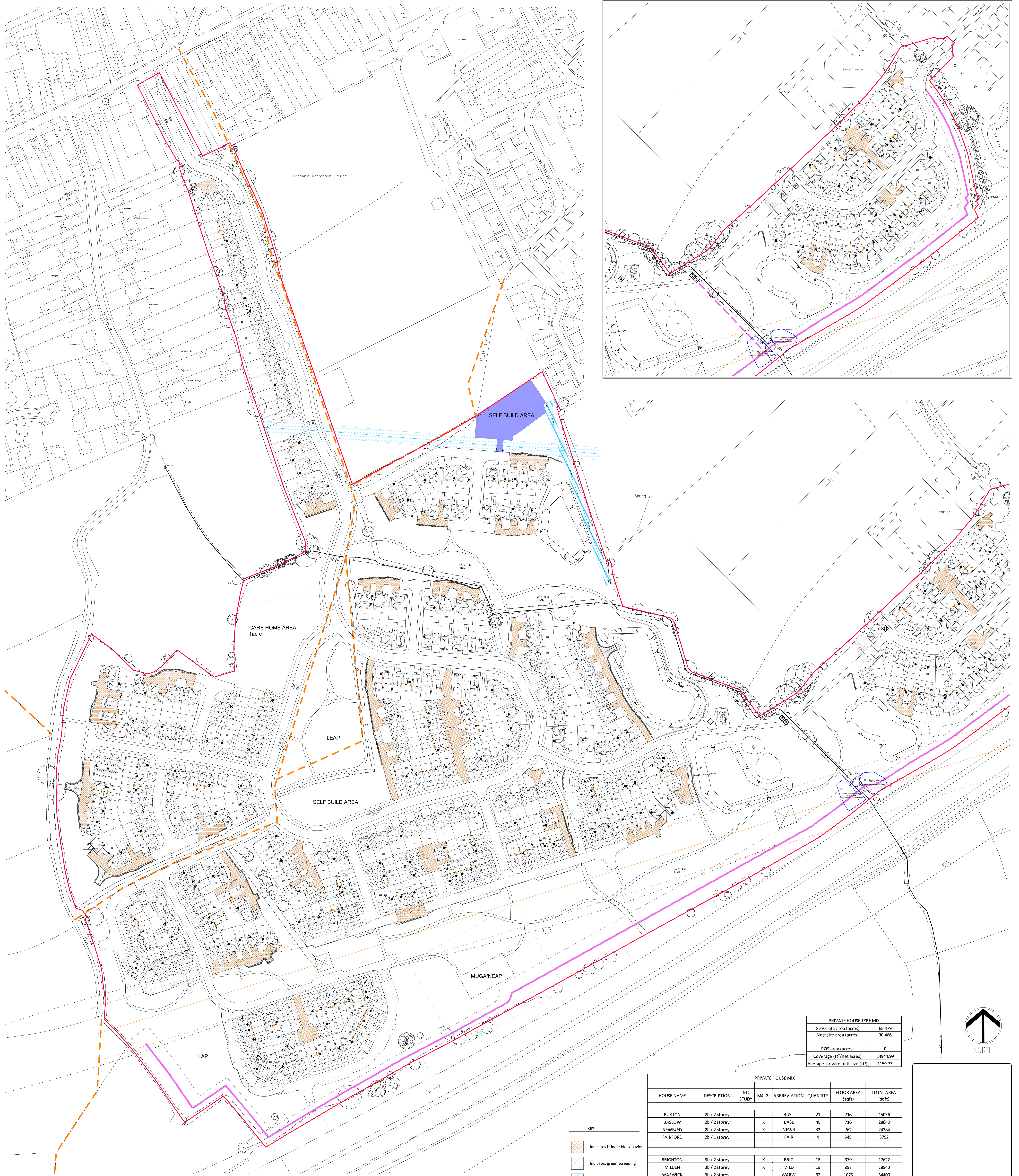
Remediation measures will be considered by the end of year 3 if it looks like the RTP targets will not be met.

6.5. LCC Monitoring

There will be annual meetings between the TPC and LCC to review the progress made in the previous year and how they expect to meet the targets set out in the RTP. The LCC monitoring fee associated with both this travel plan and the ETP for the care home is **£11,337.50**.

Further to completion of the resident travel surveys, the TPC will meet with LCC within 2 months of the survey completion in order to discuss the findings, identify any issues and consider achievements and scope for improved effectiveness and adaption of the RTP targets and measures.

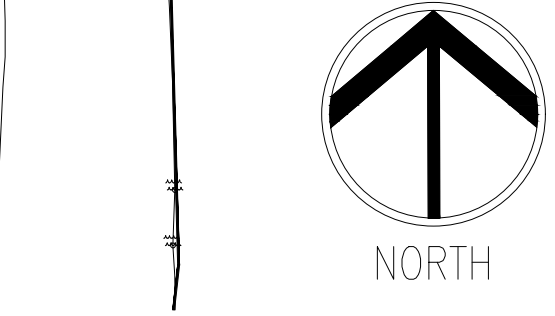
Appendix A: Masterplan



- KEY**
- Indicates brindle block paviers
 - Indicates green screeding
 - Indicates sewer pipe easement
 - Application boundary
 - Public Right of Way
 - Indicates Affordable Rented housing
 - Indicates Shared Ownership housing
 - Indicates First Homes
 - Additional window
 - Plot handing
 - Removable ballard
 - Indicates location of bike store
 - Indicates location of bins
 - Indicative location of Air Source Heat Pump
 - Road central line
 - Service margine
 - Tree line verge
 - 5m acoustic barrier
 - Wall and Fence
 - Closed Board Fence
 - Metal Estate Railings
 - Timber Knee Rail
 - Post and Rail
 - Indicates swales

PRIVATE HOUSE TYPE MIX	
Gross site area (acres)	65.479
Nett site area (acres)	30.486
POS area (acres)	
Coverage (ft ² /net acres)	14944.99
Average private unit size (ft ²)	1159.73

PRIVATE HOUSE MIX						
HOUSE NAME	DESCRIPTION	INCL STUDY	M4 (2)	ABBREVIATION	QUANTITY	FLOOR AREA (sqft)
BUXTON	2b / 2 storey			BUXT	21	716
BASLOW	2b / 2 storey		X	BASL	40	716
NEWBURY	2b / 2 storey		X	NEWB	32	762
FAIRFORD	2b / 1 storey			FAIR	4	948
TOTAL						
AFFORDABLE HOUSE MIX (20%)						
SPEY	1b / 2 storey			GF	15	546
	1b / 2 storey			FF	15	592
BUNGALOW	2b / 1 storey			BUNG1	3	665
TAVY	2b / 2 storey			TAVY	26	823
DART	3b / 2 storey			DART	18	896
TWEED	4b / 2 storey		X	TWEE	8	1024
TOTAL						
GRAND TOTAL						



LAND SOUTH OF BURBAGE, BURBAGE - SITE LAYOUT

16.07.24
03.07.24

Layout oriented to suit highway constraints, agreed parking system and bus stop added
Layout oriented to suit LPH highway constraints, bus stop line amended

Revision
Date
Amendment
Initials

Drawing Status

**PRELIMINARY
PLANNING
CONSTRUCTION**

Development
Location
Marking Name
Drawing Title

1693-08-02-100
B
DL
1:1000
OCT 23

REDROW

Redrow Homes Midlands

Redrow House, Bristol Green, Walscott, Tamworth
Buffershire B77 5PA

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Legal Disclaimer: This layout has been designed after due consideration of our Context & Constraints Plan

Appendix B: Burbage Walking Map

Figure 9: Footpaths

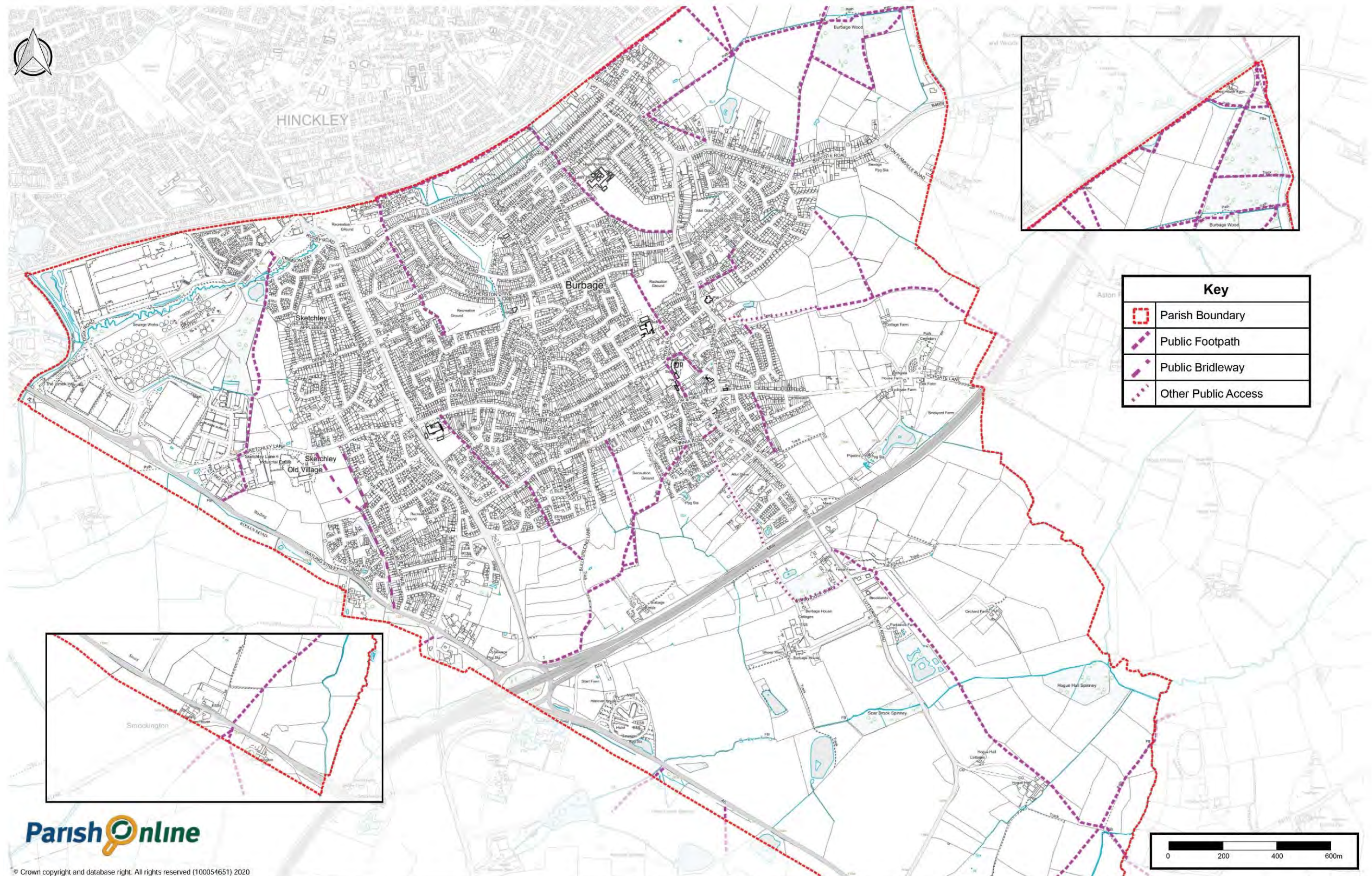
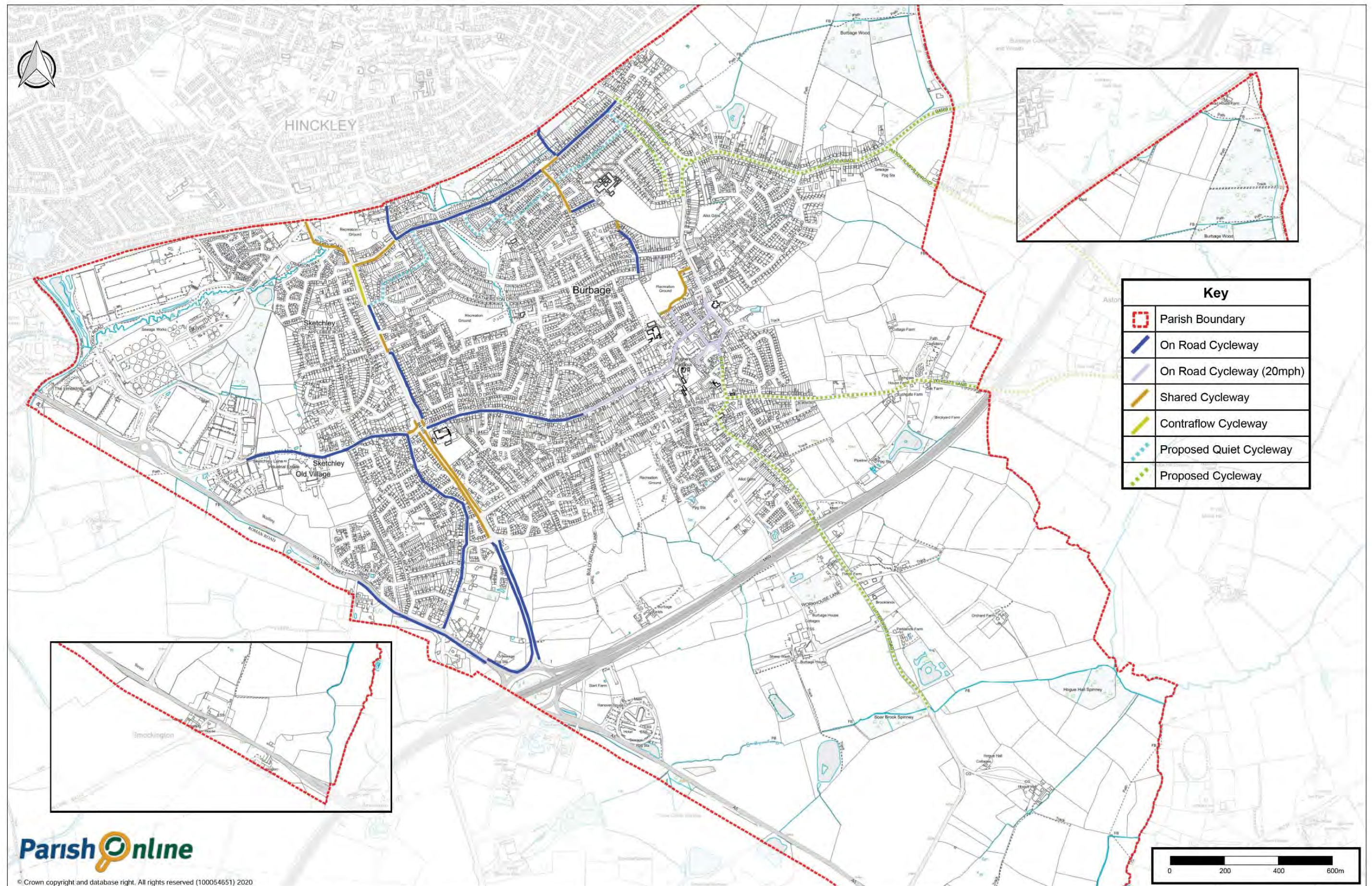


Figure 10: Cycleways



Appendix C: Hinckley and Burbage Cycling Map

Visit: choosehowyoumove.co.uk



choosehowyoumove.co.uk

Look Out For These Signs

-  Shared route for cyclists and pedestrians together
-  Segregated route for cyclists and pedestrians on separate side of path
-  Route for use by cyclists only
-  Route reserved for use by cyclists only (road marking)
-  Caution - cycle route ahead
-  No cycling
-  Recommended route for cyclists (usually on road with no special provisions)
-  With-flow cycle lane ahead
-  Shared cycle and bus lane on road ahead
-  With-flow cycle lane
-  On road cycle lane in the opposite direction to other traffic (usually on one-way roads)
-  Advisory contraflow sign
-  Warning sign for pedestrians that there is a cycle lane ahead or cycleway crossing on the road ahead
-  Cycle parking
-  Direction to cycle parking
- Direction sign for National Cycle Route
- Direction sign showing recommended route for cyclists

 Direction sign showing recommended route for cyclists

KEY

- | | |
|---|--|
|  | Other cycle routes
on-road / off-road |
|  | Quieter route * |
|  | 20 mph zones |
|  | Pedestrian street |
|  | One-way street |
|  | Steep gradient |
|  | Restricted access road |
|  | Bridleway / Footpath |
|  | Railway with station |
|  | Cycle parking |
|  | Toucan crossing |
|  | Zebra crossing |
|  | Hospital |
|  | District boundary |
|  | County boundary |

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Ordnance Survey 100019271.
Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

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

Appendix D: Existing Bus Time Tables

7/7A Burbage to Nuneaton

via Hinckley Town Centre, Hollycroft and St Nicolas Park - Valid from Saturday, July 13, 2024 to Sunday, October 6, 2024

Monday to Friday - Nuneaton Bus Station

	7	7	7A	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7	7A	7A	7	7A	7A	7
Burbage Co-operative Store	--	--	0735	--	--	0930	1000	1030	1100	1130	1200	1230	1300	1335	1400	1435	--	1545	1625	1710	1755	1820
Burbage Horsepool	--	--	0742	0842	--	0937	1007	1037	1107	1137	1207	1237	1307	1342	1407	1440	--	1552	1632	1717	1802	1825
Burbage Forryan Road	--	--	0748	0848	--	0943	1013	1043	1113	1143	1213	1243	1313	1348	1413	--	--	1558	1638	1723	1807	--
Hinckley The Crescent Bus Station	0725	0755	0800	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1410	1425	--	1520	1610	1650	1735	1820	--
Hinckley Lyneham Close	0735	0805	0810	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1420	1435	--	1530	1620	1700	1745	1830	--
Hinckley Windrush Drive	--	--	--	0908	--	--	--	--	--	--	--	1307	--	--	--	--	1533	--	--	--	--	--
Hinckley Normandy Way	--	--	0814	0910	--	1009	--	1109	--	1209	--	1311	--	1424	--	--	1535	1624	--	1749	1834	--
Hinckley Redmoor High School	--	--	0817	0912	--	1012	--	1112	--	1212	--	--	--	1427	--	--	1538	1627	--	1752	1837	--
Stoke Golding St Martins School	--	--	0825	0919	--	1019	--	1119	--	1219	--	1319	--	1435	--	--	1544	1634	--	1759	1844	--
Stoke Golding Methodist Church	--	--	0827	0921	--	1021	--	1121	--	1221	--	1321	--	1437	--	--	1546	1636	--	1801	1846	--
Higham-on-the-Hill Cherry Orchard	--	--	0833	0928	--	1028	--	1128	--	1228	--	1328	--	1444	--	--	1553	1643	--	1808	1855	--
Nuneaton Coniston Way	0747	0817	--	--	0947	--	1047	--	1147	--	1247	--	1347	--	1447	--	--	--	1715	--	--	--
Nuneaton Bus Station	0755	0825	0845	0940	0955	1040	1055	1140	1155	1240	1255	1340	1355	1455	1455	--	1605	1655	1725	1820	--	--

Monday to Friday - Burbage Co-operative Store

	7A	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A
Nuneaton Bus Station	--	0805	0840	0905	0945	1005	1045	1105	1145	1205	1245	1305	1345	1415	1500	1525	1625	1700	1735	1835
Higham-on-the-Hill Cherry Orchard	--	0816	--	0915	--	1015	--	1115	--	1215	--	1315	--	1425	--	1536	--	1711	--	1846
Stoke Golding Methodist Church	--	0825	--	0922	--	1022	--	1122	--	1222	--	1322	--	1432	--	1542	--	1717	--	1855
Stoke Golding St Martins School	--	0827	--	0924	--	1024	--	1124	--	1224	--	1324	--	1434	--	1546	--	1719	--	1857
Hinckley Redmoor High School	--	0833	--	0930	--	1030	--	1130	--	1230	--	1330	--	1440	--	1554	--	1725	--	1903
Hinckley Normandy Way	--	0835	--	0932	--	1032	--	1132	--	1232	--	1332	--	1442	--	1556	--	1727	--	1905
Nuneaton Coniston Way	--	--	0847	--	0952	--	1052	--	1152	--	1252	--	1352	--	1507	--	1632	--	1742	--
Hinckley Windrush Drive	--	--	--	--	--	1034	--	--	--	1234	--	--	--	--	--	--	--	--	--	--
Hinckley Deveron Way	--	0839	0901	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1446	1521	1558	1646	1731	1756	1909
Hinckley The Crescent Bus Station	0725	0850	0915	0950	1020	1050	1120	1150	1220	1250	1325	1350	1425	1455	1535	1615	1700	1745	1810	1920
Burbage Co-operative Store	0735	--	0925	1000	1030	1100	1130	1200	1230	1300	1335	1400	1435	--	1545	1625	1710	1755	1820	--

Saturday - Nuneaton Bus Station

	7A	7	7A	7	7A	7	7A	7A	7A	7	7A
Burbage Co-operative Store	0830	--	0930	1000	1030	00	30	1600	1630	1700	1730
Burbage Horsepool	0837	--	0937	1007	1037	07	37	1607	1637	1705	1735
Burbage Forryan Road	0842	--	0942	1012	1042	12	42	1612	1642	--	--
Hinckley The Crescent Bus Station	0855	0925	0955	1025	1055	25	55	1625	1655	--	--
Hinckley Lyneham Close	0905	0935	1005	1035	1105	35	05	1635	1705	--	--
Nuneaton Coniston Way	--	0947	--	1047	--	Then at these mins	47	--	past each hour until	1647	--
Hinckley Normandy Way	0909	--	1009	--	1109	--	09	--	1709	--	--
Hinckley Redmoor High School	0912	--	1012	--	1112	--	12	--	1712	--	--
Stoke Golding St Martins School	0919	--	1019	--	1119	--	19	--	1719	--	--
Stoke Golding Methodist Church	0921	--	1021	--	1121	--	21	--	1721	--	--
Higham-on-the-Hill Cherry Orchard	0928	--	1028	--	1128	--	28	--	1728	--	--
Nuneaton Bus Station	0940	0955	1040	1055	1140	55	40	1655	--	--	--

Saturday - Burbage Co-operative Store

	7A	7	7A	7	7A	7A	7A	7	7A	7	7A	7	7A	7	7A
Nuneaton Bus Station	0905	0945	1005	45	05	1245	1305	1345	1405	1445	1505	1545	1605	1645	1705
Nuneaton Coniston Way	--	0952	--	52	--	1252	--	1352	--	1452	--	1552	--	1652	--
Higham-on-the-Hill Cherry Orchard	0915	--	1015	--	15	--	1315	--	1415	--	1515	--	1615	--	1715
Stoke Golding Methodist Church	0922	--	1022	Then at these mins	22	past each hour until	--	1322	--	1422	--	1522	--	1622	--
Stoke Golding St Martins School	0924	--	1024	--	24	--	--	1324	--	1424	--	1524	--	1624	--
Hinckley Redmoor High School	0930	--	1030	--	30	--	--	1330	--	1430	--	1530	--	1630	--
Hinckley Normandy Way	0932	--	1032	--	32	--	--	1332	--	1432	--	1532	--	1632	--
Hinckley Deveron Way	0936	1006	1036	06	36	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736
Hinckley The Crescent Bus Station	0950	1020	1050	20	50	1320	1350	1420	1450	1520	1550	1620	1650	1720	1745
Burbage Co-operative Store	1000	1030	1100	30	00	1330	1400	1430	1500	1530	1600	1630	1700	1730	--

8 Hinckley to Lutterworth

via Burbage, Hinckley Park, Ullesthorpe and Magna Park - Valid from Saturday, July 13, 2024 to Sunday, October 6, 2024

Monday to Friday - Hinckley The Crescent Bus Station

	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Lutterworth George Street Car Park	--	0600	0700	0800	0900	1000	1100	1200	1300	1400	1515	1500	1600	--	1715	1900	2205
Lutterworth College	--	--	0705	--	--	--	--	--	--	--	1520	--	--	--	--	--	--
Magna Park George Building	--	0611	--	0806	0906	1006	1106	1206	1306	1406	--	1506	1611	--	1726	1911	2216
Magna Park Disney	--	0616	--	0810	0910	1010	1110	1210	1310	1410	--	1510	1615	--	1730	1915	2220
Magna Park Eddie Stobart Logistics	--	0620	--	0815	0915	1015	1115	1215	1315	1415	--	1515	1620	--	1735	1920	2225
Ullesthorpe South Avenue	--	--	0713	0821	0921	1021	1121	1221	1321	1421	1528	1521	1626	--	1741	--	--
Claybrooke Magna Bell Street	--	--	0717	0825	0925	1025	1125	1225	1325	1425	1532	1525	1630	--	1745	--	--
Magna Park Stop J	--	0606	--	--	--	--	--	--	--	--	--	--	1606	--	1721	1906	2211
Burbage Hinckley Park	0510	0631	0728	0836	0936	1036	1136	1236	1336	1436	--	1536	1640	1730	1755	1930	2235
Burbage Horsepool	0518	0639	0738	0845	0945	1045	1145	1245	1345	1445	1545	1545	1650	1739	1805	1938	2243
Hinckley The Crescent Bus Station	0535	0650	0750	0855	0955	1055	1155	1255	1355	1455	1600	1555	1705	1755	1820	1950	2255

Monday to Friday - Lutterworth George Street Car Park

	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Hinckley The Crescent Bus Station	0500	0600	0700	0735	0800	0900	1000	1100	1200	1300	1400	1400	1500	1615	1710	1800	2110
Burbage Aston Lane	0508	0608	0709	0744	0810	0910	1010	1110	1210	1310	1410	1410	1510	1625	1720	1810	2118
Burbage Hinckley Park	0517	0617	0719	0754	--	0920	1020	1120	1220	1320	1420	1420	1520	1635	1730	1820	2128
Claybrooke Magna Bell Street	--	--	0726	0801	0824	0927	1027	1127	1227	1327	1427	1427	1527	1642	--	--	--
Ullesthorpe South Avenue	--	--	0730	0806	0828	0931	1031	1131	1231	1331	1431	1431	1531	1646	--	--	--
Lutterworth New Street	--	--	--	0816	--	--	--	--	--	--	--	--	--	--	--	--	--
Lutterworth Morrisons	--	--	--	0821	--	--	--	--	--	--	--	--	--	--	--	--	--
Magna Park George Building	0535	0635	0744	0837	0842	0945	1045	1145	1245	1345	1445	1445	1545	1700	--	1838	2146
Magna Park Stop J	0540	0640	--	0832	0847	--	--	--	--	--	--	--	1450	--	--	--	1843 2151
Lutterworth Kingsway	--	--	--	0826	--	--	--	--	--	--	--	--	1505	--	--	--	--
Magna Park Eddie Stobart Logistics	0527	0627	0736	--	0834	0937	1037	1137	1237	1337	1437	1437	1537	1652	--	1830	2138
Magna Park Vulcan Way	0528	0628	0737	0840	0835	0938	1038	1138	1238	1338	1438	1438	1538	1653	--	1831	2139
Magna Park Disney	0531	0631	0740	--	0838	0941	1041	1141	1241	1341	1441	1441	1541	1656	--	1834	2142
Lutterworth George Street Car Park	0550	0650	0755	--	0855	0955	1055	1155	1255	1355	1455	1510	1555	1710	--	1855	2200

Saturday - Hinckley The Crescent Bus Station

	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Lutterworth George Street Car Park	--	0605	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1805	2205	
Magna Park Stop J	--	0611	--	--	--	--	--	--	--	--	--	--	--	1811	2211	
Magna Park George Building	--	0616	0706	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1816	2216	
Magna Park Disney	--	0620	0710	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1820	2220	
Magna Park Eddie Stobart Logistics	--	0625	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1825	2225	
Ullesthorpe South Avenue	--	--	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	--	--	
Claybrooke Magna Bell Street	--	--	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	--	--	
Burbage Hinckley Park	0510	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	2236	
Burbage Horsepool	0519	0644	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1844	2244	
Hinckley The Crescent Bus Station	0535	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	2255	

Saturday - Lutterworth George Street Car Park

	8	8	8	8		8		8	8	8
Hinckley The Crescent Bus Station	0510	0610	0700	0800		00		1600	1700	2110
Burbage Aston Lane	0518	0618	0709	0809		09		1609	1709	2118
Burbage Hinckley Park	0527	0627	0719	0819		19		1619	1719	2127
Claybrooke Magna Bell Street	--	--	0726	0826	Then at these mins	26	past each hour until	1626	1726	--
Ullesthorpe South Avenue	--	--	0730	0830		30		1630	1730	--
Magna Park Eddie Stobart Logistics	0536	0637	0736	0836		36		1636	1736	2136
Magna Park Disney	0539	0640	0739	0839		39		1639	1739	2139
Magna Park George Building	0543	0644	0743	0843		43		1643	1743	2143
Magna Park Stop J	0548	--	--	--		--		--	1748	2148
Lutterworth George Street Car Park	0555	0655	0755	0855		55		1655	1755	2155

Sunday - Hinckley The Crescent Bus Station

	8	8	8
Lutterworth George Street Car Park	0605	1405	2205
Magna Park Stop J	0611	1411	2211
Magna Park George Building	0616	1416	2216
Magna Park Disney	0620	1420	2220
Magna Park Eddie Stobart Logistics	0625	1425	2225
Burbage Hinckley Park	0636	1436	2236
Burbage Horsepool	0644	1444	2244
Hinckley The Crescent Bus Station	0655	1455	2255

Sunday - Lutterworth George Street Car Park

	8	8	8
Hinckley The Crescent Bus Station	0505	1305	2105
Burbage Aston Lane	0513	1313	2113
Burbage Hinckley Park	0522	1322	2122
Magna Park Eddie Stobart Logistics	0531	1331	2131
Magna Park Disney	0534	1334	2134
Magna Park George Building	0538	1338	2138
Magna Park Stop J	0543	1343	2143
Lutterworth George Street Car Park	0550	1350	2150