

IDI Gazeley Brookfield Logistics Properties

Magna Park Extension: Hybrid Application
Framework Travel Plan

Author/Amended by:	Authorised by	Date:	Version:
Jon Ashcroft Associate	Paget Fulcher Technical Director	28 September 2015	1

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1 INTRODUCTION

General

- 1.1 This Framework Travel Plan is to be submitted to Harborough District Council (HDC) as part of the supporting documentation for a hybrid planning application for the proposed extension of Magna Park near Lutterworth onto 220 hectares of land adjoining Magna Park to the north west and onto 7 hectares of land adjoining Magna Park to the south of the A4303. The larger area to the north is the subject of an outline planning application while a detailed planning application is being prepared to promote the smaller site to the south. Both sites are shown on a plan in **Appendix A**.
- 1.2 The application site is adjacent to Magna Park, Europe's largest dedicated distribution park. The town of Lutterworth is 1.7 km to the east beyond which is located Junction 20 of the M1. Junction 1 of the M69 and Junction 1 of the M6 can be reached in less than 10 minutes to the north west and south west respectively, emphasising the site's excellent connections to the strategic highway network.
- 1.3 Magna Park does not benefit from a direct rail connection and to address this, a railfreight shuttle terminal is being proposed. It is envisaged that over time the shuttle would employ gas or electrically powered vehicles which would largely eliminate carbon emissions from the road leg and put Magna Park on a level playing field with rail connected locations from an environmental perspective.
- 1.4 There are two points of access proposed for the larger site to the north west of Magna Park. The first is a new roundabout on Mere Lane that will connect the site to Magna Park to the south and the A5 to the west and forms part of the DHL application. The second is a new roundabout on the A5 at the northern end of the development approximately 260 metres south of White House Farm.
- 1.5 Access to the smaller site to the south of the A4303, where the railfreight shuttle terminal will be located, will be taken from the southern arm of the existing roundabout on the A4303 that serves the main part of Magna Park. The southern arm currently serves two existing plots occupied by Culina and George, the latter being the clothing division of ASDA.

Principles of the Travel Plan

- 1.6 It is envisaged that this Travel Plan will provide a framework within which all occupiers of the development will produce detailed Travel Plans upon occupation. This includes the Logistics Institute of Technology although a separate interim Travel Plan has been prepared for this use to reflect the specific nature of student and staff travel requirements.
- 1.7 Travel plans are "live" on-going documents, and as such are continually reviewed and updated. All occupying companies will be required to adhere to the principles of sustainable transport set out in this framework.
- 1.8 The intention is that this Travel Plan will be agreed with Leicestershire County Council (LCC) as the formal process from which to set targets for the use of sustainable modes and to monitor the performance of each occupier towards achieving these targets.

- 1.9 IDI Gazeley will appoint a Site Wide Travel Plan Co-ordinator (Site Wide TPC) with overall responsibility for the site. The Site Wide TPC will inform all occupiers of their obligations to participate in the application of the Travel Plan and their need to produce individual travel plans and appoint their own travel plan co-ordinators upon occupation. It is important that the process provides for regular monitoring of the performance of the measures that are promoted in the Travel Plans with a view to further corrective actions if necessary.
- 1.10 This Travel Plan provides a 'manual' for occupiers of the development and as such, the Plan should not be seen simply as a report but as an on-going strategy for the management of travel demand at the site. Every 12 months, a staff travel survey will be undertaken, the results of which will be analysed and presented to LCC and if necessary used to amend targets for the use of sustainable travel modes and activate the need for corrective actions if necessary.
- 1.11 A travel plan can bring a range of benefits, not only to the community but to staff and the business implementing the plan. Benefits include a healthier, more productive workforce, cost savings to staff, reduced demand for on-site parking and less congestion locally.

Collaboration with Leicestershire County Council

- 1.12 IDI Gazeley is working closely with the Sustainable Travel Team at LCC with the objective of promoting sustainable transport opportunities at Magna Park. Several meetings have already taken place and LCC attended the Magna Park community fun day on 12 September 2015 in particular to promote cycling but also to promote the general principles of travel planning and the benefits to businesses and their employees of making sustainable transport choices.
- 1.13 Arrangements are also being made for LCC to attend one of the regular 'drop in' sessions that are organised by IDI Gazeley for the Magna Park businesses. These sessions are well attended and allow representatives of the businesses to discuss a broad range of topics and express any concerns that they might have.
- 1.14 Towards the end of October 2015, LCC will deliver a presentation on travel planning at one of these sessions with the objective of encouraging as many businesses as possible to participate in a site wide employee travel survey and to complete a site audit. The latter helps to identify any shortfalls in facilities that help to encourage sustainable travel like for example the availability of priority car share parking spaces, cycle parking and showering facilities.
- 1.15 The expectation is that as a result of the travel surveys and site audits a range of initiatives can be promoted to maximise the potential for sustainable travel at Magna Park. These initiatives could include the establishment of a site wide car share scheme, the provision of cycle courses to develop skills and confidence to travel to work by bike, businesses and employees joining LCC's Sustainable Travel Challenge and raising awareness of the potential of introducing tailored bus services to meet the very specific travel requirements of people employed in the logistics sector.

- 1.16 These events are helping to foster a culture of collaboration between LCC and IDI Gazeley and demonstrate the shared determination that exists to improve the opportunities for sustainable travel at Magna Park.

2 POLICY CONTEXT

National Planning Policy

- 2.1 National planning policy in England is contained within the National Planning Policy Framework (NPPF) which was published in March 2012. The specific policies of the NPPF that relate to issues of transport and access are set out below.
- 2.2 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development, which the Government states should be seen as a golden thread running through both plan-making and decision-taking. The Framework identifies a set of core land-use planning principles that should underpin both plan-making and decision-taking. The most relevant to transport is that planning should, *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*.
- 2.4 In paragraph 29 of the NPPF the Government states that transport policies have an important role to play in facilitating sustainable development. It also states that the transport system needs to be balanced in favour of sustainable transport modes. In the following paragraph the document says that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local Authorities are advised that in preparing Local Plans they should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 2.5 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.6 In paragraph 35 of the NPPF guidance is given that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It then goes on to provide the following series of bullet points where developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

2.7 Under the general heading, 'Delivering sustainable development', the NPPF has a section on building a strong, competitive economy and in paragraph 18 it states that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths and to meeting the twin challenges of global competition and of a low carbon future.

2.8 In paragraph 19 the NPPF goes on to say that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and that planning should operate to encourage not act as an impediment to sustainable growth. Paragraph 19 concludes that significant weight should be placed on the need to support economic growth through the planning system.

2.9 In paragraph 21 the NPPF recommends that investment in business should not be overburdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:

- Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; and
- Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in the area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.

2.10 In paragraph 28 there is a section on supporting a prosperous rural economy and that to achieve this, planning policies should support economic growth in rural areas in order to

create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should amongst other things, *'support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings'*.

- 2.11 Paragraphs 35 and 36 of the Framework relate specifically to Travel Plans and state that all developments which generate significant amounts of movement should be required to provide a Travel Plan. Amongst other things Travel Plans will help to ensure that developments are located and designed to:
- Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and
 - Consider the needs of people with disabilities by all modes of transport.

Planning Practice Guidance

- 2.12 In March 2014, the Government announced the launch of the Planning Practice Guidance (PPG) website. The PPG is intended to be read alongside the NPPF and we set out below the guidance that is most relevant to considerations of transport and access.
- 2.13 Part ID42 of the PPG provides more detailed guidance in respect of the use of travel plans, transport assessments and statements in decision-taking. Paragraph 002 (ID: 42-002-20140306) states travel plans, transport assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all development which generate significant amount of movements.
- 2.14 Paragraph 014 (ID: 42-014-20140306) states that the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible. Key issues to consider at the start of preparing a Transport Assessment or Statement may include the context of the proposal, the study parameters, assessment of public transport capacity, road trip generation and trip distribution, promotion of sustainable travel, safety implications and (where applicable) mitigation measures.

Local Planning Policy

- 2.15 The development plan comprises the adopted Harborough District Core Strategy (2011) and the saved policies of the Harborough District Local Plan (2001). Set out below is the relevant local planning policy in respect of transport and access.

Harborough District Core Strategy

- 2.16 Policy CS5 of the Core Strategy states that future development in the District will seek to maximise the use and efficiency of existing transport facilities and seek to achieve the best overall effect for transport for the district as it looks to a lower carbon future. All significant development proposals should provide for the co-ordinated delivery of transport improvements outlined in the place-based policies of the Strategy. The type of transport

enabling and mitigation works provided by each development should be geared to transport improvements that are beneficial to the wider area and which can complement works to be provided by other developments.

- 2.17 **Policy CS14** states that transport interventions associated with additional development in and around Lutterworth will focus on improving air quality and reducing the adverse impacts of traffic flow in the town centre. This will be achieved by measures including resisting development that would result in additional HGVs passing through the town centre and supporting routeing schemes for Magna Park.

Harborough District Local Plan (Saved Policies)

- 2.18 **Policy TR/3** of the Local Plan states that the Council will refuse planning permission for new development where the traffic flow generated by the development would create a substantial adverse effect on the existing road network unless satisfactory and environmentally acceptable improvements can be implemented to alleviate the impacts of the development.
- 2.19 **Policy TR/10** states that parking provision in new development will be kept to the necessary minimum and will be considered against the safety of road users and effects on the character or appearance of the locality.
- 2.20 **Policy TR/11** states the Council will seek to enter into a legal agreement with applicants for planning permission to cover the costs of parking, cycling, pedestrian and/or public transport facilities.

3 TRAVEL PLAN OBJECTIVES

- 3.1 The purpose of this Plan is to demonstrate a commitment to minimising the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel to do so in a more environmentally friendly way.
- 3.2 The overarching aim of the Travel Plan is to promote greener, cleaner travel choices, reducing reliance on the private car. The Travel Plan is primarily aimed at the journey to and from work or journeys made during the course of the working day. It also considers travel issues relating to visitors.
- 3.3 It will act as a framework within which all occupiers will prepare detailed Travel Plans and co-operate with each other in order to create sustainable transport patterns for the site as a whole. The Framework Travel Plan will secure a co-ordinated approach to transport policy and will provide potential occupiers with the standards that will be required of them.
- 3.4 The principal objectives of the Travel Plan are:
- **Objective 1** – to actively promote car sharing between all new employees at the proposed development by creating a database of employee travel patterns prior to occupation.
 - **Objective 2** - to increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives.
 - **Objective 3** - to develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private cars.
- 3.5 In accordance with the above objectives, this Travel Plan will seek to:
- Reduce the overall need to travel, particularly during peak periods;
 - Promote awareness of transport issues and the impact of traffic on the local environment;
 - Show a commitment to improving traffic conditions within the local area;
 - Influence the level of private car journeys to and from the site in order to reduce air pollution and the consumption of fossil fuels;
 - Reduce the number of single occupancy car trips to and from the site;
 - Increase the proportion of journeys to and from the site by sustainable modes of transport such as walking, cycling, public transport and car sharing;
 - Promote walking and cycling as a health benefit to staff; and
 - Promote greater participation in transport related projects in the area.
- 3.6 Through changes in travel habits this Travel Plan will provide benefits for:
- **Individuals** - through improved health, reduced stress and potential cost savings;
 - **The Business** - through healthier and more motivated staff, reduced congestion and improved access to the site for employees and visitors;

- **The Environment** - through improved air quality - with less noise, dirt and fumes, as well as by reducing the impact of other national and global environmental problems such as photochemical smog and global warming.

4 LOCAL BUS SERVICES

- 4.1 Magna Park is served by a single bus service operated by Arriva (Hinckley Bus). Route 8 operates between Hinckley and Lutterworth via Magna Park where there are bus stops on Hunter Boulevard and Wellington Parkway. From Lutterworth there are connections to Market Harborough as Route 58 and to Leicester as Route X44. Through tickets are available on all services. As part of Route X44, there are also limited school services to Rugby.
- 4.2 Route 8 provides one service per hour between 6am and 7pm. The journey time between Magna Park and Lutterworth is around 10 minutes and between Magna Park and Hinckley is around half an hour. The service operates on a Monday to Saturday basis. There is no service on a Sunday or on Bank Holidays.
- 4.3 Route 58 takes just over half an hour to travel between Lutterworth and Market Harborough. There are six services per day operating approximately every two hours between 7am and 5pm. The service operates on a Monday to Saturday basis. There is no service on a Sunday or on Bank Holidays.
- 4.4 Route X44 takes an hour to travel between Lutterworth and Leicester. There are six services per day to Leicester and four making the return to Lutterworth. The service operates on a Monday to Saturday basis. There is no service on a Sunday or on Bank Holidays.
- 4.5 The timetable and a route plan are in **Appendix B**.
- 4.6 The terminating point for Route 8 in Hinckley is convenient for a number of connecting services and these together with the location of the bus stops in the centre of the town are shown on the Hinckley Bus Map and Guide presented in **Appendix B**.

5 LOCAL HIGHWAY NETWORK

Local Roads

- 5.1 The location the highway network described in this section can be found in the Site Location Plan within **Appendix A**.
- 5.2 Magna Park benefits from a central location within the UK and has excellent connections to the motorway network with Junction 20 of the M1, Junction 1 of the M6 and Junction 1 of the M69, reachable in less than 10 minutes.
- 5.3 The Daventry International Rail Freight Terminal (DIRFT) is situated approximately 13 kilometres (kms) south of Magna Park at the junctions of the M1 (Junction 18), the A5 and the A428. The significance of this is that approximately 16% of all HGVs using the railhead at DIRFT have an origin or destination at Magna Park emphasising the existing relationship between Magna Park and the railhead at DIRFT.
- 5.4 The proposed development site lies to the north west of Mere Lane which is a rural road with a carriageway width of approximately 5.5 metres. It is subject to the National Speed Limit and is unlit. It is also subject to a 7.5 tonne weight restriction except for access prohibiting its use as a through route for HGVs.
- 5.5 There are four existing points of access on the section of Mere Lane that passes to the north west of Magna Park. They are all simple junctions. Travelling in a north easterly direction from the A5, the first is an access to Bittesby House which is currently occupied by Creative Bridge, a small marketing, public relations and communication business employing around 30 people.
- 5.6 The second is an access to the services farm for Magna Park. This is gated and in occasional use by maintenance vehicles and for environmental inspections.
- 5.7 The third is an access to Bittesby Cottages and the Brick Barn. The Brick Barn is occupied by Holovis International, a sensory experience design company specialising in the entertainment, industrial, retail and military sectors. Holovis currently has around 50 employees. Although the Brick Barn is adjacent to Bittesby House there is no vehicular connection between the two sites.
- 5.8 The fourth is a private means of access to Springfields Farm.
- 5.9 At its eastern end Mere Lane forms a crossroads with Lutterworth Road and Ullesthorpe Road. These roads are also rural in nature and to the north west, north and south east provide direct routes to the villages of Ullesthorpe, Ashby Parva and Bitteswell respectively.
- 5.10 At its western end Mere Lane forms a ghost island priority junction with the A5(T). Historically the A5 has provided a strategic route between London and Holyhead through large parts of southern and central England. This role has diminished to more of a distributor role with the opening of the M1, M6 and M6 Toll. However, the corridor remains a key artery of movement which supports and provides access to economic activity and growth.

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- 5.11 The A4303 provides a link between the M1 and the A5 and provides a bypass of Lutterworth to the south of the town. The Lutterworth bypass was provided by IDI Gazeley as part of the original Magna Park development.
- 5.12 The A4303 is a dual carriageway and is subject to the National Speed Limit. At its eastern end it forms a grade separated junction with the M1 at Junction 20. To the east of the motorway the road becomes reclassified as the A4304 and continues as a single carriageway to Market Harborough.
- 5.13 Between the Motorway and the A5 there are four further roundabouts. Travelling in a westerly direction from the Motorway, the first is a four-arm roundabout with the A426. To the south the A426 is a single carriageway which crosses the A5 at the Gibbet Hill roundabout before continuing to provide a direct link to the M6 Motorway at Junction 1.
- 5.14 To the north of the A4303 the A426 is also a single carriageway and provides access to Lutterworth town centre before continuing to provide an alternative to the M1 as a route to Leicester. To the north of the town centre, between the A426 and the M1, there are several industrial estates. These generate a significant number of commercial vehicles including HGVs through Lutterworth town centre.
- 5.15 The next roundabout also has four arms although the southern arm is an access to a mobile home park and is therefore lightly trafficked. Coventry Road/ Brookfield Way forms the northern arm and provides a route to the residential areas that have developed to the west of Lutterworth and also provides an alternative route to the town centre. There is a 7.5 tonne weight restriction on Coventry Road/ Brookfield Way.
- 5.16 The third roundabout is the main access to Magna Park. It has four arms with the northern arm, Hunter Boulevard, providing access to the main part of the Park. At its northern end Hunter Boulevard is renamed Argosy Way and provides access to Plots 1400 and 1500. Argosy Way is currently a cul-de-sac and terminates at the access to the service yard of Plot 1400.
- 5.17 Approximately 400 metres to the east of Hunter Boulevard, there is a secondary access to Magna Park via Shackleton Way. This forms a left in/ left out junction with the A4303.
- 5.18 The southern arm of the Magna Park access roundabout provides access to the Headquarters of George Clothing and to a separate unit occupied by Culina. This would also provide the only access to a consented HGV trailer park that was granted planning permission in 2012 and to the proposed railfreight shuttle terminal.
- 5.19 Two further units that are occupied by Notts Sport UK and Semelab and that lie outside the boundary of Magna Park, can also be reached from the southern arm of the roundabout via an access road that passes behind the George building before running parallel with the A4303. These buildings can also be accessed directly from the A4303 via a left in/ left out arrangement just to the east of Shackleton Way.
- 5.20 The final roundabout on the A4303 is the Cross in Hand roundabout, which is where the A4303 forms a junction with the A5. This roundabout has five arms with the A5 forming the northern and southern arms and the A4303 the eastern arm. Two minor roads, the B4207 and Coal Pit Lane form the other arms at the junction. On the approach to the roundabout,

the A5 is a single carriageway although both to the north and to the south of the junction there are sections of dual carriageway that provide overtaking opportunities.

- 5.21 Approximately 4 kms to the south of the Cross in Hand roundabout is the Gibbet Hill roundabout. This also has five arms and is at the junction of the A5 and the A426. On the approach to the roundabout both roads are single carriageway. Some 2kms to the south west of the roundabout, the A426 provides a direct link to Junction 1 of the M6 Motorway. This is a large four-arm grade separated junction which has traffic signals on the motorway off-slips and associated circulatory carriageways. The final arm at the Gibbet Hill roundabout is Gibbet Lane, a local route that provides access to a large aggregates plant.
- 5.22 To the north of the A4303, the A5 is a combination of dual and single carriageway. There are two sections of dual carriageway, one between Emmanuel and Lodge Cottages and White House Farm with a length of 2.1 kms and the other between the settlements of Wibtoft and Smockington with a length of 2.6 kms.
- 5.23 Junction 1 of the M69 is approximately 10.5 kms to the north of the A4303. It is a large six-arm grade separated junction which with the exception of the B4109 in the south west corner of the junction, is controlled by traffic signals. The on and off-slips of the M69, the A5 and the B4109 make up the six arms at the junction. To the north of the junction, the B4109 provides one of the main routes into Hinckley from the south.

Pedestrian and Cycle Facilities

- 5.24 The location of Magna Park limits its potential to attract large numbers of pedestrians or cyclists. Based on the 2011 Census Journey to Work Data at the Middle Layer Super Output Area (MSOA) for the daytime population in Harborough 006 (includes Magna Park), only around 2% of people in the MSOA walk to work and around 1% cycle to work.
- 5.25 The greatest potential for cycling is to encourage trips to and from Lutterworth and there is a segregated shared footway/ cycleway that runs along the north side of the A4303 between Coventry Road and Magna Park. At the access to Magna Park there are uncontrolled crossings together with dropped kerbs and tactile paving on all but the western arm of the roundabout. A sign on Coventry Road just to the north of the A4303, informs cyclists that Magna Park can be reached in 2 kms.
- 5.26 Local Transport Note 1/86 suggests an average cycling speed of 24.14 km/hr (15mph). With this assumption it is clear that Magna Park is within easy cycling distance of Lutterworth, which can be reached in around five minutes.
- 5.27 The distance from the centre of Lutterworth to the site is around 4 km while the main residential part of the town, which has grown up to the west of the centre, and some of the surrounding villages are a little closer at around 3 km.
- 5.28 An inventory of the existing cycle and footway facilities between Lutterworth and Magna Park has been undertaken and is shown on a plan contained within **Appendix C**.
- 5.29 The most direct route for pedestrians from Lutterworth is via the shared footway/ cycleway that runs on the north side of the A4303.

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- 5.30 There are a number of footpaths and bridleways crossing the site, some of which are permissive under the Higher Level Stewardship scheme, which under the current agreement runs until 31 October 2017.
- 5.31 An important component of the proposed Green Infrastructure Strategy is the retention of existing permissible bridleways, and the creation of new permanent footpath and bridleway connections to facilitate access to the countryside. These new connections provide access to the wider network of existing Public Rights of Way between the villages of Ullesthorpe and Willey to the north and west of the site.
- 5.32 A new visitor's car park at the north east of the site facilitates access to the existing Mere Lane Lagoon and proposed wetland habitat as well as to the circuitous routes around the site. The former route of Mere Lane equally creates footpath access to connect to the Public Rights of Way that emanate from Willey and terminate at the A5 providing improved connectivity.
- 5.33 There are a number of footpaths and minor roads that provide direct links from Magna Park to Lutterworth and Bitteswell. Woodby Lane is a narrow lightly trafficked road that connects the north east corner of Magna Park to Ullesthorpe Road just to the west of Bitteswell. Woodby Lane is not open to through traffic but cyclists and pedestrians can access Magna Park at its western end. Although not lit, it is part of an attractive route for these modes particularly during the summer months.
- 5.34 A plan showing existing and proposed public access routes around the site is contained within **Appendix D**.

6 DEVELOPMENT PROPOSAL

Site Description

- 6.1 The application site comprises approximately 227 hectares of land in two zones. Together the two zones form the site of the hybrid planning application. The red line site boundary plans is presented in **Appendix E**.
- 6.2 Zone 1 comprises approximately 220 hectares in a triangular parcel of predominantly agricultural land to the north and north west of Magna Park, Lutterworth. Zone 1 is the site of the outline proposals for distribution warehousing, the Logistics Institute of Technology and its campus, the small business space and the new estate office, together with the related access, SUDS, country park and service facilities.
- 6.3 Zone 2, situated approximately 1.0 km to the south east of Zone 1, is a 6.7 hectare parcel of agricultural land to the rear of the George Headquarters building to the south of the A4303. Zone 2 is the site of the detailed proposals for the dedicated Magna Park railfreight shuttle terminal and HGV parking facility.

Zone 1 – Site Description and Surrounding Land Uses

- 6.4 Zone 1 is linked to and extends Magna Park. Its boundaries are created by the A5 to the south and west, Mere Lane to the south and east and prominent ridgeline hedgerows following the parish boundary to the north.
- 6.5 The nearest local settlement to Zone 1 is Willey which is 850m away beyond the A5. To the north are the villages of Ullesthorpe and Claybrooke Parva which are located, at the closest point from the site, 1.0 km and 1.3 km respectively. Bitteswell is located 2.0 km to the east of the site and the town of Lutterworth a little further to the east at 2.2 km.
- 6.6 Public Rights of Way Bridleways and Public Footpaths cross the site connecting the village of Willey to Ullesthorpe and Claybrooke Parva and the Lutterworth Road. These rights of way intersect and connect with the permissible routes that currently allow a variety a walking and riding routes around the site.
- 6.7 To the south of Mere Lane is Magna Park, one of the largest dedicated distribution parks in Europe. Magna Park occupies some 200 hectares, and provides approximately 8 million sq.ft. of distribution floorspace. The site has been established for more than 20 years, comprises over 30 units and now provides in the region of 9,300 jobs.
- 6.8 Magna Park is home to a diverse range of occupiers and many of the units function as national or regional distribution centres though some perform a combination of other functions including operating as Headquarters or administrative centres. Occupiers include Argos, ASDA, Britvic, BT, DHL, Disney, Nissan and other top UK, European and Global businesses.
- 6.9 Magna Park benefits from a central location within the UK and has excellent connections to the Motorway network with Junction 20 of the M1, Junction 1 of the M69 and Junction 1 of the M6 reachable in less than 10 minutes.

Zone 1 – Access Proposals

- 6.10 There are two points of access proposed to Zone 1. The first is a new roundabout on Mere Lane that will connect the site to Magna Park to the south and the A5 to the west. The second point of access is a new roundabout on the A5 approximately 260 metres south of White House Farm.
- 6.11 The provision of two points of access, one at both ends of the development, will allow an internal highway connection to be provided within the site. This is beneficial for a number of reasons. Firstly it provides flexibility in terms of access and egress options allowing the impact of the development to be dispersed more evenly across the external highway network. Secondly it provides the opportunity for bus services to divert into the site without having to duplicate sections of the route which is inefficient and unpopular with passengers. Finally it allows dedicated cycle and pedestrian routes to be provided within the site providing safe access to the new development and a connection to the existing Magna Park to the south east of Mere Lane.

Zone 1 - General Description and Layout Arrangements

- 6.12 The development within Zone 1 comprises the following uses and maxima quanta. The description should be read within the context of the Illustrative Masterplan presented in **Appendix F** and the Parameter Plan presented in **Appendix G**.
- Distribution warehousing and ancillary office space (Use Classes B8 and B1a): up to 427,350m² (including 100,844m² for DHL Supply Chain that is the subject of a detailed planning application – reference 15/009/FUL – that was submitted in June 2015)
 - The Logistics Institute of Technology (Use Class D1): up to 3,700m² together with its campus
 - Estate office with heritage exhibition centre and conference facility (Use Class D1): up to 300m²
 - Holovis expansion building (Use Class B1a, B1b): up to 7,000m²
 - Innovation Centre (Use Class B1a): up to 2,325m²
 - Public park and meadowland: approximately 70 hectares
 - Access corridor, structural landscaping, SUDS systems
 - Demolition of existing buildings on the site
- 6.13 The number of jobs associated with each use has been estimated and is set out in the table below.

Table 6-1: Zone 1 – Estimated Job Numbers

Proposed Land Use	Number of Jobs
B1 Innovation Centre	145
B1 Holovis	438
B8 Logistics & Warehousing	5,342
The Logistics Institute	83
Park Management/Security	9
Total	6,017

6.14 The Logistics Institute is partnered by IDI Gazeley, Aston University and the Leicestershire Colleges – and will likely include the logistics sector’s professional institute (Chartered Institute of Logistics and Technology). It will work closely with industry partners, and cater for up to 400 students, drawn from the same approximate 45 minute catchment as Magna Park’s workforce, providing a range of bespoke training and qualifications across all NQF levels 2-7 as well as linked professional accreditations. The Institute has five broad objectives:

- contributing to the rising skills needs of the industry;
- raising the awareness of people at school, college and university levels of the career opportunities in logistics;
- collaborating with the industry to contribute to its needs for applied research to drive innovation, productivity and increased environmental sustainability in the industry;
- creating new small businesses that will apply commercially the research output of the Institute and its collaborating university and college partners; and
- providing Harborough District with a flagship further and higher education institution – taking advantage of IDI Gazeley’s commitment to driving this pioneering concept for the extension to Magna Park and what it is to achieve, socially as well as economically and environmentally, Magna Park’s pre-eminence in the logistics property market and Magna Park’s location in Lutterworth at the heart of the UK’s logistics industry.

6.15 The Innovation Centre will provide high quality serviced office space, co-located with the Institute and the concentration of logistics employers, on easy-in, easy-out licenced terms for small businesses – following exactly the model of the Harborough Innovation Centre (which is full) and plugging a significant gap in Lutterworth’s commercial property. The building will be up to 2,325m² in size (broadly the size of the Centre in Harborough) – and, like the institute, will be designed to high standard, visually and environmentally, and tucked into the landscape. There are cluster advantages of co-location with the Institute, its University and College partners (faculty, students) and Magna Park’s occupiers – as a stimulus to the development of spin-out and supplier opportunities and the growth locally of small and medium enterprises.

- 6.16 The extended estate will continue to be managed from the existing site. The new estate office will be a more substantial building, designed to complement the Institute and Innovation Centre – the other main built uses in the Magna Park hub.
- 6.17 The estate office will contain a marketing suite; an IT-equipped conferencing facility that will be available for community use; and a “heritage centre” – a living exhibition space that will account the history of the Magna Park site – and exhibit and interpret its Scheduled Monument, its other archaeology, its built development including the historic record of Bittesby House and the other buildings on the site, and the Bitteswell Aerodrome. It will also include exhibition space to educate people on the logistics industry and, if partners wish, the business operations of the site.
- 6.18 The Bittesby Country Park and Meadowland, centred on the rail embankment at the heart of Zone 1, performs a number of functions: informal recreation open space – with its own system of tracks and paths connected to the wider network on the site and beyond – for employees, students, faculty and the wider community – for their health and wellbeing, and a means of bringing these communities together; enriched habitat and biodiversity; the sustainable water management of the whole site, including the preservation of the archaeological resource and the maintenance of the water regime for Claybrook Mill (with the other water management measures beyond the site); the protection in perpetuity of the Deserted Bittesby Scheduled Ancient Monument and the setting for it; a very large green physical, visual and noise buffer between the settlements around the extension site; and a centrepiece for the whole of the extended Magna Park.
- 6.19 The meadowland provides a means of managing the country park’s landscape, both of which will be grazed from time to time – as the means of tending its landscape and ensuring a habitat rich, biodiverse resource for the area

Zone 1 – Road Layouts and Parking Proposals

- 6.20 Although the internal road network will not be adopted by the Highway Authority, it will be designed to adoptable standards in accordance with Section DG2 of the 6Cs Design Guide.
- 6.21 In terms of car, HGV and cycle parking standards the 6Cs Design Guide also contains the relevant standards for the land uses proposed in Zone 1.
- 6.22 The standards are presented in Table DG11 in Section DG14 of the Design Guide and are taken from RPG8 (Regional Planning Guidance for the East Midlands to 2021). For the purposes of applying the parking standards, Magna Park is considered to be a development located ‘out of any town’ where the maximum parking standards for each of the proposed land uses is:
- B1 Office – 1 car parking space per 30m²
 - B1 Office – 1 lorry space per 500m²
 - B1 Office – 1 cycle space per 400m²
 - B8 Warehousing – 1 car parking space per 120m²
 - B8 Warehousing – 1 lorry space per 400m²
 - B8 Warehousing – 1 cycle space per 400m²

- Higher Education – 1 car parking space per 2 staff plus 1 space per 15 students
- 6.23 There are no specific standards for cycle or HGV parking at higher educational establishments and an appropriate number of spaces will be provided under a future reserved matters application.
- 6.24 The standards also state that cycle parking should be under cover, well-lit and secure and conveniently located at entrances to buildings.
- 6.25 Whilst the development details are only in outline at this stage, the development proposals will accord with the above parking guidance. The details for each land use and specific unit can be approved under future reserved matters applications.
- 6.26 Notwithstanding, the table below summarises the quantity of spaces that would be permitted in Zone 1 based on the parking standards and the maximum quanta of development set out in paragraph 6.12.

Table 6-2: Zone 1 – Maximum Parking Provision			
Proposed Land Use	Car Spaces	Lorry Spaces	Cycle Spaces
B1 Innovation Centre	78	5	6
B1 Holovis	233	14	18
B8 Warehousing	3,561	1,068	1,068
Logistics Institute	35 staff + 27 students	No standards - TBC	No standards - TBC

- 6.27 All roads at Magna Park are privately owned and parking is not allowed at any time on the Park's road network. This applies to all vehicles and non-compliance may result in wheel clamping and future entry to the Park may be refused. The restrictions are controlled by Magna Park Management and their main purpose is to allow ease of delivery and maintain congestion free roads. The restrictions also ensure that the approved level of parking provision at each unit is not exceeded. This management function will be extended to the new development within Zone 1 to ensure that overspill parking does not occur.

Zone 2 – Site Description and Surrounding Land Uses

- 6.28 Zone 2 forms part of the developed southern edge of Magna Park. Immediately to the zone's north is a distribution building occupied by Culina (Plot 7100) and the George House office building. Zone 2 is located approximately 1.6 km from Willey to the north west, 1.6 km from Lutterworth to the east and 2.5 km from Cotesbach to the south east.
- 6.29 Zone 2 benefits from an extant planning permission for 140 HGV parking spaces, 170 car parking spaces and several ancillary uses including a gatehouse, a small office, a vehicle maintenance unit, a fuel island and vehicle wash (planning reference: 12/00851/Ful). IDI Gazeley is in the process of discharging the pre-commencement conditions relating to the approved HGV parking scheme and will begin the development once the requisite approvals have been secured.
- 6.30 Zone 2 consists of two fields, neither of which are in agricultural use. There are no Public Rights of Way Bridleways or Public Footpaths crossing or abutting Zone 2.

Zone 2 – Access Proposals

- 6.31 Access to Zone 2 will be taken from the southern arm of the roundabout on the A4303 that serves the main part of Magna Park. The southern arm currently serves two existing plots occupied by Culina and George, the latter being the clothing division of ASDA.

Zone 2 – General Description and Layout Arrangements

- 6.32 The development within Zone 2 comprises the following uses. The description should be read within the context of the Proposed Site Layout presented in **Appendix H**. Development within Zone 2 is the subject of a detailed planning application.
- Railfreight shuttle terminal
 - 134 HGV parking spaces
 - HGV driver training centre
 - LPG or GNP fuel island and vehicle wash facility
- 6.33 It is expected that the Shuttle Terminal will generate around 12 jobs consisting of six shuttle drivers, four terminal staff and two traffic clerks.
- 6.34 Magna Park does not benefit from a direct rail connection and to address this, a dedicated shuttle to nearby railheads is being proposed. Rugby is the closest suitable location where a railhead could be provided and preliminary discussions with DB Schenker have confirmed its feasibility.
- 6.35 Alternatively the shuttle could run to DIRFT, where the opening of new rail facilities for Sainsbury's and Stobart has created spare capacity at the original railport. DIRFT is situated approximately 13 kms south of Magna Park at the junctions of the M1 (Junction 18), the A5 and the A428. The DIRFT railhead is an open access facility and all users are welcome.
- 6.36 Promoting a connection with DIRFT would build on an existing relationship that exists with Magna Park whereby approximately 16% of all HGVs using the DIRFT railhead have an origin or destination at Magna Park.
- 6.37 It is envisaged that over time the Magna Park shuttle would employ gas or electrically powered lorries which would largely eliminate carbon emissions from the road leg and put Magna Park on a level playing field with rail connected locations from an environmental perspective.
- 6.38 Referring to the plan in **Appendix H** it can be seen that the railfreight shuttle terminal would be located along the southern edge of Zone 2. The area would have the capacity to accommodate 88 containers in two rows separated by a 25m area where the reach stacker would operate.
- 6.39 The shuttle would collect containers from the railhead and if the customer required the consignment immediately would deliver it directly to the warehouse but if not the container would be placed in the railfreight shuttle terminal until required. The customer could then call in the container at short notice and not have to wait for it to arrive from the railhead with consequent benefits to warehouse operations.

- 6.40 Similarly, empty boxes could be placed in the railfreight shuttle terminal if a shuttle lorry was not immediately available. This would allow the shuttle to run loaded both ways on almost all trips to the railhead and maximise efficiency.
- 6.41 The railfreight shuttle terminal would only be available to Magna Park occupiers. It would therefore not generate any additional HGV movements although there would be a small increase in north/south movements at the A4303/ Hunter Boulevard roundabout as a result of containers being moved between Magna Park and the shuttle terminal.
- 6.42 In addition to the shuttle terminal, there is a HGV parking facility proposed in the north west corner of Zone 2. This will provide 140 parking spaces and will only be available to vehicles that have serviced a Magna Park occupier. As with the shuttle terminal it will therefore not generate any additional HGV movements. Access will be controlled by a security gatehouse and the driver will need to provide evidence of a visit to Magna Park to authorise entry.
- 6.43 Within Zone 2 there is also a HGV training area proposed between the gatehouse and the HGV parking area. There are 16 car park spaces associated with this use and there will be a small two-storey office within the gatehouse to administer and manage the training facility.
- 6.44 The fuel island and vehicle wash will be located to the south and west of the HGV parking area respectively.
- 6.45 The HGV Park will be for Magna Park HGV drivers only – both those for the existing park and for the extension. The HGV park is equipped with electric charging points – one of the options for the traction units for the Railfreight Shuttle – and the fuelling station includes for a carbon-free compressed natural gas fuel option (CNG) and, if needed, also, low-carbon, liquid petroleum gas. The HGV industry is rapidly moving to lower and zero emission vehicles and these options anticipate and provide for those trends. Electric and CNG-fuelled engines are also quieter than their petrol and diesel counterparts.
- 6.46 The HGV Driver Training Centre will be operated by an industry leader who is in advanced discussions with IDI Gazeley – with the aim of contributing to alleviating the existing and intensifying shortage of qualified HGV drivers. The Centre also has the potential for collaboration with the Logistics Institute – taking advantage of Aston University's research programmes in the transport aspects of logistics and providing a test bed for the application of early prototypes.

7 DELIVERING THE PLAN

Travel Plan Co-ordinator

- 7.1 IDI Gazeley will appoint a Site Wide Travel Plan Co-ordinator (Site Wide TPC) for the proposed development as a whole. The role of the Site Wide TPC will last for a period of not less than five years from full occupation of the development. The expectation is that the development will be complete in 2026.
- 7.2 Once the official role of the Site Wide TPC ends, the responsibility to maintain the Travel Plans will be passed to the individual occupiers who will have their own travel plan co-ordinators. By this time they will be familiar with the role and as a minimum they would be expected to maintain the travel plan website, promote and operate the car sharing scheme, organise and report the monitoring schedule (for a period to be agreed with LCC) and hold annual meetings with LCC to review the Travel Plan and agree ways in which it could be improved.
- 7.3 The Site Wide TPC will have the support of IDI Gazeley's senior management and will have the authority to implement the Framework Travel Plan. Wherever practicable, the Site Wide TPC will liaise with co-ordinators serving other employment parks in the area to investigate the potential for joint initiatives.
- 7.4 The Site Wide TPC will be responsible for liaising with new occupiers to pass on the details and objectives of the Framework Travel Plan. Contact will be made with new companies prior to occupation and if required assistance will be provided to initiate the detailed Travel Plans.
- 7.5 In the first instance, IDI Gazeley proposes to nominate AECOM to fulfil the Site Wide TPC role with the expectation that as soon as practicable this will be passed on to an employee based in the Estate Office at Magna Park. The role of the Site Wide TPC will start no later than six months prior to first occupation and will continue for five years following full occupation.
- 7.6 Each individual Occupier will be required to appoint a Travel Plan Co-ordinator, who with the support of senior management will have the authority to implement the Travel Plan for their company. This includes the Logistics Institute of Technology for which a separate Travel Plan is being prepared. This requirement will either be secured by condition or as part of the Section 106 Agreement.
- 7.7 The Travel Plan Co-ordinators for each individual company will be based on site and their contact details will be provided to LCC and the Site Wide TPC. Each individual Travel Plan Co-ordinator will be required to become a member of the Travel Plan Committee with responsibility for site-wide initiatives to help generate ideas and assist in implementing the Plan. The Committee will normally be chaired by the Site Wide TPC.
- 7.8 The Travel Plan Committee will meet at least once a year with representatives of LCC to review progress in achieving the objectives of the Travel Plans and consider actions, which may be necessary. If targets are not being met and a need for corrective action is identified the Travel Plan Committee may meet more regularly. Targets will only be modified with prior written agreement of LCC.

- 7.9 In summary the Site Wide TPC will have a strategic role with overall responsibility for the development and continual promotion of the sustainable transport initiatives at the site. Specific responsibilities of the Site Wide TPC will be to:
- promote the County wide car sharing scheme Leicestershare (<https://leicestershare.liftshare.com/>);
 - liaise with co-ordinators serving other employment parks in the area to investigate the potential for joint initiatives;
 - liaise with new occupiers to pass on details of the Framework Travel Plan;
 - normally chair the Travel Plan Committee;
 - administer the overall monitoring framework for the site as a whole; and
 - implement and update the Magna Park Travel Plan website.
- 7.10 By contrast each individual co-ordinator will be responsible for organising, delivering and reporting the detailed aspects of their own Travel Plan. For instance the individual co-ordinators will:
- be responsible for the monitoring of the progress achieved by their own companies and reporting this to the Travel Plan Committee;
 - be responsible for the creation and maintenance of a database of car sharers within their own company;
 - provide guaranteed and convenient spaces for car sharers;
 - provide an emergency 'get you home' service;
 - provide practical advice on car sharing;
 - provide spaces on general noticeboards for potential car sharers to communicate; and
 - prepare information packs that will be provided to all employees on or before day one of their employment and will include the following:
 - description of the Travel Plan and the key objectives
 - description and summary timetable of bus services and that serve the nearest bus stops
 - description of local cycle routes including maps
 - contact details of the Travel Plan Co-ordinator
- 7.11 The Travel Plan Co-ordinator plays a vital role in encouraging employees to change their travel habits and choose more sustainable means of transport. The Travel Plan Co-ordinator should therefore possess the following qualities which will be taken into account in the appointment of the position,
- drive and enthusiasm
 - good negotiating skills
 - outgoing, friendly and an approachable personality, with an ability to communicate effectively with people at all levels
 - able to communicate and defend an argument
 - an ability to lead by example

- a person who will be respected
- an ability to give presentations and manage events/workshops
- computer-literate
- practical and realistic with a balanced perspective
- organised and capable of multi-tasking
- knowledge of transport issues although a transport professional is not a necessity
- knowledge of environmental and business issues and committed to sustainable travel issues. A realist, not a green activist

7.12 There are certain other roles that will have dual responsibility and at this stage it is best not to be too prescriptive about the roles, as once the occupiers are in situ it will soon become apparent who is best placed to provide individual functions. Responsibilities may also switch between the Site Wide TPC and the individual co-ordinators depending upon workload and availability.

7.13 The important thing is to ensure that the funds are in place to provide all the necessary measures to fulfil the co-ordinator role regardless of who provides it. This will be secured through a dedicated Travel Plan Account (described in Section 11 of this Travel Plan) with the amount being agreed with LCC prior to the signing of the Section 106 Agreement or will be a condition of tenancy upon future occupiers. The Site Wide TPC and individual Co-ordinators will therefore be jointly responsible for:

- Securing the commitment and support of senior management, other employees and union representatives (where applicable);
- Promoting the objectives and benefits of the Travel Plan;
- Administering and promoting the car sharing scheme;
- Assisting with the establishment of clear, realistic and monitorable targets for the use of alternative modes of travel;
- Monitoring the success of the travel policy against the targets;
- Providing feedback to the Occupiers on the success of the Plan; and
- Acting as the point of contact for information and for exchanging ideas and best practice with other organisations.

7.14 The individual Travel Plan Co-ordinators will be responsible for the monitoring of the progress achieved by their own companies and reporting this to the Travel Plan Committee. The nature of the monitoring process will be developed on occupation and set out in individual Travel Plan's, although the Site Wide TPC will administer the overall monitoring framework for the site as a whole. Monitoring is expected to consist of an independent vehicle counting mechanism and travel surveys both of which will be undertaken at each occupied unit by an independent field company on an annual basis. Travel Plans will be monitored through the LCC I Trace monitoring website
<https://leicestershire.itrace.org.uk/default.aspx>.

7.15 More details of the proposed monitoring arrangements are presented in Section 10.

8 TRAVEL PLAN INITIATIVES

Introduction

- 8.1 A number of initiatives will be employed at the development to further encourage the use of sustainable modes of travel, and each of these measures is set out in this section. By committing to the implementation of these measures at an early stage, IDI Gazeley reaffirms the commitment to delivering a sustainable development. IDI Gazeley and all new occupiers will use this Travel Plan as a guide.

Travelling by Car

- 8.2 In recognition of the fact that travelling by car is sometimes the only realistic option, particular attention will be given to the encouragement of car sharing. A database of car sharers will be created and employees will be encouraged to submit their names for car sharing on occupation. All new employees will be given the opportunity to join the scheme and the database will be reviewed on a regular basis to ensure it is kept up to date. The database will identify individual travel patterns and make the opportunity for car sharing more visible.
- 8.3 The car sharing database will be tailored to all new employees located at the proposed development and will be managed by a combination of the Site Wide TPC and the individual Travel Plan Co-ordinators as appropriate. To maximise the opportunities for car sharing employees located at existing units at Magna Park will also be invited to participate in the scheme.
- 8.4 This database will also be linked to Leicestershare (<https://leicestershare.liftshare.com/>). This scheme is part of the national Liftshare network and individuals can register as a member and provide their journey details on the website for free. This will provide scope for car sharing to take place with individuals employed at other locations. Links to the car sharing database and Leicestershare will be provided for all staff on the Magna Park website.
- 8.5 A link will also be provided on the Magna Park website to www.choosehowyoumove.co.uk, a partnership project between Leicester City Council and Leicestershire County Council, and funded by the Department for Transport. The website provides travel information in Leicester & Leicestershire, with a journey planner that allows residents and visitors to consider the different travel options available to them.
- 8.6 IDI Gazeley has recently implemented the Magna Park website in part to encourage and enable employees to communicate to identify car sharing opportunities and other forms of transport sharing. This will provide a third opportunity to promote car sharing with particular emphasis on identifying compatible car sharers employed elsewhere at Magna Park.
- 8.7 To maximise the potential for car sharing at the development the following measures will be undertaken by Travel Plan Co-ordinators.
- Maintenance of a database of car sharers, including postcode and normal work patterns;

- Encourage employees to join Leicestershare.com and to investigate the potential for car sharing through the Magna Park website;
- Provide guaranteed and convenient spaces for car sharers;
- Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff not travelling to work in their own car;
- Provide practical advice on car sharing;
- Introduce a car share permit system to assist with the car park management strategy;
- Promote the potential financial savings that employees will make by sharing their car; and
- Agree clear and realistic targets for car sharing.

8.8 At each until there will be an appropriate number of parking spaces allocated to car sharers. These will be conveniently located close to the office and will be monitored on a daily basis to ensure compliance with the scheme.

8.9 The opportunity will exist for the number of car sharing spaces to increase in the event that a higher number of employees join the car sharing scheme than was expected at the outset. This would be achieved by converting general spaces into allocated spaces for car sharers.

Public Transport

8.10 Magna Park is a well-established distribution park that has evolved over many years and as such there is an existing level of infrastructure that is available to new or expanding companies locating at the site. For instance, there is an existing bus service that provides one service per hour throughout the day between Lutterworth and Hinckley. From Lutterworth connecting services to Leicester, Rugby and Market Harborough are also available. Bus stops are provided on Hunter Boulevard and Wellington Parkway.

8.11 As part of the detailed application for DHL that was submitted in June 2015, bus stops were proposed to the south east of the new roundabout on Mere Lane on the section of Hunter Boulevard that will be extended between existing Plots 1400 and 1500. Shelters, seating and timetable information will be provided and the potential to provide real-time information is being discussed with LCC.

8.12 Providing a connection into Magna Park from Mere Lane will allow the existing bus route to divert into Magna Park from Mere Lane thus avoiding the need to join the A5 and negotiate the Cross in Hand roundabout. Footways will be provided to enable direct pedestrian routes into the site and at-grade uncontrolled crossings will be provided at the splitter islands of the new roundabout to ensure that pedestrians can cross Mere Lane and the extension to Argosy Way safely.

8.13 Further discussions have taken place with LCC in relation to the hybrid application and there is a willingness from IDI Gazeley to contribute towards improving bus services as the development evolves. One proposal is to extend the operating hours of Route 8 to cover the shift changeovers and increase the frequency to two services per hour. Route 8 is

operated by Arriva between Hinckley and Lutterworth. The potential to enhance connections to other towns such as Rugby, Nuneaton and Coventry is also being explored.

- 8.14 The current position is that the public transport officer at LCC has agreed to arrange a meeting with Arriva to explore further the opportunity of improving bus services at Magna Park. Until this meeting has taken place there can be no firm commitment to specific service improvements as any proposals will need the support of an operator to maximise the chances of commercial viability.
- 8.15 To encourage use of public transport Travel Plan Co-ordinators will:
- Publicise existing local transport services and travel information for staff;
 - Provide details for internet access for public transport information and identify sites that have local information;
 - Produce maps showing recommended walking routes from nearby bus stops;
 - Provide discount or 'taster' vouchers for staff to encourage the use of public transport;
 - Provide interest free loans or investigate a salary sacrifice scheme to assist in the purchase of ticketing products, for example season tickets; and
 - Provide an emergency 'get you home' service in the event of emergency/sickness for groups of staff travelling by public transport.

Personal Travel Planning

- 8.16 It is recognised that Personal Travel Planning techniques, in which individuals receive customised advice tailored to their journey needs, can encourage more sustainable travel patterns. The preparation of a Travel Plan provides an opportunity to offer personal travel advice both to existing employees and for those relocating, from the first day of employment at the site. At this point, new travel habits are being established and information about services and facilities in the area are essential to achieving sustainable travel choices. Travel Plan Co-ordinators will encourage all new employees to participate in personal travel planning and will provide advice on how to maximise the benefits of this initiative.

Cycling

- 8.17 Although its setting limits the potential to encourage large numbers of cyclists, cycling will be promoted as a viable mode through the provision of changing and shower facilities together with covered, secure and well lit cycle parking areas. Cycle parking will be provided in accordance with local standards which for B1 and B8 development is 1 cycle space per 400m².
- 8.18 The provision of cycle parking will be reviewed at each unit on a regular basis. If the demand for cycle parking is shown to be higher than the number of spaces identified by the standards, additional cycle parking will be provided.
- 8.19 The greatest potential for cycling is for trips to and from Lutterworth and there is a segregated signed route that runs on the north side of the A4303. Via this route the site could be reached in less than five minutes, which is within comfortable cycling distance.

8.20 In addition, in order to encourage cycling, the following measures will be undertaken:

- Provide cycle maps showing recommended cycle routes and locations of cycling facilities to allow employees to plan cycle journeys more effectively;
- Set up a bicycle user group;
- Promote “bike to work” days with an emphasis on events being planned for the spring and summer months;
- Provide interest free loans or subsidies for employees who cycle to work to purchase a bicycle;
- Publicise the health benefits of cycling; and
- Provide an emergency ‘get you home’ service in the event of emergency/sickness for groups of staff travelling to work by bicycle.

Walking

8.21 Walking will only be viable for people who live in Lutterworth and have easy access to the shared footway/cycleway that runs on the north side of the A4303. For those who do choose to walk it will be encouraged by the following actions:

- Publicise the health benefits of walking;
- Produce maps showing recommended walking routes from local bus stops and nearby residential areas; and
- Provide an emergency ‘get you home’ service in the event of emergency/sickness for groups of staff walking.

Travel Plan Website

8.22 One of the most important aims of a Travel Plan is to provide information to staff and visitors of the alternatives to using the car on their own to travel to the site. In order to provide detailed information in an easy to use and accessible format, the individual Travel Plan Co-ordinators will be responsible for implementing and updating their website, which will include the following:

- Travel Plan news;
- Information on Travel initiatives;
- Public transport timetable information and links to public transport ticket ordering websites;
- Details of safe walking and cycling routes to the site;
- Portal to the site’s car sharing database including Leicestershare.com and the Magna Park website;
- Portal to www.choosehowyoumove.co.uk;
- Links to shopping at work websites;
- Links to local cycling groups;
- Details of flexible working practices including examples and potential benefits; and
- Details of local taxi companies and if appropriate, links to their websites.

- 8.23 This information will be available to staff through their computer terminals and, where appropriate, via communal IT facilities located in reception or rest areas. A communal IT facility would also offer the opportunity for visitors to obtain information on sustainable travel to the site.
- 8.24 IDI Gazeley has recently implemented the Magna Park website in part to encourage and enable employees to communicate to identify car sharing opportunities and other forms of transport sharing. As it evolves the website will also include information on public transport services, ticketing arrangements and links to maps showing recommended cycle and pedestrian routes. Further development of the Magna Park website will be overseen by the Site Wide TPC to ensure that it provides all the necessary information in an easy to understand format to maximise the exposure of the measures being promoted in the Travel Plan.

New Employees

- 8.25 All new occupiers will make known the existence of the Travel Plan to all prospective employees. The Travel Plan will be given the same emphasis as other aspects of the employment package.
- 8.26 All new employees will be issued with an induction pack on or before the first day of working at the site and will be encouraged to submit their names to the car sharing database. The induction pack will include details of the Travel Plan and information on sustainable travel.
- 8.27 The Site Wide TPC will be responsible for assembling all the relevant information to be included in the induction packs. Individual co-ordinators will have the opportunity to review the information and add any information that is company specific.

Flexible Hours/ Teleworking

- 8.28 Where practicable occupiers will promote flexible working hours that will provide scope for staff to avoid peak traffic times when travel is least efficient. It will also provide the opportunity for those travelling by public transport to tailor their working hours to match public transport services. Encouragement will also be given to the provision of facilities that enable employees to work from home if practicable.
- 8.29 Occupiers will where practicable use electronic network systems to disseminate information on sustainable travel opportunities amongst their staff. Employers will also encourage the use of teleconferencing to reduce the need for work related journeys.

Timescales

- 8.30 All of the measures aimed at reducing single occupancy car use will be available on the first day of occupation. Some, such as the car sharing database and the Travel Plan website will be set up prior to occupation to ensure that they are available to all employees from the first day of occupation.

9 TARGETS

- 9.1 One of the prime objectives of an active Travel Plan is to set clear and realistic targets. This will be achieved through occupiers undertaking a travel survey of all its employees within three months of occupation. The travel survey will provide the baseline information from which mode share targets can be established. A summary of the main findings will be available within two months of completion of the survey.
- 9.2 Once the results of the travel survey are known the target set within this document will be reviewed for the number of employees travelling to work as single occupancy car drivers. In setting targets a balance will need to be struck between local circumstances, including likely employee residence locations, public transport accessibility and the achievability of each target. The targets will be set in consultation with the Site Wide TPC and LCC and will be included within the final Travel Plan produced by each occupier and relate to the targets set out in this document.
- 9.3 Travel surveys play a vital role in monitoring the success of travel plans and should clearly relate to goals set out in the Plan. Monitoring of the Plan should track the main targets providing regular information on the progress that the Plan is making in achieving its aims. This information can provide important 'early warning' if the Plan is failing to have a sufficient impact on travel behaviour and the Plan and its measures can then be modified accordingly.
- 9.4 At this stage a 'Preliminary Target' has been set to ensure that there is a commitment from IDI Gazeley to achieve a reduction in single occupancy car trips. This target will be reviewed by each individual occupier once the results of the first travel survey are known.
- 9.5 As a starting point the 'Preliminary Target' is to achieve a 15% reduction in the number of car drivers that were identified by the 2011 Census Data for the Harborough 006 Middle Layer Super Output Area (MSOA) over the first five years of occupation.
- 9.6 Using the Census Journey to Work data for the daytime population, the proportion of people driving to work in the Harborough 006 MSOA is 82.31%. A reduction of 15% results in a figure of 69.96% and this will represent the 'Preliminary Target' for the number of employees driving to work to be achieved by all employees over the first five years of occupation.
- 9.7 The table below displays the modal split from the 2011 Census and the 'Preliminary Target' modal split for the proposed development. At this stage the allocation of trips to other modes has been done on a pro rata basis although it is recognised that this will vary depending on the travel characteristics of each individual workforce.

Table 9-1: Initial and Target Modal Splits for the Proposed Development

Mode of Travel	Initial Modal Split	Target Modal Split
Car Driver	82.31%	69.96%
Car Passenger	10.92%	18.54%
Taxi	0.20%	0.34%
Bus	1.72%	2.92%
Motorcycle	1.08%	1.83%
Bicycle	1.20%	2.04%
On Foot	2.19%	3.72%
Other	0.39%	0.65%
Total	100%	100%

- 9.8 The Census modal split indicates a reliance on single occupancy car trips for journeys to work. The target modal split proposes a reduction in single car occupancy trips and a redistribution of the methods of journeys to work to show an increase in the use of sustainable modes of transport. This target will be achieved by implementing a package of measures including those outlined in Section Eight above.
- 9.9 The 'Preliminary Target' will be reviewed once the results of the first travel survey are known. This will help to ensure that the target is realistic and takes account of site specific circumstances such as employee residence location and the opportunity for travel by sustainable modes.

10 MONITORING

Travel Survey

- 10.1 Prior to occupation each Company will appoint a Travel Plan Coordinator. That person will oversee the distribution and collection of the initial staff travel survey. The travel survey will be used to determine travel patterns of new workers. This will enable home postcodes to be submitted to the car-sharing database and provide scope to search for sharing opportunities. The results of this survey will also form the baseline travel information from which targets will be derived. The first survey will be undertaken within the first three months of occupation.
- 10.2 These targets, and the measures to be put in place to help achieve them, can then be contained within the final Travel Plan, which will be developed and approved in consultation with the Site Wide TPC and LCC before being formally adopted by each individual occupier.

Annual Survey

- 10.3 It is important that Travel Plans are monitored on a regular basis to ensure that the key objectives are being met and that the Plan evolves to adapt to changing circumstances. At this stage unrealistic targets can be replaced with ones that are more realistic and that encourage rather than discourage those responsible for trying to achieve the targets. The success of the actions contained within the Travel Plan can also be reviewed, and modified as necessary.
- 10.4 The first staff travel surveys will be carried out within three months of occupation. These surveys will then be repeated on an annual basis in order to measure the success of the Travel Plan and progress towards targets. The results of the staff travel surveys can then be used to review actions contained within the Travel Plan to ensure that the Travel Plan is an on-going process. Additional measures will be introduced if the Travel Plan is shown to be under-performing, and these measures will be agreed by the Site Wide TPC and LCC, to ensure that individual occupiers remain actively involved in the process.
- 10.5 The results of the monitoring will be compiled to produce an overall report for the development. This will be prepared by the Site Wide TPC. The report will include a range of indicators such as cycle parking counts, car parking counts, car-share database take up, etc. This report will be submitted to LCC annually and any feedback will be issued to individual Travel Plan Co-ordinators so that where appropriate revised targets for the use of sustainable transport to reflect changing patterns of work and transport options can be considered.
- 10.6 Annual surveys will be on going, along with a subsequent annual review of the Travel Plan for a minimum of five years from first occupation.
- 10.7 The Travel Plan will be monitored through the LCC and I Trace monitoring website <https://leicestershire.itrace.org.uk/default.aspx>

Vehicle Routing Plans

- 10.8 All HGV movements generated by Magna Park are subject to a routing agreement between IDI Gazeley and HDC. Details of the agreement are set out in the Section 106 Agreement and are provided to all occupiers at Magna Park. The routing agreement is strictly applied and as far as practicable ensures that all HGVs avoid sensitive routes through local villages and Lutterworth town centre.
- 10.9 The routing agreement will be extended to include all the proposed units in Zone 1. IDI Gazeley has indicated a willingness to fund a permanent position at LCC to create and implement a robust HGV enforcement strategy. Discussions have already been held with officers at LCC and there is a determination on both sides to secure the position at the earliest opportunity.
- 10.10 Discussions regarding details of the proposals are in the very early stages but it is considered that a cornerstone of the scheme will be to set up permanent monitoring sites at sensitive locations to measure any increase in HGVs that can be attributed to Magna Park. Monitoring reports will be prepared on a regular basis and the results will be shared with all interested parties with a view to implementing further enforcement measures if necessary.
- 10.11 Employees of the proposed development and the Park's existing employees will be discouraged from using the minor road network to the north and north east of Magna Park for the journey to and from work and this message will be reinforced on the Magna Park website and through a formal request by Magna Park Management to individual occupiers.
- 10.12 These routes are narrow and circuitous and pass through sensitive locations including the villages of Bittesby, Ashby Parva and Ullesthorpe. There are similar concerns relating to the use of routes passing through Lutterworth including the A426 that passes through the town centre and Brookfield Way/ Coventry Road.
- 10.13 To discourage the use of these routes new and existing employees will be actively encouraged where practicable to make use of the strategic and principal road network. A recommended routing plan is presented in **Appendix I** to help employees identify routes that are considered acceptable and those that where practicable should be avoided. The routing plan will be posted on the Magna Park website.
- 10.14 It is recognised that for some residents of Lutterworth and the villages to the north and west of Magna Park, use of the discouraged routes will be both unavoidable and in some cases represent the shortest and most direct route to Magna Park. It is not the objective of the routing plan to deter the legitimate use of the discouraged routes for those employees.

11 RESOURCING AND REVIEW

- 11.1 Upon occupation for trading purposes each occupier will deposit with LCC a sum of money to be placed in a separate interest bearing account. This account is to be designated the Magna Park Travel Plan Account (MP TPA). The amount will be agreed with LCC prior to the signing of the Section 106 Agreement. Drawings from the account will require the authority of a specified officer of LCC, the SW TPC and the individual Travel Plan Co-ordinator.
- 11.2 Funds in the MP TPA will be applied as follows:-
- to cover the costs required for annual trip monitoring;
 - costs associated with the annual staff travel surveys;
 - costs associated with LCC I Trace monitoring;
 - for measures to be introduced in the event that the targets specified in Section 9 are not being met.
- 11.3 Individual Travel Plan Co-ordinators will prepare a review of the performance of their own Travel Plan. The SW TPC will provide a summary of all the reviews and will prepare a review of performance against targets for the site as a whole. The review will be issued to the sustainable travel contact at LCC. The review will, where appropriate, include revised targets for the use of sustainable transport to reflect changing patterns of work and transport options.
- 11.4 In the event that the targets in Section 9 above are not being met the following will apply:
- an action plan will be prepared by individual Travel Plan Co-ordinators with assistance from the Site Wide TPC as required;
 - this will be discussed with the sustainable travel contact at LCC;
 - the need for an additional monitoring survey to assess the effectiveness of the agreed action plan will be discussed with LCC.
- 11.5 In consultation with the Travel Plan Co-ordinator drawings may be made from the MP TPA to fund measures to achieve the objectives of the Travel Plan.
- 11.6 If as the result of monitoring, additional measures are required to achieve the targets set out in the Travel Plan, further drawings may be authorised from the MP TPA to meet or contribute towards the cost of measures such as:
- the provision of subsidies for public transport users;
 - the provision of incentives to encourage registration to the car sharing scheme; and
 - the provision of additional cycle parking should a demand be identified.

12 MARKETING AND PROMOTION

- 12.1 It is recognised that to maintain the impetus of the Travel Plan, initiatives will be required to promote sustainable travel on an on-going basis. This helps to ensure that the initial take-up of measures does not dwindle over time. Measures contained within the Travel Plan must also be communicated to staff in an engaging way to maintain the enthusiasm throughout the lifecycle of the Travel Plan and beyond.
- 12.2 The SW TPC and the individual Co-ordinators will be responsible for marketing the Travel Plan. This is to ensure that all staff are made aware of the Travel Plan's objectives and of the measures and initiatives therein.
- 12.3 Upon occupation, Travel Plan Co-ordinators will launch travel planning events and hold induction meetings with staff where they will be issued with travel information packs. Staff will also be introduced to the Travel Plan website and the Magna Park website. The principal objectives of the Travel Plan will be explained and the induction will provide an opportunity for staff to offer their initial reaction to the Travel Plan and provide suggestions on how to further encourage the uptake of sustainable modes of transport.
- 12.4 Specific measures to help with the on-going promotion of the Travel Plan are,
- Regular updates of the website with details of forthcoming travel events and forums, timetable changes and any promotional offers;
 - Noticeboards for travel information – again regularly updated and located prominently in communal areas;
 - Regular travel forums at which staff are invited to give feedback to the Travel Plan Co-ordinator about travel arrangements;
 - Travel events such as cycle promotion days; and
 - Regular review of travel information packs to ensure that these are up to date and relevant to new employees.
- 12.5 Travel Plan Co-ordinators will be responsible for setting up marketing events throughout the lifetime of the Travel Plan in order to maintain staff enthusiasm.
- 12.6 It is important to ensure that the marketing schedule is developed to maximise the potential of promoting different measures throughout the year. Therefore during the Spring and Summer months the emphasis will be on encouraging cycling and walking while in the Autumn and Winter the emphasis will switch to car sharing and public transport.

13 ACTION PLAN

- 13.1 An outline timetable for the production and on-going monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales. This is shown in the table below.

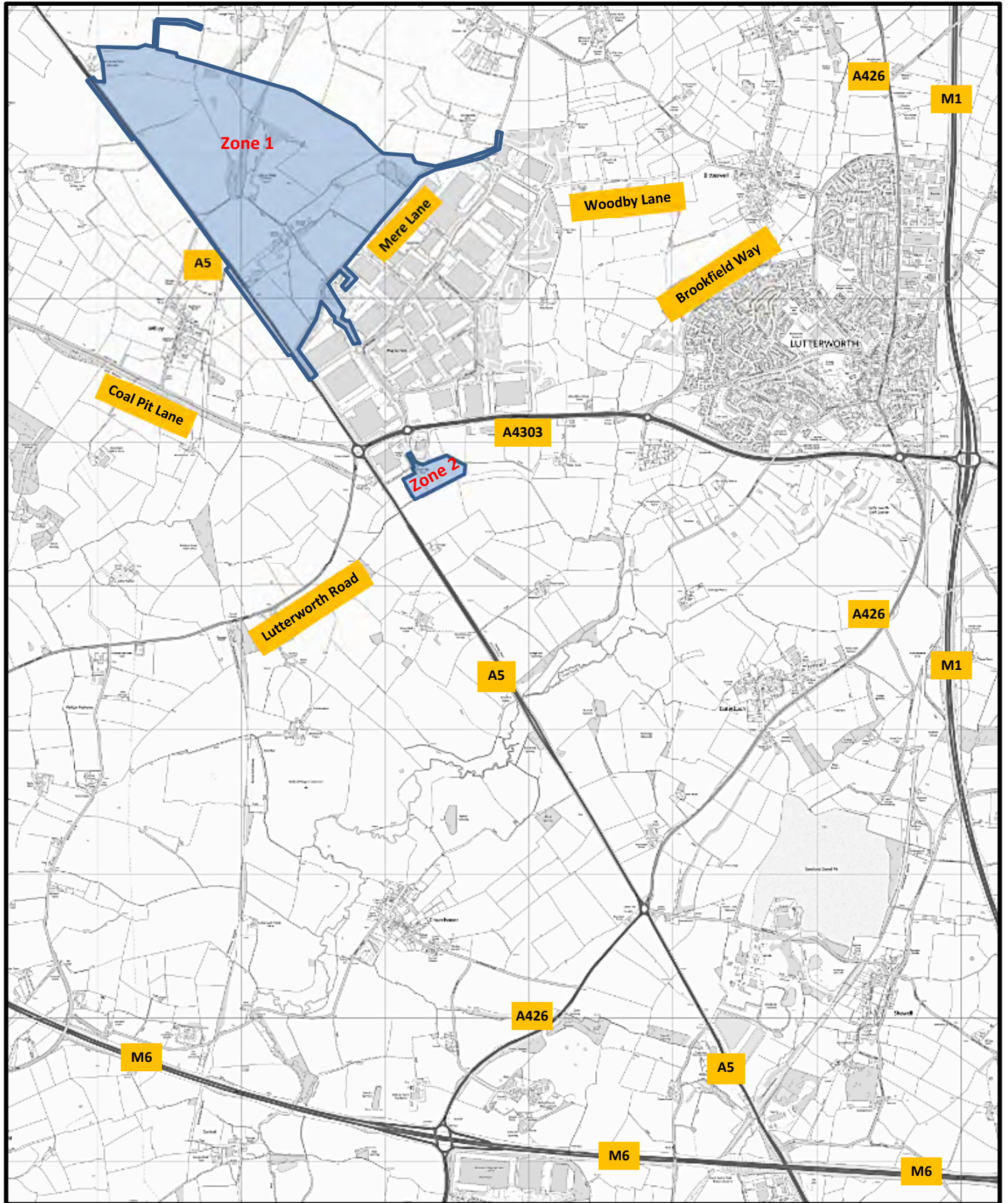
Table 13-1: Travel Plan Action Plan			
Timescale	Actions	Target Date	Responsibility
Short-term	Appoint Site Wide TPC	No later than 6 months prior to first occupation	IDI Gazeley
	Appoint Individual Travel Plan Co-ordinators	No later than 3 months prior to occupation	Occupying Company
	Liaise with LCC and transport operators to obtain up to date public transport timetable information	Prior to occupation	TPC
	Ensure website is setup	Prior to occupation	TPC
	Ensure sustainable travel noticeboards are setup	Prior to occupation	TPC
	Compile travel information packs	Prior to occupation	TPC
Medium-term	Undertake first staff travel survey	Within 3 months of first occupation	TPC
	Compile results from travel survey & prepare monitoring report to submit to LCC	4 months after occupation	TPC
	Develop Travel Plan in consultation with LCC	On-going	TPC
	Finalise and adopt full Travel Plan	Within 6 months of occupation	TPC
	Maintain and update Travel Plan website, noticeboards and travel information packs	Monthly	TPC
Long-term	Follow up travel surveys	On-going on an annual basis	TPC
	Compile results from travel survey and prepare monitoring report to submit to LCC	1 month after completion of annual travel survey	TPC
	Review measures and targets with LCC and amend if necessary	2 months after completion of annual travel survey	TPC
	Maintain and update Travel Plan website, noticeboards and travel information packs	As required but at least monthly	TPC
	Monitor success of Travel Plan measures and progress towards targets. Amend Travel Plan if required and consider corrective measures if necessary	On-going following adoption of Travel Plan	TPC

- 13.2 As with all elements of the Travel Plan process, the Action Plan is not prescriptive, but should be modified according to circumstances to ensure that the Travel Plan benefits the development, all employees and visitors and remains relevant throughout.
- 13.3 The Travel Plan revision process will be agreed with LCC after each staff travel survey has been undertaken. These surveys will enable a programme of initiatives to be undertaken if required.

Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix A – Site Location Plan



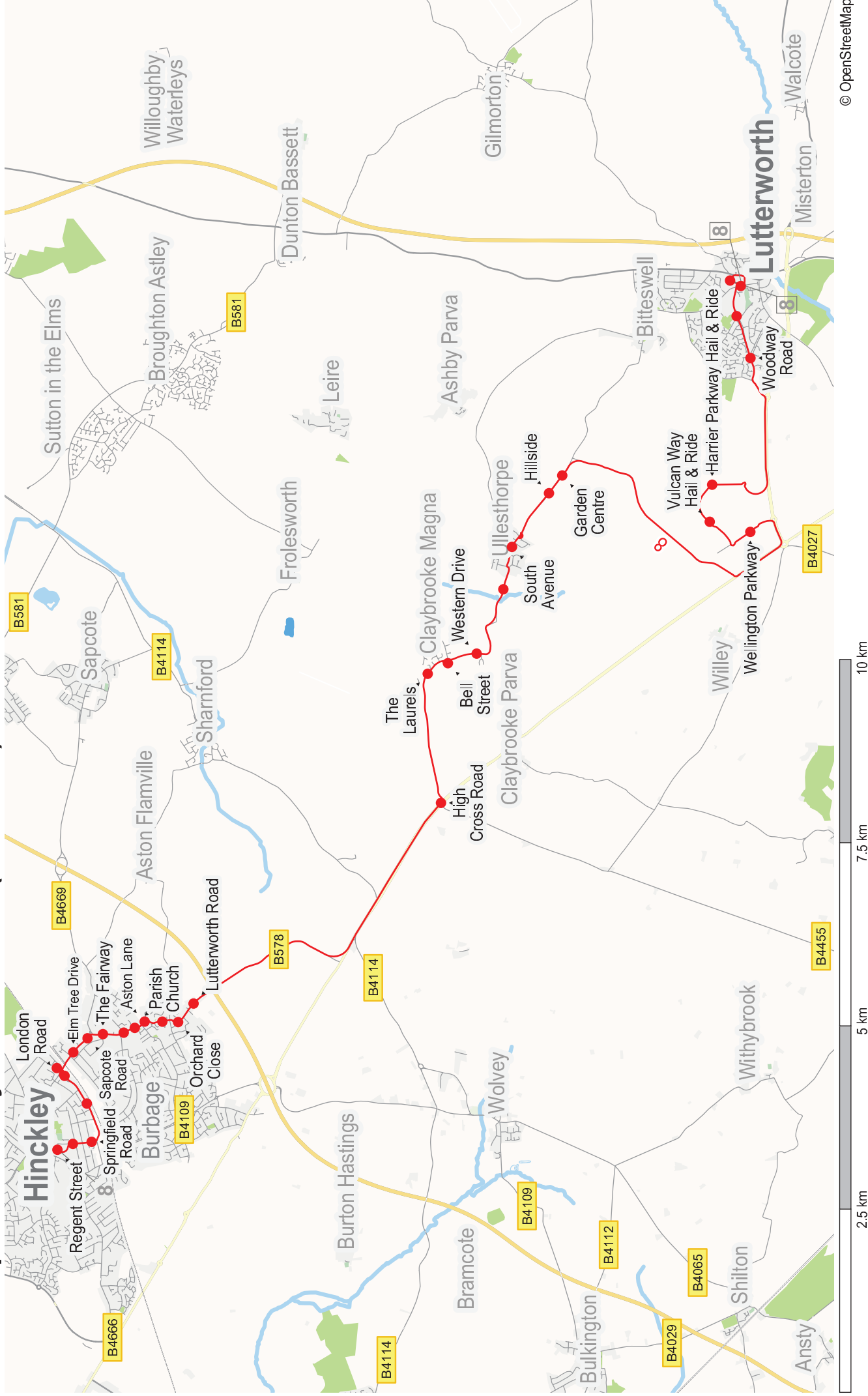
Appendix A- Site Location Plan

Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix B – Bus Timetable and Route Plans

Route map for Hinckley Bus service 8 (outbound)



Route map for Hinckley Bus service 8 (inbound)





8

Hinckley - Magna Park - Lutterworth

Hinckley Bus

The information on this timetable is expected to be valid until at least 15th April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Hinckley, Regent Street (Stand R3)	0628	0718	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1838
Burbage, opp Horsepool	0636	0726	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1846
Sharnford, adj High Cross Road	0643	0733	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1853
Claybrooke Magna, The Laurels (SE-bound)	0646	0736	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1856
Claybrooke Parva, opp Western Drive	0648	0738	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1858
Uilesthorpe, opp South Avenue	0650	0740	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1900
Magna Park, opp Wellington Parkway	0658	0748	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1908
Magna Park, adj Harrier Parkway Hail & Ride	0700	0750	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1910
Lutterworth, o/s Morrisons	0709	0759	0909	1009	1109	1209	1309	1409	1509	1609	1709	1809	1919
Lutterworth, o/s George Street Car Park	—	—	0910	—	1110	1210	—	1410	—	1610	—	—	—

Saturdays

Hinckley, Regent Street (Stand R3)	0628	28	1828	▶▶▶
Burbage, opp Horsepool	0636	then 36	1836	
Sharnford, adj High Cross Road	0643	at 43	1843	
Claybrooke Magna, The Laurels (SE-bound)	0646	these 46	1846	
Claybrooke Parva, opp Western Drive	0648	mins 48	until 1848	more
Uilesthorpe, opp South Avenue	0650	past 50	1850	trips
Magna Park, opp Wellington Parkway	0658	each 58	1858	below
Magna Park, adj Harrier Parkway Hail & Ride	0700	hour 00	1900	
Lutterworth, o/s Morrisons	0709	09	1909	▶▶▶

Sundays

no service

Good Friday

Hinckley, Regent Street (Stand R3)	0628	0718	0728	0828	0828	0928	1028	1028	1128	1128	1228	1328	1328	1428	1528	1528	1628	1728
Burbage, opp Horsepool	0636	0726	0736	0836	0836	0936	1036	1036	1136	1136	1236	1336	1336	1436	1536	1536	1636	1736
Sharnford, adj High Cross Road	0643	0733	0743	0843	0843	0943	1043	1043	1143	1143	1243	1343	1343	1443	1543	1543	1643	1743
Claybrooke Magna, The Laurels (SE-bound)	0646	0736	0746	0846	0846	0946	1046	1046	1146	1146	1246	1346	1346	1446	1546	1546	1646	1746
Claybrooke Parva, opp Western Drive	0648	0738	0748	0848	0848	0948	1048	1048	1148	1148	1248	1348	1348	1448	1548	1548	1648	1748
Uilesthorpe, opp South Avenue	0650	0740	0750	0850	0850	0950	1050	1050	1150	1150	1250	1350	1350	1450	1550	1550	1650	1750
Magna Park, opp Wellington Parkway	0658	0748	0758	0858	0858	0958	1058	1058	1158	1158	1258	1358	1358	1458	1558	1558	1658	1758
Magna Park, adj Harrier Parkway Hail & Ride	0700	0750	0800	0900	0900	1000	1100	1100	1200	1200	1300	1400	1400	1500	1600	1600	1700	1800
Lutterworth, o/s Morrisons	0709	0759	0809	0909	0909	1009	1109	1109	1209	1209	1309	1409	1409	1509	1609	1609	1709	1809
Lutterworth, o/s George Street Car Park	—	—	—	—	0910	—	—	1110	—	1210	—	—	1410	—	—	1610	—	—

Good Friday

Hinckley, Regent Street (Stand R3)	1828	1838
Burbage, opp Horsepool	1836	1846
Sharnford, adj High Cross Road	1843	1853
Claybrooke Magna, The Laurels (SE-bound)	1846	1856
Claybrooke Parva, opp Western Drive	1848	1858
Uilesthorpe, opp South Avenue	1850	1900
Magna Park, opp Wellington Parkway	1858	1908
Magna Park, adj Harrier Parkway Hail & Ride	1900	1910
Lutterworth, o/s Morrisons	1909	1919

Easter Monday

no service



8

Lutterworth - Magna Park - Hinckley

Hinckley Bus

The information on this timetable is expected to be valid until at least 15th April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Lutterworth, o/s George Street Car Park	0622	22	1322	1422	1522	1632	1722	1822
Magna Park, opp Wellington Parkway	0628	28	1328	1428	1528	1638	1728	1828
Magna Park, adj Harrier Parkway Hail & Ride	0630	then at 30	1330	1430	1530	1640	1730	1830
Ullesthorpe, adj South Avenue	0640	at 40	1340	1440	1540	1650	1740	1840
Claybrooke Parva, adj Western Drive	0642	these mins 42	1342	1442	1542	1652	1742	1842
Claybrooke Magna, opp The Laurels	0644	mins 44	1344	1444	1544	1654	1744	1844
Sharnford, opp High Cross Road	0647	past 47	1347	1447	1547	1657	1747	1847
Burbage, adj Horsepool	0654	each hour 54	1354	1454	1554	1704	1754	1854
Hinckley, Regent Street (Stand R3)				1502				
Hinckley, Regent Street (Stand R2)	0702	02	1402	—	1602	1712	1802	1902

Saturdays

Lutterworth, o/s George Street Car Park	0622	22	1322	1422	1522	1622	1722	1822
Magna Park, opp Wellington Parkway	0628	28	1328	1428	1528	1628	1728	1828
Magna Park, adj Harrier Parkway Hail & Ride	0630	then at 30	1330	1430	1530	1630	1730	1830
Ullesthorpe, adj South Avenue	0640	at 40	1340	1440	1540	1640	1740	1840
Claybrooke Parva, adj Western Drive	0642	these mins 42	1342	1442	1542	1642	1742	1842
Claybrooke Magna, opp The Laurels	0644	mins 44	1344	1444	1544	1644	1744	1844
Sharnford, opp High Cross Road	0647	past 47	1347	1447	1547	1647	1747	1847
Burbage, adj Horsepool	0654	each hour 54	1354	1454	1554	1654	1754	1854
Hinckley, Regent Street (Stand R3)				1502				
Hinckley, Regent Street (Stand R2)	0702	02	1402	—	1602	1702	1802	1902

Sundays

no service

Good Friday

Lutterworth, o/s George Street Car Park	0622	22	1322	1422	1522	1622	1632	1722	1822
Magna Park, opp Wellington Parkway	0628	28	1328	1428	1528	1628	1638	1728	1828
Magna Park, adj Harrier Parkway Hail & Ride	0630	then at 30	1330	1430	1530	1630	1640	1730	1830
Ullesthorpe, adj South Avenue	0640	at 40	1340	1440	1540	1640	1650	1740	1840
Claybrooke Parva, adj Western Drive	0642	these mins 42	1342	1442	1542	1642	1652	1742	1842
Claybrooke Magna, opp The Laurels	0644	mins 44	1344	1444	1544	1644	1654	1744	1844
Sharnford, opp High Cross Road	0647	past 47	1347	1447	1547	1647	1657	1747	1847
Burbage, adj Horsepool	0654	each hour 54	1354	1454	1554	1654	1704	1754	1854
Hinckley, Regent Street (Stand R3)				1502					
Hinckley, Regent Street (Stand R2)	0702	02	1402	—	1602	1702	1712	1802	1902

Easter Monday

no service



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
leijajpm	Hinckley, Regent Street (Stand R3)	Regent Street	260010358
leijajpt	Hinckley, adj St Mary's Road	Station Road	260010359
leijwgp	Hinckley, adj Springfield Road	Station Road	260070129
leimawtj	Hinckley, adj Thornfield Way Hail & Ride	Southfield Road	260010421
leijamat	Hinckley, adj London Road	Park Road	260010379
leijajgm	Hinckley, opp Parsons Lane	London Road	260010343
leijadtj	Burbage, adj Elm Tree Drive	Burbage Road	260010232
leijadtj	Burbage, adj Sapcote Road	Burbage Road	260010233
leijagdj	Burbage, opp The Fairway	Hinckley Road	260010252
leijadwa	Burbage, opp Forrester's Road	Hinckley Road	260010236
leijadwd	Burbage, adj Parish Church	Hinckley Road	260010237
leijagaw	Burbage, adj Aston Lane	Church Street	260010249
leijagd	Burbage, opp Horsepool	Church Street	260010254
leijagdm	Burbage, opp Orchard Close	Lutterworth Road	260010253
leidmgmj	Burbage, Lutterworth Road (S-bound)	Lutterworth Road	260010267
leidtmdt	Sharnford, adj High Cross Road	Watling Street	260004907
leijmdgp	Claybrooke Magna, The Laurels (SE-bound)	Main Road	260018400
leijmdja	Claybrooke Magna, adj Bell Street	Main Road	260018403
leijmdjg	Claybrooke Parva, opp Western Drive	Main Road	260018501
leimatdw	Ullesthorpe, opp Allotments	Lutterworth Road	260025611
leijpdwm	Ullesthorpe, opp South Avenue	Main Street	260025601
leimatga	Ullesthorpe, opp Hillside	Lutterworth Road	260025612
leimagwt	Ullesthorpe, opp Garden Centre	Lutterworth Road	260025609
leijmpt	Magna Park, opp Wellington Parkway	Hunter Boulevard	260017600
leijwjw	Magna Park, adj Vulcan Way Hail & Ride	Hunter Boulevard	260070205
leijwjwm	Magna Park, adj Harrier Parkway Hail & Ride	Wellington Parkway	260070206
leijwamd	Lutterworth, opp Woodway Road	Coventry Road	260070023
leijmtjd	Lutterworth, opp St Mary's Road	Coventry Road	260022411
leidjtd	Lutterworth, o/s Morrisons	George Street	260022410
leidjamt	Lutterworth, o/s George Street Car Park	George Street	260022408



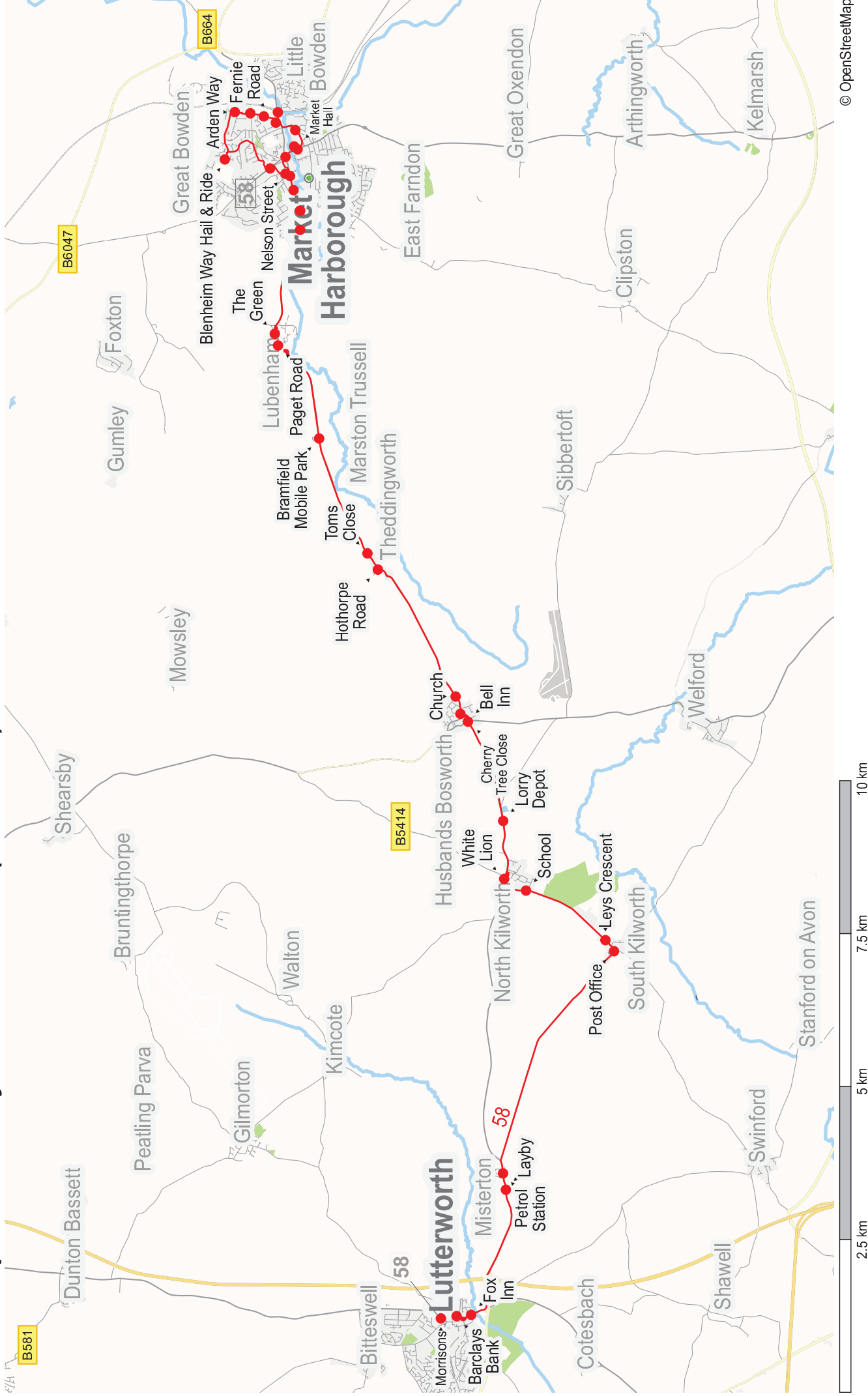
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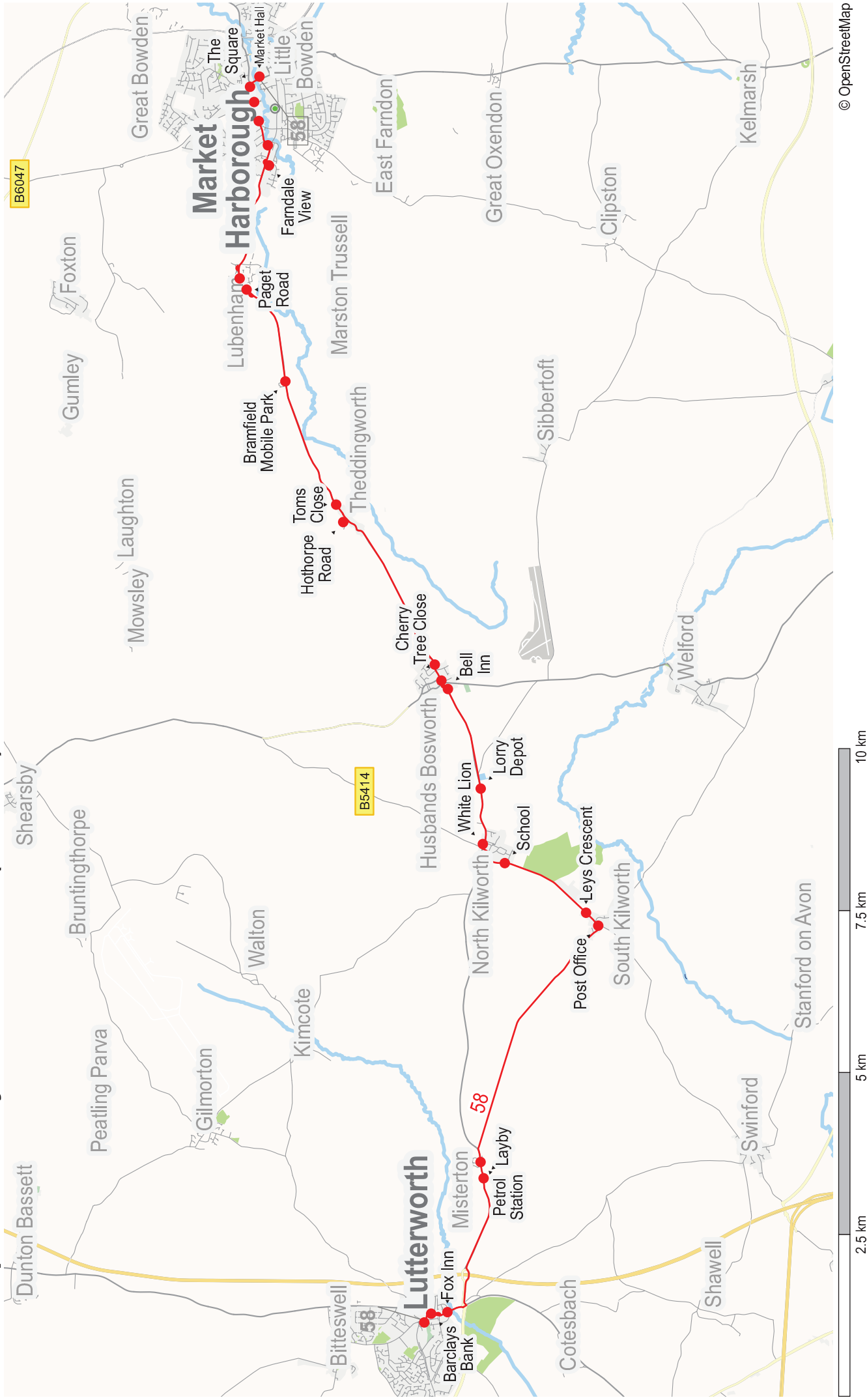
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
leidjamt	Lutterworth, o/s George Street Car Park	George Street	260022408
leijmtgj	Lutterworth, adj St Mary's Road	Coventry Road	260022426
leijmtgdg	Lutterworth, adj Woodway Road	Coventry Road	260022409
leijmapt	Magna Park, opp Wellington Parkway	Hunter Boulevard	260017600
leijwjwj	Magna Park, adj Vulcan Way Hail & Ride	Hunter Boulevard	260070205
leijwjwm	Magna Park, adj Harrier Parkway Hail & Ride	Wellington Parkway	260070206
leimagwp	Ullesthorpe, o/s Garden Centre	Lutterworth Road	260025608
leimatgd	Ullesthorpe, adj Hillside	Lutterworth Road	260025613
leijpdwj	Ullesthorpe, adj South Avenue	Main Street	260025600
leimatdt	Ullesthorpe, adj Allotments	Lutterworth Road	260025610
leijmdjd	Claybrooke Parva, adj Western Drive	Main Road	260018500
leijmdgw	Claybrooke Magna, opp Bell Street	Main Road	260018402
leijmdgt	Claybrooke Magna, opp The Laurels	Main Road	260018401
leidtmdp	Sharnford, opp High Cross Road	Watling Street	260004906
leidmgpg	Burbage, Lutterworth Road (N-bound)	Lutterworth Road	260010268
leijawjt	Burbage, adj Orchard Close	Lutterworth Road	260010967
leijagda	Burbage, adj Horsepool	Church Street	260010250
leijagd	Burbage, opp Parish Church	Hinckley Road	260010251
leijadwg	Burbage, adj Forresters Road	Hinckley Road	260010238
leijadwj	Burbage, adj The Fairway	Hinckley Road	260010239
leijadt	Burbage, opp Sapcote Road	Burbage Road	260010234
leijadt	Burbage, opp Elm Tree Drive	Burbage Road	260010235
leijajgp	Hinckley, adj Parsons Lane	London Road	260010344
leijwgjt	Hinckley, opp Thornfield Road Hail & Ride	Southfield Road	260070130
leijajgd	Hinckley, opp Springfield Road	Station Road	260010341
leijajpw	Hinckley, opp St Mary's Road	Station Road	260010360
leijajwt	Hinckley, o/s Library	Lancaster Road	260010373
leijajpm	Hinckley, Regent Street (Stand R3)	Regent Street	260010358
leijajpj	Hinckley, Regent Street (Stand R2)	The Borough	260010357

Route map for Hinckley Bus service 58 (outbound)



Route map for Hinckley Bus service 58 (inbound)



**58****Lutterworth - Husbands Bosworth - Market Harborough**

Hinckley Bus

The information on this timetable is expected to be valid until at least 15th April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1	2	3	4	4	1			
Notes	SH	SCH							
Lutterworth, o/s Morrisons	0710	0800	0800	0810	1010	1310	1510	1520	1710
Walcote, opp Petrol Station	0715	0805	0805	0815	1015	1315	1515	1525	1715
South Kilworth, adj Leys Crescent	0720	0810	0810	0820	1020	1320	1520	1530	1720
North Kilworth, opp White Lion	0723	0813	0813	0823	1023	1323	1523	1533	1723
Husbands Bosworth, opp Cherry Tree Close	0727	0817	0817	0827	1027	1327	1527	1537	1727
Theddingworth, opp Hothorpe Road	0731	0821	0821	0831	1031	1331	1531	1541	1731
Lubenham, o/s Paget Road	0736	0826	0826	0836	1036	1336	1536	1546	1736
Market Harborough, opp Bowden Lane			0832						
Market Harborough, opp Blenheim Way Hail & Ride			0834						
Market Harborough, Market Hall (Stand M1)	0742	0832	0840	0842	1042	1342	1542	1552	1742

Saturdays

Lutterworth, o/s Morrisons	0810	1010	1310	1510	1710				
Walcote, opp Petrol Station	0815	1015	1315	1515	1715				
South Kilworth, adj Leys Crescent	0820	1020	1320	1520	1720				
North Kilworth, opp White Lion	0823	1023	1323	1523	1723				
Husbands Bosworth, opp Cherry Tree Close	0827	1027	1327	1527	1727				
Theddingworth, opp Hothorpe Road	0831	1031	1331	1531	1731				
Lubenham, o/s Paget Road	0836	1036	1336	1536	1736				
Market Harborough, Market Hall (Stand M1)	0842	1042	1342	1542	1742				

Sundays

no service

Good Friday

same as Saturdays

Easter Monday

no service

Service Restrictions: 1 - not 7.4.15
 2 - from 30.3.15 to 29.5.15, not 7.4.15, 13.4. to 22.5.
 3 - to 10.7.15, not 30.3.15 to 10.4., 26.5. to 29.5.
 4 - only 7.4.15

Notes: SCH - Operates on Schooldays Only
 SH - School Holidays

**58****Market Harborough - Husbands Bosworth - Lutterworth**

Hinckley Bus

The information on this timetable is expected to be valid until at least 15th April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1	1	4	1	4	1	4	4	1	1	4
Market Harborough, Market Hall (Stand M1)	0749	0849	0849	1149	1149	1349	1349	1549	1559	1749	1749
Lubenham, opp The Green	0755	0855	0855	1155	1155	1355	1355	1555	1605	1755	1755
Theddingworth, adj Hothorpe Road	0800	0900	0900	1200	1200	1400	1400	1600	1610	1800	1800
Husbands Bosworth, Cherry Tree Close (SW-bound)	0804	0904	0904	1204	1204	1404	1404	1604	1614	1804	1804
North Kilworth, adj White Lion	0808	0908	0908	1208	1208	1408	1408	1608	1618	1808	1808
South Kilworth, opp Leys Crescent	0811	0911	0911	1211	1211	1411	1411	1611	1621	1811	1811
Walcote, adj Petrol Station	0816	0916	0916	1216	1216	1416	1416	1616	1626	1816	1816
Lutterworth, o/s George Street Car Park	0821	0921	0922	1221	1222	1421	1422	1622	1631	1821	1822

Saturdays

Market Harborough, Market Hall (Stand M1)	0849	1149	1349	1549	1749						
Lubenham, opp The Green	0855	1155	1355	1555	1755						
Theddingworth, adj Hothorpe Road	0900	1200	1400	1600	1800						
Husbands Bosworth, Cherry Tree Close (SW-bound)	0904	1204	1404	1604	1804						
North Kilworth, adj White Lion	0908	1208	1408	1608	1808						
South Kilworth, opp Leys Crescent	0911	1211	1411	1611	1811						
Walcote, adj Petrol Station	0916	1216	1416	1616	1816						
Lutterworth, o/s George Street Car Park	0922	1222	1422	1622	1822						

Sundays

no service

Good Friday

same as Saturdays

Easter Monday

no service

Service Restrictions: 1 - not 7.4.15
4 - only 7.4.15



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgttd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
leidjtd	Lutterworth, o/s Morrisons	George Street	260022410
leijmtat	Lutterworth, adj Barclays Bank	High Street	260022405
leijmtaw	Lutterworth, opp Fox Inn	Rugby Road	260022406
leijmwpa	Walcote, adj Layby	Lutterworth Road	260022801
leijmwmw	Walcote, opp Petrol Station	Lutterworth Road	260022800
leijpatp	South Kilworth, opp Post Office	Walcote Road	260024501
leimajag	South Kilworth, adj Leys Crescent	North Kilworth Road	260024505
leimapwp	North Kilworth, opp School	South Kilworth Road	260023107
leijmwpt	North Kilworth, opp White Lion	Lutterworth Road	260023100
leimatgw	North Kilworth, adj Lorry Depot	Station Road	260023109
leijwpwp	Husbands Bosworth, adj Bell Inn	Kilworth Road	260080007
leijmjt	Husbands Bosworth, opp Cherry Tree Close	High Street	260020902
leijmjt	Husbands Bosworth, adj Church	Theddingworth Road	260020904
leijpdad	Theddingworth, opp Hothorpe Road	Main Street	260025000
leimajpa	Theddingworth, opp Toms Close	Harborough Road	260025004
leijmtag	Lubenham, o/s Bramfield Mobile Park	Theddingworth Road	260022307
leijmpwd	Lubenham, o/s Paget Road	Main Street	260022300
leijmpwj	Lubenham, adj The Green	Main Street	260022302
leijmwat	Market Harborough, opp Farndale View	Lubenham Hill	260022636
leijmwda	Market Harborough, adj Gardiner Street	Coventry Road	260022638
leijmwdj	Market Harborough, Logan Street (E-bound)	Coventry Road	260022640
leijmamt	Market Harborough, o/s St Josephs School	Coventry Road	260017103
leijmwgp	Market Harborough, adj Nelson Street	Fairfield Road	260022649
leijmtjw	Market Harborough, The Square (Stand S1)	The Square	260022609
leijmtmj	Market Harborough, opp Bowden Lane	High Street	260022613
leijwtjd	Market Harborough, opp Blenheim Way Hall & Ride	Ridgeway West	260080043
leijmtgw	Market Harborough, opp Arden Way	Great Bowden Road	260022602
leijmtjd	Market Harborough, opp The Headlands	Great Bowden Road	260022604
leijmtjg	Market Harborough, adj Middlebrook Green	Great Bowden Road	260022605
leijmtjm	Market Harborough, opp Fernie Road	Great Bowden Road	260022606
leijmwjt	Market Harborough, o/s Railway Station	Rockingham Road	260022657
leimajmp	Market Harborough, opp Kettering Road	Springfield Street	260022664
leijmtpa	Market Harborough, opp Springfield Street	Northampton Road	260022617
leijmtmw	Market Harborough, Market Hall (Stand M1)	Northampton Road	260022616



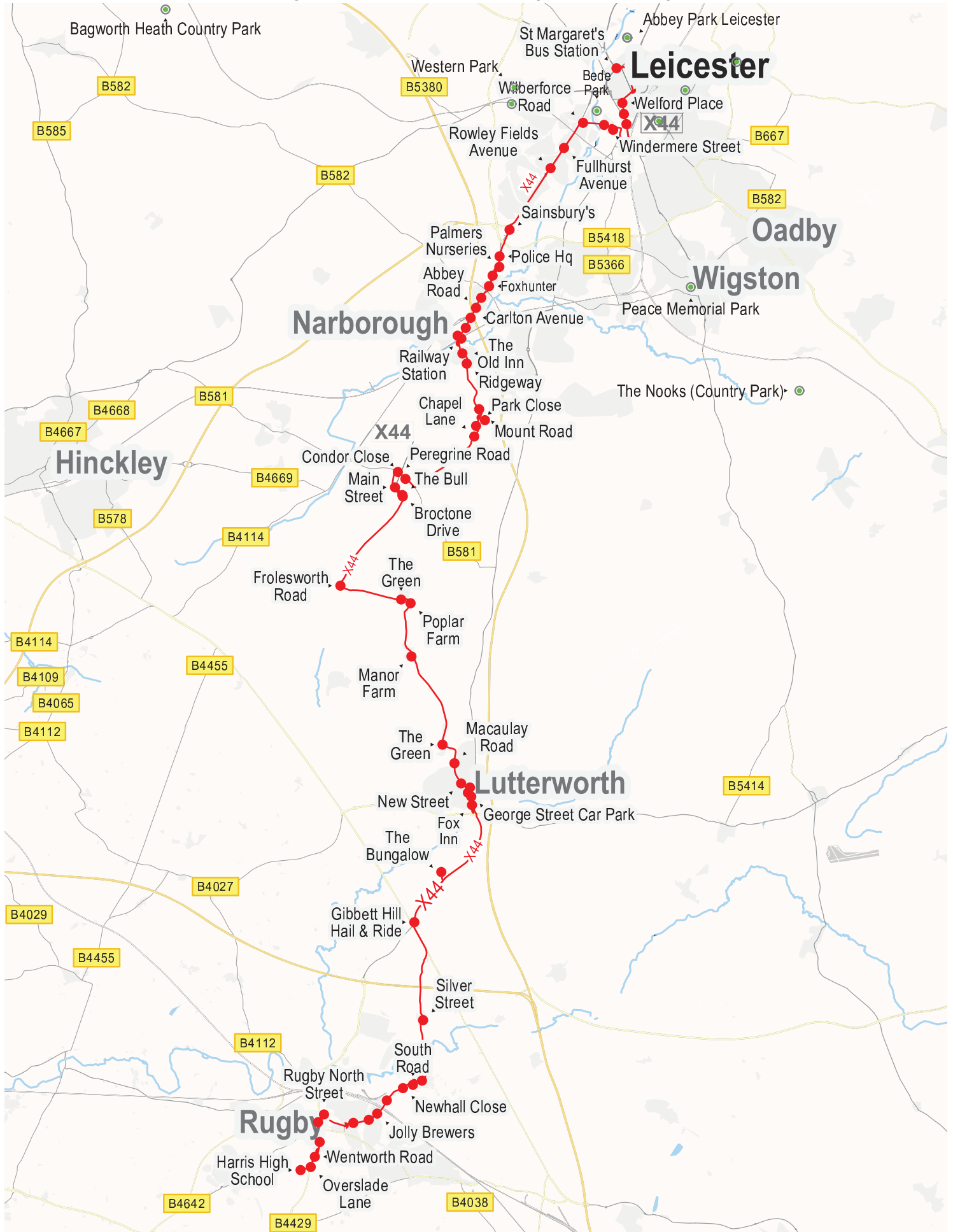
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You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

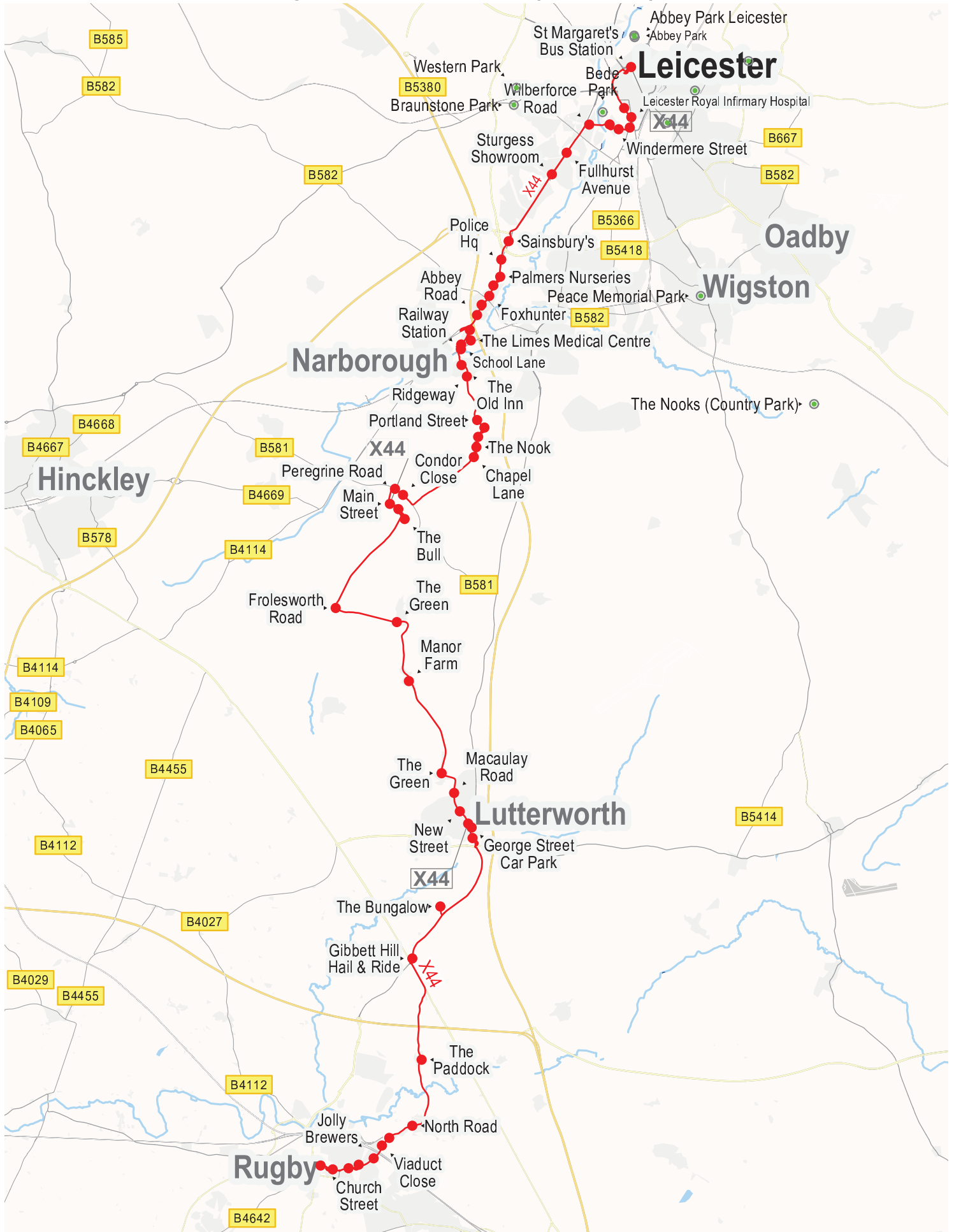
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
leijmtmw	Market Harborough, Market Hall (Stand M1)	Northampton Road	260022616
leijmtmd	Market Harborough, The Square (Stand S4)	The Square	260022611
leijmwdm	Market Harborough, opp Petrol Station	Coventry Road	260022641
leijmwdg	Market Harborough, opp Logan Street	Coventry Road	260022639
leijmwaw	Market Harborough, opp Gardiner Street	Coventry Road	260022637
leijmwap	Market Harborough, adj Farndale View	Lubenham Hill	260022635
leijmpwg	Lubenham, opp The Green	Main Street	260022301
leijmpwt	Lubenham, opp Paget Road	Main Street	260022305
leijmtad	Lubenham, opp Bramfield Mobile Park	Theddingworth Road	260022306
leimajaj	Theddingworth, adj Toms Close	Harborough Road	260025002
leijpdag	Theddingworth, adj Hothorpe Road	Main Street	260025001
leijmjwa	Husbands Bosworth, opp Church	Theddingworth Road	260020905
leijmjtp	Husbands Bosworth, Cherry Tree Close (SW-bound)	High Street	260020903
leimagpd	Husbands Bosworth, opp Bell Inn	Kilworth Road	260080273
leimatja	North Kilworth, opp Lorry Depot	Station Road	260023110
leijmwpw	North Kilworth, adj White Lion	Lutterworth Road	260023101
leimapwt	North Kilworth, adj School	South Kilworth Road	260023108
leimajad	South Kilworth, opp Leys Crescent	North Kilworth Road	260024504
leijpatm	South Kilworth, adj Post Office	Walcote Road	260024500
leijmwpd	Walcote, adj Petrol Station	Lutterworth Road	260022802
leijmdap	Walcote, opp Layby	Lutterworth Road	260018006
leijmtda	Lutterworth, o/s Fox Inn	Rugby Road	260022407
leidjdtj	Lutterworth, opp Barclays Bank	High Street	260022420
leidjamt	Lutterworth, o/s George Street Car Park	George Street	260022408

Route map for Hinckley Bus service X44 (outbound)



Route map for Hinckley Bus service X44 (inbound)



**X44****Leicester - Fosse Park - Broughton Astley - Lutterworth - Rugby**

Hinckley Bus

The information on this timetable is expected to be valid until at least 15th April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1	2	3	4	2	2	1	2	1	2	1	2	1	2	1	1	
Notes	SH		SCH														
Leicester, St Margaret's Bus Station (Bay 12)	—	—	0705	0705	0715	0820	0820	0920	1020	1120	1120	1220	1320	1320	1420	1520	1625
Leicester, Nelson Mandela Park (Stand 3)	—	—	0710	0710	0720	0826	0826	0926	1026	1126	1126	1226	1326	1326	1426	1526	1633
West End, opp Fulhurst Avenue	—	—	0717	0717	0727	0834	0834	0934	1034	1134	1134	1234	1334	1334	1434	1534	1643
Fosse Park, opp Sainsbury's	—	—	0722	0722	0732	0841	0841	0941	1041	1141	1141	1241	1341	1341	1441	1541	1651
Narborough, o/s The Limes Medical Centre	—	—	0728	0728	0738	0847	0847	0947	1047	1147	1147	1247	1347	1347	1447	1547	1657
Littlethorpe, adj The Old Inn	—	—	0731	0731	0742	0851	0851	0951	1051	1151	1151	1251	1351	1351	1451	1551	1701
Cosby, adj Park Close	—	—	0735	0735	0745	0855	0855	0955	1055	1155	1155	1255	1355	1355	1455	1555	1705
Broughton Astley, adj Main Street	0657	0702	0742	0742	0752	0902	0902	1002	1102	1202	1202	1302	1402	1402	1502	1602	1712
Frolesworth, opp Frolesworth Road	0701	0706	0746	0746	0756	0906	0906	1006	1106	1206	1206	1306	1406	1406	1506	1606	1716
Leire, opp The Green	0704	0709	0749	0749	0759	0909	0909	1009	1109	1209	1209	1309	1409	1409	1509	1609	1719
Ashby Parva, o/s Manor Farm	0707	0712	0752	0752	0802	0912	0912	1012	1112	1212	1212	1312	1412	1412	1512	1612	1722
Bitteswell, o/s The Green	0711	0716	0756	0756	0806	0916	0916	1016	1116	1216	1216	1316	1416	1416	1516	1616	1726
Lutterworth, o/s Morrisons	0716	0721	0803	0804	0810	0920	0921	1019	1119	1220	1221	1319	1420	1421	1519	1620	1731
Lutterworth, o/s George Street Car Park								1020	1120			1320			1520		
Cotesbach, o/s The Bungalow	0721	0726	0808	0810	0816	0926	0926	—	—	1226	1226	—	1426	1426	—	1626	1735
Newton, opp Silver Street	0728	0733	0815	0818	0823	0932	0933	—	—	1233	1233	—	1433	1433	—	1633	1742
Clifton upon Dunsmore, adj Post Office	0732	0737	0819	0822	0827	0936	0937	—	—	1237	1237	—	1437	1437	—	1637	1746
Rugby, North Street (Stand G)	0740	0745	0827	0832	0835	0944	0945	—	—	1245	1245	—	1445	1445	—	1645	1754
Rugby, opp Harris High School	—	—	—	0838	—	—	—	—	—	—	—	—	—	—	—	—	—

Mondays to Fridays

Service Restrictions	2	1	2
Leicester, St Margaret's Bus Station (Bay 12)	1630	1730	1735
Leicester, Nelson Mandela Park (Stand 3)	1636	1738	1741
West End, opp Fulhurst Avenue	1644	1748	1749
Fosse Park, opp Sainsbury's	1651	1756	1756
Narborough, o/s The Limes Medical Centre	1657	1802	1802
Littlethorpe, adj The Old Inn	1701	1806	1806
Cosby, adj Park Close	1705	1810	1810
Broughton Astley, adj Main Street	1712	1817	1817
Frolesworth, opp Frolesworth Road	1716	1821	1821
Leire, opp The Green	1719	1824	1824
Ashby Parva, o/s Manor Farm	1722	1827	1827
Bitteswell, o/s The Green	1726	1831	1831
Lutterworth, o/s Morrisons	1730	1836	1835
Cotesbach, o/s The Bungalow	1735	1840	1840
Newton, opp Silver Street	1742	1847	1847
Clifton upon Dunsmore, adj Post Office	1746	1851	1851
Rugby, North Street (Stand G)	1754	1859	1859

Saturdays

Leicester, St Margaret's Bus Station (Bay 12)	—	0715	0820	0920	1020	1120	1220	1320	1420	1520	1630	1735
Leicester, Nelson Mandela Park (Stand 3)	—	0720	0826	0926	1026	1126	1226	1326	1426	1526	1636	1741
West End, opp Fulhurst Avenue	—	0727	0834	0934	1034	1134	1234	1334	1434	1534	1644	1749
Fosse Park, opp Sainsbury's	—	0732	0841	0941	1041	1141	1241	1341	1441	1541	1651	1756
Narborough, o/s The Limes Medical Centre	—	0738	0847	0947	1047	1147	1247	1347	1447	1547	1657	1802
Littlethorpe, adj The Old Inn	—	0742	0851	0951	1051	1151	1251	1351	1451	1551	1701	1806
Cosby, adj Park Close	—	0745	0855	0955	1055	1155	1255	1355	1455	1555	1705	1810
Broughton Astley, adj Main Street	0702	0752	0902	1002	1102	1202	1302	1402	1502	1602	1712	1817
Frolesworth, opp Frolesworth Road	0706	0756	0906	1006	1106	1206	1306	1406	1506	1606	1716	1821
Leire, opp The Green	0709	0759	0909	1009	1109	1209	1309	1409	1509	1609	1719	1824
Ashby Parva, o/s Manor Farm	0712	0802	0912	1012	1112	1212	1312	1412	1512	1612	1722	1827
Bitteswell, o/s The Green	0716	0806	0916	1016	1116	1216	1316	1416	1516	1616	1726	1831
Lutterworth, o/s Morrisons	0721	0810	0920	1019	1119	1220	1319	1420	1519	1620	1730	1835
Lutterworth, o/s George Street Car Park				1020	1120		1320		1520			
Cotesbach, o/s The Bungalow	0726	0816	0926	—	—	1226	—	1426	—	1626	1735	1840
Newton, opp Silver Street	0733	0823	0932	—	—	1233	—	1433	—	1633	1742	1847
Clifton upon Dunsmore, adj Post Office	0737	0827	0936	—	—	1237	—	1437	—	1637	1746	1851
Rugby, North Street (Stand G)	0745	0835	0944	—	—	1245	—	1445	—	1645	1754	1859

Sundays

no service

Good Friday

same as Saturdays

Easter Monday

no service

Service Restrictions: 1 - not 7.4.15
 2 - only 7.4.15
 3 - from 30.3.15 to 29.5.15, not 7.4.15, 13.5. to 22.5.
 4 - to 17.7.15, not 30.3.15 to 10.4., 26.5. to 29.5.

Notes: SCH - Operates on Schooldays Only
 SH - School Holidays

**X44****Rugby - Lutterworth - Broughton Astley - Fosse Park - Leicester**

Hinckley Bus

The information on this timetable is expected to be valid until at least 15th April 2015. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Service Restrictions	1	2	1	2						2	1	4	2	1		2	1	
	Notes												SCH						
Rugby, Church Street (Stand J)		—	—	0744	0749	—	0949	—	—	1249	—	1449	1449	1549	—	—	1654	—	1755
Rugby, Clifton Road (Stand M)		—	—	0746	0751	—	0951	—	—	1251	—	1451	1451	1551	—	—	1656	—	1757
Clifton upon Dunsmore, adj North Road		—	—	0752	0757	—	0957	—	—	1257	—	1457	1457	1557	—	—	1702	—	1803
Newton, adj The Paddock		—	—	0755	0800	—	1000	—	—	1300	—	1500	1500	1600	—	—	1705	—	1806
Cotesbach, opp The Bungalow		—	—	0803	0808	—	1008	—	—	1308	—	1508	1508	1608	—	—	1713	—	1813
Lutterworth, o/s George Street Car Park		0709	0714	0809	0814	0914	1014	1114	1214	1314	1414	1514	1514	1613	1614	1614	1719	1814	1819
Bitteswell, opp The Green		0713	0718	0813	0818	0918	1018	1118	1218	1318	1418	1518	1518	—	1618	1618	1723	1818	1823
Ashby Parva, opp Manor Farm		0717	0722	0817	0822	0922	1022	1122	1222	1322	1422	1522	1522	—	1622	1622	1727	1822	1827
Leire, o/s The Green		0720	0725	0820	0825	0925	1025	1125	1225	1325	1425	1525	1525	—	1625	1625	1730	1825	1830
Frolesworth, adj Frolesworth Road		0723	0728	0823	0828	0928	1028	1128	1228	1328	1428	1528	1528	—	1628	1628	1733	1828	1833
Broughton Astley, opp Main Street		0727	0732	0827	0832	0932	1032	1132	1232	1332	1432	1532	1532	—	1632	1632	1737	1832	1837
Cosby, opp The Nook		0735	0740	0835	0840	0940	1040	1140	1240	1340	1440	1540	1540	—	1640	1640	1745	—	—
Littlethorpe, opp The Old Inn		0739	0744	0839	0844	0944	1044	1144	1244	1344	1444	1544	1544	—	1644	1644	1749	—	—
Narborough, adj School Lane		0743	0748	0843	0848	0948	1048	1148	1248	1348	1448	1548	1548	—	1648	1648	1753	—	—
Fosse Park, adj Sainsbury's		0750	0755	0850	0855	0955	1055	1155	1255	1355	1455	1555	1555	—	1655	1655	1800	—	—
West End, o/s Fullhurst Avenue		0757	0800	0857	0900	1000	1100	1200	1300	1400	1500	1600	1602	—	1700	1702	1805	—	—
Leicester, Royal Infirmary Hospital (Stand 1)		0806	0807	0906	0907	1007	1107	1207	1307	1407	1507	1607	1611	—	1707	1711	1812	—	—
Leicester, St Margaret's Bus Station		0812	0812	0912	0912	1012	1112	1212	1312	1412	1512	1612	1617	—	1712	1717	1817	—	—

Saturdays

Rugby, Church Street (Stand J)	—	0749	—	0949	—	—	—	—	1249	—	1449	—	1654	—				
Rugby, Clifton Road (Stand M)	—	0751	—	0951	—	—	—	—	1251	—	1451	—	1656	—				
Clifton upon Dunsmore, adj North Road	—	0757	—	0957	—	—	—	—	1257	—	1457	—	1702	—				
Newton, adj The Paddock	—	0800	—	1000	—	—	—	—	1300	—	1500	—	1705	—				
Cotesbach, opp The Bungalow	—	0808	—	1008	—	—	—	—	1308	—	1508	—	1713	—				
Lutterworth, o/s George Street Car Park	0714	0814	0914	1014	1114	1214	1314	1414	1514	1614	1719	1814						
Bitteswell, opp The Green	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1723	1818						
Ashby Parva, opp Manor Farm	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622	1727	1822						
Leire, o/s The Green	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1730	1825						
Frolesworth, adj Frolesworth Road	0728	0828	0928	1028	1128	1228	1328	1428	1528	1628	1733	1828						
Broughton Astley, opp Main Street	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1737	1832						
Cosby, opp The Nook	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1745	—						
Littlethorpe, opp The Old Inn	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1749	—						
Narborough, adj School Lane	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1753	—						
Fosse Park, adj Sainsbury's	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1800	—						
West End, o/s Fullhurst Avenue	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1805	—						
Leicester, Royal Infirmary Hospital (Stand 1)	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1812	—						
Leicester, St Margaret's Bus Station	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1817	—						

Sundays

no service

Good Friday

same as Saturdays

Easter Monday

no service

Service Restrictions: 1 - not 7.4.15
 2 - only 7.4.15
 4 - to 17.7.15, not 30.3.15 to 10.4., 26.5. to 29.5.

Notes: SCH - Operates on Schooldays Only



X44

Leicester - Fosse Park - Broughton Astley - Lutterworth - Rugby

Hinckley Bus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
lecdgpja	Leicester, St Margaret's Bus Station (Bay 12)		269030083
lecdjwpd	Leicester, Welford Place (Stand EP)	Welford Road	269034018
lecdjwpm	Leicester, Regent Road (Stand 3)	Welford Road	269034021
lecdjwta	Leicester, Nelson Mandela Park (Stand 3)	Welford Road	269034024
lecdjwgt	Leicester, adj Burnmoor Street	Walnut Street	269034056
lecdjwgw	Leicester, opp Windermere Street	Walnut Street	269034057
lecdjpwa	West End, Wilberforce Road (W-bound)	Upperton Road	269055024
lecdgmwj	West End, opp Fullhurst Avenue	Narborough Road	269046001
lecdgmwt	Leicester, adj Rowley Fields Avenue	Narborough Road	269046004
leidtdaw	Fosse Park, opp Sainsbury's	Narborough Road South	260003735
leidtdgd	Enderby, o/s Police HQ	St. Johns	260003737
leidtatw	Enderby, o/s Palmers Nurseries	St Johns	260003721
leidtatm	Narborough, adj Trinity Road	St Johns	260003719
leidtatd	Narborough, Foxhunter (S-bound)	St Johns	260003716
leidtawt	Narborough, adj Sparsis Gardens	Leicester Road	260003728
leidtatj	Narborough, adj Abbey Road	Leicester Road	260003718
leidtjdt	Narborough, opp Carlton Avenue	Leicester Road	260004610
leidtjdj	Narborough, o/s The Limes Medical Centre	Leicester Road	260004607
leidtjda	Narborough, opp School Lane	Leicester Road	260004605
leidtjat	Narborough, adj Railway Station	Station Road	260004603
leidtjtj	Littlethorpe, adj The Old Inn	The Square	260004636
leijwmtj	Littlethorpe, adj Ridgeway Hail & Ride	Cosby Road	260070248
leijwmtm	Cosby, adj Mount Road	Narborough Road	260070246
leidjadj	Cosby, opp Victory Park	Park Road	260003306
leidjadm	Cosby, adj Park Close	Park Road	260003308
leidjadt	Cosby, adj Chapel Lane	Broughton Road	260003310
leidjdjg	Broughton Astley, adj Condor Close	Broughton Way	260017905
leidjadw	Broughton Astley, adj Peregrine Road	Broughton Way	260017930
leidjaga	Broughton Astley, adj Main Street	Orchard Road	260017921
leidjagd	Broughton Astley, opp Broctone Drive	Main Street	260017919
leidjagj	Broughton Astley, adj The Bull	Main Street	260017918
leijmgig	Frolesworth, opp Frolesworth Road	Leire Road	260019600
leijmpmj	Leire, opp The Green	Frolesworth Road	260021900
leijmpmt	Leire, opp Poplar Farm	Leire Lane	260021902
leijmapd	Ashby Parva, o/s Manor Farm	Main Street	260017300
leijmata	Bitteswell, o/s The Green	Ashby Road	260017602
leijmtdw	Lutterworth, adj Macaulay Road	Bitteswell Road	260022417
leijmtdm	Lutterworth, adj New Street	Bitteswell Road	260022413
leidjtdt	Lutterworth, o/s Morrisons	George Street	260022410
leidjamt	Lutterworth, o/s George Street Car Park	George Street	260022408
leijmtat	Lutterworth, adj Barclays Bank	High Street	260022405
leijmtaw	Lutterworth, opp Fox Inn	Rugby Road	260022406
leijmdpt	Cotesbach, o/s The Bungalow	Main Street	260018700
leijpamw	Cotesbach, Gibbett Hill Hail & Ride (S-bound)	Rugby Road A426	260024005
waratpjt	Newton, opp Silver Street	Main Street	4200F131410
waramtjm	Clifton upon Dunsmore, adj Post Office	Main Street	4200F016200
waramwmg	Clifton upon Dunsmore, adj South Road	Main Street	4200F016202
warapwpt	Clifton upon Dunsmore, adj Newhall Close	Rugby Road	4200F123301
warapwmt	Rugby, opp Butlers Leap	Clifton Road	4200F123102
warapwmd	Rugby, opp Jolly Brewers	Clifton Road	4200F123002
wardgamj	Rugby, opp Rokeby Street	Clifton Road	4200F131532
waratjga	Rugby, adj Paradise Street	Clifton Road	4200F117001
warapjgt	Rugby, North Street (Stand G)	North Street	4200F174807
wardmdga	Rugby, adj ASDA	Corporation Street	4200F156471
wardgtad	Rugby, adj St Maries RC Infant School	Dunchurch Road	4200F225101
wardgpwm	Rugby, opp Wentworth Road	Dunchurch Road	4200F224901
wardgpjw	Rugby, opp Overslade Lane	Dunchurch Road	4200F223201
wardajtjg	Rugby, opp Harris High School	Overslade Lane	4200F122402

**X44****Rugby - Lutterworth - Broughton Astley - Fosse Park - Leicester**

Hinckley Bus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. However it is free for all stops in Lincolnshire & in the SW region. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
waragaja	Rugby, Church Street (Stand J)	Church Street	4200F058001
wardgajp	Rugby, Clifton Road (Stand M)	Clifton Road	4200F055704
waratjgd	Rugby, adj Claremont Road	Clifton Road	4200F117002
wardajtd	Rugby, opp Windsor Street	Clifton Road	4200F122401
warapwma	Rugby, adj Jolly Brewers	Clifton Road	4200F123001
warapwmp	Rugby, adj Viaduct Close	Clifton Road	4200F123101
warapwpj	Clifton upon Dunsmore, opp Avon Street	Vicarage Hill	4200F123202
waramtjp	Clifton upon Dunsmore, adj North Road	Main Street	4200F016201
waramadj	Newton, adj The Paddock	Main Street	4200F045700
leijpamt	Cotesbach, Gibbett Hill Hail & Ride (N-bound)	Rugby Road	260024004
leijmdpw	Cotesbach, opp The Bungalow	Main Street	260018701
leijmtda	Lutterworth, o/s Fox Inn	Rugby Road	260022407
leidjdtj	Lutterworth, opp Barclays Bank	High Street	260022420
leidjamt	Lutterworth, o/s George Street Car Park	George Street	260022408
leidjamw	Lutterworth, opp New Street	Bitteswell Road	260022412
leijmtga	Lutterworth, opp Macaulay Road	Bitteswell Road	260022418
leijmapw	Bitteswell, opp The Green	Ashby Lane	260017601
leijmapg	Ashby Parva, opp Manor Farm	Main Street	260017301
leijmpmw	Leire, o/s The Green	Frolesworth Road	260021903
leijmgjm	Frolesworth, adj Frolesworth Road	Leire Road	260019601
leidjdjw	Broughton Astley, opp The Bull	Main Street	260017917
leidjdjt	Broughton Astley, adj Broctone Drive	Main Street	260017920
leidjdjp	Broughton Astley, opp Main Street	Orchard Road	260017922
leidjdjm	Broughton Astley, opp Peregrine Road	Broughton Way	260017904
leimatpw	Broughton Astley, opp Condor Close	Broughton Way	260017937
leidjdjd	Cosby, opp Chapel Lane	Broughton Road	260003311
leidjdgw	Cosby, opp The Nook	Croft Road	260003309
leidjdgt	Cosby, o/s Park Close	Park Road	260003307
leidjdgp	Cosby, adj Victory Park	Park Road	260003305
leidtagd	Cosby, opp Portland Street	Narborough Road	260003304
leijwmtg	Littlethorpe, opp Ridgeway	Cosby Road	260070247
leidtjaj	Littlethorpe, opp The Old Inn	The Square	260004600
leidtjaw	Narborough, opp Railway Station	Station Road	260004604
leidtdg	Narborough, adj School Lane	Leicester Road	260004606
leidtdm	Narborough, opp The Limes Medical Centre	Leicester Road	260004608
leidtdp	Narborough, adj Carlton Avenue	Leicester Road	260004609
leidtatg	Narborough, opp Abbey Road	Leicester Road	260003717
leidtdad	Narborough, opp Sparsis Gardens	Leicester Road	260003729
leidtata	Narborough, Foxhunter (N-bound)	St Johns	260003715
leidtatp	Narborough, opp Trinity Road	St Johns	260003720
leidtaw	Enderby, opp Palmers Nurseries	St Johns	260003722
leidtawd	Enderby, opp Police HQ	Narborough Road South	260003723
leidtdga	Fosse Park, adj Sainsbury's	Narborough Road South	260003736
lecdmjdm	Leicester, adj Sturgess Showroom	Narborough Road	269046006
lecdmjdw	West End, o/s Fullhurst Avenue	Narborough Road	269046009
lecdjpwd	West End, Wilberforce Road (E-bound)	Upperton Road	269055025
lecdjwja	Leicester, adj Windermere Street	Walnut Street	269034058
lecdjwd	Leicester, opp Burnmoor Street	Walnut Street	269034059
lecdgdtp	Leicester, adj Walnut Street	Aylestone Road	269034040
lecdgdw	Leicester, Royal Infirmary Hospital (Stand 1)	Infirmary Road	269034041
lecdgdwd	Leicester, adj Bonners Lane	Oxford Street	269034043
lecdptdt	Leicester, St Margaret's Bus Station		269030126

Hinckley

Bus map & guide

September 2015

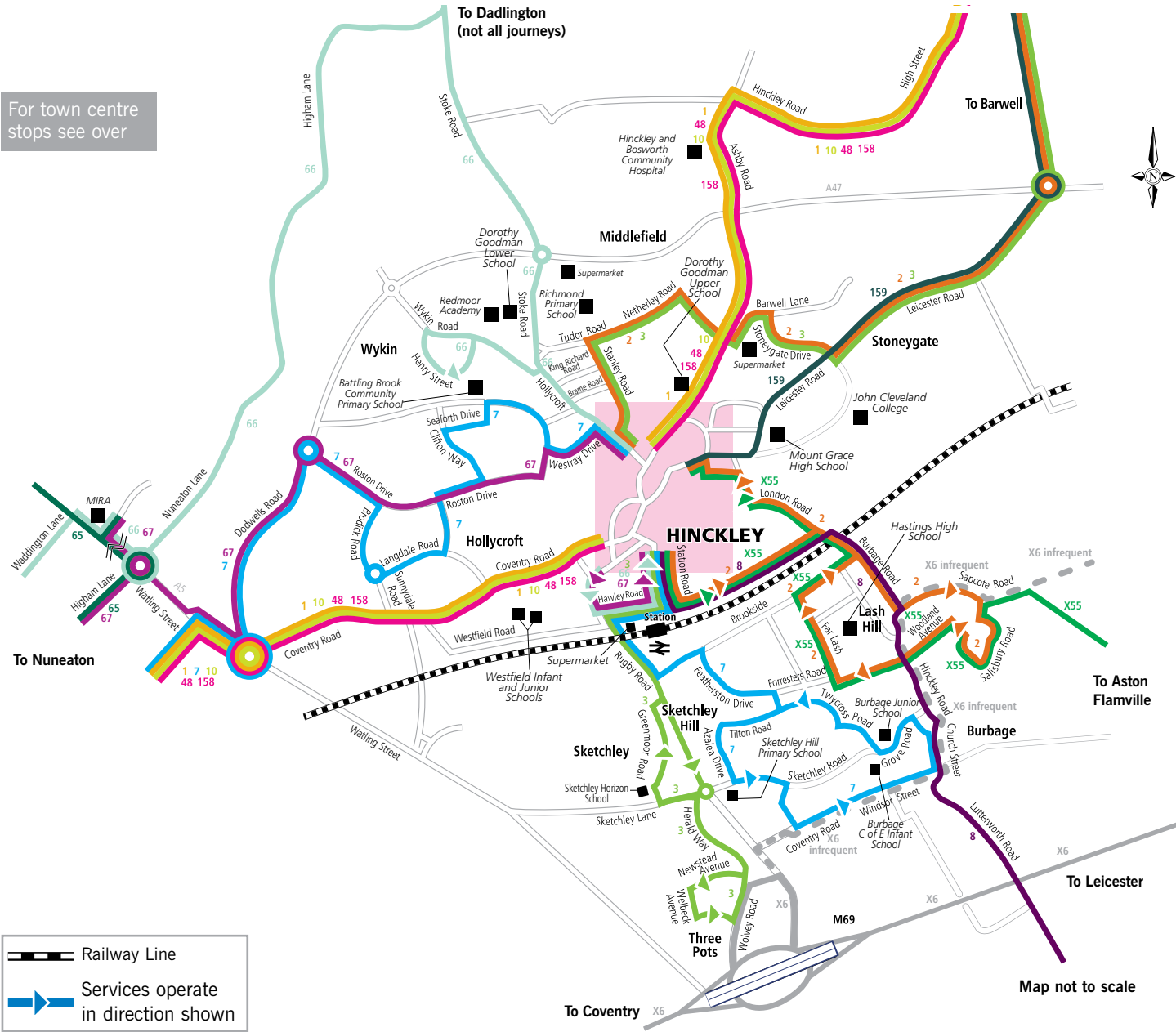


B

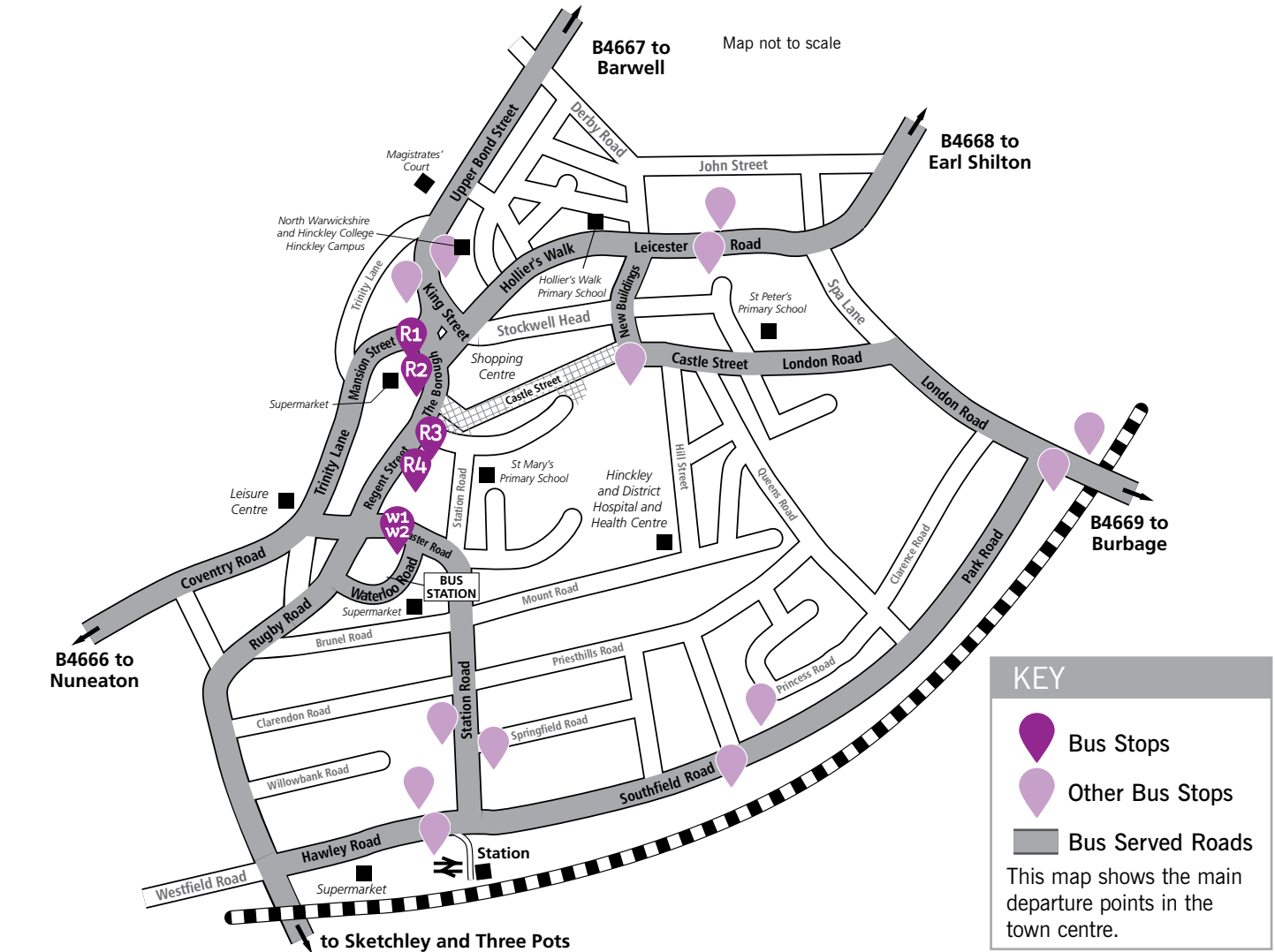
Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
1	Hinckley Bus	Earl Shilton – Barwell – HINCKLEY – Nuneaton	30 mins	no service	no service
2	Hinckley Bus	Barwell – HINCKLEY – Burbage (Meadows / Far Lash)	hourly ● (Hinckley - Burbage 2 hourly)	no service	no service
3	Hinckley Bus	Barwell – HINCKLEY – Burbage (Three Pots)	hourly ●	no service	no service
7	Hinckley Bus	Burbage – HINCKLEY – Hollycroft – Nuneaton	30 mins (Hinckley Town Centre - Nuneaton hourly in pm)	no service	no service
8	Hinckley Bus	HINCKLEY – Lutterworth	hourly ■	no service	no service
10	Stagecoach	Grove Farm – Nuneaton – HINCKLEY – Hinckley Campus – Earl Shilton	25/35 mins	no service	no service
48	Stagecoach	Leicester – HINCKLEY – Nuneaton – Bedworth – Coventry	20 mins	varying frequency check timetable/traveline for details	hourly Leicester - Nuneaton
65	Arriva	Tamworth – Polesworth – Atherstone – MIRA Technology Park – Nuneaton	hourly	no service	no service
66	Hinckley Bus	Rail Station – HINCKLEY – Wykin Road – Stoke Golding – Higham on the Hill – MIRA Technology Park – Nuneaton	hourly	no service	no service
67	Hinckley Bus	Rail Station – HINCKLEY – Hollycroft – MIRA Technology Park – Nuneaton	Monday to Friday, morning and evening peak time journeys only. Check timetable/traveline for details	no service	no service
158	Arriva	Leicester – HINCKLEY – Nuneaton	30 mins	hourly Hinckley - Leicester	hourly Hinckley - Leicester
159	Roberts Coaches	HINCKLEY – Market Bosworth – Coalville	hourly	no service	no service
X6	Travel de Courcey	Coventry – Burbage (Three Pots) – Leicester (Limited Stop)	hourly Monday - Friday 90 mins Saturday (via Hinckley Road infrequent)	no service	infrequent
X55	Hinckley Bus	HINCKLEY – Fosse Park – Leicester	2 hourly	no service	no service

Underlined services are supported by Leicestershire County Council.

- KEY:** ● Services 2 and 3 provide a combined frequency of 30 mins between Barwell and Hinckley
■ On some journeys service continues to Market Harborough from Lutterworth as Service 58. In these instances please stay on the bus for through journey.



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Waterloo Road W1 10 to Nuneaton, 48 to Nuneaton, 66 to Nuneaton, 67 to Nuneaton SMS code: leijajtp W2 10 to Earl Shilton, 48 to Leicester, 66 to Hinckley Railway Station, 67 to Hinckley Railway Station, 159 SMS code: leijajtm	Three Pots X6 The Borough R1 2 to Barwell, 3 to Barwell, 7 to Nuneaton, 10 to Earl Shilton SMS code: leijajpg R2 1 to Earl Shilton, 66 to Nuneaton, 67 to Nuneaton, 158 to Leicester SMS code: leijajpj	Regent Street R3 2 to Burbage, 3 to Three Pots, 7 to Burbage, 8, 10 to Nuneaton, X55 SMS code: leijajpm R4 1 to Nuneaton, 66 to Hinckley Railway Station, 67 to Hinckley Railway Station, 158 to Nuneaton SMS code: leijamga
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For the next timetabled departures from a specific bus stop, text the 8 letter SMS code to 84268. Normal text message rates apply and the return text message costs 25p.

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

www.Choosehowyoumove.co.uk

@CHYMLEics ChooseHowYouMove

View other local bus guides and sign up for email updates at www.choosehowyoumove.co.uk/publictransport

Further information

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

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

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

0344 800 4411
www.arrivabus.co.uk

0344 800 4411
www.arrivabus.co.uk/hinckleybus

01530 816 421
www.robertstravelgroup.co.uk

01604 67 60 60
www.stagecoachbus.com

024 7630 2656
www.traveldecourcey.com

08457 48 49 50
www.nationalrail.co.uk

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

Visit www.choosehowyoumove.co.uk/publictransport to see our other bus guides and to sign up for email notifications. Online updates will only occur if services change.

Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix C – Magna Park Footway and Cycle Plan



1 Suggested cycle route on Woodby Lane



2 Route into Bitteswell Village



3 Foot/Cycleway on Bitteswell Rd



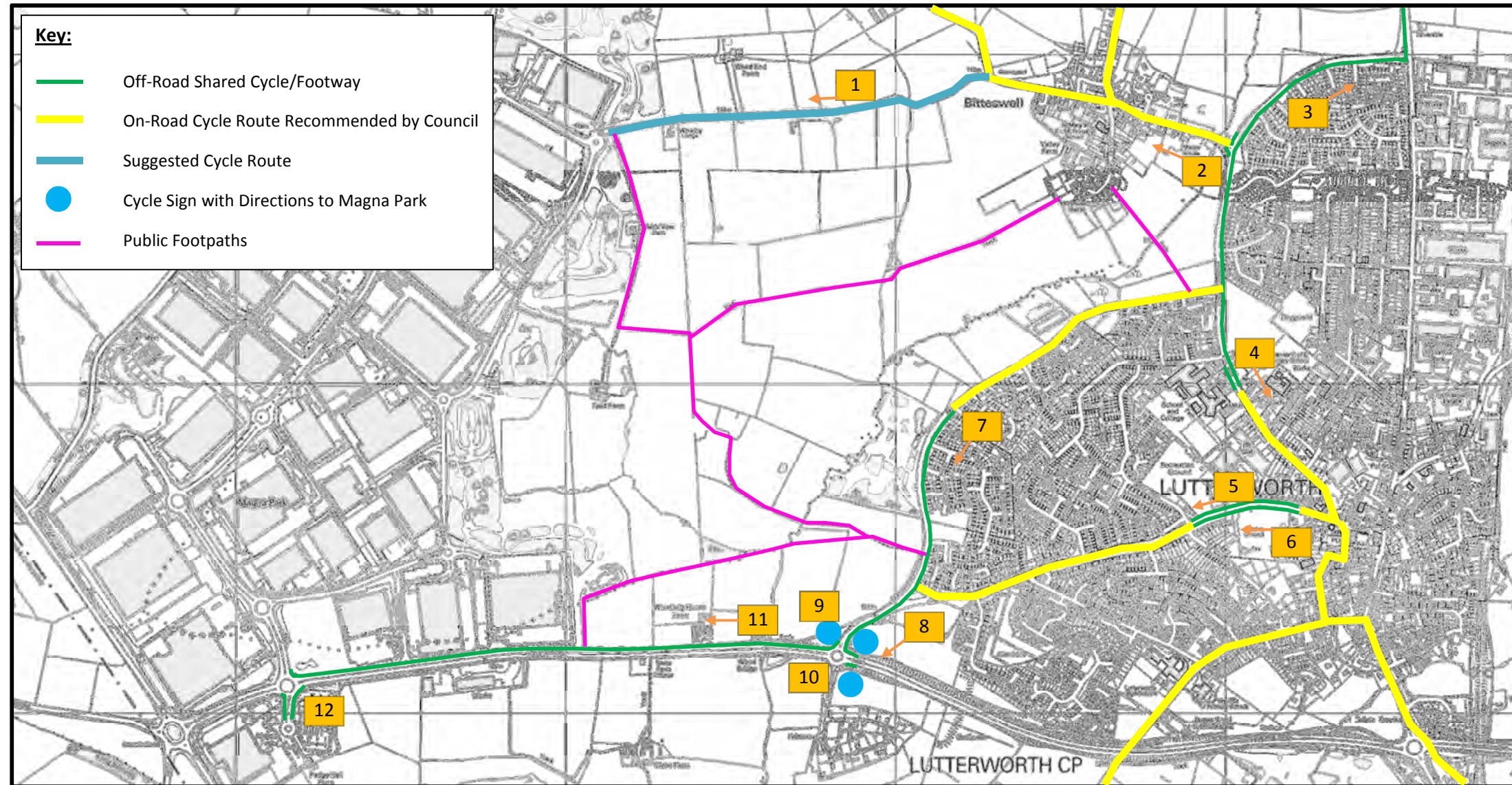
4 End of Foot/Cycleway on Bitteswell Rd



5 Foot/Cycleway on Coventry Rd (north)



6 Foot/Cycleway on Coventry Rd (south)



7 Foot/Cycleway on Brookfield Way



8 Foot/Cycleway on Coventry Rd



9 Signs to Magna Park



10 Crossing at A4303/Coventry Rd Roundabout



11 Foot/Cycleway on A4303 Coventry Rd



12 Crossing at A4303/Hunter Boulevard Roundabout

Appendix C: Magna Park Footway and Cycle Plan

Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix D – Existing and Proposed Public Access Routes

0.5 The Illustrative Proposals

0.5.3 PROW Bridleway and Footpath connectivity strategy

LEGEND

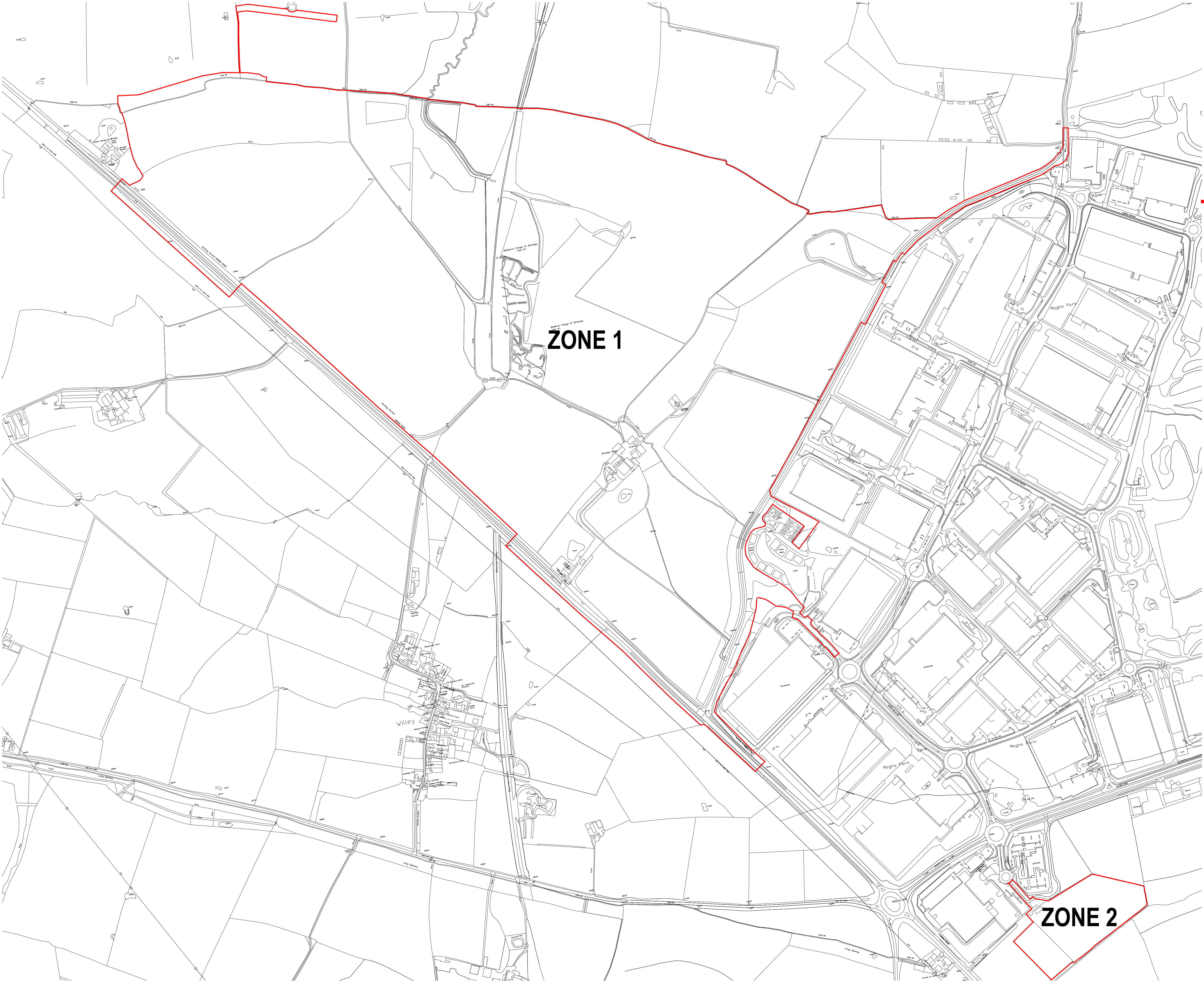
- Development Boundary
- Public bridleway
- Public footpath
- Proposed footpath
- Proposed permissive bridleway and footpath
- Existing permissive bridleway and footpath
- Proposed cycle routes
- Proposed access road
- Proposed roundabout
- S.A.M (open access)



Magna Park Extension: Hybrid Application

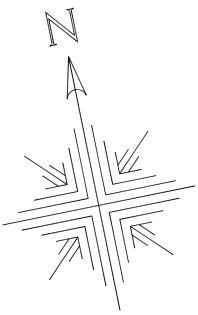
Framework Travel Plan

Appendix E – Red Line Plan



Notes:
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.

AREAS:
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.



PLANNING RED LINE	
ZONE 1	232.10 Ha
ZONE 2	6.74 Ha
TOTAL	238.84 Ha

05	Acre totals omitted.	26.08.15	mb
04	Red line revised. Area updated accordingly.	19.08.15	mb
03	Red line revised. Area updated accordingly.	28.07.15	mb
02	Drawing amended to Red Line Drawing.	08.07.15	mb
01	Road network amended according to UPS Infrastructure changes, Unit A, C & D repositioned.	15.08.14	RS

revisions

PROPOSAL

c h e t w o o d s®
a r c h i t e c t s

32 Frederick street, Birmingham B1 3HH
T: +44 (0) 121 234 7500 F: +44 (0) 121 234 7501

Project Job Number 3657
MAGNA PARK EXTENSION:
HYBRID PLANNING APPLICATION

IDI Gazeley
Brookfield Logistics Properties

Drawing Title Drawing Size A1
RED LINE BOUNDARY PLAN

Drawn MB	Date 08.07.15	Scale A1@1:5000	Cadfile 3657-30
Reviewed by KL	Drawing No. 3657-30	Rev. 05	

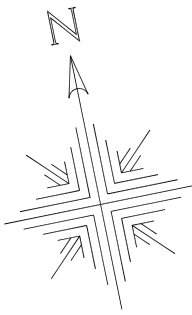
Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix F – Proposed Site Masterplan

Notes:
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.

AREAS:
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.



revisions

PLANNING

c h e t w o o d s®
a r c h i t e c t s

32 Frederick street, Birmingham B1 3HH
T: +44 (0) 121 234 7500 F: +44 (0) 121 234 7501

Project Job Number 3657
MAGNA PARK EXTENSION:
HYBRID PLANNING APPLICATION
IDI Gazeley
Brookfield Logistics Properties

Drawing Title Drawing Size A1
ILLUSTRATIVE MASTERPLAN

Drawn RDN	Date 18.07.14	Scale A1@1:4000	Cadfile 3657-33
Reviewed by TW	Drawing No. 3657-33	Rev. 09	

0m 50m 100m 200m 500m

Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix G – Site Parameter Plan



ZONE 1 MAIN SITE

NEW ACCESS
ROUNDBOUT ON A5

EXTENSION OF ARGOSY
WAY TO MERE LANE

NEW ACCESS
ROUNDBOUT ON
MERE LANE

REALIGNMENT OF
MERE LANE

NEW ROUNDBOUT TO
REPLACE EXISTING
PRIORITY JUNCTION AT
A5 / MERE LANE

PARAMETER SCHEDULE - ZONE 1

PARCELS A1, A2, A3 - STRUCTURAL LANDSCAPE

- Parcel Area: up to 32.51 Ha
- to include: footpaths, bridleways, cyclepaths, service routes, verges, swales/ watercourses/ ponds and supporting landscape
- landscape corridor widths: 10m min between Parcel L&M2 and from 20m to >25m elsewhere

PARCEL B - PRINCIPAL ACCESS CORRIDOR

- Parcel Area: up to 34.67 Ha
- to include: main road, footpaths, bridleways, service routes, verges, swales/ watercourses/ ponds and supporting landscape

PARCEL C - BITTESBY COUNTRY PARK

- Parcel Area: up to 42.32 Ha
- to include: public footpaths/bridleway (with some sections repositioned), watercourses, wetlands, strategic attenuation basins and Medieval Village of Bittesby

PARCEL D - THE MEADOW LAND

- Parcel Area: up to 28.12 Ha
- to include: existing permissive and a public bridleway

PARCEL E - MAGNA PARK HUB

- Parcel Area: up to 6.58 Ha
- Proposed Use: D1 Logistics Institute of Technology + B1(a) & D1 Estate Office + B1 (a) & (b) Innovation Centre
- Maximum floor area - National Centre for Logistics Qualifications (D1): up to 3,700 sqm (GIA)
- Maximum floor area - Innovation Centre (B1a, B1b): up to 2,325 sqm (GIA)
- Maximum floor area - Estate office (B1a, D1): up to 300 sqm (GIA)
- Max unit height: up to 125.00m AOD
- Unit FFL: up to 110.5m(NW) and up to 113.00m (NE)

PARCEL F - SMALL BUSINESS

- Parcel Area: up to 2.68 Ha
- Use: B1 (a) & (b) - Holovis
- Maximum floor area: up to 7,000 sqm (GIA)
- Max unit height: up to 122.5m AOD
- Unit FFL: up to 111.5m

PARCEL G

- Parcel Area: up to 21.86 Ha
- Use: B8 Storage & Distribution and ancillary office (B1)
- Maximum floor area: up to 101,000sqm (GIA)
- Max unit height: up to 142.6m AOD
- Unit FFL: up to 119.6m

PARCEL H

- Parcel Area: up to 13.85 Ha
- Use: B8 Storage & Distribution and ancillary office (B1)
- Maximum floor area: up to 69,850 sqm (GIA)
- Max unit height: up to 139.00m AOD
- Unit FFL: up to 120.5m

PARCEL I

- Parcel Area: up tp 6.03 Ha
- Use: B8 Storage & Distribution and ancillary office (B1)
- Maximum floor area: up to 30,500sqm (GIA)
- Max unit height: up to 135.50m AOD
- Unit FFL: up to 119.00m

PARCEL J

- Parcel Area: up to 5.19 Ha
- Use: B8 Storage & Distribution and ancillary office (B1)
- Maximum floor area: up to 28,000sqm (GIA)
- Max unit height: up to 130.70m AOD
- Unit FFL: up to 114.20m

PARCEL K

- Parcel Area: up to 28.57 Ha
- Use: B8 Storage & Distribution and ancillary office (B1)
- Maximum floor area: up to 163,000 sqm (GIA)
- Max unit height: up to 132.70m AOD
- Unit FFL: up to 114.20m

PARCEL L

- Parcel Area: up to 8.01 Ha
- Use: B8 Storage & Distribution and ancillary office (B1)
- Maximum floor area: up to 35,000 sqm (GIA)
- Max unit height: up to 132.20m AOD
- Unit FFL: up to 115.70m

PARCEL M1 - Reed beds and Bio-discs

- Existing Rees beds and Bio-discs plot expanded
- Parcel Area: up to 0.58 Ha

PARCEL M2 - Reed beds and Bio-discs

- Parcel Area: up to 1.13 Ha

Legend:

- Planning Boundary
- Parcel Boundary
- Redirected Watercourse
- Existing Watercourse

- Water attenuation Zones / Wetlands

ZONE 1: B8, B1, D1 AND PUBLIC OPEN SPACE (OUTLINE)

- Structural Landscape - Parcels A1, A2, A3
- Principal Access Corridor - Parcel B
- Bittesby Country Park - Parcel C
- Bittesby Deserted Medieval Village Schedule Monument
- The Meadow Land - Parcel D
- Magna Park Hub - Parcel E
- Small Business - Parcel F
- B8 Storage & Distribution and ancillary office (B1) - Parcels G, H, I, J, K, L
- Reed beds & Bio-discs - Parcels M1 & M2

Trees to be retained

ZONE 2 - RAILFREIGHT SHUTTLE TERMINAL, HGV PARKING AND HGV TRAINING CENTRE (DETAILED)

- Railfreight Shuttle Terminal

AREA SUMMARY - ZONE 1 (GIA)

- RED LINE AREA: 232.10 Ha
- Bittesby Country Park: 42.32 Ha
- Meadow Land: 28.12 Ha
- Other open space, structural landscaping and access: 67.18 Ha
- Storage & Distribution (B8): up to 427,350 sqm
- Logistics Institute of Technology and campus (D1): up to 3,700 sqm
- Estate Office, conference facility and heritage exhibition (B1a, D1): up to 300 sqm
- Innovation Centre (B1a, B1b): up to 2,325 sqm
- Holovis (B1a, B1b): up to 7,000 sqm

ZONE 2

- RAILFREIGHT SHUTTLE TERMINAL
- HGV PARKING
- HGV TRAINING CENTRE
- SUBJECT TO DETAILED PLANNING APPLICATION

0m 50m 100m 200m 500m

REVISED

PLANNING

c h e t w o o d s

32 Frederick Street, Birmingham B1 3HH
T: +44 (0) 121 231 7500 F: +44 (0) 121 231 7501

Project: 3657 Job Number: 3657

MAGNA PARK EXTENSION:
HYBRID PLANNING APPLICATION

IDI Gazeley
Brookfield Logistics Properties

Drawing Title: PARAMETER PLAN (1 of 2) Drawing Size A0

Drawn By: KL Date: 06.07.15 Scale: 1:10000 Cadfile: 3607

Reviewed By: 3657-34 Rev: 13

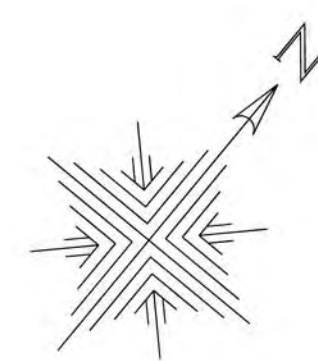
Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix H – Railfreight Shuttle Terminal Proposed Site Layout

NOTES
Contractors must verify all dimensions on site before commencing any work on site drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.

AREAS
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.



04 Wash and Fuel revised.	15.09.15	mb
03 Layout amended to suit requirements.	08.09.15	RS
02 Layout amended to suit requirements.	26.08.15	RS
01 Layout amended to suit requirements.	14.08.15	RS

Revisions

PLANNING
chetwoods
architects

32 Frederick street, Birmingham B1 3HH
T: +44 (0) 121 234 7500 F: +44 (0) 121 234 7501

Project Job Number 3657

MAGNA PARK EXTENSION:
HYBRID PLANNING APPLICATION
Zone 2, Railfreight Shuttle Terminal

IDI Gazeley
Brookfield Logistics Properties

Drawing Title Drawing Size A1
Proposed Site Layout

Drawn AD	Date 14.05.12	Scale A1@1:750	Cadfile 3657-91
Reviewed by	Drawing No.	Rev.	
KL	3657-91	04	

Magna Park Extension: Hybrid Application

Framework Travel Plan

Appendix I – Proposed Employee Routing Plan

Proposed Magna Park Employee Routing Plan

