

**CHARNWOOD 2021**

**DEVELOPING A SETTLEMENT HIERARCHY  
FOR  
CHARNWOOD**

**AUGUST 2007**

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## DEVELOPING A SETTLEMENT HIERARCHY FOR CHARNWOOD

### I. Policy Background

#### I.1. National Planning Policy

- I.1.1. PPS3 (2007) reflects the government's commitment to improving the affordability and supply of housing in all communities, including in rural areas informed by the findings of the affordable Rural Housing Commission. The delivery of rural housing should respect PPS3 principles to provide high quality housing contributing to the creation and maintenance of sustainable, inclusive and mixed urban and rural communities.
- I.1.2. LDFs should set out a strategy for the planned location of new housing contributing to achieving sustainable development. This should take account of the RSS, current needs and demands, potential to reduce carbon emissions, accessibility to existing local community facilities, infrastructure and services including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services (para 38).
- I.1.3. In rural areas housing should be provided in market towns and local service centres and also in villages to enhance or maintain their sustainability. This should include, especially in small rural settlements, considering relationships between settlements so as to ensure growth supports informal social support networks, assists people to live near their work and benefit from key services, minimise environmental impact and encourage environmental benefits (para 38).
- I.1.4. PPS7 contains complementary guidance. Away from larger urban areas development should be focused in or near local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together. This increases the likelihood of better public transport access and access by walking and cycling. These centres (or groups of settlements) should be identified in the development plan as the preferred location for such developments (para 3).
- I.1.5. Limited development should be allowed in or next to rural settlements that are not designated as local service centres to help meet local needs and maintain the vitality of these communities. In particular authorities should be supportive of such small scale development where it provides the most sustainable option in villages remote from and having poor public transport links with service centres (para 4).
- I.1.6. Paragraph 10 of PPG 4: "Industrial, Commercial Development and Small Firms" recognises locational demands of business are a key input to development plans. Plan preparation provides the opportunity to:
- encourage new development in locations which minimise the length and number of trips, especially by motor vehicles;
  - encourage new development in locations that can be served by more energy efficient modes of transport (this is particularly important in the case of offices, light industrial development, and campus style developments such as science and business parks likely to have large numbers of employees)
  - discourage new development likely to add unacceptably to congestion
  - locate development requiring access mainly to local roads away from trunk roads, to avoid unnecessary congestion on longer distance routes.

- I.1.7. PPS 6 “Positive Planning for Town Centres: A Plan-Led Approach” at paragraph 2.44 sets out a sequential approach to site selection within centres where identified need is to be met. The sequential approach requires locations to be considered in the following order:
- first, locations in appropriate existing centres using suitable sites or buildings for conversion taking account of an appropriate scale of development in relation to the role and function of the centre; and then
  - edge-of-centre locations, with preference given to sites that are or will be well-connected to the centre; and then
  - out-of-centre sites, with preference given to sites which are or will be well served by a choice of means of transport and which are close to the centre and have a high likelihood of forming links with the centre.
- I.1.8. In PPG 25 “Development and flood risk” paragraph 30 sets out guidelines for a risk-based approach for development plans using a sequential test to demonstrate there are no reasonable options available in a lower-risk flood category, consistent with other sustainable development objectives.
- I.2. Regional Spatial Strategy for the East Midlands to 2021, (RSS8), March 2005

### **A Sequential Approach to Development Form**

- I.2.1. RSS 8 provides a broad development strategy for the East Midlands up to 2021. Policy 2 establishes the sequential approach to ensure the most sustainable mix of development allocations within, adjoining and outside urban areas. Priorities are in the following order:
- Suitable previously developed sites and buildings within main urban areas that are or will be well served by public transport;
  - Other suitable locations within main urban areas not protected for amenity purposes;
  - Suitable sites adjoining main urban areas which are or will be well served by public transport, particularly involving previously developed land;
  - Suitable locations in other settlements which are or will be well served by public transport or act as rural centres for a wider rural area, particularly involving previously developed land.
  - Other locations
- I.2.2. It is accepted that for some uses it will not always be possible to find suitable sites in urban areas and that sites located elsewhere may need to be found that meet the sustainability criteria set out below.
- I.2.3. In order to assess the suitability of land for development in accordance with the sequential approach the nature of development and its locational requirements will need to be considered along with all the following sustainability criteria:
- the availability and location of previously developed land and vacant or under-used buildings;

- the accessibility of development sites by non-car modes and the potential to improve such accessibility to town centres, employment, shops and services;
- the capacity of existing infrastructure, including the highway network, public transport, utilities and social infrastructure (such as schools and hospitals) to absorb further development,
- physical constraints on the development of land, including, for example, the level of contamination, stability and flood risk;
- the impact that the development of sites will have on the region's natural resources, environmental and cultural assets and the health of local people;
- the likelihood that the site can be viably developed, taking into account the availability of resources (both public and private); and
- the suitability of sites for mixed use development and the contribution that development might make to strengthening local communities.

### **Regional Priorities for Urban Communities**

- 1.2.4. The priority for achieving a sustainable pattern of development is urban renaissance with concentration of development in urban areas to help ensure homes, jobs and services are well related to one another, to maximise accessibility and to support efficient use of resources. Policy 5 establishes priorities for urban concentration:
- Significant new development in Principal Urban Areas (PUAs) taking into consideration the roles of settlements closely related to them;
  - Significant new development in Corby, Kettering and Wellingborough growth areas;
  - Appropriate development though of a lesser scale in Sub Regional Centres (SRCs).
- 1.2.5. In conjunction with all the above there is also a need to generally provide for the development needs of other settlements and rural areas taking into account as appropriate the influence of major urban areas outside the region.
- 1.2.6. The top tier of settlements are the Principal Urban Areas (PUAs) including Derby, Leicester and Nottingham, the three largest cities and major urban centres in the region. Each PUA is a conurbation of sustainable urban communities, attractive to live and invest in with potential for:
- A variety and choice of high quality, healthy, affordable and sustainable living and working environments;
  - Sufficient jobs to meet employment needs along with associated education and training opportunities;
  - Modern urban transport networks and interchanges with the emphasis on public transport provision;
  - Vibrant city, town and local centres to serve communities with high quality services, to promote identity and social cohesion and drive economic growth;
  - Improved infrastructure capacity, including healthcare, recreational and other facilities including public open space.
- 1.2.7. Policy Areas for each PUA will be delineated by agreement between relevant local authorities. In some cases joint LDF Action Plans may be justified to ensure consistent and co-ordinated development proposals. Targets are being developed for the

percentage of the region's new development to be provided in PUAs and the number of new houses, land and floorspace to be developed within and outside PUAs.

I.2.8. Below the PUAs are the Sub-Regional Centres (SRCs) including Coalville, Loughborough and Melton Mowbray. SRCs are free standing settlements complementary to PUAs, exhibiting many similar characteristics, albeit on a reduced scale. The SRCs have the capacity to support sustainable development objectives through:

- Design-led approaches such as masterplanning and town centre renewal;
- Additional development in line with the sequential approach;
- Opportunities for economic diversification;
- Providing a range of services to support surrounding hinterlands;
- Being most accessible centres in areas served by a range of transport modes.

I.2.9. Development should support an SRC's role and function but must not be of a form or scale prejudicial to the urban renaissance of the larger PUAs. It should be in scale with the size of the host settlement, in locations respecting environmental constraints and have good public transport links.

#### **Regional Priorities for Rural Communities**

I.2.10. Although much of the East Midlands is urbanised, notably the Three Cities sub area, there is a large rural component. In rural areas the priority is to sustain village communities and reverse decline in services available. Policy 6 aims to ensure new development maintains the distinctive character and vitality of rural communities, strengthens both rural enterprise and linkages between settlements and hinterlands by a number of measures, including:

- Providing for housing and a range of services in market towns to serve a wider hinterland;
- Providing employment development to strengthen market towns;
- identifying other settlements, or groups of settlements, which are accessible to the rural population, as the preferred location outside of the market towns (*and presumably by definition outside the PUAs and SRCs*), for local housing, including affordable housing, and most other services;
- encouraging development related to the rural economy, including farm based enterprises and appropriately scaled growth of new and existing rural businesses.

#### **Three Cities Sub-area Priorities**

I.2.11. Charnwood is located at the heart of the Three Cities Sub area. The Sub area priorities in Policy 15 are for the continued regeneration of for the PUAs of Derby, Nottingham and Leicester and stronger economic, commercial and cultural roles for these Three Cities.

I.2.12. Policy 15 also indicates that outside the Three Cities development should be located within and adjoining settlements, in scale with the size of the settlement, in locations respecting environmental constraints and surrounding countryside, and where there are good public transport links. Any development associated with Nottingham East Midland's Airport should be focused where possible in surrounding urban areas notably the three PUAs and the SRC of Loughborough.

- 1.2.13. In the supporting text it is recognised that the long established green wedge policy around Leicester has successfully controlled urban sprawl around the City. The expectation is for the sequential approach to be used to ensure development is in sustainable locations, promoting where possible the use of previously developed land and contributing to regeneration initiatives. Loughborough is acknowledged to be one of the larger settlements outside the PUAs where development needs and opportunities need to be considered in the light of the town's relationship to the PUAs.
- 1.2.14. As part of the RSS review a Sub Regional Spatial Strategy (SRSS) is being prepared for the Three Cities sub area by the Regional Planning Board in consultation with local authorities, Emda and other interested bodies. The SRSS will set out long term policies and proposals to promote, amongst other things, sustainable patterns of development within and between the Three Cities and other settlements within the sub area and beyond.
- 1.3. Leicestershire, Leicester and Rutland Structure Plan (LRSP), 1996 to 2016, Written Statement (March 2005)
- 1.3.1. The Structure Plan sets out the strategic policies for the period 1996 to 2016.
- Central Leicestershire Policy Area (CLPA)**
- 1.3.2. Structure Plan Strategy Policy 1 provides guidance on the scale and location of development to be provided within the CLPA in and around Leicester. The aims are for development needs to be met by making optimum use of available urban capacity in existing built-up areas within Leicester and the Leicestershire Urban Area, to balance housing and employment developments within the CLPA and to integrate land use with transport policy objectives.
- 1.3.3. The scale of development proposed in the CLPA between 1996 and 2016 is 31,500 houses, equivalent to 50% of total housing provision, and 376ha of employment development, that is 43% of total needs.
- A Sequential approach to the location of development**
- 1.3.4. Strategy Policy 2A establishes the sequential approach for the location of development in line with the strategy of urban concentration. The approach applies to all types of development significant enough to warrant allocation. The only exceptions to the approach would be where operational requirements do not fully fit with standard application of the policy. Land for development is to be allocated in the following priority order:
- a. previously developed land and buildings within or adjoining the central area of Leicester and the town centres of the Main Towns of Ashby, Coalville, Hinckley/Earl Shilton, Loughborough, Lutterworth, Market Harborough, Melton Mowbray, Shepshed, Oakham and Uppingham;
  - b. previously developed land and buildings elsewhere within the Leicester and Leicestershire Urban Area<sup>1</sup> and the Main Towns;

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<sup>1</sup> The definition of the Leicester and Leicestershire Urban Area includes Birstall and Thurmaston

- c. other land within the Leicester and Leicestershire Urban Area and the Main Towns;
- d. land adjoining the Leicester and Leicestershire Urban Area<sup>2</sup> and the Main Towns, particularly where this involves the use of previously developed land;
- e. land within or adjoining Rural Centres, or other settlements which are or will be well served by public transport, particularly where this involves the use of previously developed land, and
- f. in other locations, subject where relevant to the considerations in Strategy Policies 5, 6 or 8. (*applicable to Green Wedges and Countryside*)

### **Suitability of Land for Development**

I.3.5. Strategy Policy 2B sets out the criteria to be taken into account in considering the suitability of land using the sequential approach:

- i. the actual or potential accessibility of sites by non-car modes, including pedestrian, cycling and public transport links to central areas and district or local centres;
- ii. the actual and potential capacity of existing public transport, utilities and social infrastructure to support further development;
- iii. physical constraints on development, including ground contamination and stability and flood risk;
- iv. the impact of development on natural resources and environmental and cultural assets;
- v. the cost of development, the economic viability of sites and the availability of public and private resources to bring forward land and buildings for development;
- vi. the need to secure a balance of land uses within the area, including by mixed use development; and
- vii. the contribution that development could make towards the strengthening of a local community, supporting local services and meeting local needs, particularly within Rural Centres designated in local plans.

### **Rural Centres**

I.3.6. Strategy Policy 2C identifies the criteria for the designation of main settlements in rural areas as Rural Centres. In order to qualify as a Rural Centre a settlement needs to serve a rural hinterland and have all, or most of, the following functions:

- Primary school
- Post office
- General store
- General medical practice (GMC)
- Pharmacy (if not within a GMC)
- Community and leisure facilities
- Additional employment to that provided by all the aforementioned<sup>3</sup>
- A regular, six day a week return bus service (*to Leicester or a Main Town*)

### **Strategic Greenfield Sites (SEA)**

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<sup>2</sup> as I above

<sup>3</sup> The LRSP Panel in considering this issue concluded a Rural Centre should contain or provide for “additional employment” over and above that arising from basic services and community uses.

1.3.7. Strategy Policy 3 sets out guidance to ensure greenfield sites releases justified on top of previously developed sources take place in an integrated and sustainable manner. It is recognised that exceptionally two or more smaller sites could be released as an SEA if a combination of sites would better serve the objectives of sustainable development through integration with existing development or facilities, or less harmful environmental impact compared with a single site. Greenfield sites should generally be urban extensions, and:

- be of significant size and scale (*unless the exceptional circumstances referred to above dictate otherwise*);
- be of a form and character appropriate to the surroundings;
- incorporate good quality mixed use development including employment uses, or be capable of integration with existing development to the same end;
- incorporate open space to prescribed standards, and contribute to existing and proposed green networks;
- be large enough to enable significant developer contributions to be made towards transport and other infrastructure provision;
- be phased within the local plan period consistent with the principle of previously developed land being developed first; and
- be capable of development in a phased sequence that enables new residents to have early access to local employment, public transport and other facilities.

#### 1.4. Other sources of information

##### **Urban Housing Capacity Study (UHCS, CBC, March 2004)**

1.4.1. The UHCS quantified “urban” housing potential in the Borough assessing sites:

- within the Main Towns of Loughborough and Shepshed;
- within Birstall and Thurmaston in the Leicestershire Urban area, and
- in settlements larger than the chosen minimum threshold of 2000 population together with Woodhouse Eaves and Wymeswold which are smaller but have all or most of the facilities stipulated in Structure Plan Strategy Policy 2C. The twelve settlements in this category were:

Anstey, Barrow upon Soar, East Goscote, Hathern, Mountsorrel, Queniborough, Quorn, Rothley, Sileby, Syston, Woodhouse Eaves and Wymeswold.

##### **Charnwood Community Survey, January 2002**

1.4.2. This boroughwide survey included a question on general accessibility to local services and amenities. Respondents were asked how easy was it for them to get to a list of services and amenities from their home using their usual form of transport. Over 90% of respondents were of the view that they could easily access a corner shop (95.3%), and a Post Office (91.0%). Over 80% of respondents were of the view that they could easily access a public transport facility (80.5%); publicly accessible green space, for example parks, (85.9%); a GP (86.3%); and a shopping centre or supermarket (87.1%). The least accessible services were a sports centre (49.6%), child care facilities (53%), a Council or neighbourhood office (55.1%) and a local hospital (55.7%).

## 2 **Assessing settlements in Charnwood**

Preparation of the LDF provides an appropriate opportunity to establish a settlement hierarchy for Charnwood having regard to the policy context set out in Section 1. The settlement hierarchy also needs to take account of key local influences:

- Availability and accessibility of services and facilities
- Settlement size and function
- Geographical distribution of settlements and interactions between them

## 2.1 Availability of services and facilities

- 2.1.1. It should be noted at the outset that continuing changes in technology, lifestyles and culture, plus climate will increasingly influence how people access services and facilities. Of particular importance are innovations in communications which mean much more can be done via the internet, e-mails etc. The need to address climate change could lead to people changing travel patterns by for example meeting more needs locally than they do at present. A key influence on demand for services will be demographic changes notably the increasing numbers of older people.
- 2.1.2. This report addresses issues on the basis of current patterns of use.
- 2.1.3. Appendix 1 sets out the community, leisure and social facilities available in each community at the middle of 2007. “Sustainable” settlements are considered to be those offering a good range of community, leisure and social facilities to the host community and surrounding rural catchment. It is apparent that smaller rural communities offer some services and facilities for local residents but depend upon provision in larger settlements to cater for wider needs.
- 2.1.4. Appendix 2 ranks settlements by overall provision but gives no priority weighting to any particular service or facility. Larger settlements, as might be expected generally have better provision. However in certain cases, notably Mountsorrel, Shepshed and Birstall, larger settlements are not as well served as might be expected. By contrast some smaller villages score reasonably well notably Woodhouse Eaves, Queniborough and Hathern.
- 2.1.5. For **education** secondary/ upper schools are generally found in settlements larger than 5,000 population. The exception is the cluster of Soar valley villages where schools are located in Barrow, Quorn and Birstall. Here school catchment areas cover the larger villages of Mountsorrel and Sileby. Primary schools are generally found in settlements greater than 500 population. The only exceptions are the rural villages of Swithland and Seagrave. The Loughborough Endowed Schools and Ratcliffe College are private facilities and their catchment areas extend well outside Charnwood.
- 2.1.6. In terms of **shopping** the survey identified convenience shops able to offer customers the range of goods found in a weekly food shopping basket. Provision is focused on major supermarket chains located in main urban areas. Elsewhere provision is smaller scale but probably sufficient to serve day to day needs. In general terms settlements over 1,000 population have at least one general store. Notable exceptions are the small rural village of Thrussington supporting a post office/ general store whilst the larger village of East Goscote has a butcher, baker and newsagent rather than a general store.

- 2.1.7. Access to **healthcare** facilities appears reasonably good, although some services are known to operate at, or close to, capacity. Hospitals are available in Loughborough, Leicester and Nottingham. The smallest settlements with a doctors surgery are Hathern (1886) and Wymeswold (1109), although the latter surgery is shared with Barrow upon Soar. The lack of facilities in similar sized villages such as Queniborough (2272) and Cropston / Thurstaston (population of 1998 combined) may reflect their proximity to larger settlements. Hathern is the only village with a surgery not to have a separate pharmacy. Rothley (3535) is the smallest settlement to support a dental practice. Anstey (5893) is the only settlement under 6000 with opticians.
- 2.1.8. **Post office services** have been subject to continuing review in recent years. Despite some closures facilities are still widely available. The level of service varies from main offices in largest urban centres to local facilities shared with general stores, as for example in Hathern and Thrussington, and part time services in small rural villages such as Barkby.
- 2.1.9. **Banks** have reduced in number in recent years. Settlements of over 6,000 population usually have at least one bank with the exception of Mountsorrel (7582). The network of cashpoints has expanded significantly to the extent that facilities are available in all villages larger than 1,250 population, although many of them charge for access to cash.
- 2.1.10. **Pubs** provide eating and drinking facilities for local residents and visitors. They may also provide important locations for cashpoints and community space. All but the smallest communities support at least one pub. Woodhouse (430) is the largest village without a pub but there is good provision in nearby Woodhouse Eaves and Quorn.
- 2.1.11. Main branch **libraries** are found in villages larger than 5,000 population. Facilities in smaller villages offer fewer services and shorter opening hours. Hathern (1886) is the smallest village to support a library. The mobile library service visits most communities that do not have a static library as well as some urban areas. The catchment area of Mobile 5 operating from Birstall library includes Barkby, Birstall, Burton on the Wolds, Cossington, Cropston, Mountsorrel, Newtown Linford, Queniborough, Ratcliffe on the Wreake, Rearsby, Rothley, Seagrave, South Croxton, Swithland, Thrussington, Thurstaston, Walton on the Wolds, Wanlip, Woodhouse Eaves, Wymeswold. Mobile 8 covers Loughborough. The small communities of Barkby Thorpe, Beeby, Cotes, Prestwold, Ulverscroft, Woodhouse, and Woodthorpe do not have library services.
- 2.1.12. The distribution and nature of **employment opportunities** has changed markedly in recent times. Many settlements have lost traditional employment sites to housing and other uses. Conversely former agricultural buildings located in villages and rural areas are being bought into positive use as farming diversifies. This has led to an imbalance between homes and jobs in most communities in the Borough contrary to sustainability objectives.
- 2.1.13. Accessibility by public transport
- 2.1.14. The majority of Charnwood settlements are only fairly or reasonably well served by public transport This means they have at least one, hourly, weekday, daytime bus service to one or more urban centre. Most bus services link to the central areas of

Leicester and/ or Loughborough. Settlements in the east link to Melton Mowbray. Shepshed, Loughborough and the Wolds villages are linked by bus to Nottingham and Coalville. Only Loughborough and Hathern have direct bus services to East Midlands Airport and Derby.

- 2.1.15. Many residents of Loughborough, Syston and Thurmaston live within 400 metres of bus services of half hourly or better. This level of access provides an alternative to the car for many trips. Elsewhere most people live within 800 metres or 10 minutes walking time of available services. This level of service is insufficient to be a real alternative to car use. In rural areas daytime frequencies are hourly or worse, with few services in evenings and on Sundays. A major deficiency in the local network in recent years has been the lack of services linking settlements east to west / south east to north west across the Borough, for example, between settlements either side of the Soar and Wreake valleys and between the Wreake and Soar valley settlements and the Wreake valley and Loughborough.
- 2.1.16. Loughborough has good rail access to the national network via the town's Midland Mainline station with three trains an hour on weekdays to London and a similar frequency northbound via Derby and Nottingham. Central Trains Birmingham to Nottingham services operate hourly from Loughborough. Barrow upon Soar, Sileby and Syston are served by broadly, daytime, hourly services to Nottingham, Loughborough and Leicester as part of the Central Trains services. People living in the south of the Borough can join services at Leicester.
- 2.1.17. Appendix 4 is a comparative assessment of Charnwood settlements in terms of overall local bus and rail service frequency based on timetables published at July 2007. The total score for each settlement combines bus and rail during peak hours, daytime, evenings and on Sundays. It is noticeable that service levels fall away in evenings and on Sundays. The frequency of existing services is considered to provide a better benchmark for comparing the relative accessibility of settlements in Charnwood than a simple measure of the number of services or similar criteria. A judgement of overall public transport accessibility needs to have regard to the pattern of services and range of destinations served.
- 2.1.18. In Appendix 4 settlements are grouped using four categories based on the range and frequency of services currently available:

**VERY GOOD** - a good choice of services to two or more main urban centres and other key destinations, with a number at 15 minutes or better frequency during weekday daytime, plus some evening and Sunday services on a number of routes

**GOOD** - one or more service of 30 minute or better frequency during weekday daytime to two main urban centres, plus some evening and Sunday services

**REASONABLE** - at least one service of half hourly or better frequency to one or more main urban centre, or two hourly services to two main urban centres, plus some evening and Sunday services

**FAIR** - a service at 60 minute frequency to two main urban centres during weekday daytime, but no evening or Sunday services

**POOR** - a service at 120 minute frequency to two urban centres during weekday daytime only, or no provision

- 2.1.19. It is important to bear in mind that these categories only compare standards within Charnwood. Although public transport provision in Loughborough scores 'very good' in this local assessment the town would not rank so highly when assessed against larger urban areas with high quality public transport networks. The assessment should be viewed as a useful overview of local public transport accessibility. The only obvious anomalies appear to be Anstey and East Goscote, villages relatively well served by buses. The lower score in this analysis arises because the high frequency services 5 serving East Goscote and 74 serving Anstey only link to Leicester, and therefore do not score as highly as similar frequency services linking two urban/ service centres. Loughborough's score is similarly reduced because a number of inter urban services terminate in the town centre.
- 2.1.20. The July 2007 data shows that since the previous November 2007 survey there have been some improvements notably:
- better Sunday and evening services for a number of communities;
  - significant improvements on the Airline Shuttle bus service including overnight services between Loughborough/ Hathern, East Midlands Airport and Derby funded for 3 years by the government Kickstart's programme as part of improvements to surface access by public transport to the Airport.
- 2.1.21. Over the same period there have been some reductions in bus services serving a number of smaller communities as County Council supported bus routes have been reorganised. Demand responsive services are provided as an alternative to ensure mobility for those without access to a car.
- 2.1.22. Appendix 6 illustrates diagrammatically the accessibility of communities to bus and rail services of hourly or better frequency. 400 metres is taken to be a maximum distance people might be prepared to walk to use the bus rather than go by car. This distance takes account of variations in personal mobility, topography, the need to cross roads etc. It is assumed train users would generally be prepared to walk further, that is 800 metres, to a rail station in order to access faster and more direct train services to destinations.

## 2.2 Relationships between settlements

- 2.2.1. The Borough is centrally located within the Three Cities Sub-Area but traditionally has stronger links with Leicester than Nottingham and Derby with Leicester's influence strongest in south Charnwood. Between 1960 and 1990 Leicester's population declined whilst many settlements adjacent to the City, including Anstey, Cropston, Thurmaston, Birstall, Rothley, Thurmaston, Syston and East Goscote in Charnwood, experienced significant growth. As a result many people have moved out from Leicester but retain strong family, work and other ties with the City.
- 2.2.2. Commuter trips in and out of Leicester have grown significantly over time. The 1991 Census journey to work data confirms nearly 16,000 Charnwood residents commute

into Leicester, a net inflow of about 11,800 citybound. The Central Leicestershire Local Transport Plan area and the Structure Plan's Central Leicestershire Policy Area are defined using the Greater Leicester travel to work area. Both areas include Charnwood settlements south of a line drawn between Anstey, Cropston, Rothley, East Goscote and Rearsby. Of these settlements Birstall and Thurmaston are included in the Structure Plan's Leicester and Leicestershire Urban Area in recognition of their close physical and functional relationships with the City.

- 2.2.3. Loughborough, by far the largest settlement in Charnwood, has developed into a free standing town of sub regional importance for employment, shopping, leisure and other activities. The town is sustained by a wide catchment extending outside Charnwood via good road and rail links to the north and west into Nottinghamshire and Derbyshire. Within Charnwood the town has strong links with a ring of satellite settlements comprising Shepshed, Quorn, Barrow upon Soar, Hathern Cotes and Woodthorpe. Shepshed, the largest, a small town on the other side of M1 J23 has an established, but declining, base of jobs, services and facilities and is identified as a Main Town in the Structure Plan. Quorn, Barrow upon Soar and Hathern are large villages, predominantly residential in character, supporting locally important services and facilities. Cotes is a small mixed community located on the eastern edge of the Soar valley opposite to Loughborough at the entry to the Wolds. Woodthorpe is a small farming and residential community now very close to the expanded urban area.
- 2.2.4. Alongside the Soar valley between Loughborough and Birstall, and the Wreake valley south of Rearsby, are clusters of expanded settlements each with a strong individual identity but limited separation from neighbouring settlements. The largest, notably the small town of Syston, support a variety of employment sites and central areas providing shops, services and facilities for a host community and nearby rural communities. In most of the settlements services and facilities face increasing pressures from population growth and some are experiencing a decline in economic and shopping bases. All central shopping areas face strong competition from main urban centres, out of centre facilities and the internet.
- 2.2.5. Elsewhere in rural areas of Charnwood Forest, the Wolds, the fringes of the Wreake valley and High Leicestershire are groups of small farming and residential communities. Most support limited services and facilities. Woodhouse Eaves and Wymeswold have a range of service and facilities for village residents but they are not strong enough to support their surrounding rural areas.
- 2.2.6. Assessment of the self containment of settlements in Charnwood
- 2.2.7. a) General implications from published work on the role and function of Rural Settlements.
- 2.2.8. Research undertaken in 2004 for the Countryside Agency (The Role of Rural Settlements as Service Centres by Land Use Consultants/ SERRL/ Emma Delow) sought to establish how modern rural settlements function. Eight market towns and surrounding villages across England were examined and households surveyed about journey patterns to work and to access services.

2.2.9. The work challenged simplistic assumptions about settlement hierarchies, particularly the role of market towns as service centres for rural hinterlands, which was seen to vary in scale and nature according to local circumstances.

2.2.10. The major findings include:

- The lives of rural residents are characterized by high levels of mobility and dispersal of activity
- The influence of near and further urban neighbours on rural residents is significant
- Residents make different patterns of use for different services and for work. Work journeys are less localised and are generally daily trips
- The role of market towns as service centre for their own population and surrounding villages will vary in nature and scale
- Use of appropriate evidence is essential to provide sufficient understanding to plan effectively for sustainable futures.

The research suggests there are often clear needs for particular types of development in rural settlements such as affordable housing or essential workers. However a key finding is that future change needs to be approached with care to ensure only development making a positive and proportionate contribution to the sustainability of a settlement is allowed. Otherwise existing problems of unsustainability would be compounded.

2.2.11. Similar findings emerge from other studies. A general conclusion is that people living in towns and villages are more mobile than usually assumed with the majority travelling mainly by car to a wider and more distant range of destinations for services and especially for work. Significant use of jobs, services and facilities in neighbouring larger urban areas tends to be a particularly strong influence in undermining local sustainability.

2.2.12. The causes of reduced sustainability in villages are likely to be many and deep seated. Their resolution requires appropriate policy responses from different agencies. A planning strategy will be just one element,

2.2.13. A key consideration appears to be the ease of mobility by car. This has reduced the use of local services and helped inflate local house prices as the affluent and more mobile increasingly relocate to rural areas whilst accessing jobs and services over a wide area. Rural households tend to own more cars and use them more often.

2.2.14. b) Self containment of Charnwood settlements in terms of travel to work patterns

2.2.15. The County Council's Charnwood Travel to Work profile (2006) provides a ward based insight into this aspect of self containment. The ward definitions are a reasonable reflection of settlement pattern in the Borough

2.2.16. The car is the main mode of travel to work especially in villages. All village based wards have a significant proportion of households with 3 or more cars. Homeworking rates are highest in a number of villages. By contrast walking and cycling are more prevalent in larger urban areas which also have the lowest average travel distances to work. Distances travelled tend to be significantly higher from villages as people have direct

and convenient road access to a range of destinations in the Three Cities sub area and beyond.

- 2.2.17. The proportion of people living and working within the same ward is one indicator of self containment. The analysis of data at Appendix 3 indicates highest levels of self containment are in parts of Loughborough and Shepshed with lowest levels in villages notably settlements on main transport corridors to Leicester.
- 2.2.18. Loughborough Lemyngton contains the town's main employment area and has the greatest proportion (40%) of people living and working in any ward. By contrast Loughborough Garendon (12%) has the lowest proportion reflecting its primarily residential character. Some village wards such as Forest Bradgate (including Anstey and Newtown Linford) and the Wolds (including Burton, Wymeswold, Hoton and Prestwold) have high levels of home working.
- 2.2.19. Another indicator of self containment is the commuting balance in terms of net flows of people travelling in and out of wards to work. This analysis is also included at Appendix 3. The only wards with a significant inflow of workers are those parts of Loughborough and Thurmaston containing significant employment areas.
- 2.2.20. In general terms wards with a big imbalance between jobs and resident workers are likely to be less sustainable locations because fewer people can live near to work if they choose to do so. In reality patterns are more complicated because there can be a mismatch between workforce skills and jobs available. It is also possible that wards with an outflow of commuters are located close to wards with significant employment opportunities and an inflow of commuters. As an example Loughborough Garendon is close to the University, the town centre and Bishop Meadow Industrial Estate. Wards in Birstall are close to employment areas in Leicester and Thurmaston.
- 2.2.21. The findings of a recent study on '*Commuting Flows in the East Midlands*' by EMDA/ Experian (April 2007) indicate Charnwood has the fourth highest level of out commuting of all districts in the region. The Borough's population profile, the quality of local housing, the quantity, type and quality of jobs locally available plus the good access by road and rail notably to the Three Cities are all contributory factors.
- 2.2.22. Commuting to Leicester is the major influence in the Borough attracting as far north as Loughborough and Shepshed with the biggest flows from settlements in the Soar and Wreake valley wards nearest to the City.
- 2.2.23. In general terms the Study indicates the average profile of commuters across the region is mainly males aged between 30 and 44 from higher socio economic groups working in highly skilled, managerial and professional occupations. It also suggests that the economic life of areas where commuting is prevalent is dependent on the commuting flows.
- 2.2.24. Conclusions
- 2.2.25. All the available travel to work evidence suggests Charnwood has become a popular location for out commuting including from attractive village locations. People seem increasingly prepared to travel further to work in line with national trends. They are

able to commute by car to a wide range of destinations. Travel by public transport is better than in many non-urban districts in the region but still only significant for settlements accessible to services along main corridors to Leicester and Nottingham.

- 2.2.26. Although no substantive evidence is available it is reasonable to assume similar patterns of mobility exist for access to other services and facilities and that the propensity of many Charnwood residents to travel may be undermining objectives to improve the self containment and sustainability of the Borough's towns and villages.

### **3 Suggested Settlement Hierarchy for Charnwood**

- 3.1.1. The settlement hierarchy should be designed to reflect local characteristics and the main planning policy considerations. The main factors determining the categorisation of settlements are:

1. the strong urban influences of Leicester in the south and Loughborough in the north of the Borough. Leicester's influence is assumed to be most significant over a catchment within about 15km of the city centre, and Loughborough's over the area about 10km from the town centre (see map at Appendix 7). Coalville to the west and and to a lesser degree Melton Mowbray to the east in adjoining districts function in a similar way to Loughborough. A catchment of about 15km for Nottingham city centre would include the northern edge of Wymeswold parish. No part of Charnwood is located within 15km of Derby city centre;
2. the small towns of Syston and Shepshed and other large villages concentrated alongside the Soar and Wreake Valleys, have well established service bases. Despite proximity to nearby urban centres and significant levels of out commuting these settlements are well placed to serve many needs of residents of nearby areas. A reasonable average definition for a catchment would be the area within about 5km of a central area (see map at Appendix 7). East Leake, Groby and Markfield in adjoining districts are considered to perform a similar function.
3. having regard to 1) and 2) above the only parts of the Borough that would not be located within the defined catchments of both a main urban centre and a local service centre as suggested would be around Wymeswold and South Croxton. However both areas are within reasonable distance of a main urban centre.
4. Given their close proximity and strong interactions Loughborough and Shepshed either side of the M1 may reasonably be assumed to function as part of one urban system. This would be equivalent to the Loughborough Sub Regional Centre as defined in RSS8.
5. the proximity of most parts of Charnwood to the suggested main urban centres and local service centres within and just outside the Borough plus the lower levels of jobs, services and facilities in the remaining rural settlements suggest that no settlement in Charnwood functions as a Rural Centre in line with Structure Plan guidance. The two settlements that come closest on the basis of current provision are Woodhouse Eaves in the Charnwood Forest area and Wymeswold in the Wolds. However neither village has sufficient services and facilities for a self contained catchment that would attract local residents away from stronger competing centres.

- 3.1.2. A potential hierarchy emerging from the foregoing assessment is set out in Table I below.

**Table 1: Suggested Settlement Hierarchy for Charnwood**

<b>South Charnwood (Central Leicestershire Policy Area)</b>	<b>North Charnwood</b>
<p><b>MAIN URBAN CENTRE</b></p> <p><b>LEICESTER PRINCIPAL URBAN AREA</b> Including: Birstall and Thurmaston</p>	<p><b>MAIN URBAN CENTRE</b></p> <p>No equivalent settlement</p>
<p><b>SUB REGIONAL CENTRE</b> No equivalent settlement</p>	<p><b>SUB REGIONAL CENTRE</b> Loughborough / Shepshed</p>
<p><b>SERVICE CENTRES</b> Anstey, East Goscote, Rothley, Syston</p>	<p><b>SERVICE CENTRES</b> Barrow upon Soar, Hathern, Mountsorrel, Quorn, Sileby</p>
<p><b>OTHER COMMUNITIES</b> Barkby, Barkby Thorpe, Beeby Cossington, Cropston, Queniborough, Rearsby, Thurcaston, Wanlip.</p>	<p><b>OTHER COMMUNITIES</b> Burton on the Wolds, Cotes, Hoton, Newtown Linford, Prestwold, Ratcliffe on the Wreake, South Croxton, Seagrave, Swithland, Thrussington, Ulverscroft, Walton on the Wolds, Woodhouse, Woodhouse Eaves, Woodthorpe, Wymeswold</p>

## **DEFINITIONS**

### **LEICESTER PRINCIPAL URBAN AREA (LPUA)**

The LPUA as identified in RSS8 is considered equivalent to the Structure Plan's Leicester and Leicestershire Urban Area made up of Leicester and its adjoining settlements including Birstall and Thurmaston in Charnwood. Birstall and Thurmaston offer residents a reasonable range of jobs, services and facilities. Bus links to main urban centres are frequent, especially to Leicester, and there are hourly services to some nearby villages during weekdays.

### **SUB REGIONAL CENTRE (SRC)**

The SRC identified in RSS8 is considered to cover the urban system of Loughborough / Shepshed, the two settlements in Charnwood identified as Main Towns in the Structure Plan. Loughborough/ Shepshed are centrally located between the Three Cities and close together either side of the M1 at J23. The SRC offers a good range of jobs, services and facilities to a wide catchment. Loughborough and Shepshed are well linked by bus and have public transport links mainly via Loughborough to cities and other main towns generally at half hourly or better frequency. Most of the SRC's catchment has bus links of hourly or better frequency during weekday daytime.

### **SERVICE CENTRES**

In general terms the small town of Syston and larger villages alongside the Soar and Wreake valleys offer a good range of jobs, services and facilities for residents of a local catchment. The centres of these settlements are served by bus (and in some cases rail) with half hourly or better links to main urban centres. Catchments are served by more limited bus services.

#### **OTHER COMMUNITIES**

The majority of the remaining small villages, hamlets and dispersed communities are mostly located in the more rural parts of the Borough with a few close to the edge of Leicester and Loughborough. These are mainly residential communities offering a restricted range of services and facilities for residents, and, in most cases, at best hourly weekday daytime bus links to nearby main urban centres.

#### **4 Implications arising from the definition of a settlement hierarchy for Charnwood**

4.1 The hierarchy should be a material consideration in the identification of suitable locations for development having regard to the sequential test established through national, regional and strategic policy guidance. Consideration will be given to future development needs to meet:

- the development requirements over the period to 2016 set out in RSS 8, having regard to the adopted Structure Plan; and
- longer term growth proposals likely to emerge from the RSS8 Review to 2026 that should become known in the next year or so.

4.2 For each stage development proposals would be presented for south and north Charnwood.

4.3 Further work is needed to establish guidelines for the scale and nature of development, in particular housing sites, appropriate to a particular category of settlement.

**Appendix I: Availability of Services and Facilities by Settlement**  
(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
Anstey Post code ref LE7 7AZ	5960	3 Alldays 27a The Nook 7AZ, Co-op 7-25 Cropston Rd 7BP Family Choice 46 Albion St 7DE	1 Doctors Surgery (4 Doctors) 21a The Nook 7AZ  2 Pharmacy 1 Bradgate Rd 7AB Unit D Rosebery Rd 7EL	1 Dentist 9 Bradgate Rd 7AB  2 Opticians 9 Leicester Rd 7AT 9 The Nook 7AZ	1 11 Bradgate Rd 7AB	4 Banks 17, 29, 37 The Nook 7AZ(3) 17-25 Cropston Rd 7BP  5 Cashpoints 17, 29, 37 The Nook 7AZ(3), 11 Bradgate Rd 7AB, -Link Rd BW	4 Old Hare & Hounds 34 Bradgate Rd 7AA Plough 65 Bradgate Rd 7AB Crown 148 Bradgate Rd 7FB Coach & Horses The Nook 7AZ	-	3 Martin High School, Link Rd 7EB Anstey Nomads FC Cropston Rd, 7BP Gynsill Tennis Club, Gynsill Close 7AN (nearest LC is Leicester Leys LE4 1DS 0.9 miles)	6 Mem Hall Staddon Rd 7AY Scout HQ Leicester Rd 7AT Meth Ch Cropston Rd 7BP St Marys Ch Church Lane 7AF United Ref Ch Bradgate Rd 7FE Staddon SS 62A Bradgate Rd 7AA	1 Martin High School, Link Rd 7EB	2 Latimer PS Latimer St 7AW LE7 Woolden Hill PS Netherfield Rd 7ES	1 Paper Mill Close 7AU
Barkby LE7 3QG	320	-	-	-	1 11 Main St 3QG	-	2 Brookside 3QD. Malt Shovel 27 Main St 3QG	-	1 Cricket Ground, Thorpe Lane (nearest LC is Cossington St Sports Centre LE4 6JD 3.3 miles)	1 Village Hall ?	-	1 Pochin PS School Lane 3QL	mobile
Barkby Thorpe	60	-	-	-	-	-	-	-	-(nearest LC is Cossington St Sports Centre LE4 6JD 3.0 miles)	-	-	-	-
Barrow Upon Soar LE12 8PY	5180	2 Somerfield 19 High St 8PY, Spar 31 North St 8PZ	1 DS (4 D) 27 High St 8PY  1P 21 High St 8PY	1 D 46 High St 8PY  2 Opticians 28A, 68 High St 8PY	1 20 High St 8PY	-  2 CP 6 High St 8PY The Hunting Lodge 38 South St 8LZ	4 Soar Bridge Inn 14 & Riverside 29 Bridge St 8PN (2) Navigation 87 Mill Lane 8LQ Hammer &	-	3 Humphrey Perkins (Sports hall, Indoor swimming pool, badminton, tennis, fitness suite/gym, all	6 Hump Perk 74-78 Cotes Rd 8JU Holy Trin Ch Church St 8HP Meth Ch North St 8QA Bishop Bev	1 Humphrey Perkins 74-78, Cotes Rd 8JU	1 Hall Orchard Church St 8HP	1 North St 8PZ

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							Pincers 2 Church Lane 8PP		weather pitches and sports field) 74-78, Cotes Rd 8JU Barrow Town FC Riverside Park Sports Ground, Barrow Rd, 8EN Cricket Gd Melton Rd ?	Club 22 South St 8LZ Bapt Ch Beveridge St 8PL Conservative Club, 14, North St 8QA Scout HG Grove Lane			
Beeby LE7 3BL	70	-	-	-	-	-	-	-	-(nearest LC is Cossington St Sports Centre LE4 6JD 4.4 miles)	-	-	-	-
Birstall LE4 4DX	11500	4 Somersfield Wanlip Lane 4JU, Dhillons 15-17 Rosetree Av 4LS, Mini market 113 Wanlip lane 4GL, McColls 99 Sibson Rd 4NB	2 DS (7 D) 1 Greengate lane 3JF, 4 Whiles lane 4EE  4 P 7 Kingsgate Av 3HD 1 Greengate Lane 3JF 101 Sibson Rd 4NB 123 Sibson Rd 4ND	1 D 534a Loughborough Rd 3EG  2 10 15 Sibson Rd 4DX 137 Sibson Rd 4ND	2 3 Hannah Parade 4JE 3a Kingsgate Av 3HD	4 B Barclays 119 Sibson Rd 4NB Nat West 659 Loughborough Rd 4NL A/L 661 Loughborough Rd 4NL N'wide 127 Sibson Rd 4ND  6CP 99 & 119 Sibson Rd 4NB (2) 659 & 661 Loughborough Rd 4NL(2) 127 Sibson Rd 4ND	3 Trees 104 Stonehill Av 4JD The Mulberry Tree, White Horse Lane 4EF Plough 18 Front St 4DP Earl of Stamford Front St 4DQ		6 Longslade (Sports hall, all weather games area, indoor swimming pool) Wanlip Lane 4GH Bowling Green, School Lane 4EA Birstall Rec Ground, School Lane/Birstall Rd, 4EA L C S Employees Sp & Soc Club, Birstall Road 4DE Birstall	11 Village H School Lane 4EA Meth Ch Wanlip Lane 4JS Scout HQ Birstall Rd 4DH Stonehill Stonehill Av 4JG Longslade Wanlip Lane 4GH Wanlip Lane 4GH Highcliffe CPC Greengate Lane 3DL Riverside CJ S Wanlip Lane 4JU	1 Stonehill Stonehill Av 4JG Longslade Wanlip Lane 4GH	2 Highcliffe CPC Greengate Lane 3DL Riverside CJ S Wanlip Lane 4JU	1 Wanlip Lane 4JU + mobile

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						119 Wanlip Lane 4GL			Football Ground, Meadow Lane, Off Blenheim Rd 4FJ Birstall Golf C Station Rd 3BB	Wanlip Lane, 4JU Birstall Social Club, Wanlip Lane 4JS Roy Br Legion 19 Front Street 4DQ St James the Gt Parish Ch, Church Hill, 4DN			
Burton on the Wolds LE12 5AG	1000	1 5AG	-	-	-	-	1 Greyhound Melton Rd 5AG	1 5AG	2 Cricket & Tennis Clubs Towles Fields Barrow Rd 5TD Village H Melton Rd 5AF	1 Village H Melton Rd 5AF	-	1 Barrow Rd 5TB	mobile
Cossington LE7 4UU	590	-	-	-	-	-	1 Royal Oak 105 Main St 4UW	-	1 Cricket Gd Platt Lane	1 Jubilee H Main St 4UU	-	1 Main St 4UU	mobile
Cotes	30	-	-	-	-	-	1 Cotes Mill LE11 1ES	-	-	-	-	-	-
Cropston LE7 7HF	1168	-	-	-	1 48 Station Rd 7HD	- 1CP Bradgate Arms 15 Station Road 7HG	1 Bradgate Arms 15 Station Rd 7HG	-	1 Cricket Gd, Waterfield Rd 7HL ?	2 Evan Free Ch Station Rd 7HD Cropston Res Visitor Centre, Bradgate Rd, 7GB	-	-	mobile

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East Goscote LE7 3XR	2890	No, but butcher, baker and newsagent 4, 8 & 3 Merchants Common 3XR	1 DS (1 D) 10 Chestnut Way 3QQ 1P 10 Merchant Common 3XR	- -	1 6 Merchant Common 3XR	- 2CP The Greek Plough Long Furrow Road 3ZL TM Retail, 3 Merchant Common 3XR	1 The Greek Plough Long Furrow 3ZL	-	1 Jubilee PF, Long Furrow 3SU + 1 private Beedles Lake Golf C 170 Broome Lane 3WQ	4 Village H Long Furrow 3ZL Scout HQ Long Furrow 3SU CPS Ploughmans Lea 3ZQ St Hildas Ch 25 Ling Dale 3XW	-	1 Broomfield CPS Ploughmans Lea, 3ZQ	1 20 Ling Dale 3XW
Hathern LE12 5HS	1940	1 Hathern Stores & PO Cross St 5LB	2 DS (3 D) 5 Cross St 5LB, 14 Gladstone St 5LE -	- -	1 12 Cross St 5LB	- 3CP Hathern Turn Service Station Derby Rd 5JB, Kings Arms Derby Rd 5LD 12 Cross Street 5LB	4 Kings Arms Derby Rd 5LD Anchor Inn Loughborough Rd 5JB Three Crowns Wide Lane 5LN Dew Drop 49 Loughborough Rd 5HY	1 Hathern Turn Service Station Derby Rd 5LD	2 Cricket Gd & Football Gd Pasture Lane	4 Village H Dovecote St 5HS Comm Centre Pasture Lane 5LJ St Peters St Pauls Ch Church St 5LA Bapt Ch The Leys 5HX	-	1 Hathern CP Pasture Lane 5LJ	1 Greenhill 5LF
Hoton LE12 5AF	350	-	- -	- -	-	- -	1 Packe Arms 7 Rempstone Rd 5SJ	-	-	1 Village H Loughborough Rd 5SJ	-	-	-
Loughborough LE11 3ER	57560	7 SM Sainsbury 5AS, Tesco 2EX, Morrisons 4RZ, Aldi 1LW, Somerfield 8 Market St	1 Hosp Epinal Way 10 DS (35 D) Pinfold Gate 1DQ, 28 Bridge St 1NH, 20 Bridge St 1NQ,	16 D 25 Granby St 3DU 3BJ 91 Ashby Rd 3AB 2 Victoria St 2EN 150 Ashby Rd	8 50 Wards End 3HB Ashby Rd 3AF 145 Meadow Lane 1JX 206 Park Rd 2HJ	11 B A/L 63 Market St 3ER, Barclays 3 Market Pl 3EA, Woolwich 7 Swan St 5BJ, Halifax 27 Swan St 5BS, N'wide 29	46 Hobgoblin & Swan in the Rushes The Rushes 5BE (2) 12 Deg West 32 Baxter Gate 1TQ Orange Tree Bedford Sq	8 164 Leicester Rd 2AQ BP ashby Rd 3QU Pinfold gate 1BE Tesco2EX Total Belton Rd	11 Browns Lane LC (Sports hall, badminton, 5-a-side football, netball, volleyball, basketball, tennis, table	45 Town Hall Market Place LE11 3EB Shree ram Alfred St ING Fearon Hall Rectory Rd 1PL St Peters & Mission Hut	4 De Lisle/ Garendon/ Burleigh Thorpe Hill 4SQ Limehurst Bridge St 1NH WoodbrookGrasmere Rd 2ST	13 Rendell St 1LL Booth Wood Old Ashby Rd 4PG Cobden CPS Cobden	1 Granby St 3DZ + mobile

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		3EP, M & S 5BE Iceland 21 Market St 3EP  17 C 11 Bedford Sq 2TP 81 Toothill Rd 1PN 25 Nottingham Rd 1ER 115 Derby Rd 5AE 13-19 Ling Rd 2LW 37-39 Wordsworth Rd 4LG 1 Brookside Rd 3PQ 149 Old Ashby Rd 4PQ 53 Belton Rd 1LW 8 Cordell Rd 5YJ 164 &166 Leicester Rd 2AQ 65 Clarence St 1DY 25 Nottingham Rd 1ER 51 Baxter Gate 1TH 26-28 Hermitage Road 4PE 69 Ratcliffe Road 1LF	24-28 Leicester Rd 2AG, 7 Limehurst Av 1PE, 2a Storer Rd 5EQ, L Uni 3TU, 4 Beaumont Rd 2JB, Maxwell Dr ORZ, Old Ashby Rd 0PQ  Chiropracter 99, Ashby Rd, 3AB Osteopath 95, Ashby Rd, 3AB  11P 206 Park Rd 2HJ 30 Leicester Rd 2AG 26 Pinfold Gate 1BE Gorse Covert C 4RZ 24 Hermitage Rd 4PE 19b Bridge St 1NQ 2 & 11-13 Market Place 3EA(2) Sainsburys OAS 3-4 Baxter	3AG 66 Park Rd 2HH 34 Maxwell Dr 4RZ 168 Leicester Rd 2AH 4b Swan St 5BJ 44 Baxter Gate 1TQ 16 Forest Rd 3NP 25 Park Rd 2ED 13 Gt Central Rd 1RW L Uni 3TT 4B The Rushes 5BE  12 O 5 Market St 3EP 10 Carillon Court 3XA 11-13 Market Place 3EQ 16-17 Market Place 3EP 33-34 Market Place 3EB 3 High St 2PY <del>0F</del> <del>3DL????</del>	259 Forest Rd 3HT Unit 3 Gorse Covert 4RZ 19 Sharpley Rd 4PJ  10 High St 2PY	Swan St 5BY, HSBC 41 Market Pl 3EJ, Abbey 4 Cattle Market 3DJ, Lloyds 37-38 High St 2QG, Nat West Market Place 3NZ, Barclays 2 Bishop Meadow Rd 5RE, Yorkshire 11 Baxter Gate 1TE Lloyds 13 & RBS 17 Devonshire Sq 3 DW Shepshed BS 9 Churchgate Mews 9UA  73CP 2 Bishop Meadow Rd 5RE Nat West Market Place 3NZ 63 Market St 3ER (2) 3 Market Pl 3EA (4) 27 Swan St 5BS (4) 29 Swan St 5BY (2) 41 Market Pl 3EJ (4)	2TP Windmill 62 Sparrow Hill 1BU Moon & Bell 6 & News House 9 Wards End 3HA (2) Vice Versa 32 High St 2PZ Royal George The Coneries 1DZ Gallery 20 Swan St 5BL Priory Nanpantan Rd 3YD Beacon Beacon Rd 2RB Unicorn Biggin St 1UA Griffin & Crown & Cushion Ashby Sq 5AA (2) Ring O'Bells 1 Knighthorpe Rd 4JP Plough 28 Thorpe Acre Rd 4LF Station Hotel 106 Derby Rd 5AG Phantom & Royal Oak 70 Leicester Rd	1JA Sainsburys 5AS Safeway 4RZ Sandiccliffe Derby Rd 5HN	tennis, health suite, swimming pool, squash courts, gym, bowls hall, dance studio) 3HE L Uni ( <i>Sports hall, badminton, 5-a-side football, netball, basketball, volleyball, tennis, table tennis, squash courts, gym, all weather pitches, sports field, dance studio, indoor tennis courts</i> ) 3TU Burleigh campus ( <i>Sports hall, badminton, 5-a-side football, netball, basketball, tennis, fitness gym, all weather games centre, indoor swimming pool, sports field, dance studio</i> ) Thorpe Hill	Storer Rd 5EQ Gorse Covert 4RC John Storer Wards End 3HA Trinity MC Royland Rd 2EH Emman Ch Forest Rd 3NW Albert St 2DW M'field YC Epinal Way 3GE Polish CC True Lovers Walk 3DB Baptist Ch 12 Baxter Gate 1TG Moira CC Moira St 1AX Brush S S 18 Fennel St 1UQ YWCA Gt Central Rd 1RW Burleigh Rd 3BA Salv A The Rushes 5BG Schofield Greenclose Lane 5AS Shel PS Woodthorpe Rd 2NF Unified Ref Ch Frederick St 3BH Carillon	Ashmount Beacon Rd 2BG  +2 private  Loughborough GS Burton Walks2AE Our Ladys Convent Burton St 2DT  R N I B, Voc Col Radmoor Rd 3BS	St 1AF Holywell Berkeley Rd 3SJ William St 3BY Mountfields Lodge Epinal Way 3GE Outwoods Edge 21 Redwood Rd 2LD Rendell St 1LL Robert Bakewell l Barsby Dr 5UJ Sacred Heart Cath + Ashmount Beacon Rd 2BG St Marys Cath Hastings St 5AX Shel PS Woodthorpe Rd 2NF Stonebo w Maxwell	

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			Gate 1TG 31 Bridge St 1NH Student Union Ashby Rd 3TT	<del>28-29 &amp; 35</del> High St 2PZ (2) 46 Churchgate 1UE L Uni 3TU 5 Maxwell Drive  1Chiropo dist Woodgate 2TY		4 Cattle Market 3DJ,(2) 37-38 High St 2QG, Phantom and Royal Oak Leicester Rd 2AG (2) 12, 13 Devonshire Sq 3DW(2) 164 Leicester Rd 2AQ 53 Sparrow Hill 1BY Tesco Park Rd 2EX 13 Ling Rd 2LW 334 Park Rd 2HN 166 Leicester Rd 2HA 1 Brookside Rd 3PQ 259 Forest Rd 3HT L Uni 3TT-(6) L Uni S union 3TT(3) 17 & 19 Sharpley Rd 4PJ(2) 149 Old Ashby Rd 4PQ BP Ashby Rd 3QU 35 Wordworth Rd 4LG 17 Kenilworth	2AG (2) Jack o'Lantern 90 Nottingham Rd 1EX Maxwells Maxwells Drive 4RZ Twenty One Baxter Gate 1TG Cotes Mill Nottingham Rd 1ES Generous Briton 85 Ashby Rd 3AB White Hart 27 & Three Nuns Church Gate 1UD (2) Old Packe Horse 4 Woodgate 2TY Warwick Arms Warwick Way 4UG Maltings Rd 4JX Peacock Factory St 1AL Bar Zero Granby St 3DU Valkryies 10 Church Gate Mews 1TZ The Gate		4SQ Nanapantan Rd Sports Gd (incl Loughborough h Dynamo FC) 3YE Greenfield Holt Dr 3HZ Beacon Rd Bowls 2BQ Carillon Moor lane 1 ST Park Rd Bowls etc 2HH Loughborough h Sports Centre Radmoor Rd 3BT Derby Rd PF (incl Loughborough h Rugby FC) 5AD  +6 priv 8 Leicester Rd 2AG 15A High St 2PY Unit 8 The Rushes 5BE Loughborough h Tennis Club, Forest Rd, 3NW Curzon Cinema,	1 Ashby Sq 5AA Stud Un Ashby Rd 3TT Sikh CC 32 Clarence St 1DY Cobden CPS Cobden St 1AF Knightorpe Meth Ch 106 Knighthorpe Rd 5JU St Johns Amb 18 Packe St 3EZ All Saints Ch Steeple Row 1UX Deaf Centre, 17, Forest Rd, 3NW Loughborough h Library, Granby St, 3DZ Charnwood Rac Eq Cl, 66, Nottingham Rd 1EU Loughborough h College of FE Radmoor Rd 3BT Ch of Christ Oxford St 5DP Trinity Resource Centre, Trinity St, 1BY Glebe House	Dr 4ZH Thorpe Acre Alan Moss Rd 4SQ  +2 private Fairfield Burton Walks2 AE Our Ladys Convent Burton St 2DT		

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(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
						Av 4SL Amber Rooms The Rushes 5BR. Morrisons Gorse Covert Maxwells, Maxwell Dr 4RZ(2) Ring o'bells 1 Knighthorpe Rd 0JP 215 Derby Rd 5HJ AZ Bakewell Rd 5RH 106 Derby Rd 5AG Sainsburys 5AS 81 Toothill Rd 1PN Shepshed BS 9 Churchgate Mews, Echos & Unicorn Biggin St 1UA(3) 83 Nottingham Rd 1ES White Hart Church Gate 1UD 13-14, Beacon, Rain Baxter Gate 1TG(3) 31 & 32 High St 2PZ(2) 11 Baxter Gate 1TE	Meadow Lane 1JU The Albion ,Canal Bank 1QA Amber Rooms The Rushes 5BR. Hunters Moon Walnut Rd 2JU Greyhound 69 Nottingham Rd 1ES Tap & Mallet Nottingham Rd Old English Gentleman Ashby Rd At the Office 47 Wards End White Horse Noodle Bar Southfield Rd	Cattle Market 3DL Longcliffe Golf C Snells Nook Lane 3YA Charnwood Golf & Leisure Centre Derby Rd 5AD 108-114 Nottingham Rd 1EX	190, Forest Road, 3HU Ind Methodist Ch, 25A, Herbert St 1NU Kingdom Hall of J W King Edward Rd 1RY Kingdom Hall, Limehurst Av 1PE Old Rectory Museum, Steeple Row 1UX Labour HQ Unity House, Fennel St 1UQ St. Marys RC Ch, 97, Ashby Rd 3AB Lough Sea Cadets, Unit 223, Beeches Rd 2NS Loughboroug h Spiritualist Ch, Steeple Row 1UX Territorial Army, 139, Leicester Rd, 2AF Peter le Marchant Canalside Moorings, Beeches Rd 2NS Geeta Bhawan, Link				

**Appendix I: Availability of Services and Facilities by Settlement**  
(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
						Vice Versa 32 High St 2PZ White Horse Noodle Bar 2DS Quality House, New Ashbu Rd 4EX				House, Lemyngton St, 1UH Quest House AEC School of Art & Design, Epinal Way 3GE The Hut, 14-16 Old Ashby Road, 4PG			
Mountsorrel LE12 7AE	7860	2 SM Budgen Granite Way 7TZ, Co-op 111 Rothley Rd 7JT  3 C 104 Rothley Rd 7JX 12 Cromwell Rd 7EY 49 Rothley Rd 7JS	2 DS (5 D) 39 Linkfield Rd 7DJ, 86 Rothley Rd 7JU  1P 99 Rothley Road 7JT  1 Chiropodist 34 Halstead Rd 7HF	1 D 10 The Green 7AF  1 O 49 Leicester Rd 7AJ	1 77 Leicester Rd 7AJ	-  3 CP Granite Way 7AT, 111 Rothley Rd 7JT 49 Rothley Road 7JS	4 Stag & Pheasant 109 Leicester Rd 7DB King Willaim IV 154 Leicester Rd 7DE Waterside Inn Sibley Rd 7BB Swan 10 Loughborough Rd 7AT	2 Hilltop Leicester Rd 7DF Granite Way 7TZ	2 SVC 7FG+ Memorial Rec Gd, Leicester Rd 7DB PF Hawcliffe Rd Bowling Green	8 Bap Ch Leicester Rd ? Mem Hall 105 Leicester Rd 7AJ Meth Ch Churchill Rd 7JB P Rooms Leicester Rd 7AJ WMC 73 Leicester Rd 7AJ St Peters Ch Market Place 7BA Christ Ch Rothley Rd 7JU Scout hall The Green 7AF Day Centre, Marsh Rd 7JP	-	1 Christ Ch & St PetersRothley Rd 7JU	1 Market Place 7BA + mobile
Newtown Linford LE6 0AE	961	1 Village Store, 550 Bradgate Road	- -	- -	1 550 Bradgate Rd 0HB	- -	1 The Bradgate Main St ?	-	1 Cricket Gd, Main Street	2 Village H Main St 0AE All Sts Ch 554 Bradgate Rd	-	1 CPS Main St 0AD	mobile

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(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
										OHE			
Prestwold	59	-	-	-	-	-	-	-	-	-	-	-	-
Queniborough LE7 3DA	2330	2 C 1487 Melton Rd 3FP  Crossroad Stores & PO 62 Queniborough Rd 3DG	- - -	- - -	1 Crossroads Stores & PO 62 Queniborough Rd 3DG	-  1 CP 1487 Melton Rd 3FP	2 Britannia Inn Main St 3DB Horse & Groom School Lane 3DJ	1 1487 Melton Rd 3FQ	1 Syston RFC Barkby Rd 3FE	2 Village H Rearsby Rd 3DH Meth Ch Queniborough Rd 3DG	-	1 Queniborough C of E, Coppice Lane, 3DT	mobile
Quorn LE12 8BP	5100	1 C C E Bradley 20 Station Rd 8BS	1 DS (4 D) 1 Station Rd 8BP  1P Moss Chemist 16 Station Rd 8BS	- -	1 14 Station Rd 8BS	-  2 CP Cardpoint plc 20 Station Rd 8BS Moneybox Co-operation Ltd, 20 Station Rd, 8BS	7 8 Manor House Woodhouse Rd 8AL White Horse 2 Leicester Rd 8ET Royal Oak, White Hart, Quorndon Fox 2, 32 & 46 High St 8DT (3) Blacksmiths Arms 29 Meeting St 8EU Apple Tree 2 Stoop Lane 8BU 2 Hertz, 32 High St, 8DP	-	5 Rawlins (Sports hall, badminton, 5-a side football, netball, basketball, volleyball, swimming pool, multi gym, climbing wall, all weather pitch, sports field, dance studio) Loughborough Rd LE12 8DY Quorn FC, Farley Way 8DU Tennis Club Manor House Hotel, Woodhouse Rd 8AL Bowling Green, Loughborough	7 Village H Leicester Rd 8BB Rawlins Loughborough Rd 8DY Scout HQ Meeting St 8EU St Barth Ch Church Lane 8DP Bapt Ch Meeting St 8AQ Quorn Conservative Club, 40-42, Station Rd 8BS Old School School Lane 8BL	1 Rawlins Loughborough Rd 8DY	1 St Bartholomews C of E, Willowcroft, 8HQ  Willowcroft, Warwick Way 8HQ	1 Rawlins Loughborough Rd 8DY

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(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
									h Rd 8DT Riding Club, next to Football Ground, Farley Way 8DU				
Ratcliffe on the Wreake Le7 4sn	170	-	-	-	-	-	-	-	-	-	1 priv Ratcliffe College 4SG	1 priv Ratcliffe College 4SG	mobile
Rearsby LE7 4YR	1050	-	-	-	1 Rearsby Village Hall, 1851 Melton Road, 4YS	-	2 Horse & Groom 1783 Melton Rd 4YR Wheel Inn 1770 Melton Rd 4YS	-	-	2 Village H Melton Rd 8YB  Meth Ch Melton Rd 4YS	-	1 St Michael & All Angels Brookside 4YB	mobile
Rothley LE7 7LJ	3840	1 C 26 Woodgate 7LJ	1 DS (4 D-as M'orrel) North St 7NN 1P 7 Woodgate 7LL	1 D 1 Anthony St 7DA -	1 9 Woodgate 7LL	1 CP 1 Woodgate 7PF	5 Red Lion 933 Loughborough h Rd 7NJ Old Crown 49 40 North St 7NN Bluebell Inn 59 Town Green St 7NW Woodmans Stroke 1 Church St 7PD Royal Oak 14 Cross Green 7PF	-	4 Rothley Sports & Social Club, Loughborough h Rd 7NL Rothley Tennis Court, Mountsorrel Lane 7PS Bowling Green, Mountsorrel Lane 7PS Rothley Park Golf C Westfield Lane 7LH	6 Rothley Centre 12 Mountsorrel Lane 7PR Village H Fowke St 7PJ Old School Rooms 3 School St 7RA Rothley SS Loughborough h Rd 7NL Scout HQ North St 7NN Catholic Ch of Sacred Heart, Mountsorrel Lane 7PW	-	1 Rothley C of E, Mountsorrel Lane 7PS	1 Mountsorrel Lane 7PS
Seagrave LE12 7LT	510	-	-	-	-	-	1 White Horse	-	1 private Golf Course,	1 Mem Hall	-	1	mobile

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(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
							Inn 6 Church St 7LT		Park Hill Lane 7NG	Green Lane 7LU		Green Lane 7LU	
Shepshed LE12 9AL	12,990	1 SM Co-op Hallcroft 9AN 2 C 6 McCarthy Rd 9LR 4 Market Place 9RT	2 DS (8 D) Field St 9AL, 25 Leicester Rd 9DF 3P 14-20 Field St 9AL 25 Leicester Rd 9DF 149 Charnwood Rd 9NL	3 D 116 Charnwood Rd 9NP 19 Field St 9AL 3 Bull Ring 9PZ 2 O 30 Hall Croft 9AN 9a Bull Ring 9PZ	2 147 Charnwood Rd 9NL 7 Market Place 9RT	3B HSBC 10 Field St 9AL, Shepshed BS, 7 Bull Ring 9QD Cooperative Bank plc, Hall Croft, 9AL 6CP 10 Field St 9AL, Leicester Rd 9DH Bull Ring 9QD Texaco Leicester Rd 9DQ Cooperative Bank plc, Hall Dilips Multistore 5 Market Place, 9RT	15 Pied Bull 49 Belton St 9AA Richmond Arms Forest St 9DA Britannia Inn 28 Britannia St 9AE Black Swan 21 Loughborough Rd 9DL White Horse 196 Ashby Rd 9EF Railway 160 & Top Railway 186 Charnwood Rd 9NR (2) Bull & Bush 61 Sullington Rd 9JF Ox Lea Anson Rd 9PT Blue Ball 16 Market Place 9RT Lifeguardsman 55 Brook St 9RF Jolly Farmers 85 Iveshead Rd 9EP Crown Inn, Market Place,	1 Texaco Leicester Rd 9DQ	4 Hind Leys (Sports hall, badminton, 5-a-side-football, basketball, volleyball, table tennis, indoor swimming pool, fitness suite, sports field, climbing walls) Forest St 9DB Shepshed Dynamo FC The Dovecote, Butt Hole Lane 9BN Shepshed Town Bowls Club, Charnwood Rd, 9QE Shepshed Town Cricket Club, Morley Lane, 9EU  +1 private 61 Charnwood Rd 9NL	11 Com Centre 47a Charnwood Rd 9LU Vine Ho Loughborough Rd 9DN Glenmore Community Centre, 79 Thorpe Rd 9LX Bapt Ch Charnwood Rd 9QF 9AA Bapt Ch Belton St 9AA Meth Ch Field St 9AL Evan Ch 3 Kirkhill 9PA St Botolph 40 Loughborough Rd 9RH St Win Hall Catholic Church Charnwood Rd 9QF Hind Leys Forest St 9DB Arnold Smith House, Bridge St 9AD	1 Hind Leys CC Forest St 9DB	4 Newcroft Trueway Dr 9DU Oxley Thorpe Rd 9LU St Winifredes Britannia St 9AE St Botolphs Loughborough Rd 9DN	1 Hall Croft 9AN

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							9RT The Parkland, Britannian St, 9AE Red Lion Market Place 9RT						
Sileby LE12 7RX	7450	3 SM Tesco High St 7RX, Costcutter Barrow Rd 7LP Busy Bee 76-78 Heathcote Dr 7ND  5 6C 171 Cossington Rd 7RP 2 Greedon Rise 7TF 84-86 The Banks 7RE 111 Swan St 7NN 2 King St 7NA Sileby News, 22-24 High St, 7RX	2 DS (4 D) 9 The Banks 7RD, 5 Storer Close 7UD  1P 54 Swan St 7NW	1 D 4 High St 7RX  1 O 22 King St 7NA	1 95 Swan St 7NN	1B Nat West 5 Barrow Rd 7LS  6CP 5 Barrow Rd 7LS Tesco High St 7RX Costcutter 112 Barrow Rd 7LP 95 Swan St 7NN 76-78 Heathcote Dr 7ND No.2 Unit 1, Greedon Rise, 7TF	6 Free Trade Inn 27 Cossington Rd 7RW Malt House 16 High St 7RX Railway 36 King St 7NA White Swan Swan St 7NW Horse & Trumpet 4 Barrow Rd 7LP Duke of York, High St, 7RX	-	4 Sileby Bowling Green, Springfield Rd 7EE Tennis Club Springfield Rd 7EE FC Pavilion Memorial Park, Swan St 7NN Cricket Ground, Mountsorrel Lane, 7NF	12 Com Centre High St 7RX Village Inst Manor Dr 7RZ Pochin Hall Mountsorrel Lane 7NF Scout HQ Brook St 7RF Meth Ch King St 7NA Youth Centre King St 7NA Bapt Ch Cossington Rd 7RW St Greg Ch Social Centre & Village Hall, The Banks 7RE Conserv Club 26 Cossington Rd 7RS W mens Club 3 King St 7LZ St John Ambulance Hall, King St 7NA St. Marys Parish Ch, Little Church Lane 7NE	2 Highgat e Heathco te Dr 7ND Redland s King St 7LZ	1 Cossington Rd 7RS	

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(at August 2007, in alphabetical order)

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South Croxton LE7 3RJ	240	-	-	-	-	-	1 Golden Fleece 77 Main St 3RL	-	-	1 Village Hall School Lane 3RT	-	-	mobile
Swithland LE12 8TJ	230	-	-	-	-	-	1 Griffin 174 Main St 8TJ	-	-	1 Mem Hall 127 Main St 8QT	-	1 St Leonard's Main St 8TQ	mobile
Syston LE7 1GP	11,850	2 SM Somerfield, 1197 Melton Rd LE7 2HB JT Co-op New Town Centre, 8HD 2C Mace 40 Barkby Rd 2AF 83 College Rd 2AQ	1DS (12 D) Health Centre, Melton Rd 2EQ(2) 3P 1318 Melton Rd 2EQ Unit 16 shopping centre 1GZ 1284 Melton Rd 2HD	3D 63 High St 1GQ 1148 Melton Rd 2HA 1174 Melton Road, 2HB 30 14b Town Sq 1GZ 1176 Melton Road, 2HB 1284A Melton Road, 2HB	1 14 High St 1GP	5B Barclays 1316 & HSBC 1272 Melton Rd 2HD(2) Nat West 1320 Melton Rd 2EQ Alliance & Leicester, 6 High St, 1GP Alliance & Leicester, 1262 Melton Rd, 2HB 11CP 1316 & 1272 Melton Rd 2HD(2) 1320 Melton Rd 2EQ 6 High St 1GP 2JS 1081 Melton Rd 2HS 72 Wanlip Rd 1PB 1092 Melton	9 Fox & Hounds 2 High St 1GP Gate Hangs Well Fosse Way 1NH Queen Victoria 76 High St 1GQ Hobby Horse Glebe Way 1BA Hope & Anchor Wanlip Lane 1PD Dog & Gun 28 Chapel St 1GN Bakers Arms 1257 Melton Rd 2JT The Midland Railway 1081 Melton Rd 2JS Cornerhouse, 1255 Melton Rd, 2JT	1 Parkers Motor Service, 48/52 Wanlip Rd, 1PA	5 S Charn pool (Swimming pool, sunbeds) & WVC (Sports hall, badminton, 5-a-side football, basketball, volleyball, tennis, all weather pitches, sports field, dance studio) Parkstone Rd 1LY Fosse Way Bowls Club, Fosse Way, 1NE Roundhill Sailing Assoc Fosse Way 1NH Northfield Tennis Club, Melton Rd 2EQ	11 Comm Cen Brookside 1GG WMC 10 Brookside 1GG Church H Lower Church St 1GX WVC Parkstone Rd 1LY Meth Ch Hall High St 1GP Catholic H Broad St 1GH Scout HQ Oxford St 2AT W I Hall, Maiden St 1NQ St. Peter and St. Paul Ch, Upper Church St 1HR Syston & District Conservative Club 59, High St 1GQ	1 WVC Parkstone Rd 1LY	2 Merton CP Cherry Drive, Syston 2PT St. Peter & St. Paul CP Upper Church St 1HR	

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(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
						Rd 1HD Hope & Anchor 1PD Bank of Ireland, 14 High St, 1GP Parkers Motor Service, 48/52 Wanlip Rd, 1PA 14 High St, 1GP				Evan Bapt Ch 1111, Melton Rd 2JS			
Thrussington LE7 4TE	550	-	-	-	-	-	2 Blue Lion 5 Rearsby Rd 4UD Star 37 The Green 4UH	TSS, 663- 667 Fossway, 8TF	-	2 Village H Hoby Rd 4TH Holy Trinity Church, Church Lane, 4TP	-	1 Hoby Rd 4TH	mobile
Thurcaston LE7 7JA	878	-	-	-	-	-	1 Wheatsheaf Leicester Rd 7JN	Hilltop Garage (Thurmas- ton), 13- 15 Leicester Rd, 7JH	Football Ground, Leicester Road	3 Mem Hall Anstey Lane, 7JA Meth Chap Mill Rd 7JP Old School 62 Anstey lane 7JA	-	1 12 Anstey Lane 7JA	mobile
Thurmaston LE4 8DA	8,980	1 SM Asda LE4 8GN  4C 776 Melton Rd LE4 8BD 885 Melton Rd 8EE 18 Lonsdale Rd 8JF Charnwood	3 DS (10 D) 726 Melton Rd 8BD, 577 Melton Rd 8EA, 6 Silverdale Dr 8NG  5P 575 Melton Rd 8EA	12D 2 Manor Rd 8AG 577 Melton Rd 8EA  1 O 575a Melton Rd 8EA	1 26 Lonsdale Rd 8JF	2 B Barclays 701 Melton Rd 8ED Lloyds 284a Humberstone Lane 9JN  7CP 679 & 701 Melton Rd 8ED(2)	7 White Hart 770 Melton Rd 8BD Generous Briton Garden St 8DS Harrow Inn 635 Melton Rd 8EB Top House	2 Asda LE4 8GN Parkers Motor Service (Thurmas- ton) Ltd, 714-716 Melton Rd, 8BD	3 Roundhill CC (All weather games area, indoor swimming pool, sports hall, badminton, 5- a-side football, netball,	9 Roundhill 997 Melton Rd 8GQ Meth Ch Melton Rd 8BD Silverdale CC Silverdale Dr 8NJ Mem H	1 Roundhill CC 997 Melton Rd 8GQ	3 C of E, Church Hill Rd 8DE Eastfiel d CP Eastfiel d Rd 8FP Bishop Ellis	Church Hill Rd 8DE

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(at August 2007, in alphabetical order)

SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
		Mini Market, 63 Sandiacre Drive, 8GD	9 Silverdale Dr 8NJ National Co-op Chemist Ltd, 721 Melton Rd, 8ED Boots the Chemist, Unit 2 Thurmaston District Centre, Barkby Thorpe Lane, 8GP Asda Stores Ltd, Barkby Thorpe Lane, 8GN			284a Humberstone Lane 9JN Asda 8GN (x3: Lloyds TSB, Nat West, Nationwide) 26 Lonsdale Rd, 8JF 40 Lonsdale Rd, 8JF	796 Melton Rd 8BE Prince of Wales 813 Melton Rd 8EE Lonsdale, 40 Lonsdale Rd 8JF The Willow, 215 Humberstone Lane, 8HJ		netball, volleyball, tennis, dance studio) 997 Melton Rd 8GQ Sailing Club King Lear Lake, Watermead Country Park, Wanlip Rd 1PD Eliz Park CC Checkland Rd 8FN	Melton Rd 8BD Old School CC 736 Melton Rd 8BD Eliz Park CC Checkland Rd 8FN Scout HQ Unicorn St 8AW Royal British Legion, 615 Melton Rd 8EB St Michaels Rd Melton Rd 8ED		Catholic Primary School, Barkby Thorpe Lane, 8GP	
Ulverscroft	90	-	-	-	-	-	-	-	-	-	-	-	mobile
Walton on the Wolds LE12 8JE	270	-	-	-	1 34 Loughborough Rd 8HT	1 C 34 Loughborough Rd, 8HT	1 Anchor 2 Loughborough Rd 8HT	-	1 Walton on the Wolds Cricket Ground, Loughborough Rd, 8HT	2 Village Hall Loughborough Rd 8HT Church of St Mary's, New Lane, 8HY	-	-	mobile
Wanlip LE7 4PL	180	-	-	-	-	-	-	-	-	1 Our Lady & St Nic Ch Church Lane 4PJ	-	-	mobile
Woodhouse LE12 8UF	422	-	-	-	-	-	-	-	-	1 Beaumanor H, Beaumanor Dr 8TX	-	-	-
Woodhouse Eaves LE12 8RF	1668	1 C Le Fevre's Stores 1 Maplewell	1 DS (1 D) 37 Main St 8RY	-	1 45 Maplewell Rd 8RG	- 2CP 1 & 45	4 Curzon Arms 44 Maplewell Rd 8QZ	-	4 Beacon Tennis Club, Main St 8RZ	3 Bapt Ch Main St 8RZ	-	1 St. Pauls CP Meadow	mobile

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SETTLEMENT	POPULATION	MAIN CONVENIENCE (FOOD) SHOPS	DOCTORS SURGERY & PHARMACY	DENTIST & OPTICIAN	POST OFFICE	BANK & CASH POINTS	PUB	PETROL STATION	LEISURE FACILITIES	COMMUNITY FACILITIES	SECONDARY SCHOOL	PRIMARY SCHOOL	LIBRARY
		Rd 8RG	1P 2a Main St 8RZ			Maplewell Rd 8RG (2)	Pear Tree Inn 8 Church Hill 8RT Wheatsheaf Brand Hill 8SS Ye Olde Bulls Head 134 Main St 8RZ		Cricket Club Sports Pavilion, Main St 8RY Lingdale Golf C Joe Moores Lane 8TF Charnwood Forest Golf C Breakback Rd 8TA	Village Hall Main St 8RZ Methodist Ch, Main St 8RY		Rd 8SA	
Wymeswold LE12 6UF	1100	-	- 1P 2a Hoton Rd 6UA	- -	1 35 Far St 6TZ	1 C 35 Far St, 6TZ	3 Three Crowns 45 Far St 6TZ Windmill 83 Brook St 6TT Hammer & Pincers 5 East Rd 6ST	-	2? Wymeswold Cricket Club Burton Lane, 6UN Lakeside Wide Lane LE12 6SE	2 Memorial Hall Clay St 6TY Meth Ch The Stockwell 6UF	-	1 Wymeswold C of E Brook St 6TU	mobile

**Appendix 2: Summary of Availability of Services and Facilities by Settlement**  
(in priority order, at August 2007)

Settlement	Pop' n	Main convenience (food) shops	Doctors surgery Pharmacy	Dentist Optician	Post office	Bank C'point	Pub	Petrol station	Leisure facilities	Comm facilities	Significant Employ within 3km walk	Sec school	Primary school	Library	Number of categories present	Total fac (excl employ) <b>(Score 0..5 if just mobile library)</b>
L'borough	57560	7 SM 17 C	1 Hosp 10 DS(35D) + Chiroprac, Osteo 11P	16 D 12 O	8	11 B 73CP	46	8	11	46	yes	4 +2 private +R N I B	13 +2 private	1 + mobile	16 (all)	302
Shepshed	12990	1 SM 2 C	2 DS (8 D) 3P	3 D 2 O	2	2B 6CP	15	1	4 +1 private	11	yes	1	4	1	16 (all)	61
Syston	11850	2 SM 2 C	1 DS (12 D) 3P	3 D 3 O	1	5 B 8CP	9	1	5	11	yes	1	2	1	16 (all)	58
Thurmaston	8980	1 SM 4 C	3 DS (10D) 5P	1 D 1 O	1	2 B 7 CP	7	2	3	9	yes	1	3	1	16 (all)	51
Sileby	7450	3 SM 6 C	2 DS (4D) 1P	1 D 1 O	1	1B 6CP	6	-	4	12	yes	-	2	1	14	47
Birstall	11500	4	2 DS (7 D) 4 P	1 D 1 O	2	4 B 6CP	3	-	6	11	yes	1	2	1+ mobile	15	46
Anstey	5960	3	1 (4 D) 2P	1 D 2 O	1	4 B 5 CP	4	-	3	6	yes	1	2	1	15	36
Mountsorrel	7860	2 SM 3 C	2 DS (5D) 1P + Chiro	1 D 1 O	1	- 3 CP	4	2	2	8	yes	-	1	1+ mobile	15	33
Quorn	5100	1 C	1 DS (4D) 1 P	- -	1	- 2 CP	8	-	5	7	yes	1	1	1	12	29
Barrow Upon Soar	5180	2	1 DS (4D) 1P	1 D 2 O	1	- 2 CP	4	-	3	6	yes	1	1	1	14	26
Rothley	3840	1 C	1 DS (4 D-as M'orrel) 1P	1 D -	1	- 1 CP	5	-	4	6	yes	-	1	1+ mobile	12	23
Hathern	1940	1	2 DS (3D) -	- -	1	- 3CP	4	1	2	4	yes	-	1	1	11	20
Woodhouse	1668	1 C	1 DS (1	-	1	-	4	-	4	3	-	-	1	mobile	10	

**Appendix 2: Summary of Availability of Services and Facilities by Settlement**  
(in priority order, at August 2007)

Settlement	Pop' n	Main convenience (food) shops	Doctors surgery Pharmacy	Dentist Optician	Post office	Bank C'point	Pub	Petrol station	Leisure facilities	Comm facilities	Significant Employ within 3km walk	Sec school	Primary school	Library	Number of categories present	Total fac (excl employ) <b>(Score 0..5 if just mobile library</b> 18..5
Eaves			D) 1P	-		2CP										
East Goscote	2890	1 equiv	1 DS (1 D) 1P	- -	1	- 2CP	1	-	2	4	yes	-	1	1	11	15
Q'borough	2330	2 C	-	-	1	- 1 CP	2	1	1	2	yes	-	1	mobile	10	11.5
Wymeswold	1100	-	- 1P	- -	1	- 1 CP	3	-	1 +1 private	2	yes	-	1	mobile	9	11.5
Burton on the Wolds	1000	1	-	-	-	-	1	1	2	1	yes	-	1	mobile	8	7.5
Thrusington	550	-	-	-	1	-	2	1	-	2	yes	-	1	mobile	7	7.5
Thurcaston	878	-	-	-	-	-	1	1	1	3	-	-	1	mobile	6	7.5
Newtown Linford	961	1	-	-	1	-	1	-	1	2	-	-	1	mobile	7	7.5
Cropston	1232	-	-	-	1	- 1 CP	1	-	1	2	-	-	-	mobile	6	6.5
Rearsby	1050	-	-	-	1	-	2	-	-	2	yes	-	1	mobile	6	6.5
Barkby	320	-	-	-	1	-	2	-	1	1	yes	-	1	mobile	7	6.5
Walton on the Wolds	270	-	-	-	1	- 1 CP	1	-	1	2	-	-	-	mobile	6	6.5
Cossington	590	-	-	-	-	-	1	-	1	1	yes	-	1	mobile	6	4.5
Seagrave	230	-	-	-	-	-	1	-	1	1	-	-	1	mobile	6	4.5
Swithland	220	-	-	-	-	-	1	-	-	1	-	-	1	mobile	4	3.5
South Croxton	240	-	-	-	-	-	1	-	-	1	-	-	-	mobile	3	2.5
Ratcliffe on the Wreake	170	-	-	-	-	-	-	-	-	-	yes	1 priv	1 priv	mobile	4(2 private)(	2.5
Hoton	350	-	-	-	-	-	1	-	-	1	-	-	-	-	2	2

**Appendix 2: Summary of Availability of Services and Facilities by Settlement**  
(in priority order, at August 2007)

Settlement	Pop' n	Main convenience (food) shops	Doctors surgery Pharmacy	Dentist Optician	Post office	Bank C'point	Pub	Petrol station	Leisure facilities	Comm facilities	Significant Employ within 3km walk	Sec school	Primary school	Library	Number of categories present	Total fac (excl employ) <b>(Score 0..5 if just mobile library)</b>
Wanlip	180	-	-	-	-	-	-	-	-	1	yes	-	-	mobile	3	1.5
Cotes	30	-	-	-	-	-	1	-	-	-	yes	-	-	-	2	1
Woodhouse	422	-	-	-	-	-	-	-	-	1	-	-	-	-	1	1
Ulverscroft	90	-	-	-	-	-	-	-	-	-	-	-	-	mobile	1	0.5
Barkby Thorpe	60	-	-	-	-	-	-	-	-	-	yes	-	-	-	1	0
Beeby	70	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Prestwold	59	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0

Appendix 3:

A) Balance between workforce and jobs available by ward

Data source	Ward profile	LCC CTWD	LCC CTWD	Ratio of	Ratio of	Excl Agric	Ratio of	
	Potential	Residents	Jobs	jobs to	jobs to	Jobs	2005 jobs	
	worforce 16-74	in	Workplace	potential	residents in	based on	to 2001	
		employment	Population	workforce	employment	Annual	potential	
WardCode	Ward	16-74	16-74	G/E	G/F	Business	workforce	
						Inquiry	K/E	
						2005		
31UCGS	Loughborough Lemyngton	4006	2557	11729	2.93	4.59	10,700	2.67
31UCGX	Loughborough Southfields	4115	2121	6042	1.47	2.85	7,750	1.88
31UCGN	Loughborough Ashby	5889	1962	3638	0.62	1.85	4,900	0.83
31UCGR	Loughborough Hastings	3998	2295	3392	0.85	1.48	3,150	0.79
31UCHK	Thurmaston	6583	4393	5451	0.83	1.24	5,150	0.78
31UCHH	Syston West	4228	3080	3276	0.77	1.06	3,000	0.71
31UCHB	Quorn and Mountsorrel Castle	4374	3061	2113	0.48	0.69	2,500	0.57
31UCHJ	The Wolds	2038	1414	1106	0.54	0.78	1,050	0.52
	<b>CHARNWOOD</b>	<b>113728</b>	<b>73388</b>	<b>61902</b>	<b>0.54</b>	<b>0.84</b>	<b>58,450</b>	0.51
31UCHE	Shepshed West	4760	3279	2274	0.48	0.69	2,350	0.49
31UCHL	Wreake Villages	2040	1386	1164	0.57	0.84	950	0.47
31UCHD	Shepshed East	4785	3464	2455	0.51	0.71	2,200	0.46
31UCGL	East Goscote	2102	1622	1022	0.49	0.63	800	0.38
31UCGM	Forest Bradgate	2216	1429	1007	0.45	0.70	800	0.36
31UCGY	Loughborough Storer	4419	1991	1355	0.31	0.68	1,450	0.33
31UCGH	Barrow and Sileby West	4147	2914	1628	0.39	0.56	1,350	0.33
31UCHC	Rothley and Thurcaston	4274	2880	1441	0.34	0.50	1,350	0.32
31UCHA	Queniborough	2134	1449	824	0.39	0.57	550	0.26
31UCGK	Birstall Watermead	4662	3172	1368	0.29	0.43	1,200	0.26
31UCGW	Loughborough Shelthorpe	4224	2790	1037	0.25	0.37	1,050	0.25
31UCGG	Anstey	4222	2966	1451	0.34	0.49	1,000	0.24
31UCHF	Sileby	4576	3260	1513	0.33	0.46	1,000	0.22
31UCHG	Syston East	4222	2986	1449	0.34	0.49	850	0.20
31UCGT	Loughborough Nanpantan	4374	2228	1526	0.35	0.68	800	0.18
31UCGP	Loughborough Dishley and Hathern	4322	3124	926	0.21	0.30	600	0.14
31UCGJ	Birstall Wanlip	3640	2461	620	0.17	0.25	500	0.14
31UCGU	Loughborough Outwoods	4040	2409	626	0.15	0.26	550	0.14
31UCGZ	Mountsorrel	4835	3509	905	0.19	0.26	600	0.12
31UCGQ	Loughborough Garendon	4503	3186	564	0.13	0.18	300	0.07

**Note:** Sorted by right hand column (Ratio of 2005 jobs to 2001 potential workforce) in descending order. At top are wards with most jobs relative to potential workforce.

Appendix 3:

**B) Self containment of Charnwood wards in terms of numbers living and working in wards**

	Employed residents	% Work in Charnwood	% Work in Ward	% Work outside Charnwood	No. people travel into ward	No of people travel out of ward	Net flow of people	No of people living and working in ward E-K	Households with no car %	Households with 3+ cars %
<b>CHARNWOOD</b>	<b>74073</b>				<b>45943</b>	<b>57640</b>	<b>-11686</b>	<b>16433</b>	<b>19.35</b>	<b>6.93</b>
Loughborough Garendon	3248	71	12	29	151	2845	-2694	403	18.97	5.94
Mountsorrel	3559	51	16	49	335	2996	-2661	563	13.8	5.99
Loughborough Dishley and Hathern	3176	70	17	30	400	2652	-2252	524	16.43	6.7
Birstall Wanlip	2440	33	16	68	243	2055	-1812	385	12.17	7.03
Sileby	3304	62	24	38	673	2514	-1810	790	17.7	7.13
Birstall Watermead	3240	38	22	63	714	2524	-1810	716	18.14	6.03
Loughborough Outwoods	2412	68	16	32	220	2024	-1804	388	12.7	8.37
Loughborough Shelthorpe	2825	71	17	29	555	2356	-1801	469	24.34	4.02
Syston East	3006	51	20	49	847	2406	-1559	600	20.54	7.08
Rothley and Thurcaston	3019	42	22	58	815	2343	-1528	676	11.16	11.61
Anstey	2942	36	25	64	733	2216	-1483	726	19.48	5.72
Barrow and Sileby West	2915	63	26	37	959	2172	-1213	743	15.44	8.67
Shepshed West	3321	67	24	34	1475	2510	-1035	811	15.53	7.63
Shepshed East	3549	64	24	36	1716	2706	-990	843	16.82	6.84
Quorn and Mountsorrel Castle	3038	60	25	40	1405	2266	-861	772	13.84	8.85
Loughborough Nanpantan	2238	66	19	34	1130	1821	-691	417	12.45	8.26
Loughborough Storer	1995	72	15	29	1009	1700	-691	295	34.19	4.26
Queniborough	1466	46	25	54	468	1099	-631	367	12.67	12.18
East Goscote	1614	47	20	53	681	1286	-605	328	8.38	10.72
Forest Bradgate	1395	53	28	47	597	1001	-404	394	11.62	12.56
The Wolds	1394	60	32	40	649	953	-304	441	5.99	14.99
Wreake Villages	1429	49	27	51	784	1045	-261	384	7.34	14.03
Syston West	3091	42	24	59	2606	2364	242	727	16.83	6.05
Thurmaston	4418	39	27	62	4304	3212	1092	1206	20.19	5.02
Loughborough Hastings	2258	75	21	25	2962	1790	1172	468	42.69	2.62
Loughborough Ashby	2082	58	21	42	3233	1651	1582	431	33.85	3.28
Loughborough Southfields	2119	67	26	33	5446	1573	3873	546	33.26	5.18
Loughborough Lemyngton	2580	73	40	27	10833	1560	9273	1020	35.77	2.27

**Notes:**

(1) Sorted by net flow of people, in descending order. At the top are wards with highest levels of out commuting.

(2) Data sources: Census 2001 and LCC's Charnwood Borough Travel to Work Profile 2006

**Appendix 4: Accessibility of Settlements by bus and rail**  
(in alphabetical order, at July 2007)

Settlement & Total score	Bus service	Service route (Even)=evenings only	Peak hour (0730 to 0900 & 1630 to 1800 -3 hrs) Mon-Fri	Peak hour Sat	Ave per day	Peak No/ hr	Peak rank	Daytime (pre 0730 & 0901 to 1629 - 9hrs) Mon-Fri	Daytime Sat	Daytime Ave	Daytime No/ hr	Daytime rank	Evening (Post 1801-6 hrs) Mon-Fri	Evening Sat	Evening Ave	Evening No/ hr	Evening rank	Sun/ bank hols (all day - 18 hrs)	Sun/ bank No/ hr	Sun/ bank rank
<b>Anstey 15.7</b>	74	L	60	10	11.8	3.9		170	32	33	3.7		40	8	8	1.3		14	0.8	
	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2		0	0	
	120	L to C	5	1	1	0.3		20	4	4	0.7		5	1	1	0.2		0	0	
	121	L to Lo	0	0	0	0		0	0	0	0		0	0	0	0		12	0.7	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1.0		0	0	
	<b>Total</b>		<b>80</b>	<b>14</b>	<b>15.8</b>	<b>5.2</b>	<b>13</b>	<b>275</b>	<b>53</b>	<b>54</b>	<b>6.3</b>	<b>13</b>	<b>76</b>	<b>16</b>	<b>16</b>	<b>2.7</b>	<b>10</b>	<b>26</b>	<b>1.5</b>	<b>5</b>
<b>Barkby 4.2</b>	100	L to MM	25	5	5	1.7	31	80	16	16	1.8	24	20	4	4	0.7	23	0	0	
<b>B Thorpe 0</b>	0	L to MM	0	0	0	0	37	0	0	0	0	37	0	0	0	0	36	0	0	
<b>Barrow upon Soar 16.7</b>	K2	L to Lo	70	14	14	4.7		145	29	29	3.2		35	6	6.8	1.1		12	0.7	
	27	Lo to BS	20	4	4	1.3		35	7	7	0.8		0	0	0	0		0	0	
	Ivanhoe	L, Lo, N	30	6	6	2		75	15	15	1.7		35	6	6.8	1.1		0	0	
	<b>Total</b>		<b>120</b>	<b>24</b>	<b>24</b>	<b>8.0</b>	<b>14</b>	<b>255</b>	<b>51</b>	<b>51</b>	<b>5.7</b>	<b>14</b>	<b>70</b>	<b>12</b>	<b>13.6</b>	<b>2.3</b>	<b>15</b>	<b>12</b>	<b>0.7</b>	
<b>Beeby 4.2</b>	100	L to MM	25	5	5	1.7	31	80	16	16	1.8	24	20	4	4	0.7	23	0	0	
<b>Birstall 45.9</b>	K2	L to Lo	60	12	12	4		150	30	30	3.3		25	5	5	0.8		12	0.7	
	99	L to M	0	0	0	0		30	6	6	0.7		0	0	0	0		0	0	
	127	L, Lo, C(even)	175	25	33.3	11.1		490	79	94.8	10.5		115	22	22.8	3.8		31	1.7	
	70	L	40	8	8	2.7		135	27	27	3		30	6	6	0.4		0	0	
	70b	L	20		4	1.3		40		8	0.9		0	0	0	0		0	0	
	X6	Lo to Co	25	0	4.2	1.4		36	0	7.2	0.8		0	0	0	0		0	0	
	<b>Total</b>		<b>320</b>	<b>45</b>	<b>61.5</b>	<b>20.5</b>	<b>4</b>	<b>881</b>	<b>142</b>	<b>173</b>	<b>18.7</b>	<b>4</b>	<b>160</b>	<b>33</b>	<b>33.8</b>	<b>5.0</b>	<b>5</b>	<b>31</b>	<b>1.7</b>	<b>5</b>
<b>Burton on the Wolds 4.2</b>	8	Lo, MM, G	30	6	6	2	23	85	17	17	1.9	21	10	2	2	0.3	29	0	0	
<b>Cossington 9.1</b>	K2	L to Lo	60	12	12	4	15	165	32	32.8	3.6	15	25	5	5	0.8	28	12	0.7	
<b>Cotes 8.5</b>	8	L,o, MM, G	30	6	6	2		85	17	17	1.9		10	2	2	0.3		0	0	
	A99	C to N	30	6	6	2		70	14	14	1.5		25	5	5	0.8		0	0	
	<b>Total</b>		<b>60</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>155</b>	<b>31</b>	<b>31</b>	<b>3.4</b>	<b>17</b>	<b>40</b>	<b>8</b>	<b>8</b>	<b>1.1</b>	<b>21</b>	<b>0</b>	<b>0</b>	

**Appendix 4: Accessibility of Settlements by bus and rail**  
(in alphabetical order, at July 2007)

Settlement & Total score	Bus service	Service route (Even)= evenings only	Peak hour (0730 to 0900 & 1630 to 1800 -3 hrs) Mon-Fri	Peak hour Sat	Ave per day	Peak No/ hr	Peak rank	Daytime (pre 0730 & 0901 to 1629 - 9hrs) Mon-Fri	Daytime Sat	Daytime Ave	Daytime No/ hr	Daytime rank	Evening (Post 1801-6 hrs) Mon-Fri	Evening Sat	Evening Ave	Evening No/ hr	Evening rank	Sun/bank hols (all day - 18 hrs)	Sun/bank No/ hr	Sun/bank rank
<b>Cropston 4.8</b>	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2		0	0	
	99	L to M	0	0	0	0		30	6	6	0.7		0	0	0	0		0	0	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1.0		0	0	
	<b>Total</b>		<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>23</b>	<b>115</b>	<b>23</b>	<b>23</b>	<b>2.6</b>	<b>19</b>	<b>31</b>	<b>7</b>	<b>7</b>	<b>1.2</b>	<b>16</b>	<b>0</b>	<b>0</b>	
<b>East Goscote 18.8</b>	5	L	65	9	12.3	4.1		115	19	22.3	2.5		70	14	14	2.4		27	1.5	
	5A along A607	L to MM	85	15	16.7	5.6		105	19	20.7	2.3		15	2	2.8	0.4		0	0	
	<b>Total</b>		<b>150</b>	<b>24</b>	<b>29</b>	<b>9.7</b>		<b>220</b>	<b>38</b>	<b>43</b>	<b>4.8</b>		<b>85</b>	<b>16</b>	<b>16.8</b>	<b>2.8</b>		<b>27</b>	<b>1.5</b>	
<b>Hathern 18.8</b>	R5	Lo to N	30	6	6	2.0		75	15	15	1.6		60	12	12	2.0		0	0	
	ALS	Lo to D	50	10	10	3.3		200	40	40	4.4		70	13	13.8	2.3		62	3.2	
	<b>Total</b>		<b>80</b>	<b>16</b>	<b>16</b>	<b>5.3</b>	<b>15</b>	<b>275</b>	<b>55</b>	<b>55</b>	<b>6</b>	<b>15</b>	<b>130</b>	<b>25</b>	<b>25.8</b>	<b>4.3</b>	<b>11</b>	<b>62</b>	<b>3.2</b>	<b>2</b>
<b>Hoton 8.5</b>	8	Lo, MM, G	30	6	6	2		85	17	17	1.9		10	2	2	0.3		0	0	
	A99	C to N	30	6	6	2		70	14	14	1.5		25	5	5	0.8		0	0	
	<b>Total</b>		<b>60</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>155</b>	<b>31</b>	<b>31</b>	<b>3.4</b>	<b>17</b>	<b>35</b>	<b>7</b>	<b>7</b>	<b>1.1</b>	<b>21</b>	<b>0</b>	<b>0</b>	
<b>L' borough (town centre) 107.8</b>	Out of town bus services																			
	1	N	35	7	7	2.3		80	15	15	1.7		30	7	6.2	1		14	0.8	
	K2	L	30	6	6	2		90	17	17.8	2		15	3	3	0.5		6	0.3	
	4	S	35	7	7	2.1		65	12	12.8	1.4		0	0	0	0		0	0	
	R5	N	15	3	3	1		45	9	9	1		30	6	6	1		0	0	
	8	MM, G	30	6	6	2		85	17	17	1.9		10	2	2	0.3		0	0	
	27	BS	20	4	4	1.3		40	8	8	0.9		0	0	0	0		0	0	
	54	L	10	2	2	0.6		45	9	9	1		5	1	1	0.1		0	0	
	A99	C, N	40	8	8	2.7		85	15	15.	1.7		15	3	3	0.5		0	0	
	121	L	0	0	0	0		0	0	0	0		0	0	0	0		6	0.3	
	123	L	0	0	0	0		0	0	0	0		15	3	3	0.5		0	0	
	127	C(even), S, L	80	16	16	5.3		250	50	50	5.6		75	15	15	2.5		25	1.4	
	129	AZ to Lo	5	0	0.8	0.3		5	1	1	0.1		0	0	0	0		0	0	

**Appendix 4: Accessibility of Settlements by bus and rail**  
(in alphabetical order, at July 2007)

Settlement & Total score	Bus service	Service route (Even)= evenings only	Peak hour (0730 to 0900 & 1630 to 1800 -3 hrs) Mon-Fri	Peak hour Sat	Ave per day	Peak No/ hr	Peak rank	Daytime (pre 0730 & 0901 to 1629 - 9hrs) Mon-Fri	Daytime Sat	Daytime Ave	Daytime No/ hr	Daytime rank	Evening (Post 1801- 6 hrs) Mon-Fri	Evening Sat	Evening Ave	Evening No/ hr	Evening rank	Sun/ bank hols (all day - 18 hrs)	Sun/ bank No/ hr	Sun/ bank rank	
	ALS	D	30	6	6	2		105	22	21.2	2.4		20	4	4	0.6		31	1.7		
	X6	Co	10	0	1.7	0.6		40	0	6.7	0.7		0	0	0	0		0	0		
<b>Total out of town</b>	<b>62.6</b>		<b>340</b>	<b>65</b>	<b>675</b>	<b>22.2</b>		<b>935</b>	<b>175</b>	<b>185</b>	<b>20.6</b>		<b>215</b>	<b>44</b>	<b>43.2</b>	<b>7</b>		<b>82</b>	<b>4.5</b>		
	In Town bus services																				
	3		10	2	2	0.6		45	9	9	1		5	1	1	0.2		0	0		
	5		35	7	7	2.2		55	11	11	1.2		0	0	0	0		0	0		
	7 (term time)		90	8	16.3	5.4		225	23	41.3	4.6		40	2	7.0	1.2		12	0.7		
	11&12		65	13	13	4.3		155	31	31	3.4		45	9	9	1.3		12	0.7		
	13		10	2	2	0.6		45	9	9	1		5	1	1	0.2		0	0		
<b>Total in town</b>	<b>29.9</b>		<b>210</b>	<b>32</b>	<b>40.3</b>	<b>13.1</b>		<b>525</b>	<b>83</b>	<b>101.3</b>	<b>11.2</b>		<b>95</b>	<b>13</b>	<b>18</b>	<b>2.9</b>		<b>24</b>	<b>1.4</b>		
<b>Total bus 82.9</b>	<b>91.9</b>					<b>35.3</b>					<b>31.8</b>					<b>9.9</b>			<b>5.9</b>		
Rail	Midland mainline	Sh, D, N, L, , London	95	15	18.3	6.1		230	47	46.2	5.1		170	35	35	5.9		49	2.7		
	Central	Li, N, L, Bir	30	6	6	2		100	18	19.7	2.2		40	7	5.7	0.9		0	0		
<b>Total rail 24.9</b>	<b>24.3</b>		<b>125</b>	<b>21</b>	<b>24.3</b>	<b>8.1</b>		<b>330</b>	<b>65</b>	<b>659</b>	<b>7.3</b>		<b>210</b>	<b>42</b>	<b>40.7</b>	<b>6.8</b>		<b>49</b>	<b>2.7</b>		
<b>Total bus + rail</b>						<b>47.5</b>	<b>1</b>				<b>43.4</b>	<b>1</b>				<b>16.7</b>	<b>1</b>		<b>8.8</b>	<b>1</b>	
Mountsorrel	X6	L to Co	25	0	4.2	1.4		36	0	7.2	0.8		0	0	0	0		0	0		
	99	C to N	0	0	0	0		30	6	6	0.7		0	0	0	0		0	0		
	127	C(even), Lo, L	175	25	33.3	11.1		490	79	94.8	10.5		115	22	22.8	3.8		31	1.7		
<b>30</b>	<b>Total</b>		<b>200</b>	<b>25</b>	<b>37.5</b>	<b>12.5</b>	<b>8</b>	<b>556</b>	<b>85</b>	<b>108</b>	<b>12</b>	<b>7</b>	<b>115</b>	<b>22</b>	<b>22.8</b>	<b>3.8</b>		<b>6</b>	<b>31</b>	<b>1.7</b>	<b>5</b>
N Linford	120	L to C	5	1	1	1		20	4	4	0.6		5	1	1	0.2		0	0		
	121	L to Lo	0	0	0	0		0	0	0	0		0	0	0	0		12	0.7		
<b>2.5</b>	<b>Total</b>		<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>0.6</b>	<b>34</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0.2</b>		<b>34</b>	<b>12</b>	<b>0.7</b>	
Prestwold 4.2	8	Lo, MM, G	30	6	6	2	23	85	17	17	1.9	21	10	2	2	0.3	29	0	0		

**Appendix 4: Accessibility of Settlements by bus and rail**  
(in alphabetical order, at July 2007)

Settlement & Total score	Bus service	Service route (Even)= evenings only	Peak hour (0730 to 0900 & 1630 to 1800 -3 hrs) Mon-Fri	Peak hour Sat	Ave per day	Peak No/ hr	Peak rank	Daytime (pre 0730 & 0901 to 1629 - 9hrs) Mon-Fri	Daytime Sat	Daytime Ave	Daytime No/ hr	Daytime rank	Evening (Post 1801-6 hrs) Mon-Fri	Evening Sat	Evening Ave	Evening No/ hr	Evening rank	Sun/bank hols (all day - 18 hrs)	Sun/bank No/ hr	Sun/bank rank
<b>Queniborough</b>	5	EG to L	90	13	17.2	5.7		250	41	48.5	5.3		110	21	21.8	3.6		27	1.5	
24.9	5A along A607	L to MM	85	15	16.7	5.6		105	19	20.7	2.3		15	2	2.8	0.4		0	0	
	<b>Total</b>		<b>175</b>	<b>28</b>	<b>33.9</b>	<b>11.3</b>		<b>355</b>	<b>60</b>	<b>69.2</b>	<b>8</b>		<b>125</b>	<b>23</b>	<b>24.6</b>	<b>4</b>		<b>27</b>	<b>1.5</b>	
<b>Quorn</b>	K2	L to Lo	70	14	14	4.7		145	29	29	3.2		35	6	6.8	1.1		12	0.7	
	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2	15	0	0	
	121	L to Lo	0	0	0	0		0	0	0	0		0	0	0	0		12	0.7	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1.0		0	0	
	127	C(even), Lo, L	175	25	33.3	11.1		490	79	94.8	10.5		115	22	22.8	3.8		31	1.7	
<b>41.6</b>	<b>Total</b>		<b>260</b>	<b>42</b>	<b>50.3</b>	<b>16.8</b>	<b>5</b>	<b>720</b>	<b>225</b>	<b>140.8</b>	<b>15.6</b>	<b>5</b>	<b>181</b>	<b>35</b>	<b>36.6</b>	<b>6.1</b>	<b>4</b>	<b>55</b>	<b>3.1</b>	<b>3</b>
<b>Ratcliffe on Wreake 4.6</b>	128	L to MM	35	7	7	2.3	19	80	16	16	1.8	24	15	3	3	0.5	26	0	0	
<b>Rearsby 14.1</b>	5A	L to MM	90	16	17.7	5.9		220	40	43.0	4.7		60	12	12	2.0		27	1.5	
<b>Rothley 27.8</b>	99	L to M	0	0	0	0		30	6	6	0.7		0	0	0	0		0	0	
	127	C (even), Lo, L	175	25	33.3	11.1		490	79	94.8	10.5		115	22	22.8	3.8		31	1.7	
	<b>Total</b>		<b>175</b>	<b>25</b>	<b>33.3</b>	<b>11.1</b>	<b>8</b>	<b>520</b>	<b>85</b>	<b>100.8</b>	<b>11.2</b>	<b>7</b>	<b>115</b>	<b>22</b>	<b>22.8</b>	<b>3.8</b>	<b>6</b>	<b>31</b>	<b>1.7</b>	<b>5</b>
<b>Seagrave 4.2</b>	27	Lo to BS	35	7	7	2.3	19	75	15	15	1.6	33	10	2	2	0.3	29	0	0	
<b>Shepshed</b>	4	Lo	60	12	12	4		140	26	27.6	3.1		0	0	0	0		0	0	
25.6	A99	C, Lo, N	35	4	6.5	2.2		95	17	18.7	6.2		10	2	2	0.3		0	0	
	127	C (even), Lo, L	40	9	8.2	2.7		135	25	26.7	3		55	11	11	1.7		26	1.4	
	129	AZ to L	10	0	1.7	0.6		10	2	2	0.2		0	0	0	0		0	0	
	<b>Total</b>		<b>145</b>	<b>25</b>	<b>28.4</b>	<b>9.5</b>	<b>10</b>	<b>390</b>	<b>72</b>	<b>77</b>	<b>12.7</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>13</b>	<b>26</b>	<b>1.4</b>	<b>13</b>
<b>Sileby 18.2</b>	K2	L to Lo	70	14	14	4.7		145	29	29	3.2		35	6	6.8	1.1		12	0.7	
	27	Lo to BS	35	7	7	2.3		75	15	15	1.6		5	1	1	0.2		0	0	
	Ivanhoe	L, Lo, N	30	6	6	2		75	15	15	1.7		35	6	6.8	1.1		0	0	
	<b>Total</b>		<b>135</b>	<b>27</b>	<b>27</b>	<b>9.0</b>	<b>12</b>	<b>295</b>	<b>59</b>	<b>59</b>	<b>6.8</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>14.6</b>	<b>2.4</b>	<b>14</b>	<b>0</b>	<b>0</b>	

**Appendix 4: Accessibility of Settlements by bus and rail**  
(in alphabetical order, at July 2007)

Settlement & Total score	Bus service	Service route (Even)=evenings only	Peak hour (0730 to 0900 & 1630 to 1800 -3 hrs) Mon-Fri	Peak hour Sat	Ave per day	Peak No/ hr	Peak rank	Daytime (pre 0730 & 0901 to 1629 - 9hrs) Mon-Fri	Daytime Sat	Daytime Ave	Daytime No/ hr	Daytime rank	Evening (Post 1801-6 hrs) Mon-Fri	Evening Sat	Evening Ave	Evening No/ hr	Evening rank	Sun/bank hols (all day - 18 hrs)	Sun/bank No/ hr	Sun/bank rank
<b>South Croxton 4.2</b>	100	L to MM	<b>25</b>	<b>5</b>	<b>5</b>	<b>1.7</b>	<b>31</b>	<b>80</b>	<b>16</b>	<b>16</b>	<b>1.8</b>	<b>24</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>0.7</b>	<b>23</b>	<b>0</b>	<b>0</b>	
<b>Swithland 4.6</b>	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2	15	0	0	
	121	L to Lo	0	0	0	0		0	0	0	0		0	0	0	0		12	0.7	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1		0	0	
	<b>Total</b>		<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>		<b>85</b>	<b>17</b>	<b>17</b>	<b>1.9</b>		<b>31</b>	<b>7</b>	<b>7</b>	<b>1</b>		<b>12</b>	<b>0.7</b>	
<b>Syston</b>	5, 5A	L, MM	185	29	35.7	11.9		485	93	96.3	10.7		125	22	24.5	4.1		28	1.6	
	6	L	55	12	11.2	3.7		165	31	32.7	3.6		10	2	2	0.3		0	0	
	100	L to MM	25	5	5	1.7		80	16	16	1.8		20	4	4	0.7		0	0	
	128	L to MM	35	7	7	2.3		80	16	16	1.8		15	3	3	0.5		0	0	
	Ivanhoe	L, Lo, N	30	6	6	2		75	15	15	1.7		35	6	6.8	1.1		0	0	
<b>48.8</b>	<b>Total</b>		<b>330</b>	<b>59</b>	<b>64.9</b>	<b>21.9</b>		<b>885</b>	<b>171</b>	<b>176</b>	<b>19.6</b>		<b>205</b>	<b>37</b>	<b>40.3</b>	<b>6.7</b>		<b>28</b>	<b>1.6</b>	
<b>Thrussington 4.6</b>	<b>128</b>	L to MM	<b>35</b>	<b>7</b>	<b>7</b>	<b>2.3</b>	<b>19</b>	<b>80</b>	<b>16</b>	<b>16</b>	<b>1.8</b>	<b>24</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0.5</b>	<b>26</b>	<b>0</b>	<b>0</b>	
<b>Thurcaston 6.6</b>	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2	15	0	0	
	55	L	15	3	3	1		45	8	8.8	1		0	0	0	0		0	0	
	99	L to M	0	0	0	0		30	6	6	0.7		0	0	0	0		0	0	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1.0		0	0	
	<b>Total</b>		<b>30</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>23</b>	<b>160</b>	<b>31</b>	<b>31.8</b>	<b>3.6</b>	<b>19</b>	<b>31</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	
<b>Thurmaston 72.3</b>	5, 5A	L, MM	185	29	35.7	11.9		485	93	96.3	10.7		125	22	24.5	4.1		28	1.6	
	6	L	110	23	22.2	7.4		320	61	63.5	7.1		25	5	5	0.8		0	0	
	12	L	60	12	12	4		180	33	35.5	3.9		30	6	6	1		13	0.7	
	100	L to MM	25	5	5	1.7		80	16	16	1.8		20	4	4	0.7		0	0	
	128	L to MM	35	7	7	2.3		80	16	16	1.8		15	3	3	0.5		0	0	
	<b>Total</b>		<b>511</b>	<b>92</b>	<b>97.9</b>	<b>32.3</b>		<b>1385</b>	<b>267</b>	<b>275.3</b>	<b>30.6</b>		<b>215</b>	<b>40</b>	<b>42.5</b>	<b>7.1</b>		<b>41</b>	<b>2.3</b>	
<b>Ulverscroft 0</b>	<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	
<b>Walton on the Wolds 4.2</b>	27	Lo, MM, G	35	7	7	2.3		80	16	16	1.8	24	10	2	2	0.3	29	0	0	
<b>Wanlip 0.1</b>	K2	L to Lo	0	0	0	0	37	5	1	1	0.1	36	0	0	0	0	36	0	0	
<b>Woodhouse</b>	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2	15	0	0	

**Appendix 4: Accessibility of Settlements by bus and rail**  
(in alphabetical order, at July 2007)

Settlement & Total score	Bus service	Service route (Even)= evenings only	Peak hour (0730 to 0900 & 1630 to 1800 -3 hrs) Mon-Fri	Peak hour Sat	Ave per day	Peak No/ hr	Peak rank	Daytime (pre 0730 & 0901 to 1629 - 9hrs) Mon-Fri	Daytime Sat	Daytime Ave	Daytime No/ hr	Daytime rank	Evening (Post 1801-6 hrs) Mon-Fri	Evening Sat	Evening Ave	Evening No/ hr	Evening rank	Sun/ bank hols (all day - 18 hrs)	Sun/ bank No/ hr	Sun/ bank rank
<b>4.6</b>	121	L to Lo	0	0	0	0		0	0	0	0		0	0	0	0		12	0.7	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1		0	0	
	<b>Total</b>		<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	23	<b>85</b>	<b>17</b>	<b>17</b>	<b>1.9</b>	24	<b>31</b>	<b>7</b>	<b>7</b>	<b>1</b>	16	<b>12</b>	<b>0.7</b>	14
<b>Woodhouse Eaves 4.6</b>	54	L to Lo	15	3	3	1		85	17	17	1.9		1	1	1	0.2	15	0	0	
	121	L to Lo	0	0	0	0		0	0	0	0		0	0	0	0		12	0.7	
	123	L to Lo	0	0	0	0		0	0	0	0		30	6	6	1		0	0	
	<b>Total</b>		<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	23	<b>85</b>	<b>17</b>	<b>17</b>	<b>1.9</b>	24	<b>31</b>	<b>7</b>	<b>7</b>	<b>1</b>	16	<b>12</b>	<b>0.7</b>	14
<b>Wymeswold 4.2</b>	8	Lo, MM, G	30	6	6	2	23	85	17	17	1.9	21	10	2	2	0.3	29	0	0	

Notes

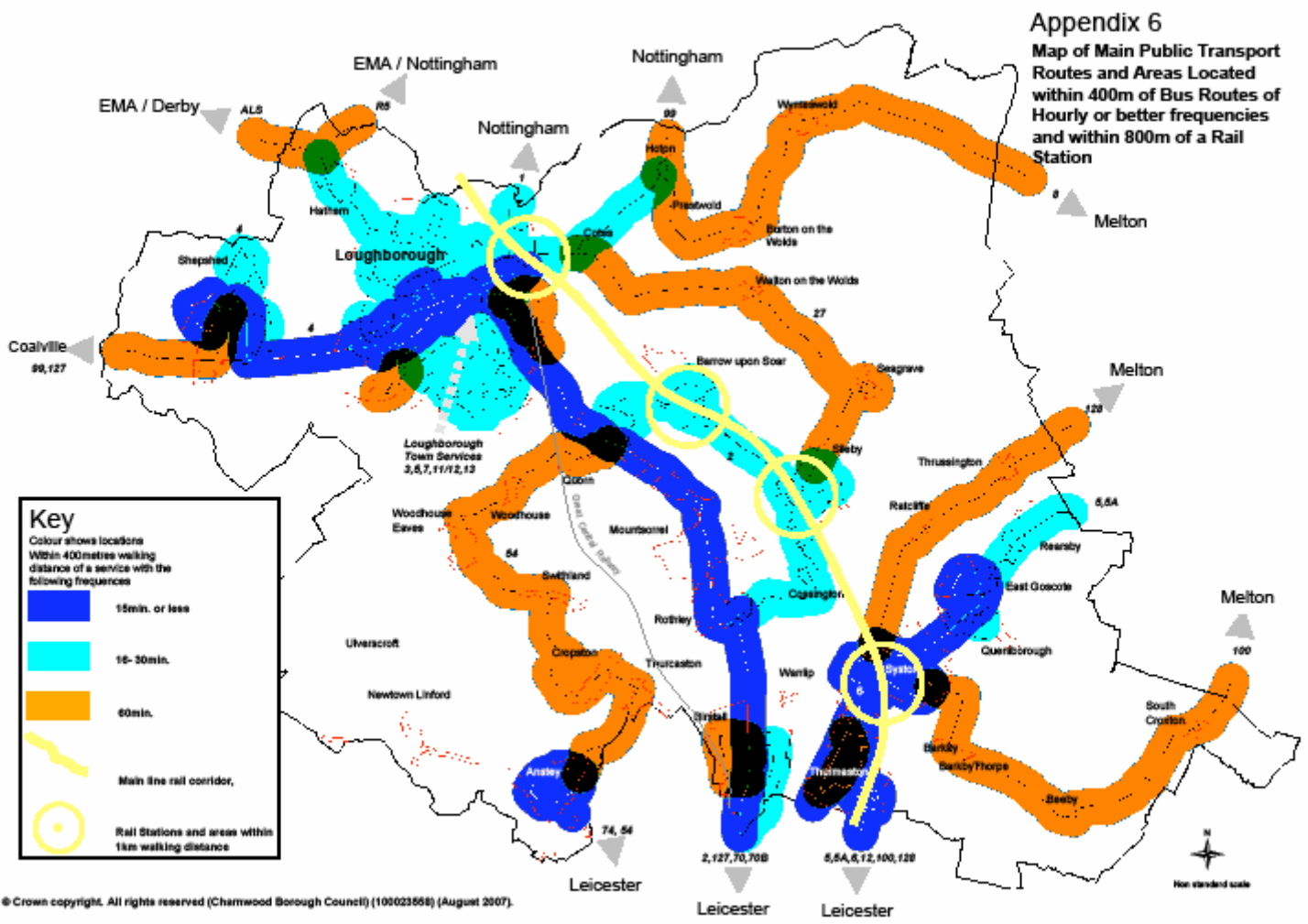
For Service routes in column 4 the following abbreviations are used for main destinations

AZ=Ashby de la Zouch  
 BS=Barrow upon Soar  
 Bir=Birmingham  
 C=Coalville  
 Co=Coventry  
 D=Derby  
 EG=East Goscote  
 G=Grantham  
 L= Leicester  
 Li=Lincoln  
 Lo=Loughborough  
 Lon=London  
 M=Mountsorrel  
 MM= Melton Mowbray  
 N=Nottingham  
 S=Shepshed  
 Sh=Sheffield

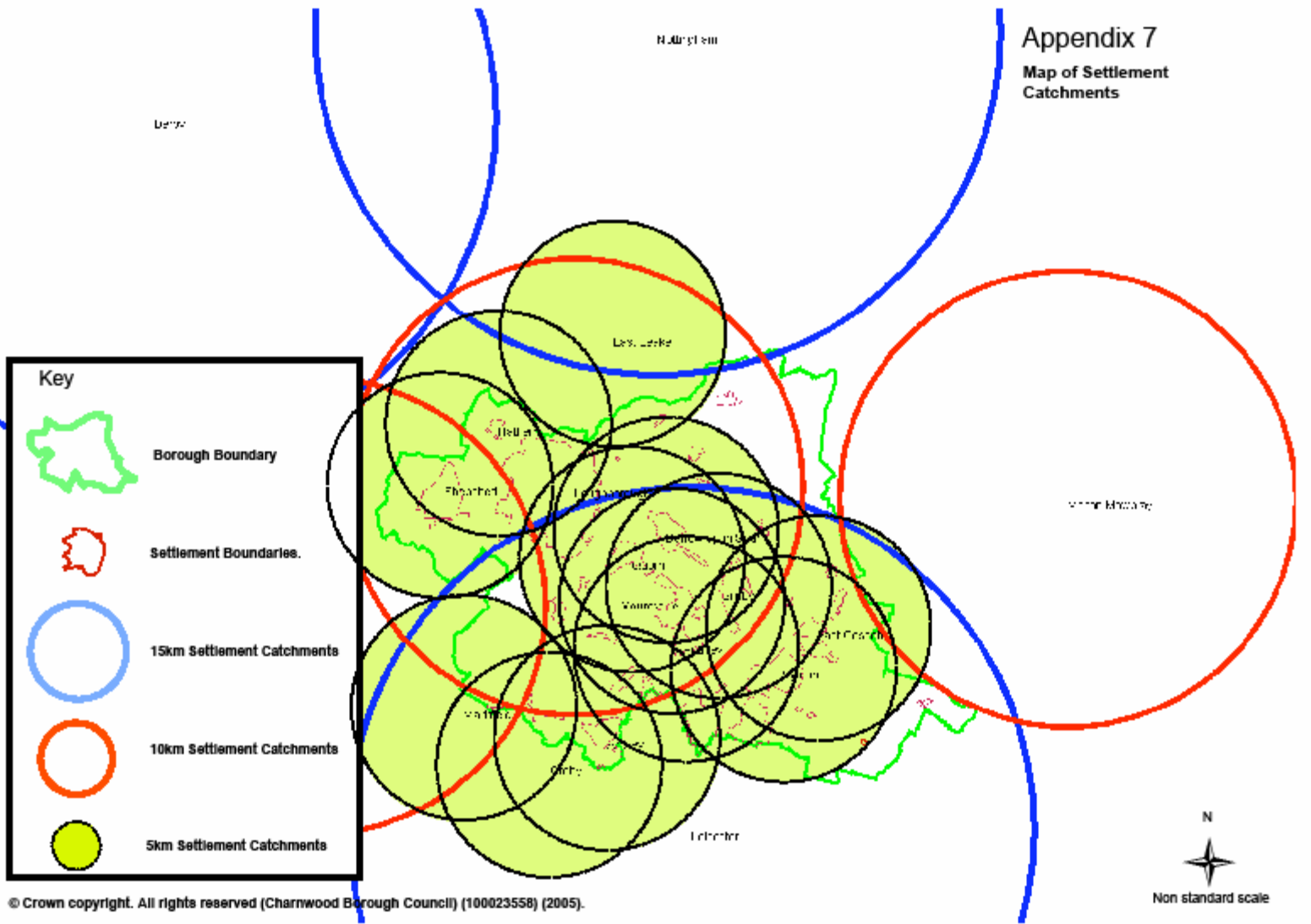
**Appendix 5:**  
**Summary Of Local Transport Accessibility by Settlement (at Summer 2007)**

Local public transport accessibility score (A + B)	(A) Bus Accessibility	(B) Rail Accessibility	Settlement	Level of local accessibility
107.8	82.9	24.9	Loughborough	VERY GOOD
72.3	72.3	0	Thurmaston	GOOD
48.8	44.0	4.8	Syston	
45.9	45.9	0	Birstall	
41.6	41.6	0	Quorn	
30.0	30.0	0	Mountsorrel	
27.8	27.8	0	Rothley	
25.6	25.6	0	Shepshed	
24.9	24.9	0	Queniborough	
18.8	18.8	0	East Goscote	REASONABLE
18.8	18.8	0	Hathern	
18.2	13.4	4.8	Sileby	
16.7	11.0	4.6	Barrow	
15.7	15.7	0	Anstey	
14.1	14.1	0	Rearsby	
9.1	9.1	0	Cossington	
8.5	8.5	0	Cotes	FAIR
8.5	8.5	0	Hoton	
6.6	6.6	0	Thurcaston	
4.8	4.8	0	Cropston	
4.6	4.6	0	Woodhouse	
4.6	4.6	0	Woodhouse Eaves	
4.6	4.6	0	Swithland	
4.6	4.6	0	Ratcliffe on the Wreake	
4.6	4.6	0	Thrussington	
4.2	4.2	0	Walton on the Wolds	
4.2	4.2	0	Barkby	
4.2	4.2	0	Beeby	
4.2	4.2	0	Burton on the Wolds	
4.2	4.2	0	Prestwold	
4.2	4.2	0	Seagrave	
4.2	4.2	0	South Croxton	
4.2	4.2	0	Wymeswold	
2.5	2.5	0	Newtown Linford	POOR
0.1	0.1	0	Wanlip	
0	0	0	Ulverscroft	
0	0	0	Barkby Thorpe	

# Appendix 6



# Appendix 7



## Appendix 8

A *hamlet* is a collection of houses, too small to have a parish church.

A *village* has a church, but no market and usually comprises upwards of 25 to 30 dwellings grouped together. There is usually at least one facility, such as a post office, food shop or public house. Some villages are sizeable settlements consisting of up to several hundred houses. Many will have a better range of facilities including daily public transport providing at least one bus service of broadly hourly frequency.

A *town* has both a market and a church, or churches. It is a larger, closely populated place as distinct from the country and rural communities.