PROPOSED RESIDENTIAL DEVELOPMENT
ROSSENDALE ROAD
EARL SHILTON
TRAFFIC STATEMENT

DEVELOPMENT SERVICES
30 MAY 2008
RECEIVED

Redrow Homes (Midlands) Ltd
Redrow House
Kinsall Green
Wilncoate
Tamworth
Staffordshire
B77 5PX

ADL/LER/1918/23A

May 2008

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1.0 INTRODUCTION

1.1 Purpose of report

1.1.1 ADL Traffic Engineering Ltd have been appointed by Redrow Homes (Midlands) Ltd to prepare a Transport Statement in support of an application to redevelop a site comprising former industrial buildings on Rossendale Road, Earl Shilton for residential use.

1.1.2 This report provides a comparison between the previous and current permitted uses on the site and the implications of the redevelopment in terms of traffic generation.

1.1.3 The report also provides details of the accessibility of the site to other modes of transport than the private car.

1.2 Scope of study

1.2.1 Section 2 of this report describes the existing situation, access arrangements and traffic generated by the current uses.

1.2.2 Section 3 describes the accessibility of the site to non car borne modes of transport.

1.2.3 Section 4 describes the residential proposal and parking provision.

1.2.4 Section 5 identifies the likely impact of the proposal on the local road network.

1.2.5 Section 6 summarises and concludes the report.

2.0 EXISTING SITUATION

2.1 Site description

2.1.1 The site is located in Earl Shilton to the south of Hinckley Road and is accessed of Rossendale Road. A site location plan is provided as Appendix 1.0.

2.1.2 The site is divided into two parts, one on either side of Rossendale Road. The west part is about 1.28 acres (0.52ha) and comprises approximately 3,000m^2 of disused industrial buildings (B2 general industry) and car parking/servicing areas. The other part is on the east side of Rossendale Road and is densely filled with disused industrial buildings comprising 1,588m^2 gfa and a 12 space car park.

2.1.3 The land surrounding the site is primarily in residential use. The site and surrounding area are shown in Appendix 2.0.

2.2 Traffic generation from former uses

2.2.1 Advice in TRICS 2008(a) suggests that factory occupied by a single user will generate 3.4 to 7.8 trips per 100m^2 per day (two-way), the lower figure being the average and the higher figure being an 85th percentile rate. A copy of the TRICS data is given in Appendix 3.0.

Therefore, the permitted use could generate the following:

East side

- **15.88 x 3.4 = 54 trips per day (two-way) – average**
- **15.88 x 7.8 = 124 trips per day (two-way) – 85th percentile**

West side

- **30 x 3.4 = 102 trips per day (two-way) – average**
- **30 x 7.8 = 234 trips per day (two-way) – 85th percentile**

2.2.2 The peak hours would be as shown in Tables 2A and 2B below, based on data from TRICS.

Table 2A B2 general industry – East side

	In		Out		Two-way
	%	Vehs	%	Vehs	
Am peak	16.5%	4 – 10	4.0%	1 – 2	5 – 12
Pm peak	3.6%	1 – 1	19.6%	5 – 12	6 – 13
Daily	100%	27 – 62	100%	27 – 62	54 – 124

Table 2B B2 general industry – West side

	In		Out		Two-way
	%	Vehs	%	Vehs	
Am peak	16.5%	8 – 19	4.0%	2 – 5	10 – 23
Pm peak	3.6%	2 – 4	19.6%	10 – 23	12 – 27
Daily	100%	51 – 117	100%	51 – 117	102 – 234

2.2.3 By combining the two parts of the site the overall traffic generation is shown in Table 2C.

Table 2C B2 general industry – whole site

	In		Out		Two-way
	%	Vehs	%	Vehs	
Am peak	16.5%	12 – 29	4.0%	3 – 7	15 – 36
Pm peak	3.6%	3 – 5	19.6%	15 – 35	18 – 40
Daily	100%	78 – 179	100%	78 – 179	156 – 358

2.2.4 Table 2C illustrates that the former uses could potentially generate between 150 to 360 vehicle trips per day (two-way).

2.3 Traffic generation from permitted uses

2.3.1 The west site also benefits from a permission for 24 houses granted in 2007 (reference 06/01406/FUL) and the east site from 13 houses (reference 07/0064/FUL). These 37 houses would generate 8.2 to 10.0 trips per unit per weekday (average and 85th percentile). A copy of the TRICS output is given in Appendix 4.0.

East site:

Average	**13 x 8.2**	**=**	**106 vehicles per day (two-way)**
		or	**53 arrivals**
			53 departures
85th percentile	**13 x 10**	**=**	**130 vehicles per day (two-way)**
		or	**65 arrivals**
			65 departures

West site:

Average	**24 x 8.2**	**=**	**196 vehicles per day (two-way)**
		or	**98 arrivals**
			98 departures
85th percentile	**24 x 10**	**=**	**240 vehicles per day (two-way)**
		or	**120 arrivals**
			120 departures

2.3.2 The peak hours would be as shown in Table 2D for the east site and Table 2E for the west site.

Table 2D Permitted residential – east site

	In		Out		Two-way
	%	Vehs	%	Vehs	
Am peak	4.1%	2 – 3	10.1%	5 – 7	7 – 10
Pm peak	10.1%	5 – 7	6.0%	3 – 4	8 – 11
Daily	100%	53 – 65	100%	53 – 65	106 - 130

Table 2E Permitted residential – west site

	In		Out		Two-way
	%	Vehs	%	Vehs	
Am peak	4.1%	4 – 5	10.1%	10 – 12	14 – 17
Pm peak	10.1%	10 – 12	6.0%	6 – 7	16 – 19
Daily	100%	98 – 120	100%	98 – 120	196 - 240

2.3.3 The total flows for the permitted development are given in Table 2F.

Table 2F Total permitted residential

	In		Out		Two-way
	%	Vehs	%	Vehs	
Am peak	4.1%	6 – 8	10.1%	15 – 19	21 – 27
Pm peak	10.1%	15 – 19	6.0%	9 – 11	24 – 30
Daily	100%	151 – 185	100%	151 – 185	302 – 370

2.3.4 Table 2F illustrates that the total permitted uses on the site could generate 300 – 370 trips per day (two-way) and 20 – 30 trips in a peak hour.

2.4 Local road network

2.4.1 Rossendale Road links Hinckley Road to Highfield Street. This road has a mixed residential/industrial character and the central part of the road is unadopted and in a poor state of repair, although the carriageway width is more than sufficient to meet normal design standards.

2.4.2 New Street runs parallel to Rossendale Road to the north-east. It is of a similar character to Rossendale Road, however is entirely adopted and has a higher proportion of residential dwellings.

3.0 ACCESSIBILITY

3.1 Pedestrians

3.1.1 The site is located within 800m distance of the town centre and is therefore accessible to a wide range of facilities on foot or by cycle.

3.1.2 The footways on Rossendale Road would be improved and extended as part of the proposal, under a Section 278 Agreement, subject to the support of the Highway Authority, Leicestershire County Council.

3.1.3 The proposal also incorporates speed reduction measures in the form of speed cushions. These will also enhance the safety of the pedestrian environment.

3.2 Cyclists

3.2.1 Earl Shilton is not directly served by the National Cycle Network's on or off-road routes. However, Earl Shilton is a small town in a relatively rural location. The roads in the vicinity of the site are generally deemed safe for cyclists to use.

3.3 Public transport

3.3.1 The site is well served by a number of bus routes. The nearest bus stops are on Hinckley Road, approximately 150m walking distance from the site. There are additional bus stops on Station Road about 400m to the south of the site. The location of the bus stops are shown in Appendix 5.1.

3.3.2 A summary of the bus routes on these roads are given in Table 3A and the full details in Appendix 5.2.

Table 3A Bus routes

Route No.	Frequency	Connection
48	3 per hour	Leicester, Hinckley, Nuneaton, Coventry
158	2 per hour	Leicester, Hinckley, Nuneaton
81	3 per hour	Hinckley
148	1 per hour	Leicester

3.3.3 Table 3A demonstrates that the site is well served by public transport, with typically nine buses per hour passing near to the site.

4.0 PROPOSED DEVELOPMENT

4.1 Schedule of uses

4.1.1 The proposal is to develop the site for 1 house and 95 flats with one off street parking space per unit in the form of forecourt parking. The Architect's layout is provided in Appendix 6.0.

4.1.2 The proposed dwellings are split between the east and west plots as shown in Table 4A:

Table 4A Housing types and distribution

Type	West	East	Total
Flat	66	19	85
House	0	4	4
Total	66	23	89

East side

4.1.3 The residential development on the east side of Rossendale Road comprises 23 units, accessed as follows:

- 3 no. houses with frontage to New Street
- 6 no. flats accessed from within a private cul-de-sac
- 13 no. flats with frontage to Rossendale Road

4.1.4 Thirty parking spaces are provided for the east side development, as follows:

- 11 no. spaces with driveway access to Rossendale Road
- 9 no. spaces either with access from Rossendale Road or New Street
- 8 no. spaces with private cul-de-sac access from Rossendale Road
- 2 spaces (for the detached house) accessed from New Street

West side

4.1.5 The development on the west side of Rossendale Road comprises 66 dwellings. These are accessed via a single point of access on Rossendale Road. 79 parking spaces are provided within bays adjacent to properties or courts, all contained within the site.

4.2 Access arrangements

4.2.1 The junctions with Rossendale Road and New Street would be provided with a minimum visibility splay of 2.4m by 40m in either direction as shown in Appendix 7.0. This complies with the latest guidelines in 'Manual for Streets' for a road with an 85th percentile speed not expected to exceed 30mph.

4.2.2 It is proposed to improve the part of Rossendale Road adjacent to the site frontage by repairing the carriageway and re-constructing part of the road to adoptable standard. This will include better footway provision and speed reduction measures in the form of speed cushions. These are shown on the Architect's layout in Appendix 6.0.

4.3 Parking

4.3.1 As noted previously there are 30 and 79 parking spaces provided for the east and west parts of the site. This is a total of 109 spaces for the entire development.

4.3.2 Table 4B provides a summary of the parking provision:

Table 4B Parking summary

	Dwellings	Parking			Ratios		
		Resident	Visitor	Total	Resident spaces	Visitor spaces	Overall
East	23	24	6	30	1 per unit	0.261	1.304
West	66	66	13	79	1 per unit	0.197	1.197
Total	89	90	19	109	1 per unit	0.202	1.225

4.3.3 Cycle storage is provided in five areas marked B/C as shown in Appendix 6.0.

5.0 TRAFFIC IMPACT

5.1 TRICS 2008: Residential use

5.1.1 TRICS 2008(a) advises that houses would generate 8.2 – 10.0 two-way trips per unit per weekday (based on privately owned houses) (refer to Appendix 4.0). This represents the average and 85th percentile range. Privately owned flats would expect to generate 2.5 – 3.0 trips per unit per weekday in the same way. A copy of the TRICS output for flats is given in Appendix 8.0.

5.1.2 The generated traffic would be as shown in Table 5A. This table gives an average and 85th percentile trip rate.

Table 5A Daily traffic generation

	Houses	Flats	Trips per dwelling		Total Trips		Total
			Houses	Flats	Houses	Flats	
East Side	4	19	8.2 – 10	2.5 – 3	33 – 40	48 – 57	81 – 97
West Side	0	66	n/a	2.5 – 3	n/a	165 – 198	165 – 198
Total	4	85	n/a	n/a	33 – 40	213 – 255	246 – 295

5.1.3 As can be seen, the development overall would be expected to generate between around 250 – 300 two-way trips per day. TRICS suggests that during the morning and evening peaks, the following percentages of daily trips would occur based on flats:

- 08:00 – 09:00 hours:
  - Flats: 5.1% of daily total inbound, 12.9% of daily total outbound
- 17:00 – 18:00 hours:
  - Flats: 13.2% of daily total inbound, 10.3% of daily total outbound

5.1.4 Therefore by applying the peak hour percentages to the daily traffic, the peak hour traffic flows can be calculated. Table 5B shows the average trip rates and Table 5C shows the 85th percentile trip rates.

Table 5B Average trips for residential proposals

	East site					West site					Both sites				
	In		Out		Two-way	In		Out		Two-way	In		Out		Two-way
	%	Vehs	%	Vehs		%	Vehs	%	Vehs		%	Vehs	%	Vehs	
Am Peak	5.1	2	12.9	5	7	5.1	4	12.9	11	15	5.1	6	12.9	16	22
Pm Peak	13.2	5	10.3	4	9	13.2	11	10.3	9	20	13.2	16	10.3	13	29
Daily	100	41	100	41	82	100	83	100	83	166	100	124	100	124	248

Table 5C 85th percentile trips for residential proposals

	East site					West site					Both sites				
	In		Out		Two-way	In		Out		Two-way	In		Out		Two-way
	%	Vehs	%	Vehs		%	Vehs	%	Vehs		%	Vehs	%	Vehs	
Am Peak	5.1	2	12.9	6	8	5.1	5	12.9	13	18	5.1	7	12.9	19	26
Pm Peak	13.2	6	10.3	5	11	13.2	13	10.3	10	23	13.2	19	10.3	15	34
Daily	100	49	100	49	98	100	99	100	99	198	100	148	100	148	296

5.1.5 To summarise the above tables, the development would expect to generate the following two-way trips in the peak hours:

- Morning peak 22 – 26 two-way trips (08:00 – 09:00 hours)
- Evening peak 29 – 34 two-way trips (17:00 – 18:00 hours)

5.2 Comparison of proposed and previous uses

5.2.1 A comparison of the previous factory use and the residential scheme now proposed is given in Table 5D below for an average and 85th percentile scenario.

Table 5D Comparison of former and proposed uses (two-way trips)

	Industrial		Residential		Difference	
	Average	85th %ile	Average	85th %ile	Average	85th %ile
Am peak	15	36	22	26	+7	-8
Pm peak	18	40	29	34	+11	-6
Daily	156	358	248	296	+92	-62

5.2.2 Table 5D demonstrates that there would be no noticeable difference in daily and peak hour trips when comparing the former use with the proposed use. Based on an average figure the housing use could generate slightly more than the previous use, but based on 85th percentile comparison, there could be a net reduction in traffic.

5.2.3 In a worst case there could be 7 more vehicles (two-way) on the local road network in a morning peak hour (i.e. one vehicle every 8 minutes) and 11 more in an evening peak hour(i.e. one vehicle every 6 minutes) when compared to the former use. This would have no material impact on highway capacity or residential amenity.

5.2.4 In addition to the actual traffic numbers, there is also the type of traffic to consider. The industrial use can expect typically 15% – 20% of the traffic to/from the site to be commercial goods vehicles. Therefore, in terms of impact on highway capacity, there would be no material difference in peak hour trips between the permitted and proposed uses.

5.2.5 That is; housing has an average of 25 car trips (two-way) in a peak hour. Industry has an average of 17 vehicles with 20% being HGV's, which are 2.3 passenger car units (pcu's) per vehicle. Therefore the industrial use would generate 14 cars plus 3 HGV's or 21 pcu's per peak hour (i.e. slightly less than the housing proposal).

5.2.6 The change of use would mean a potential reduction of about 20 to 50 commercial vehicles on Rossendale Road per day compared to the previous use, which would provide an amenity benefit for residents on this road.

5.3 Comparison of proposed and permitted uses

5.3.1 A comparison of the permitted development for 37 houses and the proposed scheme for 95 flats and one house is given in Table 5E below for an average and 85th percentile scenario.

Table 5E Comparison of permitted and proposed uses (two-way trips)

	Houses		Flats		Difference	
	Average	85th %ile	Average	85th %ile	Average	85th %ile
Am peak	21	27	22	26	+1	-1
Pm peak	24	30	29	34	+5	+4
Daily	302	370	248	296	-54	-74

5.3.2 Table 5E demonstrates that there would be a reduction in daily trips when comparing the proposed flats with the permitted housing scheme. However, the proposed flats could generate slightly more than the permitted house during the evening peak period.

5.3.3 In a worst case there could be 5 more vehicles (two-way) on the local road network in an evening peak hour (i.e. one vehicle every 12 minutes) when compared to the permitted use. This would have no material impact on highway capacity or residential amenity.

6.0 SUMMARY AND CONCLUSIONS

6.1 The proposal

6.1.1 The proposal is to develop the site for 4 houses and 85 flats on two sites located east and west of Rossendale Road. The proposal would in part be accessed via Rossendale Road and part of the eastern site would also be accessed off New Street.

6.1.2 A total of 23 units would be located on the East site and have vehicular accesses off both Rossendale Road and New Street and these would be provided with a minimum visibility splay of 2.4m by 40m in either direction, which complies with the latest guidelines in 'Manual for Streets'. This site was formerly occupied by about 1,600m^2 of industrial buildings and benefits from a permission for 13 houses.

6.1.3 A total of 66 flats would be located on the west side and have vehicular access off Rossendale Road. This access will also have a visibility splay of 2.4m x 40m in either direction. This site was formerly occupied by 3,000m^2 of industrial buildings and benefits from permission for 24 houses.

6.1.4 Rossendale Road will be improved adjacent to the site frontages to bring it up to an adoptable standard. The road would be offered for adoption, subject to a Section 288 Agreement. The improvement would incorporate speed reduction measures in the form of speed cushions.

6.1.5 The site is well served by a number of bus routes. The nearest bus stops are on Hinckley Road and Station Road which are within an easy walking distance of the site. There are about ten buses per hour passing near to the site providing services to Leicester, Hinckley and Nuneaton.

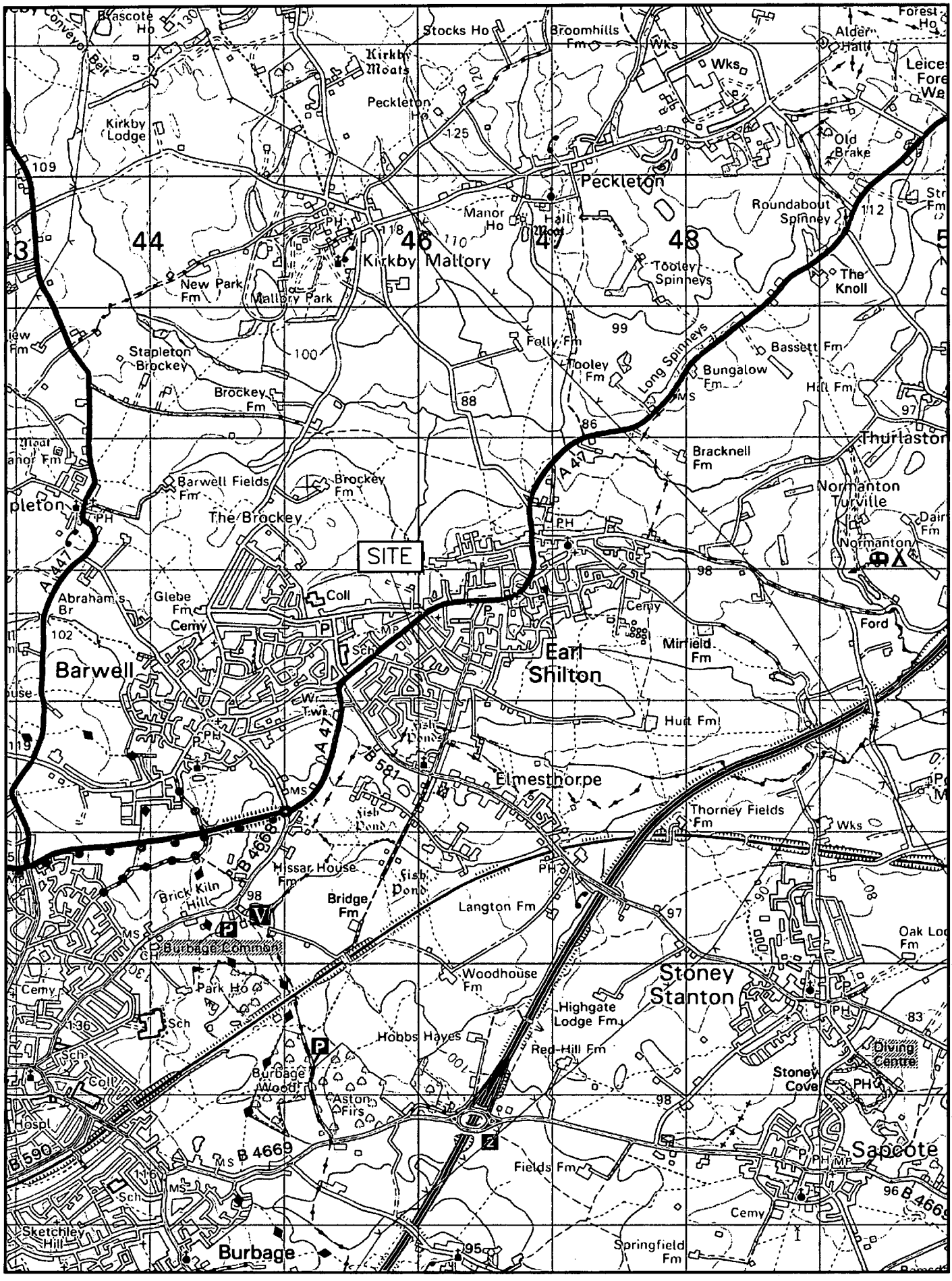
6.2 Traffic impact

6.2.1 The proposal will generate a slightly higher level of traffic to the previous factory use. However, the type of traffic will have less impact on residential amenity because there will be less commercial vehicles. The proposal also complies with current guidance for residential design in terms of the visibility splays.

6.2.2 There would be a reduction in daily trips when comparing the proposed 85 flats and four houses with the permitted 37 houses. The proposed flats could generate slightly more than the permitted hours during the evening peak period, but in a worst case there would only be 5 more vehicles (two-way) on the local road network in the evening peak hour i.e. one vehicle every 12 minutes would have no material impact on highway capacity or residential amenity.

APPENDIX 1.0

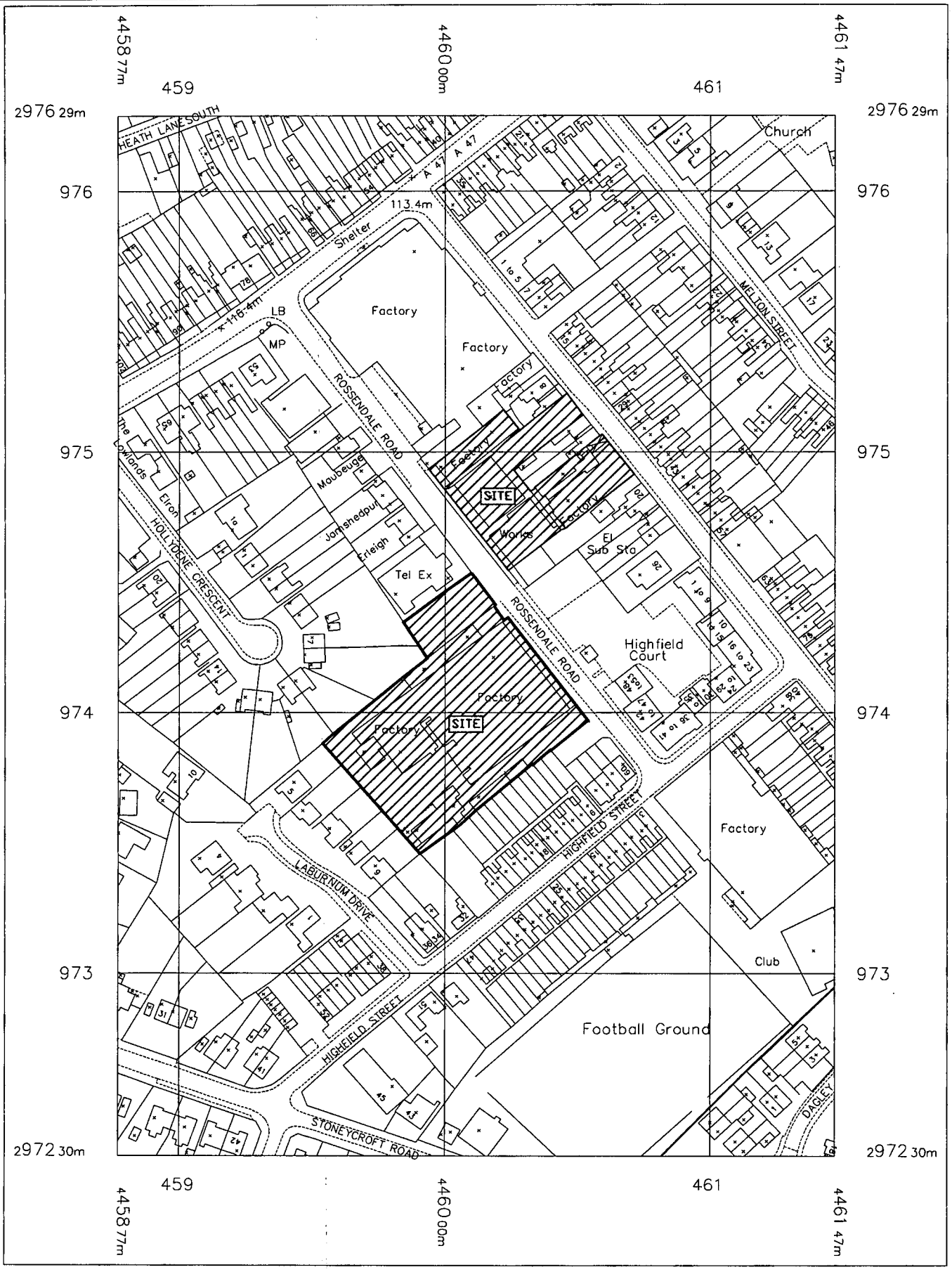
SITE LOCATION



APPENDIX 1.0
SITE LOCATION

APPENDIX 2.0

SITE AND SURROUNDING AREA



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APPENDIX 2.0
SITE AND SURROUNDING AREA

APPENDIX 3.0

TRICS DATA: INDUSTRIAL UNIT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
03	**SOUTH WEST**		
	DC	DORSET	4 days
	GS	GLOUCESTERSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	ER	EAST RENFREWSHIRE	2 days
	HI	HIGHLAND	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 43325 (units: sqm)

Date Range: 01/01/99 to 24/10/06

Selected survey days:

Monday	3 days
Tuesday	7 days
Wednesday	3 days
Thursday	4 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

APPENDIX 3.0
TRICS DATA: INDUSTRIAL UNIT

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

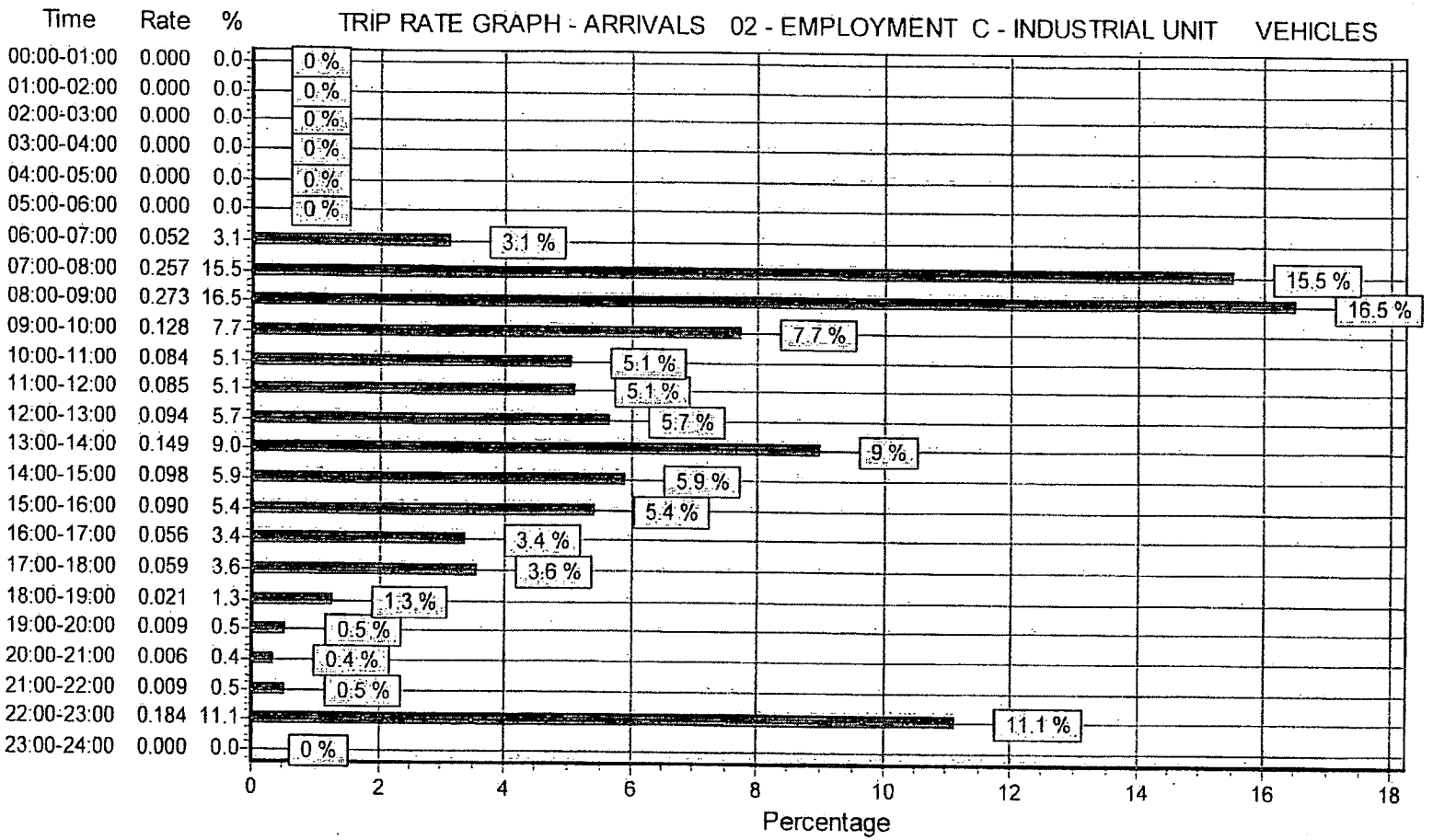
Calculation factor: 100 sqm

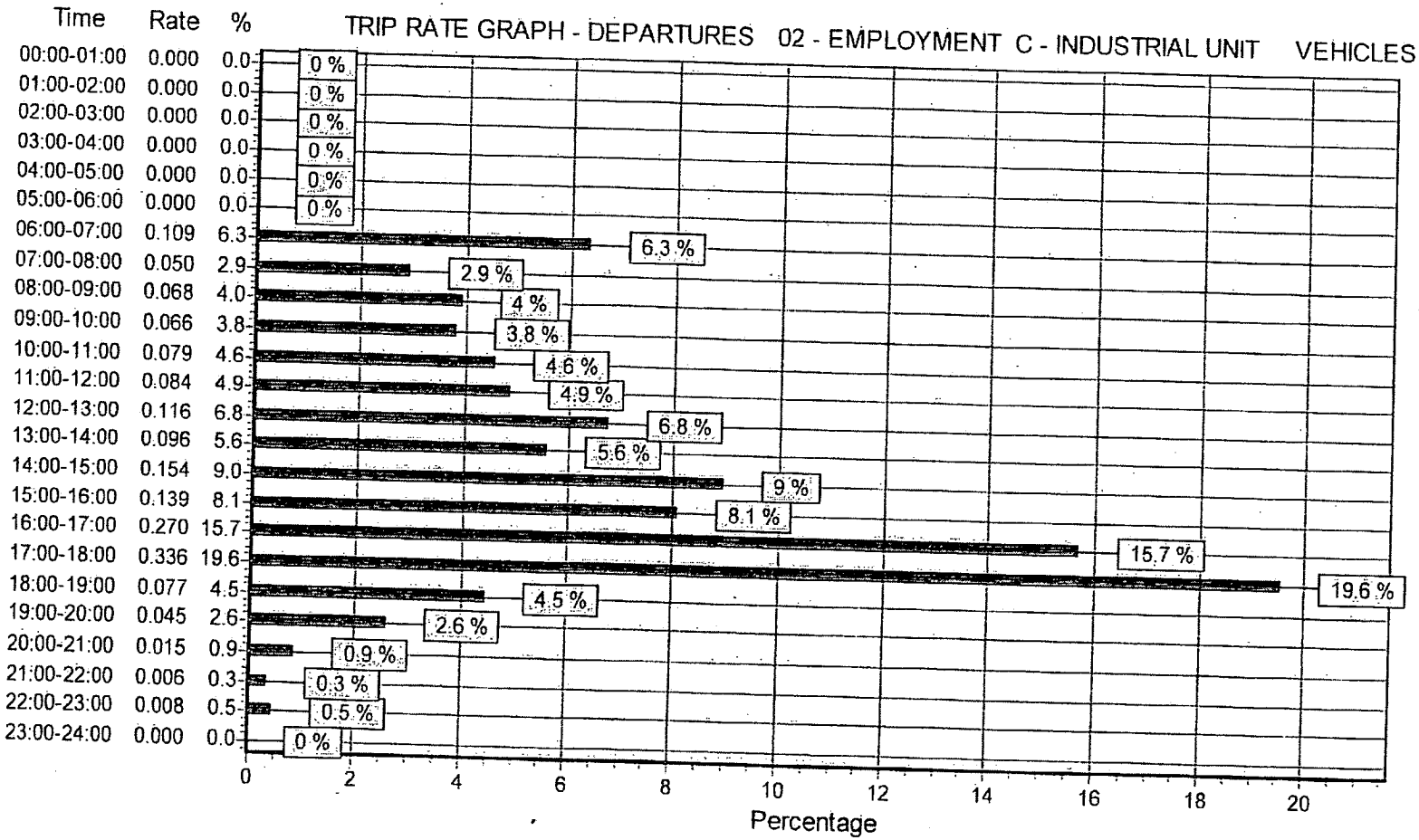
BOLD print indicates peak (busiest) period

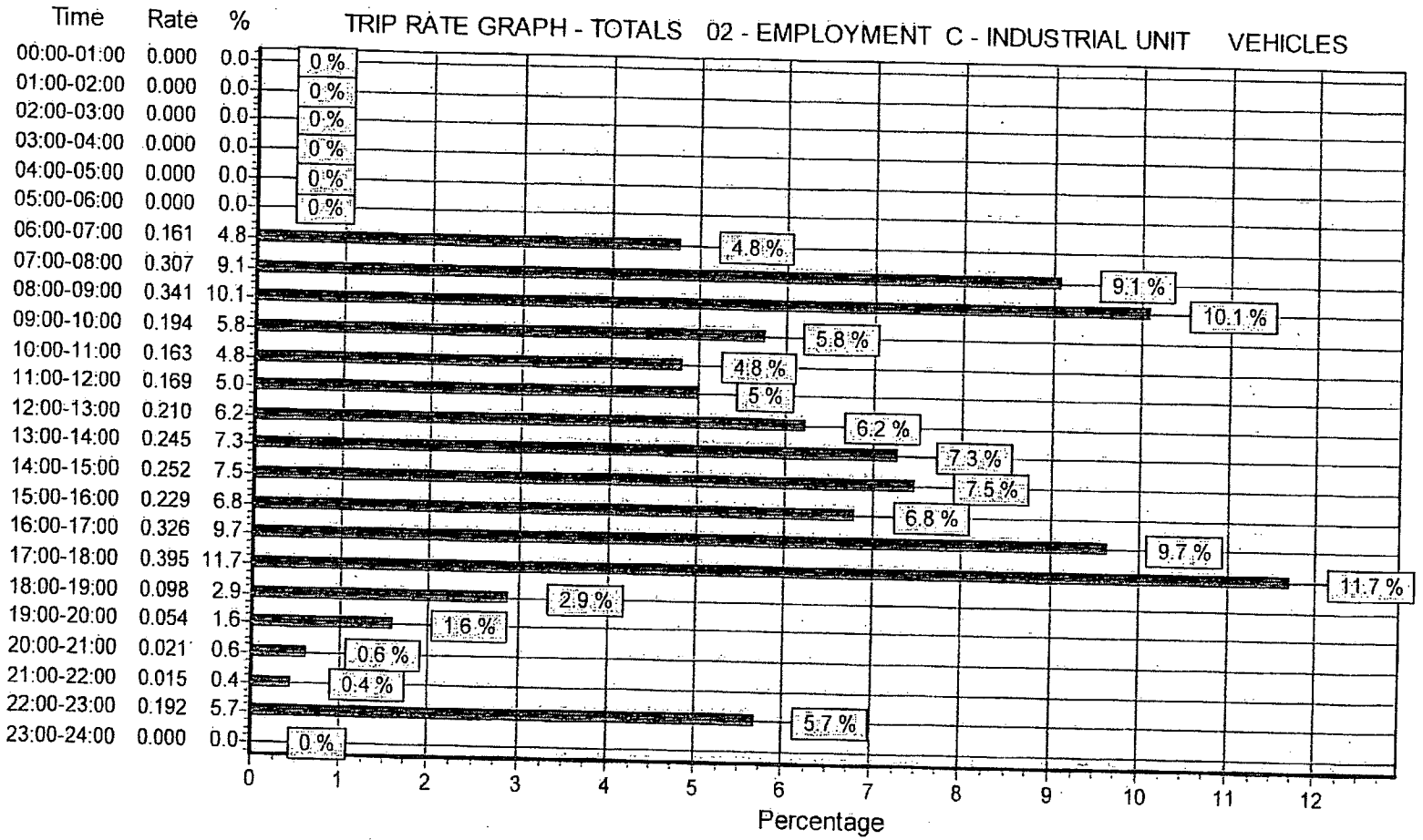
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	1	22926	0.017	1	22926	0.087	1	22926	0.104
06:30 - 07:00	1	22926	0.035	1	22926	0.022	1	22926	0.057
07:00 - 07:30	17	16109	0.103	17	16109	0.027	17	16109	0.130
07:30 - 08:00	17	16109	0.154	17	16109	0.023	17	16109	0.177
08:00 - 08:30	17	16109	0.154	17	16109	0.029	17	16109	0.183
08:30 - 09:00	17	16109	0.119	17	16109	0.039	17	16109	0.158
09:00 - 09:30	17	16109	0.076	17	16109	0.031	17	16109	0.107
09:30 - 10:00	17	16109	0.052	17	16109	0.035	17	16109	0.087
10:00 - 10:30	17	16109	0.042	17	16109	0.043	17	16109	0.085
10:30 - 11:00	17	16109	0.042	17	16109	0.036	17	16109	0.078
11:00 - 11:30	17	16109	0.043	17	16109	0.040	17	16109	0.083
11:30 - 12:00	17	16109	0.042	17	16109	0.044	17	16109	0.086
12:00 - 12:30	17	16109	0.041	17	16109	0.059	17	16109	0.100
12:30 - 13:00	17	16109	0.053	17	16109	0.057	17	16109	0.110
13:00 - 13:30	17	16109	0.068	17	16109	0.049	17	16109	0.117
13:30 - 14:00	17	16109	0.081	17	16109	0.047	17	16109	0.128
14:00 - 14:30	17	16109	0.048	17	16109	0.108	17	16109	0.156
14:30 - 15:00	17	16109	0.050	17	16109	0.046	17	16109	0.096
15:00 - 15:30	17	16109	0.052	17	16109	0.064	17	16109	0.116
15:30 - 16:00	17	16109	0.038	17	16109	0.075	17	16109	0.113
16:00 - 16:30	17	16109	0.029	17	16109	0.110	17	16109	0.139
16:30 - 17:00	17	16109	0.027	17	16109	0.160	17	16109	0.187
17:00 - 17:30	17	16109	0.027	**17**	**16109**	**0.227**	**17**	**16109**	**0.254**
17:30 - 18:00	17	16109	0.032	17	16109	0.109	17	16109	0.141
18:00 - 18:30	17	16109	0.012	17	16109	0.053	17	16109	0.065
18:30 - 19:00	17	16109	0.009	17	16109	0.024	17	16109	0.033
19:00 - 19:30	2	17449	0.003	2	17449	0.034	2	17449	0.037
19:30 - 20:00	2	17449	0.006	2	17449	0.011	2	17449	0.017
20:00 - 20:30	2	17449	0.003	2	17449	0.009	2	17449	0.012
20:30 - 21:00	2	17449	0.003	2	17449	0.006	2	17449	0.009
21:00 - 21:30	2	17449	0.003	2	17449	0.003	2	17449	0.006
21:30 - 22:00	2	17449	0.006	2	17449	0.003	2	17449	0.009
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	**1**	**11972**	**0.184**	1	11972	0.008	1	11972	0.192
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.654			1.718			3.372

Parameter summary

Trip rate parameter range selected:	620 - 43325 (units: sqm)
Survey date date range:	01/01/99 - 24/10/06
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0


TRIP RATE GRAPH - ARRIVALS 02 - EMPLOYMENT C - INDUSTRIAL UNIT VEHICLES
Time Rate %
00:00-01:00 0.000 0.0
01:00-02:00 0.000 0.0
02:00-03:00 0.000 0.0
03:00-04:00 0.000 0.0
04:00-05:00 0.000 0.0
05:00-06:00 0.000 0.0
06:00-07:00 0.052 3.1
07:00-08:00 0.257 15.5
08:00-09:00 0.273 16.5
09:00-10:00 0.128 7.7
10:00-11:00 0.084 5.1
11:00-12:00 0.085 5.1
12:00-13:00 0.094 5.7
13:00-14:00 0.149 9.0
14:00-15:00 0.098 5.9
15:00-16:00 0.090 5.4
16:00-17:00 0.056 3.4
17:00-18:00 0.059 3.6
18:00-19:00 0.021 1.3
19:00-20:00 0.009 0.5
20:00-21:00 0.006 0.4
21:00-22:00 0.009 0.5
22:00-23:00 0.184 11.1
23:00-24:00 0.000 0.0
0 %
3.1 %
15.5 %
16.5 %
7.7 %
5.1 %
5.1 %
5.7 %
9 %
5.9 %
5.4 %
3.4 %
3.6 %
1.3 %
0.5 %
0.4 %
0.5 %
11.1 %
0 %
0
2
4
6
8
10
12
14
16
18
Percentage


TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT C - INDUSTRIAL UNIT VEHICLES
Time Rate %
00:00-01:00 0.000 0.0
01:00-02:00 0.000 0.0
02:00-03:00 0.000 0.0
03:00-04:00 0.000 0.0
04:00-05:00 0.000 0.0
05:00-06:00 0.000 0.0
06:00-07:00 0.109 6.3
07:00-08:00 0.050 2.9
08:00-09:00 0.068 4.0
09:00-10:00 0.066 3.8
10:00-11:00 0.079 4.6
11:00-12:00 0.084 4.9
12:00-13:00 0.116 6.8
13:00-14:00 0.096 5.6
14:00-15:00 0.154 9.0
15:00-16:00 0.139 8.1
16:00-17:00 0.270 15.7
17:00-18:00 0.336 19.6
18:00-19:00 0.077 4.5
19:00-20:00 0.045 2.6
20:00-21:00 0.015 0.9
21:00-22:00 0.006 0.3
22:00-23:00 0.008 0.5
23:00-24:00 0.000 0.0
0 %
0 %
0 %
0 %
0 %
0 %
6.3 %
2.9 %
4 %
3.8 %
4.6 %
4.9 %
6.8 %
5.6 %
9 %
8.1 %
15.7 %
19.6 %
4.5 %
2.6 %
0.9 %
0.3 %
0.5 %
0 %
0
2
4
6
8
10
12
14
16
18
20
Percentage


TRIP RATE GRAPH - TOTALS 02 - EMPLOYMENT C - INDUSTRIAL UNIT VEHICLES
Time Rate %
00:00-01:00 0.000 0.0
01:00-02:00 0.000 0.0
02:00-03:00 0.000 0.0
03:00-04:00 0.000 0.0
04:00-05:00 0.000 0.0
05:00-06:00 0.000 0.0
06:00-07:00 0.161 4.8
07:00-08:00 0.307 9.1
08:00-09:00 0.341 10.1
09:00-10:00 0.194 5.8
10:00-11:00 0.163 4.8
11:00-12:00 0.169 5.0
12:00-13:00 0.210 6.2
13:00-14:00 0.245 7.3
14:00-15:00 0.252 7.5
15:00-16:00 0.229 6.8
16:00-17:00 0.326 9.7
17:00-18:00 0.395 11.7
18:00-19:00 0.098 2.9
19:00-20:00 0.054 1.6
20:00-21:00 0.021 0.6
21:00-22:00 0.015 0.4
22:00-23:00 0.192 5.7
23:00-24:00 0.000 0.0
0 %
0 %
0 %
0 %
0 %
0 %
4.8 %
9.1 %
10.1 %
5.8 %
4.8 %
5 %
6.2 %
7.3 %
7.5 %
6.8 %
9.7 %
11.7 %
2.9 %
1.6 %
0.6 %
0.4 %
5.7 %
0 %
0 1 2 3 4 5 6 7 8 9 10 11 12
Percentage

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
03	**SOUTH WEST**		
	DC	DORSET	4 days
	GS	GLOUCESTERSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	ER	EAST RENFREWSHIRE	2 days
	HI	HIGHLAND	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 620 to 43325 (units: sqm)

Date Range: 01/01/99 to 24/10/06

Selected survey days:

Monday	3 days
Tuesday	7 days
Wednesday	3 days
Thursday	4 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

RANK ORDER for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

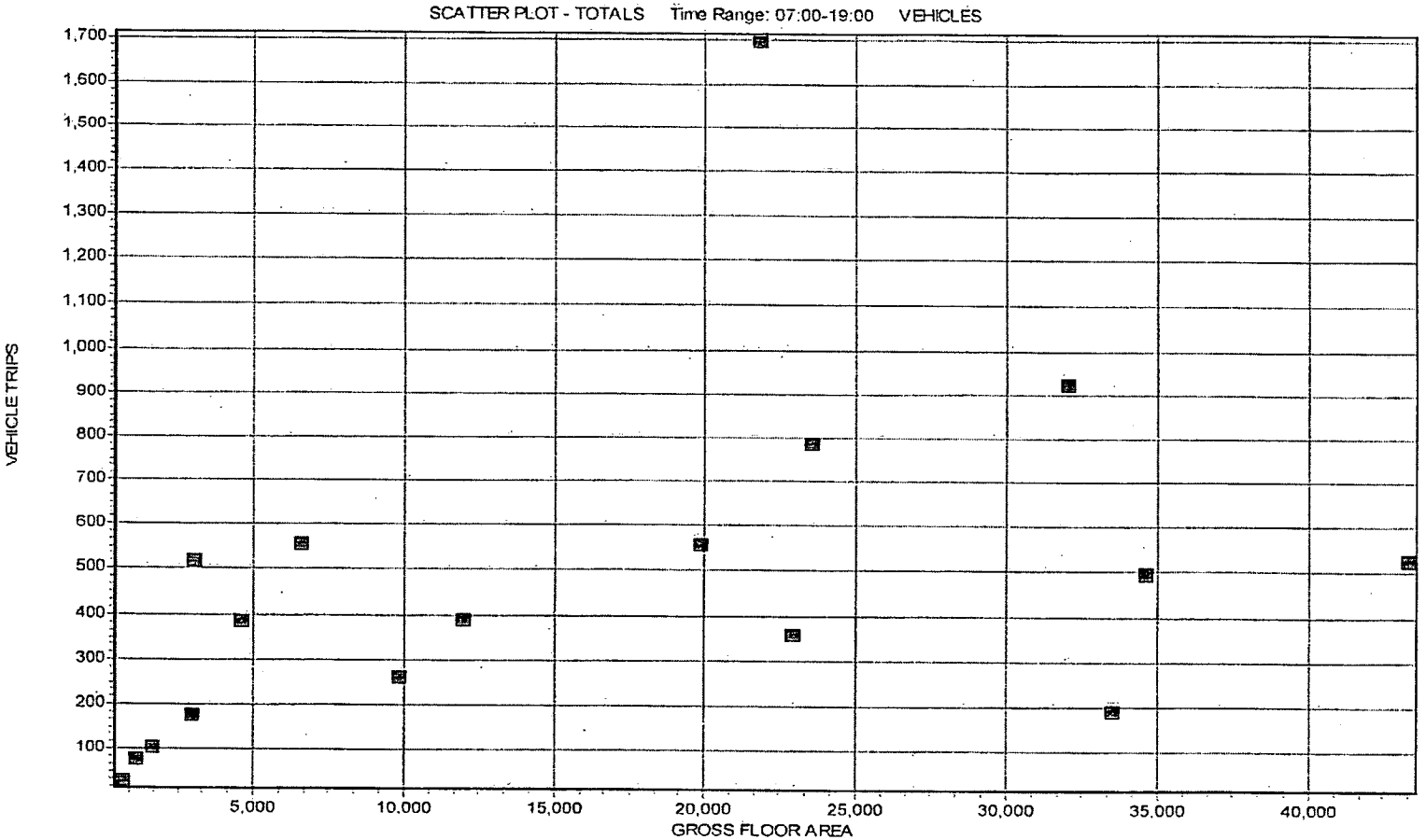
Ranking Type: **TOTALS** Time Range: 07:00-19:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **14** (**)

85th Percentile = No. **4** (**)

Rank	Site-Ref	Description	Area	Day	Date	Trip Rate
1	DC-02-C-02	NEWSPAPER HQ, WEYMOUTH	DORSET	Tue	04/07/00	17.133
2	GS-02-C-01	ARJO, GLOUCESTER	GLOUCESTERSHIRE	Wed	26/05/04	8.404
3	DC-02-C-05	ULTRA ELECTRONICS,WEYMO	DORSET	Thu	11/10/01	8.326
4 **	**TV-02-C-01**	**SAMSUNG ELECTRONICS**	**TEES VALLEY**	**Tue**	**02/10/01**	**7.774**
5	CF-02-C-01	PLASTICS COMPANY, CARDI	CARDIFF	Tue	24/10/06	7.116
6	DC-02-C-03	DURABLE, WIMBORNE	DORSET	Tue	15/05/01	6.458
7	HI-02-C-01	DAIRY, NAIRN	HIGHLAND	Wed	24/05/06	5.900
8	BT-02-C-01	INDUSTRIAL UNIT, KILBUR	BRENT	Tue	18/09/01	4.516
9	DS-02-C-01	BAKERY, DRONFIELD	DERBYSHIRE	Thu	22/06/06	3.340
10	ER-02-C-02	DYEWORKS, NEWTON MEARNS	EAST RENFREWSHIRE	Wed	08/05/02	3.232
11	NF-02-C-01	INDUSTRIAL UNIT, NORWIC	NORFOLK	Thu	16/11/00	2.887
12	DC-02-C-04	BREWERY, DORCHESTER	DORSET	Mon	09/07/01	2.805
13	WY-02-C-01	ANIMAL FEEDS, SHERBURN	WEST YORKSHIRE	Tue	19/04/05	2.643
14 **	**ER-02-C-01**	**PET FOODS, BARRHEAD**	**EAST RENFREWSHIRE**	**Thu**	**11/10/01**	**1.557**
15	LC-02-C-01	BREWERY, BLACKBURN	LANCASHIRE	Mon	21/06/04	1.431
16	NF-02-C-02	GROCERY FACTORY, KINGS	NORFOLK	Mon	19/09/05	1.210
17	GM-02-C-02	BREWERY, MANCHESTER	GREATER MANCHESTE	Tue	08/06/04	0.568


SCATTER PLOT - TOTALS Time Range: 07:00-19:00 VEHICLES
VEHICLE TRIPS
1,700
1,600
1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
5,000
10,000
15,000
20,000
25,000
30,000
35,000
40,000
GROSS FLOOR AREA

APPENDIX 4.0

TRICS DATA: HOUSES

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	WF	WALTHAM FOREST	1 days
02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	2 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	2 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	WL	WILTSHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	3 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	2 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
10	**WALES**		
	WR	WREXHAM	1 days
11	**SCOTLAND**		
	FI	FIFE	2 days
	HI	HIGHLAND	1 days
12	**NORTHERN IRELAND**		
	AN	ANTRIM	2 days
	DE	DERRY	7 days
	DO	DOWN	6 days
	FE	FERMANAGH	1 days
14	**REPUBLIC OF IRELAND**		
	CR	CORK	1 days
	DL	DUBLIN	1 days
	GA	GALWAY	3 days

APPENDIX 4.0
TRICS DATA: RESIDENTIAL HOUSES

Main parameter selection:

Parameter:	Number of households
Range:	5 to 4334 (units:)
Date Range:	01/01/99 to 30/01/07

Selected survey days:

Monday	8 days
Tuesday	9 days
Wednesday	5 days
Thursday	15 days
Friday	11 days

Selected survey types:

Manual count	36 days
Directional ATC Count	12 days

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

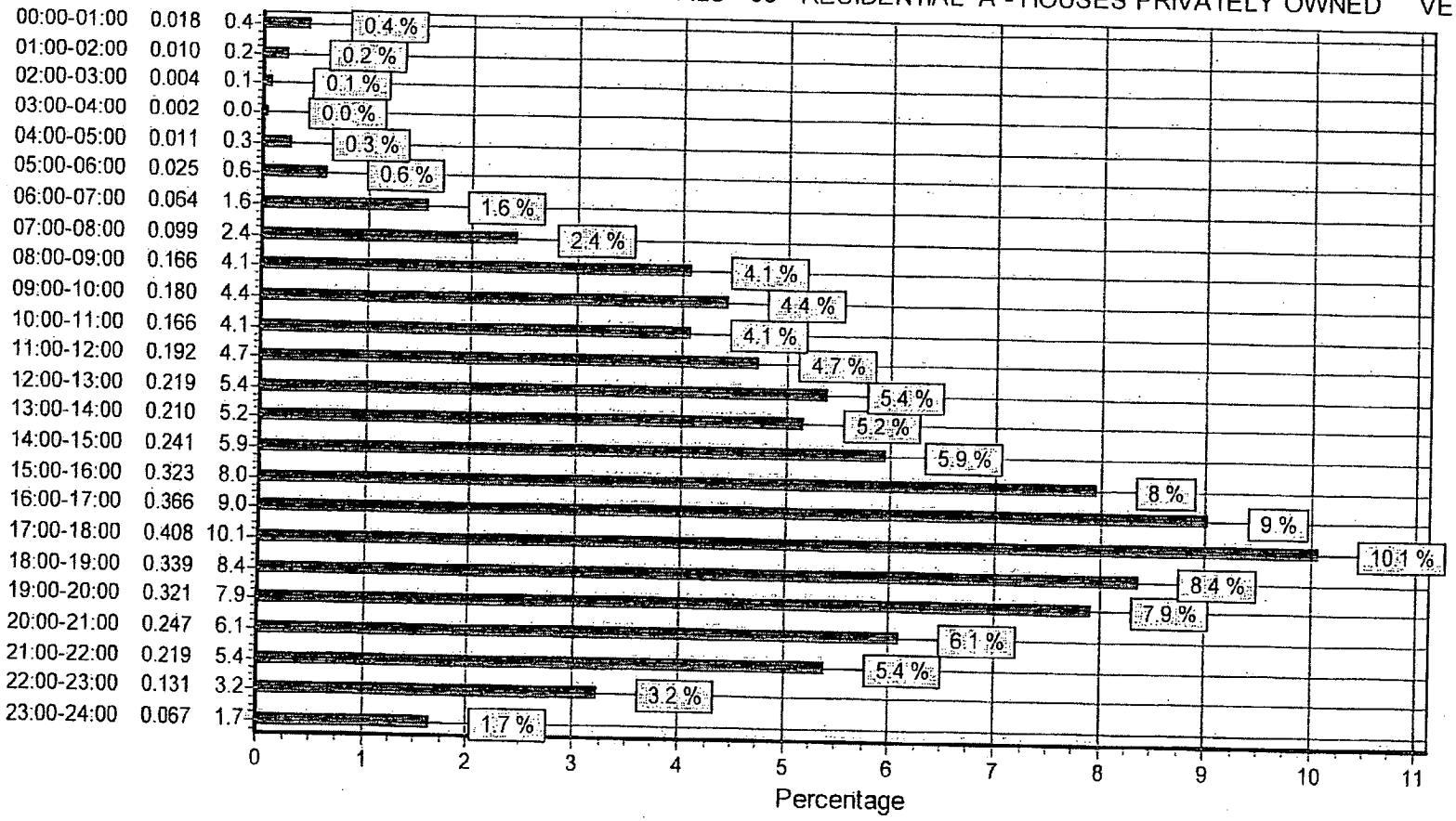
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	12	109	0.018	12	109	0.009	12	109	0.027
01:00 - 02:00	12	109	0.010	12	109	0.008	12	109	0.018
02:00 - 03:00	12	109	0.004	12	109	0.002	12	109	0.006
03:00 - 04:00	12	109	0.002	12	109	0.002	12	109	0.004
04:00 - 05:00	12	109	0.011	12	109	0.015	12	109	0.026
05:00 - 06:00	12	109	0.025	12	109	0.077	12	109	0.102
06:00 - 07:00	12	109	0.064	12	109	0.196	12	109	0.260
07:00 - 08:00	48	120	0.099	48	120	0.353	48	120	0.452
08:00 - 09:00	48	120	0.166	**48**	**120**	**0.421**	48	120	0.587
09:00 - 10:00	48	120	0.180	48	120	0.232	48	120	0.412
10:00 - 11:00	48	120	0.166	48	120	0.196	48	120	0.362
11:00 - 12:00	48	120	0.192	48	120	0.196	48	120	0.388
12:00 - 13:00	48	120	0.219	48	120	0.205	48	120	0.424
13:00 - 14:00	48	120	0.210	48	120	0.227	48	120	0.437
14:00 - 15:00	48	120	0.241	48	120	0.227	48	120	0.468
15:00 - 16:00	48	120	0.323	48	120	0.238	48	120	0.561
16:00 - 17:00	48	120	0.366	48	120	0.230	48	120	0.596
17:00 - 18:00	**48**	**120**	**0.408**	48	120	0.249	**48**	**120**	**0.657**
18:00 - 19:00	48	120	0.339	48	120	0.276	48	120	0.615
19:00 - 20:00	12	109	0.321	12	109	0.313	12	109	0.634
20:00 - 21:00	12	109	0.247	12	109	0.167	12	109	0.414
21:00 - 22:00	12	109	0.219	12	109	0.147	12	109	0.366
22:00 - 23:00	12	109	0.131	12	109	0.070	12	109	0.201
23:00 - 24:00	12	109	0.067	12	109	0.044	12	109	0.111
Total Rates:			4.028			4.100			8.128

Parameter summary

Trip rate parameter range selected:	5 - 4334 (units:)
Survey date date range:	01/01/99 - 30/01/07
Number of weekdays (Monday-Friday):	48
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0

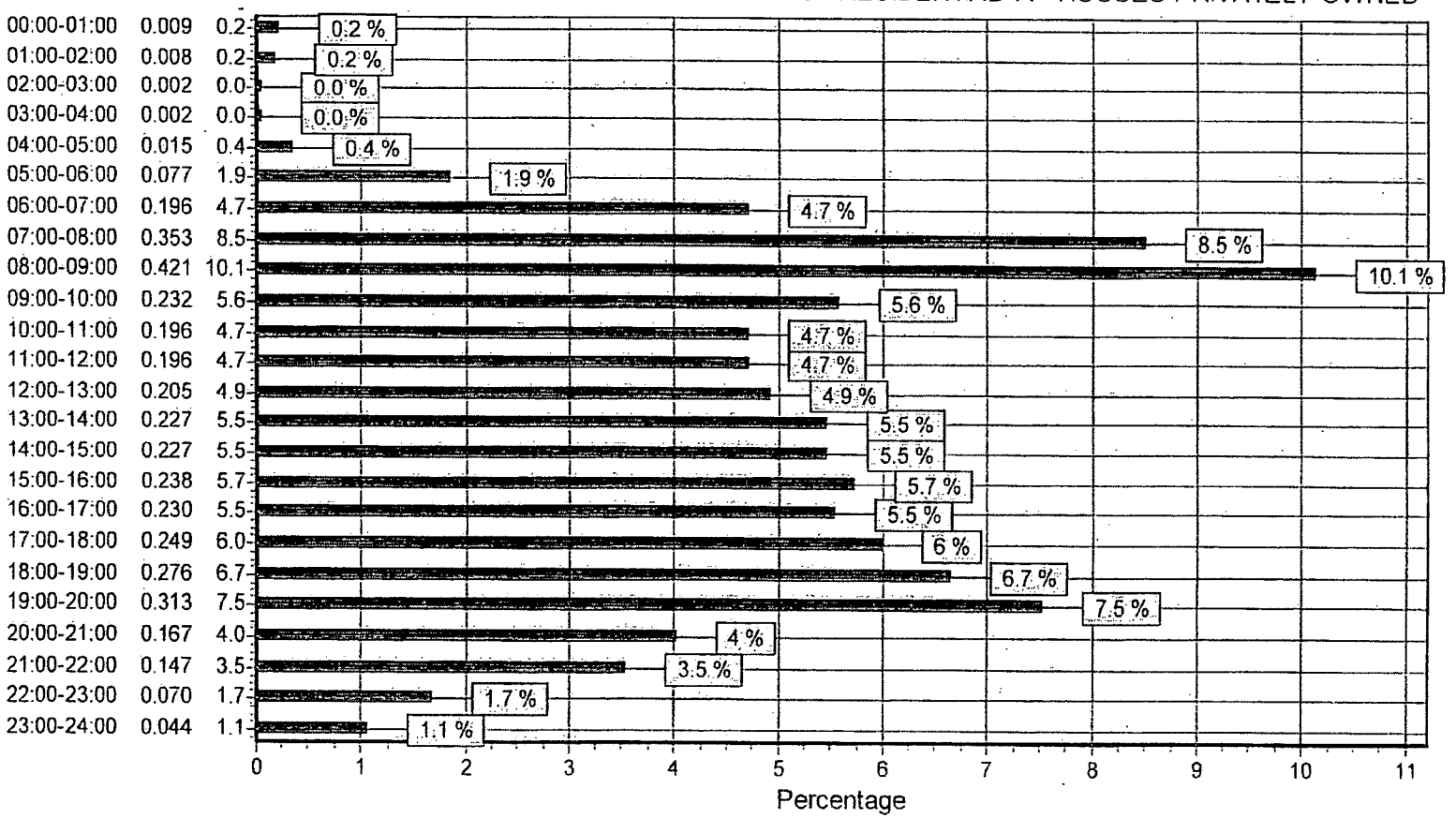
TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED VEHICLES

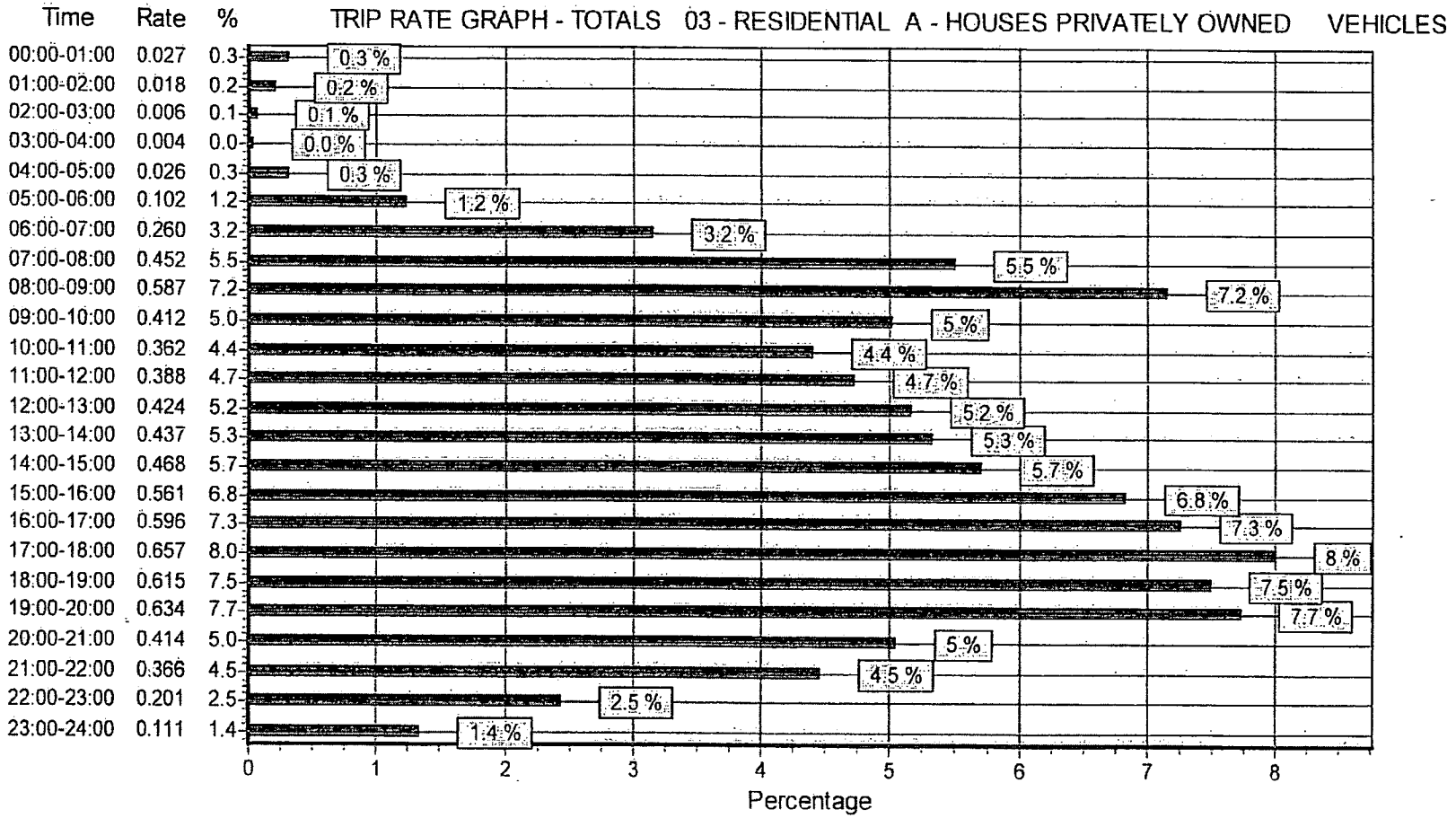
Time	Rate	%
00:00-01:00	0.018	0.4
01:00-02:00	0.010	0.2
02:00-03:00	0.004	0.1
03:00-04:00	0.002	0.0
04:00-05:00	0.011	0.3
05:00-06:00	0.025	0.6
06:00-07:00	0.064	1.6
07:00-08:00	0.099	2.4
08:00-09:00	0.166	4.1
09:00-10:00	0.180	4.4
10:00-11:00	0.166	4.1
11:00-12:00	0.192	4.7
12:00-13:00	0.219	5.4
13:00-14:00	0.210	5.2
14:00-15:00	0.241	5.9
15:00-16:00	0.323	8.0
16:00-17:00	0.366	9.0
17:00-18:00	0.408	10.1
18:00-19:00	0.339	8.4
19:00-20:00	0.321	7.9
20:00-21:00	0.247	6.1
21:00-22:00	0.219	5.4
22:00-23:00	0.131	3.2
23:00-24:00	0.067	1.7



TRIP RATE GRAPH - DEPARTURES 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED VEHICLES

Time	Rate	%
00:00-01:00	0.009	0.2
01:00-02:00	0.008	0.2
02:00-03:00	0.002	0.0
03:00-04:00	0.002	0.0
04:00-05:00	0.015	0.4
05:00-06:00	0.077	1.9
06:00-07:00	0.196	4.7
07:00-08:00	0.353	8.5
08:00-09:00	0.421	10.1
09:00-10:00	0.232	5.6
10:00-11:00	0.196	4.7
11:00-12:00	0.196	4.7
12:00-13:00	0.205	4.9
13:00-14:00	0.227	5.5
14:00-15:00	0.227	5.5
15:00-16:00	0.238	5.7
16:00-17:00	0.230	5.5
17:00-18:00	0.249	6.0
18:00-19:00	0.276	6.7
19:00-20:00	0.313	7.5
20:00-21:00	0.167	4.0
21:00-22:00	0.147	3.5
22:00-23:00	0.070	1.7
23:00-24:00	0.044	1.1

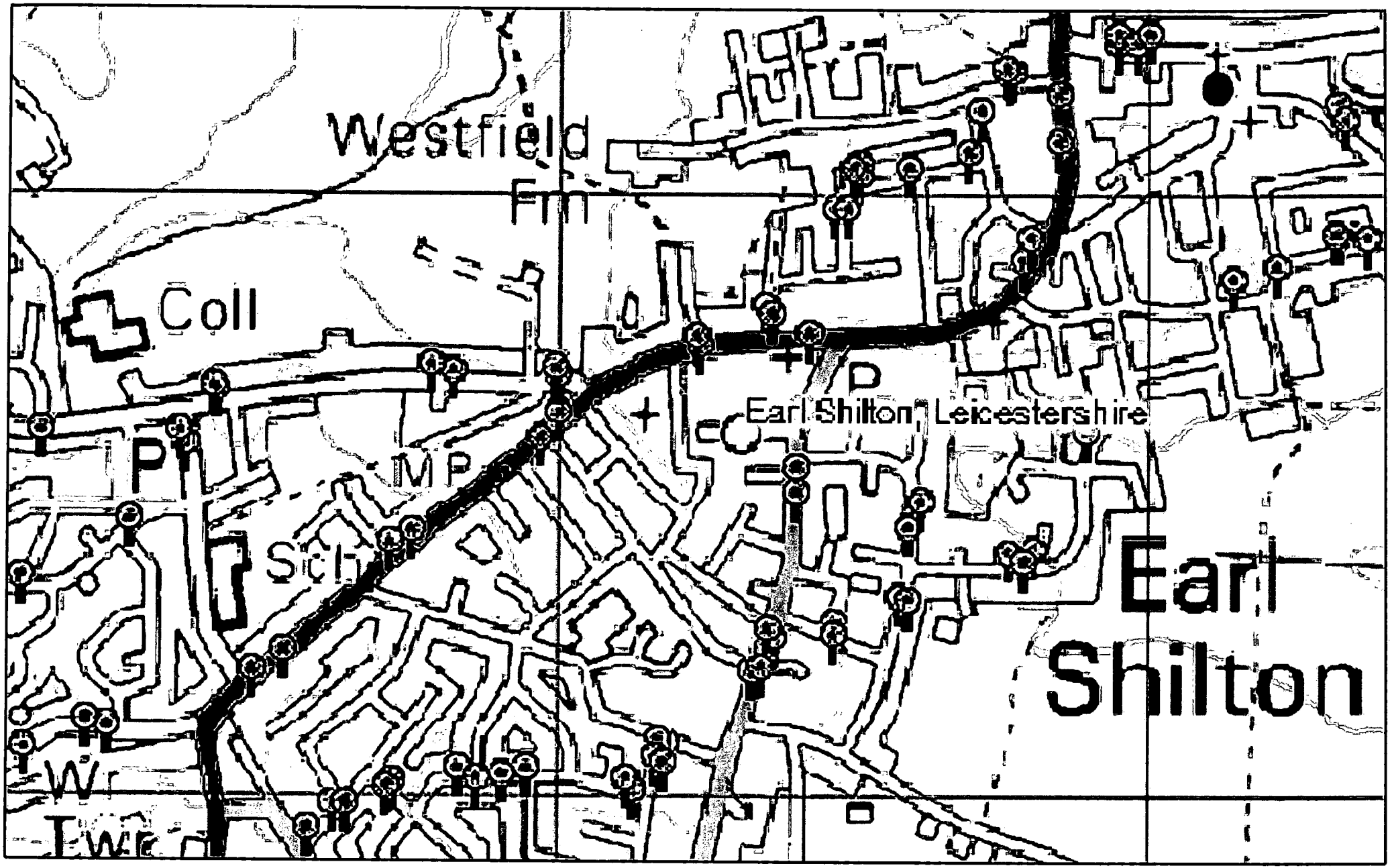



Time Rate %
TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL A - HOUSES PRIVATELY OWNED VEHICLES
00:00-01:00 0.027 0.3
01:00-02:00 0.018 0.2
02:00-03:00 0.006 0.1
03:00-04:00 0.004 0.0
04:00-05:00 0.026 0.3
05:00-06:00 0.102 1.2
06:00-07:00 0.260 3.2
07:00-08:00 0.452 5.5
08:00-09:00 0.587 7.2
09:00-10:00 0.412 5.0
10:00-11:00 0.362 4.4
11:00-12:00 0.388 4.7
12:00-13:00 0.424 5.2
13:00-14:00 0.437 5.3
14:00-15:00 0.468 5.7
15:00-16:00 0.561 6.8
16:00-17:00 0.596 7.3
17:00-18:00 0.657 8.0
18:00-19:00 0.615 7.5
19:00-20:00 0.634 7.7
20:00-21:00 0.414 5.0
21:00-22:00 0.366 4.5
22:00-23:00 0.201 2.5
23:00-24:00 0.111 1.4
0.3 %
0.2 %
0.1 %
0.0 %
0.3 %
1.2 %
3.2 %
5.5 %
7.2 %
5 %
4.4 %
4.7 %
5.2 %
5.3 %
5.7 %
6.8 %
7.3 %
8 %
7.5 %
7.7 %
5 %
4.5 %
2.5 %
1.4 %
0
1
2
3
4
5
6
7
8
Percentage

APPENDIX 5.0

PUBLIC TRANSPORT

5.1 Bus stop locations
5.2 Bus timetables



APPENDIX 5.1
BUS STOP LOCATIONS

traveline east midlands
0871 200 22 33

Help

Route Timetables

Change Request | Print

Date: Monday 11 February to Friday 15 February

48 Coventry - Nuneaton - Leicester (Mon-Fri)

Notes								
Operators	SMR	SMR	SMR	SMR	SMR	SMR	SMR	SMR
Service Number	48	48	48	48	48	48	48	48
Coventry: Trinity Street (AD) Dep:	--	--	--	--	--	--	0705	--
Nuneaton: Bus Station Stand E15 Dep:	0555	0620	0637	0650	0710	0730	0750	0815
Hinckley: Waterloo Road (Stand W2) Arr:	0610	0635	0652	0712	0732	0752	0812	0842
Leicester: St Margaret's Bus Station (Set Down) Arr:	0651	0718	0743	0808	0828	0848	0908	0928

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	SMR	SMR	SMR	SMR	SMR	SMR	SMR	SMR
Service Number	48	48	48	48	48	48	48	48
Coventry: Trinity Street (AD) Dep:	0747	0803	--	0848	0908	0928	0948	1008
Nuneaton: Bus Station Stand E15 Dep:	0840	0900	0920	0940	1000	1020	1040	1100
Hinckley: Waterloo Road (Stand W2) Arr:	0902	0922	0942	1002	1022	1042	1102	1122
Leicester: St Margaret's Bus Station (Set Down) Arr:	0948	1008	1028	1048	1108	1128	1148	1208

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	SMR	SMR	SMR	SMR	SMR	SMR	SMR	SMR
Service Number	48	48	48	48	48	48	48	48
Coventry: Trinity Street (AD) Dep:	1028	1048	1108	1128	1148	1208	1228	1248
Nuneaton: Bus Station Stand E15 Dep:	1120	1140	1200	1220	1240	1300	1320	1340
Hinckley: Waterloo Road (Stand W2) Arr:	1142	1202	1222	1242	1302	1322	1342	1402
Leicester: St Margaret's Bus Station (Set Down) Arr:	1228	1248	1308	1328	1348	1408	1428	1448

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	SMR	SMR	SMR	SMR	SMR	SMR	SMR	SMR
Service Number	48	48	48	48	48	48	48	48

APPENDIX 5.2
PUBLIC TRANSPORT
BUS TIMETABLES

Coventry: Trinity Street (AD) Dep:	1308	1328	1348	1408	1428	1448	1508	1528
Nuneaton: Bus Station Stand E15 Dep:	1400	1420	1440	1500	1520	1540	1600	1620
Hinckley: Waterloo Road (Stand W2) Arr:	1422	1442	1502	1522	1542	1602	1622	1642
Leicester: St Margaret's Bus Station (Set Down) Arr:	1508	1528	1548	1608	1628	1648	1708	1728

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	SMR	SMR	SMR	SMR	SMR	SMR	SMR	SMR
Service Number	48	48	48	48	48	48	48	48
Coventry: Trinity Street (AD) Dep:	1548	1608	1628	1638	1708	1738	1830	–
Nuneaton: Bus Station Stand E15 Dep:	1640	1700	1720	1740	1805	1835	1915	2020
Hinckley: Waterloo Road (Stand W2) Arr:	1705	1725	1745	1805	1827	1857	1930	2035
Leicester: St Margaret's Bus Station (Set Down) Arr:	1751	1811	1828	1848	1913	–	–	–

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes	
Operators	SMR
Service Number	48
Coventry: Trinity Street (AD) Dep:	2115
Nuneaton: Bus Station Stand E15 Dep:	2155
Hinckley: Waterloo Road (Stand W2) Arr:	2210
Leicester: St Margaret's Bus Station (Set Down) Arr:	–

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes:

SMR = Stagecoach Midland Red

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Route Timetables

Change Request | Print

Date: Monday 11 February to Friday 15 February

81 Hinckley - Earl Shilton via Barwell Lane & Leicester Road

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	81	81	81	81	81	81	81	81
Hinckley: The Borough (Stand R1) Dep:	--	0615	0635	0655	0715	0735	0755	0820
Earl Shilton: East Equity Road (East Equity Roa	0607	0627	0647	0707	0727	0747	0807	0832
Earl Shilton: King's Walk (Wood Street)	0616	0636	0656	0716	0736	0756	0816	0841
Hinckley: Regent Street (Stand R3) Arr:	0632	0652	0712	0732	0752	0812	0832	0857

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	81	81	81	81	81	81	81	81
Hinckley: The Borough (Stand R1) Dep:	0840	0900	0920	0940	1000	1020	1040	1100
Earl Shilton: East Equity Road (East Equity Roa	0852	0912	0932	0952	1012	1032	1052	1112
Earl Shilton: King's Walk (Wood Street)	0901	0921	0941	1001	1021	1041	1101	1121
Hinckley: Regent Street (Stand R3) Arr:	0917	0937	0957	1017	1037	1057	1117	1137

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	81	81	81	81	81	81	81	81
Hinckley: The Borough (Stand R1) Dep:	1120	1140	1200	1220	1240	1300	1320	1340
Earl Shilton: East Equity Road (East Equity Roa	1132	1152	1212	1232	1252	1312	1332	1352
Earl Shilton: King's Walk (Wood Street)	1141	1201	1221	1241	1301	1321	1341	1401
Hinckley: Regent Street (Stand R3) Arr:	1157	1217	1237	1257	1317	1337	1357	1417

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	81	81	81	81	81	81	81	81

Hinckley: The Borough (Stand R1) Dep:	1400	1420	1440	1500	1520	1540	1600	1620
Earl Shilton: East Equity Road (East Equity Roa	1412	1432	1452	1512	1532	1552	1612	1632
Earl Shilton: King's Walk (Wood Street)	1421	1441	1501	1521	1541	1601	1621	1641
Hinckley: Regent Street (Stand R3) Arr:	1437	1457	1517	1537	1557	1617	1637	1657

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes					
Operators	AF	AF	AF	AF	AF
Service Number	81	81	81	81	81
Hinckley: The Borough (Stand R1) Dep:	1640	1700	1720	1740	1800
Earl Shilton: East Equity Road (East Equity Roa	1652	1712	1732	1752	1812
Earl Shilton: King's Walk (Wood Street)	1701	1721	1741	1801	1821
Hinckley: Regent Street (Stand R3) Arr:	1717	1737	1757	1817	–

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes:

AF = Arriva Fox County

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Route Timetables

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Date: Monday 11 February to Friday 15 February

158 Leicester - Earl Shilton - Barwell - Hinckley - Nuneaton (M-F)

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	158	158	158	158	158	158	158	158
Leicester: St Margaret's Bus Station Bay 11 Dep:	0630	0710	0740	0810	0840	0910	0940	1010
Hinckley: Waterloo Road (Stand W1) Arr:	0715	0805	0835	0905	0935	1005	1035	1105
Hinckley: Coventry Road (Harrowbrook Road)	*0719*	*0819*	--	*0919*	--	*1019*	--	*1119*
Nuneaton: Bus Station Stand E15 Arr:	0740	0840	--	0940	--	1040	--	1140

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	158	158	158	158	158	158	158	158
Leicester: St Margaret's Bus Station Bay 11 Dep:	1040	1110	1140	1210	1240	1310	1340	1410
Hinckley: Waterloo Road (Stand W1) Arr:	1135	1205	1235	1305	1335	1405	1435	1505
Hinckley: Coventry Road (Harrowbrook Road)	--	*1219*	--	*1319*	--	*1419*	--	*1519*
Nuneaton: Bus Station Stand E15 Arr:	--	1240	--	1340	--	1440	--	1540

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes								
Operators	AF	AF	AF	AF	AF	AF	AF	AF
Service Number	158	158	158	158	158	158	158	158
Leicester: St Margaret's Bus Station Bay 11 Dep:	1440	1510	1540	1610	1640	1710	1740	1810
Hinckley: Waterloo Road (Stand W1) Arr:	1535	1605	1635	1705	1735	1805	1835	1905
Hinckley: Coventry Road (Harrowbrook Road)	--	*1619*	--	*1719*	--	*1819*	--	1910
Nuneaton: Bus Station Stand E15 Arr:	--	1640	--	1740	--	1840	--	--

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes					
Operators	AF	AF	AF	AF	AF
Service Number	158	158	158	158	158
Leicester: St Margaret's Bus Station Bay 11 Dep:	1840	1930	2030	2130	2230
Hinckley: Waterloo Road (Stand W1) Arr:	1935	2025	2125	2225	2325
Hinckley: Coventry Road (Harrowbrook Road)	--	--	--	--	--
Nuneaton: Bus Station Stand E15 Arr:	--	--	--	--	--

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes:

AF = Arriva Fox County

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Route Timetables

Change Request | Print

Date: Monday 11 February to Friday 15 February

148 Earl Shilton - Stoney Stanton - Thurlaston - Leicester City Centre

Notes								
Operators	CB	CB	CB	CB	CB	CB	CB	CB
Service Number	148	148	148	148	148	148	148	148
Earl Shilton: Wood Street (Mountfield Road) Dep:	--	0710	0834	0926	1034	1126	1234	1326
Sharnford: Coventry Road (School Lane)	0641	0726	--	0941	--	1141	--	1341
Leicester: St Margaret's Bus Station (Set Down) Arr:	0725	0830	0925	1025	1125	1225	1325	1425

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes				
Operators	CB	CB	CB	CB
Service Number	148	148	148	148
Earl Shilton: Wood Street (Mountfield Road) Dep:	1434	1526	1634	1747
Sharnford: Coventry Road (School Lane)	--	1541	--	1802
Leicester: St Margaret's Bus Station (Set Down) Arr:	1525	1640	1740	1846

Key: Firm times shown as: 1200 Estimated times shown as: *1200*

Notes:

CB = Centrebus

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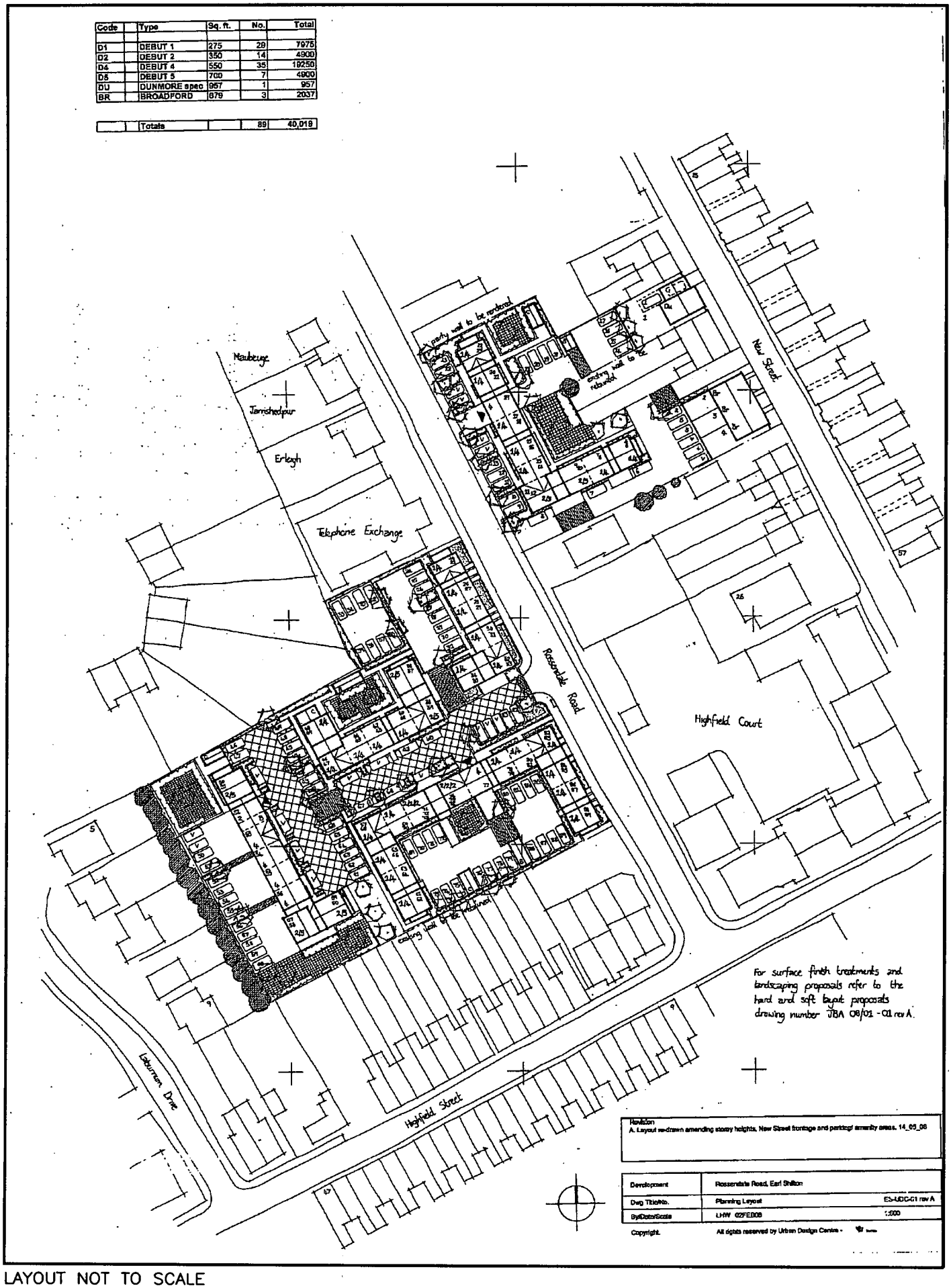
APPENDIX 6.0

ARCHITECT'S LAYOUT

Code		Type	Sq. ft.	No.	Total
D1		DEBUT 1	275	29	7975
D2		DEBUT 2	350	14	4900
D4		DEBUT 4	550	35	19250
D5		DEBUT 5	700	7	4900
DU		DUNMORE spec.	957	1	957
BR		BROADFORD	679	3	2037

		Totals	89	40,019



LAYOUT NOT TO SCALE

APPENDIX 6.0
ARCHITECTS LAYOUT

APPENDIX 7.0

VISIBILITY SPLAYS