



Transport Assessment

Proposed development of a 72-bed care home

Coventry Road, Hinckley, Leicestershire, LE10 0JR

24th March 2025

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ENVIRONMENTAL AND
SUSTAINABILITY CONSULTANTS

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Contents

Executive Summary	4
1 Introduction.....	8
2 Background.....	9
3 Scope of Assessment.....	10
4 Description of Existing Conditions	11
5 Development Proposals	33
6 Trip Generation	42
7 Construction Phase	51
8 Summary and Conclusions	53
References	58
Appendix A - Proposed Plans.....	59
Appendix B - Automatic Traffic Count Data	60
Appendix C - Accident Map	61
Appendix D - Sustainable Transport Information	62
Appendix E - TRICS data.....	63
Appendix F - Context Maps.....	64
Appendix G - Permitted Plans	65
Appendix H - Swept Path Analysis.....	66

Executive Summary

This report has been prepared in connection with the full planning application for the development of a 72-bed care home with associated caring facilities and car park at the former leisure centre, Coventry Road, Hinckley, Leicestershire, LE10 0JR and has been revised following comments received from Ben Dutton at Leicestershire County Council issued 30 May 2025. **The revisions have been highlighted in yellow for ease of reference.**

The proposals change the development schedule of the permitted development for 66 apartments and 7 houses with associated works (Reference 18/01237/FUL). From investigations concerning existing traffic, accident data, sustainable accessibility, development proposals and traffic generation, the main findings are:

- The application site is currently under a permitted scheme (18/01237/FUL), approved on the 23rd October 2019, detailing the development of 66 apartments within two apartment blocks and 7 houses (73 dwellings), including the provision of access, open space and associated infrastructure. The proposed development omits one apartment/flat block, changing the proposed site to 40 dwellings and implements a 72-bed care home.
- The development for the care home proposes a total of 21 car parking spaces, with 3 spaces demarked as accessible and 3 spaces for electric vehicles. Therefore, the proposed quantum of parking do not meet the minimum required standards. As the application site can be accessed sustainably by all modes of transport, with excellent bus service provision, numerous pedestrian infrastructure and suitable cycling infrastructure on the local highway network, the minimum car parking standards could be reduced. Furthermore, there are several public car parks within walking distance of the site, which visitors of the proposed care home could utilise.
- The development proposes cycle parking spaces within a cycle store on site with changing rooms, lockers and showers proposed for staff. Based on Local Transport Note 1/20, a minimum of 4 short stay and 4 long stay cycle parking spaces should be provided.
- The location of the site provides excellent accessibility by sustainable modes, with several bus stops located within walking distance of the site, offering a cumulatively frequent service, which is supplemented by the provision of numerous pedestrian infrastructure and public rights of way to and from the site providing safe walking routes. Additionally, there is suitable provision of cycle infrastructure on the local highway network, such as on B4666 Coventry Road, creating a safe environment for cyclists.
- ATC Traffic surveys conducted on Marchant Road and Coventry Road between the 6th March 2025 and 12th March 2025 is used to establish a baseline to assess the potential impacts of

the development. During the weekdays, an average of 11374 vehicles travel on Marchant Road and an average of 11055 vehicles travel on Coventry Road.

- Investigations into the number and severity of accidents recorded within 500m of the site indicate an accident rate of 2.4 accidents per year over the last 5 years for the study area. Both Occupants of motorised vehicles and non-motorised road users each account for 50% of total casualties. A review of the accidents did not reveal any systematic pattern to indicate an issue with the highway network, with non-motorised users proceeding normally already on the carriageway, with motorised vehicles in the process of conducting a manoeuvre or slowing down. However, a spatial pattern is identified; with 6 of the total 12 accidents within the study area occurring on the B4666, B4667 and B590 intersection. However, there were no recorded accidents with the last 5 years related to the Merchant Road/B4666 junction.
- The operator has provided details on the number of staff that is anticipated to travel to and from the care home:

Shift Patterns:

Three shifts over 7 days, handover is only for the Senior's and is 15 minutes

9am - 5pm

8am - 8pm

8pm - 8am

Staff numbers (Assuming maturity):

9am - 5pm: 5 staff members

- Manager, Care Manager, Front of House, Maintenance Manager, Lifestyles Manager

8am - 8pm: 23 staff members

- Chef, Kitchen Assistant, Laundry x 2, Housekeeping x 3, 16 x Care Team Members

8pm - 8am: 10 staff members

- 10 Care Team Members

As a worst-case scenario, there could be a total of 28 staff members on-site during any given time.

- To ascertain the potential increase in vehicle trips from permitted/existing to proposed and to assess the potential impact of the development on the local highway network, findings from the Transport Assessment and other associated documentation within permitted application 18/01237/FUL is utilised to inform the potential permitted/existing trips

generated by the 73 dwellings. As the proposals will omit 33 dwellings (One apartment/flat block) and to keep the assessments consistent, the TRICS data utilised within application 18/01237/FUL will inform the trip generation of the remaining 40 dwellings, while TRICS data from comparable sites on a 72-bed care home was obtained to further inform the proposed trip generation.

- 73 dwellings under the permitted scheme have the potential to generate a total of 298 vehicle trips throughout the day. During the typical AM peak (08:00 - 09:00), the permitted scheme could generate 8 vehicle arrival trip and 27 vehicle departure trips. During the PM peak (17:00 - 18:00), the permitted scheme could generate 24 vehicle arrival trips and 12 vehicle departure trips.
- The proposed site (40 dwellings and 72-bed care home) has the potential to generate a total of 305 vehicle trips throughout the day. During the typical AM peak (08:00 - 09:00), the proposed site could generate 12 vehicle arrival trips and 21 vehicle departure trips. During the PM peak (17:00 - 18:00), the proposed site could generate 17 vehicle arrival trips and 13 vehicle departure trips. The proposed site generates less vehicle trips than the permitted scheme. However, there is an increase in vehicle trips throughout the day from permitted to proposed.
- Based on data outlined by the operator, the likely peak movement of vehicle trips to and from the proposed care home is during 07:00 - 08:00 when day shift care staff (23 members) arrive and when night shift care staff (10 members) depart during the handover period. Accounting for the modal split as derived from TRICS, this equates to 12 arrival trips and 5 departure trips during the day/night care staff arrival, departure and handover times.
- TRICS data for care homes highlight that the peak movement of vehicles for care homes are between 10:00 - 11:00 and 15:00 - 16:00. Therefore, it is likely that the visitor arrival and departure trips are staggered throughout the day and over different time periods, not concentrated during the typical AM and PM peak periods.
- In summary, the proposed site has the potential to generate fewer vehicle trips than the permitted scheme and during AM/PM peak periods. The majority of staff of the proposed care home are unlikely to travel to and from the site during the typical AM and PM peaks, which reduces the level of traffic experienced on the local highway network as opposed to the permitted scheme. However, it is noted that management staff will generate vehicle trips during the typical AM and PM peaks. Nonetheless, the majority of vehicle trips generated by the proposed site are unlikely to be concentrated at a particular time or period, as arrival and departure times for care staff, visitors, servicing and refuse collection of the care home are likely to be staggered throughout the day and over different periods; which is unlikely to considerably conflict or affect the movement of residents of the 40 dwellings during the

typical peak AM and PM periods. It is considered that the impact of the vehicle trips generated by the proposed site would be lessened due to these factors.

- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact on the current traffic flows on the adjacent highways within the vicinity of the site and as such, per section 9 and page 6 of the NPPF 2023, the development will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

1 Introduction

This Transport Assessment (TA) has been submitted in connection with an application for the development of a 72-bed care home with associated facilities and car parking at the former leisure centre, Coventry Road, Hinckley, Leicestershire, LE10 0JR. The proposals change the development schedule of the permitted development for 66 apartments and 7 houses with associated works (Reference 18/01237/FUL).

- 1.1 The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' Ministry of Housing, Communities & Local Government (MHCLG, 2014), with best practice guidance within 'Manual for Streets' (DfT, 2007) and 'Manual for Streets 2 - Wider Application of the Principles' (CIHT, 2010) and the Design Manual for Roads and Bridges (National Highways, 2020). The report has also been produced in line with national planning policy National Planning Policy Framework (DLUHC, 2023); and local planning policies Core Strategy DPD (Hinckley & Bosworth Borough Council, 2009), Site Allocations and Development Management Policies DPD (Hinckley & Bosworth Borough Council, 2016); and regional planning policies Leicestershire Highway Design Guide (Leicestershire County Council, 2024).

2 Background

The planning application submitted proposes the development of a 72-bed care home on previously permitted development for the erection of 66 apartments (consisting of 2 blocks) and 7 houses with associated works (Reference 18/01237/FUL), by removing a flat/apartment block and partially altering the permitted layout.

- 2.1 The Transport Consultant (Encon Associates) produced a Transport Assessment, Travel Plan and other associated documents for application 18/01237/FUL. Findings from the Transport Assessment and other associated documentation within application 18/01237/FUL is utilised as a baseline study for this assessment.
- 2.2 The application site for consideration was the former leisure centre within Hinckley town centre, which has been demolished since 2016 and has remained vacant since, it has been acknowledged by the local authority that material start has been made on site in relation to application 18/01237/FUL.
- 2.3 The site is located within Hinckley town centre and bounds north of the B4666 Coventry Road and east of Marchant Road. The predominant land use surrounding the site is residential and commercial use.
- 2.4 Vehicle access to the site is via Marchant Road, which leads to the site access road and the site proper.

3 Scope of Assessment

This Transport Assessment has been produced to consider the following issues:

- Existing traffic flows
- Highway safety and existing accident data for the local area
- Sustainable accessibility of the current site
- Proposed development including access and parking provision
 - o Compared with the previous application 18/01237/FUL
- Calculation of trips from the proposed development
 - o Compared with the previous application 18/01237/FUL

3.1 Existing traffic data for Merchant Road and Coventry Road was collected via ATCs (automatic traffic count) surveys. ATC surveys were conducted between the 6th March 2025 and 12th March 2025.

3.2 This Assessment considers the extent of the transport and movement needs and implications of the proposed care home development. In particular, the likely vehicle trip generation and the accessibility of the site in terms of sustainable transport options.

3.3 To calculate the likely trip rates generated by the proposed care home development, the TRICS (Trip Rate Information Computer System) database was investigated to establish any available data from comparable sites and understand the likely traffic generation of the site. The TRICS database did not include any sites within the Edge of Town Centre location, resulting in the Suburban Area being the next best fit. Nonetheless, TRICS data identified was comparable to this care home development and was utilised to indicate the possible trip generation of the development.

3.4 The report comprises the following sections:

Section 4 - Provides a description of the existing highway and pedestrian conditions in the site vicinity, including a site description, existing traffic conditions, accident data analysis, and assessments of the existing public transport and walking networks.

Section 5 - Sets out the development proposals for the amount and type, including a description of the development, proposed access and level of on-site parking provision.

Section 6 - Sets out the permitted/existing and proposed traffic generation for the site.

Section 7- Summarises the key findings and concludes the report

4 Description of Existing Conditions

This section describes the existing:

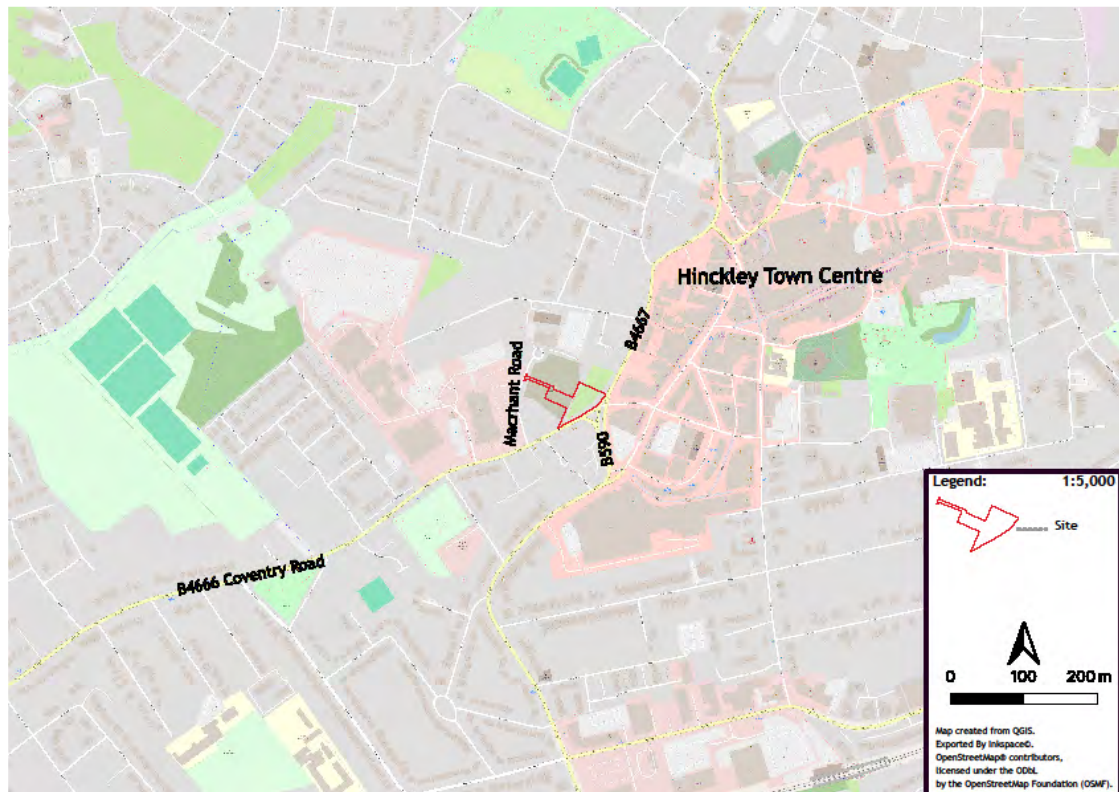
- Site location and surrounding area
- Development site
- Local highway network
- Traffic flows
- Accident data
- Sustainable modes of transport
 - o Bus travel
 - o Rail travel
 - o Walking
 - o Cycling

4.1 Site Location and Surrounding Area

The application site is situated on the edge of Hinckley town centre; the application site falls within the planning jurisdiction of Hinckley & Bosworth Borough Council and local highway authority of Leicestershire County Council. The site is well connected to the surrounding local and regional area, as Marchant Road directly links to B4666 Coventry Road, providing access to the wider urban area.

4.2 Figure 1 shows the local context surrounding the site, which highlights how the site is well connected to the surrounding area via the local highway network.

Figure 1: A 1:5,000 map showing the local context around the site. Copyright and source information contained in appendix F.



4.3 Local Highway Network

Marchant Road

Marchant Road runs north to south intersecting and forming a junction with B4666 Coventry Road to the south; currently Marchant Road is not a through road. Marchant Road bounds west of the site and forms a junction with the site access road; with the highway restricted to 30mph. Marchant Road contains footways and street lighting on both sides of the road, with dropped kerbs to facilitate the movement of pedestrians and vulnerable road users. Marchant Road does not contain uncontrolled or controlled pedestrian crossings to facilitate the movement of pedestrians, cyclists and vulnerable road users. The footways and carriageway are in adequate condition suitable for the movement of all road users.

Marchant Road does not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists may have to utilise the highway carriageway for travel, which may conflict with other road users.

Marchant Road contains markings in the form double yellow lines and single yellow lines throughout the carriageway.

4.4 B4666 Coventry Road

B4666 Coventry Road runs southwest to northeast and is intersected by Marchant Road; B4666 Coventry Road intersects B4667 and B590 to the east forming an intersection. B4666 Coventry Road is subject to a 30mph speed limit; with speed cameras present to enforce the speed limit. B4666 Coventry Road contains footways and street lighting on both sides of the road, with dropped kerbs and tactile paving to facilitate the movement of pedestrians and vulnerable road users. B4666 Coventry Road contains controlled pedestrian crossings with tactile paving, dropped kerbs and pedestrian refuge islands to further facilitate the movement of pedestrians, cyclists and vulnerable road users. The footways and carriageway are in good condition suitable for the movement of all road users. Signage is present to warn motorised road users of vulnerable road users.

B4666 Coventry Road contain cycleways in the form of shared use footways with signage, markings and cycling infrastructure to facilitate and indicate the movement of cyclists.

Travelling westbound from the intersection with the B4667 and B590, B4666 Coventry Road contains on-street parking restrictions in the form of double yellow lines until the junction with Brookdale.

4.5 Roads intersecting B4666 Coventry Road

There are several roads that intersect B4666 Coventry Road and provide access to the wider highway network; these roads are restricted to 30mph and contain footways with streetlighting present on both sides, with tactile paving and dropped kerbs at several junctions to facilitate the movement of pedestrians and vulnerable road users, such as on Short Way and Northfield Road. The footways and road pavements are generally suitable for the movement of all road users. These roads contain double yellow lines at several junctions with B4666 Coventry Road on both sides of the highway that restrict on-street parking, otherwise these roads do not contain any on-street parking restrictions.

These roads do not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists may use the highway footway or carriageway for travel, which may conflict with other road users.

4.6 Public car park opportunities

As per the permitted scheme 18/01237/FUL, the Trinity Vicarage Road public car park will be retained but reduced to total 61 car parking spaces to allow highway access to the dwellings. This public car park could be utilised for visitors of the proposed care home development.

4.7 Additionally, Trintiy Lane West and Trinty Lane East public car parks are within convenient/acceptable walking distance of the site and could be utilised by visitors of the proposed care home development.

4.8 Existing Traffic Flows - Marchant Road and B4666 Coventry Road

To ascertain existing traffic flows on Marchant Road and Coventry Road and to establish a baseline to assess the potential impacts of the development, ATC surveys were conducted between 6th March 2025 and 12th March 2025.

4.9 ATC 1 - Marchant Road

ATC 1 was installed on Marchant Road and data was collected between 00:00 on Thursday 6th March 2025 and 24:00 on Wednesday 12th of March 2025.

4.10 Image 1 below shows the location of ATC 1:

Image 1: ATC 1



4.11 Automatic Traffic Count 1: Vehicle Flow - Northbound

Hr Ending	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
1	24	12	47	55	11	14	22
2	7	17	22	32	9	13	10
3	7	11	18	33	2	7	12
4	12	14	22	24	7	13	13
5	10	9	11	10	7	15	10
6	39	44	21	14	37	36	39
7	104	104	65	41	110	110	111
8	224	198	123	68	210	225	250
9	393	419	300	94	406	377	372
10	410	408	364	231	366	345	357
11	369	373	349	353	335	333	310
12	360	352	388	345	341	317	356
13	383	356	388	370	363	356	346
14	367	367	393	384	317	332	333
15	395	384	356	323	376	362	373
16	420	385	352	303	401	393	372
17	418	408	370	199	388	397	364
18	416	415	312	229	420	424	437
19	381	369	313	192	336	353	355
20	299	328	237	165	266	293	272
21	226	227	214	133	173	186	192
22	103	136	130	61	102	130	143
23	96	93	132	60	65	73	80
24	44	56	81	34	26	35	29
0-24	5507	5485	5008	3753	5074	5139	5158

4.12 The data above shows that a potential of 5273 vehicles travel northbound on Marchant Road during any given weekday. The weekday AM peak hour varies but the predominant AM peak hour was between 08:00 - 09:00. The average weekday AM peak volume flow for 08:00 - 09:00 was 393 vehicles.

4.13 The PM peak is predominantly between 17:00 - 18:00. The average weekday PM peak hour volume flow for 17:00 - 18:00 was 422 vehicles.

4.14 Automatic Traffic Count 1: Vehicle Flow - Southbound

Hr Ending	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
1	20	29	54	85	10	21	17
2	11	15	36	36	6	8	3
3	11	10	25	33	3	6	10
4	4	8	15	17	5	9	9
5	20	17	23	13	13	15	12
6	49	53	28	17	48	46	50
7	112	108	44	26	110	115	122
8	301	294	111	60	337	352	331
9	390	392	236	100	421	433	427
10	355	393	370	188	414	345	375
11	404	381	366	373	398	337	372
12	379	426	436	409	421	359	370
13	449	441	428	462	442	422	404
14	373	429	406	413	389	386	423
15	420	450	437	364	411	380	409
16	427	415	401	363	483	474	479
17	494	475	385	247	470	505	455
18	502	492	386	223	449	481	467
19	457	477	330	210	371	421	408
20	306	337	266	199	294	355	340
21	221	268	211	123	227	233	254
22	192	189	182	102	171	210	199
23	116	100	120	59	92	93	96
24	68	78	120	32	44	41	40
0-24	6081	6277	5416	4154	6029	6047	6072

4.15 The data above shows that a potential of 6101 vehicles travel southbound on Marchant Road during any given weekday. The weekday AM peak hour varies but the predominant AM peak hour was between 08:00 - 09:00. The average weekday AM peak volume flow for 08:00 - 09:00 was 413 vehicles.

4.16 A consistent PM peak could not be identified.

4.17 Vehicle Class - ATC 1

The surveyed traffic data also included vehicle types and travelling speeds. Full details are included in Appendix B but are summarised below.

Northbound

Car/LGV/Caravan = 93 %

OGV1/Bus = 7 %

OGV2 = 0 %

Southbound

Car/LGV/Caravan = 94 %

OGV1/Bus = 6 %

OGV2 = 0 %

- 4.18 The vehicle class survey illustrates that the majority of vehicles travelling northbound and southbound are in the car/LGV/caravan category.

4.19 Vehicle Speed - ATC 1

A summary of the speed data from ATC 1 is provided below:

Recorded speed - Northbound

	5-DAY MEAN
0000-2400 Vehicle Flow	5273
85%ile Speed	23.9
% Vehicles >30 MPH Limit	1.4

Recorded speed - Southbound

	5-DAY MEAN
0000-2400 Vehicle Flow	6101
85%ile Speed	25.4
% Vehicles >60 MPH Limit	2.0

- 4.20 The results above demonstrate that the vast majority of vehicles travelling on the Marchant Road were at or below the 30-mph speed limit.

4.21 ATC 2 - Coventry Road

ATC 2 was installed on Coventry Road and data was collected between 00:00 on Thursday 6th March 2025 and 24:00 on Wednesday 12th of March 2025.

4.22 Image 2 below shows the location of ATC 2:

Image 2: ATC 2



4.23 Automatic Traffic Count 2: Vehicle Flow - Eastbound

Hr Ending	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
1	22	10	40	49	10	13	20
2	7	14	20	31	7	13	9
3	8	11	16	32	2	10	15
4	11	14	21	24	6	12	11
5	6	9	10	10	6	14	9
6	34	42	20	13	33	31	35
7	93	94	62	38	88	99	98
8	190	196	120	69	191	210	198
9	378	410	286	92	380	366	365
10	390	398	360	220	363	332	342
11	355	368	369	347	333	325	309
12	356	336	414	356	346	317	355
13	372	377	382	366	368	349	361
14	374	385	377	388	314	342	340
15	395	388	344	314	367	367	383
16	415	393	341	285	398	400	367
17	390	430	358	209	396	409	363
18	416	419	311	222	415	428	433
19	367	359	316	186	330	358	351
20	282	331	223	163	254	306	275
21	216	217	207	127	164	189	176
22	100	127	128	60	101	126	137
23	87	86	125	57	58	67	75
24	41	55	73	28	23	29	28
0-24	5305	5469	4923	3686	4953	5112	5055

4.24 The data above shows that a potential of 5179 vehicles travel eastbound on Coventry Road during any given weekday. The weekday AM peak hour varies but the predominant AM peak hour was between 08:00 - 09:00. The average weekday AM peak volume flow for 08:00 - 09:00 was 380 vehicles.

4.25 The PM peak is predominantly between 17:00 - 18:00. The average weekday PM peak hour volume flow for 17:00 - 18:00 was 422 vehicles.

4.26 Automatic Traffic Count 2: Vehicle Flow - Westbound

Hr Ending	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
1	20	29	54	81	11	23	18
2	11	15	35	39	4	7	4
3	13	11	25	33	4	6	11
4	4	9	19	17	6	11	9
5	19	18	23	12	13	15	11
6	49	53	27	17	48	41	51
7	112	106	48	24	102	108	106
8	313	302	96	55	327	347	316
9	399	399	210	94	421	430	398
10	353	371	358	179	388	330	344
11	375	355	395	341	354	300	351
12	353	380	420	412	402	349	360
13	431	414	413	461	430	406	375
14	353	404	409	429	399	371	390
15	378	421	426	375	410	381	385
16	410	432	387	364	469	442	473
17	437	466	361	244	428	443	482
18	489	456	378	219	484	486	407
19	449	450	324	214	378	407	373
20	296	322	267	200	303	335	339
21	222	260	210	122	219	217	265
22	190	185	174	100	167	197	207
23	112	97	119	59	96	86	94
24	67	81	117	32	42	40	39
0-24	5855	6036	5295	4123	5905	5778	5808

4.27 The data above shows that a potential of 5876 vehicles travel eastbound on Coventry Road during any given weekday. The weekday AM peak hour varies but the predominant AM peak hour was between 08:00 - 09:00. The average weekday AM peak volume flow for 08:00 - 09:00 was 409 vehicles.

4.28 The PM peak is predominantly between 17:00 - 18:00. The average weekday PM peak hour volume flow for 17:00 - 18:00 was 464 vehicles.

4.29 Vehicle Class - ATC 2

The surveyed traffic data also included vehicle types and travelling speeds. Full details are included in Appendix B but are summarised below.

Eastbound

Car/LGV/Caravan = 92 %

OGV1/Bus = 8 %

OGV2 = 0 %

Westbound

Car/LGV/Caravan = 95 %

OGV1/Bus = 5 %

OGV2 = 0 %

- 4.30 The vehicle class survey illustrates that while the vast majority of vehicles travelling on Coventry Road are in the car/LGV/caravan category.

4.31 Vehicle Speed - ATC 2

A summary of the speed data from ATC 2 is provided below:

Recorded speed - Eastbound

	5-DAY MEAN
0000-2400 Vehicle Flow	5179
85%ile Speed	24.1
% Vehicles >30 MPH Limit	1.9

Recorded speed - Westbound

	5-DAY MEAN
0000-2400 Vehicle Flow	5876
85%ile Speed	25.2
% Vehicles >30 MPH Limit	1.8

- 4.32 The results above demonstrate that a significant number of vehicles travel above the 30mph speed limit. However, the majority of vehicles travel below the 30mph speed limit.
- 4.33 Summary of Existing Traffic Survey

The ATC survey data reveals that on an average weekday 11374 vehicles travel in both directions on Marchant Road and 11055 vehicles travel in both directions on Coventry Road. The weekday AM peak is consistently between 08:00 - 09:00 for both roads. The weekday PM peak is generally between 17:00 - 18:00 for both directions on both roads. The majority of vehicles recorded travelling in both directions were below or at the 30mph speed limit.

4.34 Accident Data

Accident data for the highway network surrounding the site was accessed from Crashmap.co.uk under the Open Government License. This data covers the latest 5-year period available, between the start of 2019 and the end of 2023. Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed care home development.

4.35 Please note that the data provided is classified as sensitive so has been used for this analysis but cannot be shared due to the sensitive nature of the information. It is permitted to share the location of the accident, which has been appended to this report. However, the collision details cannot be included in public documents because they contain sensitive information on the age of the casualty, contributory factors and accident descriptions. The content is collated by the attending officer using the information available to them at the time. This information is not public because it can be interpreted as assigning blame or allegations and that is not why the STATS19 data is collected.

4.36 The following tables provide a summary of the accidents to assist analysis without deductions being possible over which accident is which, in accordance with the above restrictions.

4.37 Accident Data Study area

The data for those accidents around the site focuses on a 500m distance radius, accounting for the local highway network, around the site to capture the safety of the wider area.

4.38 The data reveals that there has been a total of 36 accidents within the study area during the 5-year period (2019 - 2023).

4.39 The locations of the accidents are indicated on the map in Appendix C. The majority of accidents were classified as slight, with several serious accidents.

4.40 The frequency of accidents is as follows:

Table 1: Frequency of accidents

Severity	2019	2020	2021	2022	2023
Slight	3	0	1	1	4
Serious	0	0	1	0	2
Fatal	0	0	0	0	0
Total	3	0	2	1	6

4.41 The accidents involved the following:

Table 2: Accidents involving:

	Fatal	Serious	Slight	Total
Car	0	3	12	15
Cycle	0	0	0	0
Goods Vehicle <3.5 Tonne	0	0	1	1
Motorcycle >500cc	0	0	0	0
Motorcycle <125cc	0	1	0	1
Bus/coach	0	0	0	0
Total	0	4	13	17

4.42 The accidents involved the following casualties:

Table 3: Accidents involving:

	Fatal	Serious	Slight	Total
Car driver / Passenger	0	0	7	7
Cyclist	0	1	1	2
Pedestrian	0	2	4	6
Good vehicle <3.5 tonne driver	0	0	0	0
Motorcycle >500 cc	0	0	0	0
Motorcycle <125 cc	0	1	0	1
Total	0	4	12	16

4.43 Comments from Leicestershire County Council Highways (LCCH) dated 30th May 2025 outline that an additional PIC occurred within June 2024, which was classified as slight in severity involving a vehicle and a pedestrian. This additional PIC outlined by LCCH is included within the summary and analysis.

4.44 Summary and Analysis

A 500m study area, accounting for the local highway network around the site, was examined to provide a picture of the safety record for the area. A total of 12 accidents took place in the 5 years from 2019 to 2023. 8 accidents were classified as slight, with 4 serious accidents.

The accidents were further investigated to examine the level of safety of the local highway network.

- 4.45 Non-motorised road users account for 53% of total casualties while occupants of motorised vehicles account for 47% of total casualties. It is noted that the local highway network contains good pedestrian and cycling infrastructure to support the movement of these road users with controlled pedestrian crossings and cycle infrastructure on the B4666.
- 4.46 A review of the accidents involving cyclists (Both slight and serious) did not reveal any systematic pattern to indicate an issue with the highway network, with cyclists proceeding normally already on the carriageway, with motorised vehicles also proceeding normally or conducting a manoeuvre.
- 4.47 An investigation into the accident involving pedestrians (Both slight and serious) did not indicate a systematic issue with the highway network. The highway conditions at the recorded accidents involving pedestrians includes footways, streetlighting and nearby pedestrian crossings, providing a safe environment for pedestrians. The reports outlined that pedestrians were proceeding normally on the carriageway, with vehicles also proceeding normally. This could suggest that the accidents involving pedestrians were either caused by either driver or pedestrian behaviour.
- 4.48 The remaining accidents involving motorised vehicles as the only casualty was also investigated. From the investigations into the vehicle only accidents outlined no specific issue with the highway network, with vehicles proceeding normally or conducting a manoeuvre.
- 4.49 A spatial pattern is identified; with 6 of the total 12 accidents within the study area occurring on the B4666, B4667 and B590 intersection. However, there were no recorded accidents with the last 5 years related to the Merchant Road/B4666 junction.
- 4.50 It could be considered that the safety record of Marchant Road or the highway surrounding the site does not highlight any specific problems associated with the site access.
- 4.51 The accident rate equates to 2.4 accidents per year between the start of 2019 and the end of 2023. While there is evidence to suggest a spatial pattern, there is no evidence to suggest accidents are related to highway defects.
- 4.52 Sustainable Accessibility

An investigation into the provision of sustainable travel options for potential users of the application site has been carried out to assess the sustainable accessibility of the site. The following modes of transport have been investigated:

- Bus travel

- Rail travel
- Walking
- Cycling

4.53 Bus Travel

The Institute of Highways and Transportation Guidelines for Planning for Public Transport in New Developments (IHT, 2000a) states that the maximum walking distance to a bus stop should not exceed 400m if bus travel is to be maximised.

- 4.54 Using the IHT report as a guideline, the nearest bus stop to the site is located approximately 130m south of the site on B4666 Coventry Road, which is serviced by Stagecoach Bus 11 and 148 routes and Arriva Bus 158 route.
- 4.55 Another bus stop is located approximately 380m southeast of the site on Waterloo Road (Hinckley Bus Station), which is serviced by Stagecoach 148 routes and Arriva Bus 158, X6 routes. Further on Waterloo Road, approximately 510m southeast of the site, another bus stop is serviced by Arriva Bus 7, 7A, 8 and X6 routes.
- 4.56 While not within 400m, another bus stop is located 450m northeast of the site and is within acceptable walking distance. This bus stop is located on the Regent Street and is serviced by Arriva Bus 7, 7A and 8.

4.57 A summary of the frequency of the nearest services is detailed below:

Table 4: Bus services. See appendix D for route and timetable of the bus services outlined below.

Bus service	Closest Bus stop	Route	Weekday				Weekend	
			Frequency		Times		Frequency	
			On-peak	Off-peak	First	Last	Sat	Sun
11	130m, Coventry Road	Hollycroft Grange - Coventry Road - Hinckley	30 mins	30 mins	06:57	18:57	30 mins	-
148	130m, Coventry Road	Leicester - Earl Shilton - Hinckley - Nuneaton - Coventry	30 mins	45 mins	05:48	00:07	30 mins	1 hour
158	130m, Coventry Road	Leicester - Earl Shilton - Hinckley - Nuneaton	30 mins	45 mins	05:21	23:37	30 mins	1 hour
X6	380m, Waterloo Road	Leicester - Hinckley - Coventry	2 hours	3 hours	06:30	19:10	2 hours	-
7	450m, Regent Street	Burbage - Hinckley - Nuneaton	30 mins	1 hour	07:25	16:45	1 hour	-
7A	450m, Regent Street	Burbage - Hinckley - Nuneaton	50 mins	1 hour	08:00	18:20	-	-
8	450m, Regent Street	Lutterworth - Burbage - Hinckley	1 hour	1 hour	05:28	22:55	1 hour	8 hours

4.58 Utilising Planning for Public Transport in New Developments (IHT, 2000a) as a guideline, there are several bus stops within 400 metres of the site, offering a variety of routes with large catchment areas. Routes 11, 148, 158 and 7 offer relatively frequent on-peak services, accounting for these services holistically can provide a valid sustainable alternative to travel to and from the site. Accounting for all the services outlined within Table 4, the provision of

numerous bus services offers a cumulatively frequent public transport service, providing a valid alternative to single occupancy motorised travel.

- 4.59 Due to the numerous bus services within 400m / acceptable walking distance of the site, the location of bus stops, cumulative frequency of bus services and the suitable provision of pedestrian infrastructure to and from the site providing safe walking routes, public bus travel to and from the application site is considered excellent. Therefore, it could be considered that the site has excellent access to public bus services.

4.60 Rail Travel

Hinckley station is located 0.5 miles south of the site or approximately a 13-minute walk, with network access via Coventry Road and Station Road.

- 4.61 Rail Services are operated by West Midlands Railway with 2 platforms. The ticket office is open Monday-Friday from 06:40 - 13:00 and on Saturdays from 06:40 - 13:00. Ticket machines are available outside these hours.

- 4.62 The station is designated as a Category B station, with some step-free access.

- 4.63 The customer car park contains 63 spaces, with 2 spaces demarked as accessible. In addition, 16 cycle lockers/stands are provided at the station, which are sheltered and monitored.

- 4.64 Services are frequent every hour, to destinations such as Leicester, Coventry and Birmingham.

- 4.65 Hinckley train station is approximately a 13-minute walk from the site, providing an important transport interchange for site users who require regional travel. Therefore, rail travel to and from the site can be viable.

4.66 Walking

A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

- 4.67 National Planning Policy Framework (DLUHC, 2023) refers to the importance of encouraging walking as an alternative mode of travel which offers the greatest potential to replace short car trips, particularly under 2 km, (approximately 1.5 miles).

- 4.68 The Institution of Highways and Transportation publication guidelines for Providing for Journeys on Foot (IHT, 2000b); note that walking accounts for over 25% of all journeys and 80% of journeys up to 2km.

- 4.69 Figure 2 shows a 2 km walking isochrone map centred on the site. Figure 2 shows that the majority of Hinckley is within walking distance of the site.

Figure 2: 2km Walking Isochrone map, with the site access point at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.

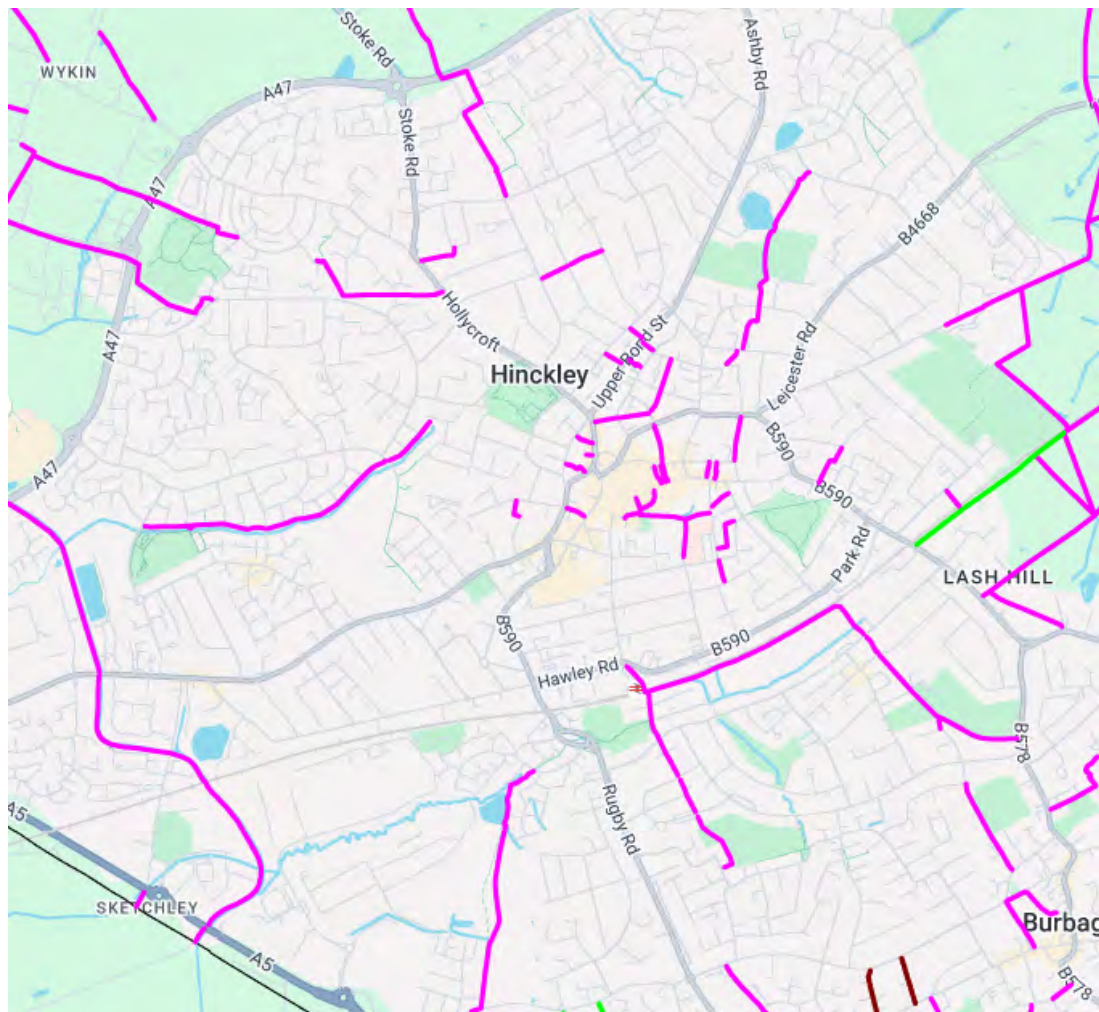


- 4.70 As discussed in sections 4.3 to 4.5, the local highway network within vicinity of the site contains numerous footways, streetlighting, dropped kerbs and tactile paving to facilitate the movement of pedestrians and vulnerable road users. Also, within the walking isochrone boundary, there are controlled pedestrian crossings with dropped kerbs, tactile paving and pedestrian refuge islands to facilitate the movement of pedestrians, such as on B4666

Coventry Road. The local highway network creates an accessible and safe environment for pedestrians and is considered excellent.

- 4.71 Figure 3 shows the availability of the public rights of way within the vicinity of the site. Purple lines indicate a Footpath, green lines indicate a Bridleway and brown lines a Byway.

Figure 3: Public rights of way map centred on the site. Map extracted from Leicestershire County Council, © Map data 2025 Google.



- 4.72 The proximity of numerous public rights of way paths can provide site users the opportunity to access the site safely, as these routes can form part of a journey and are contained within the suburban area of Hinckley, which provides safe, designated walking routes throughout Hinckley and the wider urban area.
- 4.73 Given the proximity of the site to the public rights of way paths, walking is considered to be viable to access the site. Additionally, due to the safe environment created by the pedestrian facilities on the local highway network to and from the site is considered to have excellent viability, as the highway environment creates a safe environment for pedestrians.

4.74 Cycling

National Planning Policy Framework (DLUHC, 2023) refers to the importance of encouraging cycling as an alternative mode of travel, which has the potential to be a substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

4.75 As highlighted in sections 4.3 to 4.5, the local highway network contains cycling infrastructure, particularly on B4666 Coventry Road, to facilitate the movement of cyclists.

4.76 The location of the site provides a wide catchment area as shown in Figure 4. Hinckley, including the train and bus station, and the neighbouring urban areas are within acceptable cycling distance.

Figure 4: 5km Cycling Isochrone map, with the site access junction at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.



- 4.77 Appendix D shows the availability of the designated cycle routes within Hinckley. The cycle routes map shown highlights the availability of on-road and off-road cycle routes within proximity of the site; there are dedicated cycle routes cycling distance of the site and are contained within the cycling isochrone boundary; these designated cycle routes can provide site users the opportunity to access the site safely. While these routes directly intersect or are connected to the main roads running to and from Hinckley, providing access to the surrounding urban areas.
- 4.78 The location of designated cycle routes provides site users with an opportunity to access the site safely, which could encourage more site users to cycle. With the B4666 Coventry Road containing sufficient cycling infrastructure to support the safe movement of cyclists. Therefore, the existing road network is considered to be adequate for users of the site to cycle on approach to the development, the provision of designated cycle routes within acceptable cycling distance of the site could also provide viable alternative means of travel on approach to the development.
- 4.79 Sustainable Accessibility Conclusion
- The location of the site provides good accessibility by sustainable modes.
- 4.80 There are several bus stops within 400m / acceptable walking distance, which are serviced by numerous services. As outlined in Table 4, all the bus services highlighted provide a large catchment area, with services providing a cumulative frequent service. Bus travel to and from the site is considered excellent and a viable option to replace private motorised travel.
- 4.81 Walking is a valid alternative option for site users, with footways on the local highway network being well-lit, in good condition, suitable for vulnerable road users, with the local highway network containing dropped kerbs, tactile paving, pedestrian refuge islands and controlled pedestrian crossings on the local highway network to further facilitate the movement of pedestrians and vulnerable road users. Additionally, there are several public rights of way paths within the walking isochrone, providing safe and designated walking routes on approach to the site.
- 4.82 Hinckley train station is approximately 0.5 miles south of the site. Hinckley train station can serve as an important transport interchange for site users who require regional travel to and from the site regularly.
- 4.83 The provision of cycling infrastructure and facilities on the local highway network can create a safe environment for site users who cycle. Additionally, the provision of designated cycle routes within proximity of the site creates a safe and accessible environment for cyclists. Therefore, cycling provides a safe mode of transport to and from the site and is considered a valid alternative to motorised travel to and from the site.

4.84 The provision of walking, cycling and public transport infrastructure on the local highway network can provide a valid and safe alternative to private motorised travel.

4.85 Local Amenities

The site has variable access to the local amenities within proximity of the site and the wider urban area, which has been summarised in Table 5 below:

Table 5: Local Amenities

Amenity	Location	Distance	* Walking Time
Nearest Eatery - Steammin Billy Brewing Co	Coventry Road	130 m	2 mins
Nearest School - St Marys Primary School	Church Walk	650 m	9 mins
Nearest Post Office - Hurlford Post Office	Church Walk	700 m	9 mins
Nearest Medical Centre - Hinckley and District Hospital	Mount Road	950 m	13 mins
Nearest Convenience store - Express mini market	Rugby Road	350 m	5 mins
Nearest Place of Worship - Holy Trinity Church	Trinity Vicarage Road	150 m	2 mins
Nearest Pharmacy - Boots Pharmacy	Britannia Shopping Centre	680 m	9 mins
Nearest Open Space - Granville Road Park	Coventry Road / Granville Road	400 m	6 mins

* Walking times based on "leisurely" 5km/hr (3mph/hr).

4.86 The location of these amenities/services are within acceptable walking distance of the site. Therefore, given the distance of the highlighted amenities and the provision of pedestrian/cycling infrastructure on the local highway network, it is likely that users of the site would access these amenities via sustainable modes of transport.

5 Development Proposals

This section sets out the development proposals for the site in greater detail. A full planning application is to be submitted for the development of a three-storey care home consisting of 72 bedrooms, with associated caring facilities and a car park.

5.1 Development schedule

The application site is currently under a permitted scheme (18/01237/FUL), approved on the 23rd October 2019, detailing the development for the:

‘Erection of 66 apartments within two apartment blocks and 7 houses, including the provision of access, open space and associated infrastructure’

The proposed care home development, which changes the approved development scheme, is for the erection of a 72-bed care home, with associated caring facilities and car parking.

5.2 To understand the difference in development schedule, a summary of the permitted scheme and the proposed site is outlined below:

Permitted scheme - 18/01237/FUL:

Trinty House - 33 apartments/flats

- 33 ground floor unallocated car parking spaces

Hinckley Square - 33 apartments/flats

- 33 ground floor unallocated car parking spaces

4 three bed houses and 2 four bed houses (7 houses)

- 14 allocated car parking spaces

13 unallocated car parking spaces for residents

- Inclusive of 3 EV charging parking spaces

Total = 73 dwellings

Figure 5: Site plan for the permitted scheme, planning reference 18/01237/FUL. Courtesy of Green 4 Architects Limited. See appendix G for scale, copyright and a detailed view of the permitted scheme.



New proposals:

Trinty House - 33 apartments/flats

- 33 ground floor unallocated car parking spaces

72-bed care home

- 21 car parking spaces, inclusive of 3 accessible parking spaces, 3 spaces for EV charging and an extra ambulance vehicle space.

4 three bed houses and 2 four bed houses (7 houses)

- 14 allocated car parking spaces

13 unallocated car parking spaces for residents

- Inclusive of 3 EV charging parking spaces

Total = 40 dwellings and a 72-bed care home

Figure 6: Proposed Site Plan. Courtesy of Green 4 Architects Limited. See Appendix A for scale, copyright and a detailed view of the proposed site.



5.3 The proposed development changes the permitted scheme by replacing the Hinckley Square flat/apartment block (33 dwellings) with a 72-bed care home.

5.4 Development Implications

Comments received from LCCH dated 30th May 2025 outline that should the development come forward; the following will need to be considered:

- A stopping up order (S247) at the end of Marchant Road;
- Constructing the site access road onto Marchant Road. As detailed within application 18/01237/FUL drawings A3907 - 05 Rev H and as shown on G4 Architects drawing number A002;
- Footway widening along Marchant Road. As detailed within application 18/01237/FUL drawing A3907 - 05 Rev H and A3907 - 08;
- Alternations to the Traffic Regulation Orders (Double yellow lines) on Marchant Road, such as extending the length of the restrictions on the western side of the road, and;
- Should the wider development come forward, the developer is required to implement Traffic Regulation Orders along the road linking Marchant Road to Trinity Vicarage Road.

5.5 Off-site Implications

Comments received from LCCH dated 30th May 2025 additionally highlight that as part of the permitted application 18/01237/FUL, Condition 31 states:

'No part of the footway hereby permitted shall be occupied until such time as a 3m wide footway along Coventry Road and Trinity Lane site frontage is implemented in full in accordance with details to be agreed in writing with the local planning authority'

5.6 It is advised that a similar condition, with reference to the frontage on Coventry Road, is preferred, if the proposals are approved.

5.7 Staff numbers and operating hours

Data from operator was utilised to inform the likely staffing levels of the development.

5.8 Data from the operator outlines that with their experience maintaining and managing care/nursing homes, that the fill up rate to reach maximum occupancy is usually 3 years. However, to provide a 100% occupancy baseline, the operator has provided the following:

Shift Patterns:

Three shifts over 7 days, handover is only for the Senior's and is 15 minutes

9am - 5pm

8am - 8pm

8pm - 8am

Staff numbers (Assuming maturity):

9am - 5pm: 5 staff members

- Manager, Care Manager, Front of House, Maintenance Manager, Lifestyles Manager

8am - 8pm: 23 staff members

- Chef, Kitchen Assistant, Laundry x 2, Housekeeping x 3, 16 x Care Team Members

8pm - 8am: 10 staff members

- 10 Care Team Members

5.9 As a worst-case scenario, there could be a total of 28 staff members on-site during any given time.

5.10 Site access (Vehicles)

The proposed access road from Marchant Road, under the existing planning consent 18/01237/FUL will be utilised to access the care home development. No changes to local highway network or the permitted road layout is proposed. The Marchant Road junction has 6.0m radii and is 5.5m in width, as approved under the existing planning consent 18/01237/FUL. Refer to separate G4 Architects drawing reference G40003-A006 for details.

5.11 The care home access is proposed as a private residential drive from the permitted access road and has a width of 6.0m with 6.0m radii as per requirements from Ben Dutton, Transport Planner, Leicestershire County Council.

5.12 The access arrangement has been demonstrated via swept path analysis to be suitable for vehicles (including cars and ambulances) to enter and exit the site in a forward gear without conflict with any kerbs or other parked vehicles, as confirmed below.

5.13 Swept Path Analysis

A swept path analysis/tracking assessment has been conducted to show the operational needs of the site, testing vehicle access arrangements to and from the site.

5.14 Swept path analysis has been conducted at the site using design plans and takes account of the expected vehicles that service the site. The analysis shows how vehicles can operate safely within based on the proposals of the site.

5.15 To test the access arrangements and operational/emergency needs of the site, a refuse vehicle (Expected to be the largest vehicle to service the site) and an ambulance vehicle has been utilised to examine the manoeuvrability within the proposed layout.

5.16 The results of the swept path analysis, undertaken using AutoTURN 11.0 software within the AutoCAD 2022 platform, are shown in Appendix H, which demonstrates that a refuse and ambulance vehicle can access the site safely, as per the proposed arrangements. Therefore, the proposed layout meets the criteria to allow the necessary vehicles to access the site. Additionally, the swept path analysis demonstrates the manoeuvres that the vehicles is likely to perform. Therefore, the movement of these vehicles should not cause any collisions or conflict to other road users. Refer to Appendix H for Swept path analysis drawings, showing the outlined vehicles entering and exiting the application site.

5.17 Site access (Pedestrian/Cyclist)

Pedestrian access for the site is via the footways on Marchant Road; there are controlled and uncontrolled pedestrian crossings within 500m of the site access point, on B4666 Coventry Road. Cyclists access to the site is via Marchant Road. The local highway network within 500m site access junction contains designated cycle lanes, on B4666 Coventry Road.

5.18 Car Parking Standards

Site Allocations and Development Management Policies DPD (Hinckley & Bosworth Borough Council, 2016) policy DM18 Vehicle parking standards state that maximum car parking standards are outlined within the 6Cs Design Guide. However, the 6Cs Design Guide has been superseded by the Leicestershire Highway Design Guide (Leicestershire County Council, 2024), which is utilised for this assessment.

5.19 Table 6 outlines the requirement for car parking spaces, in compliance with Leicestershire Highway Design Guide (Leicestershire County Council, 2024), which highlight car parking standards as minimum:

Table 6: Class C2 Residential Institutions - Residential Homes for Elderly Car Parking Standards.

Land Use - Classification	Minimum number of car parking spaces
C2 Residential Institutions - Residential Homes for Elderly	1 per three bedrooms plus 1 per staff member At least 1 ambulance space and 1 minibus space Available space off-highway for servicing / delivery vehicles

5.20 As the development proposes a 72-bed care home with 28 members of staff at any given time, **52** car parking spaces would be required, according to the classification set out in Table 6 above.

5.21 Car Parking Provision

The development proposes 21 car parking spaces, with 3 spaces demarked as accessible, 3 spaces for electric vehicles and an extra ambulance space. Therefore, the proposals do not meet the minimum required standards. As discussed in Sections 4.52 to 4.58, due to the numerous bus services within 400m / acceptable walking distance of the site, the location of bus stops, cumulative frequency and timings of bus services and the suitable provision of pedestrian infrastructure to and from the site providing safe walking routes, public bus travel to and from the application site is considered excellent, proposing a valid alternative for single occupancy private transport. Considering the locality of the site being on the edge of Hinckley town centre and with excellent pedestrian infrastructure and suitable cycling infrastructure on the local highway network, the minimum car parking standard could be further reduced in this context.

5.22 As discussed in Section 4.6, there are several public car parks, such as Trinity Vicarage Road, Trinty Lane East and Trinty Lane West, which could be utilised by visitors to the proposed care home development. This could mitigate indiscriminate on-street parking if the development site (72-bed care home) car park is at capacity.

5.23 Accessible Parking Spaces

Leicestershire Highway Design Guide (Leicestershire County Council, 2024) also provide guidance on the minimum required number of accessible parking spaces stating the following:

‘Accessible parking can be considered a reasonable adjustment according to the Equality Act. Therefore, wherever feasible, this must be provided for any disabled employee who needs it. A minimum number of accessible bays for each disabled employee that drives to

work plus 5% of total parking spaces should be provided. A further 4% should consist of enlarged standard spaces.'

5.24 However, at this stage, as the number of disabled employees is not known. Therefore, a minimum baseline of 5% of total car parking spaces is assessed. Based on this requirement, 1 accessible parking space should be provided, based on the 18 (Excluding accessible spaces) car parking spaces proposed.

5.25 The development proposes 3 accessible parking spaces, which meets the minimum standard.

5.26 Electric Vehicle spaces and charging points

Leicestershire Highway Design Guide (Leicestershire County Council, 2024) provides guidance on the electric vehicle parking and charging infrastructure for developments. Guidance notes that for any development that is not residential/dwellings/houses:

'All new non-residential buildings with more than 10 parking spaces must have a minimum of one chargepoint and cable routes for one in five (20%) of the total number of spaces.'

5.27 Based on the number of proposed car parking spaces, a minimum of 1 charge point should be available for at the car park, with allocation for electric vehicles.

5.28 Currently the proposals provide 2 charge points (3 spaces) with 8 spaces allocated for future electric vehicle infrastructure, which meets the minimum standard.

5.29 Cycle Parking Standards

Additionally, Leicestershire Highway Design Guide (Leicestershire County Council, 2024) provides guidance on cycle parking for developments. This document does not provide specific guidance related to C2 - Residential Institution Residential Homes for Elderly; the document outlines that developments not highlighted within the guidance will be assessed on a site-by-site basis.

5.30 Leicestershire Highway Design Guide (Leicestershire County Council, 2024) outline that where specific standards are not provided, developers can refer to Local Transport Note 1/20 (Department for Transport, 2020).

5.31 Local Transport Note 1/20 (Department for Transport, 2020) outlines that for sheltered/elderly housing/nursing homes:

- 0.05 short stay cycle space per residential unit
- 0.05 long stay cycle space per bedroom

5.32 Accounting for a 72-bed care home, a minimum of 4 short stay and 4 long stay cycle parking spaces should be provided.

5.33 Cycle Parking Provision

Therefore, a total of 8 cycle parking spaces should be proposed.

5.34 A cycle store within the site allocated for cycle parking is proposed with changing rooms, lockers and showers proposed for staff.

5.35 Comments received from LCCH dated 30th May 2025 outline that additional cycle spaces over the minimum requirement of 8, should be provided to encourage more sustainable modes of transport. Information regarding the amount of cycle spaces can be conditioned as per highways comments.

6 Trip Generation

6.1 Introduction

This section sets out details about trip generation for the permitted/existing site and the proposed site to provide an understanding of how the site could operate.

- 6.2 The application site has been granted planning permission for 66 apartments (consisting of 2 blocks) and 7 houses with associated works (Reference 18/01237/FUL). The proposals involve removing a flat/apartment block and partially altering the extant layout to erect a 72-bed care home; to form a baseline analysis, the permitted scheme is considered as existing.

6.3 Staff numbers and operating hours

Data from operator was utilised to inform the likely staffing levels of the development.

- 6.4 Data from the operator outlines that with their experience maintaining and managing care/nursing homes, that the fill up rate to reach maximum occupancy is usually 3 years. However, to provide a 100% occupancy baseline, the operator has provided the following:

Shift Patterns:

Three shifts over 7 days, handover is only for the Senior's and is 15 minutes

9am - 5pm

8am - 8pm

8pm - 8am

Staff numbers (Assuming maturity):

9am - 5pm: 5 staff members

- Manager, Care Manager, Front of House, Maintenance Manager, Lifestyles Manager

8am - 8pm: 23 staff members

- Chef, Kitchen Assistant, Laundry x 2, Housekeeping x 3, 16 x Care Team Members

8pm - 8am: 10 staff members

- 10 Care Team Members

- 6.5 As a worst-case scenario, there could be a total of 28 staff members on-site during any given time.

6.6 Methodology

To ascertain the potential increase in vehicle trips from permitted/existing to proposed and to assess the potential impact of the development on the local highway network, findings from the Transport Assessment and other associated documentation within permitted application 18/01237/FUL are utilised to inform the potential permitted/existing trips generated by the 73 dwellings. As the proposals will omit 33 dwellings (One apartment/flat block) and to keep the assessments consistent, the TRICS data utilised within application 18/01237/FUL will inform the trip generation of the remaining 40 dwellings; TRICS data from comparable sites on a 72-bed care home was obtained to inform the trip generation of the proposed care home (See Appendix E). It is considered that the worst-case scenario is during a weekday, when residents of the proposed site travel to work, and when staff and visitors of the care home travel to and from the site.

6.7 While the TRICS database contained comparable site surveys for Care Homes, the location type was limited, as there were no Care Homes within an Edge of Town Centre location type; the location type was broadened to the Suburban Area location type, the next best fit, providing a sample size to match the development parameters.

6.8 To further understand the likely movement of staff to and from the proposed care home, data from the operator was utilised in relation to the number of staff and shift pattern, to determine the multi-modal trips per beginning of shift and handover period; TRICS data was utilised to derive the modal split of staff.

6.9 Note that vehicle trip generation figures derived from Tables 9-11 are rounded to the next whole number.

6.10 Existing Site Traffic

The site is accessed via Marchant Road and Coventry Road. To ascertain existing traffic flow on Marchant Road and Coventry Road, ATC surveys was conducted between 6th March 2025 and 12th March 2025.

6.11 Table 7 and 8 provides a summary of traffic flow on Marchant Road and Coventry Road in relation to the typical AM (08:00 - 09:00) and PM (17:00 - 18:00) peak hours.

Table 7: Weekday Traffic flow on Marchant Road

Time Period	Traffic flow - Marchant Road both directions (Averaged)
08:00-09:00 AM peak hour	806
17:00-18:00 PM peak hour	900
00:00-24:00 Total traffic flow	11374

Table 8: Weekday Traffic flow on Coventry Road

Time Period	Traffic flow - Coventry Road both directions (Averaged)
08:00-09:00 AM peak hour	789
17:00-18:00 PM peak hour	886
00:00-24:00 Total traffic flow	11055

6.12 Permitted/Existing trip generation

To inform the permitted/existing trip generation, findings from the Transport Assessment and other associated documentation within permitted application 18/01237/FUL is utilised for this assessment, which details the Erection of 66 flats/apartments within two apartment blocks and 7 houses (Total of 73 dwellings).

6.13 Table 9 is an extract from *Transport Assessment Revision J - Trinty Leisure*, outlining the multi-modal trips of the extant permitted 73 dwellings.

Table 9: Permitted multi-modal trip generation for 73 dwellings

Mode of Transport	Time Period	Trip Rates (per dwelling)		Traffic Generation 73 dwellings	
		Arrive	Depart	Total Arrive	Total Depart
Vehicles	AM Peak 08:00-09:00	0.108	0.364	7.88	26.57
	PM Peak 17:00-18:00	0.323	0.158	23.58	11.53
	Total 00:00-24:00	2.025	2.054	147.83	149.94
Public Transport	AM Peak 08:00-09:00	0.005	0.018	0.37	1.31
	PM Peak 17:00-18:00	0.015	0.008	1.1	0.58
	Total 00:00-24:00	0.098	0.099	7.15	7.23
Walk	AM Peak 08:00-09:00	0.011	0.037	0.8	2.7
	PM Peak 17:00-18:00	0.033	0.016	2.41	1.17
	Total 00:00-24:00	0.204	0.207	14.89	15.11
Cycle	AM Peak 08:00-09:00	0.003	0.011	0.22	0.8
	PM Peak 17:00-18:00	0.010	0.005	0.73	0.37
	Total 00:00-24:00	0.063	0.064	4.6	4.67
Motorcycle	AM Peak 08:00-09:00	0.001	0.004	0.07	0.29
	PM Peak 17:00-18:00	0.003	0.002	0.22	0.15
	Total 00:00-24:00	0.020	0.020	1.46	1.46

6.14 Note that vehicle trip generation figures derived from Table 9 are rounded to the next whole number.

6.15 Table 9 illustrates that the 73 dwellings under the permitted scheme have the potential to generate a total of 298 vehicle trips throughout the day. During the typical AM peak, the permitted scheme could generate 8 vehicle arrival trips and 27 vehicle departure trips. During

the PM peak, the permitted scheme could generate 24 vehicle arrival trips and 12 vehicle departure trips.

6.16 Proposed trip generation

The proposals will omit 33 dwellings (One apartment/flat block), while retaining 40 dwellings (one apartment/flat block and seven houses) and installing a 72-bed care home.

6.17 As discussed in Sections 6.6 to 6.8, to understand the potential trip generation of the proposals, data from *Transport Assessment Revision J - Trinty Leisure* will inform the trip generation of the remaining 40 dwellings, while TRICS data from comparable sites on a 72-bed care home was obtained to further inform the proposed trip generation.

6.18 To provide a robust analysis, to account for the worst-case scenario a calculation factor of 72 residents was utilised to ensure a robust assessment for the maximum proposed trip generation of the care home.

6.19 Table 10 provides a summary of the multi-modal trip generation of the 40 dwellings (Based on data from *Transport Assessment Revision J - Trinty Leisure*, within planning reference 18/01237/FUL). Table 11 provides a summary of the multi-modal trip generation of the 72-bed care home.

Table 10: Multi-modal trip generation for 40 dwellings

Mode of Transport	Time Period	Trip Rates (per dwelling)		Traffic Generation 40 dwellings	
		Arrive	Depart	Total Arrive	Total Depart
Vehicles	AM Peak 08:00-09:00	0.108	0.364	4.32	14.56
	PM Peak 17:00-18:00	0.323	0.158	12.92	6.32
	Total 00:00-24:00	2.025	2.054	81.00	82.16
Public Transport	AM Peak 08:00-09:00	0.005	0.018	0.20	0.72
	PM Peak 17:00-18:00	0.015	0.008	0.60	0.32
	Total 00:00-24:00	0.098	0.099	3.92	3.96
Walk	AM Peak 08:00-09:00	0.011	0.037	0.44	1.48
	PM Peak 17:00-18:00	0.033	0.016	1.32	0.64
	Total 00:00-24:00	0.204	0.207	8.16	8.28

Cycle	AM Peak 08:00-09:00	0.003	0.011	0.12	0.44
	PM Peak 17:00-18:00	0.010	0.005	0.4	0.2
	Total 00:00-24:00	0.063	0.064	2.52	2.56
Motorcycle	AM Peak 08:00-09:00	0.001	0.004	0.04	0.16
	PM Peak 17:00-18:00	0.003	0.002	0.12	0.08
	Total 00:00-24:00	0.020	0.020	0.8	0.8

6.20 Comments from LCCH highlighted that the TRICS data for Table 11 (72-Bed care home) included both weekdays and weekends. The TRICS data is now amended to show weekdays only, with Table 11 and Appendix E revised to reflect just the weekdays.

Table 11: Multi-modal trip generation for a 72-bed care home

Mode of Transport	Time Period	Trip Rates (per resident)		Traffic Generation 72 residents	
		Arrive	Depart	Total Arrive	Total Depart
Total Vehicles	AM Peak 08:00-09:00	0.090	0.074	6.480	5.328
	PM Peak 17:00-18:00	0.051	0.072	3.672	5.184
	Total 00:00-24:00	0.972	0.985	69.984	70.92
Public Transport	AM Peak 08:00-09:00	0.038	0.015	2.736	1.080
	PM Peak 17:00-18:00	0.008	0.026	0.576	1.872
	Total 00:00-24:00	0.310	0.325	22.320	23.400
Walk	AM Peak 08:00-09:00	0.049	0.031	3.528	2.232
	PM Peak 17:00-18:00	0.038	0.056	2.736	4.032
	Total 00:00-24:00	0.610	0.628	43.920	45.216
Cycle	AM Peak 08:00-09:00	0.003	0.000	0.216	0.000
	PM Peak 17:00-18:00	0.003	0.000	0.216	0.000
	Total 00:00-24:00	0.039	0.024	2.808	1.728

6.21 Note that vehicle trip generation figures derived from Tables 10-11 are rounded to the next whole number.

6.22 Accounting for Tables 10 and 11, the 40 dwellings has the potential to generate 164 vehicle trips throughout the day and the 72-bed care home has the potential to generate 141 vehicle trips throughout the day. The proposed site could generate a total of 305 vehicle trips throughout the day.

6.23 During the typical AM peak, the 40 dwellings has the potential to generate a total of 20 vehicle trips and the 72-bed care home has the potential to generate a total of 13 vehicle trips. The proposed site could generate a total of 33 vehicle trips during the typical AM peak.

6.24 During the typical PM peak, the 40 dwellings has the potential to generate a total of 20 vehicle trips and the 72-bed care home has the potential to generate a total of 10 vehicle trips. The proposed site could generate a total of 30 vehicle trips during the typical PM peak.

6.25 Table 12 provides a summary of the modal split of the 72-bed care home.

Table 12: Modal split of the proposed 72-bed care home

	Total vehicles	Total cycle	Total walk/pedestrian	Total public transport
TRICS trip generation	141	5	90	47
TRICS model split	50 %	1 %	32 %	17 %

6.26 Discussions and Conclusions

To understand the potential changes in vehicle trip generation from permitted to proposed. Table 13 provides a comparison between the vehicle trips of the permitted scheme against the vehicle trips of the proposed site.

6.27 Comments from LCCH outlined that it was unclear how the figures within Table 13 were derived. For clarity, the following methodology was utilised to outline the vehicle trips of the permitted scheme against the proposed site during 08:00 - 09:00 AM peak, 17:00 - 18:00 PM peak and 00:00 - 24:00 in total:

Permitted

Vehicle trip generation within Table 9

Or

73 Dwellings vehicle trips

Proposed

Vehicle trip generation within Table 10 + Vehicle trip generation within Table 11

Or

40 dwellings vehicle trips + 72-bed care home vehicle trips

Net change

Vehicle trip generation within Table 9 - (Vehicle trip generation within Table 10 + Vehicle trip generation within Table 11)

Or

73 dwellings vehicle trips - (40 dwellings vehicle trips + 72-bed care home vehicle trips)

Table 13: Vehicle comparisons between the permitted scheme against the proposed site

Time Period	Vehicle trips							
	Permitted		Proposed		Comparison (Arrive and Depart)		Net Change	
	Arrive	Depart	Arrive	Depart	Permitted	Proposed	Net	%
AM Peak 08:00-09:00	8	27	12	21	35	33	-2	-6%
PM Peak 17:00-18:00	24	12	17	13	36	30	-6	-17%
Total 00:00-24:00	148	150	151	154	298	305	7	3 %

6.28 Table 13 outlines a decrease in vehicle trips from permitted to proposed during the AM and PM peaks. However, there is an increase in vehicle trips throughout the day from permitted to proposed.

6.29 Based on data outlined by the operator, the handover between the day and night shift, 8 am - 8 pm for day care staff (23 members) and 8 pm - 8 am for night care staff (10 members), is likely the peak movement of vehicles to and from the proposed care home when care staff arrive and depart. Accounting for the modal split, as per Table 12, this equates to 12 arrival trips and 5 departure trips. Considering handover times, the arrival and departure times for care staff are unlikely to occur during the typical AM and PM peak hours.

6.30 Accounting for the management staff shift (5 members) 9 am - 5 pm, it is likely that management staff will generate 3 vehicle arrival trips and 3 vehicle departure trips from the proposed care home during the typical AM and PM peak hours.

- 6.31 TRICS data for care homes highlight that the peak movement of vehicles for care homes during the weekday is between 10:00 - 11:00 and 15:00 - 16:00. Therefore, it is likely that the visitor arrival and departure trips are staggered throughout the day and over different periods, not concentrated during the typical AM and PM peak periods.
- 6.32 The proposed care home will generate vehicle trips from delivery and refuse collection services. These trips are accounted for within the TRICS data. The proposed care home is expected to generate 2 delivery vehicle trips per day, which supply the proposed care home with foodstuffs, medical supplies and other necessities. The proposed care home will also generate 4 vehicle trips per week relating to refuse collection, which can be arranged via the local authority or a private company.
- 6.33 While the total amount of vehicle trips from permitted to proposed will increase, during the AM and PM peak periods, there is a decrease in vehicle trips from permitted to proposed. Table 14 outlines the proposed sites potential impact on Coventry Road.

Table 14: Summary of the impact of trips on Coventry Road

Time Period	Existing two-way traffic	Proposed two way traffic	Percentage increase (Existing + Proposed)
AM Peak 08:00-09:00	789	33	4.2%
PM Peak 17:00-18:00	886	30	3.4%
Total 00:00-24:00	11055	305	2.3%

- 6.34 Accounting for Table 14 and comparing with the permitted scheme, it is unlikely that the proposed site would have a detrimental impact on the local highway network.
- 6.35 In summary, the proposed site has the potential to generate fewer vehicle trips than the permitted scheme and during AM/PM peak periods. The majority of staff of the proposed care home are unlikely to travel to and from the site during the typical AM and PM peaks, which reduces the level of traffic experienced on the local highway network as opposed to the permitted scheme. However, it is noted that management staff will generate vehicle trips during the typical AM and PM peaks. Nonetheless, the majority of vehicle trips generated by the proposed site are unlikely to be concentrated at a particular time or period, as arrival and departure times for care staff, visitors, servicing and refuse collection of the care home are likely to be staggered throughout the day and over different periods; which is unlikely to considerably conflict or affect the movement of residents of the 40 dwellings during the typical peak AM and PM periods. It is considered that the impact of the vehicle trips generated by the proposed site would be lessened due to these factors.

7 Construction Phase

Transport Assessment Revision J - Trinty Leisure planning reference 18/01237/FUL, contains a preliminary construction phase outline that informs the likely framework for the construction of the permitted scheme.

7.1 A framework for the construction of the proposed care home is provided and is as follows:

7.2 Introduction

The construction methodology has been considered in broad terms at this stage and the proposals, whilst defined in sufficient detail for planning purposes, are subject to reasonable modification in terms of programming the works. Therefore, some aspects of construction movement have been based on experience as they cannot be precisely detailed at this stage. For example, the number of vehicles required for importing and exporting site materials will be dependent on the progress of works against the construction programme.

7.3 Summary of the Works

It is anticipated that construction will commence shortly after approval of the application. The construction period would be 12-18 months with a completion date of 2026/27.

7.4 Enabling works will also involve activities including diversion/isolation of existing services and installation of new services.

7.5 Traffic Movement and Generation

Construction site access will be via Coventry Road throughout the construction period, with the majority of vehicles arriving and departing to the south via the A5/M69. Necessary arrangements such as signage for agreed traffic routing and loading/unloading will be established.

7.6 During the construction period it is estimated that lorry loads will peak during the delivery of materials stage of the project. It is estimated that there will be approximately 8-12 vehicles into and out of the site per day over the duration of the phase. This will however only be short lived once the initial materials have been delivered to site. Deliveries may account for 2-6 trips per day for the remaining construction period, but will cease before completion of the works as all materials are delivered to site.

7.7 No abnormal loads are anticipated for any deliveries. Vehicles will mainly be cars, vans, rigid goods vehicles and flatbed trucks. The largest anticipated vehicles could be 44 tonne articulated lorries; however these would be few and far between.

7.8 Precise scheduling of traffic movements to the site is not seen as necessary due to the small numbers involved and it is not anticipated that any traffic congestion will be caused by waiting vehicles unable to enter the site. However, deliveries will avoid the morning and afternoon peak periods of traffic.

7.9 It is not anticipated that the construction traffic will have a significant detrimental impact to existing traffic conditions in the area.

7.10 Hours of Work

It is anticipated that the working hours for the site enabling works and construction would typically be between 08:00 to 16:00 hours daily. However, all working hours will be agreed with the Local Authority prior to the commencement of the works. All work outside these hours will be subject to prior agreement, however it is not anticipated it will be necessary to stray from the normal working day. Should works be required outside of "normal" hours, it is likely to be on isolated occasions and restricted to exceptional circumstances.

8 Summary and Conclusions

This report has been prepared in connection with the full planning application for the development of a 72-bed care home with associated caring facilities and car park at the former leisure centre, Coventry Road, Hinckley, Leicestershire, LE10 0JR and has been revised following comments received from Ben Dutton at Leicestershire County Council issued 30 May 2025. **The revisions have been highlighted in yellow for ease of reference.**

The proposals change the development schedule of the permitted development for 66 apartments and 7 houses with associated works (Reference 18/01237/FUL). From investigations concerning existing traffic, accident data, sustainable accessibility, development proposals and traffic generation, the main findings are:

- The application site is currently under a permitted scheme (18/01237/FUL), approved on the 23rd October 2019, detailing the development of 66 apartments within two apartment blocks and 7 houses (73 dwellings), including the provision of access, open space and associated infrastructure. The proposed development omits one apartment/flat block, changing the proposed site to 40 dwellings and implements a 72-bed care home.
- The development for the care home proposes a total of 21 car parking spaces, with 3 spaces demarked as accessible and 3 spaces for electric vehicles. Therefore, the proposed quantum of parking do not meet the minimum required standards. As the application site can be accessed sustainably by all modes of transport, with excellent bus service provision, numerous pedestrian infrastructure and suitable cycling infrastructure on the local highway network, the minimum car parking standards could be reduced. Furthermore, there are several public car parks within walking distance of the site, which visitors of the proposed care home could utilise.
- The development proposes cycle parking spaces within a cycle store on site with changing rooms, lockers and showers proposed for staff. Based on Local Transport Note 1/20, a minimum of 4 short stay and 4 long stay cycle parking spaces should be provided.
- The location of the site provides excellent accessibility by sustainable modes, with several bus stops located within walking distance of the site, offering a cumulatively frequent service, which is supplemented by the provision of numerous pedestrian infrastructure and public rights of way to and from the site providing safe walking routes. Additionally, there is suitable provision of cycle infrastructure on the local highway network, such as on B4666 Coventry Road, creating a safe environment for cyclists.

- ATC Traffic surveys conducted on Marchant Road and Coventry Road between the 6th March 2025 and 12th March 2025 is used to establish a baseline to assess the potential impacts of the development. During the weekdays, an average of 11374 vehicles travel on Marchant Road and an average of 11055 vehicles travel on Coventry Road.
- Investigations into the number and severity of accidents recorded within 500m of the site indicate an accident rate of 2.4 accidents per year over the last 5 years for the study area. Both Occupants of motorised vehicles and non-motorised road users each account for 50% of total casualties. A review of the accidents did not reveal any systematic pattern to indicate an issue with the highway network, with non-motorised users proceeding normally already on the carriageway, with motorised vehicles in the process of conducting a manoeuvre or slowing down. However, a spatial pattern is identified; with 6 of the total 12 accidents within the study area occurring on the B4666, B4667 and B590 intersection. However, there were no recorded accidents with the last 5 years related to the Merchant Road/B4666 junction.
- The operator has provided details on the number of staff that is anticipated to travel to and from the care home:

Shift Patterns:

Three shifts over 7 days, handover is only for the Senior's and is 15 minutes

9am - 5pm

8am - 8pm

8pm - 8am

Staff numbers (Assuming maturity):

9am - 5pm: 5 staff members

- Manager, Care Manager, Front of House, Maintenance Manager, Lifestyles Manager

8am - 8pm: 23 staff members

- Chef, Kitchen Assistant, Laundry x 2, Housekeeping x 3, 16 x Care Team Members

8pm - 8am: 10 staff members

- Care Team Members

As a worst-case scenario, there could be a total of 28 staff members on-site during any given time.

- To ascertain the potential increase in vehicle trips from permitted/existing to proposed and to assess the potential impact of the development on the local highway network, findings from the Transport Assessment and other associated documentation within permitted application 18/01237/FUL is utilised to inform the potential permitted/existing trips generated by the 73 dwellings. As the proposals will omit 33 dwellings (One apartment/flat block) and to keep the assessments consistent, the TRICS data utilised within application 18/01237/FUL will inform the trip generation of the remaining 40 dwellings, while TRICS data from comparable sites on a 72-bed care home was obtained to further inform the proposed trip generation.
- 73 dwellings under the permitted scheme have the potential to generate a total of 298 vehicle trips throughout the day. During the typical AM peak (08:00 - 09:00), the permitted scheme could generate 8 vehicle arrival trip and 27 vehicle departure trips. During the PM peak (17:00 - 18:00), the permitted scheme could generate 24 vehicle arrival trips and 12 vehicle departure trips.
- The proposed site (40 dwellings and 72-bed care home) has the potential to generate a total of 291 vehicle trips throughout the day. During the typical AM peak (08:00 - 09:00), the proposed site could generate 11 vehicle arrival trips and 20 vehicle departure trips. During the PM peak (17:00 - 18:00), the proposed site could generate 17 vehicle arrival trips and 12 vehicle departure trips. the proposed site generates 2% less vehicle trips than the permitted scheme. However, there is a significant decrease in vehicle trips during the AM and PM peaks.
- Based on data outlined by the operator, the likely peak movement of vehicle trips to and from the proposed care home is during 07:00 - 08:00 when day shift care staff (23 members) arrive and when night shift care staff (10 members) depart during the handover period. Accounting for the modal split as derived from TRICS, this equates to 12 arrival trips and 5 departure trips during the day/night care staff arrival, departure and handover times.
- TRICS data for care homes highlight that the peak movement of vehicles for care homes are between 10:00 - 11:00 and 15:00 - 16:00. Therefore, it is likely that the visitor arrival and departure trips are staggered throughout the day and over different time periods, not concentrated during the typical AM and PM peak periods.

- In summary, the proposed site has the potential to generate fewer vehicle trips than the permitted scheme and during AM/PM peak periods. The majority of staff of the proposed care home are unlikely to travel to and from the site during the typical AM and PM peaks, which reduces the level of traffic experienced on the local highway network as opposed to the permitted scheme. However, it is noted that management staff will generate vehicle trips during the typical AM and PM peaks. Nonetheless, the majority of vehicle trips generated by the proposed site are unlikely to be concentrated at a particular time or period, as arrival and departure times for care staff, visitors, servicing and refuse collection of the care home are likely to be staggered throughout the day and over different periods; which is unlikely to considerably conflict or affect the movement of residents of the 40 dwellings during the typical peak AM and PM periods. It is considered that the impact of the vehicle trips generated by the proposed site would be lessened due to these factors.
- To conclude, the amount of predicted vehicle movement is unlikely to have any discernible impact on the current traffic flows on the adjacent highways within the vicinity of the site and as such, per section 9 and page 6 of the NPPF 2023, the development will not create an unacceptable impact on highway safety, and the residual cumulative impacts on the road network are not severe.

This Report has been prepared by:

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Arnold

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Email: tyler@enconassociates.com

Signed for and on behalf of Encon Associates Limited

A handwritten signature in black ink, appearing to be 'T. Shin', is written over a faint, light blue circular stamp.

Tyler Shin B_{Sc} Hons, GradCIHT

Traffic and Transportation Division

Date: 24th March 2025

Revision A: 28th March 2025

Revision B: 18th July 2025

Revision C: 23rd July 2025

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Appendix A - Proposed Plans



NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

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CDM - RESIDUAL RISKS
The following are considered to be significant risks relevant to this drawing, which could not be fully mitigated or removed through design. Further possible control measures have been identified within the Design Risk Assessments which may help to mitigate these and other identified risks further during the construction / maintenance process.

GENERAL

All dimensions to be checked on site. No responsibility is accepted for works by building contractor and sub-contractors. All works to be carried out in accordance with current Codes of Practice and British Standards.

STRUCTURAL

All Structural Design and Calculations to be provided by Structural Engineer

NOTES:

Application Boundary Line

REVISION NOTES

Rev	Date	Description
A	04/06/2025	Fire safety redesign
B	17/07/2025	Proposed footpath relocation
C	22/07/2025	Widened Carpark access

The Barn
Hopwell Hall
Ockbrook
Derbyshire
DE72 3RW



PROJECT NAME

G40003 Hinkley Care Home

TPOLOGY

PROJECT ADDRESS

Coventry Road
Hinckley
LE10 0JR

CLIENT / USER NAME

Hinckley Project 1 Ltd.

DRAWING NAME

Proposed Site Ground Floor Plan

FULL DOCUMENT REFERENCE

Originator Project Number	Series	Drawing No	Sheet Issue Date
G40003	---	A003	22/07/25

STATUS

Planning

Sheet size	Scale	Revision
A1L	As indicated	C

Appendix B - Automatic Traffic Count Data

A7099: ATC 1 - Hinckley - Marchant Road

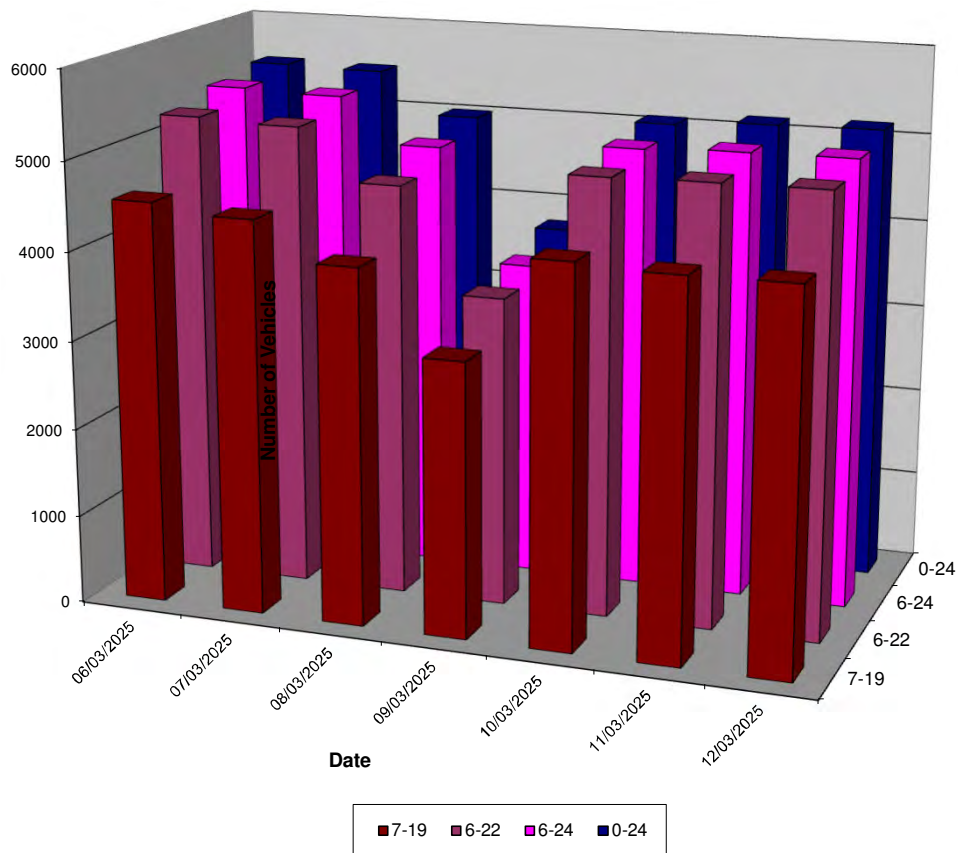
Channel - Eastbound

Vehicle Flow

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5 Day Ave	7 Day Ave
0	0	24	12	47	55	11	14	22	17	26
1	0	7	17	22	32	9	13	10	11	16
2	0	7	11	18	33	2	7	12	8	13
3	0	12	14	22	24	7	13	13	12	15
4	0	10	9	11	10	7	15	10	10	10
5	0	39	44	21	14	37	36	39	39	33
6	0	104	104	65	41	110	110	111	108	92
7	0	224	198	123	68	210	225	250	221	185
8	0	393	419	300	94	406	377	372	393	337
9	0	410	408	364	231	366	345	357	377	354
10	0	369	373	349	353	335	333	310	344	346
11	0	360	352	388	345	341	317	356	345	351
12	0	383	356	388	370	363	356	346	361	366
13	0	367	367	393	384	317	332	333	343	356
14	0	395	384	356	323	376	362	373	378	367
15	0	420	385	352	303	401	393	372	394	375
16	0	418	408	370	199	388	397	364	395	363
17	0	416	415	312	229	420	424	437	422	379
18	0	381	369	313	192	336	353	355	359	328
19	0	299	328	237	165	266	293	272	292	266
20	0	226	227	214	133	173	186	192	201	193
21	0	103	136	130	61	102	130	143	123	115
22	0	96	93	132	60	65	73	80	81	86
23	0	44	56	81	34	26	35	29	38	44

Hour	7-19	4536	4434	4008	3091	4259	4214	4225	4334	4110
Ranges:	6-22	5268	5229	4654	3491	4910	4933	4943	5057	4775
	6-24	5408	5378	4867	3585	5001	5041	5052	5176	4905
	0-24	5507	5485	5008	3753	5074	5139	5158	5273	5018

Vehicle Flow (Channel 1)



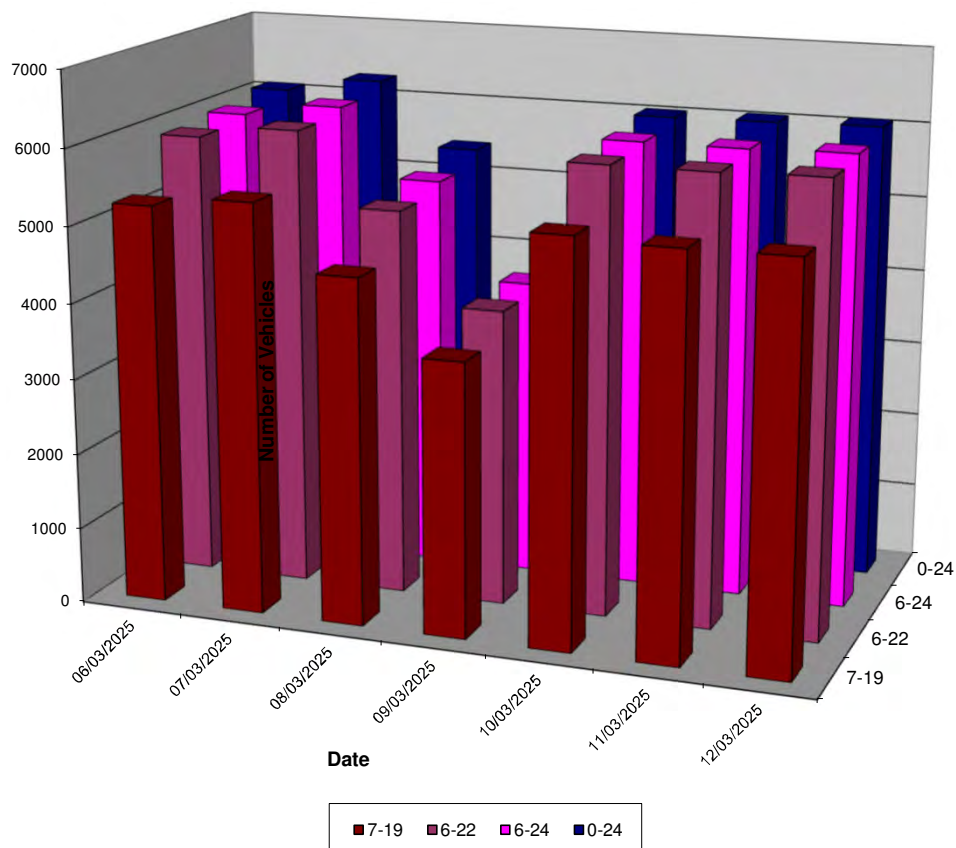
Channel - Westbound

Vehicle Flow

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5 Day Ave	7 Day Ave
0	0	20	29	54	85	10	21	17	19	34
1	0	11	15	36	36	6	8	3	9	16
2	0	11	10	25	33	3	6	10	8	14
3	0	4	8	15	17	5	9	9	7	10
4	0	20	17	23	13	13	15	12	15	16
5	0	49	53	28	17	48	46	50	49	42
6	0	112	108	44	26	110	115	122	113	91
7	0	301	294	111	60	337	352	331	323	255
8	0	390	392	236	100	421	433	427	413	343
9	0	355	393	370	188	414	345	375	376	349
10	0	404	381	366	373	398	337	372	378	376
11	0	379	426	436	409	421	359	370	391	400
12	0	449	441	428	462	442	422	404	432	435
13	0	373	429	406	413	389	386	423	400	403
14	0	420	450	437	364	411	380	409	414	410
15	0	427	415	401	363	483	474	479	456	435
16	0	494	475	385	247	470	505	455	480	433
17	0	502	492	386	223	449	481	467	478	429
18	0	457	477	330	210	371	421	408	427	382
19	0	306	337	266	199	294	355	340	326	300
20	0	221	268	211	123	227	233	254	241	220
21	0	192	189	182	102	171	210	199	192	178
22	0	116	100	120	59	92	93	96	99	97
23	0	68	78	120	32	44	41	40	54	60

Hour	7-19	5257	5402	4558	3611	5300	5250	5260	5294	4948
Ranges:	6-22	5898	6067	5115	3921	5900	5901	5931	5939	5533
	6-24	5966	6145	5235	3953	5944	5942	5971	5994	5594
	0-24	6081	6277	5416	4154	6029	6047	6072	6101	5725

Vehicle Flow (Channel 2)



A7099: ATC 1 - Hinckley - Marchant Road

Channel - Eastbound

Average Speed

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	23.6	23.0	21.8	21.9	21.1	23.1	20.3
1	0	23.9	21.1	21.3	22.5	20.2	22.9	23.8
2	0	20.4	22.2	22.1	22.9	22.6	20.6	20.1
3	0	24.3	22.5	22.3	23.3	21.0	22.6	22.6
4	0	25.6	22.2	23.3	22.5	20.7	22.1	23.4
5	0	22.4	23.7	22.5	22.2	22.6	25.0	23.4
6	0	21.9	21.4	22.7	21.4	23.3	23.3	23.8
7	0	21.7	20.9	22.6	23.7	22.4	21.8	22.0
8	0	19.8	17.1	20.0	22.2	17.9	19.0	19.8
9	0	17.0	16.1	17.8	21.0	17.2	17.1	19.0
10	0	17.6	16.7	15.9	17.8	16.1	17.5	18.9
11	0	17.9	16.4	15.4	17.4	16.8	18.0	18.0
12	0	18.3	16.1	16.2	16.6	16.9	17.7	17.5
13	0	18.6	16.4	16.9	18.5	17.7	18.2	19.1
14	0	18.3	15.7	16.7	18.5	18.2	17.5	19.2
15	0	17.8	15.2	16.7	19.3	16.3	18.0	18.8
16	0	18.2	16.0	17.2	20.7	17.0	17.5	18.6
17	0	18.7	16.3	19.1	21.3	17.1	17.8	16.7
18	0	19.1	18.6	18.6	21.5	19.4	19.3	19.4
19	0	19.5	19.6	20.2	21.8	21.1	19.3	20.2
20	0	19.7	20.6	21.2	22.3	21.1	21.8	21.5
21	0	21.3	21.4	21.9	23.2	21.6	22.6	21.6
22	0	22.1	22.0	21.5	21.9	22.1	21.7	22.1
23	0	21.6	23.8	23.0	23.2	23.0	22.3	22.1

Hour Ranges:	10-12	17.7	16.6	15.6	17.6	16.4	17.8	18.5
	14-16	18.1	15.5	16.7	18.9	17.2	17.7	19.0
	0-24	18.9	17.5	18.2	19.7	18.2	18.8	19.3

7 Day Ave	18.6
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Channel - Eastbound

85th Percentile

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	28.4	29.1	25.3	26.1	24.0	28.7	23.3
1	0	25.8	24.1	25.1	27.5	23.9	24.8	28.0
2	0	24.6	25.5	27.9	30.2	24.6	24.5	23.1
3	0	29.7	27.9	28.4	27.6	23.6	27.4	27.0
4	0	31.0	28.4	25.2	24.6	24.5	24.0	26.2
5	0	26.8	28.0	26.0	27.8	28.1	28.5	28.8
6	0	27.5	27.2	28.6	24.7	27.8	27.9	27.3
7	0	27.1	26.6	27.3	29.8	27.5	26.7	27.0
8	0	25.0	22.6	25.5	27.7	23.8	24.8	25.6
9	0	22.1	21.1	22.5	27.1	22.6	22.9	23.6
10	0	22.9	22.2	20.6	22.6	20.2	21.6	23.1
11	0	23.0	22.6	19.5	22.1	21.8	22.9	22.4
12	0	23.3	20.8	21.6	21.1	23.0	22.7	22.3
13	0	23.5	21.5	21.6	23.6	22.9	22.7	23.9
14	0	23.5	20.4	21.6	23.1	23.1	22.8	24.0
15	0	22.8	20.2	21.5	24.3	20.7	23.5	23.5
16	0	22.8	21.4	21.4	25.9	22.0	22.4	24.0
17	0	23.8	20.7	24.4	25.8	22.2	22.5	22.0
18	0	24.1	23.7	23.7	26.4	24.1	24.3	23.6
19	0	24.6	24.1	24.4	26.2	25.4	24.0	24.9
20	0	24.6	25.4	25.1	26.6	25.4	26.2	27.1
21	0	25.7	26.1	27.0	27.7	26.2	26.1	25.7
22	0	27.9	26.0	26.2	26.9	26.2	25.4	27.9
23	0	27.9	27.6	26.3	30.4	26.5	27.3	25.1

Hour Ranges:	10-12	23.0	22.4	20.0	22.4	21.0	22.1	23.0
	14-16	23.2	20.3	21.5	23.9	22.2	23.0	23.6
	0-24	24.1	22.9	23.7	25.0	23.9	24.1	24.4

7 Day Ave	24.0
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Channel - Westbound

Average Speed

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	24.6	25.8	24.6	23.6	24.0	26.6	24.1
1	0	23.4	24.1	23.8	25.0	23.3	28.2	24.0
2	0	27.6	27.4	25.7	25.6	27.1	19.8	23.3
3	0	25.0	21.9	25.2	25.0	23.8	27.8	24.3
4	0	24.6	25.3	26.0	25.2	25.8	25.3	25.3
5	0	27.0	25.3	26.0	27.8	26.3	25.5	26.0
6	0	25.6	25.5	25.1	26.4	25.9	25.6	25.7
7	0	24.4	24.5	23.2	24.3	24.3	24.1	24.8
8	0	22.3	21.8	23.2	25.5	21.9	22.2	22.6
9	0	20.4	20.6	21.3	23.8	20.9	20.8	22.3
10	0	20.2	20.4	20.4	21.5	20.1	21.3	22.1
11	0	21.0	18.9	20.1	21.6	20.9	21.1	21.9
12	0	21.1	19.3	20.7	21.9	20.8	20.9	21.0
13	0	21.5	19.1	21.5	21.9	21.8	21.8	21.3
14	0	20.4	19.6	21.0	22.0	20.7	21.2	21.2
15	0	21.1	20.4	21.3	22.2	19.9	21.6	21.2
16	0	21.0	19.8	21.1	23.2	20.6	19.8	22.1
17	0	20.8	19.6	20.9	23.3	20.6	21.0	21.1
18	0	20.9	20.2	21.2	23.1	22.3	22.1	21.7
19	0	22.1	20.5	21.4	23.6	22.0	21.5	22.3
20	0	22.3	22.1	21.5	23.9	23.2	23.0	22.7
21	0	23.1	23.2	23.0	24.5	24.3	23.1	22.8
22	0	23.1	23.6	22.5	24.4	24.8	24.6	24.3
23	0	23.5	23.5	23.7	26.6	24.7	26.5	23.9

Hour	10-12	20.6	19.6	20.3	21.5	20.5	21.2	22.0
Ranges:	14-16	20.8	20.0	21.1	22.1	20.2	21.4	21.2
	0-24	21.6	20.7	21.5	22.7	21.6	21.8	22.2

7 Day Ave	21.7
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Channel - Westbound

85th Percentile

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	28.4	28.8	28.3	27.9	25.8	30.3	27.6
1	0	27.4	28.7	29.1	27.7	27.3	29.0	24.3
2	0	29.8	32.3	27.9	29.0	29.8	23.7	26.7
3	0	28.9	29.2	31.7	28.6	29.6	27.7	28.5
4	0	28.9	28.7	30.8	28.6	30.1	27.9	28.2
5	0	30.9	29.8	29.2	32.9	30.6	29.2	30.4
6	0	29.2	28.4	29.5	29.0	29.0	29.1	29.3
7	0	27.5	28.3	26.7	28.4	27.9	27.3	28.2
8	0	26.0	25.9	26.7	29.0	25.1	25.8	25.6
9	0	23.8	24.3	25.4	27.2	24.1	24.6	25.6
10	0	24.3	23.4	23.9	24.9	23.2	24.5	25.0
11	0	24.5	23.3	23.4	25.0	24.3	24.5	25.4
12	0	24.6	23.2	24.6	24.9	24.1	24.1	24.4
13	0	25.0	22.7	25.1	25.1	25.2	25.3	24.8
14	0	23.8	23.0	24.4	25.5	24.3	24.3	24.4
15	0	24.1	24.3	24.7	25.9	23.4	24.9	24.6
16	0	24.7	23.6	24.7	27.0	24.5	23.4	25.3
17	0	24.1	23.2	24.5	27.2	24.3	24.3	24.5
18	0	24.4	24.0	24.8	26.7	25.8	25.2	25.0
19	0	25.6	24.3	24.7	27.4	25.1	24.7	25.2
20	0	26.1	25.9	25.3	27.8	26.8	26.4	25.6
21	0	26.1	27.2	26.2	29.0	28.3	26.4	26.9
22	0	27.4	26.9	26.0	27.0	29.2	29.1	27.7
23	0	27.0	27.3	27.0	28.7	27.4	30.7	28.8

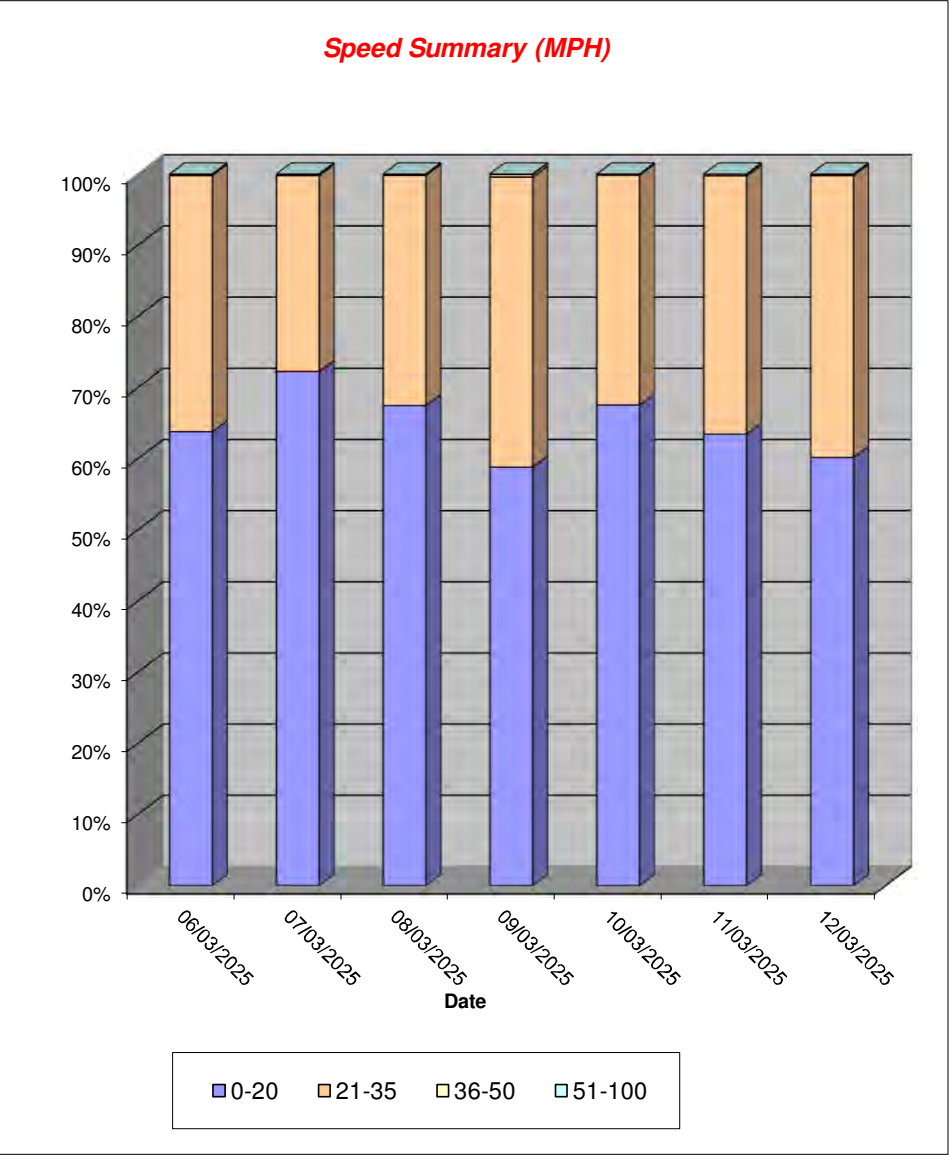
Hour	10-12	24.4	23.4	23.6	25.0	23.8	24.5	25.2
Ranges:	14-16	23.9	23.9	24.6	25.7	23.9	24.6	24.5
	0-24	25.4	24.9	25.2	26.6	25.3	25.5	25.8

7 Day Ave	25.5
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A7099: ATC 1 - Hinckley - Marchant Road

Channel - Eastbound
Speed Summary

	06/03/2025	07/03/2025	08/03/2025	09/03/2025	10/03/2025	11/03/2025	12/03/2025
Speed (MPH)	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
0-20	3515	3964	3380	2208	3429	3263	3105
21-35	1982	1511	1619	1530	1638	1864	2043
36-50	10	8	8	14	6	12	10
51-100	0	2	1	1	1	0	0
TOTAL	5507	5485	5008	3753	5074	5139	5158



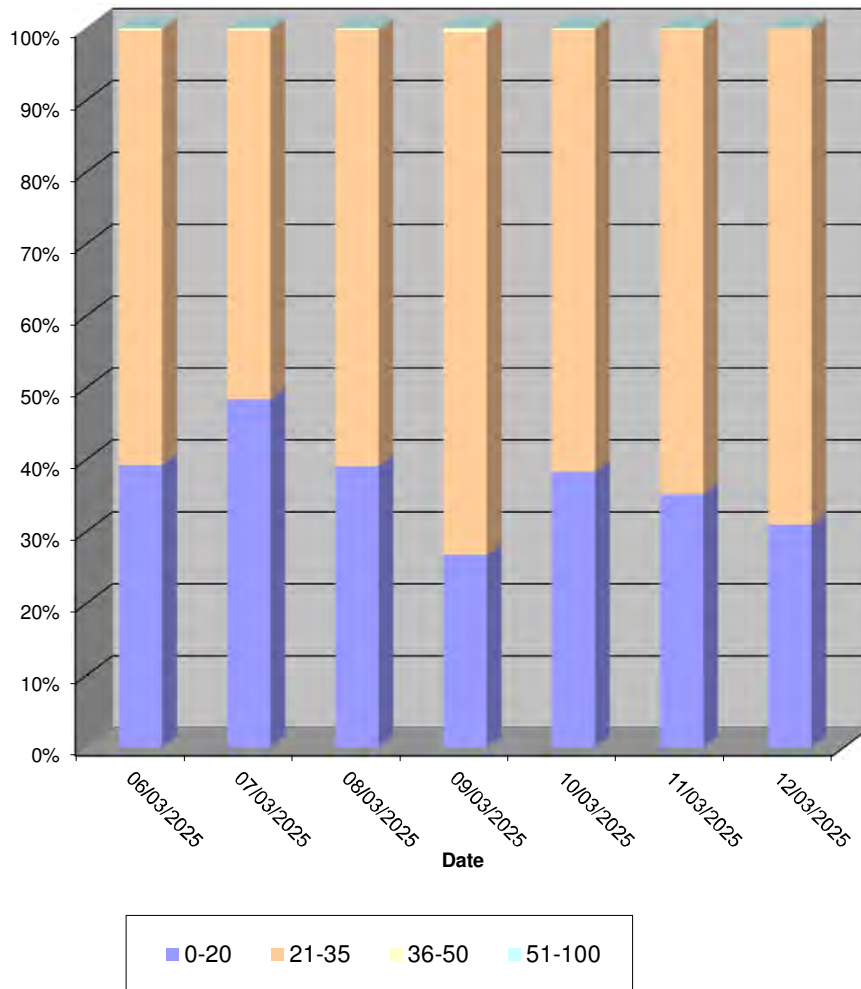
Channel - Westbound

Speed Summary

	06/03/2025	07/03/2025	08/03/2025	09/03/2025	10/03/2025	11/03/2025	12/03/2025
Speed (MPH)	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
0-20	2384	3037	2116	1111	2308	2128	1878
21-35	3679	3219	3287	3019	3707	3908	4190
36-50	17	20	12	23	13	9	4
51-100	1	1	1	1	1	2	0

TOTAL	6081	6277	5416	4154	6029	6047	6072
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Speed Summary (MPH)



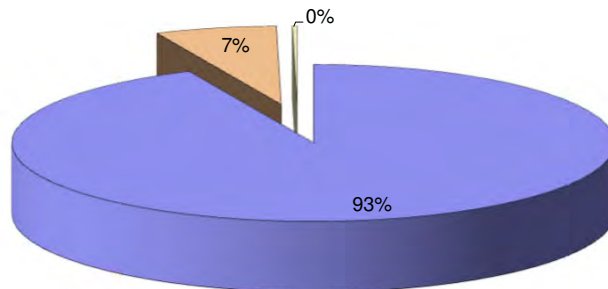
A7099: ATC 1 - Hinckley - Marchant Road

Channel - Eastbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time				
06/03/2025				
7-19	4135	388	13	4536
6-22	4816	438	14	5268
6-24	4947	447	14	5408
0-24	5040	451	16	5507
07/03/2025				
7-19	4123	293	18	4434
6-22	4875	336	18	5229
6-24	5017	343	18	5378
0-24	5110	354	21	5485
08/03/2025				
7-19	3793	203	12	4008
6-22	4398	242	14	4654
6-24	4594	259	14	4867
0-24	4725	268	15	5008
09/03/2025				
7-19	2905	179	7	3091
6-22	3290	194	7	3491
6-24	3379	199	7	3585
0-24	3537	208	8	3753
10/03/2025				
7-19	3990	263	6	4259
6-22	4606	296	8	4910
6-24	4688	305	8	5001
0-24	4752	313	9	5074
11/03/2025				
7-19	3888	312	14	4214
6-22	4564	352	17	4933
6-24	4670	354	17	5041
0-24	4761	361	17	5139
12/03/2025				
7-19	3946	274	5	4225
6-22	4615	323	5	4943
6-24	4719	328	5	5052
0-24	4821	332	5	5158
Average				
7-19	3826	273	11	4110
6-22	4452	312	12	4775
6-24	4573	319	12	4905
0-24	4678	327	13	5018

Total Vehicle Class Distribution

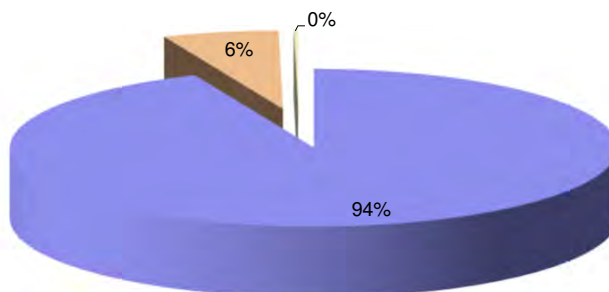


Channel - Westbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time				
06/03/2025				
7-19	4563	375	13	4951
6-22	5345	422	15	5782
6-24	5519	430	17	5966
0-24	5621	443	17	6081
07/03/2025				
7-19	4697	359	9	5065
6-22	5554	402	11	5967
6-24	5722	412	11	6145
0-24	5837	428	12	6277
08/03/2025				
7-19	4072	205	15	4292
6-22	4733	246	16	4995
6-24	4964	255	16	5235
0-24	5136	262	18	5416
09/03/2025				
7-19	3237	168	7	3412
6-22	3672	182	8	3862
6-24	3760	185	8	3953
0-24	3956	190	8	4154
10/03/2025				
7-19	4674	319	13	5006
6-22	5439	356	13	5808
6-24	5568	363	13	5944
0-24	5645	371	13	6029
11/03/2025				
7-19	4548	339	8	4895
6-22	5419	379	10	5808
6-24	5547	384	11	5942
0-24	5640	396	11	6047
12/03/2025				
7-19	4580	333	7	4920
6-22	5454	370	11	5835
6-24	5580	380	11	5971
0-24	5672	387	13	6072
Average				
7-19	4339	300	10	4649
6-22	5088	337	12	5437
6-24	5237	344	12	5594
0-24	5358	354	13	5725

Total Vehicle Class Distribution



A7099: ATC 1 - Hinckley - Marchant Road

Channel - Eastbound

	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	5507	5495	5008	3753	5074	5139	5158	5273	5018
Mean Speed	18.9	17.5	18.2	19.7	18.2	18.8	19.3	18.5	18.6
85%ile Speed	24.1	22.9	23.7	25.0	23.9	24.1	24.4	23.9	24.0
No. Vehicles > 30 MPH Limit	31	68	88	111	67	71	70	73	81
% Vehicles > 30 MPH Limit	1.7	1.2	1.6	3.0	1.3	1.4	1.4	1.4	1.7
No. Vehicles > 45 MPH	1	3	2	1	3	0	0	2	2
% Vehicles > 45 MPH	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0

Channel - Westbound

	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	6081	6277	5416	4154	6029	6047	6072	6101	5725
Mean Speed	21.6	20.7	21.5	22.7	21.6	21.8	22.2	21.6	21.7
85%ile Speed	25.4	24.9	25.2	26.6	25.3	25.5	25.8	25.4	25.5
No. Vehicles > 30 MPH Limit	125	115	115	157	120	135	115	122	126
% Vehicles > 30 MPH Limit	2.1	1.8	2.1	3.8	2.0	2.2	1.9	2.0	2.3
No. Vehicles > 45 MPH	1	2	1	3	1	2	0	2	2
% Vehicles > 45 MPH	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Eastbound & Westbound

	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	11588	11782	10424	7907	11103	11186	11230	11374	10743
Mean Speed	20.3	19.2	19.9	21.3	20.0	20.4	20.9	20.2	20.3
85%ile Speed	24.9	24.3	24.6	26.0	24.8	24.9	25.3	24.8	25.0
No. Vehicles > 30 MPH Limit	216	183	203	288	187	205	185	195	207
% Vehicles > 30 MPH Limit	1.9	1.6	1.9	3.4	1.7	1.8	1.6	1.7	2.0
No. Vehicles > 45 MPH	2	5	3	4	4	2	0	3	3
% Vehicles > 45 MPH	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

A7099: ATC 2 - Hinckley - Coventry Road

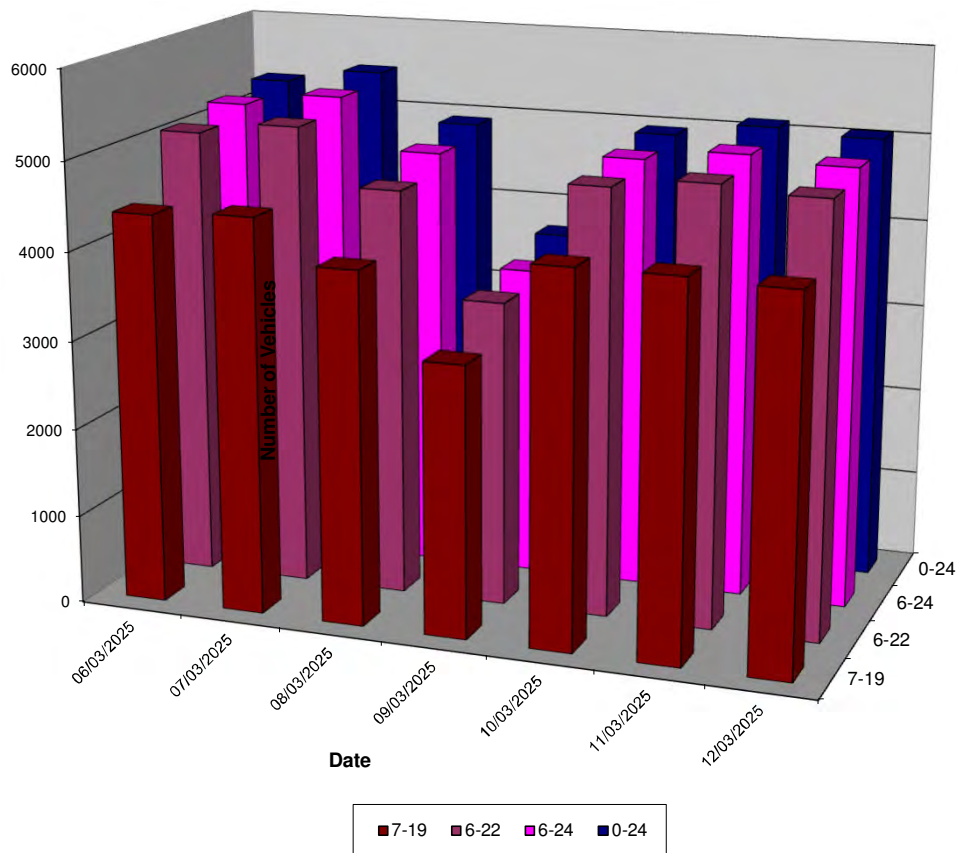
Channel - Eastbound

Vehicle Flow

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5 Day Ave	7 Day Ave
0	0	22	10	40	49	10	13	20	15	23
1	0	7	14	20	31	7	13	9	10	14
2	0	8	11	16	32	2	10	15	9	13
3	0	11	14	21	24	6	12	11	11	14
4	0	6	9	10	10	6	14	9	9	9
5	0	34	42	20	13	33	31	35	35	30
6	0	93	94	62	38	88	99	98	94	82
7	0	190	196	120	69	191	210	198	197	168
8	0	378	410	286	92	380	366	365	380	325
9	0	390	398	360	220	363	332	342	365	344
10	0	355	368	369	347	333	325	309	338	344
11	0	356	336	414	356	346	317	355	342	354
12	0	372	377	382	366	368	349	361	365	368
13	0	374	385	377	388	314	342	340	351	360
14	0	395	388	344	314	367	367	383	380	365
15	0	415	393	341	285	398	400	367	395	371
16	0	390	430	358	209	396	409	363	398	365
17	0	416	419	311	222	415	428	433	422	378
18	0	367	359	316	186	330	358	351	353	324
19	0	282	331	223	163	254	306	275	290	262
20	0	216	217	207	127	164	189	176	192	185
21	0	100	127	128	60	101	126	137	118	111
22	0	87	86	125	57	58	67	75	75	79
23	0	41	55	73	28	23	29	28	35	40

Hour	7-19	4398	4459	3978	3054	4201	4203	4167	4286	4066
Ranges:	6-22	5089	5228	4598	3442	4808	4923	4853	4980	4706
	6-24	5217	5369	4796	3527	4889	5019	4956	5090	4825
	0-24	5305	5469	4923	3686	4953	5112	5055	5179	4929

Vehicle Flow (Channel 1)



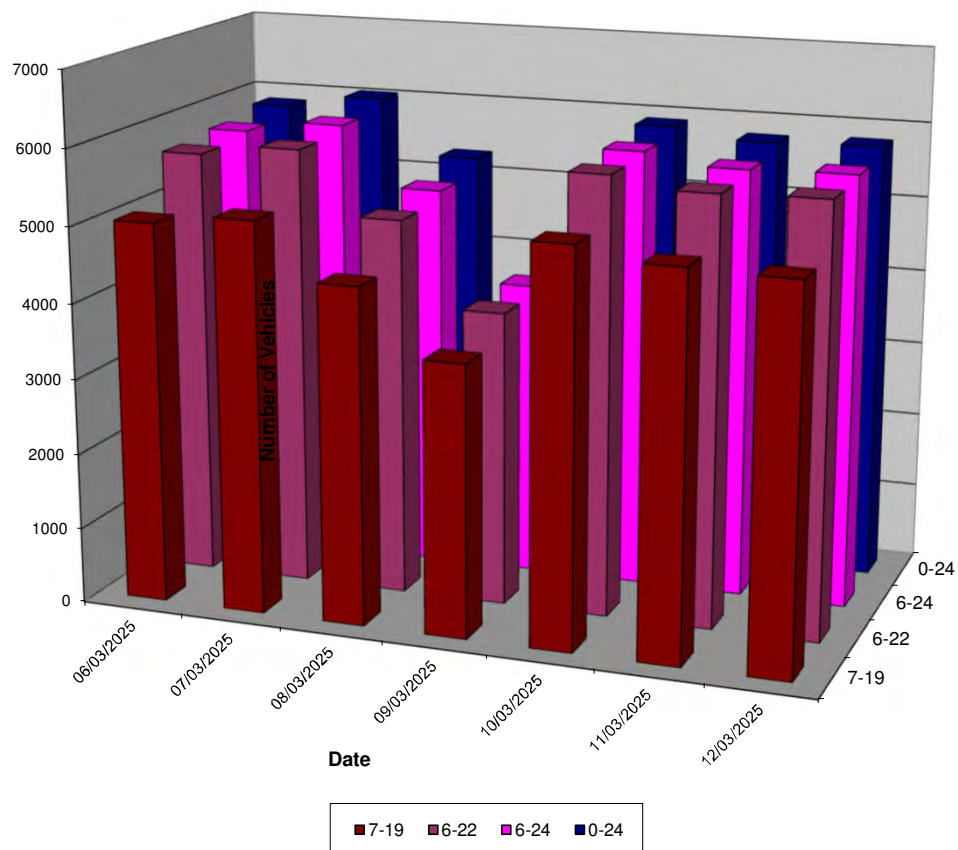
Channel - Westbound

Vehicle Flow

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5 Day Ave	7 Day Ave
0	0	20	29	54	81	11	23	18	20	34
1	0	11	15	35	39	4	7	4	8	16
2	0	13	11	25	33	4	6	11	9	15
3	0	4	9	19	17	6	11	9	8	11
4	0	19	18	23	12	13	15	11	15	16
5	0	49	53	27	17	48	41	51	48	41
6	0	112	106	48	24	102	108	106	107	87
7	0	313	302	96	55	327	347	316	321	251
8	0	399	399	210	94	421	430	398	409	336
9	0	353	371	358	179	388	330	344	357	332
10	0	375	355	395	341	354	300	351	347	353
11	0	353	380	420	412	402	349	360	369	382
12	0	431	414	413	461	430	406	375	411	419
13	0	353	404	409	429	399	371	390	383	394
14	0	378	421	426	375	410	381	385	395	397
15	0	410	432	387	364	469	442	473	445	425
16	0	437	466	361	244	428	443	482	451	409
17	0	489	456	378	219	484	486	407	464	417
18	0	449	450	324	214	378	407	373	411	371
19	0	296	322	267	200	303	335	339	319	295
20	0	222	260	210	122	219	217	265	237	216
21	0	190	185	174	100	167	197	207	189	174
22	0	112	97	119	59	96	86	94	97	95
23	0	67	81	117	32	42	40	39	54	60

Hour	7-19	5036	5172	4444	3587	5193	5027	4993	5084	4779
Ranges:	6-22	5672	5820	4995	3892	5777	5635	5665	5714	5351
	6-24	5739	5901	5112	3924	5819	5675	5704	5768	5411
	0-24	5855	6036	5295	4123	5905	5778	5808	5876	5543

Vehicle Flow (Channel 2)



A7099: ATC 2 - Hinckley - Coventry Road

Channel - Eastbound

Average Speed

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	24.5	23.6	21.8	21.6	22.2	23.4	21.5
1	0	24.6	21.9	21.7	23.5	21.5	23.2	26.8
2	0	22.5	21.8	23.6	23.0	26.2	22.0	20.8
3	0	25.1	23.3	23.9	23.4	22.2	23.2	23.2
4	0	21.2	22.9	23.8	22.7	21.8	22.2	24.0
5	0	22.6	24.1	22.1	22.7	22.8	24.4	24.1
6	0	22.4	22.1	23.3	21.8	22.7	22.9	23.7
7	0	22.3	21.3	22.3	23.2	22.3	21.8	22.3
8	0	20.2	16.9	20.0	22.5	17.9	18.8	19.3
9	0	17.1	16.0	17.9	21.4	16.7	17.3	18.7
10	0	17.8	16.6	15.8	17.7	15.8	17.4	19.1
11	0	18.1	16.4	15.0	17.2	16.6	18.0	18.2
12	0	18.4	16.3	16.3	16.8	17.0	17.7	17.2
13	0	18.6	16.3	17.0	19.0	18.3	18.3	19.0
14	0	18.5	15.8	16.5	18.8	18.7	17.7	19.0
15	0	18.1	15.5	16.7	19.7	16.3	17.6	18.7
16	0	18.3	15.5	17.4	21.0	16.9	17.2	18.5
17	0	18.8	16.0	19.2	21.6	16.9	17.7	16.9
18	0	19.5	18.3	18.6	22.0	19.8	19.3	18.8
19	0	19.7	19.7	20.1	22.1	21.3	19.5	20.6
20	0	20.3	20.7	21.4	22.5	21.6	21.8	21.7
21	0	22.1	21.7	22.1	22.8	21.9	22.5	22.1
22	0	23.1	22.1	21.4	22.7	23.9	21.2	22.6
23	0	22.5	23.8	23.1	23.7	22.8	22.6	22.9

Hour	10-12	17.9	16.5	15.4	17.5	16.2	17.7	18.6
Ranges:	14-16	18.3	15.6	16.6	19.2	17.4	17.7	18.9
	0-24	19.1	17.4	18.2	19.9	18.2	18.7	19.2

7 Day Ave	18.6
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Channel - Eastbound

85th Percentile

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	28.7	30.2	26.3	27.0	24.8	30.0	24.0
1	0	26.1	24.0	26.9	27.9	24.1	25.1	31.4
2	0	25.0	25.6	29.4	30.4	26.5	25.2	22.7
3	0	30.1	28.2	29.4	27.7	24.0	28.9	27.1
4	0	31.9	28.9	28.4	26.6	24.0	24.8	27.5
5	0	27.8	28.2	26.6	29.1	29.0	30.0	29.5
6	0	28.2	27.9	28.9	25.4	28.6	28.0	28.0
7	0	28.1	26.8	26.5	30.6	28.0	27.2	27.7
8	0	25.6	22.7	26.0	27.8	24.3	24.9	25.5
9	0	22.5	21.4	22.9	27.7	22.4	23.1	23.8
10	0	23.3	22.5	21.4	23.1	20.1	21.5	23.5
11	0	23.4	22.9	20.0	21.9	21.5	23.1	23.1
12	0	24.0	20.9	21.8	21.1	22.7	22.8	22.4
13	0	23.4	21.2	22.0	23.9	23.7	22.6	24.5
14	0	24.1	20.7	21.3	23.7	23.7	22.7	24.4
15	0	22.9	20.8	21.7	24.7	20.9	23.6	23.7
16	0	23.2	21.0	21.7	26.2	22.1	22.6	24.0
17	0	24.0	20.7	25.1	26.5	22.3	23.2	22.8
18	0	24.7	23.6	24.1	27.3	24.5	24.1	24.0
19	0	25.0	24.3	24.9	26.5	25.7	24.2	25.3
20	0	25.1	25.2	25.4	27.1	26.4	26.4	27.3
21	0	26.7	26.8	27.5	28.5	26.9	27.1	26.5
22	0	28.5	25.9	26.5	27.5	27.6	25.3	28.5
23	0	28.4	28.1	27.0	31.3	26.8	28.6	25.8

Hour	10-12	23.4	22.7	20.7	22.9	20.8	22.2	23.3
Ranges:	14-16	23.5	20.7	21.6	24.5	22.7	23.3	24.1
	0-24	24.5	23.1	23.9	25.4	24.0	24.2	24.6

7 Day Ave	24.3
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Channel - Westbound

Average Speed

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	23.8	25.4	24.0	23.7	21.9	25.9	24.9
1	0	24.0	23.9	23.5	24.4	25.5	28.2	24.2
2	0	26.8	25.7	24.9	24.3	24.1	25.9	24.9
3	0	24.3	20.0	24.7	24.3	22.4	26.3	24.9
4	0	22.2	25.2	25.7	24.7	25.3	24.2	25.2
5	0	25.2	24.9	25.7	27.8	25.2	24.7	25.6
6	0	25.3	25.0	25.7	25.5	25.5	25.8	25.2
7	0	23.3	23.8	23.2	23.8	24.2	23.7	24.6
8	0	22.1	21.6	23.3	25.0	22.1	22.1	22.6
9	0	20.3	21.0	21.5	24.2	20.6	20.9	22.3
10	0	20.1	20.6	20.7	21.7	19.4	21.5	22.1
11	0	20.6	18.9	20.3	21.6	21.0	21.0	21.3
12	0	21.0	19.3	20.6	21.8	20.7	21.0	21.2
13	0	21.7	19.1	21.0	22.0	21.6	21.7	21.5
14	0	20.3	19.5	20.8	21.9	20.7	21.2	21.4
15	0	21.0	20.4	21.0	22.1	20.0	21.8	21.5
16	0	21.1	19.6	21.3	23.0	21.2	20.3	21.8
17	0	20.7	19.8	21.2	23.2	20.7	21.3	21.2
18	0	21.0	20.1	21.4	23.0	22.3	22.4	22.0
19	0	22.1	20.2	21.4	23.8	22.1	21.6	22.4
20	0	22.3	21.7	21.5	23.6	23.1	23.1	22.4
21	0	22.8	23.0	23.1	24.2	24.1	23.1	22.6
22	0	23.0	23.5	22.3	24.0	24.7	24.5	24.3
23	0	23.6	22.9	23.6	25.5	24.3	24.8	24.2

Hour	10-12	20.3	19.7	20.5	21.6	20.3	21.3	21.7
Ranges:	14-16	20.7	20.0	20.9	22.0	20.3	21.6	21.5
	0-24	21.4	20.6	21.5	22.7	21.6	21.9	22.2

7 Day Ave 21.6

Channel - Westbound

85th Percentile

Hour	Min	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday
0	0	27.5	28.2	28.5	27.7	25.3	29.8	29.0
1	0	27.4	29.1	28.6	27.0	27.3	29.7	27.1
2	0	29.0	31.2	28.3	28.4	29.1	30.0	27.6
3	0	28.1	28.1	30.7	28.1	28.6	27.0	29.3
4	0	26.9	28.0	29.9	28.5	29.8	27.7	28.6
5	0	30.1	29.3	30.2	33.4	29.7	28.5	29.9
6	0	28.7	28.1	30.0	28.1	28.6	29.4	29.2
7	0	26.7	27.7	26.7	27.8	27.7	27.2	27.9
8	0	25.8	25.1	26.8	28.7	25.1	25.5	25.8
9	0	23.8	24.1	25.3	27.4	23.5	24.9	25.4
10	0	24.0	23.3	23.9	24.8	23.3	24.7	24.9
11	0	24.5	23.3	23.7	25.0	24.1	24.0	25.0
12	0	24.4	22.6	24.0	24.6	23.7	24.3	24.5
13	0	24.7	22.3	24.3	25.0	24.9	25.2	24.9
14	0	23.4	22.9	24.0	25.4	23.9	24.2	24.5
15	0	24.0	24.3	24.2	25.9	23.2	25.0	24.7
16	0	24.7	23.6	24.3	26.5	24.7	23.5	24.8
17	0	23.6	23.1	24.6	27.0	24.4	24.5	24.4
18	0	24.3	23.8	24.9	26.7	25.5	25.3	25.2
19	0	25.5	24.2	24.8	27.3	25.1	24.9	25.2
20	0	26.0	25.2	25.6	27.5	26.8	26.4	25.2
21	0	25.8	26.8	26.2	28.7	27.8	26.4	26.3
22	0	27.2	26.8	25.8	26.4	29.3	28.5	27.5
23	0	27.6	26.5	27.1	28.4	27.3	30.1	28.7

Hour	10-12	24.4	23.3	23.8	24.9	23.8	24.4	24.9
Ranges:	14-16	23.9	23.7	24.1	25.7	23.6	24.6	24.6
	0-24	25.1	24.6	25.0	26.4	25.2	25.4	25.6

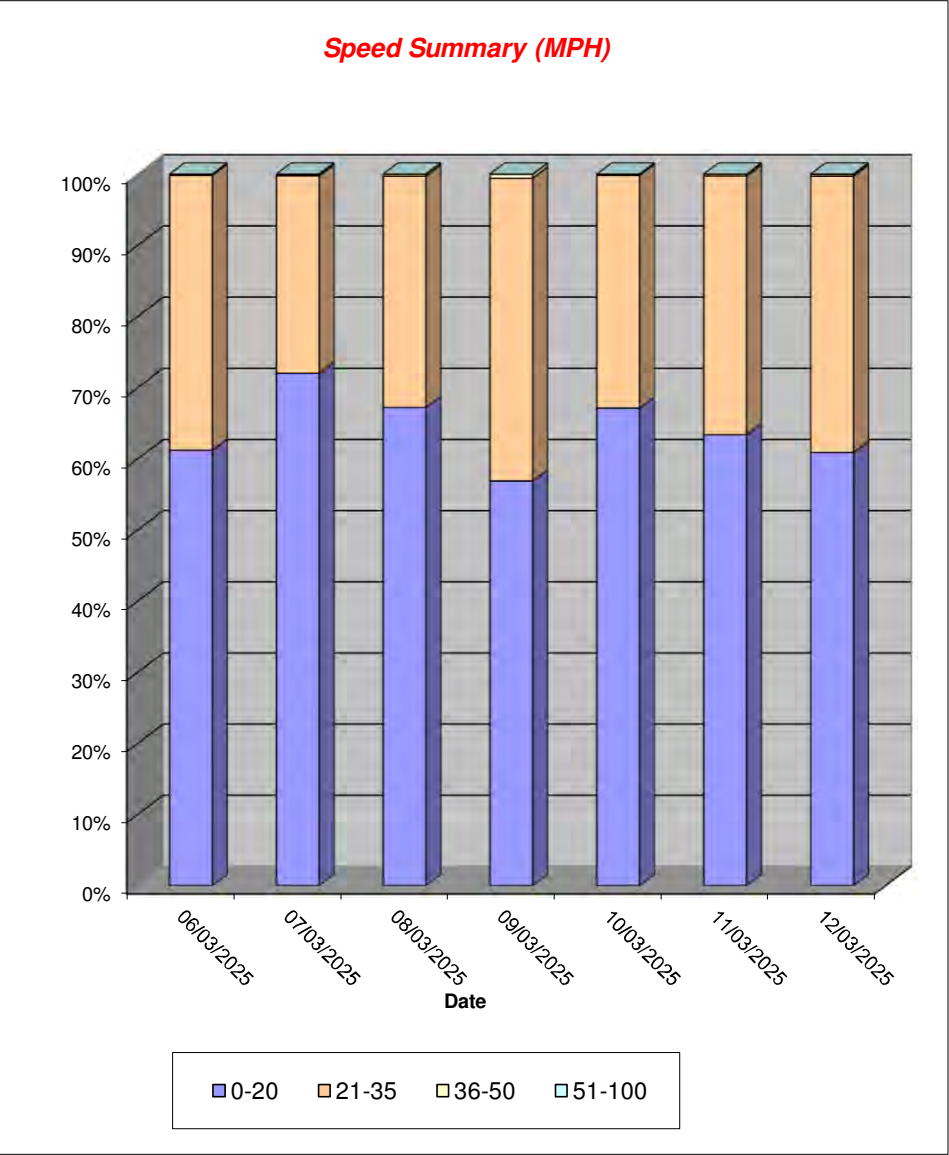
7 Day Ave 25.3

A7099: ATC 2 - Hinckley - Coventry Road

Channel - Eastbound

Speed Summary

	06/03/2025	07/03/2025	08/03/2025	09/03/2025	10/03/2025	11/03/2025	12/03/2025
Speed (MPH)	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
0-20	3247	3939	3309	2097	3325	3241	3079
21-35	2049	1517	1600	1568	1620	1858	1961
36-50	9	11	14	21	6	13	13
51-100	0	2	0	0	2	0	2
TOTAL	5305	5469	4923	3686	4953	5112	5055



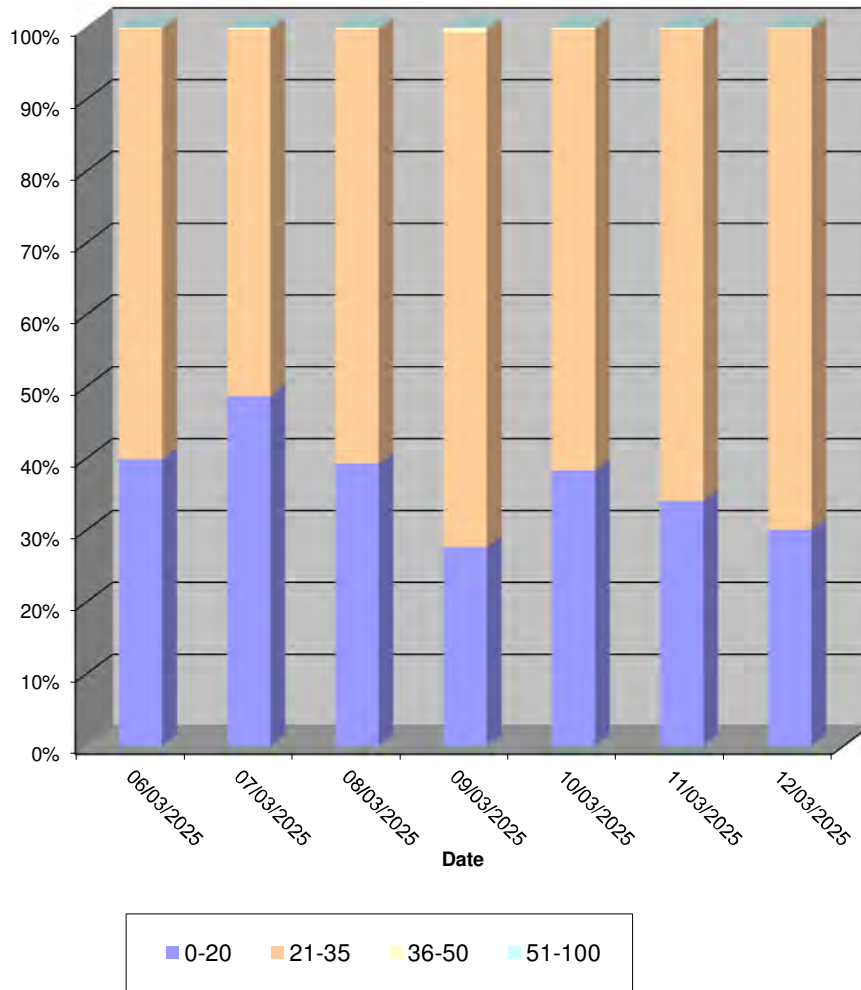
Channel - Westbound

Speed Summary

	06/03/2025	07/03/2025	08/03/2025	09/03/2025	10/03/2025	11/03/2025	12/03/2025
Speed (MPH)	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
0-20	2334	2937	2079	1140	2261	1968	1745
21-35	3511	3081	3204	2957	3628	3794	4054
36-50	10	16	11	25	14	14	8
51-100	0	2	1	1	2	2	1

TOTAL	5855	6036	5295	4123	5905	5778	5808
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Speed Summary (MPH)



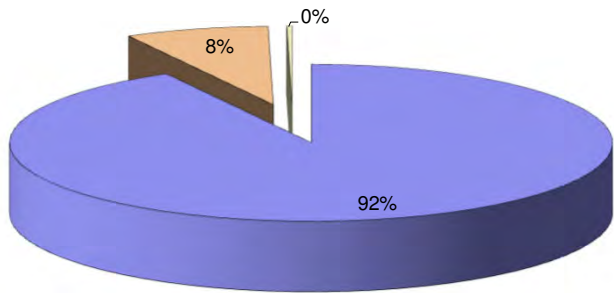
A7099: ATC 2 - Hinckley - Coventry Road

Channel - Eastbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time				
06/03/2025				
7-19	3995	394	9	4398
6-22	4630	446	13	5089
6-24	4748	455	14	5217
0-24	4830	461	14	5305
07/03/2025				
7-19	4144	301	14	4459
6-22	4854	360	14	5228
6-24	4988	367	14	5369
0-24	5078	376	15	5469
08/03/2025				
7-19	3718	242	18	3978
6-22	4288	290	20	4598
6-24	4464	312	20	4796
0-24	4580	322	21	4923
09/03/2025				
7-19	2849	199	6	3054
6-22	3215	221	6	3442
6-24	3295	226	6	3527
0-24	3441	238	7	3686
10/03/2025				
7-19	3857	338	6	4201
6-22	4409	392	7	4808
6-24	4483	399	7	4889
0-24	4537	409	7	4953
11/03/2025				
7-19	3827	360	16	4203
6-22	4488	418	17	4923
6-24	4577	425	17	5019
0-24	4659	435	18	5112
12/03/2025				
7-19	3827	329	11	4167
6-22	4444	395	14	4853
6-24	4537	405	14	4956
0-24	4624	416	15	5055
Average				
7-19	3745	309	11	4066
6-22	4333	360	13	4706
6-24	4442	370	13	4825
0-24	4536	380	14	4929

Total Vehicle Class Distribution

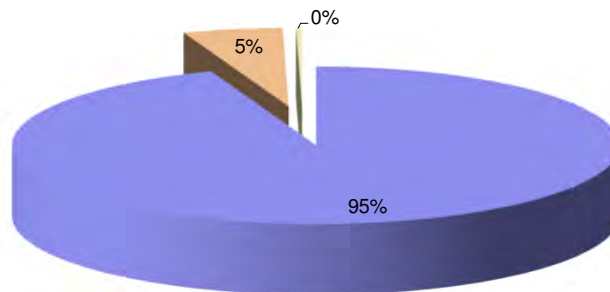


Channel - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
06/03/2025				
7-19	4427	288	25	4740
6-22	5207	327	26	5560
6-24	5379	332	28	5739
0-24	5479	346	30	5855
07/03/2025				
7-19	4589	254	7	4850
6-22	5419	294	10	5723
6-24	5588	303	10	5901
0-24	5706	319	11	6036
08/03/2025				
7-19	4006	159	12	4177
6-22	4668	196	12	4876
6-24	4897	203	12	5112
0-24	5069	211	15	5295
09/03/2025				
7-19	3241	140	6	3387
6-22	3672	152	9	3833
6-24	3760	155	9	3924
0-24	3954	160	9	4123
10/03/2025				
7-19	4564	311	15	4890
6-22	5308	358	15	5681
6-24	5439	364	16	5819
0-24	5517	371	17	5905
11/03/2025				
7-19	4399	274	19	4692
6-22	5225	303	21	5549
6-24	5342	311	22	5675
0-24	5432	324	22	5778
12/03/2025				
7-19	4371	266	17	4654
6-22	5247	307	17	5571
6-24	5370	317	17	5704
0-24	5461	329	18	5808
Average				
7-19	4228	242	14	4484
6-22	4964	277	16	5256
6-24	5111	284	16	5411
0-24	5231	294	17	5543

Total Vehicle Class Distribution



A7099: ATC 2 - Hinckley - Coventry Road

Channel - Eastbound

	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	5305	5469	4923	3686	4953	5112	5055	5179	4929
Mean Speed	19.1	17.4	18.2	19.9	18.2	18.7	19.2	18.5	18.7
85%ile Speed	24.5	23.1	23.9	25.4	24.0	24.2	24.9	24.1	24.3
No. Vehicles > 30 MPH Limit	115	92	106	142	88	83	107	96	104
% Vehicles > 30 MPH Limit	2.1	1.7	2.2	3.9	1.8	1.6	2.1	1.9	2.2
No. Vehicles > 45 MPH	1	3	1	0	2	0	2	2	2
% Vehicles > 45 MPH	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel - Westbound

	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	5885	6036	5295	4123	5405	5778	5816	5876	5543
Mean Speed	21.4	20.6	21.5	22.7	21.6	21.9	22.2	21.5	21.7
85%ile Speed	25.1	24.6	25.0	26.4	25.2	25.4	25.6	25.2	25.3
No. Vehicles > 30 MPH Limit	100	88	115	150	111	121	119	108	115
% Vehicles > 30 MPH Limit	1.7	1.5	2.2	3.6	1.9	2.1	2.0	1.8	2.1
No. Vehicles > 45 MPH	1	2	1	2	2	3	1	2	2
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0

Eastbound & Westbound

	06/03/2025 Thursday	07/03/2025 Friday	08/03/2025 Saturday	09/03/2025 Sunday	10/03/2025 Monday	11/03/2025 Tuesday	12/03/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	11160	11505	10218	7809	10859	10890	10863	11052	10472
Mean Speed	20.3	19.1	19.9	21.3	20.0	20.4	20.8	20.1	20.3
85%ile Speed	24.9	24.1	24.6	26.0	24.8	25.0	25.3	24.8	24.9
No. Vehicles > 30 MPH Limit	212	180	221	292	199	204	226	204	219
% Vehicles > 30 MPH Limit	1.9	1.6	2.2	3.7	1.8	1.9	2.1	1.9	2.2
No. Vehicles > 45 MPH	2	5	2	2	4	3	3	3	3
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Appendix C - Accident Map



Validated Data

Crash Date: Wednesday, August 16, 2023

Time of Crash: 18:32:00

Crash Reference: 2023332300722

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 2

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442460 293705

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

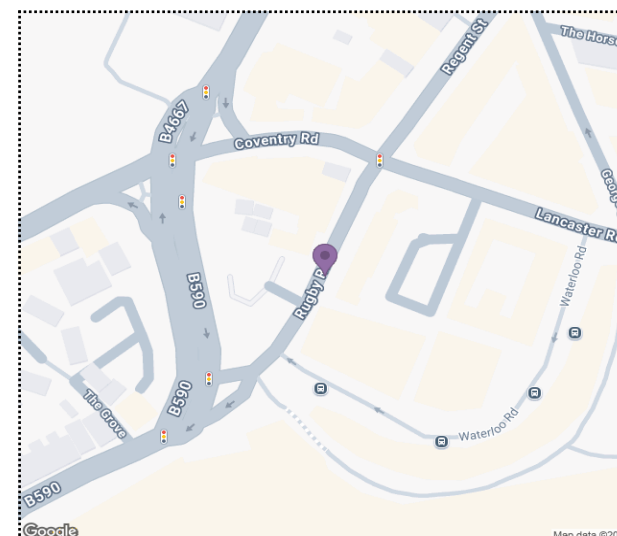
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, August 16, 2023

Time of Crash: 18:32:00

Crash Reference: 2023332300722

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle Å over 50cc and up to 125cc (1999 onwards)	10	Male	26 - 35	Vehicle is slowing down or stopping	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire cars 2005 onwards)	10	Male	56 - 65	Vehicle is moving off	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, January 26, 2019

Time of Crash: 01:30:00

Crash Reference: 2019331900236

Highest Injury Severity: Slight

Road Number: B4667

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 1

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442462 293967

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

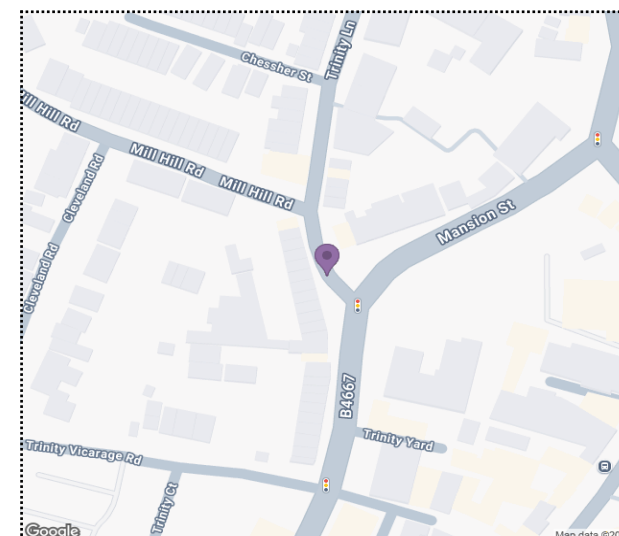
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, January 26, 2019

Time of Crash:

01:30:00

Crash Reference: 2019331900236

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	In carriageway, not crossing	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Wednesday, March 20, 2019

Time of Crash: 16:54:00

Crash Reference: 2019331900310

Highest Injury Severity: Slight

Road Number: B4666

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 2

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442401 293745

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

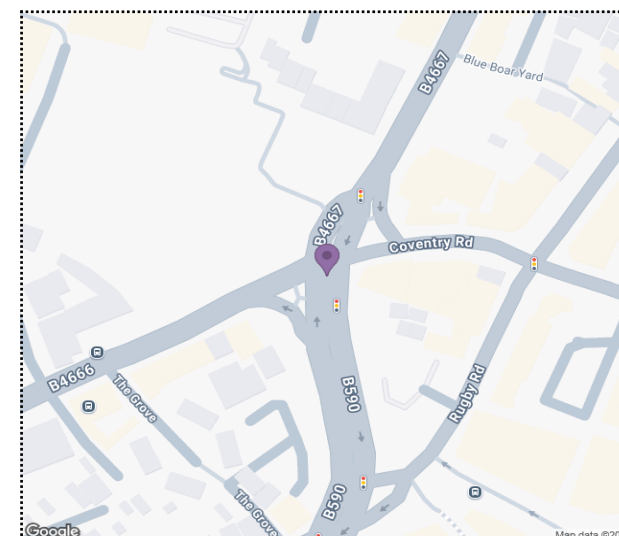
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, March 20, 2019

Time of Crash: 16:54:00

Crash Reference: 2019331900310

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Male	26 - 35	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Monday, January 14, 2019

Time of Crash: 13:30:00

Crash Reference: 2019331901504

Highest Injury Severity: Slight

Road Number: B4666

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 1

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442420 293750

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

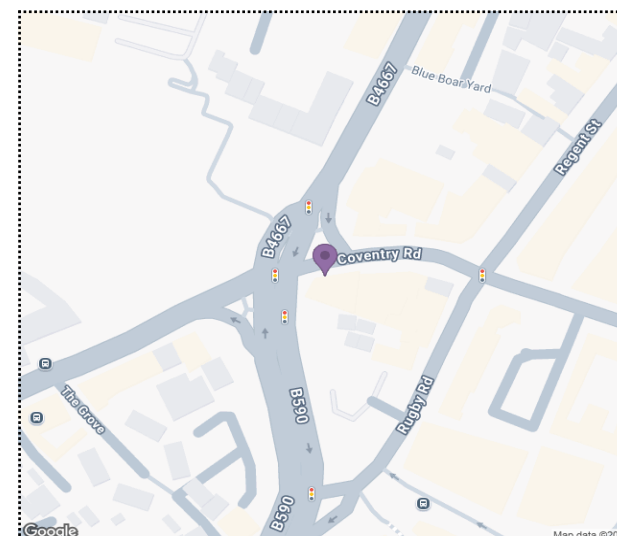
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, January 14, 2019

Time of Crash: 13:30:00

Crash Reference: 2019331901504

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	Unknown or other	Unknown or other

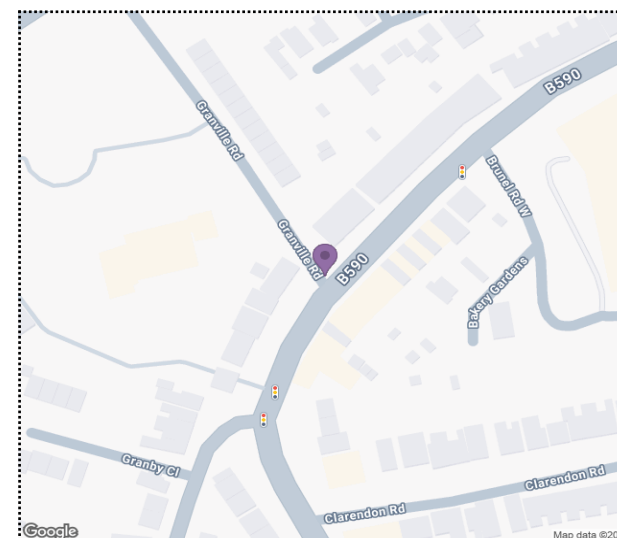
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, October 8, 2021	Time of Crash:	07:50:00	Crash Reference:	2021332100799
Highest Injury Severity:	Slight	Road Number:	B590	Casualties:	1
Highway Authority:	Leicestershire			Vehicles:	1
Local Authority:	Hinckley and Bosworth			OS Grid Reference:	442260 293530
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, October 8, 2021

Time of Crash:

07:50:00

Crash Reference: 2021332100799

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Unknown or other

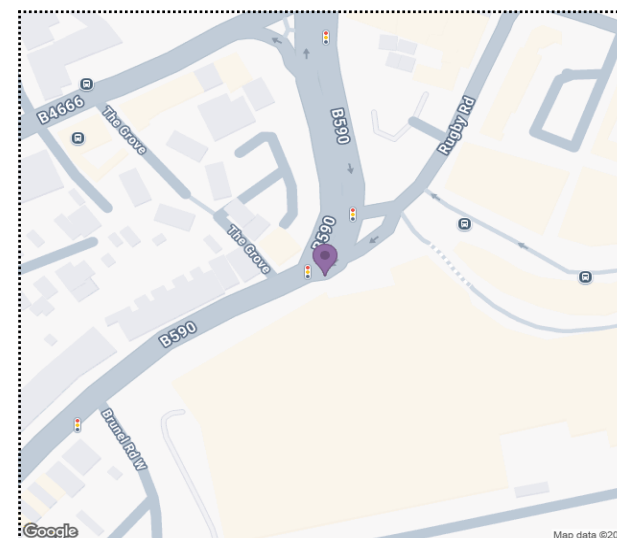
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, November 4, 2021	Time of Crash:	12:02:00	Crash Reference:	2021332100890
Highest Injury Severity:	Serious	Road Number:	B590	Casualties:	1
Highway Authority:	Leicestershire			Vehicles:	2
Local Authority:	Hinckley and Bosworth			OS Grid Reference:	442405 293635
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, November 4, 2021

Time of Crash: 12:02:00

Crash Reference: 2021332100890

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Thursday, September 1, 2022

Time of Crash: 08:00:00

Crash Reference: 2022332200722

Highest Injury Severity: Slight

Road Number: B590

Casualties: 2

Highway Authority: Leicestershire

Vehicles: 2

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442395 293740

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

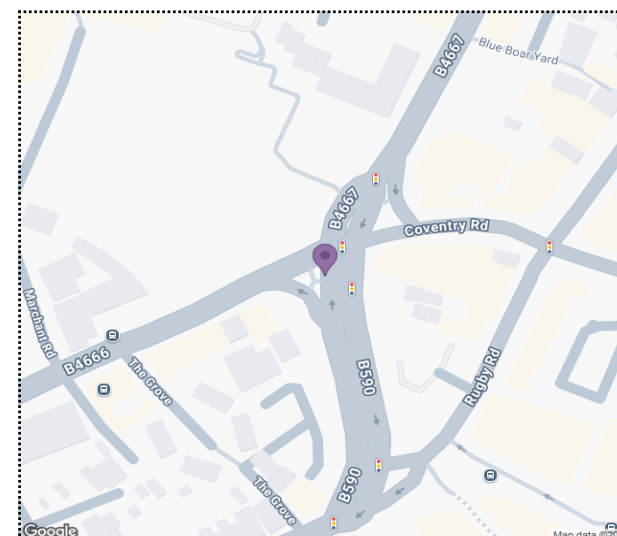
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, September 1, 2022

Time of Crash: 08:00:00

Crash Reference: 2022332200722

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Thursday, May 4, 2023

Time of Crash: 08:30:00

Crash Reference: 2023332300317

Highest Injury Severity: Slight

Road Number: B590

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 2

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442545 294010

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

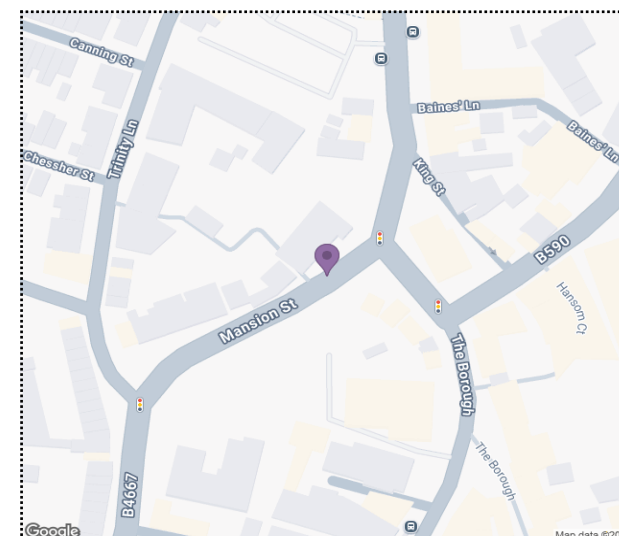
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, May 4, 2023

Time of Crash: 08:30:00

Crash Reference: 2023332300317

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	16	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Wednesday, August 23, 2023

Time of Crash: 11:55:00

Crash Reference: 2023332301074

Highest Injury Severity: Slight

Road Number: B4666

Casualties: 1

Highway Authority: Leicestershire

Vehicles: 1

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442415 293760

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

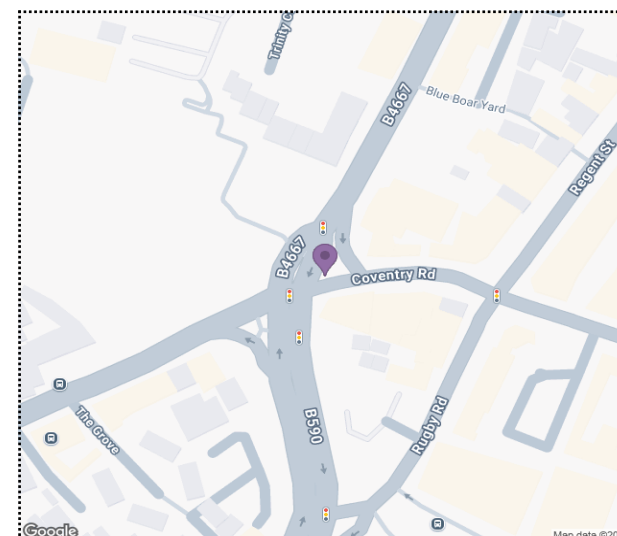
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Wednesday, August 23, 2023

Time of Crash: 11:55:00

Crash Reference: 2023332301074

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	0	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	66 - 75	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, November 5, 2023

Time of Crash: 00:01:00

Crash Reference: 2023332301091

Highest Injury Severity: Serious

Road Number: B4666

Casualties: 2

Highway Authority: Leicestershire

Vehicles: 1

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442380 293735

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

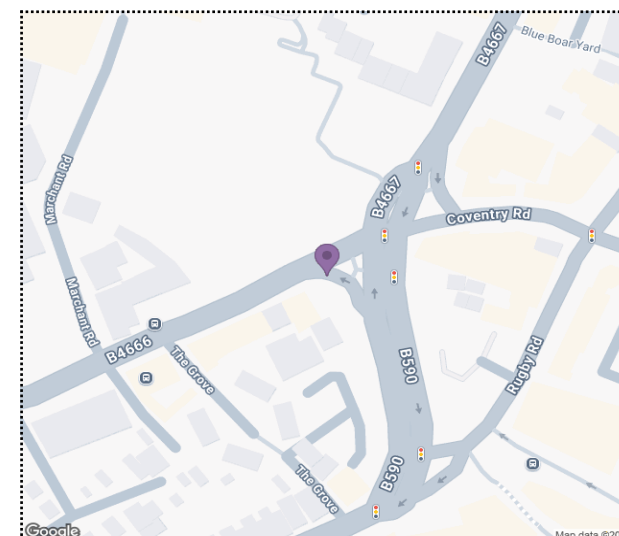
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, November 5, 2023

Time of Crash: 00:01:00

Crash Reference: 2023332301091

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	56 - 65	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside
1	2	Serious	Pedestrian	Female	56 - 65	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside - masked by parked or stationary vehicle

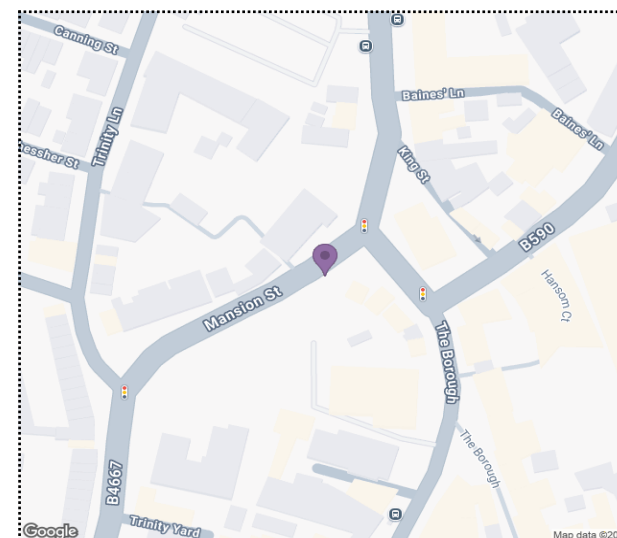
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, November 28, 2023	Time of Crash:	15:30:00	Crash Reference:	202332301197
Highest Injury Severity:	Slight	Road Number:	B4667	Casualties:	1
Highway Authority:	Leicestershire	Vehicles:	2	OS Grid Reference:	442550 294005
Local Authority:	Hinckley and Bosworth				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, November 28, 2023

Time of Crash: 15:30:00

Crash Reference: 2023332301197

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Pupil riding to/from school	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Tuesday, July 11, 2023

Time of Crash: 08:56:00

Crash Reference: 2023332300567

Highest Injury Severity: Slight

Road Number: B4666

Casualties: 3

Highway Authority: Leicestershire

Vehicles: 2

Local Authority: Hinckley and Bosworth

OS Grid Reference: 442355 293730

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

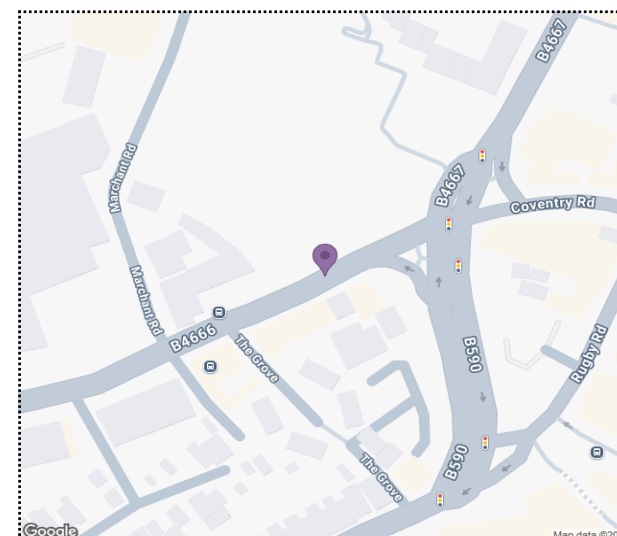
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, July 11, 2023

Time of Crash: 08:56:00

Crash Reference: 2023332300567

Vehicles Involved

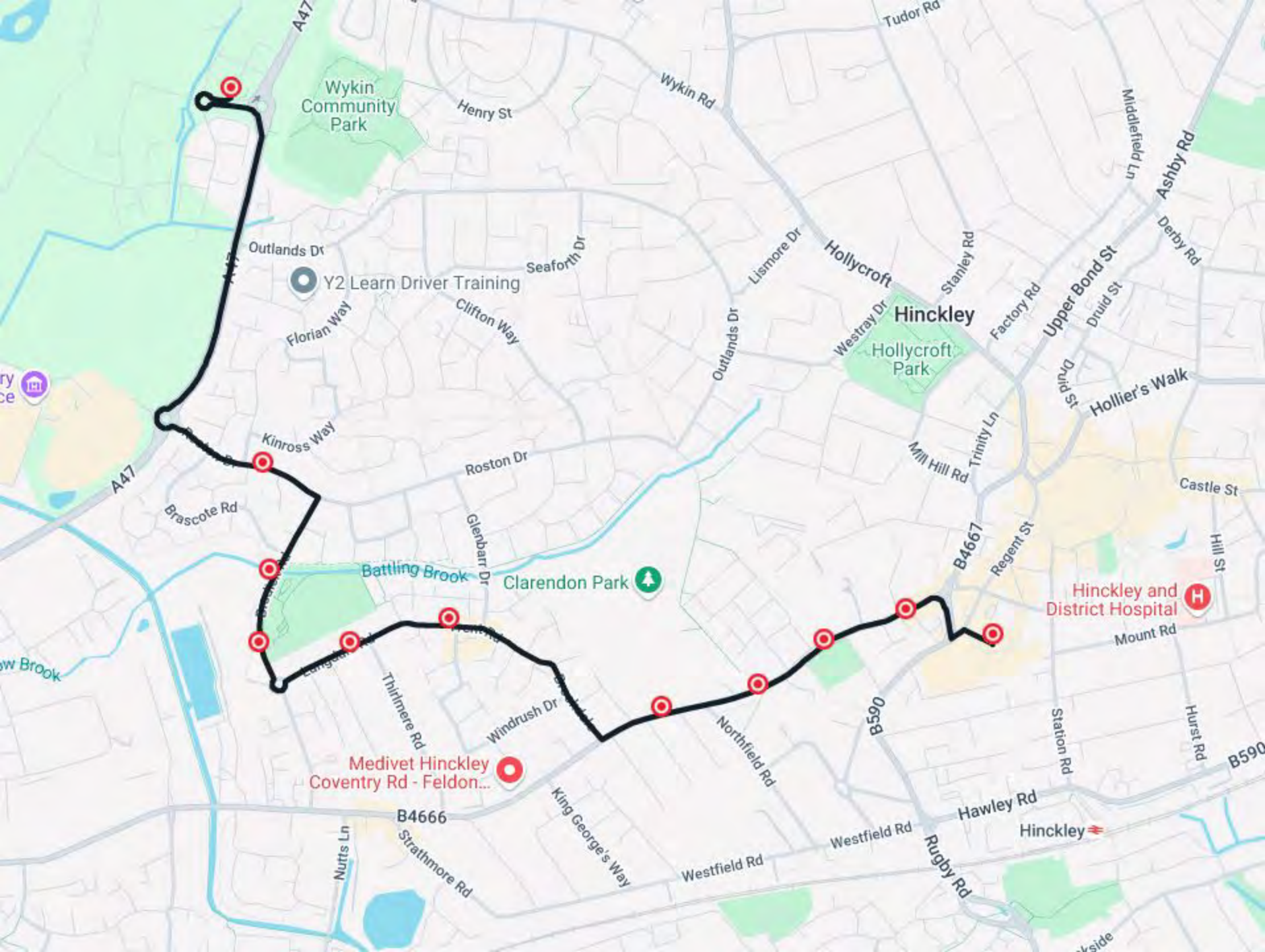
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Female	66 - 75	Vehicle is slowing down or stopping	Back	Taking pupil to/from school	None	None
2	Car (excluding private hire cars 2005 onwards)	10	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix D - Sustainable Transport Information

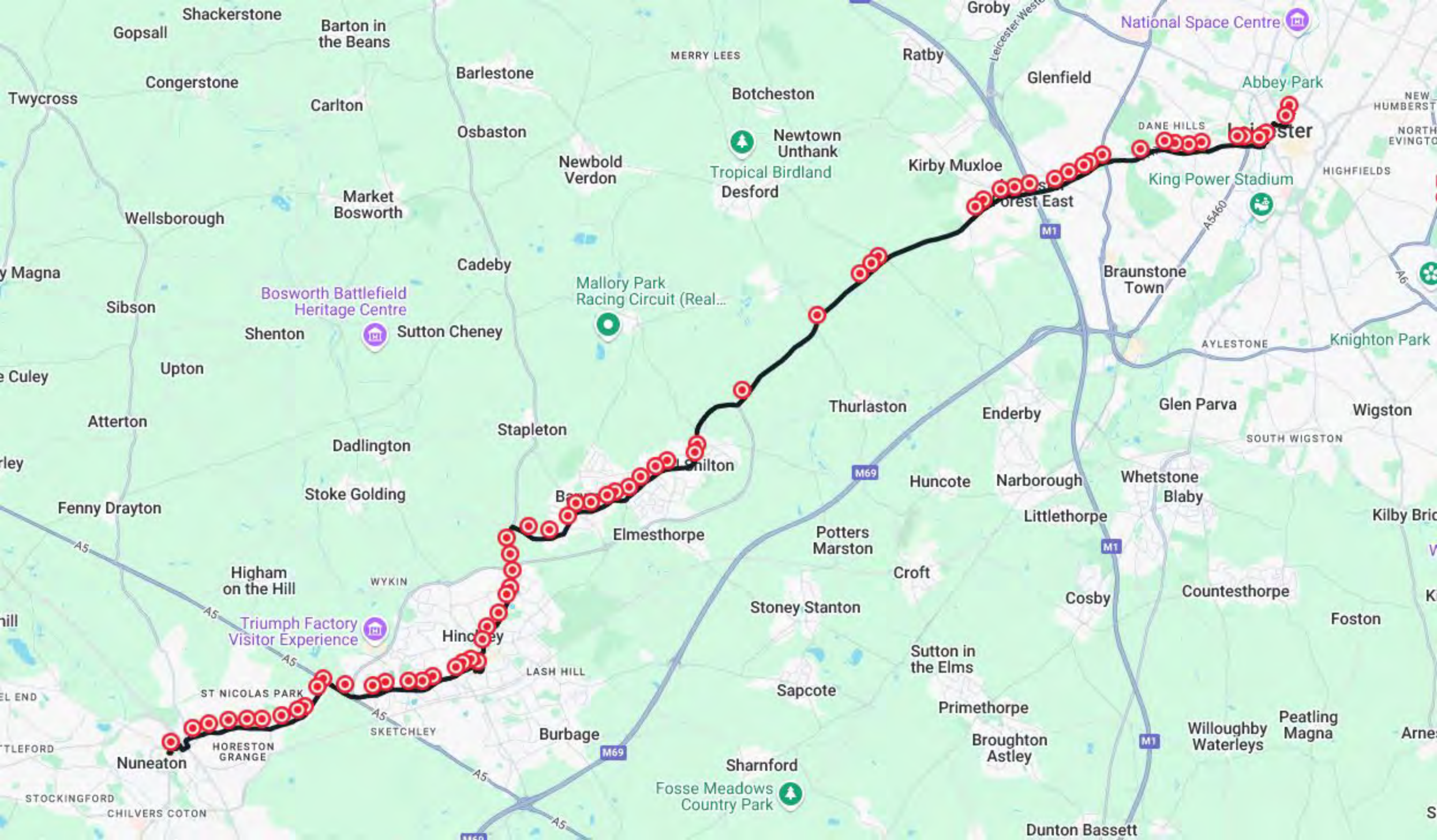


MONDAYS TO SATURDAYS (excluding Bank Holidays)

Hollycroft Grange	0645	0715	0745	0815	0845	0915	0945	1015	then at these times past the hour	45	15	until	1745	1815	1845
Trent Road opposite Co-op	0651	0721	0751	0821	0851	0921	0951	1021		51	21		1751	1821	1851
Coventry Road opposite Granville Rd Park	0654	0724	0754	0824	0854	0924	0954	1024		54	24		1754	1824	1854
Hinckley Bus Station	0657	0727	0757	0827	0857	0927	0957	1027		57	27		1757	1827	1857

MONDAYS TO SATURDAYS (excluding Bank Holidays)

Hinckley Bus Station Stand CE	0700	0730	0800	0830	0900	0930	1000	1030	then at these times past the hour	00	30	until	1900
Coventry Road Granville Road Park	0703	0733	0803	0833	0903	0933	1003	1033		03	33		1903
Trent Road Co-op	0706	0736	0806	0836	0906	0936	1006	1036		06	36		1906
Hollycroft Grange	0712	0742	0812	0842	0912	0942	1012	1042		12	42		1912



MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	148	158	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station							0520									0615
West End Mostyn Street							0529									0625
Leicester Forest East Kings Drive							0537									0635
Earl Shilton Library				0500		0530	0550		0605		0622		0634			0649
Barwell The Square				0506		0536	0556		0611		0628		0640			0656
Hinckley Bus Station Arrive				0518		0548	0608		0623		0640		0652			0708
Hinckley Bus Station Depart				0521		0551	0611		0626		0643		0655			0714
Nuneaton NWSL College				0533		0603	0623		0638		0655		0707			0728
Nuneaton Bus Station Arrive				0538		0608	0628		0643		0700		0712			0736
Nuneaton Bus Station Depart B2	0429	0459	0534		0559	0614		0634	0649	0659		0709	0719	0729		0739
Hill Top Post Office	0435	0505	0540		0605	0620		0640	0655	0705		0715	0725	0736		0746
Bedworth Town Centre	0449	0513	0548		0613	0628		0648	0703	0713		0723	0733	0745		0755
Exhall Blackhorse Road	0455	0519	0554		0619	0634		0654	0709	0720		0730	0740	0753		0803
Longford Square	0458	0522	0557		0622	0637		0657	0713	0724		0734	0744	0758		0808
Coventry Trinity Street TS3	0513	0537	0612		0637	0652		0712	0729	0742		0752	0803	0822		0832

	148	148	158	148	148	148	148	158	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station			0640			0655		0710		0726	0743			0804	0819	
West End Mostyn Street			0652			0707		0722		0738	0755			0816	0831	
Leicester Forest East Kings Drive			0702			0717		0734		0750	0807			0827	0842	
Earl Shilton Library		0704	0716			0732		0751		0807	0824			0842	0857	
Barwell The Square		0711	0725			0741		0800		0816	0833			0848	0903	
Hinckley Bus Station Arrive		0723	0739			0755		0814		0830	0849			0903	0918	
Hinckley Bus Station Depart		0729	0744			0800		0819		0835	0852			0908	0923	
Nuneaton NWSL College		0743	0758			0814		0835		0851	0908			0922	0937	
Nuneaton Bus Station Arrive		0751	0806			0822		0842		0858	0915			0930	0945	
Nuneaton Bus Station Depart B2	0749	0759		0809	0819	0829	0839		0849	0907		0916	0926	0936		0946
Hill Top Post Office	0757	0808		0818	0826	0840	0850		0900	0914		0923	0933	0943		0953
Bedworth Town Centre	0805	0817		0829	0837	0848	0858		0908	0922		0931	0941	0951		1001
Exhall Blackhorse Road	0813	0824		0836	0844	0855	0905		0915	0928		0938	0948	0958		1008
Longford Square	0818	0829		0839	0847	0859	0909		0919	0932		0942	0952	1002		1012
Coventry Trinity Street TS3	0842	0852		0903	0912	0919	0932		0942	0952		1002	1012	1022		1032

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station		0835	0850			0905	0920			0935	0950			1005	1020	
West End Mostyn Street		0847	0902			0917	0932			0947	1002			1017	1032	
Leicester Forest East Kings Drive		0857	0912			0927	0942			0957	1012			1027	1042	
Earl Shilton Library		0912	0927			0942	0957			1012	1027			1042	1057	
Barwell The Square		0918	0933			0948	1003			1018	1033			1048	1103	
Hinckley Bus Station Arrive		0933	0948			1003	1018			1033	1048			1103	1118	
Hinckley Bus Station Depart		0938	0953			1008	1023			1038	1053			1108	1123	
Nuneaton NWSL College		0952	1007			1022	1037			1052	1107			1122	1137	
Nuneaton Bus Station Arrive		1000	1015			1030	1045			1100	1115			1130	1145	
Nuneaton Bus Station Depart B2	0956	1006		1016	1026	1036		1046	1056	1106		1116	1126	1136		1146
Hill Top Post Office	1003	1013		1023	1033	1043		1053	1103	1113		1123	1133	1143		1153
Bedworth Town Centre	1011	1021		1031	1041	1051		1101	1111	1121		1131	1141	1151		1201
Exhall Blackhorse Road	1018	1028		1038	1048	1058		1108	1118	1128		1138	1148	1158		1208
Longford Square	1022	1032		1042	1052	1102		1112	1122	1132		1142	1152	1202		1212
Coventry Trinity Street TS3	1042	1052		1102	1112	1122		1132	1142	1152		1202	1212	1222		1232

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station		1035	1050			1105	1120				1135	1150			1205	1220
West End Mostyn Street		1047	1102			1117	1132				1147	1202			1217	1232
Leicester Forest East Kings Drive		1057	1112			1127	1142				1157	1212			1227	1242
Earl Shilton Library		1112	1127			1142	1157				1212	1227			1242	1257
Barwell The Square		1118	1133			1148	1203				1218	1233			1248	1303
Hinckley Bus Station Arrive		1133	1148			1203	1218				1233	1248			1303	1318
Hinckley Bus Station Depart		1138	1153			1208	1223				1238	1253			1308	1323
Nuneaton NWSL College		1152	1207			1222	1237				1252	1307			1322	1337
Nuneaton Bus Station Arrive		1200	1215			1230	1245				1300	1315			1330	1345
Nuneaton Bus Station Depart B2	1156	1206		1216	1226	1236		1246	1256	1306		1316	1326	1336		1346
Hill Top Post Office	1203	1213		1223	1233	1243		1253	1303	1313		1323	1333	1343		1353
Bedworth Town Centre	1211	1221		1231	1241	1251		1301	1311	1321		1331	1341	1351		1401
Exhall Blackhorse Road	1218	1228		1238	1248	1258		1308	1318	1328		1338	1348	1358		1408
Longford Square	1222	1232		1242	1252	1302		1312	1322	1332		1342	1352	1402		1412
Coventry Trinity Street TS3	1242	1252		1302	1312	1322		1332	1342	1352		1402	1412	1422		1432

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	148	158
Leicester St Margaret's Bus Station		1235	1250			1305	1320				1335	1350			1405	1420
West End Mostyn Street		1247	1302			1317	1332				1347	1402			1417	1432
Leicester Forest East Kings Drive		1257	1312			1327	1342				1357	1412			1427	1442
Earl Shilton Library		1312	1327			1342	1357				1412	1427			1442	1459
Barwell The Square		1318	1333			1348	1403				1418	1433			1448	1505
Hinckley Bus Station Arrive		1333	1348			1403	1418				1433	1448			1503	1520
Hinckley Bus Station Depart		1338	1353			1408	1423				1438	1453			1508	1525
Nuneaton NWSL College		1352	1407			1422	1437				1452	1507			1522	1540
Nuneaton Bus Station Arrive		1400	1415			1430	1445				1500	1515			1530	1548
Nuneaton Bus Station Depart B2	1356	1406		1416	1426	1436		1446	1456	1506		1516	1526	1536		1546
Hill Top Post Office	1403	1413		1423	1433	1443		1453	1503	1513		1523	1533	1543		1554
Bedworth Town Centre	1411	1421		1431	1441	1451		1501	1511	1521		1531	1541	1551		1602
Exhall Blackhorse Road	1418	1428		1438	1448	1458		1508	1518	1528		1538	1548	1558		1609
Longford Square	1422	1432		1442	1452	1502		1512	1522	1532		1542	1552	1602		1613
Coventry Trinity Street TS3	1442	1452		1502	1512	1522		1532	1542	1552		1602	1612	1622		1633

	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station		1435	1450			1505	1520				1536	1553			1608	1623
West End Mostyn Street		1447	1502			1517	1532				1548	1605			1620	1636
Leicester Forest East Kings Drive		1459	1514			1529	1546				1602	1619			1634	1650
Earl Shilton Library		1514	1529			1544	1603				1619	1636			1651	1707
Barwell The Square		1520	1535			1550	1609				1625	1642			1657	1713
Hinckley Bus Station Arrive		1535	1550			1605	1624				1638	1657			1712	1728
Hinckley Bus Station Depart		1540	1555			1610	1629				1645	1702			1717	1733
Nuneaton NWSL College		1555	1610			1625	1644				1700	1717			1732	1748
Nuneaton Bus Station Arrive		1603	1618			1633	1652				1708	1725			1740	1755
Nuneaton Bus Station Depart B2	1556	1606		1620	1635	1645		1655	1705	1715		1725	1740	1755		1810
Hill Top Post Office	1604	1614		1628	1643	1653		1703	1713	1723		1733	1748	1802		1817
Bedworth Town Centre	1612	1622		1636	1651	1701		1711	1721	1731		1741	1756	1810		1825
Exhall Blackhorse Road	1619	1629		1643	1658	1708		1718	1728	1738		1748	1803	1816		1831
Longford Square	1623	1633		1647	1702	1712		1722	1732	1742		1752	1807	1820		1835
Coventry Trinity Street TS3	1643	1653		1707	1722	1732		1742	1752	1802		1812	1827	1838		1853

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	158	148	148	158	148	158	148	158	148	158	148	158	148	158	148
Leicester St Margaret's Bus Station	1640	1658		1714	1733	1746	1800	1815	1830	1845	1855	1910	1925	1950	2020	
West End Mostyn Street	1653	1711		1727	1745	1757	1812	1827	1842	1857	1905	1922	1935	2000	2030	
Leicester Forest East Kings Drive	1707	1725		1741	1757	1809	1822	1837	1852	1907	1915	1932	1945	2009	2039	
Earl Shilton Library	1724	1742		1758	1812	1824	1836	1851	1906	1921	1929	1946	1959	2022	2052	
Barwell The Square	1730	1748		1804	1818	1830	1842	1857	1912	1927	1935	1952	2005	2027	2057	
Hinckley Bus Station Arrive	1745	1803		1819	1833	1845	1852	1907	1922	1937	1945	2002	2015	2038	2108	
Hinckley Bus Station Depart	1750	1808		1824	1838	1850		1912		1940	1950	2005		2043	2113	
Nuneaton NWSL College	1805	1823		1839	1853	1905		1927		1953	2002	2018		2054	2124	
Nuneaton Bus Station Arrive	1812	1831		1847	1901	1913		1935		2000	2010	2025		2100	2130	
Nuneaton Bus Station Depart B2	1825		1840	1855		1925		1945		2005		2030		2105		2135
Hill Top Post Office	1832		1847	1902		1932		1952		2012		2037		2112		2142
Bedworth Town Centre	1840		1855	1910		1940		2000		2020		2045		2120		2150
Exhall Blackhorse Road	1846		1901	1916		1946		2006		2026		2051		2125		2155
Longford Square	1850		1905	1920		1950		2010		2030		2055		2129		2159
Coventry Trinity Street TS3	1908		1923	1938		2007		2027		2047		2112		2147		2217

	148	158	148	148	148	158	148
Leicester St Margaret's Bus Station	2050	2120		2150	2220	2250	2320
West End Mostyn Street	2100	2130		2159	2229	2259	2329
Leicester Forest East Kings Drive	2109	2139		2208	2238	2308	2338
Earl Shilton Library	2122	2152		2221	2251	2321	2351
Barwell The Square	2127	2157		2227	2257	2327	2357
Hinckley Bus Station Arrive	2138	2208		2237	2307	2337	0007
Hinckley Bus Station Depart	2143	2213		2242	2312		0012
Nuneaton NWSL College	2154	2224		2253	2323		0023
Nuneaton Bus Station Arrive	2200	2230		2258	2328		0028
Nuneaton Bus Station Depart B2	2210		2240	2310			
Hill Top Post Office	2217		2247	2317			
Bedworth Town Centre	2225		2255	2325			
Exhall Blackhorse Road	2230		2300	2330			
Longford Square	2234		2304	2334			
Coventry Trinity Street TS3	2252		2322	2352			

SATURDAYS (excluding Bank Holidays)

	148	148	148	148	158	148	158	148	148	158	148	148	158	148	148	148
Leicester St Margaret's Bus Station										0620			0650			0705
West End Mostyn Street										0630			0700			0715
Leicester Forest East Kings Drive										0638			0708			0723
Earl Shilton Library							0623			0653			0723			0738
Barwell The Square							0629			0659			0729			0744
Hinckley Bus Station Arrive							0644			0714			0744			0759
Hinckley Bus Station Depart					0619		0649			0719			0749			0804
Nuneaton NWSL College					0632		0702			0732			0802			0817
Nuneaton Bus Station Arrive					0639		0709			0739			0809			0824
Nuneaton Bus Station Depart B2	0539	0559	0619	0634		0654		0709	0724		0739	0754		0809	0824	0839
Hill Top Post Office	0545	0605	0625	0640		0700		0715	0730		0744	0801		0816	0831	0846
Bedworth Town Centre	0553	0613	0633	0648		0708		0723	0738		0752	0810		0825	0840	0855
Exhall Blackhorse Road	0600	0620	0640	0655		0715		0730	0745		0759	0817		0832	0847	0902
Longford Square	0604	0624	0644	0659		0719		0734	0749		0803	0822		0837	0852	0907
Coventry Trinity Street TS3	0617	0637	0657	0712		0732		0752	0807		0822	0842		0857	0912	0927

	158	148	148	158	158	148	158	148	148	158	148	148	158	148	148	158
Leicester St Margaret's Bus Station	0720		0735		0750	0805	0820		0835	0850		0905	0920		0935	0950
West End Mostyn Street	0730		0745		0800	0815	0830		0845	0902		0917	0932		0947	1002
Leicester Forest East Kings Drive	0738		0753		0808	0823	0838		0853	0912		0927	0942		0957	1012
Earl Shilton Library	0753		0808		0823	0838	0853		0908	0927		0942	0957		1012	1027
Barwell The Square	0759		0814		0829	0844	0859		0914	0933		0948	1003		1018	1033
Hinckley Bus Station Arrive	0814		0829		0844	0859	0914		0929	0948		1003	1018		1033	1048
Hinckley Bus Station Depart	0819		0834		0849	0904	0919		0934	0953		1008	1023		1038	1053
Nuneaton NWSL College	0832		0847		0902	0917	0932		0947	1007		1022	1037		1052	1100
Nuneaton Bus Station Arrive	0839		0854		0909	0924	0939		0954	1015		1030	1045		1100	1107
Nuneaton Bus Station Depart B2		0854	0909	0926		0941		0956	1011		1026	1041		1056	1111	1115
Hill Top Post Office		0901	0916	0933		0948		1003	1018		1033	1048		1103	1118	
Bedworth Town Centre		0910	0925	0941		0956		1011	1026		1041	1056		1111	1126	
Exhall Blackhorse Road		0917	0932	0948		1003		1018	1033		1048	1103		1118	1133	
Longford Square		0922	0937	0952		1007		1022	1037		1052	1107		1122	1137	
Coventry Trinity Street TS3		0942	0957	1012		1027		1042	1057		1112	1127		1142	1157	

	148	148	158	148	148	158	148	148	148	158	148	148	158	148	148
Leicester St Margaret's Bus Station	Then at	05	20		35	50	Until		1405	1420		1435	1450		
West End Mostyn Street		17	32		47	02			1417	1432		1447	1502		
Leicester Forest East Kings Drive		27	42		57	12			1427	1442		1457	1512		
Earl Shilton Library		42	57		12	27			1442	1457		1512	1527		
Barwell The Square		48	03		18	33			1448	1503		1518	1533		
Hinckley Bus Station Arrive		03	18		33	48			1503	1518		1533	1548		
Hinckley Bus Station Depart		08	23		38	53			1508	1523		1538	1553		
Nuneaton NWSL College		22	37		52	07			1522	1537		1552	1607		
Nuneaton Bus Station Arrive		30	45		00				1530	1545		1600	1615		
Nuneaton Bus Station Depart B2		26	41		56	11			1526	1541		1556	1611		1621 1631
Hill Top Post Office		33	48		03	18			1533	1548		1603	1618		1628 1638
Bedworth Town Centre		41	56		11	26			1541	1556		1611	1626		1636 1646
Exhall Blackhorse Road		48	03		18	33			1548	1603		1618	1633		1643 1653
Longford Square		52	07		22	37			1552	1607		1622	1637		1647 1657
Coventry Trinity Street TS3		12	27		42	57			1612	1627		1642	1657		1707 1717

SATURDAYS (excluding Bank Holidays)

	148	158	148	148	158	148	148	158	148	148	158	148	148	148	148	148
Leicester St Margaret's Bus Station	1505	1520		1535	1550			1620		1635	1650		1705	1720	1735	1750
West End Mostyn Street	1517	1532		1547	1602			1632		1647	1702		1717	1732	1747	1802
Leicester Forest East Kings Drive	1527	1542		1557	1612			1642		1657	1712		1727	1742	1757	1812
Earl Shilton Library	1542	1557		1612	1627			1657		1712	1727		1742	1757	1812	1826
Barwell The Square	1548	1603		1618	1633			1703		1718	1733		1748	1803	1818	1832
Hinckley Bus Station Arrive	1603	1618		1633	1648			1718		1733	1748		1803	1818	1833	1847
Hinckley Bus Station Depart	1608	1623		1638	1653			1723		1738	1753		1808	1823	1838	
Nuneaton NWSL College	1622	1637		1652	1707			1737		1752	1807		1822	1837	1852	
Nuneaton Bus Station Arrive	1630	1645		1700	1715		1730	1745		1800	1815		1830	1845	1900	
Nuneaton Bus Station Depart B2	1641		1656	1711		1726	1741		1756	1811		1826	1841		1910	
Hill Top Post Office	1648		1703	1718		1733	1748		1803	1818		1833	1848		1917	
Bedworth Town Centre	1656		1711	1726		1741	1756		1811	1826		1841	1856		1925	
Exhall Blackhorse Road	1703		1718	1733		1748	1803		1818	1833		1848	1903		1932	
Longford Square	1707		1722	1737		1752	1807		1822	1837		1852	1907		1936	
Coventry Trinity Street TS3	1727		1742	1757		1812	1827		1842	1857		1912	1925		1954	

	148	158	148	158	148	158	148	158	148	148	158	148	148	148	148	158	148
Leicester St Margaret's Bus Station	1805	1820	1835	1855	1910	1925	1950	2020		2050	2120			2150	2220	2250	2320
West End Mostyn Street	1817	1832	1845	1905	1920	1935	2000	2030		2100	2130			2159	2229	2259	2329
Leicester Forest East Kings Drive	1827	1842	1855	1915	1930	1945	2009	2039		2109	2139			2208	2238	2308	2338
Earl Shilton Library	1841	1856	1909	1929	1944	1959	2022	2052		2122	2152			2221	2251	2321	2351
Barwell The Square	1847	1902	1915	1935	1950	2005	2027	2057		2127	2157			2227	2257	2327	2357
Hinckley Bus Station Arrive	1900	1912	1925	1945	2000	2015	2038	2108		2138	2208			2237	2307	2337	0007
Hinckley Bus Station Depart	1905		1930	1950	2005		2043	2113		2143	2213			2242	2312		0012
Nuneaton NWSL College	1919		1942	2002	2017		2054	2124		2154	2224			2253	2323		0023
Nuneaton Bus Station Arrive	1927		1950	2010	2025		2100	2130		2200	2230			2258	2328		0028
Nuneaton Bus Station Depart B2	1935		2000		2030		2105		2140	2210		2240	2310				
Hill Top Post Office	1942		2007		2037		2112		2147	2217		2247	2317				
Bedworth Town Centre	1950		2015		2045		2120		2155	2225		2255	2325				
Exhall Blackhorse Road	1957		2020		2050		2125		2200	2230		2300	2330				
Longford Square	2001		2024		2054		2129		2204	2234		2304	2334				
Coventry Trinity Street TS3	2019		2042		2112		2147		2222	2252		2322	2352				

SUNDAYS & MOST PUBLIC HOLIDAYS																
	148	148	148	148	158	148	148	158	148		148	158	148		148	158
Leicester St Margaret's Bus Station							0915	0945		Then at	15	45		Until	1515	1545
West End Mostyn Street							0927	0957			27	57			1527	1557
Leicester Forest East Kings Drive							0937	1007			37	07			1537	1607
Earl Shilton Library					0922		0952	1022			52	22			1552	1622
Barwell The Square					0927		0959	1029			59	29			1559	1629
Hinckley Bus Station Arrive					0943		1013	1043			13	43			1613	1643
Hinckley Bus Station Depart				0916	0946		1016	1046			16	46			1616	1646
St Nicolas Park Shops				x	0959		x	1059			x	59			x	1659
Nuneaton NWSL College				0926	x		1026	x			26	x			1626	x
Nuneaton Higham Lane School				0930	x		1030	x			30	x			1630	x
Nuneaton Bus Station Arrive				0936	1005		1036	1105		36	05		1636	1705		
Nuneaton Bus Station Depart B2	0711	0811	0911	0941		1011	1041		1111	41		11		1641		
Hill Top Post Office	0717	0817	0917	0947		1017	1047		1117	47		17		1647		
Bedworth Town Centre	0724	0824	0924	0954		1024	1054		1124	54		24		1654		
Exhall Blackhorse Road	0728	0828	0928	0958		1028	1058		1128	58		28		1658		
Longford Square	0732	0832	0932	1002		1032	1102		1132	02		32		1702		
Coventry Trinity Street TS3	0749	0849	0949	1021		1051	1121		1151	21		51		1721		

SUNDAYS & MOST PUBLIC HOLIDAYS											
	148	148	158	148	158	148	158	158	148	148	
Leicester St Margaret's Bus Station		1615	1645	1715	1745	1815	1845	1945			
West End Mostyn Street		1627	1657	1727	1757	1827	1857	1957			
Leicester Forest East Kings Drive		1637	1707	1737	1807	1837	1907	2007			
Earl Shilton Library		1652	1722	1752	1822	1852	1922	2022			
Barwell The Square		1659	1729	1759	1829	1859	1929	2029			
Hinckley Bus Station Arrive		1713	1743	1813	1843	1913	1943	2043			
Hinckley Bus Station Depart		1716	1746	1816		1916					
St Nicolas Park Shops		x	1759	x		x					
Nuneaton NWSL College		1726	x	1826		1926					
Nuneaton Higham Lane School		1730	x	1830		1930					
Nuneaton Bus Station Arrive		1736	1805	1836		1936					
Nuneaton Bus Station Depart B2	1711	1750		1850		1950			2050	2250	
Hill Top Post Office	1717	1756		1856		1956			2056	2256	
Bedworth Town Centre	1724	1803		1903		2003			2103	2303	
Exhall Blackhorse Road	1728	1807		1907		2007			2107	2307	
Longford Square	1732	1811		1911		2011			2111	2311	
Coventry Trinity Street TS3	1751	1830		1930		2030			2130	2330	

MONDAYS TO FRIDAYS (excluding Bank Holidays)																
	158	158	158	148	158	148	148	158	148	158	148	158	148	158	148	148
Coventry Trinity Street TS3							0540					0615		0640	0705	0715
Longford Square							0556					0631		0656	0722	0732
Bayton Rd School Lane							0559					0634		0659	0725	0735
Bedworth Town Centre							0606					0642		0707	0733	0743
Hill Top Post Office							0613					0649		0714	0742	0752
Nuneaton Bus Station Arrive							0622					0657		0722	0750	0802
Nuneaton Bus Station Depart C2				0535	0550	0605			0635	0645	0700	0715	0730	0745	0800	
Nuneaton NWSL College				0539	0554	0609			0639	0649	0704	0719	0734	0749	0804	
Hinckley Bus Station Arrive				0551	0606	0621			0652	0702	0717	0732	0747	0802	0817	
Hinckley Bus Station Depart		0514	0534	0554	0609	0623		0640	0657	0708	0723	0738	0753	0808	0823	
Barwell The Square	0440	0526	0546	0606	0621	0635		0652	0709	0722	0737	0752	0807	0822	0837	
Earl Shilton Mountfield Road	0445	0532	0552	0612	0627	0641		0658	0715	0729	0744	0759	0814	0829	0844	
Leicester Forest East Kings Drive	0459	0547	0607	0627	0642	0656		0713	0732	0749	0804	0819	0834	0849	0904	
West End Mostyn Street	0507	0558	0618	0638	0653	0707		0725	0744	0801	0816	0831	0846	0901	0916	
Leicester St Margaret's Bus Station	0515	0610	0630	0650	0705	0719		0737	0756	0815	0830	0845	0900	0913	0928	

	158	148	148	148	158	148	148	158	148	148	148	158	148	148	148	158
Coventry Trinity Street TS3		0732	0745	0755		0810	0825		0835	0845	0855		0910	0915	0925	
Longford Square		0749	0802	0812		0827	0847		0855	0904	0914		0928	0933	0943	
Bayton Rd School Lane		0752	0805	0815		0830	0850		0858	0907	0917		0931	0936	0946	
Bedworth Town Centre		0800	0813	0823		0838	0858		0906	0915	0925		0939	0944	0954	
Hill Top Post Office		0809	0822	0832		0847	0907		0915	0924	0933		0947	0952	1002	
Nuneaton Bus Station Arrive		0820	0834	0844		0859	0918		0926	0935	0944		0958	1003	1013	
Nuneaton Bus Station Depart C2	0815	0830			0850	0905		0920	0935			0950	1005			1020
Nuneaton NWSL College	0819	0834			0854	0909		0924	0939			0954	1009			1024
Hinckley Bus Station Arrive	0832	0847			0907	0922		0937	0952			1007	1022			1037
Hinckley Bus Station Depart	0838	0855			0913	0928		0943	0958			1013	1028			1043
Barwell The Square	0852	0909			0927	0942		0957	1012			1027	1042			1057
Earl Shilton Mountfield Road	0859	0916			0934	0949		1004	1019			1034	1049			1104
Leicester Forest East Kings Drive	0919	0933			0949	1004		1019	1034			1049	1104			1119
West End Mostyn Street	0931	0945			1001	1016		1031	1046			1101	1116			1131
Leicester St Margaret's Bus Station	0943	0958			1013	1028		1043	1058			1113	1128			1143

	148	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158
Coventry Trinity Street TS3	0935	0945	0955		1005	1015	1025		1035	1045	1055		1105	1115	1125	
Longford Square	0953	1003	1013		1023	1033	1043		1053	1103	1113		1123	1133	1143	
Bayton Rd School Lane	0956	1006	1016		1026	1036	1046		1056	1106	1116		1126	1136	1146	
Bedworth Town Centre	1004	1014	1024		1034	1044	1054		1104	1114	1124		1134	1144	1154	
Hill Top Post Office	1012	1022	1032		1042	1052	1102		1112	1122	1132		1142	1152	1202	
Nuneaton Bus Station Arrive	1023	1033	1043		1053	1103	1113		1123	1133	1143		1153	1203	1213	
Nuneaton Bus Station Depart C2	1035			1050	1105			1120	1135			1150	1205			1220
Nuneaton NWSL College	1039			1054	1109			1124	1139			1154	1209			1224
Hinckley Bus Station Arrive	1052			1107	1122			1137	1152			1207	1222			1237
Hinckley Bus Station Depart	1058			1113	1128			1143	1158			1213	1228			1243
Barwell The Square	1112			1127	1142			1157	1212			1227	1242			1257
Earl Shilton Mountfield Road	1119			1134	1149			1204	1219			1234	1249			1304
Leicester Forest East Kings Drive	1134			1149	1204			1219	1234			1249	1304			1319
West End Mostyn Street	1146			1201	1216			1231	1246			1301	1316			1331
Leicester St Margaret's Bus Station	1158			1213	1228			1243	1258			1313	1328			1343

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	148	158	148	148	148	158	148	148	148	158	148	148	148	158
Coventry Trinity Street TS3	1135	1145	1155		1205	1215	1225		1235	1245	1255		1305	1315	1325	
Longford Square	1153	1203	1213		1223	1233	1243		1253	1303	1313		1323	1333	1343	
Bayton Rd School Lane	1156	1206	1216		1226	1236	1246		1256	1306	1316		1326	1336	1346	
Bedworth Town Centre	1204	1214	1224		1234	1244	1254		1304	1314	1324		1334	1344	1354	
Hill Top Post Office	1212	1222	1232		1242	1252	1302		1312	1322	1332		1342	1352	1402	
Nuneaton Bus Station Arrive	1223	1233	1243		1253	1303	1313		1323	1333	1343		1353	1403	1413	
Nuneaton Bus Station Depart C2	1235			1250	1305			1320	1335			1350	1405			1420
Nuneaton NWSL College	1239			1254	1309			1324	1339			1354	1409			1425
Hinckley Bus Station Arrive	1252			1307	1322			1337	1352			1407	1422			1439
Hinckley Bus Station Depart	1258			1313	1328			1343	1358			1413	1428			1444
Barwell The Square	1312			1327	1342			1357	1412			1427	1442			1459
Earl Shilton Mountfield Road	1319			1334	1349			1404	1419			1434	1449			1506
Leicester Forest East Kings Drive	1334			1349	1404			1419	1434			1449	1504			1523
West End Mostyn Street	1346			1401	1416			1431	1446			1501	1516			1536
Leicester St Margaret's Bus Station	1358			1413	1428			1443	1458			1513	1528			1546

	148	148	148	158	148	148	148	158	148	148	148	148	158	148	148	158
Coventry Trinity Street TS3	1335	1345	1355		1405	1415	1425		1435	1445	1455	1505		1515	1525	
Longford Square	1353	1403	1413		1423	1433	1443		1453	1503	1513	1523		1533	1545	
Bayton Rd School Lane	1356	1406	1416		1426	1436	1446		1456	1506	1516	1526		1536	1548	
Bedworth Town Centre	1404	1414	1424		1434	1444	1454		1504	1514	1524	1534		1544	1557	
Hill Top Post Office	1412	1422	1432		1442	1452	1502		1512	1522	1532	1542		1552	1605	
Nuneaton Bus Station Arrive	1423	1433	1443		1453	1503	1513		1523	1533	1543	1553		1603	1616	
Nuneaton Bus Station Depart C2	1435			1450	1505			1520	1537			1555	1610			1625
Nuneaton NWSL College	1440			1455	1510			1525	1542			1600	1615			1630
Hinckley Bus Station Arrive	1454			1510	1525			1540	1557			1615	1630			1645
Hinckley Bus Station Depart	1459			1515	1530			1545	1602			1619	1634			1650
Barwell The Square	1514			1530	1545			1601	1618			1635	1650			1705
Earl Shilton Mountfield Road	1521			1537	1552			1608	1625			1642	1657			1712
Leicester Forest East Kings Drive	1538			1554	1609			1628	1645			1702	1717			1729
West End Mostyn Street	1550			1606	1621			1640	1657			1714	1729			1741
Leicester St Margaret's Bus Station	1602			1618	1633			1652	1709			1726	1741			1753

	148	148	148	148	158	148	148	148	158	148	148	158	148	148	148	148
Coventry Trinity Street TS3	1535	1545	1555	1605		1615	1625	1635		1645	1655		1710	1725	1735	1745
Longford Square	1555	1603	1615	1625		1635	1646	1653		1705	1713		1730	1745	1759	1809
Bayton Rd School Lane	1558	1606	1618	1628		1640	1651	1658		1710	1718		1735	1749	1803	1813
Bedworth Town Centre	1607	1614	1626	1636		1649	1700	1707		1719	1727		1744	1758	1812	1821
Hill Top Post Office	1615	1622	1635	1645		1659	1710	1717		1728	1736		1753	1808	1820	1829
Nuneaton Bus Station Arrive	1626	1633	1646	1656		1711	1722	1729		1740	1748		1805	1820	1831	1840
Nuneaton Bus Station Depart C2		1642			1700	1715			1730	1745		1800		1830		
Nuneaton NWSL College		1647			1705	1720			1734	1749		1804		1834		
Hinckley Bus Station Arrive		1702			1720	1734			1748	1804		1816		1846		
Hinckley Bus Station Depart		1707			1725	1739			1753	1808		1820		1850		
Barwell The Square		1722			1739	1753			1807	1822		1834		1903		
Earl Shilton Mountfield Road		1729			1745	1759			1813	1828		1841		1908		
Leicester Forest East Kings Drive		1746			1801	1814			1828	1843		1856		1922		
West End Mostyn Street		1758			1812	1825			1838	1853		1908		1932		
Leicester St Margaret's Bus Station		1810			1824	1837			1850	1905		1920		1944		

MONDAYS TO FRIDAYS (excluding Bank Holidays)

	148	148	148	158	148	148	148	148	158	148	148	148	148	148	148	158
Coventry Trinity Street TS3	1745	1755	1805		1815	1830	1845	1900		1915	1925	1945	2015	2030	2050	
Longford Square	1809	1819	1829		1839	1848	1905	1920		1935	1945	2002	2032	2047	2107	
Bayton Rd School Lane	1813	1823	1833		1843	1852	1909	1923		1938	1948	2005	2035	2050	2110	
Bedworth Town Centre	1821	1831	1841		1851	1900	1917	1930		1945	1955	2012	2042	2057	2117	
Hill Top Post Office	1829	1839	1849		1859	1908	1925	1938		1953	2003	2019	2049	2104	2124	
Nuneaton Bus Station Arrive	1840	1850	1900		1910	1919	1936	1949		2004	2014	2030	2100	2115	2135	
Nuneaton Bus Station Depart C2				1901		1930			2000			2035	2105			2135
Nuneaton NWSL College				1905		1934			2004			2039	2109			2139
Hinckley Bus Station Arrive				1917		1946			2016			2050	2120			2150
Hinckley Bus Station Depart				1921		1950			2020			2054	2124			2154
Barwell The Square				1934		2003			2033			2106	2136			2206
Earl Shilton Mountfield Road				1939		2008			2038			2111	2141			2211
Leicester Forest East Kings Drive				1953		2022			2052			2125	2155			2225
West End Mostyn Street				2003		2032			2102			2133	2203			2233
Leicester St Margaret's Bus Station				2015		2044			2114			2145	2215			2245

	148	148	158	148	148	148	148
Coventry Trinity Street TS3	2115	2150		2220	2255	2325	2355
Longford Square	2132	2207		2237	2312	2342	0012
Bayton Rd School Lane	2135	2210		2240	2315	2345	0015
Bedworth Town Centre	2142	2217		2247	2322	2352	0022
Hill Top Post Office	2149	2224		2254	2329	2359	0029
Nuneaton Bus Station Arrive	2200	2235		2305	2340	0010	0040
Nuneaton Bus Station Depart C2	2205						
Nuneaton NWSL College	2209						
Hinckley Bus Station Arrive	2220						
Hinckley Bus Station Depart	2224		2235				
Barwell The Square	2236		2239				
Earl Shilton Mountfield Road	2241		2249				
Leicester Forest East Kings Drive	2255		2254				
West End Mostyn Street	2303		2305				
Leicester St Margaret's Bus Station	2315		2310				

SATURDAYS (excluding Bank Holidays)																
	158	148	158	148	158	148	158	148	148	158	148	148	148	158	148	158
Coventry Trinity Street TS3								0620			0640		0700		0715	
Longford Square								0638			0658		0718		0732	
Bayton Rd School Lane								0641			0701		0721		0735	
Bedworth Town Centre								0648			0708		0728		0742	
Hill Top Post Office								0655			0716		0736		0750	
Nuneaton Bus Station Arrive								0704			0726		0746		0800	
Nuneaton Bus Station Depart C2		0535		0605		0635	0650		0705	0720		0735		0750	0805	0820
Nuneaton NWSL College		0539		0609		0639	0654		0709	0724		0739		0754	0809	0824
Hinckley Bus Station Arrive		0552		0622		0652	0707		0722	0737		0752		0807	0822	0837
Hinckley Bus Station Depart		0558	0613	0628	0643	0658	0713		0728	0743		0757		0813	0828	0843
Barwell The Square	0542	0612	0627	0642	0657	0712	0727		0742	0757		0810		0827	0842	0857
Earl Shilton Mountfield Road	0549	0619	0634	0649	0704	0719	0734		0749	0804		0817		0834	0849	0904
Leicester Forest East Kings Drive	0604	0634	0649	0704	0719	0734	0749		0804	0819		0834		0849	0904	0919
West End Mostyn Street	0615	0646	0701	0716	0731	0746	0801		0816	0831		0846		0901	0916	0931
Leicester St Margaret's Bus Station	0628	0658	0713	0728	0743	0758	0813		0828	0843		0858		0913	0928	0943

	148	148	158	148	148	158	148	148	158	148	148	158	148	148	158	148
Coventry Trinity Street TS3	0745	0800		0815	0830		0845	0900		0915	0930		0945	1000		1015
Longford Square	0802	0818		0832	0848		0902	0918		0932	0948		1002	1018		1032
Bayton Rd School Lane	0805	0821		0835	0851		0905	0921		0935	0951		1005	1021		1035
Bedworth Town Centre	0812	0828		0842	0858		0912	0928		0942	0958		1012	1028		1042
Hill Top Post Office	0820	0836		0850	0906		0920	0936		0950	1006		1020	1036		1050
Nuneaton Bus Station Arrive	0830	0846		0900	0916		0930	0946		1000	1016		1030	1046		1100
Nuneaton Bus Station Depart C2	0835		0850	0905		0920	0935		950	1005		1020	1035		1050	1105
Nuneaton NWSL College	0839		0854	0909		0924	0939		954	1009		1024	1039		1054	1109
Hinckley Bus Station Arrive	0852		0907	0922		0937	0952		1007	1022		1037	1052		1107	1122
Hinckley Bus Station Depart	0858		0913	0928		0943	0958		1013	1028		1043	1058		1113	1128
Barwell The Square	0912		0927	0942		0957	1012		1027	1042		1057	1112		1127	1142
Earl Shilton Mountfield Road	0919		0934	0949		1004	1019		1034	1049		1104	1119		1134	1149
Leicester Forest East Kings Drive	0934		0949	1004		1019	1034		1049	1104		1119	1134		1149	1204
West End Mostyn Street	0946		1001	1016		1031	1046		1101	1116		1131	1146		1201	1216
Leicester St Margaret's Bus Station	0958		1013	1028		1043	1058		1113	1128		1143	1158		1213	1228

	148	158	148	148	158	148	148	158	148	148	158
Coventry Trinity Street TS3	1030		1045	1100		1115	1130		1145	1200	
Longford Square	1048		1102	1118		1132	1148		1202	1217	
Bayton Rd School Lane	1051		1105	1121		1135	1151		1205	1220	
Bedworth Town Centre	1058		1112	1128		1142	1158		1212	1227	
Hill Top Post Office	1106		1120	1136		1150	1206		1220	1235	
Nuneaton Bus Station Arrive	1116		1130	1146		1200	1216		1230	1245	
Nuneaton Bus Station Depart C2		1120	1135		1150	1205		1220	1235		1250
Nuneaton NWSL College		1124	1139		1154	1209		1224	1239		1254
Hinckley Bus Station Arrive		1137	1152		1207	1222		1237	1252		1307
Hinckley Bus Station Depart		1143	1158		1213	1228		1243	1258		1313
Barwell The Square		1157	1212		1227	1242		1257	1312		1327
Earl Shilton Mountfield Road		1204	1219		1234	1249		1304	1319		1334
Leicester Forest East Kings Drive		1219	1234		1249	1304		1319	1334		1349
West End Mostyn Street		1231	1246		1301	1316		1331	1346		1401
Leicester St Margaret's Bus Station		1243	1258		1313	1328		1343	1358		1413

SATURDAYS (excluding Bank Holidays)

		148	148	158	148	148	158		148	148	158	148	148	158	148	148	158
Coventry Trinity Street TS3	Then at	15	30		45	00		Until	1615	1630		1645	1700		1710	1725	
Longford Square		32	47		02	17			1632	1647		1702	1717		1727	1742	
Bayton Rd School Lane		35	50		05	20			1635	1650		1705	1720		1730	1745	
Bedworth Town Centre		42	57		12	27			1642	1657		1712	1727		1737	1752	
Hill Top Post Office		50	05		20	35			1650	1705		1720	1735		1745	1800	
Nuneaton Bus Station Arrive		00	15		30	45			1700	1715		1730	1745		1755	1810	
Nuneaton Bus Station Depart C2		05		20	35		50		1705		1720	1740		1800			1820
Nuneaton NWSL College		09		24	39		54		1709		1724	1744		1804			1824
Hinckley Bus Station Arrive		22		37	52		07		1722		1737	1757		1816			1836
Hinckley Bus Station Depart		28		43	58		13		1728		1743	1803		1820			
Barwell The Square		42		57	12		27		1742		1757	1817		1834			
Earl Shilton Mountfield Road		49		04	19		34		1749		1804	1824		1841			
Leicester Forest East Kings Drive		04		19	34		49		1804		1819	1839		1856			
West End Mostyn Street		16		31	46		01		1816		1831	1851		1908			
Leicester St Margaret's Bus Station		28		43	58		13		1828		1843	1903		1920			

	148	148	148	158	148	148	148	148	148	158	148	148	148	148	158	148	158
Coventry Trinity Street TS3	1735	1745	1800		1815	1835	1845	1900	1915		1935	2010	2030	2045			
Longford Square	1752	1802	1817		1832	1852	1902	1917	1932		1952	2027	2048	2103			
Bayton Rd School Lane	1755	1805	1820		1835	1855	1905	1920	1935		1955	2030	2051	2106			
Bedworth Town Centre	1802	1812	1827		1842	1902	1912	1927	1942		2002	2037	2058	2113			
Hill Top Post Office	1810	1820	1835		1850	1910	1920	1935	1949		2009	2044	2105	2120			
Nuneaton Bus Station Arrive	1820	1830	1845		1900	1920	1930	1945	1959		2019	2054	2115	2130		2159	
Nuneaton Bus Station Depart C2	1830			1900		1930				2000	2030	2105			2135	2205	2235
Nuneaton NWSL College	1834			1904		1934				2004	2034	2109			2139	2209	2239
Hinckley Bus Station Arrive	1846			1916		1946				2016	2045	2120			2150	2220	2:49
Hinckley Bus Station Depart	1850			1920		1950				2020	2050	2124			2154	2224	2254
Barwell The Square	1903			1933		2003				2033	2102	2136			2206	2236	2305
Earl Shilton Mountfield Road	1908			1938		2008				2038	2107	2141			2211	2241	2310
Leicester Forest East Kings Drive	1922			1952		2022				2052	2121	2155			2225	2255	
West End Mostyn Street	1932			2002		2032				2102	2131	2203			2233	2303	
Leicester St Margaret's Bus Station	1944			2014		2044				2114	2141	2215			2245	2315	

	148	158	148	148	148
Coventry Trinity Street TS3	2150	2225	2255	2325	2355
Longford Square	2208	2243	2313	2343	0013
Bayton Rd School Lane	2211	2246	2316	2346	0016
Bedworth Town Centre	2218	2253	2323	2353	0023
Hill Top Post Office	2225	2300	2330	0000	0030
Nuneaton Bus Station Arrive	2235	2310	2340	0010	0040

SUNDAYS & MOST PUBLIC HOLIDAYS

	148	158	148	158	148	158	148	148	158	148	148	158	148		148	158	148		148
Coventry Trinity Street TS3			0754		0854		0954	1024		1054	1124		1154	Then	24		54	Until	1724
Longford Square			0811		0911		1011	1041		1111	1141		1211		41		11		1741
Bayton Rd School Lane			0814		0914		1014	1044		1114	1144		1214		44		14		1744
Bedworth Town Centre			0821		0921		1021	1051		1121	1151		1221		51		21		1751
Hill Top Post Office			0828		0928		1028	1058		1128	1158		1228		58		28		1758
Nuneaton Bus Station Arrive			0836		0936		1036	1106		1136	1206		1236		06		36		1806
Nuneaton Bus Station Depart C2	0740	0810	0840	0910	0940	1010	1040		1110	1140		1210	1240			10	40		
Nuneaton Eastfield Road	0744	x	0844	x	0944	x	1044		x	1144		x	1244			x	44		
Nuneaton NWSL College	0748	x	0848	x	0948	x	1048		x	1148		x	1248			x	48		
St Nicolas Park Shops	x	0817	x	0917	x	1017	x		1117	x		1217	x			17	x		
Hinckley Bus Station Arrive	0800	0830	0900	0930	1000	1030	1100		1130	1200		1230	1300			30	00		
Hinckley Bus Station Depart	0805	0835	0905	0935	1005	1035	1105		1135	1205		1235	1305			35	05		
Barwell The Square	0820	0850	0920	0950	1020	1050	1120		1150	1220		1250	1320			50	20		
Earl Shilton Mountfield Road	0827	0857	0927	0957	1027	1057	1127		1157	1227		1257	1327			57	27		
Leicester Forest East Kings Drive	0842	0912	0942	1012	1042	1112	1142		1212	1242		1312	1342			12	42		
West End Mostyn Street	0854	0924	0954	1024	1054	1124	1154		1224	1254		1324	1354			24	54		
Leicester St Margaret's Bus Station	0906	0936	1006	1036	1106	1136	1206		1236	1306		1336	1406			36	06		

	158	148	148	148	148	148	148	148
Coventry Trinity Street TS3		1754		1840	1940	2040	2140	2340
Longford Square		1811		1857	1957	2057	2157	2357
Bayton Rd School Lane		1814		1900	2000	2100	2200	0000
Bedworth Town Centre		1821		1907	2007	2107	2207	0007
Hill Top Post Office		1828		1914	2014	2114	2214	0014
Nuneaton Bus Station Arrive		1836		1922	2022	2122	2222	0022
Nuneaton Bus Station Depart C2	1810		1910					
Nuneaton Eastfield Road	x		1914					
Nuneaton NWSL College	x		1918					
St Nicolas Park Shops	1817		x					
Hinckley Bus Station Arrive	1830		1930					
Hinckley Bus Station Depart	1835							
Barwell The Square	1850							
Earl Shilton Mountfield Road	1857							
Leicester Forest East Kings Drive	1912							
West End Mostyn Street	1924							
Leicester St Margaret's Bus Station	1936							

148 journeys are run by **Stagecoach**
158 journeys are run by **Arriva**



via Earl Shilton, Barwell and Hinckley - Valid from Saturday, February 22, 2025 to Wednesday, June 11, 2025

[illegible]

	158	158	158
Leicester St Margaret's Bus Station	2020	2120	2250
West End Mostyn Street	2030	2130	2258
Leicester Forest East Kings Drive	2039	2139	2309
Earl Shilton Library	2052	2152	2321
Barwell The Square	2057	2157	2327
Hinckley The Crescent Bus Station	2113	2213	2337
Hinckley Harrowbrook Road	2119	2219	–
Nuneaton North Warwickshire College	2124	2224	–
Nuneaton Bus Station	2130	2230	–

[illegible]

	158	158
Nuneaton Bus Station	2135	2235
Nuneaton North Warwickshire College	2139	2239
Hinckley Harrowbrook Road	2145	2245
Hinckley The Crescent Bus Station	2154	2254
Barwell The Square	2206	2305
Earl Shilton Mountfield Road	2211	2310
Leicester Forest East Kings Drive	2225	-
West End Moston Street	2233	-
Leicester St Margaret's Bus Station	2245	-

[illegible]

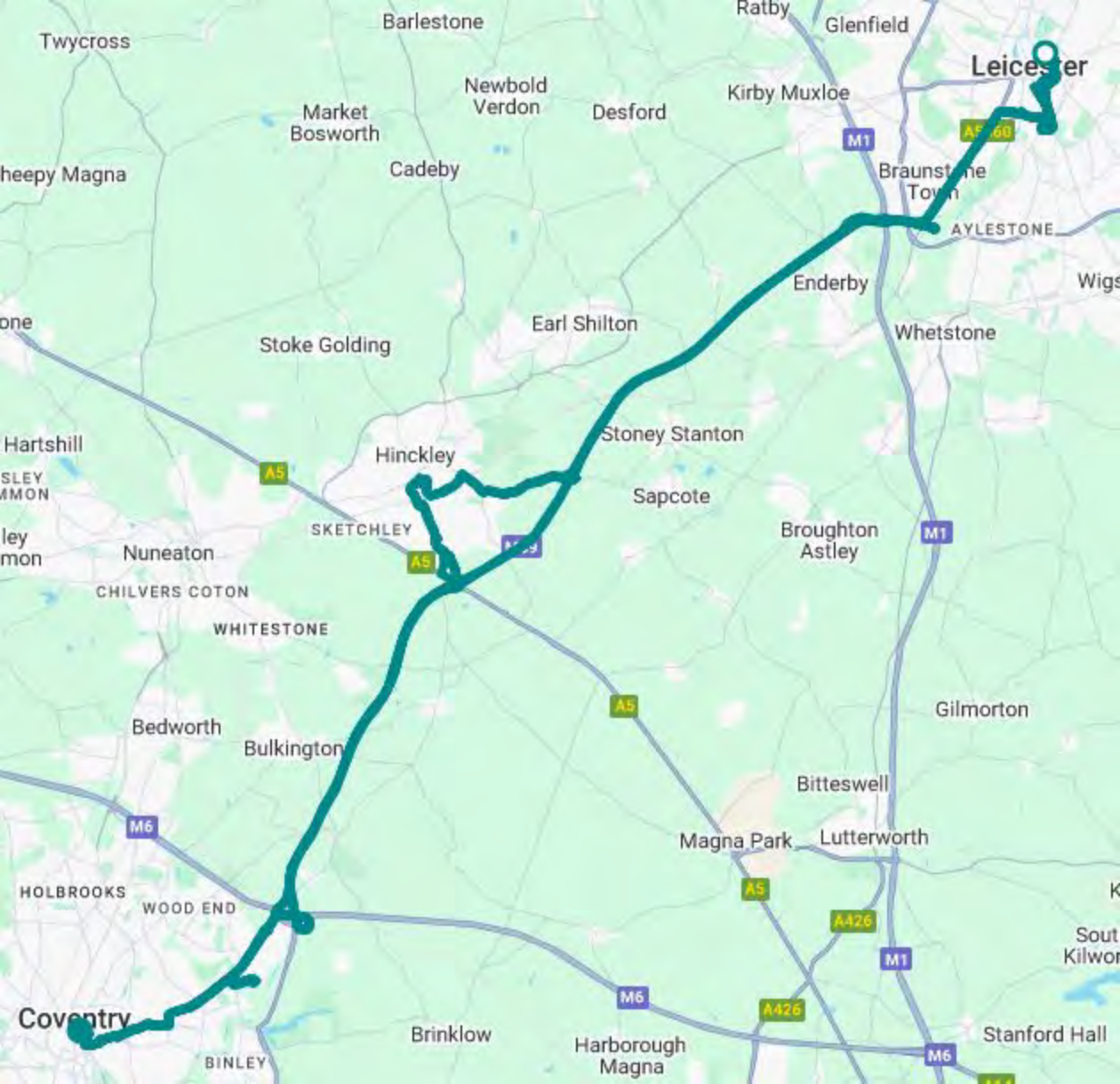
	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158
Nuneaton Bus Station	–	–	–	0650	0720	50	20	1650	1720	1800	1820	1900	2000	2135	2235		
Nuneaton North Warwickshire College	–	–	–	0654	0724	54	24	1654	1724	1804	1824	1904	2004	2139	2239		
Hinckley Harrowbrook Road	–	–	–	0702	0732	02	32	1702	1732	1811	1831	1911	2011	2145	2245		
Hinckley The Crescent Bus Station	0532	0617	0647	0713	0743	13	43	1713	1743	1820	1836	1920	2020	2154	2254		
Barwell The Square	0542	0627	0657	0727	0757	27	57	1727	1757	1834	–	1933	2033	2206	2305		
Earl Shilton Mountfield Road	0549	0634	0704	0734	0804	34	04	1734	1804	1841	–	1938	2038	2211	2310		
Leicester Forest East Kings Drive	0604	0649	0719	0749	0819	49	19	1749	1819	1856	–	1952	2052	2225	–		
West End Mostyn Street	0616	0701	0731	0801	0831	01	31	1801	1831	1908	–	2002	2102	2233	–		
Leicester St Margaret's Bus Station	0628	0713	0743	0813	0843	13	43	1813	1843	1920	–	2014	2114	2245	–		

Sunday - Nuneaton Bus Station

	158	158	158		158	158	158	158	158	
Leicester St Margaret's Bus Station	--	0945	1045		45	1645	1745	1845	1945	
West End Mostyn Street	--	0957	1057		57	1657	1757	1857	1957	
Leicester Forest East Kings Drive	--	1007	1107		07	1707	1807	1907	2007	
Earl Shilton Library	0922	1022	1122	Then at these mins	22	past each hour until	1722	1822	1922	2022
Barwell The Square	0929	1029	1129		29		1729	1829	1929	2029
Hinckley The Crescent Bus Station	0946	1046	1146		46		1746	1843	1943	2043
Hinckley Harrowbrook Road	0951	1051	1151		51		1751	--	--	--
Nuneaton Coniston Way	0959	1059	1159		59	1759	--	--	--	
Nuneaton Bus Station	1005	1105	1205		05	1805	--	--	--	

Sunday - Leicester St Margaret's Bus Station

	158	158	158		158	158	158
Nuneaton Bus Station	0810	0910	1010		10	1710	1810
Nuneaton Coniston Way	0817	0917	1017		17	1717	1817
Hinckley Harrowbrook Road	0825	0925	1024		24	1724	1824
Hinckley The Crescent Bus Station	0835	0935	1035	Then at these mins	35	past each hour until	1735 1835
Barwell The Square	0850	0950	1050		50		1750 1850
Earl Shilton Mountfield Road	0857	0957	1057		57		1757 1857
Leicester Forest East Kings Drive	0912	1012	1112		12		1812 1912
West End Mostyn Street	0924	1024	1124		24		1824 1924
Leicester St Margaret's Bus Station	0936	1036	1136		36		1836 1936



X6 Leicester to Coventry FAST

LIMITED STOP SERVICE calling at: TO LEICESTER Pool Meadow Bus Station, Gosford Street, Gosford Green, Ball Hill, Burns Road, The New Pippin, Walsgrave Church, all stops through Burbage/Hinckley, Fosse Park M&S, Narborough Road Jaguar, Windermere Street, Walnut Street, Bonners Lane, Town Hall Square, St Margaret's Bus Station // TO COVENTRY: St Margaret's Bus Station, Rutland Street, Welford Place, Nelson Mandela Park, Windermere Street, Rowley Fields Avenue, Fosse Park M&S, all stops through Burbage/Hinckley, Walsgrave Church, The New Pippin, Burns Road, Ball Hill, Gosford Green, Gosford Street, Pool Meadow Bus Station - Valid from Monday, January 6, 2025 to Wednesday, June 11, 2025

Monday to Friday - Coventry Pool Meadow Bus Station

	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
Leicester St Margaret's Bus Station	--	0700	0900	1000	1100	1200	1300	1400	1500	1615	1710	1720	1815
Leicester Nelson Mandela Park	--	0710	0910	1010	1110	1210	1310	1410	1510	1630	1723	1733	1827
Leicester Rowley Fields Avenue	--	0721	0921	1021	1121	1221	1321	1421	1521	1645	1738	1748	1840
Fosse Park M&S	--	0726	0926	1026	1126	1226	1326	1426	1526	--	1743	--	1844
Burbage Sapcote Road	--	--	--	1040	--	1240	--	1440	--	1705	1758	--	1856
Hinckley The Crescent Bus Station	0630	--	--	1050	--	1250	--	1450	--	1715	1805	--	1910
Burbage Three Pots Road	0638	0743	0943	1058	1143	1258	1343	1458	1543	1723	1813	1813	1918
Walsgrave Church	0651	0758	0957	1112	1157	1312	1357	1512	1600	1740	--	1830	1935
Coventry University	0705	0818	1010	1125	1210	1325	1410	1525	1615	1755	--	1845	1948
Coventry Pool Meadow Bus Station	0710	0825	1015	1135	1215	1335	1415	1535	1625	1810	--	1855	1955

Monday to Friday - Leicester St Margaret's Bus Station

	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
Coventry Pool Meadow Bus Station	0715	0730	0830	1020	1140	1220	1340	1420	1540	1630	1815	1900	2000
Coventry University	0717	0732	0832	1022	1142	1222	1342	1422	1542	1632	1817	1902	2002
Walsgrave Church	0730	0745	0845	1035	1155	1235	1355	1435	1555	1645	1830	1915	2015
Burbage Three Pots Road	0743	0758	0858	1048	1208	1248	1408	1448	1608	1658	1843	1927	2027
Hinckley The Crescent Bus Station	--	--	--	1105	--	1305	--	1505	--	1715	--	1935	2035
Burbage Sapcote Road	--	--	--	1111	--	1311	--	1511	--	1721	--	--	--
Fosse Park M&S	0800	0820	0920	1125	1225	1325	1425	1525	1625	1735	1858	--	--
Leicester Jaguar Garage	0805	0825	0925	1130	1230	1330	1430	1530	1630	1740	1903	--	--
Leicester Walnut Street	0815	0835	0935	1140	1240	1340	1440	1540	1640	1750	1913	--	--
Leicester St Margaret's Bus Station	0830	0850	0950	1150	1250	1350	1450	1550	1650	1800	1925	--	--

Saturday - Coventry Pool Meadow Bus Station

	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
Leicester St Margaret's Bus Station	--	--	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Leicester Nelson Mandela Park	--	--	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810
Leicester Rowley Fields Avenue	--	--	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821
Fosse Park M&S	--	--	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827
Burbage Sapcote Road	--	--	0841	--	1041	--	1241	--	1441	--	1641	--	--
Hinckley The Crescent Bus Station	0635	0800	0855	--	1055	--	1255	--	1455	--	1655	--	--
Burbage Three Pots Road	0643	0808	0903	0944	1103	1144	1303	1344	1503	1544	1703	1744	1844
Walsgrave Church	0657	0822	0917	0958	1117	1158	1317	1358	1517	1558	1717	1758	1858
Coventry University	0710	0835	0930	1011	1130	1211	1330	1411	1530	1611	1730	1811	1911
Coventry Pool Meadow Bus Station	0715	0840	0935	1015	1135	1215	1335	1415	1535	1615	1735	1815	1915

Saturday - Leicester St Margaret's Bus Station

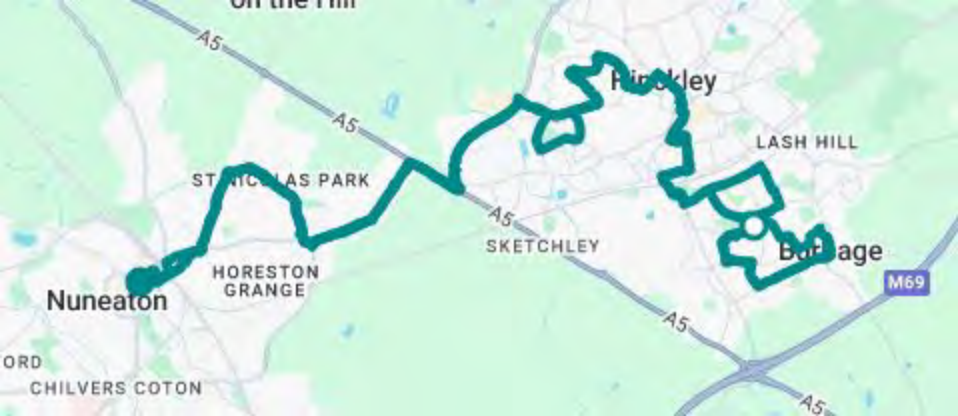
	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6	X6
Coventry Pool Meadow Bus Station	0720	0840	0940	1020	1140	1220	1340	1420	1540	1620	1740	1820	1920
Coventry University	0722	0842	0942	1022	1142	1222	1342	1422	1542	1622	1742	1822	1922
Walsgrave Church	0735	0855	0955	1035	1155	1235	1355	1435	1555	1635	1755	1835	1935
Burbage Three Pots Road	0748	0908	1008	1048	1208	1248	1408	1448	1608	1648	1808	1847	1947
Hinckley The Crescent Bus Station	0805	--	--	1105	--	1305	--	1505	--	1705	--	1855	1955
Burbage Sapcote Road	0811	--	--	1111	--	1311	--	1511	--	1711	--	--	--
Fosse Park M&S	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	1825	--	--
Leicester Jaguar Garage	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	--	--
Leicester Walnut Street	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	--	--
Leicester St Margaret's Bus Station	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	--	--

Sunday - Coventry Pool Meadow Bus Station

	X6	X6	X6	X6	X6	X6	X6
Leicester St Margaret's Bus Station	--	1015	1145	1345	1515	1645	1815
Leicester Nelson Mandela Park	--	1025	1155	1355	1525	1655	1827
Leicester Rowley Fields Avenue	--	1036	1206	1406	1536	1706	1835
Fosse Park M&S	--	1042	1212	1412	1542	1712	1840
Burbage Sapcote Road	--	--	--	--	--	--	1854
Hinckley The Crescent Bus Station	0930	--	--	--	--	--	1905
Burbage Three Pots Road	0939	1059	1229	1429	1559	1729	--
Walsgrave Church	0953	1114	1244	1444	1614	1744	--
Coventry University	1006	1127	1257	1457	1627	1757	--
Coventry Pool Meadow Bus Station	1010	1140	1310	1510	1635	1810	--

Sunday - Leicester St Margaret's Bus Station

	X6	X6	X6	X6	X6	X6	X6
Coventry Pool Meadow Bus Station	--	1015	1145	1315	1515	1640	1815
Coventry University	--	1017	1147	1317	1517	1642	1817
Walsgrave Church	--	1030	1200	1330	1530	1655	1830
Burbage Three Pots Road	--	1043	1213	1343	1543	1708	1843
Hinckley The Crescent Bus Station	0915	--	--	--	--	--	1850
Burbage Sapcote Road	0922	--	--	--	--	--	--
Fosse Park M&S	0937	1100	1230	1400	1600	1725	--
Leicester Jaguar Garage	0941	1105	1235	1405	1605	1730	--
Leicester Walnut Street	0949	1118	1248	1418	1618	1743	--
Leicester St Margaret's Bus Station	1000	1130	1300	1430	1630	1755	--



On the Hill

A5

A5

A5

A5

A5

M69

Nuneaton

ST NICHOLAS PARK

HORESTON
GRANGE

SKETCHLEY

Hinkley

LASH HILL

Barlborough

ORD

CHILVERS COTON

7/7A Burbage to Nuneaton

via Hinckley Town Centre, Hollycroft and St Nicolas Park - Valid from Saturday, February 22, 2025 to Wednesday, June 11, 2025

Monday to Friday - Nuneaton Bus Station

	7	7	7A	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7	7A	7A	7	7A	7A	7
Burbage Co-operative Store	--	--	0735	--	--	0930	1000	1030	1100	1130	1200	1230	1300	1335	1400	1435	--	1545	1625	1710	1755	1820
Burbage Horsepool	--	--	0742	0842	--	0937	1007	1037	1107	1137	1207	1237	1307	1342	1407	1440	--	1552	1632	1717	1802	1825
Burbage Forryan Road	--	--	0748	0848	--	0943	1013	1043	1113	1143	1213	1243	1313	1348	1413	--	--	1558	1638	1723	1807	--
Hinckley The Crescent Bus Station	--	--	0800	0855	--	0955	--	1055	--	1155	--	1255	--	1410	--	--	--	1610	--	1735	1820	--
Hinckley The Crescent Bus Station	0725	0755	--	--	0925	--	1020	--	1120	--	1220	--	1320	--	1420	--	1520	--	1645	--	--	--
Hinckley The Crescent Bus Station	--	--	--	--	--	--	1025	--	1125	--	1225	--	1325	--	1425	--	--	--	1650	--	--	--
Hinckley Lyneham Close	0735	0805	0810	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1420	1435	--	1530	1620	1700	1745	1830	--
Hinckley Windrush Drive	--	--	--	0908	--	--	--	--	--	--	--	1307	--	--	--	--	1533	--	--	--	--	--
Hinckley Normandy Way	--	--	0814	0910	--	1009	--	1109	--	1209	--	1311	--	1424	--	--	1535	1624	--	1749	1834	--
Hinckley Redmoor High School	--	--	0817	0912	--	1012	--	1112	--	1212	--	1313	--	1427	--	--	1538	1627	--	1752	1837	--
Stoke Golding St Martins School	--	--	0825	0919	--	1019	--	1119	--	1219	--	1319	--	1435	--	--	1544	1634	--	1759	1844	--
Stoke Golding Methodist Church	--	--	0827	0921	--	1021	--	1121	--	1221	--	1322	--	1437	--	--	1546	1636	--	1801	1846	--
Higham-on-the-Hill Cherry Orchard	--	--	0833	0928	--	1028	--	1128	--	1228	--	1329	--	1444	--	--	1553	1643	--	1808	1855	--
Nuneaton Coniston Way	0747	0817	--	--	0947	--	1047	--	1147	--	1247	--	1347	--	1447	--	--	--	1715	--	--	--
Nuneaton Bus Station	0755	0825	0845	0940	0955	1040	1055	1140	1155	1240	1255	1341	1355	1455	1455	--	1605	1655	1725	1820	--	--

Monday to Friday - Burbage Co-operative Store

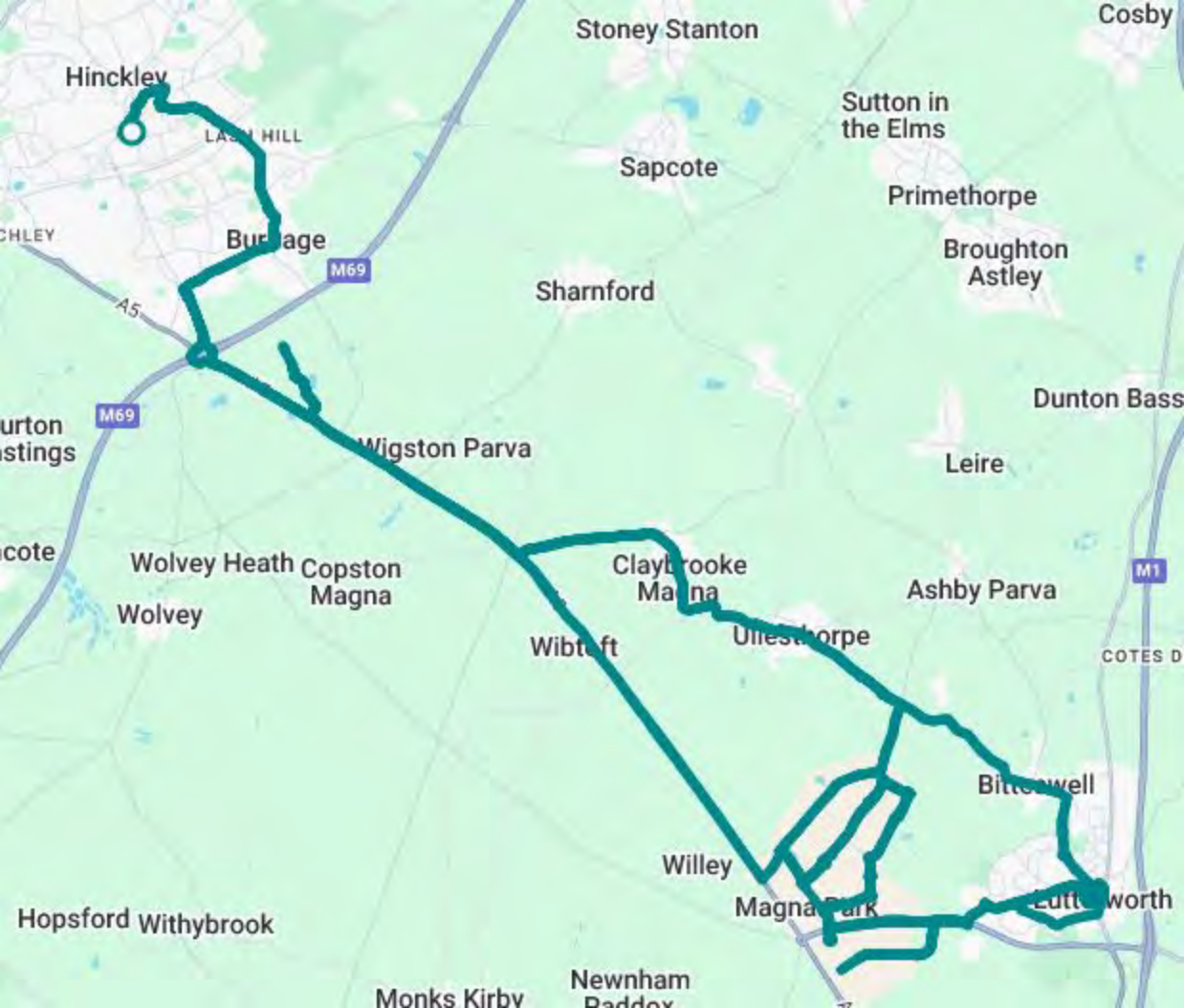
	7A	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A	7	7A
Nuneaton Bus Station	--	0805	0840	0905	0945	1005	1045	1105	1145	1205	1245	1305	1345	1415	1500	1525	1625	1700	1735	1835
Nuneaton Coniston Way	--	--	0847	--	0952	--	1052	--	1152	--	1252	--	1352	--	1507	--	1632	--	1742	--
Higham-on-the-Hill Cherry Orchard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

Saturday - Nuneaton Bus Station

	7A	7	7A	7	7A	7	7A	7A	7A	7	7A
Burbage Horsepool	0837	--	0937	1007	1037	07	37	1607	1637	1705	1735
Burbage Forryan Road	0842	--	0942	1012	1042	12	42	1612	1642	--	--
Hinckley The Crescent Bus Station	--	--	0925	--	1020	--	20	--	1620	--	--
Hinckley The Crescent Bus Station	--	--	--	1025	--	25	--	1625	--	--	--
Burbage Co-operative Store	0830	--	0930	1000	1030	00	30	1600	1630	1700	1730
Hinckley The Crescent Bus Station	0855	--	0955	--	1055	--	55	--	1655	--	--
Hinckley Lyneham Close	0905	0935	1005	1035	1105	35	05	1635	1705	--	--
Nuneaton Coniston Way	--	0947	--	1047	--	47	--	1647	--	--	--
Hinckley Normandy Way	0909	--	1009	--	1109	--	09	--	1709	--	--
Hinckley Redmoor High School	0912	--	1012	--	1112	--	12	--	1712	--	--
Stoke Golding St Martins School	0919	--	1019	--	1119	--	19	--	1719	--	--
Stoke Golding Methodist Church	0921	--	1021	--	1121	--	21	--	1721	--	--
Higham-on-the-Hill Cherry Orchard	0928	--	1028	--	1128	--	28	--	1728	--	--
Nuneaton Bus Station	0940	0955	1040	1055	1140	55	40	1655	--	--	--

Saturday - Burbage Co-operative Store

	7A	7	7A	7	7A	7A	7A	7	7A	7	7A	7	7A	7	7A
Nuneaton Bus Station	0905	0945	1005	45	05	1245	1305	1345	1405	1445	1505	1545	1605	1645	1705
Nuneaton Coniston Way	--	0952	--	52	--	1252	--	1352	--	1452	--	1552	--	1652	--
Higham-on-the-Hill Cherry Orchard	0915	--	1015	--	15	--	1315	--	1415	--	1515	--	1615	--	1715
Stoke Golding Methodist Church	0922	--	1022	--	22	--	1322	--	1422	--	1522	--	1622	--	1722
Stoke Golding St Martins School	0924	--	1024	--	24	--	1324	--	1424	--	1524	--	1624	--	1724
Hinckley Redmoor High School	0930	--	1030	--	30	--	1330	--	1430	--	1530	--	1630	--	1730
Hinckley Normandy Way	0932	--	1032	--	32	--	1332	--	1432	--	1532	--	1632	--	1732
Hinckley Deveron Way	0936	1006	1036	06	36	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736
Hinckley The Crescent Bus Station	0950	1020	1050	20	50	1320	1350	1420	1450	1520	1550	1620	1650	1720	1745
Burbage Co-operative Store	1000	1030	1100	30	00	1330	1400	1430	1500	1530	1600	1630	1700	1730	--



via Burbage, Hinckley Park, Ullesthorpe and Magna Park - Valid from Saturday, February 22, 2025 to Wednesday, June 11, 2025

	8	8	8	8	8	8	8	8	8	8	8 ¹	8 ²	8	8	8	8	8
Lutterworth George Street Car Park	--	0600	0700	0800	0900	1000	1100	1200	1300	1400	1505	1500	1600	--	1715	1900	2205
Lutterworth Ryderway	--	--	--	--	--	--	--	--	--	--	1510	--	--	--	--	--	--
Lutterworth College	--	--	--	--	--	--	--	--	--	--	1520	--	--	--	--	--	--
Magna Park George Building	--	0611	--	0806	0906	1006	1106	1206	1306	1406	--	1506	1611	--	1726	1911	2216
Magna Park Disney	--	0616	--	0810	0910	1010	1110	1210	1310	1410	--	1510	1615	--	1730	1915	2220
Magna Park Eddie Stobart Logistics	--	0620	--	0815	0915	1015	1115	1215	1315	1415	--	1515	1620	--	1735	1920	2225
Uilesthorpe South Avenue	--	--	0713	0821	0921	1021	1121	1221	1321	1421	1528	1521	1626	--	1741	--	--
Claybrooke Magna Bell Street	--	--	0717	0825	0925	1025	1125	1225	1325	1425	1532	1525	1630	--	1745	--	--
Magna Park Stop J	--	0606	--	--	--	--	--	--	--	--	--	--	1606	--	1721	1906	2211
Burbage Hinckley Park	0510	0631	0728	0836	0936	1036	1136	1236	1336	1436	--	1536	1640	1730	1755	1930	2235
Burbage Horspool	0518	0639	0738	0845	0945	1045	1145	1245	1345	1445	1545	1545	1650	1739	1805	1938	2243
Hinckley The Crescent Bus Station	0528	0650	0750	0855	0955	1055	1155	1255	1355	1455	1600	1555	1705	1755	1820	1950	2255

Monday to Friday - Lutterworth George Street Car Park

¹ Term Time Only ² Only During School Holidays

	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Lutterworth George Street Car Park	--	0605	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1805	2205	
Magna Park Stop J	--	0611	--	--	--	--	--	--	--	--	--	--	--	--	1811	2211
Magna Park George Building	--	0616	0706	0806	0906	1006	1106	1206	1306	1406	1506	1606	1706	1816	2216	
Magna Park Disney	--	0620	0710	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1820	2220	
Magna Park Eddie Stobart Logistics	--	0625	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1825	2225	
Uilesthorpe South Avenue	--	--	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	--	--	
Claybrooke Magna Bell Street	--	--	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	--	--	
Burbage Hincley Park	0510	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	2236	
Burbage Horsepool	0518	0644	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845	2245	
Hincley The Crescent Bus Station	0528	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	2255	

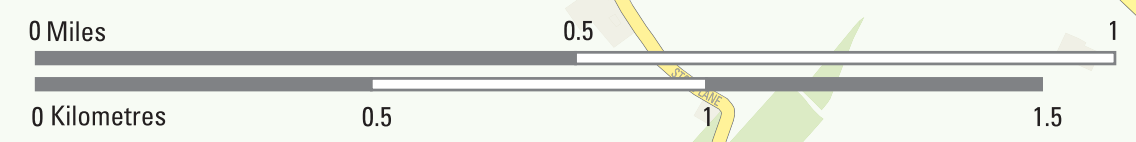
	8	8	8	8	8	8	8	8		
Hinckley The Crescent Bus Station	0510	0610	0700	0800		00	1600	1700	2110	
Burbage Aston Lane	0518	0618	0709	0809		09	1609	1709	2118	
Burbage Hinckley Park	0527	0627	0719	0819		19	1619	1719	2127	
Claybrooke Magna Bell Street	--	--	0726	0826	Then at these mins	26	1626	1726	--	
Ullesthorpe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

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

Sunday - Lutterworth George Street Car Park

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

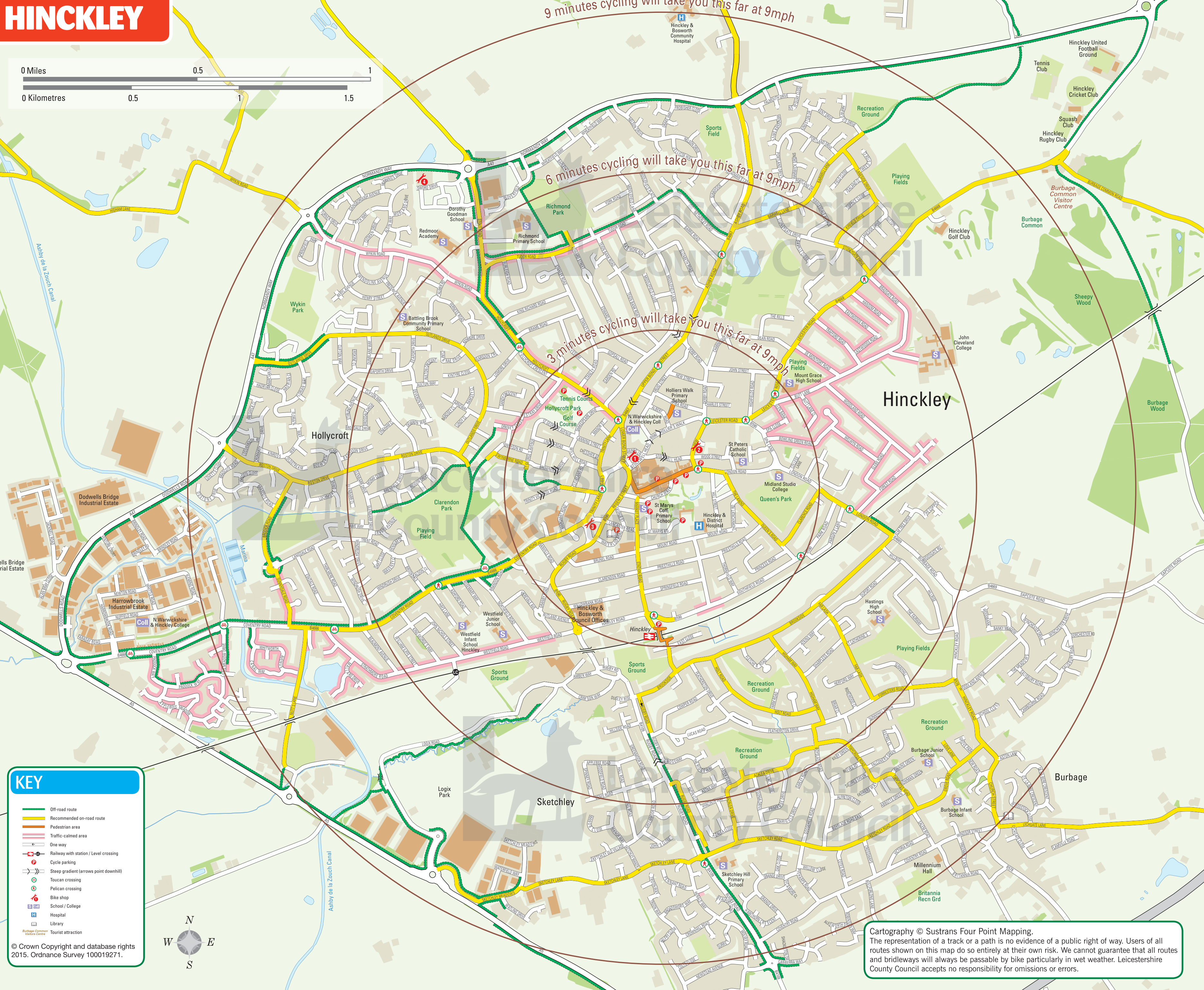
HINCKLEY



9 minutes cycling will take you this far at 9mph

6 minutes cycling will take you this far at 9mph

3 minutes cycling will take you this far at 9mph



KEY

- Off-road route
- Recommended on-road route
- Pedestrian area
- Traffic-calmed area
- One way
- Railway with station / Level crossing
- Cycle parking
- Steep gradient (arrows point downhill)
- Toucan crossing
- Pelican crossing
- Bike shop
- School / College
- Hospital
- Library
- Tourist attraction

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The representation of a track or a path is no evidence of a public right of way. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Leicestershire County Council accepts no responsibility for omissions or errors.

Appendix E - TRICS data

Calculation Reference: AUDIT-700101-250319-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
14	LEINSTER	
	WX WEXFORD	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 48 to 89 (units:)
 Range Selected by User: 40 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	2 days
Saturday	1 days
Sunday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
------------------------------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C2	9 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	9 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
2 Poor	1 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EB-05-F-01 NURSING HOME CRAIGHOUSE TERRACE EDINBURGH		CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 56 Survey date: SATURDAY 19/03/16		Survey Type: MANUAL
2	IS-05-F-01 NURSING HOME HIGHBURY NEW PARK HIGHBURY		ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 51 Survey date: TUESDAY 05/11/19		Survey Type: MANUAL
3	KI-05-F-01 NURSING HOME COOMBE LANE WEST KINGSTON UPON THAMES		KINGSTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 89 Survey date: TUESDAY 05/11/19		Survey Type: MANUAL
4	NY-05-F-06 CARE HOME HAMBLETON GROVE KNARESBOROUGH		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 75 Survey date: MONDAY 19/06/23		Survey Type: MANUAL
5	PB-05-F-01 NURSING HOME PARK CRESCENT PETERBOROUGH		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 48 Survey date: SUNDAY 16/10/16		Survey Type: MANUAL
6	SH-05-F-01 CARE HOME ABBEY FOREGATE SHREWSBURY		SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 54 Survey date: SUNDAY 18/06/23		Survey Type: MANUAL
7	TW-05-F-03 NURSING HOME MOORE STREET GATESHEAD FELLING SHORE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-05-F-02	NURSING HOME	WEST SUSSEX
	WYKEHAM ROAD		
	WORTHING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	54	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL
9	WX-05-F-01	NURSING HOME	WEXFORD
	DAVITT ROAD NORTH		
	WEXFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	69	
	Survey date: THURSDAY	20/04/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	61	0.088	9	61	0.058	9	61	0.146
08:00 - 09:00	9	61	0.075	9	61	0.064	9	61	0.139
09:00 - 10:00	9	61	0.077	9	61	0.060	9	61	0.137
10:00 - 11:00	9	61	0.091	9	61	0.071	9	61	0.162
11:00 - 12:00	9	61	0.062	9	61	0.064	9	61	0.126
12:00 - 13:00	9	61	0.068	9	61	0.073	9	61	0.141
13:00 - 14:00	9	61	0.064	9	61	0.053	9	61	0.117
14:00 - 15:00	9	61	0.068	9	61	0.058	9	61	0.126
15:00 - 16:00	9	61	0.084	9	61	0.111	9	61	0.195
16:00 - 17:00	9	61	0.049	9	61	0.066	9	61	0.115
17:00 - 18:00	9	61	0.044	9	61	0.069	9	61	0.113
18:00 - 19:00	9	61	0.024	9	61	0.060	9	61	0.084
19:00 - 20:00	9	61	0.044	9	61	0.040	9	61	0.084
20:00 - 21:00	9	61	0.029	9	61	0.040	9	61	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.867			0.887			1.754

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 48 - 89 (units:)
 Survey date range: 01/01/16 - 21/04/24
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 1
 Number of Sundays: 2
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	61	0.011	9	61	0.002	9	61	0.013
08:00 - 09:00	9	61	0.002	9	61	0.000	9	61	0.002
09:00 - 10:00	9	61	0.000	9	61	0.000	9	61	0.000
10:00 - 11:00	9	61	0.002	9	61	0.000	9	61	0.002
11:00 - 12:00	9	61	0.002	9	61	0.000	9	61	0.002
12:00 - 13:00	9	61	0.005	9	61	0.002	9	61	0.007
13:00 - 14:00	9	61	0.002	9	61	0.000	9	61	0.002
14:00 - 15:00	9	61	0.000	9	61	0.005	9	61	0.005
15:00 - 16:00	9	61	0.000	9	61	0.000	9	61	0.000
16:00 - 17:00	9	61	0.000	9	61	0.004	9	61	0.004
17:00 - 18:00	9	61	0.002	9	61	0.000	9	61	0.002
18:00 - 19:00	9	61	0.000	9	61	0.004	9	61	0.004
19:00 - 20:00	9	61	0.002	9	61	0.000	9	61	0.002
20:00 - 21:00	9	61	0.000	9	61	0.002	9	61	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.019			0.047

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	61	0.046	9	61	0.009	9	61	0.055
08:00 - 09:00	9	61	0.040	9	61	0.026	9	61	0.066
09:00 - 10:00	9	61	0.040	9	61	0.013	9	61	0.053
10:00 - 11:00	9	61	0.026	9	61	0.015	9	61	0.041
11:00 - 12:00	9	61	0.040	9	61	0.031	9	61	0.071
12:00 - 13:00	9	61	0.033	9	61	0.026	9	61	0.059
13:00 - 14:00	9	61	0.038	9	61	0.047	9	61	0.085
14:00 - 15:00	9	61	0.042	9	61	0.046	9	61	0.088
15:00 - 16:00	9	61	0.047	9	61	0.058	9	61	0.105
16:00 - 17:00	9	61	0.036	9	61	0.051	9	61	0.087
17:00 - 18:00	9	61	0.031	9	61	0.044	9	61	0.075
18:00 - 19:00	9	61	0.027	9	61	0.051	9	61	0.078
19:00 - 20:00	9	61	0.029	9	61	0.055	9	61	0.084
20:00 - 21:00	9	61	0.022	9	61	0.047	9	61	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.497			0.519			1.016

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	61	0.044	9	61	0.015	9	61	0.059
08:00 - 09:00	9	61	0.044	9	61	0.026	9	61	0.070
09:00 - 10:00	9	61	0.029	9	61	0.013	9	61	0.042
10:00 - 11:00	9	61	0.020	9	61	0.004	9	61	0.024
11:00 - 12:00	9	61	0.026	9	61	0.024	9	61	0.050
12:00 - 13:00	9	61	0.009	9	61	0.016	9	61	0.025
13:00 - 14:00	9	61	0.029	9	61	0.013	9	61	0.042
14:00 - 15:00	9	61	0.013	9	61	0.033	9	61	0.046
15:00 - 16:00	9	61	0.018	9	61	0.027	9	61	0.045
16:00 - 17:00	9	61	0.020	9	61	0.031	9	61	0.051
17:00 - 18:00	9	61	0.005	9	61	0.018	9	61	0.023
18:00 - 19:00	9	61	0.007	9	61	0.029	9	61	0.036
19:00 - 20:00	9	61	0.022	9	61	0.026	9	61	0.048
20:00 - 21:00	9	61	0.007	9	61	0.027	9	61	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.293			0.302			0.595

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

BUREAU SERVICE TRICS CONSORTIUM BUREAU SERVICE

Licence No: 700101

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 RESIDE

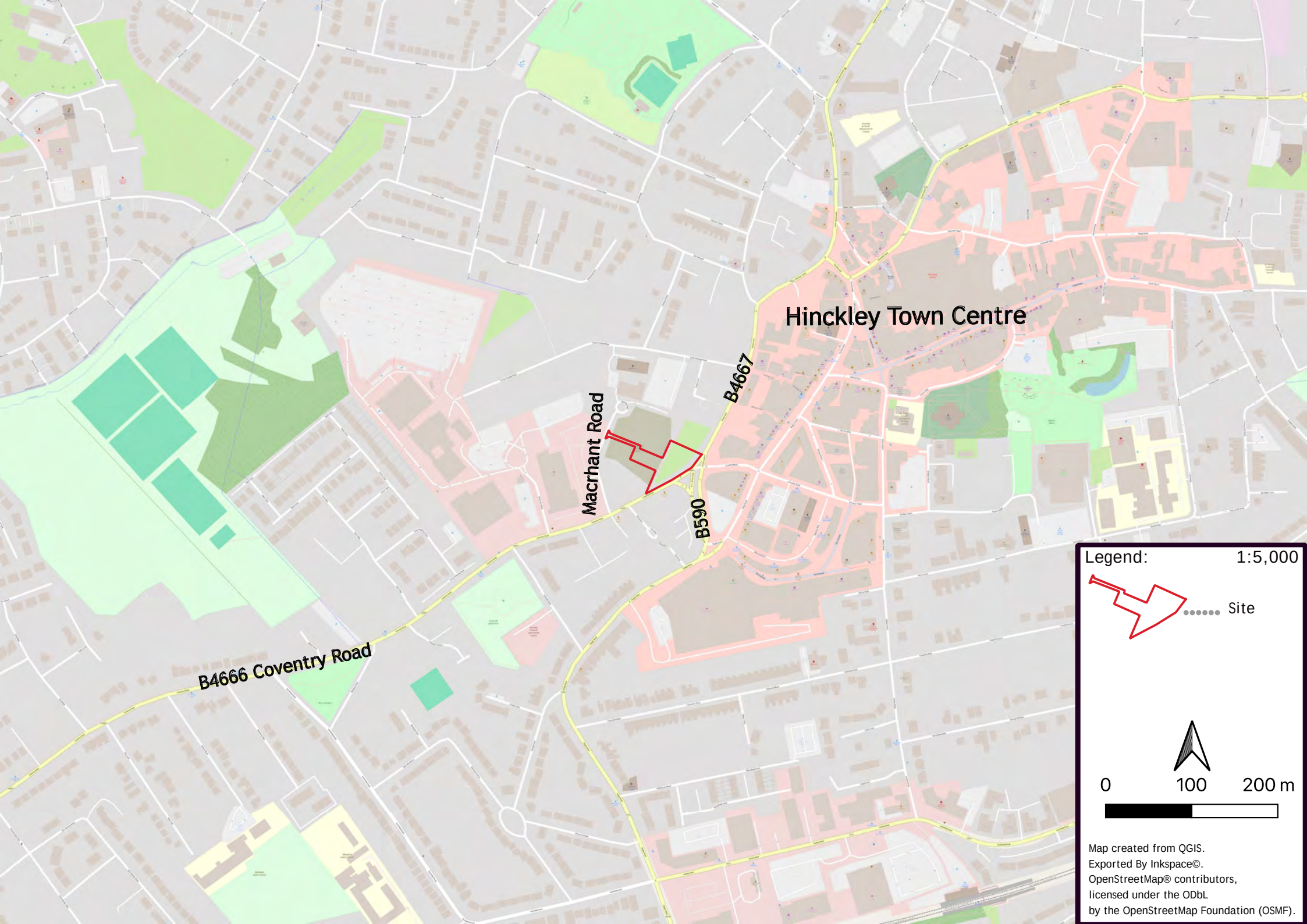
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	61	0.002	9	61	0.000	9	61	0.002
08:00 - 09:00	9	61	0.002	9	61	0.000	9	61	0.002
09:00 - 10:00	9	61	0.000	9	61	0.000	9	61	0.000
10:00 - 11:00	9	61	0.000	9	61	0.000	9	61	0.000
11:00 - 12:00	9	61	0.000	9	61	0.000	9	61	0.000
12:00 - 13:00	9	61	0.000	9	61	0.000	9	61	0.000
13:00 - 14:00	9	61	0.000	9	61	0.000	9	61	0.000
14:00 - 15:00	9	61	0.000	9	61	0.002	9	61	0.002
15:00 - 16:00	9	61	0.000	9	61	0.000	9	61	0.000
16:00 - 17:00	9	61	0.000	9	61	0.002	9	61	0.002
17:00 - 18:00	9	61	0.000	9	61	0.000	9	61	0.000
18:00 - 19:00	9	61	0.000	9	61	0.000	9	61	0.000
19:00 - 20:00	9	61	0.000	9	61	0.000	9	61	0.000
20:00 - 21:00	9	61	0.000	9	61	0.000	9	61	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix F - Context Maps



Hinckley Town Centre

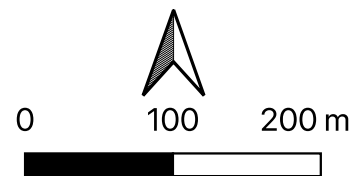
Macrhant Road

B4667

B590

B4666 Coventry Road

Legend: 1:5,000



Map created from QGIS.
Exported By Inkspace®.
OpenStreetMap® contributors,
licensed under the ODbL
by the OpenStreetMap Foundation (OSMF).

Appendix G - Permitted Plans



GENERAL NOTES

1. Do not scale off this drawing unless a scale bar is provided

2. Any ambiguities, omissions and errors on this drawing should be notified immediately to the Architect before the commencement of works on site

3. Dimensions are in millimetres unless otherwise stated

4. Dimensions, unless otherwise indicated, are to the face of unfinished block walls or to the finished plaster face of stud partitions

5. Dimensions are to be checked on site. Discrepancies may be notified immediately to the Architect before the commencement of works on site

6. All levels are in meters unless otherwise stated

7. This drawing is to be read in conjunction with all other relevant drawings and specifications for this project

CDM REGULATIONS

Denotes a significant hazard or difficult to manage procedure. Please refer to Designer Hazard Register for further information regarding mitigation of hazards.

REVISION NOTES

Rev	Date	Description	Issue	Checked
A	16.01.19	SUDS Pond Removed		
B	20.02.19	Play Area Revised		
		Road layout and site plan updated in accordance with Highways comments		
C	28.02.19	Plot 1 & 2 Houses position adjusted to be away from tree root protection area.		

NOTES:

Application Site Boundary

Iron Fence

Electric Sliding Gate

Existing trees to be retained

Proposed Trees

P

Parking spaces

EV

EV charging stations

Site Plan Area - 1.16 Ha

Plot 1 - 3 Bed House (GF) - 37.3 m²

Plot 2 - 3 Bed House (GF) - 37.3 m²

Plot 3 - 4 Bed House (GF) - 46.0 m²

Plot 4 - 4 Bed House (GF) - 46.0 m²

Plot 5 - 3 Bed House (GF) - 37.3 m²

Plot 6 - 3 Bed House (GF) - 37.3 m²

Plot 7 - 4 Bed House (GF) - 47.6 m²

Hinckley Square Apartment (GF) - 939.15 m²

Trinity House (GF) - 883.8 m²

Total (GF) - 2111.75 m²

The Barn
Hopwell Hall
Ockbrook
Derbyshire
DE72 3RW

G4

ARCHITECTS

PARTNER/ASSOCIATE

PROJECT ARCHITECT

N/A

Y.Nurmanov

PROJECT NAME

Hinckley Square

PROJECT ADDRESS

Land at Former Leisure Centre off Coventry Road, Hinckley

CLIENT / USER NAME

Green 4 Developments

SHEET NAME

Proposed Site Plan

FULL DOCUMENT REFERENCE

Originator Code & Project Number

Series

Drawing No

G4D - 0003 - A - 003

ISSUE DATE

REVISION DATE

REVISION

20.08.19

F

STATUS CODE

STATUS

PLANNING

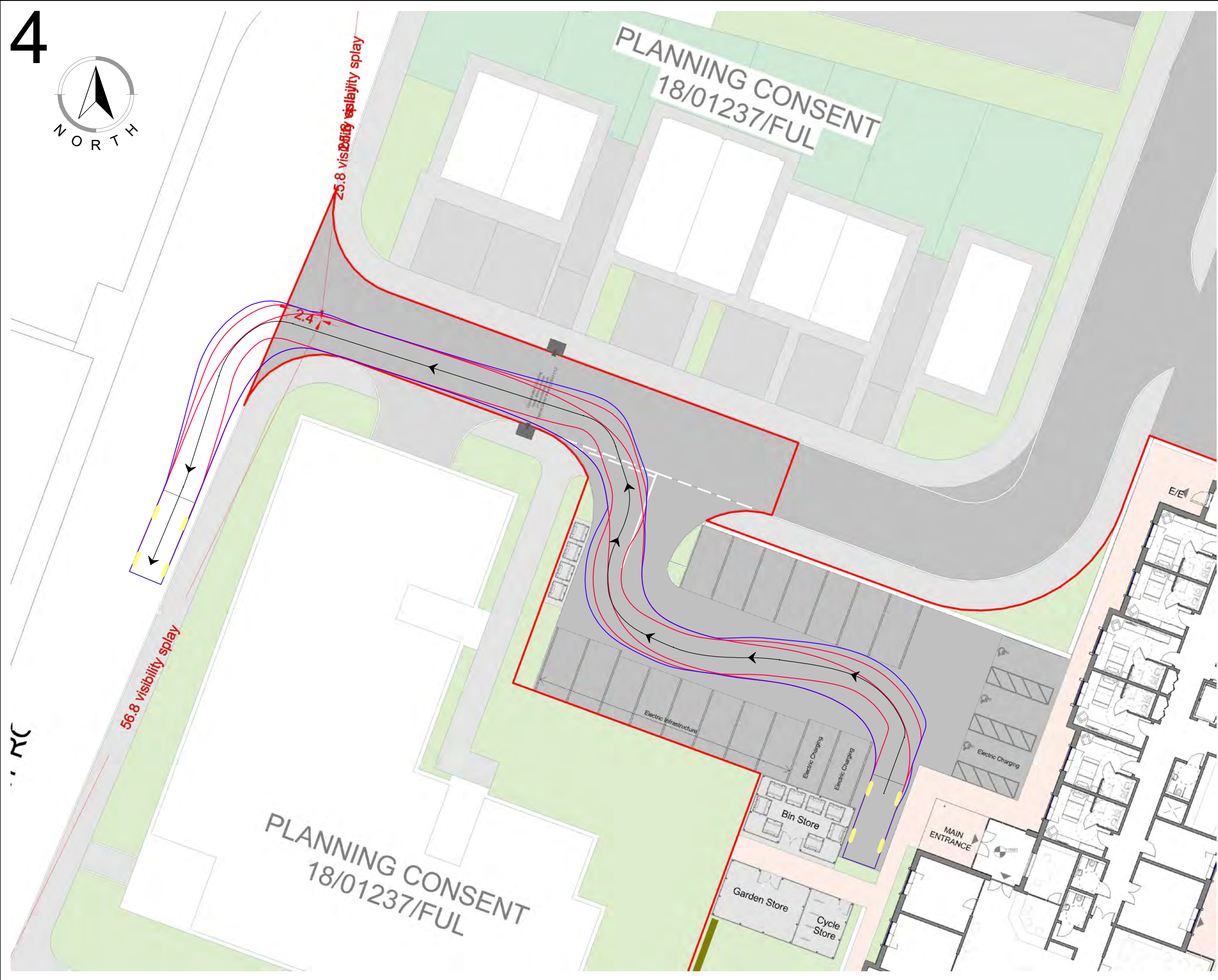
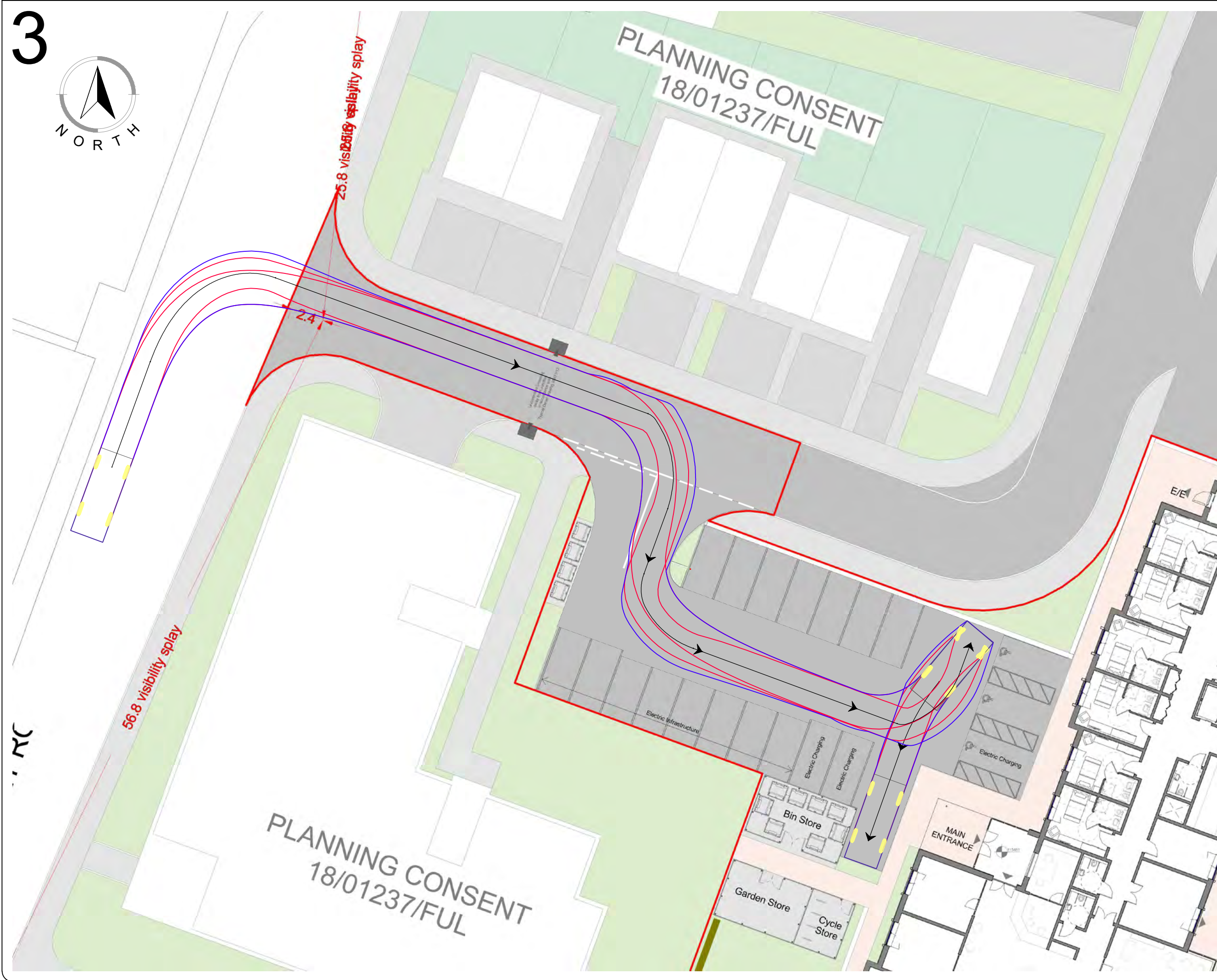
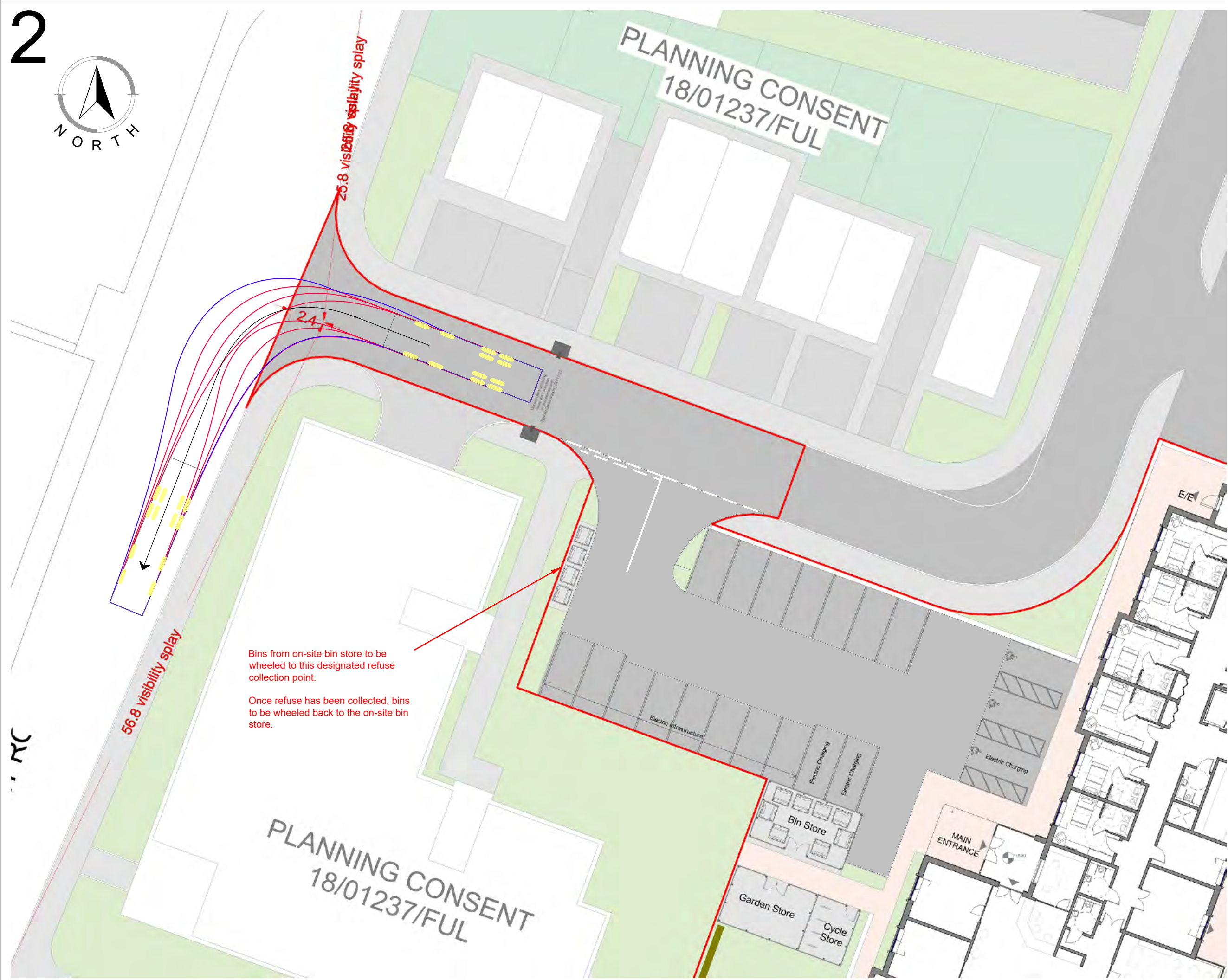
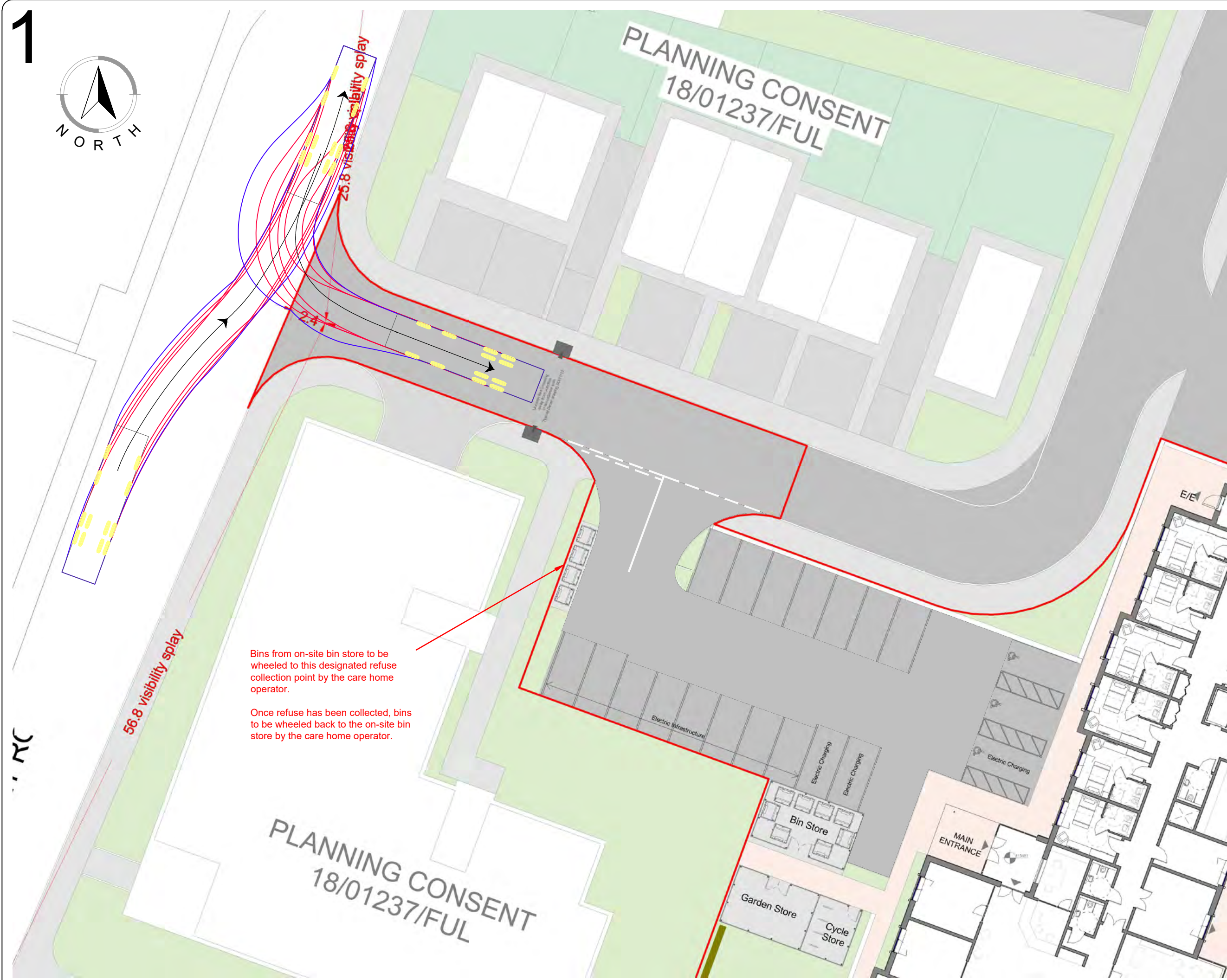
SHEET SIZE

SCALE

A1L

1:500

Appendix H - Swept Path Analysis & Visibility Splays

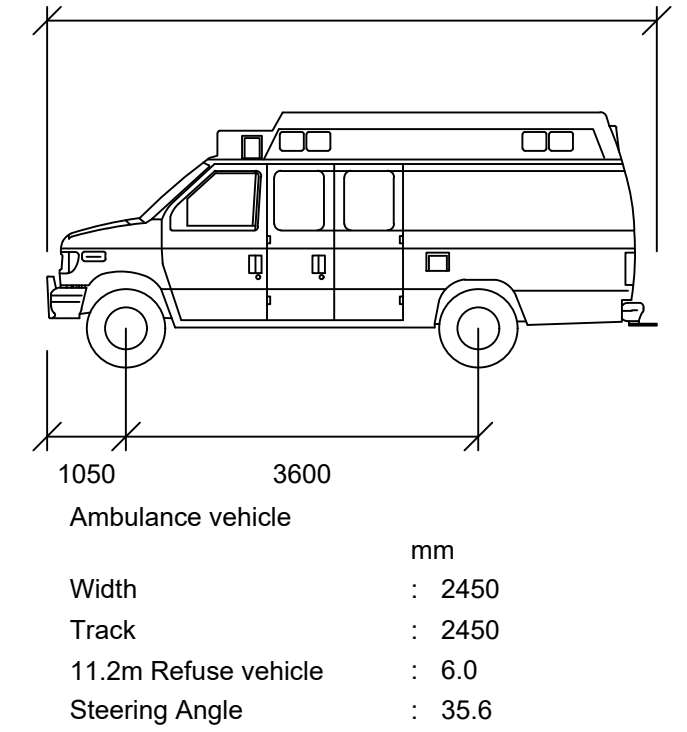
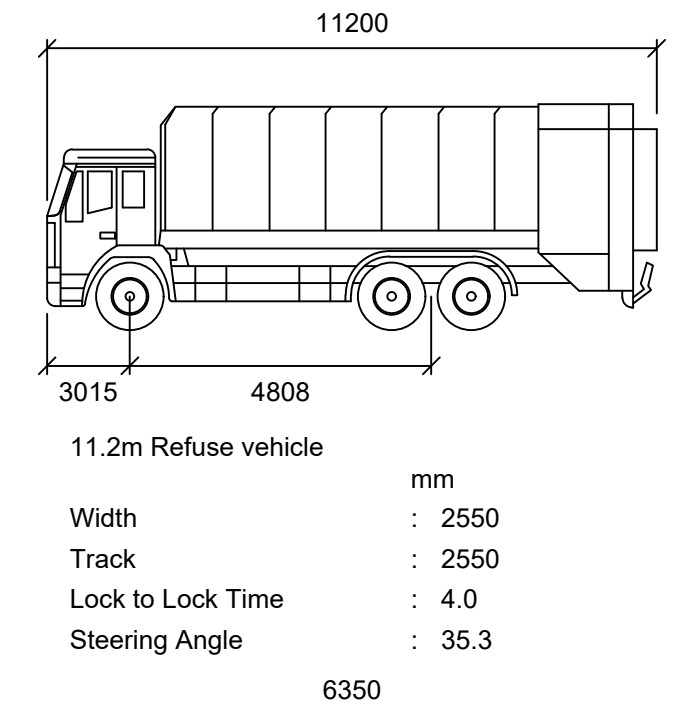


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Notes:

1. Do not scale
2. This drawing is based on:
250722 G40003 A003 - Proposed Site Ground Floor Plan REV C by G4 Architects
3. The analysis has been carried out using the software program AutoTURN 11.0 with the following vehicles:



- Tracking lines of vehicle wheels
- Tracking lines of vehicle body

4. Windows 1 and 2 show a 11.2m refuse collection vehicle and the proposed collection strategy.
5. Windows 3 and 4 show an ambulance vehicle entering and exiting the site, demonstrating no issues with access or layout.

A 23.07.25 Updated in line with latest proposals Rev C MJB GM

Rev	Date	Description	Drawn	Checked
-----	------	-------------	-------	---------

Client
Tanglewood Care Homes

Project
Coventry Road, Hinckley
Leicestershire, LE10 0JR

Title
Swept Path Analysis

Drawing Status
FOR PLANNING APPROVAL

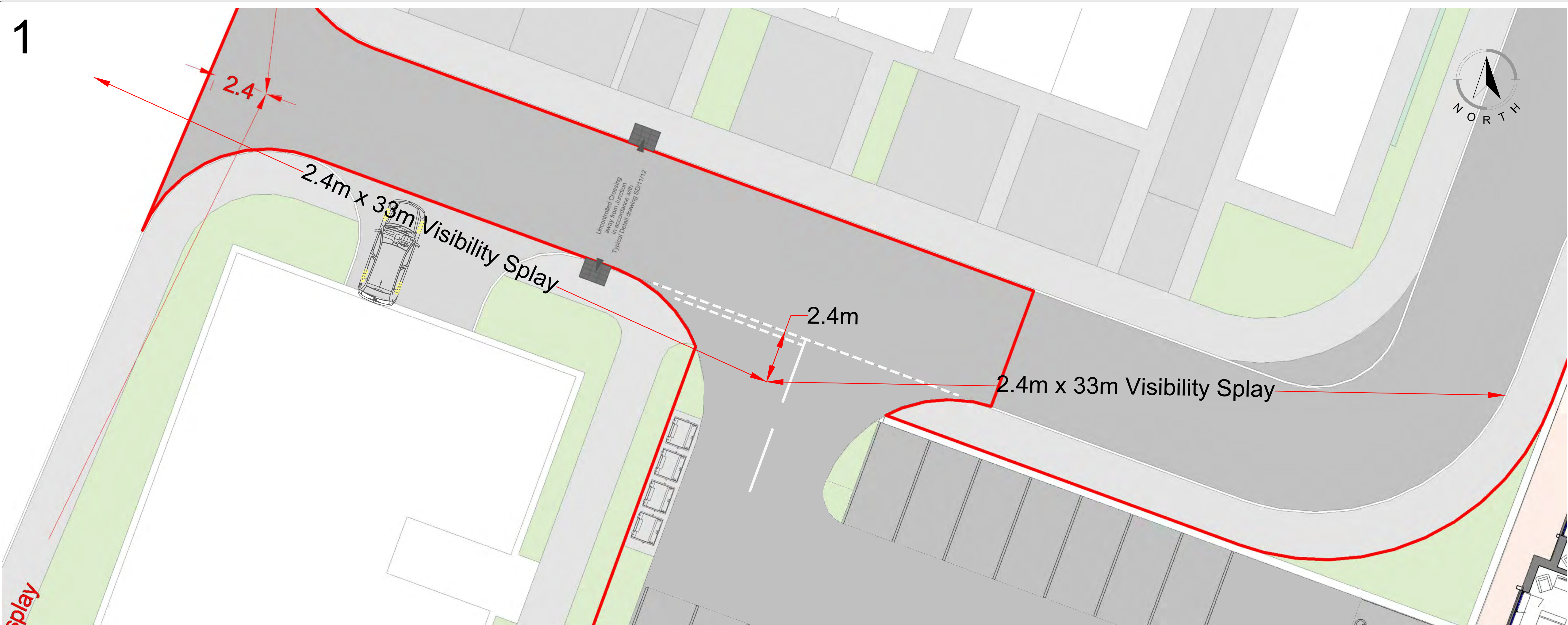
Drawn	TS	Checked	MJB
Date	27/03/25	Scale (A1)	1:250

encon
associates
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Arnold
Nottingham
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T: 0115 987 55 99 E: enquiries@enconassociates.co.uk W: www.enconassociates.co.uk

Environmental Consultants to the Construction Industry
BREEAM - Code for Sustainable Homes Assessors - Landscape Architecture - Transportation
Life Cycle Costing - Energy Assessment - SAP - EPC - SBEM - Daylight Calculations

Job Number	Drawing Number	Rev
A7099	05	A

1



2



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- Notes:
1. Do not scale
 2. This drawing is based on:

250722 G40003 A003 - Proposed Site Ground Floor Plan REV C by G4 Architects
 3. As per comments received from Leicestershire County Council Highways dated 30th May 2025, the design speed for the visibility splay is 25mph. Based on Table 6 within the Leicestershire Highway Design Guide, the visibility splay for a design speed of 25mph is 33m.
 4. Window 1 show the visibility splay at the proposed site access junction. Window 2 shows the visibility splay at the access junction for the permitted apartment block.
 5. The visibility splays demonstrate that there is enough visibility should a vehicle wait to exit at each access.

A 23.07.25 Updated in line with latest proposals Rev C MJB GM

Rev	Date	Description	Drawn	Checked
-----	------	-------------	-------	---------

Client
Tanglewood Care Homes

Project
Coventry Road, Hinckley
Leicestershire, LE10 0JR

Title
Visibility Splays

Drawing Status
FOR PLANNING APPROVAL

Drawn	TS	Checked	MJB
-------	----	---------	-----

Date	18.07.25	Scale (A1)	1:250
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BREEAM - Code for Sustainable Homes Assessors - Landscape Architecture - Transportation
Life Cycle Costing - Energy Assessment - SAP - EPC - SBEM - Daylight Calculations

Job Number	Drawing Number	Rev
A7099	06	A