



Travel Plan

Proposed development of a 72-bed care home

Coventry Road, Hinckley, Leicestershire, LE10 0JR

24th March 2025

ENVIRONMENTAL AND
SUSTAINABILITY CONSULTANTS

Document Control

Date of first Issue	Revision	Date of Revision	Issued By	Checked by
24 th March 2025	-	-	TS	MJB

Contents

1	Introduction.....	4
2	Policy Summary	6
3	Travel Plan Objectives & Audience.....	10
4	Background to the Development.....	11
5	Management of the Travel Plan.....	19
6	Site Assessment	26
7	Setting Targets	39
8	Measures	43
9	Monitoring and Evaluation	54
10	Remedial Actions/Fall-back Measures	56
	References	58
	Appendix A - Sustainable Accessibility Information	59
	Appendix B - Travel Survey Template	60
	Appendix C - Travel Plan Monitoring Report Template	61
	Appendix D - Site plans.....	62
	Appendix E - Context Maps.....	63
	Appendix F - TRICS data	64
	Appendix G - Permitted Plans	65

1 Introduction

1.1 Introduction

This Travel Plan (TP) has been provided for the full planning permission for the development of a 72-bed care home with associated caring 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).

- 1.2 This TP relates to the 72-bed care home only. It is considered that the Travel Plan within Reference 18/01237/FUL, is for the residential aspect of the wider development site.
- 1.3 This TP has therefore been produced in accordance with paragraph 113 of the National Planning Policy Framework (2023) as well as guidance produced within 'Travel Plans, Transport Assessments and Statements' Ministry of Housing, Communities & Local Government (MHCLG, 2014); and local 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).
- 1.4 The proposed development will comprise a 72-bed care home with a car park containing 21 spaces, including 3 spaces demarcated as accessible, 3 spaces for electric vehicle charging and an extra ambulance vehicle space. A cycle storage facility is proposed, with changing rooms, lockers and showers proposed for staff.
- 1.5 This document provides a package of measures to assist in managing the transport needs of the care home. A successful travel plan will offer all staff and visitors a choice of travel modes to and from the site and encourage more sustainable patterns of movement.
- 1.6 **What is a Travel Plan?**

A Travel Plan is a long-term and dynamic management strategy for an occupier of a site that is designed to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. Travel Plans should be a site-specific document to be used to identify opportunities to implement sustainable travel initiatives at the early stages of development, such as including cycle storage or allocated spaces for car sharers. As such a Travel Plan is now considered an essential part of transport policy to increase transport sustainability for new developments.

- 1.7 Travel Plans aim to help reduce the impact of transport on the local environment and increase the awareness of sustainable travel access. A robust travel plan will reduce the amount of new car traffic generated by the development, reducing the pressure on surrounding roads.

- 1.8 All businesses, organisations and residential developments are encouraged to make informed travel choices on how they get about to help reduce: travel-to-work and parking congestion, business journey costs and carbon footprints through developing travel plans. This can be achieved through setting site specific targets to achieve a modal shift to reduce dependency on the car (particularly for journeys under 5km by single occupancy users).
- 1.9 Targets are supported by implementing measures to encourage and monitor an increase of travel choice to the site, through promoting and marketing initiatives for car share, bus travel, walking, cycling, working from home, adopting flexi working etc to all users of the site.
- 1.10 The travel plan should discourage irresponsible on and off-site parking for all users of a site through adopting a strategy to manage parking and limit inconvenience to other road users.
- 1.11 The travel plan should be monitored for a set period of time to assess whether the targets set are actually being met.
- 1.12 As such, the Travel Plan is structured as follows:
 - Policy Summary
 - Travel Plan Objectives and Audience
 - Background to the Development
 - Management of the Travel Plan
 - Site Assessment
 - Targets, SMART and Modal Share
 - Measures
 - Monitoring and Evaluation
 - Remedial Actions/ Fallback Measures

2 Policy Summary

This section sets out the national and local policies that have informed the production of this Travel Plan.

2.1 National, Regional and Local Policy

There are transport objectives that extend through national, regional and local strategies and policies for planning and transportation, including National Planning Policy Framework (DLUHC, 2023). Local Policy is set out in Core Strategy DPD (Hinckley & Bosworth Borough Council, 2009), Site Allocations and Development Management Policies DPD (Hinckley & Bosworth Borough Council, 2016).

2.2 National Policy

National Planning Policy Framework (DLUHC, 2023)

The revised *National Planning Policy Framework*, published in July 2023, replaces the previous 2021 NPPF by the Ministry of Housing, Communities and Local Government, which in turn replaced *Planning Policy Guidance 13: Transport* and continues to focus on reducing development impact, including the following requirements:

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3 Local Policy

Core Strategy DPD (Hinckley & Bosworth Borough Council, 2009)

The Core Strategy outlines the vision for development through spatial strategic objectives (Such as Spatial Objective 13: Transportation and Need to Travel) and policies to achieve sustainable development through accessibility and sustainable transport. The local plan highlights the challenges and opportunities, related to travel and transportation, facing the borough and has detailed ways to tackle the challenges as follows:

Policy 1 Development in Hinckley

Policy 1 outlines the approach and framework for the developments within Hinckley, by addressing important issues, transport impact and accessibility of sustainable modes of transport for all users. To promote sustainable forms of transport and mitigate the reliance on private motor vehicles, which will be achieved via the implementation and promotion of sustainable infrastructure where appropriate.

Policy 5 Transport Infrastructure

Policy 5 provides a detailed management approach to improving transport infrastructure within sub-regional centres. The council outlines that to support additional development, initiatives that contribute towards transport infrastructure is welcomed. Considering the development is a care home, it is unfeasible to reduce the need for travel, given the nature of the development. Therefore, reducing the reliance on private car, especially for short journeys, is targeted for the development to improve health for site users and mitigate the transport impacts of the development.

2.4 Development Management Policies DPD (Hinckley & Bosworth Borough Council, 2016)

The Development Management Policies DPD outlines the council's approach and target for sustainable travel. By addressing important issues relating to transport and community safety for users of new developments; to promote sustainable forms of transport and mitigate the reliance on private motor vehicles, which will be achieved via highway control and implementation.

DM17 Highways and Transportation

DM17 outlines the need for sustainable development through accessibility and sustainable transport. The benefits to site users and reasons for implementation of alternative forms of transport are outlined as follows:

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;*
- b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;*
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;*
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;*
- e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

2.5 Policy Summary

As outlined, national and local policies seek to support and promote sustainable development and the use of sustainable transport modes. Policy dictates that developments should pay particular attention to accessibility by walking, cycling and public transport as priority transport modes. The objectives included in these documents have been used to inform the objectives, targets and measures set out in this travel plan to make a positive contribution towards sustainable transport in the local community.

3 Travel Plan Objectives & Audience

The scope and objective of this travel plan is to provide a site-specific document which sets out incentives or disincentives for all site users of the proposed site to increase the use of sustainable modes of transport. It focuses on targets and measures for all staff and visitors of the proposed care home.

- 3.1 The 'audience' for the Travel Plan includes all members of staff and visitors, including able and disabled persons to the proposed care home development, who are identified and accounted for throughout the document; the measures and targets have been referenced to these audiences.
- 3.2 The main objectives of this travel plan include:
 - Ensuring awareness of the Travel Plan for all site users
 - Encouraging all staff and visitors to use sustainable modes of transport as opposed to travelling by single occupancy vehicle, i.e. walking, cycling or using public transport.
 - Reducing privately owned cars
 - Reducing the need to travel
 - Promote the environmental, social and economic benefits of sustainable transport modes
 - Reduce the impact of traffic on the surrounding highway network
- 3.3 Through achieving the above objectives, the following benefits will be gained:
 - Reducing reliance on car travel
 - Significant cost savings through cutting mileage and decreasing car park maintenance costs
 - Improving its efficiencies and productivity by reducing travel time and the number of car journeys made by staff and visitors to and from the site
 - Reducing noise and air pollution
 - Improving access for all users to the site
 - Increasing sustainable travel awareness for all users of the site
 - Improve the health and well-being of site users
 - Reducing parking and traffic congestion in the area
 - Reducing road danger and protecting vulnerable road users
 - Cutting carbon emissions and their contribution to climate change

4 Background to the Development

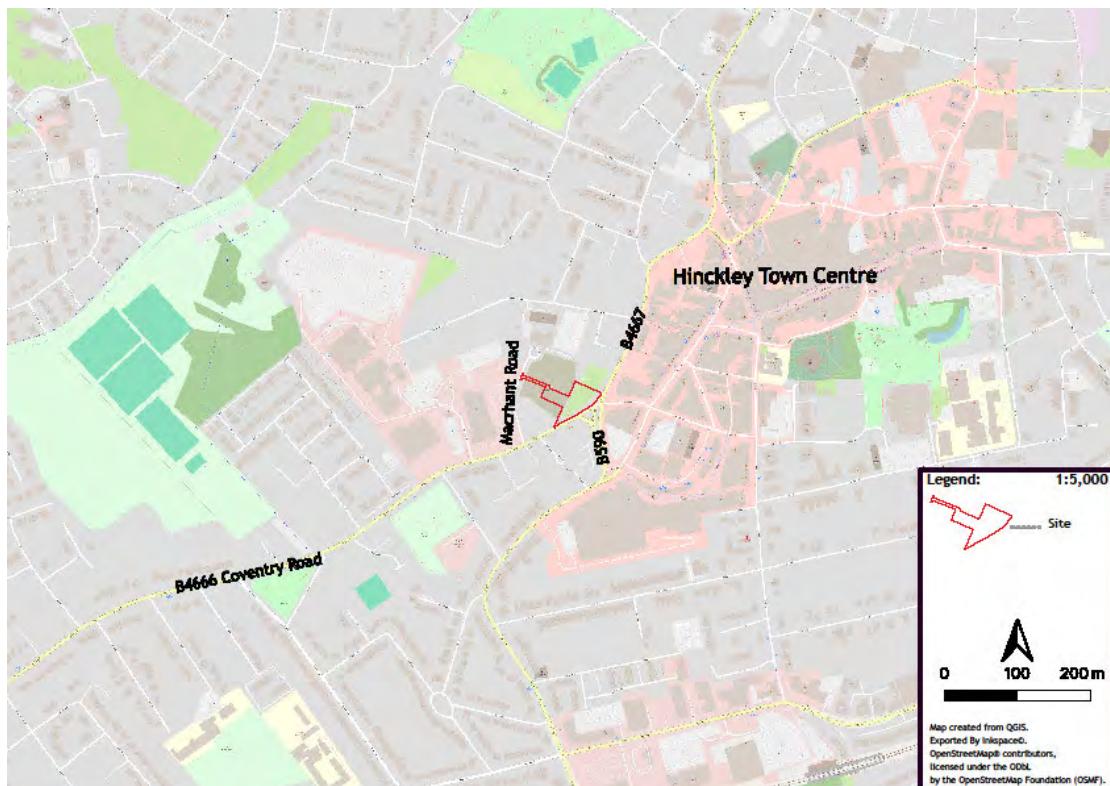
Site Location

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 Merchant Road directly links to B4666 Coventry Road, providing access to the wider urban area.

4.1 Existing Site

The application site, currently vacant, was formally a leisure centre; which currently has permission to develop 66 apartments (consisting of 2 blocks) and 7 houses with associated works (Reference 18/01237/FUL). The application site is bounded east of Merchant Road and north of Coventry Road. The predominant land use adjacent to the application site is residential and commercial. Figure 1 shows the local context surrounding the site.

Figure 1: A 1:5,000 map showing the features surrounding the site. Copyright and source information contained in appendix E.



4.2 Proposed Development

The development proposes a 72-bed care home with associated caring facilities and car parking. The proposed car park contains 21 car parking spaces, including 3 spaces marked as accessible, 3 spaces available for electric charging and an extra ambulance space. The proposals change the development schedule of the permitted development for 66 apartments and 7 houses with associated works (Reference 18/01237/FUL).

4.3 To understand the difference in development schedule, an existing and proposed summary of the permitted scheme and the proposed development is outlined as per the following:

Permitted scheme - 18/01237/FUL:

Trinity 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 2: Site plan for the permitted scheme, reference 18/01237/FUL. Courtesy of Green 4 Architects Limited. See Appendix G for scale, copyright and a detailed view of the permitted scheme.



Total = 40 dwellings and a 72-bed care home

Figure 3: Proposed Site Plan. Courtesy of Green 4 Architects Limited. See appendix D for scale, copyright and a detailed view of the proposed site.



4.5 Staff numbers and operating hours

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

4.6 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

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

4.8 Site access (Vehicles)

The existing access road to the site will be utilised to access the care home development via Marchant Road. No changes to local highway network or the permitted road layout is proposed.

4.9 The site access road forms a junction with Marchant Road, which then provides access to the site car park and the site proper.

4.10 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 Merchant Road. The local highway network within 500m of the site access junction contains designated cycle lanes on B4666 Coventry Road.

4.11 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.

4.12 Table 1 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 1: 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	<p>1 per four bedrooms plus 1 per staff member</p> <p>At least 1 ambulance space and 1 minibus space</p> <p>Available space off-highway for servicing / delivery vehicles</p>

4.13 As the development proposes a 72-bed care home with 28 members of staff at any given time, 46 car parking spaces would be required, according to the classification set out in Table 6 above.

4.14 Car Parking Provision

The development proposes 21 car parking spaces, with 3 spaces demarcated 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 Section 6, 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.

4.15 As discussed in Section 6, there are several public car parks, such as Trinity Vicarage Road, Trinity Lane East and Trinity 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.

4.16 **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.'

4.17 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.

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

4.19 **Electric Vehicle Parking & 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.'

4.20 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.

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

4.22 **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.

4.23 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).

4.24 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

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

4.26 **Cycle Parking Provision**

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

4.27 A cycle store within the site allocated for cycle parking is proposed.

4.28 **Disabled Accessibility**

As discussed in Section 6, the local highway network creates an accessible environment for vulnerable road users, including wheelchair users and the visually impaired, through provision of controlled pedestrian crossings (B4666 Coventry Road) with tactile paving and dropped kerbs to help facilitate the movement vulnerable road users. Footpaths are present within the development site to facilitate pedestrian movement from Coventry Road.

4.29 The development includes Lifts, which where possible, provides access to all floors, which is suitable for wheelchair users and people with mobility impairments, providing safe and inclusive access for all site users.

5 Management of the Travel Plan

5.1 Appointment of a Travel Plan Co-ordinator

The local authority expects this Travel Plan to provide a commitment to the appointment of a travel plan co-ordinator that will be responsible for the successful implementation of the travel plan. The organisation must supply to the Council the name of the appointed person/s. The candidate needs to be of sufficient seniority to undertake tasks associated with the post. The appointment need not be a new one but may be a case of extending the job profile of an existing employee (this will depend on the size of the organisation).

5.2 The role of the travel plan co-ordinator will be to manage the travel plan, liaise with the Council and provide monitoring information when agreed. The role includes tasks such as:

- Organising Travel Plan meetings with managers to discuss options to improve the environment sustainability of the development and to discuss the progress of TP objectives, and any new measures in Section 8 which can be implemented
- Promoting and encouraging the use of travel modes other than the car
- Organising the distribution of information via multiple mediums and ensuring that all relevant information including the travel packs (if applicable), poster, Travel information boards etc is provided and disseminated to all staff and visitors, which includes able and disabled persons, providing up-to-date information that is clearly displayed on said mediums accessible for all site users.
- Arrange and record surveys of travel patterns and cycling parking usage as required
- Arrange for either full or snapshot travel surveys to be undertaken with everyone on the site, at intervals agreed with the Council, usually annually or bi-annually
- If applicable, liaise with public transport operators and relevant council departments and arrange regular meetings with all interested parties
- Organise talks and inductions to educate new members of staff
- Provide annual Monitoring Reports to the local authority to convey the results of the travel pattern surveys and success or short comings of the Travel Plan

5.3 The Travel Plan Coordinator is best appointed before first occupation of the development. The contact details of the appointed Travel Plan Co-ordinator will be provided to the relevant local authority.

5.4 The contact details of the TPC have yet to be confirmed at this stage, which will be confirmed with the local authority once the role has been nominated:

Organisation: Tanglewood Care Homes

Name: TBC

Job Role: TBC

Email: TBC

5.5 The local authority will be notified when the contact details for the TPC have been confirmed.

5.6 The TPC has a critical role in ensuring the Travel Plan is implemented, managed, monitored, and reviewed over time. They will be responsible for continuing to improve and develop the TP in consultation with members of staff. The TPC will provide an established-on site point of contact for all site users requiring further information or for those with suggestions to improve the sustainable travel to the site.

5.7 The role of the TPC does not require full time involvement. It is suggested that the person most likely to fulfil the role is the person who will be present on site during the majority of the working day, as they will have the best understanding of the operation of the building and be best placed to provide immediate advice on travel issues as they will be on hand constantly.

5.8 Sufficient time will be made available for the TPC to fulfil their role, dedicating at least 1 day a month to work on the Travel Plan. The TPC will also need to dedicate time once a year to undertake a travel survey and analyse the results.

5.9 **Senior Management Support**

The appointment of a TPC does not detract from the property owner's responsibility to implement and maintain the Travel Plan as per the planning application decision notice and ultimately remains their responsibility, assisted by the TPC. The support of senior management is essential for the effectiveness of the Travel Plan.

- TPC to encourage to involve senior management to motivate and encourage employees to take up more active travel and promote the Travel Plan;
- Senior management to offer and advise on personalised journey planning to and from the site, communicating why sustainable and effective journey planning is important for sustainable/active travel;
- Be proactive with support and communicate with staff, discussing sustainable travel issues/opportunities and personalised sustainable travel issues/opportunities.

5.10 Financial Resources

The owner and managers of the site need to be committed to the budgetary requirements for delivering a successful Travel Plan including financial resources to ensure the TP is put in place prior to occupation of the property and its subsequent day-to-day management.

- 5.11 The costs of implementing the travel plan will be minimal. The cost will exclude the cost of employing the Travel Plan Coordinator as this will be a member of staff already employed by the site owner.
- 5.12 The costs will include implementing the measures set out in Section 8 and may include printing and material costs for example purchasing the travel plan notice board. There may be other costs for purchasing other items such as umbrellas, cycle repair kit, maps, etc.
- 5.13 Unless there is 'in-house' expertise, there may be additional expenditure for a website developer to create a Travel Plan section on company websites.
- 5.14 The choice may also be taken to employ the services of a Traffic & Transportation consultant to carry out the annual monitoring instead of in-house which would incur additional costs.
- 5.15 It is estimated, depending on the level of in-house involvement, the finance plan should allow approximately £250 to £500 annually to cover running costs of the Travel Plan, from the time of first occupation to a point five years after completion of the development.

5.16 Communications Strategy

The 'audience' of this document are all members of staff and visitors to the development site. It is important to have a strategy for communicating the travel plan to all site users. Marketing the travel plan will be carried out from the first occupation of the building.

- 5.17 There will also be a 'feedback' mechanism in place to ensure any issues with the implementation of the Travel Plan can be clearly identified by the TPC and corrective action taken if required. Staff will be able to make direct contact with the Travel Plan Co-ordinator via email or telephone at any time or in person by prior arrangement.
- 5.18 The hallmarks of successfully marketing a travel plan are lively presentation, persistence and a use of a variety of marketing tools and techniques. These include branding the travel plan and building brand recognition, promotional events, incentives, special offers and prizes. Maximum visibility can be achieved through electronic media, leaflets, posters, displays, give-away freebies or messages on pay slips. Social media can play an important role in promoting the Travel Plan, for example a Facebook page can be created for sharing transport information for staff, and visitors to ask questions. To allow this information to be accessible

to all site users, the information disseminated to all members of staff and visitors should be inclusive, which will be discussed late in this Section (5).

5.19 Generally making the audience aware of the facts and figures can have an influence on their enthusiasm to adopt a more sustainable approach to their travel habits. There are plenty of strong facts and figures readily available to support your case, for example:

- Walking can improve mental sharpness and mood through the release of endorphins
- Cycling is linked with a 45% lower risk of developing cancer.
- Half an hour of daily exercise, such as a walk or cycle ride to work, can halve your risk of heart disease
- One-quarter of all car journeys are less than 2 miles and over half are less than 5 miles

5.20 As a minimum, the communications strategy will include the following:

5.21 Travel Plan Notice Board

A notice board dedicated to sustainable travel information will be placed in a prominent location within the buildings' communal atriums, so it is visible to site all users, including able and disabled persons. The information on the notice board should be available in a format available for persons with visual and mobility impairments; for example, information on the notice board should account for people with colour blindness and wheelchair users, a booklet/handout should be available in all formats. Therefore, the notice board will be available in all formats, which is inclusive of site users with visual and mobility impairments. The notice boards will include up to date bus timetables, cycle & walking maps, future events and up to date traffic information, which will be used to communicate the message of promoting increased use of alternative modes of transport instead of the motorcar. Further information regarding the implementation of Travel Plan notice boards is discussed in section 8.

5.22 Travel Information

Travel information to be disseminated to all staff and visitors via the travel information board, websites/social media or if possible travel packs, which should be available in as many readable formats as possible for people with visual and mobility impairments i:e Colour Blind scheme. As per section 8, these information points should include:

- 1) Site specific travel and transport information, such as included within the following links:
 - Walking information
 - [Hinckley & Bosworth - Walking](#)
 - [Hinckley & Bosworth - More about walking](#)
 - Walking for fitness or pleasure
 - Let's Walk: regular walking opportunities in Hinckley and Bosworth
 - Walking maps for the Hinckley Area
 - [Leicestershire County Council - Walking for Health \(Hinckley and Bosworth areas\)](#)
 - <http://walkit.com/>
 - Cycling information
 - [Hinckley & Bosworth - Cycling in and around Hinckley](#)
 - [Hinckley & Bosworth - More about cycling](#)
 - Cycling for fitness, pleasure or transport
 - Cycle parking in Hinckley town centre
 - Cycling clubs in the borough
 - Hinckley Women's Breeze Cycling
 - <https://www.sustrans.org.uk/national-cycle-network/>
 - Bus and train timetables, maps and tickets
 - [Leicestershire County Council - Older person's bus pass](#)
 - [Leicestershire County Council - Apply for a disabled person's bus pass](#)
 - [Leicestershire County Council - Buses in my local area](#)
 - [Traveline Journey Planner](#)

- 2) Subsidy of season tickets and % off discount vouchers for use on bus or rail in the council for staff.
- 3) Details of relevant pedestrian, cycle and public transport routes to/ from and within the site. As included in Appendix A and Section 6 of this report, accompanied by a map showing the internal routes of the site.
- 4) Copies of relevant bus and rail timetables, such as included in Appendix A
- 5) Details of the appointment of the Travel Plan Coordinator, including name and contact details. Details of any meetings such as Steering Group, or any Travel Plan events.
- 6) An Action Plan promoting the measures that are to be implemented for sustainable access of the site, such as included in Section 8.

5.23 Website

A good place to display information about the travel plan is on a dedicated section on a website/ social media outlet. A pdf copy of the travel plan will be placed on the website/ social media, along with other useful information including links to other relevant websites and downloadable travel information such as timetables and route maps.

5.24 Promotional Events

A good way to maintain enthusiasm for following the requirements of the travel plan is to have regular events to promote sustainable travel. This could include producing a quarterly newsletter which promotes individual measures and initiatives and makes people aware of forthcoming events such as Walk to Work Week and Bike Week. Events can be created and publicised through social media outlets to increase awareness of the event.

5.25 Public Transport Routes and Timetables

The Travel Plan Coordinator must provide information on the public transport network within proximity of the site, which includes routes and timetables. This information can be distributed via a travel pack, through the travel plan notice board and/or through a website/social media. Measures to include public transport routes, timetables and travel vouchers within the travel plan are discussed in section 8. The information provided should be accessible to all site users and should be available in as many readable formats as possible for people with visual and mobility impairments i:e Colour Blind scheme.

5.26 Walking and Cycle Routes

Walking and cycle routes should be contained within the travel plan notice board and/or a travel pack. Information regarding walking and cycle routes is discussed in section 5 and section 6. Information should be inclusive of all formats, which should be available in as many readable formats as possible for people with visual and mobility impairments i:e Colour Blind scheme.

5.27 Bikeability

All site users should be notified of Bikeability schemes to improve and incentivise the use of bicycles to travel to and from the site. Details on Bikeability schemes are discussed in section 8.

5.28 Health and Wellbeing

The benefits of sustainable active travel such as walking and cycling, should be advertised to inform and encourage all site users to active travel. Additionally, to encourage active travel, the TPC should also promote events such as Bike Week, Catch the Bus Week, Car Free Day and Liftshare Week. Details on these events are discussed in section 8. Information should be inclusive of all formats, which should be available in as many readable formats as possible for people with visual and mobility impairments i:e Colour Blind scheme.

5.29 Travel surveys/audits

Within 3 months of occupation, a travel survey and audit should be undertaken to establish the trip generation and modal split. Items to evaluate should, at a minimum, should include:

- How site users currently travel to and from the site
- Staff shift patterns
- How many people live/work in the same postcode area (to assess the potential for car sharing)
- What facilities already exist on site or will be provided as part of the new development (e.g. showers, bike racks, lockers, motorcycle parking)
- What facilities are lacking/are needed to encourage more sustainable travel

An example of a travel survey is provided within Appendix B, which can be adapted to suit the development.

6 Site Assessment

6.1 Introduction

This section includes an audit of the existing transport modes that form a part of the Travel Plan process and is directly relevant to the Targets proposed in Section 7. Given the long shelf life of a travel plan this information should be regularly updated by the TPC.

6.2 Site Location and Surrounding Area

As illustrated in Figure 1 and Appendix E, the site is well connected to the surrounding local and regional area, as Marchant Road provides direct access to the A4666 Coventry Road, which directly links to Hinckley town centre and provides excellent access to the wider Hinckley area.

6.3 Local Highway Network

6.4 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.

6.5 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.

6.6 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.

6.7 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.

6.8 Additionally, Trinity Lane West and Trinity 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.

6.9 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

6.10 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.

- 6.11 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.
- 6.12 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.
- 6.13 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.

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

Table 2: Bus services. See appendix A 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

6.15 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 2, the provision of

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

6.16 Further information on bus routes can be found by visiting Leicestershire County Council's website:

[Leicestershire County Council - Buses in my local area](#)

There is an online service available on www.nextbuses.mobi, or the Next Buses app that provides information on the next buses for specific bus stops.

6.17 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.

6.18 **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.

6.19 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.

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

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

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

6.23 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.

6.24 **Walking**

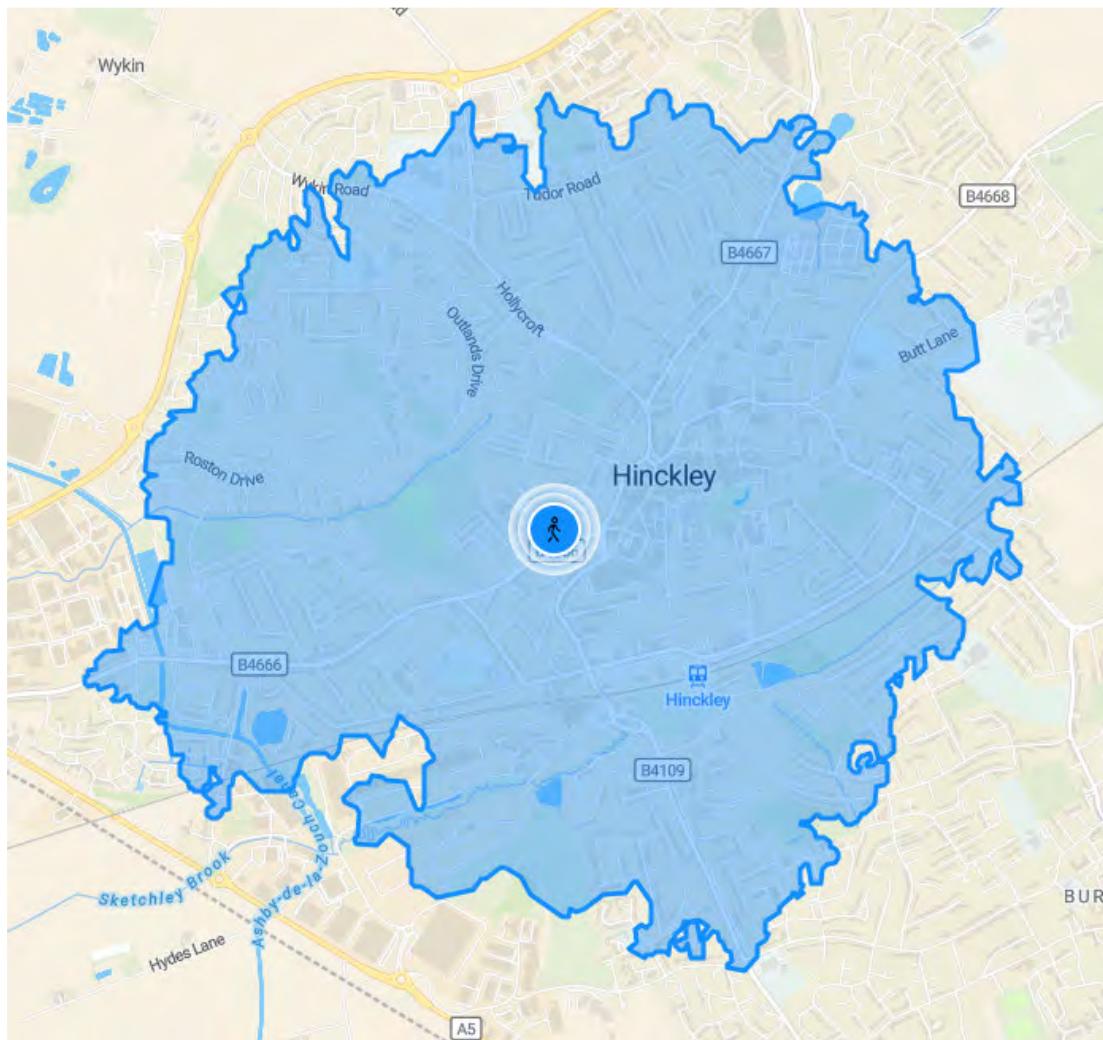
A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

6.25 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).

6.26 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.

6.27 Figure 4 shows a 2 km walking isochrone map centred on the site. Figure 4 shows Hinckley, including the train and bus station, and the neighbouring urban areas are within acceptable cycling distance.

Figure 4: 2km Walking Isochrone map, with the proposed site at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.

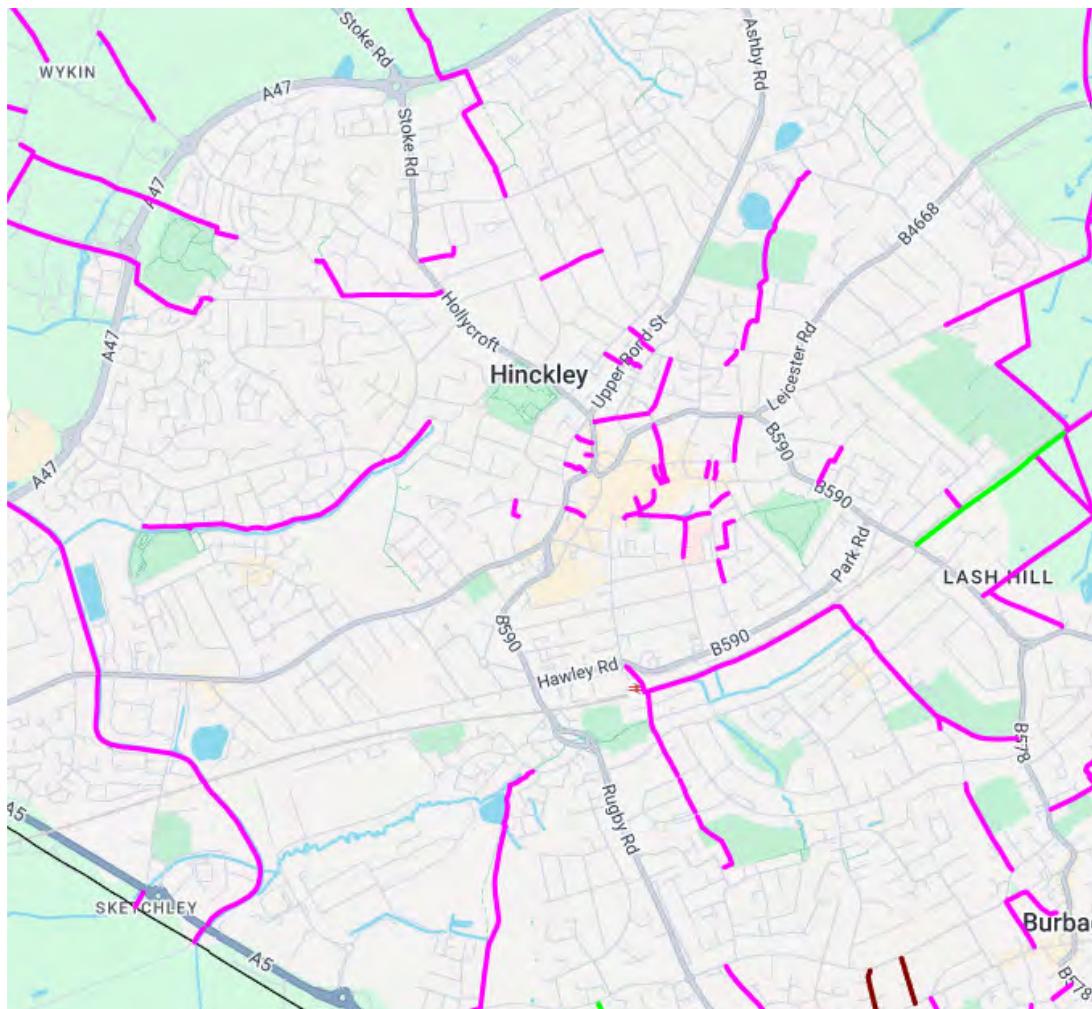


6.28 As discussed in sections 6.4 to 6.7, the local highway network within vicinity of the site contains numerous footways, streetlighting, dropped kerbs and tactile paving to facilitate the movement of pedestrians and vulnerable road users. Also, within the walking isochrone boundary, there are controlled 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.

6.29 Figure 5 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 5: Public rights of way map centred on the site. Map extracted from Leicestershire County Council, © Map data 2025 Google.



6.30 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.

6.31 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.

6.32 Walking maps/routes within Hinckley are also available online by visiting the following websites:

[Hinckley & Bosworth - Walking](#)

[Hinckley & Bosworth - More about walking](#)

[Leicestershire County Council - Walking for Health \(Hinckley and Bosworth areas\)](#)

6.33 **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.

6.34 As highlighted in sections 6.4 to 6.7, the local highway network contains cycling infrastructure, particularly on B4666 Coventry Road, to facilitate the movement of cyclists.

6.35 The location of the site provides a wide catchment area as shown in Figure 6. Hinckley, including the train and bus station, and the neighbouring urban areas are within acceptable cycling distance.

Figure 6: 5km Cycling Isochrone map, with the proposed site at the centre. Map courtesy of: © OpenStreetMap | Created with TravelTime API | Places data provided by Foursquare.



6.36 Appendix A 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.

6.37 [Sustrans](#) also provides information such as cycling for beginners, winter cycling and cycling in the dark on the Get Active webpage.

6.38 For more information, please visit the following web pages:

[Hinckley & Bosworth - Cycling in and around Hinckley](#)

[Hinckley & Bosworth - More about cycling](#)

<https://www.sustrans.org.uk/national-cycle-network/>

6.39 For those planning a bike ride, the [Cycle Streets](#) website and app provide the latest route information and are designed to encourage people to take up cycling as an alternative to using their cars.

6.40 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.

6.41 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 3 below:

Table 3: Distance to local amenities

Amenity	Location	Distance	Walking Time *
Nearest Eatery - Steamin 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)

6.42 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.

6.43 Sustainable Accessibility conclusion

The location of the site provides good accessibility by sustainable modes.

6.44 There are several bus stops within 400m / acceptable walking distance, which are serviced by numerous services. As outlined in Table 2, 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.

6.45 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.

6.46 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.

6.47 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.

6.48 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

6.49 Predicted Travel Characteristics

To calculate the likely trips generated by the existing and proposed site, the TRICS (Trip Rate Information Computer System) database was investigated to establish data available from comparable sites to understand the likely trip generation. The data obtained was deemed suitable for this assessment. See Appendix F for the TRICS data (See Transport Assessment for full breakdown of trips and multi-modal share).

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

6.51 During the weekday, the TRICS data outlines that the proposals have the potential to generate 11 vehicle trips during the typical AM peak (08:00 - 09:00) and 9 vehicle trips during the typical PM peak (17:00 - 18:00).

6.52 Based on data outlined by the operator, the likely peak movement of vehicles to and from the site is during staff arrival/departure and handover periods, as staff both arrive and depart from the site. As staff numbers can be quantified at this stage, 8 am - 8 pm for day care staff (23 members) and 8 pm - 8 am for night care staff (10 members), accounting for TRICS modal split, this equates to 12 arrival trips and 5 departure trips during 07:00 - 08:00. Considering handover times, the arrival and departure times for care staff are unlikely to occur during the typical AM and PM peak hours.

6.53 Table 4 outlines the applied TRICS vehicle data and Table 5 outlines the potential multi-modal split based on TRICS data.

Table 4: Proposed weekday vehicle trip rates and trip generation

Time Period	Trip rates, calculation factor 1 resident			Vehicle trip generation (72 residents)		
	Arrivals	Departures	Total	Total Arrivals	Total Departures	Total Trips
AM peak 08:00-09:00	0.075	0.064	0.139	6	5	11
PM peak 17:00-18:00	0.044	0.069	0.113	4	5	9
Total 07:00-21:00	0.867	0.887	1.754	63	64	127

* Note the trip generation figures have been rounded up

Table 5: Modal split of the proposed 72 bed care home

	Total vehicles	Total cycle	Total walk/pedestrian	Total public transport
TRICS trip generation	127	5	74	44
TRICS model split	51%	2%	30%	17%

6.54 Accounting for the management staff shift (5 members) 9 am - 5 pm and applying TRICS data, 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.

6.55 TRICS data for care homes highlight that the peak movement of vehicles for care homes 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.

6.56 Therefore, on first occupation of the development and within 3 months, the operator should commit to conducting travel pattern surveys to establish the realistic modal split of the development.

6.57 Predicted Travel Characteristics - Summary

In summary, 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. 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. Nonetheless, to derive the realistic multi-modal split of the proposed care home, the operator should commit to conducting travel pattern surveys on first occupation of the development and within 3 months; then on a yearly basis thereafter.

7 Setting Targets

This section identifies how Travel Plans submitted in support of applications will be formulated in terms of Targets.

- 7.1 Targets are an essential part of a Travel Plan and with monitoring, targets can be checked and adjusted as necessary. Targets are in the form of trips during the peak periods i.e. the shift arrival periods and the handover period. The setting of realistic targets may only be possible after a baseline survey has been undertaken following occupation of the development. As the existing site is vacant, there are no existing staff or visitors to include in a baseline survey, therefore a travel survey will take place within the first 3 months of occupation.
- 7.2 Targets should be measurable, achievable, realistic and time-related and should relate to the particular circumstances of the site. Targets can be 'aim' type (e.g. increase percentage using non-car modes) and/or 'action' type targets (e.g. appoint a Travel Plan Co-ordinator, interest free loans for public transport).
- 7.3 The targets have been set for visitors and staff to the site, and specifically relate to the objectives set out in Section 3.
- 7.4 Primary target;

The primary target of this Travel Plan is to reduce single occupancy car trips.

- 7.5 For this target to be achieved, it is imperative that a number of secondary targets are delivered:

Secondary Targets include;

- Appoint a Travel Plan Coordinator
- Travel Pattern Surveys undertaken within 3 months of occupation and annually thereafter
- Monitor cycle and car parking occupancy
- Numbers using public transport, walking and cycling
- Ensure that all staff and visitors are aware of the Travel Plan and its coordination, sustainable transport information, and are informed of the health, economic and environmental benefits of travel by non-car modes.

- 7.6 The targets of the Travel Plan are relevant to the baseline data and the specific issues and barriers to using sustainable travel to and from the site and follow the requirements of "SMART" i.e.:

- Specific - objectives specify what to achieve
- Measurable - we are able to measure if the objectives are met or not
- Achievable - the objectives set are achievable and attainable
- Realistic - the objectives can be realistically achieved with the resources we have
- Time - we have the time to achieve the set objectives

Table 6 - Smart targets

Target	Specific	Measurable	Achievable	Realistic	Time
A TPC is appointed	The TPC will be appointed prior to occupation of the development	Yes	Yes	Yes	Prior to occupation
Monitor cycle parking occupancy	If the cycle parking demand within the garage consistently exceeds 90%, measures should be considered to increase the capacity.	Monitoring will be carried out by the TPC	To be actioned by the TPC. If there is no exceedance, no action need be taken.	Yes, if provision needs to be increased then the TPC will discuss increasing provision with the developer	Ongoing - annual monitoring
Monitor the Car Park Demand and Capacity	If the curtilage and garage is consistently full, or there is evidence of overspill parking, or irresponsible drop-offs, then measures will need to be considered to either manage the parking or increase the provision.	Monitoring will be carried out by the TPC	To be actioned by the TPC, if there is an issue with overspill, the site owner may need to be consulted.	Yes, if exceedance occurs, the owner may need to increase parking provision with guidance from the TPC, or invest more money into sustainable measures (Section 8)	Ongoing - annual monitoring.
Numbers using public transport, walking and cycling	TPC to undertake travel pattern surveys of staff and visitors	Yes, within the travel pattern surveys.	TPC to action. All staff to be asked to complete the surveys to maximise data collection.	Yes	Within 3 months, then yearly (refer to section 9)
Full travel plan awareness to all staff, including transport information and benefit	The Travel Plan will be available to all staff/ visitors via social media platforms/ website, or a hard copy by request.	Yes, to be verified by the TPC, and reflected in the number of surveys that are completed.	TPC to ensure awareness via social media, displays within the entrance etc.	Yes	Ongoing.

7.7 Targets

In order to determine the overall effectiveness of the Travel Plan, information on modal share is also required.

- 7.8 At this stage, the actual breakdown of the modes of travel to the site are unknown until the initial Travel Pattern Survey has been undertaken. Data provided by the operator and the TRICS database was interrogated to provide an indication of what the modal trip generation is likely to be (See Transport Assessment for full breakdown of trips and multi-modal share). A realistic look at the first monitoring report and modal share will be viewed after 3-6 months occupancy of the building following completion of the first Travel Pattern Surveys.
- 7.9 The precise modal split targets for the development will be determined through the results of the travel pattern surveys which will continue to be undertaken by the TPC on an annual basis. These surveys can only be undertaken once the development is fully operational and will allow the measures and incentives to be re-assessed and specifically targeted to provide a more efficient and relevant TP. An example of a travel survey is provided in Appendix B.
- 7.10 A Travel Plan containing only marketing and promotion is unlikely to achieve any modal shift, however if discounts on public transport are offered, then a 10% reduction is possible. DfT guidance notes that ‘targets take around 3-5 years to achieve’ and that ‘only in very exceptional cases will the reduction be greater than this’.
- 7.11 The Table 7 presents the estimated baseline multi-modal share of the proposed development. The targets for years 3-5 will need to be adjusted based upon the results of the initial surveys but have been initially proposed.

Table 7: Baseline multi-modal split target

Mode of travel	Target (%)		
	TRICS Baseline	Year 3	Year 5
Car	51%	46%	41%
Car Share*	0%	1%	2%
Cycling	2%	3%	4%
Walking	30%	31.5%	33%
Public Transport	17%	18.5%	20%

* TRICS does not contain car share trip rates as a category. Car share is targeted towards staff only.

7.15 Table 7 provides in the form of modal-split percentages. Car usage is proposed to reduce by 10% within 5 years with more encouragement for staff and visitors to walk, cycle and use public transport to access the site. Car share is also targeted for increase in relation to staff trips, if the travel surveys outline an opportunity to do so.

7.16 Given the walking and cycling catchment areas, as established in figures 4 and 6, with bus service providing a cumulative frequent service within acceptable walking distance, excellent provision of walking infrastructure/routes and designated cycling routes, it is likely a shift towards sustainable modes of transport is achievable.

7.17 Therefore, on first occupation of the development and within 3 months, the operator should commit to conducting travel pattern surveys to establish the realistic modal split of the development.

7.18 The targets consider the locality of the site, being within Hinckley and the wider urban area, which provides the site sufficient walking, cycling and public transport catchment areas and provision.

7.19 The main emphasis is on reducing vehicular trips. Whilst these targets aim to encourage a balanced approach to sustainable transport, each sustainable mode has merits in their own right and are essentially equally encouraged. For example, public transport is a more feasible option than walking for longer trips. Vehicular trips can also be reduced by promoting use of car sharing among staff.

7.20 Once the baseline modal split has been established via the initial Travel Pattern Survey, the next step is to establish how the TP could further promote sustainable travel such as walking, cycling and public transport. DfT best practice and TfL guidance suggests that a strong relationship exists between the potential for changes to the modal split and the measures and incentives proposed in the TP and therefore appropriate and realistic targets are essential to the success of the Travel Plan.

8 Measures

It is important that the measures to meet the stated objectives and targets are set out as fully as possible, because these will determine the potential of the plan to bring about a modal shift. Assessment of the success of the Travel Plan will be based upon its potential to lessen the transport implications of the site and bring about a change in modal share.

8.1 Research suggests that the most successful Travel Plans incorporate a comprehensive range of measures, both 'carrots' and 'sticks' with incentives introduced first.

8.2 The specific measures to be adopted to support and achieve the Targets previously outlined are given in this section.

The following measures have been included based on best practice, experience and where appropriate, as per local policies Core Strategy DPD (Hinckley & Bosworth Borough Council, 2009), Site Allocations and Development Management Policies DPD (Hinckley & Bosworth Borough Council, 2016) and as recommended in 'Travel Plans, Transport Assessments and Statements' Ministry of Housing, Communities & Local Government (MHCLG, 2014).

8.3 Measures to encourage a shift from single occupancy car use, in favour of walking, cycling and car sharing will be implemented. The timeframe and responsibility for each measure is also provided as follows:

TPC = Travel Plan Co-ordinator

D = Developer

8.4 Measures to Promote Walking

In order to encourage pedestrian travel to and from the development, the following measures and incentives will be implemented:

Table 8: Walking

Measures to Encourage Walking		Time Frame	Responsibility
1	Provision of appropriate, well lit, safe walkways and footpaths on approach to the development and ensure there are adequate pedestrian access points, within the scope of the application site.	Prior to occupation	D
2	Ensure provision of suitable lighting, landscaping and shelter within the layout of the site.	Prior to occupation	D
3	<p>Promotional events and literature to emphasise health benefits. Information can be found online including:</p> <ol style="list-style-type: none"> 1. walkit.com is a facility to plan walking in urban environments 2. The local authority provides information on walking routes/events and the importance of walking (See section 5) 3. Walk More ... Feel the Difference promotes the health benefits of walking, and helps people get started with walking 4. National Walking Month is an annual event to promote walking and increase health benefits <p>The Local/Highway Authority often have available literature that can be provided to local people and businesses, the TPC will liaise with the Local Authority (LA) to ensure the most up to date information and details of events are provided</p>	Continuously	TPC
4	<p>Travel information to be displayed on the Travel Information Board at key locations within the development and accessible for all users (See section 5).</p> <p>Details of pedestrian routes and good quality footways to and from key destinations. The map will also show the distances and journey times to these key destinations. Such as food shops, transport interchanges such as bus stops and train stations.</p>	Within first 2 months of occupation and Continuously thereafter	TPC
5	The measures will be marketed through the use of posters, notice board/public transport information systems and online. These forms of media should also be accessible and inclusive for disabled persons. (See section 5)	Immediately / continuously	TPC

6	Notify all site users of the ongoing walking routes around the council on foot. More information on these routes can be accessed via the Council's webpages (See section 5). Walking conditions on the local highway network for pedestrians and vulnerable roads users are highlighted within Section 6.	Within first 2 months of occupation and Continuously thereafter	TPC
7	Provision of "free to borrow" umbrellas in the reception area for members of staff who require them if caught out by inclement weather conditions.	Immediately / continuously	TPC
8	Provision of high-visibility reflective and personal alarms clothing for any members of staff who require them.	Immediately / continuously	TPC
9	Provide guaranteed ride home i.e. taxi or car lift for staff who walk and who may require urgent transport in case of an emergency.	Immediately / continuously	TPC
10	Implement a walking buddy scheme for staff to encourage active participation and positive encouragement for walking to the development.	Immediately / continuously	TPC

8.5 Measures to Promote Cycling

In order to encourage cycle travel to and from the building by staff and visitors, the following measures and incentives will be implemented:

Table 9: Cycling

Measures to Encourage Cycling		Time Frame	Responsibility
1	Ensure provision of suitably lit, safe cycle routes, adequate signage and convenient crossing points to and from the site, within the scope of the application site.	Prior to occupation	D
2	Provision of appropriate, well lit, safe cycle routes on approach to the development. Ensure there are adequate cyclist access points, crossings and sufficient signposting, within the scope of the application site.	Prior to occupation	D
3	<p>Promotional events and literature to emphasise health benefits and tax initiatives such as Cycle2Work. Information can be found online including:</p> <ol style="list-style-type: none"> 1. Cycle Streets is a journey planning facility 2. Cycle Scheme is a cycle to work scheme that employers should consider signing up to 3. Bike Week is an annual event to encourage more people to cycle 4. Sustrans provides maps and guidance to encourage cycling 5. The local authority provides information on cycling routes and events (See section 5) <p>The Local/Highway Authority often add to the available literature that can be provided to local people and businesses, the TPC will liaise with the LA to ensure the most up to date information and details of events are provided.</p>	Immediately / continuously	TPC
4	The provision of a cycle route map, to be displayed on the Travel Information Board. This will detail all the “on and off-road” cycle routes, the location of any secure cycle parking areas and the distances and journey times to key destinations such as local shops and transport interchanges.	Immediately / continuously	TPC
5	Detailed cycling information including issues on safety, security and promotions such as National Cycling Week would be provided on the Travel Information Board.	Continuously	TPC

6	Posters highlighting benefits of cycling displayed on the Travel Information Board to encourage more to cycle. Further promotion can be found through the website www.sustrans.org.uk and will be advertised on the Travel Information Board and promoted on posters.	Continuously	TPC
7	The measures will be marketed through the use of posters, leaflets, notice boards and online.	Immediately / continuously	TPC
8	Provide incentives for people to cycle, for example, free cycle clips, helmets and discounts at local cycling shops, vouchers to purchase bikes, or other cycle equipment.	Continuously	TPC
9	Form a bicycle users group (BUG) and offer cycle training or a bike buddy scheme for those not confident about cycling.	Within 6 months of occupation and continuously thereafter	TPC
10	Information on the key cycle network routes including routes to and from the nearest access point. Highlighting the accessibility of these routes could encourage the staff and visitors to cycle more often.	Within first 2 months of occupation and Continuously thereafter	TPC
11	Ensure provision of secure and covered cycle parking, in accordance with the relevant standards.	Prior to occupation	D
12	Ensure the provision of changing rooms, shower facilities and locker facilities.	Prior to occupation	D

8.6 Measures to Promote Public Transport Use

In order to encourage public transport based travel to and from the building, the following measures and incentives will be implemented:

Table 10: Public Transport

Measures to Promote Public Transport Use		Time Frame	Responsibility
1	<p>Provide public transport routes, bus stop locations and timetable information. This will be advertised and provided to all site users displayed on the travel plan notice board/public transport information system. This information should be accessible for all site users (See section 5 and 6).</p> <p>In addition, live travel information will be publicised such as on the notice board/public transport information systems strategically located in a prominent location.</p>	Immediately / continuously	TPC
2	Ensure all site users are aware of public transport routes to and from the premises. The information will also be made available to download online.	Within first 2 months of occupation and Continuously	TPC
3	Ensure that local bus shelters are adequately lit and in satisfactory condition, within the scope of the application site.	Immediately / continuously	TPC
4	Ensure that all members of staff who are eligible for a bus pass have support to apply for one.	Within 3 months occupation	TPC
5	Raise awareness of the Council's Motability Scheme which enables disabled people to own a car, powered wheelchair or scooter, in order to enable people to travel short journeys on a mobility scooter instead of for example being dropped off by car.	Within 3 months occupation	TPC
6	Offer members of staff who travel to work via public transport the chance to adjust their start and finish times to suit public transport timetables where possible.	Immediately / continuously	D
7	<p>The measures will be marketed through the use of posters, leaflets, notice board/public transport information systems, presentations, events and online.</p> <p>This information should be accessible for all site users. See section 5.</p>	Immediately / continuously	TPC
8	<p>Promotional events and literature to emphasise health and economic benefits. Information can be found online including:</p> <p>https://bususers.org/catchthebusmonth/</p>	Immediately / continuously	TPC

	The local Authority often add to the available literature that can be provided to local people and businesses, the TPC will liaise with the LA to ensure the most up to date information and details of events are provided.		
9	Consider providing a staff season ticket or staff discount for public transport.	Immediately / continuously	TPC

8.7 Measures for Sustainable Car Use

The benefit of sharing a lift between friends that are already known to each other is recognised as a valuable method of reducing the number of cars driving to the development. A reduction in single occupancy car travel amongst staff and visitors will be encouraged by supporting the sharing of lifts. In order to encourage staff and visitors to share lifts the following measures and incentives will be implemented:

Table 11: Car use

Measures to Reduce Car Use		Time Frame	Responsibility
1	Raise awareness of the cost savings that could be made by finding alternatives to the motor car.	Immediately / continuously	TPC
2	Set up and market a “car-share matching service” for travel to work and/or promote car sharing services.	Within 6 months of occupation	TPC
3	Car share meet for staff to meet each other and discuss car share opportunities.	Continuously	TPC
4	Consider implementing restrictions to car parking.	Within 6 months of occupation	TPC
5	Following measure 5 and given the number of spaces, it could be necessary to restrict car parking to staff, with visitors using the local public car parks to access the site if required; Implement a car park management plan to manage and monitor the capacity/occupancy of the car park If at capacity, implement mitigation measures to reduce indiscriminate off-street parking i.e install signage to direct visitors to public car parks, make visitors aware of parking arrangements etc	Immediately / continuously	TPC
6	Ensure the provision of changing rooms, shower facilities and locker facilities.	Prior to occupation	D

8.8 Other Supporting Measures

The following measures will be considered to further encourage sustainable travel options amongst site users:

Table 12: Supporting measures

Supporting Measures		Time Frame	Responsibility
1	If applicable, provision of travel packs to new staff members. Information on sustainable travel including cycling, walking and public transport services and routes and useful contact numbers.	Immediately / continuously	TPC
2	Offer personalised journey planning facility for members of staff via the websites https://www.traveline.info/	Continuously	TPC
3	Ensure completion of annual travel surveys to monitor the travel access of the site.	Annually from the date of occupation	TPC
4	Information for those with mobility impairments to be displayed in a prominent location and further detail available upon request	Immediately	TPC
5	Consider the locality of potential staff during the hiring process, to reduce the number of vehicle trips to and from the site. (Please note that this may not always be feasible and should be a consideration factor only i:e kitchen staff is more specialised and may require locality to be a secondary factor)	Immediately / continuously	TPC

8.9 Fleet Management

Effective fleet management can reduce the frequency of vehicles travelling to and from the site, with effective management, routing and safety awareness, impacts from the movement of vehicles to and from the site can be reduced.

8.10 Given the nature of the development, measures for effective fleet management are limited in scope. However, several measures are provided to reduce overall mile and fuel usage.

Table 13: Fleet Management

Fleet Management Measures		Time Frame	Responsibility
1	Reduce vehicle trips associated with deliveries to and from the site. Measures to reduce delivery trips could include placing larger orders to reduce frequency and sourcing local suppliers.	Within 3 months occupation	TPC
2	Review the mileage rates of staff, encourage route planning for the most efficient route taken by staff.	Within 3 months occupation	TPC

8.11 Measures to Market and Publicise the Travel Plan

Marketing and Awareness raising strategies will form a key element of the Travel Plan so that all users of the site are made aware of its objectives and are informed of the measures that are being established to help them make informed decisions of their travel mode choice.

8.12 The following measures will be considered to further encourage sustainable travel options amongst site users:

Table 14: Travel Plan promotion

Marketing Measures		Time Frame	Responsibility
1	Ensure that site-wide notice boards, which contain walking, cycling and public transport maps and information, are put up with updates regularly posted online.	Immediately / continuously	TPC
2	Introduce a Travel Plan section online	Immediately / continuously	TPC
3	Provide travel information packs to all new staff on first occupation to ensure site wide recognition and co-operation of the travel plan	Continuously	TPC
4	Regular meetings for communication with staff	Continuously	TPC
5	Co-operate in national promotional events such as Walking Weeks and Bike Week.	Continuously	TPC
6	Personalised Travel Planning for members of staff	Continuously	TPC

9 Monitoring and Evaluation

It is important that the Targets set within the travel plan are actually met. As such, this section sets out the monitoring and evaluative procedures that will be employed.

9.1 The Travel Plan Monitoring Period is 5 years from the opening day of the development. The initial baseline survey of staff and visitors will be undertaken within 3 months of occupation and will take place annually for 5 years thereafter. Following the first 5 years the Travel Plan obligation will be reviewed by the Local/Highways Authority.

9.2 Monitoring the Travel Plan

The TPC will provide a Monitoring Report that will be written on an annual basis and issued to the Local/Highways Authority. The date of each report will be the yearly anniversary of first occupation of the development. The template for the report is included in Appendix C.

9.3 Target Monitoring

The primary target will be monitored in the form of modal trip generations, as stated in Section 7 given in line with the baseline data.

9.4 Measures implemented as part of the Travel Plan will be subject to ongoing monitoring as part of the Travel Plan process. The Travel Plan Co-ordinator will keep a record of and will monitor specific areas relating to:

- Usage of the on-site parking/ car parking demand
- Cycle parking usage
- The number of people cycling
- The number of people walking
- Take-up of public transport usage
- The number of people taking up cycle loans or Bicycle User Group (BUG) membership
- Numbers of car sharers
- Identification of potential new measures to include within the Travel Plan

9.5 Reporting

The results of the surveys undertaken will be periodically disseminated to all staff and visitors to the site. The TPC will be committed to producing an annual monitoring report for the Local/Highways Authority in order to assist in monitoring compliance. The monitoring report will also include any relevant information on changes of personnel, partnerships with other organisations and provide brief details of plans for the forthcoming year.

9.6 The results of the annual Travel Pattern Surveys will also be included in the Monitoring Report submitted to the Local/Highways Authority.

9.7 **Reviewing the Travel Plan Document**

The Travel Plan itself will be a "living document" and as such, the organisation is committed to giving an annual review and evaluation to the local authority. Travel pattern surveys will be carried out to allow the review of targets and the necessary adjustments.

9.8 Although monitoring is only required for this period, the Travel Plan should continue to operate beyond this period. Monitoring will ideally continue on a voluntary basis every two years thereafter.

10 Remedial Actions/Fall-back Measures

It is important that the Targets set are being met and as such, this section sets out the remedial/fallback measures that may be required if the development is not approaching the agreed Targets. The following remedial measures will be put into place will the Targets fail to be met.

10.1 Monitoring

If the travel plan is not meeting its targets after the agreed timeframe for monitoring, the monitoring period (including associated reporting) will continue for a further 5 years. The Local Authority expect steps to be taken to improve the Travel Plan measures to achieve targets.

10.2 Measures

The Travel Plan will include consideration of:

- Further funding allocated in order to provide support to the Travel Plan Co-ordinator
- Additional infrastructural (i.e. parking provision/management) actions that are inclined towards the promotion of sustainable travel
- Additional promotional (i.e. free public transport tickets, participation in national events) actions that are inclined towards the promotion of sustainable travel

This Report has been prepared by:

Encon Associates Limited

10 Chapel Lane

Arnold

Nottingham

NG5 7DR

Tel: 0115 987 55 99

Email: tyler@enconassociates.com

Signed for and on behalf of Encon Associates Limited

A handwritten signature in black ink, appearing to read 'T. Shin'.

Tyler Shin BSc Hons, GradCIHT

Traffic and Transportation Division

Date: 24th March 2025

References

Department for Transport, 2020. *Cycle Infrastructure Design - Local Transport Note 1/20*, s.l.: Department for Transport.

DLUHC, 2023. *National Planning Policy Framework*. London: Department for Levelling Up, Housing & Communities.

Hinckley & Bosworth Borough Council, 2009. *Local Development Framework Core Strategy*, s.l.: Hinckley & Bosworth Borough Council.

Hinckley & Bosworth Borough Council, 2016. *Site Allocations and Development Management Policies DPD*, s.l.: Hinckley & Bosworth Borough Council.

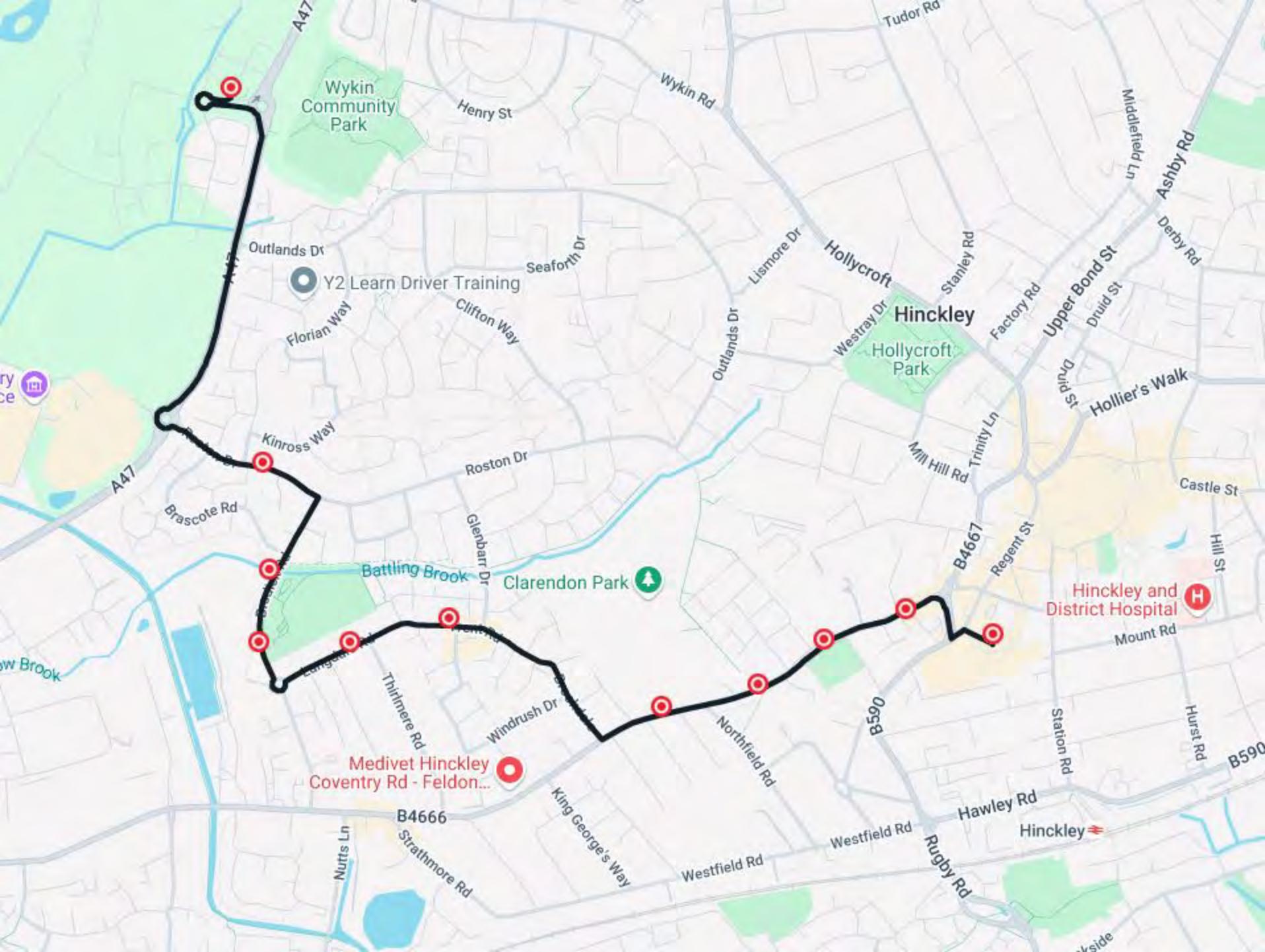
IHT, 2000a. *Planning for Public Transport in new Developments*, London: CIHT.

IHT, 2000b. *Providing for journeys on foot*, London: CIHT.

Leicestershire County Council, 2024. *Leicestershire Highway Design Guide*, URL: <https://www.leicestershirehighwaydesignguide.uk/>. Accessed [14/03/05]: Leicestershire County Council.

MHCLG, 2014. *Travel Plans, Transport Assessments and Statements*, Accessed on: 12/04/2023. URL: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>: Ministry of Housing, Communities & Local Government.

Appendix A - Sustainable Accessibility Information



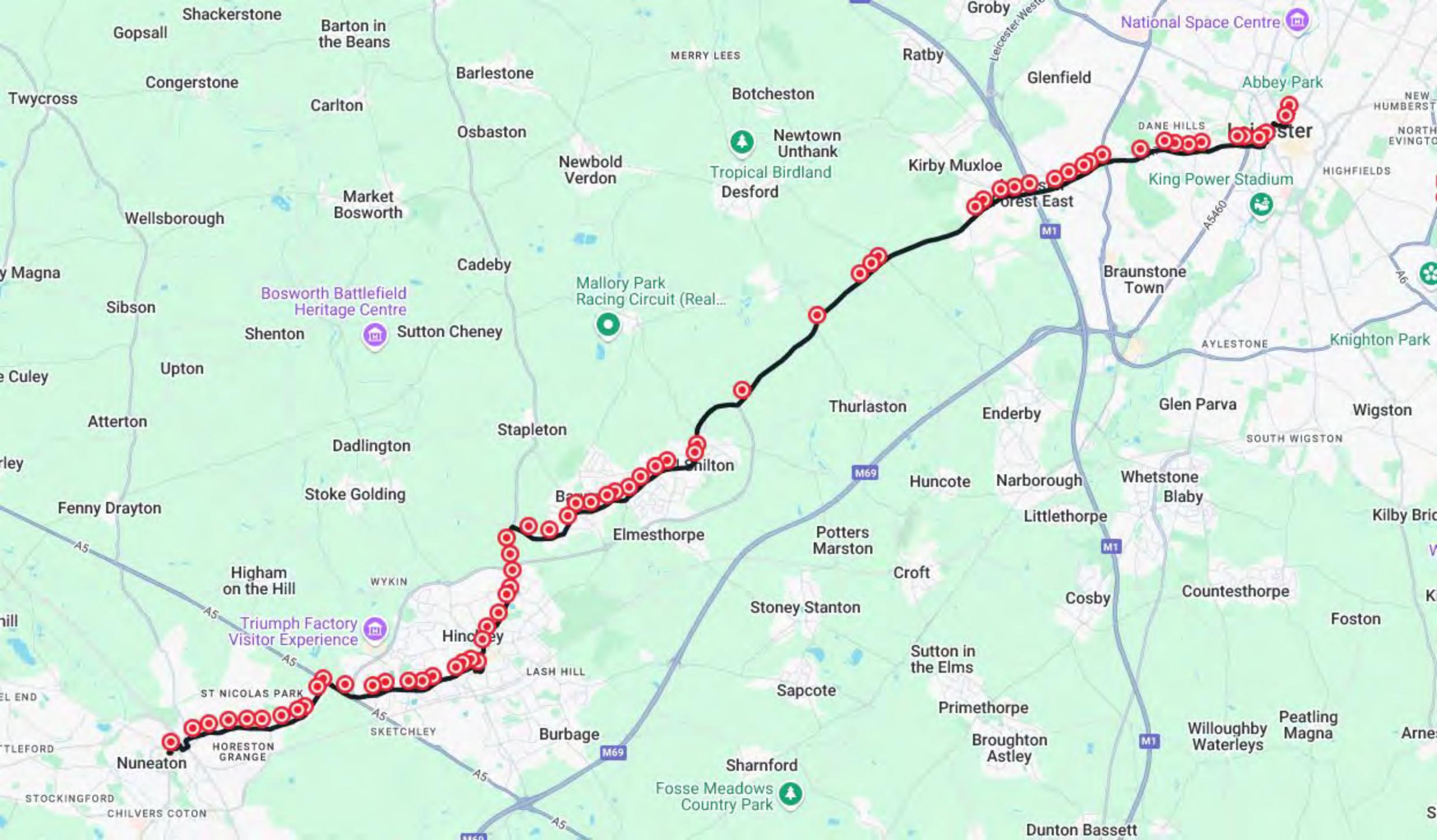
MONDAYS TO SATURDAYS (excluding Bank Holidays)

Hollycroft Grange	0645	0715	0745	0815	0845	0915	0945	1015	then at these times past the hour	45	15		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	until	1754	1824	1854
Hinckley Bus Station	0657	0727	0757	0827	0857	0927	0957	1027		57	27		1757	1827	1857

Hollycroft Grange • Hinckley

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		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	until	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	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									
Barwell The Square	0506 0536 0556								0611 0628 0640									
Hinckley Bus Station Arrive	0518 0548 0608								0623 0640 0652									
Hinckley Bus Station Depart	0521 0551 0611								0626 0643 0655									
Nuneaton NWSL College	0533 0603 0623								0638 0655 0707									
Nuneaton Bus Station Arrive	0538 0608 0628								0643 0700 0712									
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								
West End Mostyn Street	0652								0707								
Leicester Forest East Kings Drive	0702								0717								
Earl Shilton Library	0704 0716								0732								
Barwell The Square	0711 0725								0741								
Hinckley Bus Station Arrive	0723 0739								0755								
Hinckley Bus Station Depart	0729 0744								0800								
Nuneaton NWSL College	0743 0758								0814								
Nuneaton Bus Station Arrive	0751 0806								0822								
Nuneaton Bus Station Depart B2	0749	0759	0809 0819 0829 0839								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	148	158	148	148	158	148	148	148	158	148	
Leicester St Margaret's Bus Station	0835 0850								0905 0920								
West End Mostyn Street	0847 0902								0917 0932								
Leicester Forest East Kings Drive	0857 0912								0927 0942								
Earl Shilton Library	0912 0927								0942 0957								
Barwell The Square	0918 0933								0948 1003								
Hinckley Bus Station Arrive	0933 0948								1003 1018								
Hinckley Bus Station Depart	0938 0953								1008 1023								
Nuneaton NWSL College	0952 1007								1022 1037								
Nuneaton Bus Station Arrive	1000 1015								1030 1045								
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	148	158	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	148	158	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	148	158	148	148	148	158
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	



148: Leicester • Hinckley • Nuneaton • Bedworth • Coventry

158: Leicester • Hinckley • Nuneaton

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	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								0705
West End Mostyn Street								0630								0715
Leicester Forest East Kings Drive								0638								0723
Earl Shilton Library								0623								0723
Barwell The Square								0629								0744
Hinckley Bus Station Arrive								0644								0759
Hinckley Bus Station Depart								0619								0804
Nuneaton NWSL College								0632								0817
Nuneaton Bus Station Arrive								0639								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								0935 0950
West End Mostyn Street								0730								0947 1002
Leicester Forest East Kings Drive								0738								0957 1012
Earl Shilton Library								0753								1012 1027
Barwell The Square								0759								1018 1033
Hinckley Bus Station Arrive								0814								1033 1048
Hinckley Bus Station Depart								0819								1038 1053
Nuneaton NWSL College								0832								1052 1100
Nuneaton Bus Station Arrive								0839								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	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	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	148	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			15	45		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		Then at	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	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	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	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	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	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	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	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				



148: Coventry • Bedworth • Nuneaton • Hinckley • Leicester

158: Nuneaton • Hinckley • Leicester

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		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	148	148	148	148	148	148	148
Coventry Trinity Street TS3			0754		0854		0954	1024		1054	1124		1154		24	54		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	Then	x	48	Until	
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	148	148	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**



158 Leicester to Nuneaton

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

Monday to Friday - Nuneaton Bus Station

Leicester St Margaret's Bus Station	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	
	—	0520	—	0615	0640	0710	0743	0819	0850	20	50	1320	1350	1420	1450	1520	1553	1623	1658	1733	1800	1830	1855	1925			
West End Mostyn Street	—	0529	—	0625	0652	0722	0755	0831	0902	32	02	1332	1402	1432	1502	1532	1605	1636	1711	1745	1812	1842	1905	1935			
Leicester Forest East Kings Drive	—	0537	—	0635	0702	0734	0807	0842	0912	42	12	1342	1412	1442	1514	1546	1619	1650	1725	1757	1822	1852	1915	1945			
Earl Shilton Library	0500	0550	0622	0649	0716	0751	0824	0857	0927	Then	57	27	1357	1427	1459	1529	1603	1636	1707	1742	1812	1836	1906	1929	1959		
Barwell The Square	0506	0556	0628	0656	0725	0800	0833	0903	0933	at	03	33	1403	1433	1505	1535	1609	1642	1713	1748	1818	1842	1912	1935	2005		
Hinckley The Crescent Bus Station	0521	0611	0643	0714	0744	0819	0852	0923	0953	mins	23	53	1423	1453	1525	1555	1629	1702	1733	1808	1838	1852	1922	1950	2015		
Hinckley Harrowbrook Road	0527	0617	0649	0721	0751	0826	0859	0930	1000	30	00	1430	1500	1532	1602	1636	1709	1740	1815	1845	—	—	1955	—			
Nuneaton North Warwickshire College	0533	0623	0655	0728	0758	0835	0908	0937	1007	37	07	1437	1507	1540	1610	1644	1717	1748	1823	1853	—	—	2002	—			
Nuneaton Bus Station	0538	0628	0700	0736	0806	0842	0915	0945	1015	45	15	1445	1515	1548	1618	1652	1725	1755	1831	1901	—	—	2010	—			

	158	158	158
Leicester St Margaret's Bus Station	2020	2120	2250
West End Mostyn Street	2030	2130	2259
Leicester Forest East Kings Drive	2039	2139	2308
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	–

Monday to Friday - Leicester St Margaret's Bus Station

Nuneaton Bus Station	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158		
Nuneaton North Warwickshire College	—	—	—	0550	—	0645	0715	0745	0815	0850	20	50	1320	1350	1420	1450	1520	1555	1625	1700	1730	1800	1900	2000		
Hinckley Harrowbrook Road	—	—	—	0601	—	0657	0727	0757	0827	0902	24	54	1324	1354	1425	1455	1525	1600	1630	1705	1734	1804	1904	2004		
Hinckley The Crescent Bus Station	—	0514	0534	0609	0640	0708	0738	0808	0838	0913	Then	43	13	past	1343	1413	1444	1515	1545	1619	1650	1725	1753	1820	1920	2020
Barwell The Square	0440	0526	0546	0621	0652	0722	0752	0822	0852	0927	at	57	27	each	1357	1427	1459	1530	1601	1635	1705	1739	1807	1834	1933	2033
Earl Shilton Mountfield Road	0445	0532	0552	0627	0658	0729	0759	0829	0859	0934	these	04	34	hour	1404	1434	1506	1537	1608	1642	1712	1745	1813	1841	1938	2038
Leicester Forest East Kings Drive	0459	0547	0607	0642	0713	0749	0819	0849	0919	0949	mins	19	49	until	1419	1449	1523	1554	1628	1702	1729	1801	1828	1856	1952	2052
West End Mostyn Street	0507	0558	0618	0653	0725	0801	0831	0901	0931	1001	19	01	1431	1501	1536	1606	1640	1714	1741	1818	1838	1908	2002	2102		
Leicester St Margaret's Bus Station	0515	0610	0630	0705	0737	0815	0845	0913	0943	1013	43	13	1443	1513	1546	1618	1652	1726	1753	1824	1850	1920	2014	2114		

Nuneaton Bus Station	2135	2235
Nuneaton North Warwickshire College	2139	2239
Hinckley Harrowbrook Road	2145	2244
Hinckley The Crescent Bus Station	2154	2254
Barwell The Square	2206	2308
Earl Shilton Mountfield Road	2211	2310
Leicester Forest East Kings Drive	2225	–
West End Mostyn Street	2233	–
Leicester St Margaret's Bus Station	2245	–

Saturday - Nuneaton Bus Station

Leicester St Margaret's Bus Station	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	
West End Mostyn Street	—	—	0620	0650	0720	0750	0820	0850	20	50	1520	1550	1620	1650	1720	1750	1820	1855	1925	2020	2120	2250			
Leicester Forest East Kings Drive	—	—	0638	0708	0738	0808	0838	0912	32	02	1532	1602	1632	1702	1732	1802	1832	1905	1935	2030	2130	2259			
Earl Shilton Library	—	0623	0653	0723	0753	0823	0853	0927	Then	57	27	1557	1627	1657	1727	1757	1826	1856	1929	1959	2052	2152	2321		
Barwell The Square	—	0629	0659	0729	0759	0829	0859	0933	at	03	33	1603	1633	1703	1733	1803	1832	1902	1935	2005	2057	2157	2327		
Hinckley The Crescent Bus Station	0619	0649	0719	0749	0819	0849	0919	0953	mins	23	53	1623	1653	1723	1753	1823	1847	1912	1950	2015	2113	2213	2337		
Hinckley Harrowbrook Road	0624	0654	0724	0754	0824	0854	0924	1000	30	00	1630	1700	1730	1800	1830	—	—	1955	—	2119	2219	—			
Nuneaton North Warwickshire College	0632	0702	0732	0802	0832	0902	0932	1007	37	07	1637	1707	1737	1807	1837	—	—	2002	—	2124	2224	—			
Nuneaton Bus Station	0639	0709	0739	0809	0839	0909	0939	1015	45	15	1645	1715	1745	1815	1845	—	—	2010	—	2130	2230	—			

Saturday - Leicester St Margaret's Bus Station

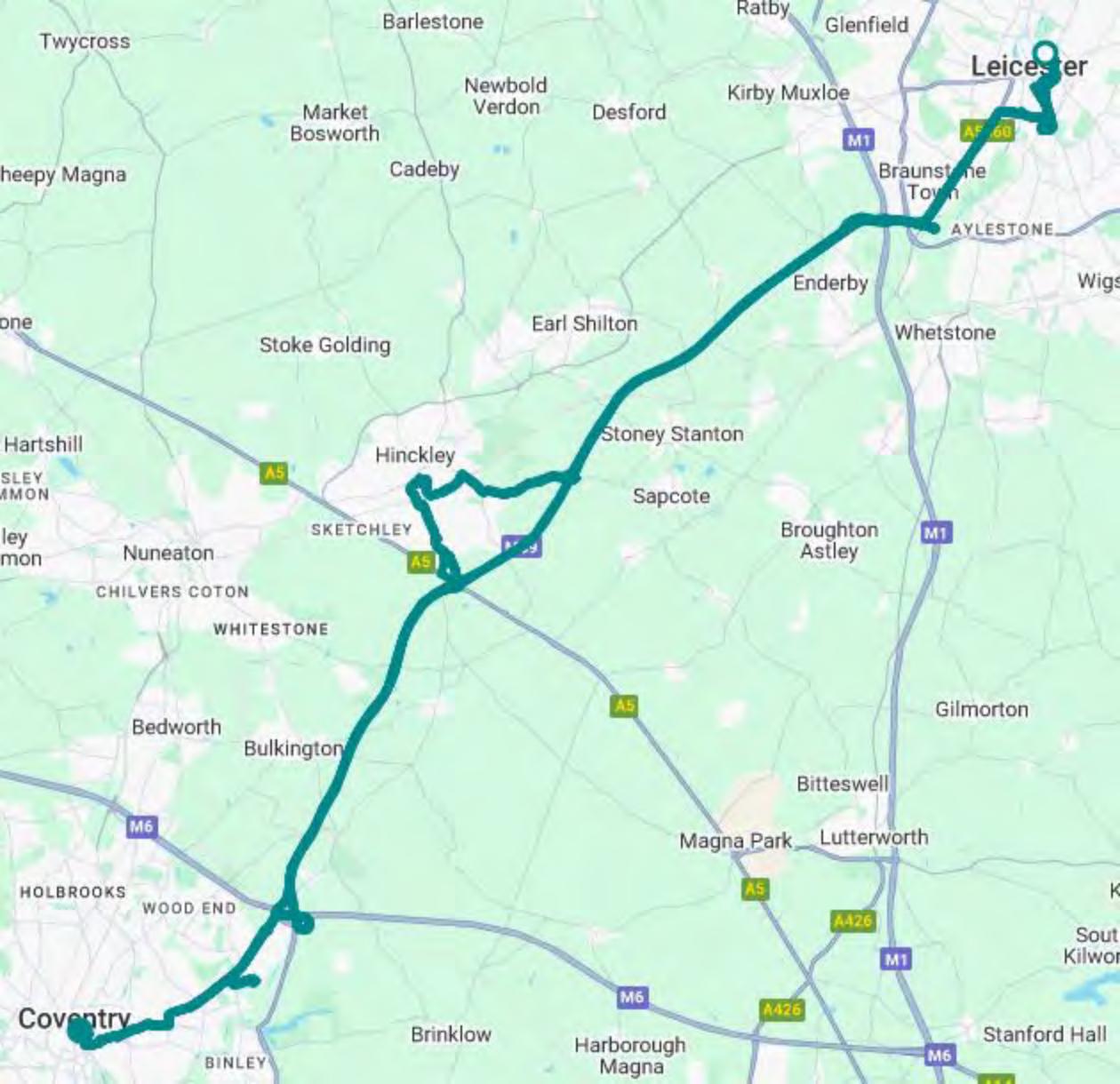
Nuneaton Bus Station	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158	158
Nuneaton North Warwickshire College	—	—	—	0650	0720	50	20	1650	1720	1800	1820	1900	2000	2135	2235	—	—
Hinckley Harrowbrook Road	—	—	—	0702	0732	54	24	1654	1724	1804	1824	1904	2004	2139	2239	—	—
Hinckley The Crescent Bus Station	0532	0617	0647	0713	0743	Then	13	43	past	1713	1743	1820	1836	1920	2020	2154	2254
Barwell The Square	0542	0627	0657	0727	0757	at	27	57	each	1727	1757	1834	—	1933	2033	2206	2308
Earl Shilton Mountfield Road	0549	0634	0704	0734	0804	these	34	04	hour	1734	1804	1841	—	1938	2038	2211	2310
Leicester Forest East Kings Drive	0604	0649	0719	0749	0819	mins	49	19	until	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	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	22	past	1722	1822	1922	2022	
Barwell The Square	0929	1029	1129	at	29	each	1729	1829	1929	2029	
Hinckley The Crescent Bus Station	0946	1046	1146	these	46	hour	1746	1843	1943	2043	
Hinckley Harrowbrook Road	0951	1051	1151	mins	51	until	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	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	35	past	1735	1835			
Barwell The Square	0850	0950	1050	at	50	each	1750	1850			
Earl Shilton Mountfield Road	0857	0957	1057	these	57	hour	1757	1857			
Leicester Forest East Kings Drive	0912	1012	1112	mins	12	until	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												
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												
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												
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	0835	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

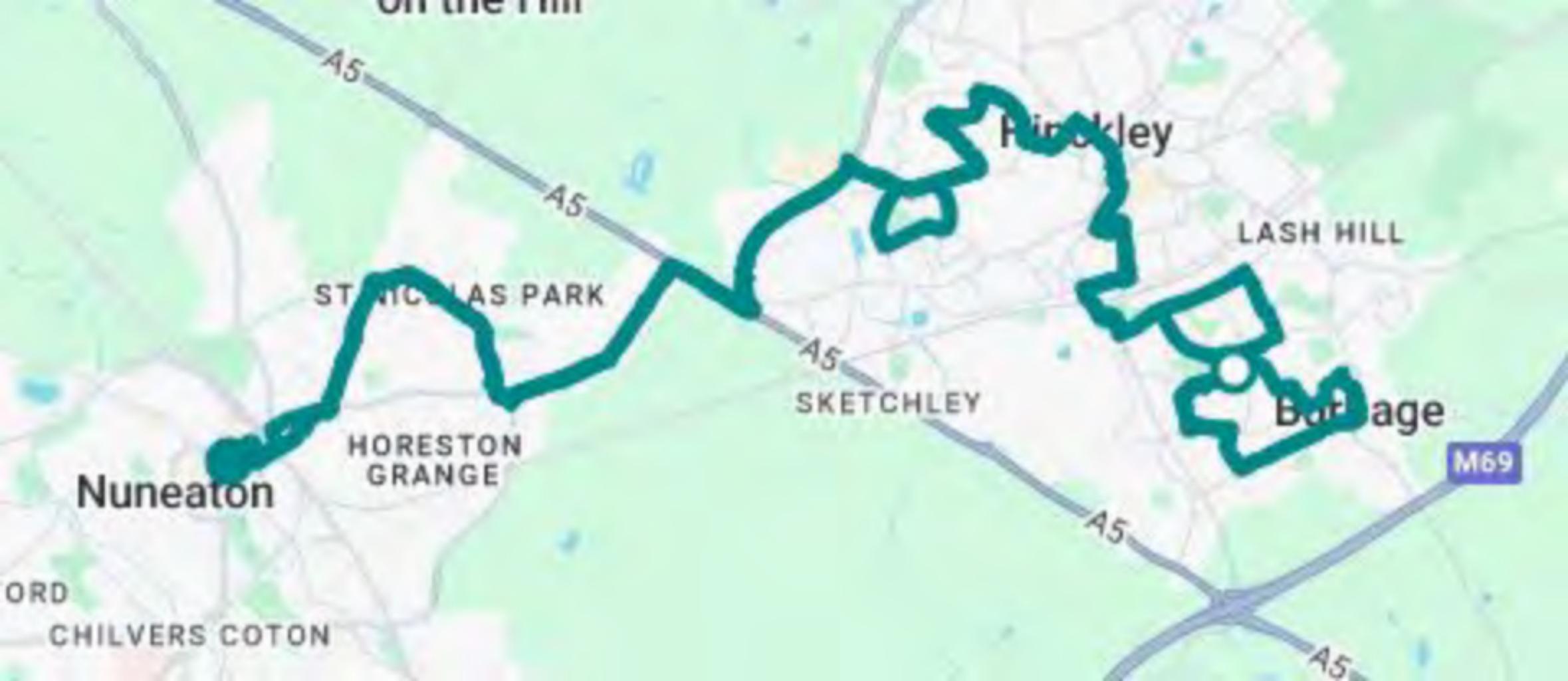
	X6	X6												
Coventry Pool Meadow Bus Station	0720	0840	0940	1020	1140	1220	1340	1420	1540	1620	1740	1820	1920	
Coventry University	0722	0842	0942	1022	1142	1222	1342	1422	1542	1622	1742	1822	1922	
Walsgrave Church	0735	0855	0955	1035	1155	1235	1355	1435	1555	1635	1755	1835	1935	
Burbage Three Pots 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						
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						
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	—



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

Monday to Friday - Burbage Co-operative Store

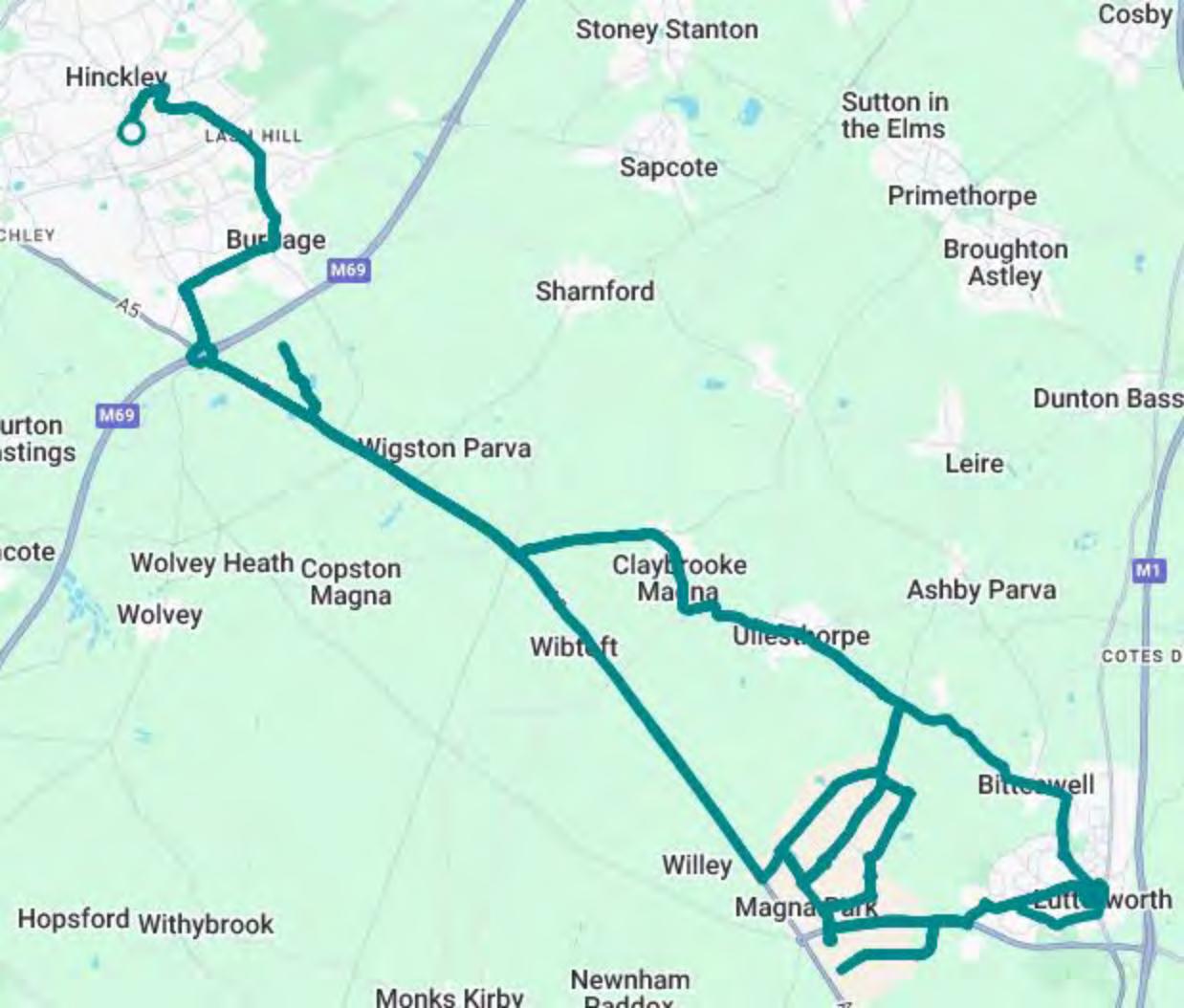
	7A	7A	7	7A	7	7A																
Nuneaton Bus Station	–	0805	0840	0905	0945	1005	1045	1105	1145	1205	1245	1305	1345	1415	1500	1525	1625	1700	1735	1835		
Nuneaton Coniston Way	–	–	0847	–	0952	–	1052	–	1152	–	1252	–	1352	–	1507	–	1632	–	1742	–		
Higham-on-the-Hill Cherry Orchard	–	0816	–	0915	–	1015	–	1115	–	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	Then	—	55	past	—	1655	—	—
Hinckley Lyneham Close	0905	0935	1005	1035	1105	at	35	05	each	1635	1705	—	—
Nuneaton Coniston Way	—	0947	—	1047	—	these	47	—	hour	1647	—	—	—
Hinckley Normandy Way	0909	—	1009	—	1109	mins	—	09	until	—	1709	—	—
Hinckley Redmoor High School	0912	—	1012	—	1112		—	12		—	1712	—	—
Stoke Golding St Martins School	0919	—	1019	—	1119		—	19		—	1719	—	—
Stoke Golding Methodist Church	0921	—	1021	—	1121		—	21		—	1721	—	—
Higham-on-the-Hill Cherry Orchard	0928	—	1028	—	1128		—	28		—	1728	—	—
Nuneaton Bus Station	0940	0955	1040	1055	1140		55	40		1655	—	—	—

Saturday - Burbage Co-operative Store

	7A	7	7A		7	7A		7A	7A	7	7A	7	7A	7	7A	7	7A
Nuneaton Bus Station	0905	0945	1005		45	05		1245	1305	1345	1405	1445	1505	1545	1605	1645	1705
Nuneaton Coniston Way	–	0952	–		52	–		1252	–	1352	–	1452	–	1552	–	1652	–
Higham-on-the-Hill Cherry Orchard	0915	–	1015		–	15		–	1315	–	1415	–	1515	–	1615	–	1715
Stoke Golding Methodist Church	0922	–	1022	Then	–	22		–	1322	–	1422	–	1522	–	1622	–	1722
Stoke Golding St Martins School	0924	–	1024	at	–	24		–	1324	–	1424	–	1524	–	1624	–	1724
Hinckley Redmoor High School	0930	–	1030	these	–	30		–	1330	–	1430	–	1530	–	1630	–	1730
Hinckley Normandy Way	0932	–	1032	mins	–	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	–



8 Hinckley to Lutterworth

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

Monday to Friday - Hinckley The Crescent Bus Station

	8	8	8	8	8	8	8	8	8	8	8 ¹	8 ²	8	8	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		
Ullesthorne South Avenue	--	--	0713	0821	0921	1021	1121	1221	1321	1421	1528	1521	1626	--	1741	--			
Claybrooke Magna Bell Street	--	--	0717	0825	0925	1025	1125	1225	1325	1425	1532	1525	1630	--	1745	--			
Magna Park Stop J	--	0606	--	--	--	--	--	--	--	--	1606	--	1721	1906	2211				
Burbage Hinckley Park	0510	0631	0728	0836	0936	1036	1136	1236	1336	1436	--	1536	1640	1730	1755	1930	2235		
Burbage Horsepool	0518	0639	0738	0845	0945	1045	1145	1245	1345	1445	1545	1545	1650	1739	1805	1938	2243		
Hinckley The Crescent Bus Station	0528	0650	0750	0855	0955	1055	1155	1255	1355	1455	1600	1555	1705	1755	1820	1950	2255		

¹ Term Time Only ² Only During School Holidays

Monday to Friday - Lutterworth George Street Car Park

	8	8	8	8 ¹	8 ²	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Hinckley The Crescent Bus Station	0500	0600	0700	0735	0800	0900	1000	1100	1200	1300	1400	1500	1615	1710	1800	2110				
Burbage Aston Lane	0508	0608	0709	0744	0810	0910	1010	1110	1210	1310	1410	1510	1625	1720	1810	2118				
Burbage Hinckley Park	0517	0617	0719	0754	--	0920	1020	1120	1220	1320	1420	1520	1635	1730	1820	2128				
Claybrooke Magna Bell Street	--	--	0726	0801	0824	0927	1027	1127	1227	1327	1427	1527	1642	--	--	--				
Ullesthorne South Avenue	--	--	0730	0806	0828	0931	1031	1131	1231	1331	1431	1531	1646	--	--	--				
Lutterworth New Street	--	--	--	0816	--	--	--	--	--	--	--	--	--	--	--	--				
Lutterworth Morrisons	--	--	--	0821	--	--	--	--	--	--	--	--	--	--	--	--				
Lutterworth Kingsway	--	--	--	0826	--	--	--	--	--	--	--	--	--	--	--	--				
Magna Park Eddie Stobart Logistics	0527	0627	0736	--	0834	0937	1037	1137	1237	1337	1437	1537	1652	--	1830	2138				
Magna Park George Building	0535	0635	0744	0837	0842	0945	1045	1145	1245	1345	1445	1545	1700	--	1838	2146				
Magna Park Vulcan Way	0528	0628	0737	0840	0835	0938	1038	1138	1238	1338	1438	1538	1653	--	1831	2139				
Magna Park Disney	0531	0631	0740	--	0838	0941	1041	1141	1241	1341	1441	1541	1656	--	1834	2142				
Magna Park Stop J	0540	0640	--	0832	0847	--	--	--	--	--	--	--	--	--	--	1843	2151			
Lutterworth George Street Car Park	0550	0650	0755	--	0855	0955	1055	1155	1255	1355	1455	1555	1710	--	1855	2200				

¹ Term Time Only ² Only During School Holidays

Saturday - Hinckley The Crescent Bus Station

	8	8	8	8	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					
Ullesthorne South Avenue	--	--	0721	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	--	--					
Claybrooke Magna Bell Street	--	--	0725	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	--	--					
Burbage Hinckley Park	0510	0636	0736	0836	0936	1036	1136	1236	1336	1436	1536	1636	1736	1836	2236					
Burbage Horsepool	0518	0644	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1844	2244					
Hinckley The Crescent Bus Station	0528	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	2255					

Saturday - Lutterworth George Street Car Park

	8	8	8	8	8	8	8	8	8	8	8	8	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 26		past 1626	1726	--										
Ullesthorne South Avenue	--	--	0730	0830		at 30		each 1630	1730	--										
Magna Park Eddie Stobart Logistics	0536	0637	0736	0836		these 36		hour 1636	1736	2136										
Magna Park Disney	0539	0640	0739	0839		mins 39		until 1639	1739	2139										
Magna Park George Building	0543	0644	0743	0843		43		1643	1743	2143										
Magna Park Stop J	0548	--	--	--		--		--	--	1748	2148									
Lutterworth George Street Car Park	0555	0655	0755	0855		55		1655	1755	2155										

Sunday - Hinckley The Crescent Bus Station

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

Sunday - Lutterworth George Street Car Park

8 8 8

Hinckley The Crescent Bus Station 0505 1305 2105

Burbage Aston Lane 0513 1313 2113

Burbage Hinckley Park 0522 1322 2122

Magna Park Eddie Stobart Logistics 0531 1331 2131

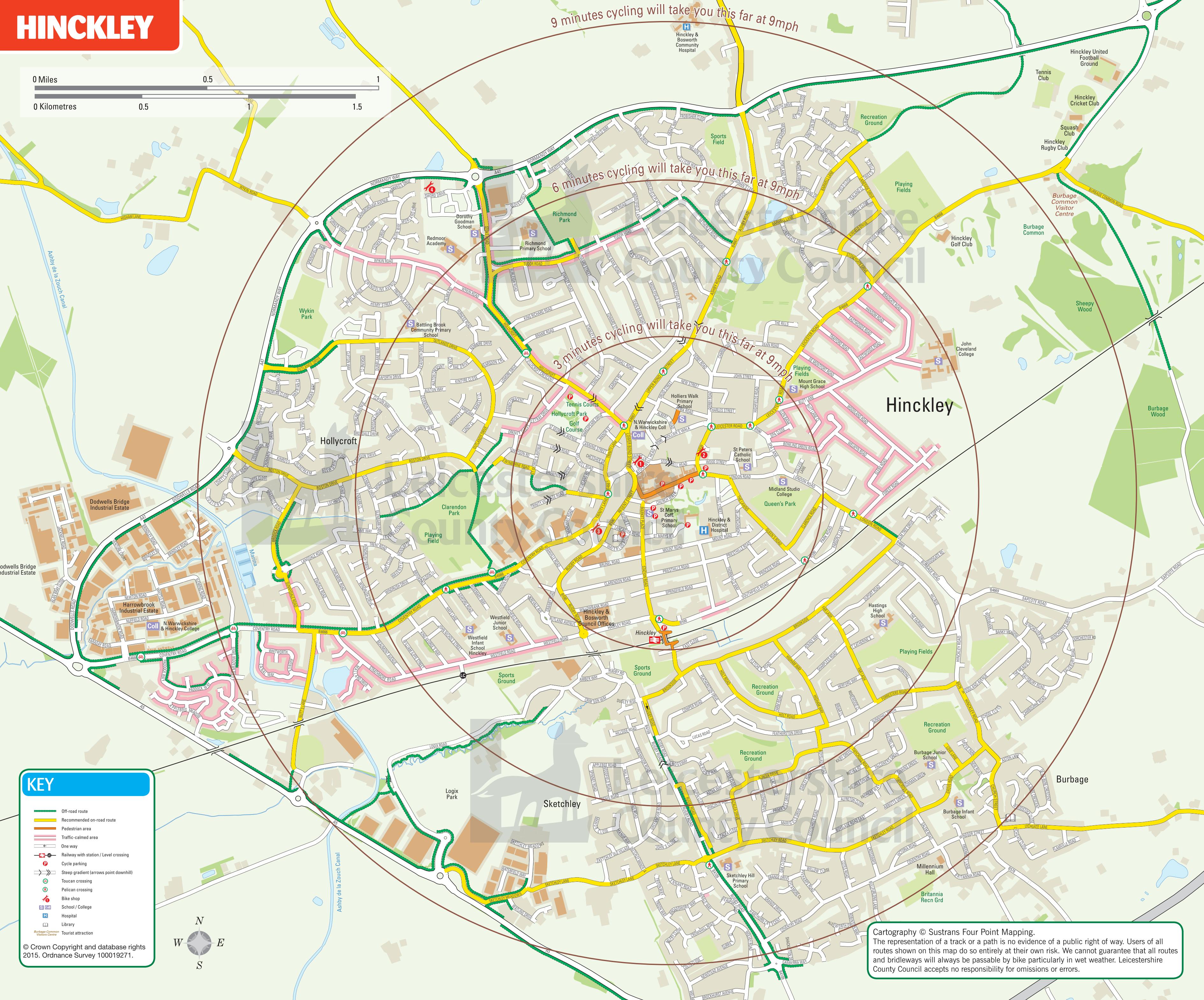
Magna Park Disney 0534 1334 2134

Magna Park George Building 0538 1338 2138

Magna Park Stop J 0543 1343 2143

Lutterworth George Street Car Park 0550 1350 2150

HINCKLEY



Appendix B - Travel Survey Template

Travel Pattern Survey

To help us understand the travel patterns of our staff, we are undertaking this short survey. This information will be used to inform the Travel Plan process for the site.

Please enter X in the appropriate shaded boxes below.

Section A - About You

What is your home postcode?

Post code

Which age bracket are you?

under 25

25-34

35-44

45-54

over 55

Section B - About Your Job

Do you work from home or company workplace?

Home

Work

Both

4 Which days do you normally work?

Home

Workplace

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

5 What time do you normally arrive at work?

07:00 - 07:30

07:31 - 08:00

08:01 - 08:30

08:31 - 09:00

09:01 - 09:30

09:31- 10:00

10:01 - 10:30

Other (please specify time)

6 What time do you normally leave work?

15:00-15:30

15:31-16:00

16:01-16:30

16:31-17:00

17:01-17:30

17:31-18:00

18:01-18:30

18:31-19:00

Other (please specify time)

7 Do you work Full Time or Part Time?

Full Time

Part Time

12 What is the main reason for using this mode of travel?

- Essential
- Dropping off passenger
- Health reasons
- Saves time
- Saves money
- Safety
- Need to for work purposes
- No alternative

13 How far do you travel to work?

- Less than 2km (1.25 miles)
- 2km - 5km (1.75 - 3 miles)
- 5km - 10km (3 - 6 miles)
- 10km - 20km (6 -12 miles)
- 20km - 30km (12-19km)
- Over 30km (19 miles) please specify

14 If you drive a car to work, where do you usually park?

- In work car park
- Free on street parking
- Paid on street parking
- Paid car park

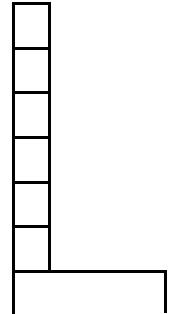
Section D - Increasing Choice

15 Which of the following would encourage you to walk to work?

- Nothing, I already walk
- Safer, better lit foot paths
- Changing facilities at work
- Walking not viable for me
- Other (please specify)

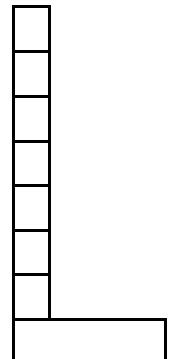
16 Which of the following would encourage you to cycle to work?

- Nothing, I already cycle
- Safer, better lit cycle paths
- Changing facilities at work
- Secure cycle parking
- Tax-free loan scheme
- Cycling not viable for me
- Other (please specify)



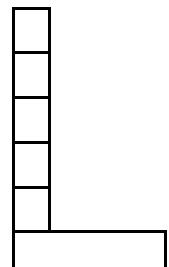
17 Which of the following would encourage you to use public transport to work?

- Nothing, I already use public transport
- More direct routes
- More frequent services
- More timetable information
- More reliable
- Cheaper fares
- More difficult/expensive to park my car
- Other (please specify)



18 Which of the following would encourage you to 'car share' to work?

- Nothing, I already car share
- Help to find car share partners
- Reserved parking for car-sharers
- Free taxi home if let down by driver
- Reduced parking cost for car-sharers
- Other (please specify)



Thank You!

Appendix C - Travel Plan Monitoring Report Template

Monitoring Report – Template Contents

The Travel Plan monitoring report should provide details of the monitoring and evaluative procedures that have been employed. A monitoring report should be written on an annual basis and distributed to both District and County Councils. As such, the report should be dated.

Introduction and Context of Travel Plan

This section should detail:

- Nature of the organisation: site address, date of site occupation, details of commercial occupiers (if known), staff / resident numbers (total number of full-time, part, shift employees),
- Working hours. Hours of operation, shift hours – approx no of staff on these shifts.
- The targets proposed for the site (from the agreed Travel Plan).
- Outline of any planning obligations / conditions (including date of agreement, objectives / conditions met, date objectives / conditions met,
- Summary of information gathered, (Details of multi-modal counts, when the travel survey was issued, and what rate of return was achieved),
- The method used to gather information,
- Indication of annual budget / spend for the TP (£ per annum) or how much time is allocated to for the TP? (Hours)
- Summary Analysis of information with respect to the Targets, and previous monitoring reports.

Progress

This section should detail the progress made since the last report submission. It also includes any relevant information on changes of personnel, partnerships with other organisations.

Summary of Results

This section summarises and discusses the results of surveys / monitoring conducted during the year.

The structure of this section would focus on:

Primary Target Monitoring

- Traffic count and travel survey information should be summarised with respect to progress towards the 'primary target'.
- The results should be presented in a table also showing modal split.
- This information should be presented against all previous recorded counts and modal splits as part of ongoing monitoring and discussion.
- Staff travel patterns and any issues identified in the travel survey (i.e. time of travel and travel between sites) can be discussed.

Secondary target monitoring

- The measures implemented (as part of the Travel Plan) that support the achievement of 'secondary targets' should be summarised and discussed. This could include:
 - Occupancy/demand for parking spaces provided (car / motorcycle / bicycle) (How often does demand for car parking exceed capacity?)
 - Numbers of parking spaces assigned to disabled, visitors, carsharers and staff
 - Numbers enrolled on the car-share scheme (if relevant)
 - The up-take of discounted public transport tickets (if provided)
 - Does the organisation adopt 'smart' working practices from the list below?
 - Flexi-time, teleworking, teleconferencing, audio-conferencing, home working, hot-desking

Target Progress

This section should detail the effectiveness of the above mentioned measures implemented so far, with respect to target achievement (including summary reporting of previous survey results). It should also detail the measures to be implemented if otherwise.

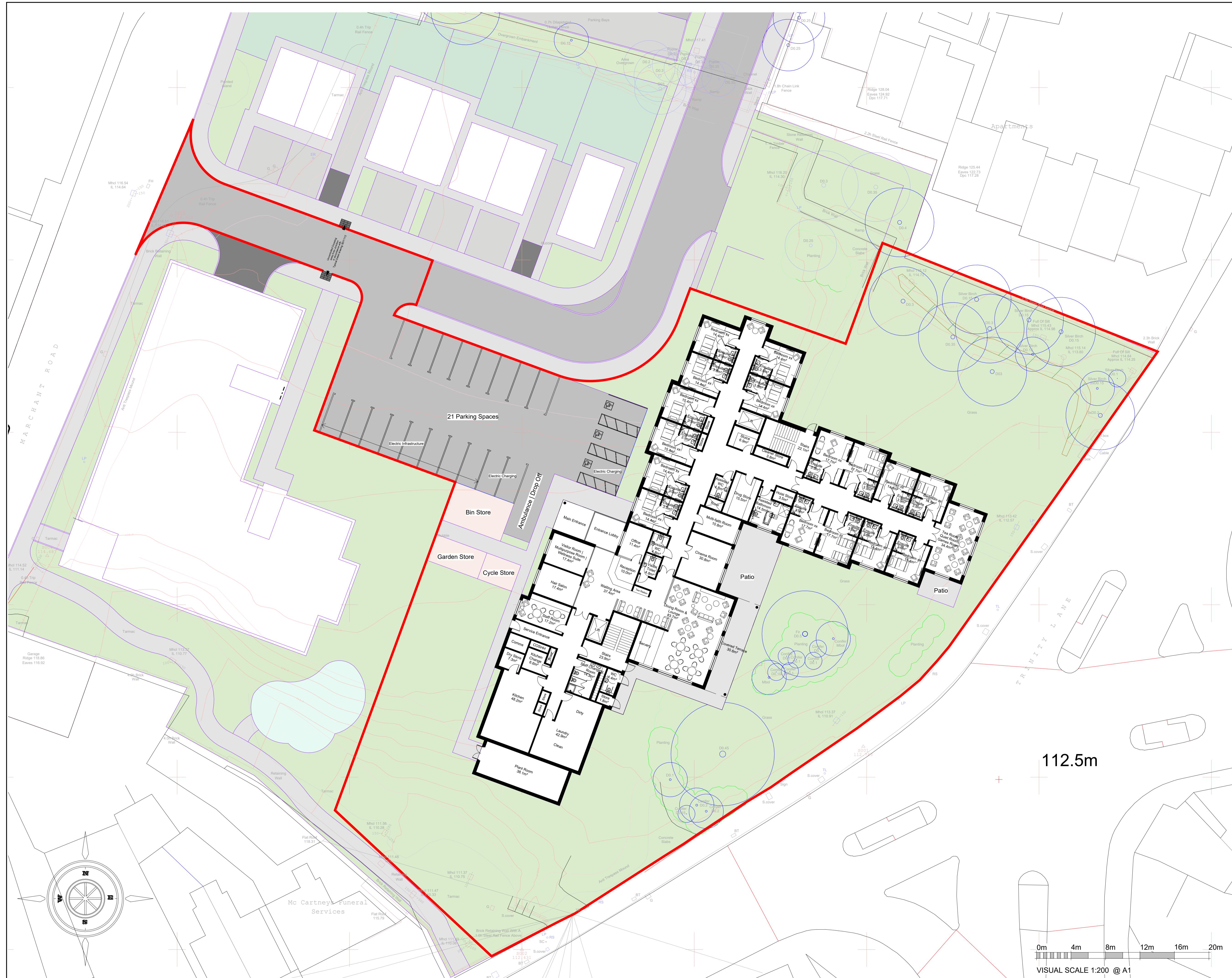
Issues

This section should address the issues encountered since the previous monitoring report submission. This can also include any issues overcome and any not yet resolved.

Priorities and Actions

This section should detail brief plans for the forthcoming year. Particular measures could be prioritised, dependent on their successful contribution towards targets / uptake. This could include a discussion of actions / measures that will help meet targets for the next year.

Appendix D - Site plans



NOTES:

The Barn
Hopwell Hall
Ockbrook
Derbyshire
DE72 3RW

 G4 ARCHITECTS

11. *What is the primary purpose of the following statement?*

PROJECT NAME

PROJECT ADDRESS
Coventry Road
Highway

CLIENT / USER NAME

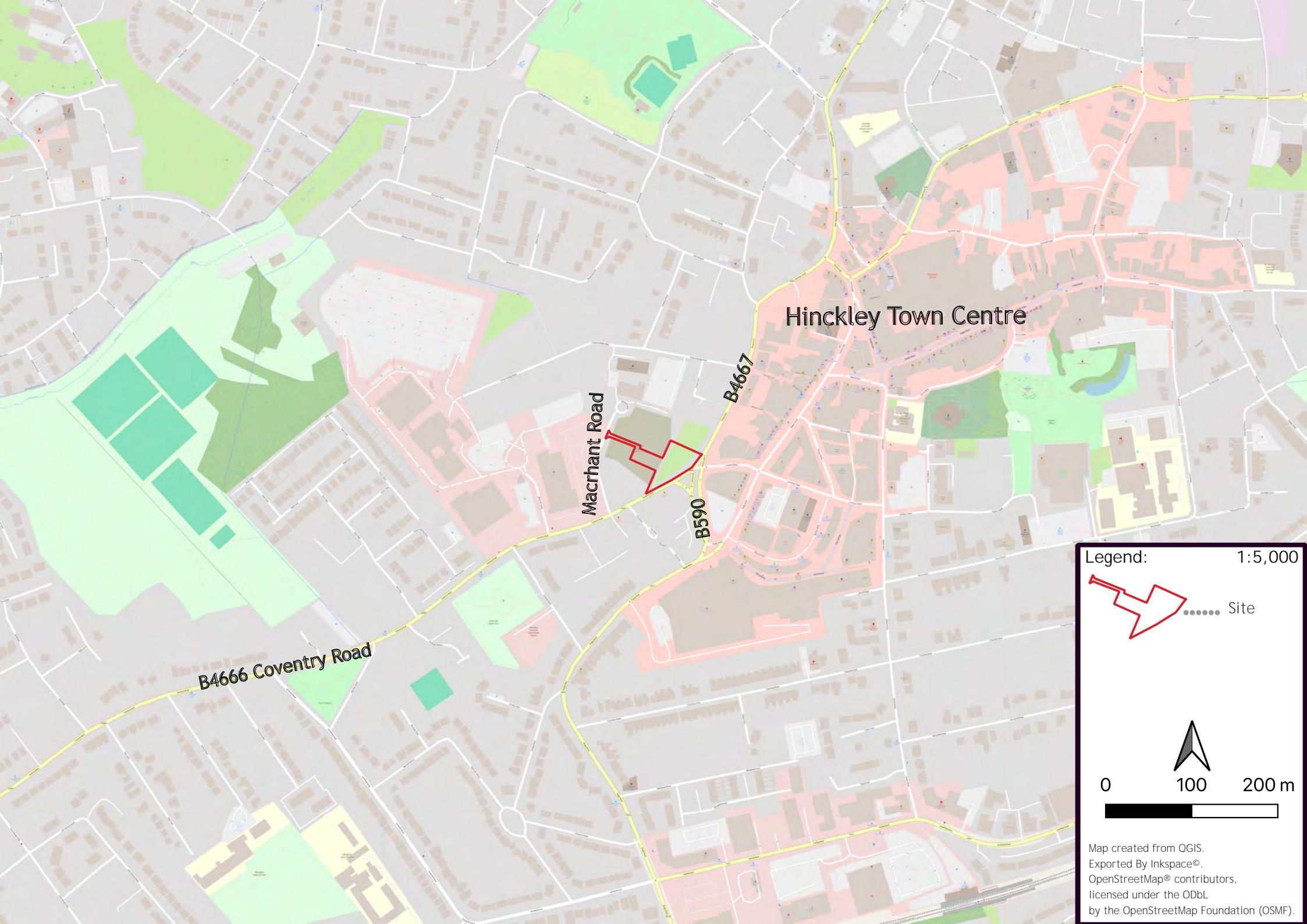
SHEET NAME
Proposed Site Ground Floor Plan

FULL DOCUMENT REFERENCE

- A002

REVISION DATE _____ REVISION _____

Appendix E - Context Maps



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

LIST OF SITES relevant to selection parameters (Cont.)

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

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	48 - 89 (units:)
Survey date 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.

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.

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 G - Permitted Plans

