

Framework Workplace Travel Plan

NHS Hinckley and District Hospital

24 August 2023

Prepared for
NHS Property Services

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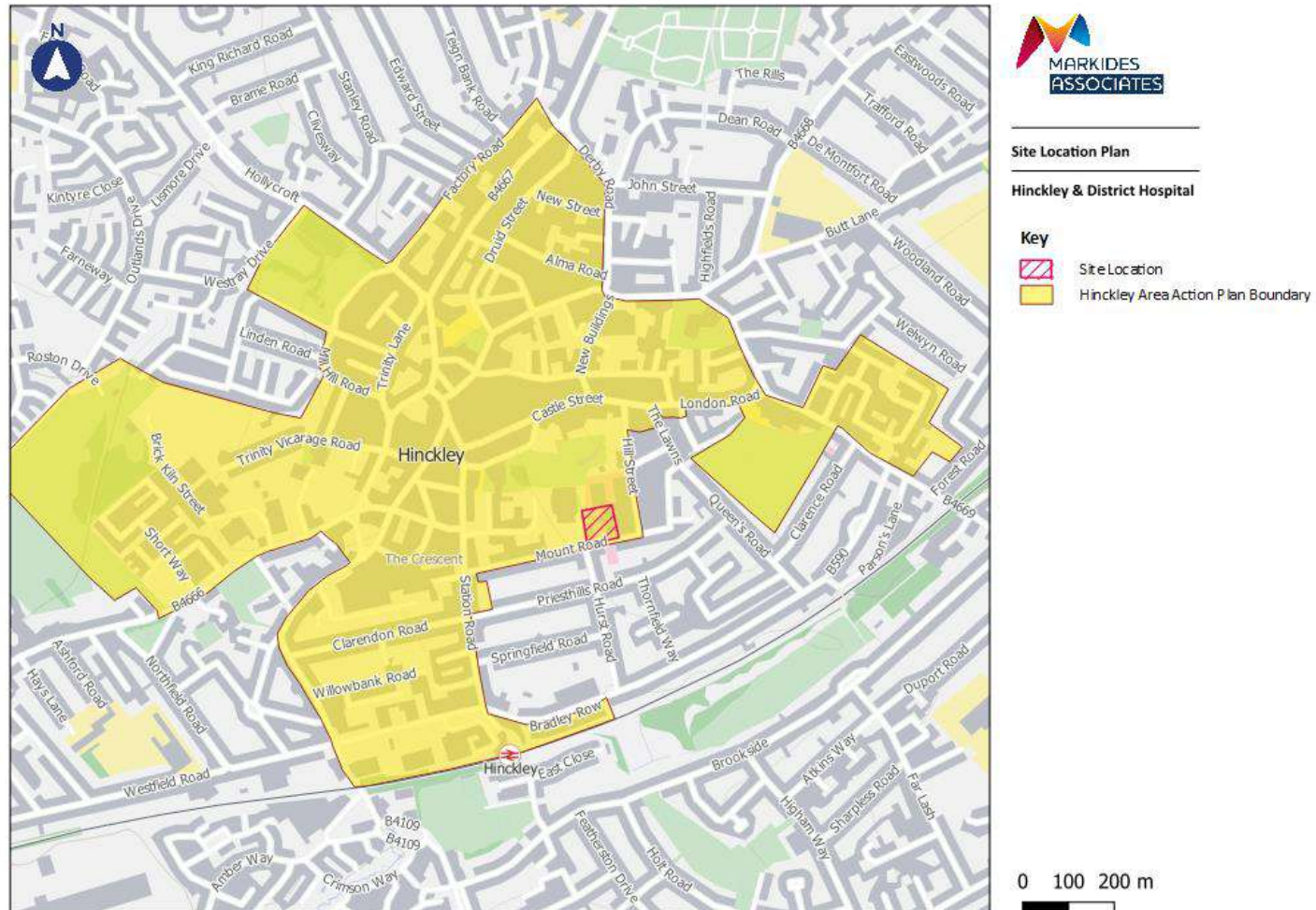
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1. Introduction

1.1 Overview

- 1.1.1 Markides Associates have been instructed by NHS Property Services ('the applicant') to prepare this Transport Statement to support an application for redevelopment of part of the site of the Hinckley & District Hospital, Mount Road, Hinckley LE10 1AG ('the site'). Hinckley and Bosworth Borough Council (HBBC) are the planning authority, and Leicestershire County Council (LCC) are the highway authority. A site context plan is provided in Error! Reference source not found. overleaf.
- 1.1.2 The applicant seeks to redevelop the site to replace aging assets that are no longer fit for purpose, and re-provide existing services in new, modern buildings which will better serve the community and the needs of the NHS in Hinckley. The existing portacabins were originally developed in the 1980s and are now beyond their useful economic life. The buildings are of poor quality, are not energy efficient, and have significant backlog maintenance liabilities. In addition, the proposals will allow for the expansion of some facilities.
- 1.1.3 This report relates to an outline planning permission for the construction of a new 2-3 storey building to accommodate the existing Community Diagnostics Centre (CDC) and Endoscopy clinic, with associated revisions to access and parking.
- 1.1.4 It should be noted that the development site is currently occupied by a physio unit, which is a temporary building already scheduled for closure and removal from the site. This removal is not subject to any requirement for planning approval. It is also presently occupied by some 450sqm of floorspace comprising wings of the main hospital building, which will be demolished – this is subject to a separate prior approval application to the outline planning application referenced above.

Figure 1.1 Site Context Plan



1.2 Purpose of the Travel Plan

- 1.2.1 The Travel Plan identifies a range of management strategies and measures to support and encourage sustainable travel for employees of the site, with a focus on active modes. Whilst patients to the site will be a consideration, they are not directly targetable and so methods will primarily concentrate on site employees, with some soft measures identified to encourage sustainable visitor travel.
- 1.2.2 A range of measures will be adopted as part of the Travel Plan, which can be defined as ‘hard’ measures, including elements of the scheme which are designed in from the outset, and ‘soft’ measures, such as those that are implemented during the life of the Travel Plan, and which do not represent physical measures.
- 1.2.3 The Travel Plan will aim to increase the proportion of walking, cycling and public transport trips throughout the course of the Travel Plan’s lifetime, with further objectives and detailed targets included within the plan, following the undertaking of baseline travel surveys once the development is operating
- 1.2.4 The implementation of the Travel Plan will be fronted by a Travel Plan Coordinator, who will be responsible for engaged with employees and officers at HBBC and LCC.

1.3 The Development Site

- 1.3.1 The site is located 750m northeast of Hinckley Railway Station and to the east of Hinckley Town Station. It is bound by Hill Street to the east; Mount Road to the south; Argents Mead and Hinckley Leisure Centre to the west; and Argents Mead Garden and Castle car park to the north. It is located within a wider area of hospital/medical uses, which are set out in **Table 1.1**.

Table 1.1 Wider Site - Total Land Uses and Floor Areas

Location	Area	Comments
Physio Unit	613.00	To be removed; a temporary structure and no prior approval is required.
Total Hospital Area	2,105.00	A total of 450sqm to be demolished by separate prior approval application in order to facilitate this outline application for construction.
Orchard Resource Centre	1,186.00	Will not be amended by the outline application nor the subject of future development at the time of writing.
Centre Surgery	3,716.00	Will not be amended by the outline application nor the subject of future development at the time of writing.
Total Site	7,620.00	

1.3.2 The western half of the site is largely occupied by a single storey prefabricated building which previously accommodated the physio unit and which is now vacant. To the east of the site is an irregular-shaped structure comprising the original Cottage Hospital, which has been subject to various later extensions and alterations since it was built in circa 1900.

1.3.3 As mentioned, existing uses and structures to be replaced will comprise the physio unit and 450sqm of floorspace associated with the hospital building, set out in more detail below:

- One wing (with the timber cladding to the upper storey) with a basement of c. 100sqm and ground floor of c. 100sqm GIA;
 - A second wing of c. 250sqm GIA;
 - The physio unit of 613 sqm GIA;
- A total area of 1,063sqm.**

1.4 Policy Consideration

1.4.1 This TP has been prepared in consideration of national, regional, and local transport planning policies that are relevant to the development site including:

- National Planning Policy Framework – NPPF (2021);
- Hinckley Town Centre Area Action Plan (HTCAPP)
- Hinckley & Bosworth Borough Council’s Local Plan (2006 – 2026)
- Hinckley & Bosworth Borough Council’s Site Allocations and Development Management Policies DPD (2016)
- Leicestershire Highway Design Guide (LHDG).

1.5 Responsibility for the plan

1.5.1 The responsibility of this Travel Plan falls in the first instance, at the application phase, to the Applicant (NHS Property Services).

1.5.2 If any transfer of the site to separate or new control post-planning occurs, e.g., to a management company or commercial occupier, such transfer or sale will include transfer of the responsibility of this plan and the new party made aware of their responsibility

1.5.3 For the purposes of this report:

- ‘Site Management’ refers to any management company appointed responsible for overseeing operations on and at the site once occupied, if any;
- ‘Occupier’ refers to any commercial business leasing or otherwise operating from the site on behalf of or in tandem with the NHS;
- ‘Employee’ refers to any person working at the site on a regular basis, employed by either the Site Management or the Occupier.
- ‘Visitor’ refers to any patient, patient companion, or other person visiting the site to receive or provide services, and who is not employed by Site Management or the Occupier. This includes deliveries.

1.6 Travel Plan Scope, Aims and Objectives

- 1.6.1 As of October 2022, NHS Leicester, Leicestershire, and Rutland adopted their Integrated Care System Green Plan 2022-2025. While it does not relate to the site directly or any of its associated uses, the plan provides the overarching Green Travel ambitions of the region (contained within section 7.4 of the plan) and is considered a model for the Hinckley & District Hospital's future use. Hinckley & District Hospital is a smaller facility compared to the main focus of the regional Green Plan which is for larger in-patient hospitals; however, certain commitments within the plan have been noted and carried down to this more local level as realistic options for local care outpatient facilities.
- 1.6.2 The aim of this TP is therefore to ensure management strategies and infrastructure is in place to support sustainable travel choices for users of the site. This will help to reduce any immediate reliance on travel by car. The NHS is an advocate of sustainable transport, which can improve health and wellbeing increasing daily activity levels, whilst reducing CO2 and airborne pollutants. The promotion of active travel can lessen the burden on the NHS of treating diseases such as diabetes, coronary heart disease and obesity.
- 1.6.3 The Travel Plan sets the vision for staff travel whilst hoping to influence patient travel by being a community resource which advocates through example the use of sustainable travel options, having positive impacts on the air quality locally.
- 1.6.4 The headline objectives of this TP are therefore to:
- Support a low proportion of vehicle movements to / from the site generated by employees, in favour of the most sustainable forms of travel, walking and cycling; and
 - Ensure employees are aware of the range of sustainable travel options that are available to access the site.
- 1.6.5 The success of the TP will be measured primarily against modal split targets across a proposed 5-year lifetime, and will help to deliver a number of benefits, including:
- Availability of an improved range of travel choices;
 - Health benefits to walking and cycling more; and
 - More attractive environments around developments through supporting low car parking provision.

1.7 Travel Plan Structure

1.7.1 The remainder of this Travel Plan, for which this chapter has provided an introduction, is structured as follows:

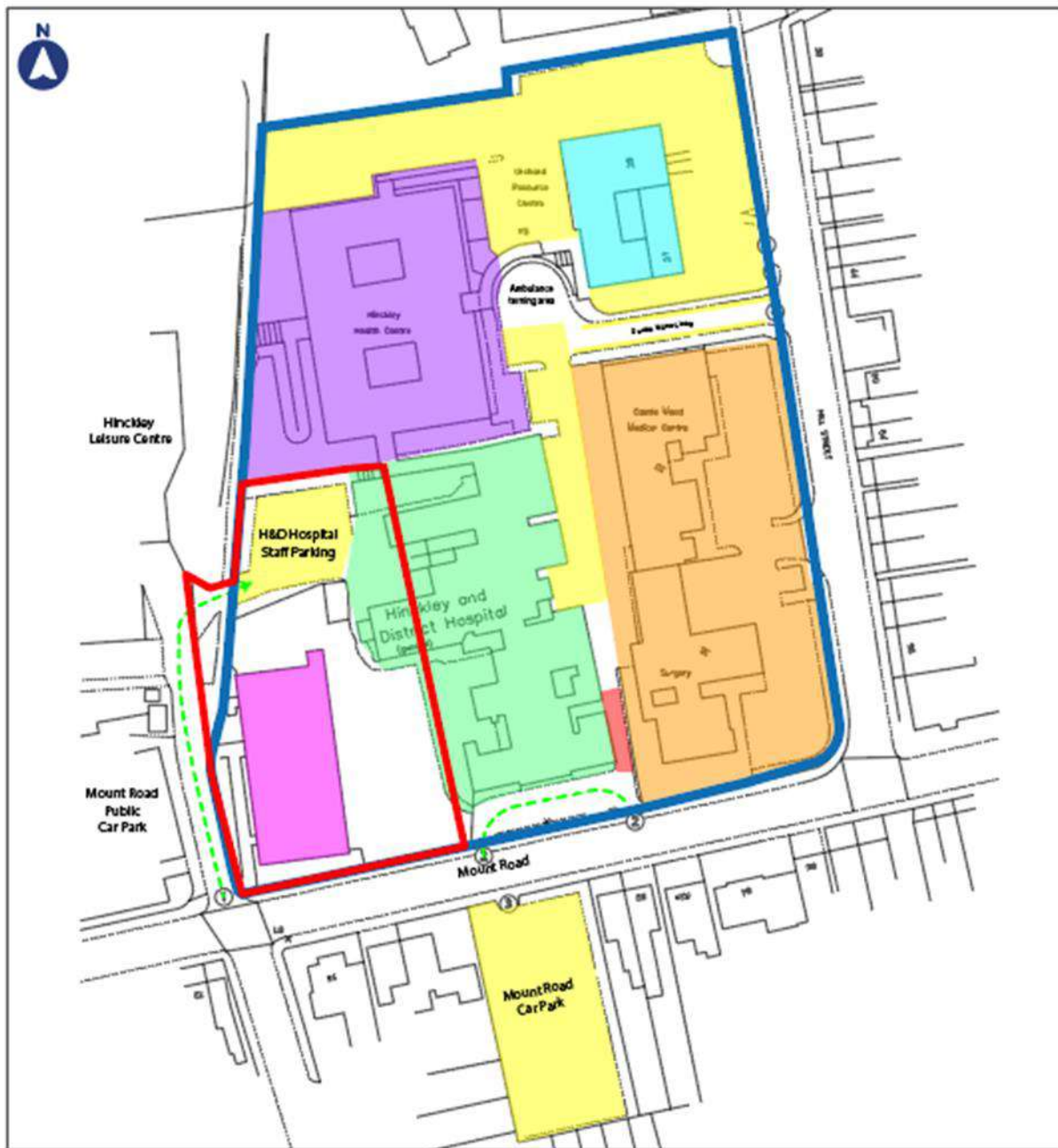
- **Section 2** details the baseline existing transport infrastructure that will be available from the site, which will influence the measures that will be adopted in the TP strategy;
- **Section 3** details the proposed development;
- **Section 4** sets out baseline modal splits prior to the implementation of the TP;
- **Section 5** details the TP Strategy, including responsibilities, implementation, marketing, monitoring, and reporting, handover, and funding;
- **Section 6** details the proposed measures that will be implemented to support sustainable travel; and
- **Section 7** details targets and performance indicators against which the success of the TP will be measured.

2. Existing Conditions

2.1 The Site

- 2.1.1 As mentioned, the site is located 750m northeast of Hinckley Railway Station and to the east of Hinckley Town Station, within land comprising a wider area of hospital and medical uses. It is additionally bound by Mount Road to the south; Argents Mead and Hinckley Leisure Centre to the west; and Argents Mead Garden and Castle car park to the north.
- 2.1.2 A plan detailing the overarching use of the properties on the site, as well as the associated parking areas, has been prepared and is included as **Figure 2.1**.
- 2.1.3 As shown, there are 5 key locations on site occupied by different uses and tenants. The area marked orange is on long lease to third-party tenants, including the Maples Family Medical Practice (MFMP) and the Castlemead Health Centre. This area has separate access from Hill Street and segregated parking, and on that basis, has been excluded from the study area.
- 2.1.4 The areas marked pink and green only partially occupy the area of the outline planning application.

Figure 2.1 Existing Site Layout



Existing Site

Hinckley & District Hospital

Key

- NHS Properties Land Ownership
- Site Boundary
- Car Parking Areas
- NHS Land Holding on Long Lease
- Hinckley & District Cottage Hospital

- Hinckley Health Centre
- Orchard Resource Centre
- Physiotherapy Unit
- No Through Access
- X Vehicle Access

2.2 Access and Parking

- 2.2.1 As shown in **Figure 2.1**, there are five vehicle accesses to the site and its associated car parking areas.
- 2.2.2 The first access is located on Mount Road and forms a simple priority junction into a private access road that is shared by a back-of-house small delivery and service access for Hinckley Leisure Centre. The access leads to a staff car park primarily used by employees of the Cottage Hospital. The site has a right of access and there is a dropped kerb across the footway to facilitate vehicle access, as shown in **Photo 2.1** below.

Photo 2.1 Access One



- 2.2.3 This is the principal access for the proposed development.
- 2.2.4 Access 2, as shown in Photo 2.2 below, is to a short service road and frontage parallel to Mount Road. It is understood to mainly be used by the staff of the Cottage Hospital.

Photo 2.2 Access Two



- 2.2.5 Access 3 (photo 2.3) is a direct access to Mount Road Car Park, which is designated for the NHS services on the site and is within NHS ownership. Height restrictions apply, as shown in **Photo 2.3** below.

Photo 2.3 Access Three



- 2.2.6 Access 4 (photo 2.4) leads from Hill Street via a private access road into an ambulance turning area and car parking. The parking area is used by some visitors (particularly for disabled parking) but primarily by staff for MFMP and the Castlemead Health Centre. Parking restrictions apply on the access road in the form of double yellow lining.

- 2.2.7 Access 5 is immediately north of Access 4 from Hill Street and serves as a shared point of access to the Orchard Resource Centre and Hinckley Medical Centre. Access 5 is shown in **Photo 2.4** below to the back of the image, whilst Access 4 is shown in the foreground.

Photo 2.4 Access 4 & Access 5

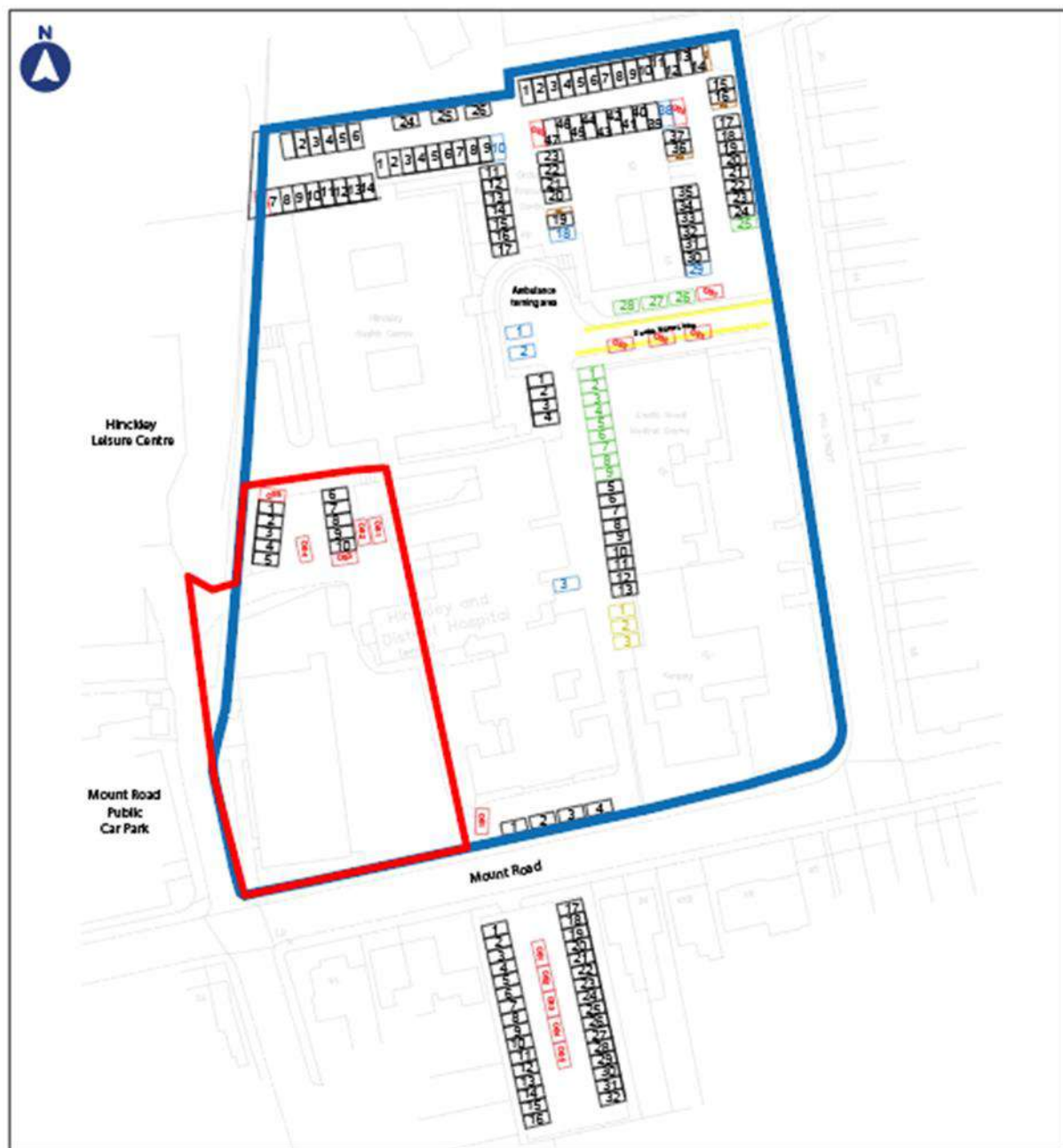


- 2.2.8 The long lease services (MFMP and Castlemead) have a separate access from Hill Street.

2.3 Parking

- 2.3.1 A parking study of the site was undertaken in 2019, which identified existing parking and associated parking demand. A plan showing the existing car parking layout is included as **Figure 2.2** overleaf.
- 2.3.2 The parking included in the development area includes the Hinckley & District Cottage Hospital staff car park, accessed from Argents Mead on the western boundary via Access One, and 4 spaces within a service access located at the southern frontage of the cottage hospital, adjacent to Mount Road (Access 2).
- 2.3.3 There is space between the cottage hospital and the Castlemead Clinic to the east; however, this is a no through access for vehicle traffic in the existing arrangement.

Figure 2.2 Existing Parking and Use



Existing Site Parking Plan

Hinckley & District Hospital

Key

- NHS Properties Land Ownership
- Site Boundary
- 123 Standard Parking Bays
- 05 Informal Overspill Parking
- 123 Disabled Parking Bays

- 123 Doctor Parking Bays
- 123 Allocated Parking
- 123 Motorcycle Parking

- 2.3.4 There are 165 parking spaces across the site, and currently parking is not controlled or enforced. Following the 2019 study, the NHS is now looking to install ANPR or other enforcement to restrict opportunity parking taken by people not visiting or working at the property but taking advantage of free parking to reach the station, leisure centre, or the town centre.
- 2.3.5 The results of the parking study indicated that there are areas of parking which are overused, including areas where demand is high and resulting in cars parking outside of marked bays, and other areas which are underused, with a degree of ad hoc parking not associated with the hospital. When considered as a whole, the site was found to be operating below the 85th percentile threshold for parking stress. A summary of the results is given in **Table 2.1**.

Table 2.1 2019 Parking Demand Survey Results

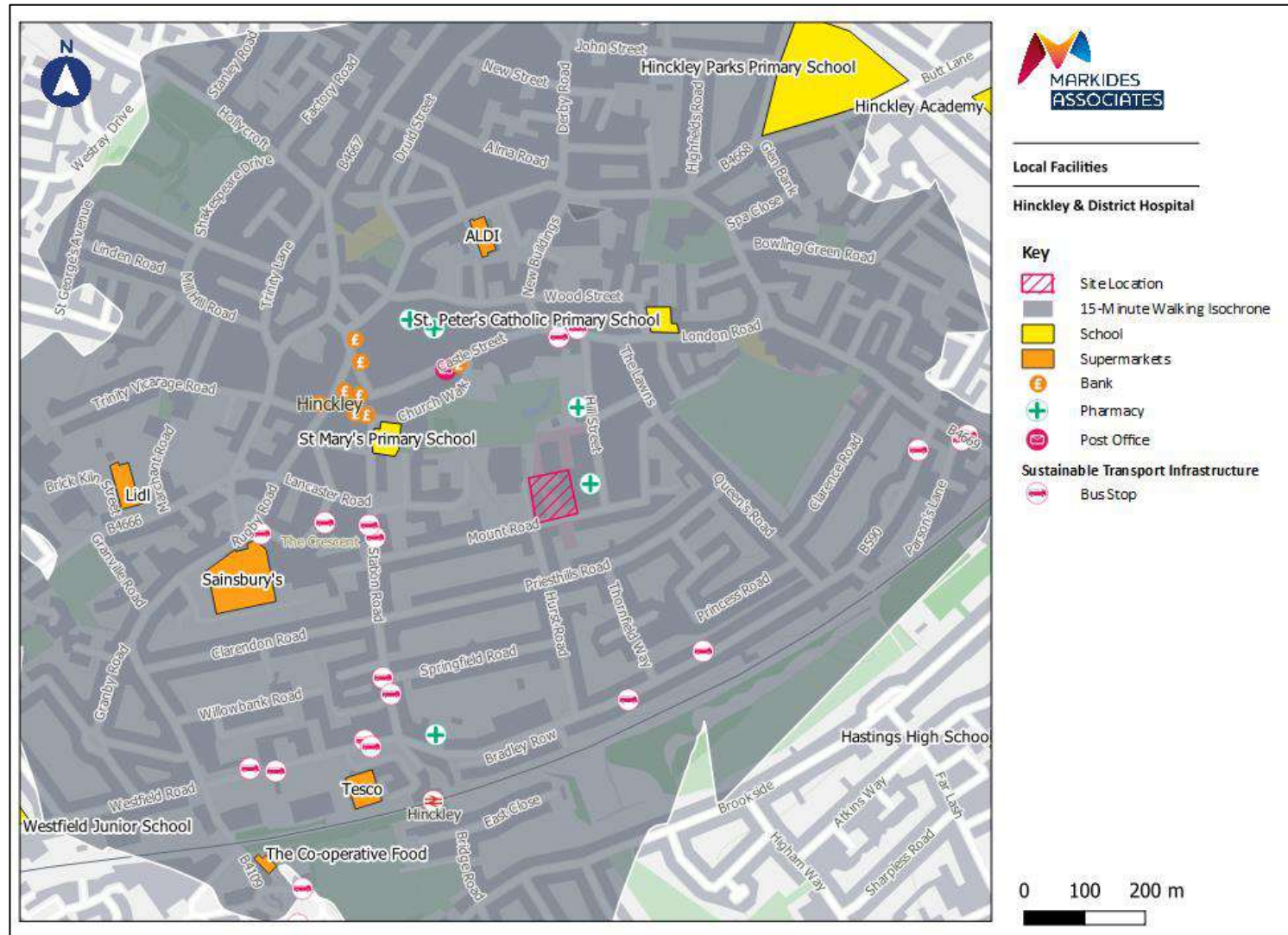
Location	Spare Capacity at Survey Time					
	07:30	09:15	12:30	15:00	17:30	19:30
A – Main Carpark area 1	14	8	6	12	9	14
B– Main Carpark area 2	25	3	7	6	18	24
C– Main Carpark area 3	43	1	2	10	25	41
D – Central Access	25	3	6	4	11	24
E – Service Access fronting Mount Road	3	1	2	1	4	4
F - Mount Road Carpark	26	3	3	6	20	20
G – Application area car park	7	1	2	1	8	10
Total Spare Capacity	136	19	26	39	87	127
Total Carpark Capacity (formal spaces only)	165					
Total Stress	18%	88%	84%	76%	47%	23%

- 2.3.6 The application area in isolation supports 10 formal spaces and a total parking demand for 15 spaces.

2.4 Local Amenities and Facilities

- 2.4.1 Due to the site falling within the town centre, there are a large number of local services and amenities within walking distance, which are shown diagrammatically in **Figure 2.3**. The facilities listed are those which are the most likely to be destinations for staff before or after work, or during lunch hours, or linked trips for patients visiting the site, and as per the BREEAM guidance.

Figure 2.3 Location of Local Amenities



- 2.4.2 **Figure 2.3** confirms that there are a range of land uses located within a 15-minute walking distance of the site, with most facilities within a 10-minute walk. It is therefore concluded that the location reflects the fundamental requirements of national, regional, and local planning policy for creating sustainable communities. As shown above, many local facilities are within the CIHTs 'walkable neighbourhood' recommendations.

2.5 Access by Sustainable Modes

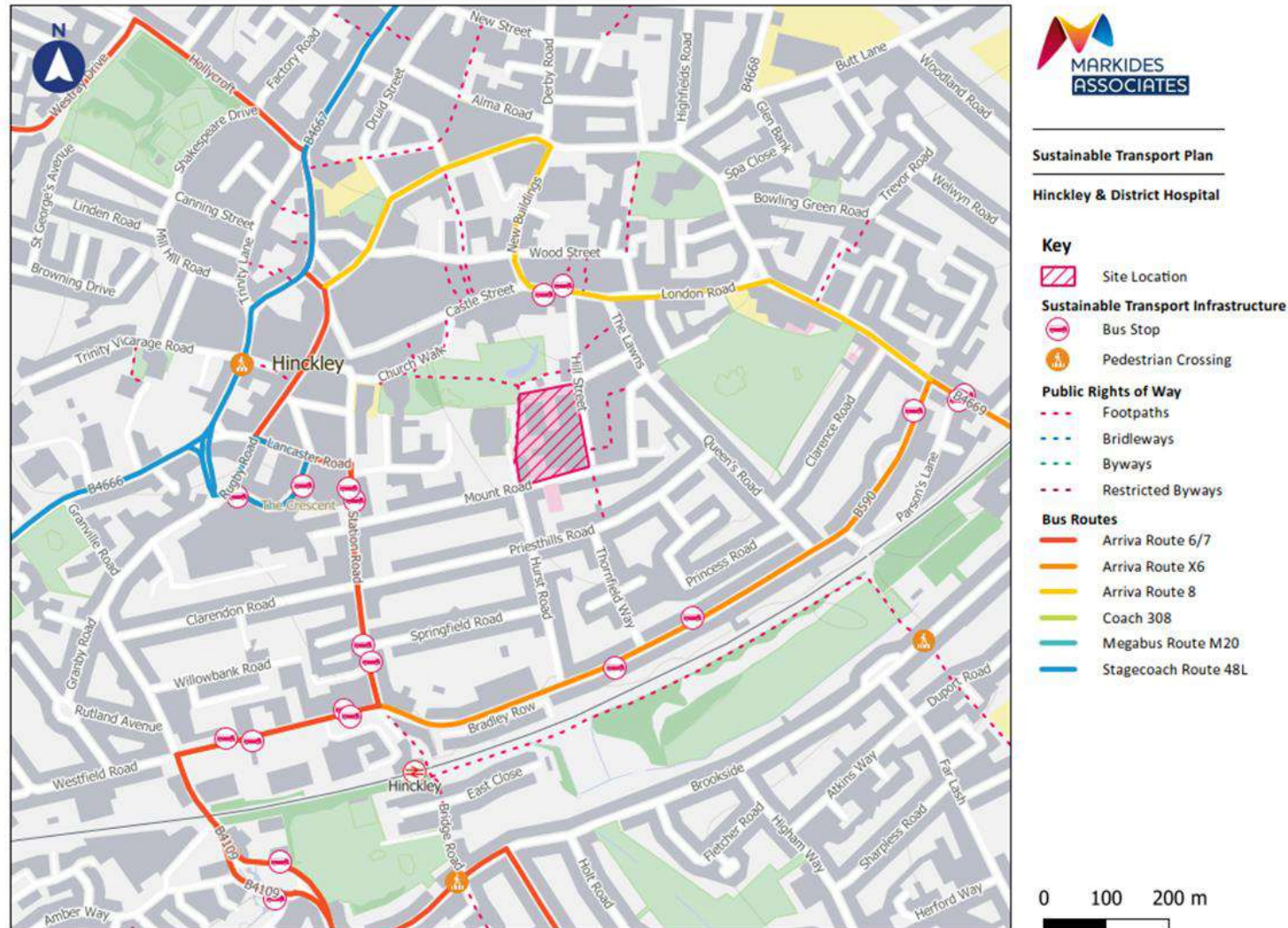
- 2.5.1 There is a public right of way footpath which passes the site on the western boundary across the access on Argents Mead, connecting Mount Road to the south with Argent Mead Gardens and Castle Street to the north. There is similarly a short footpath connecting east from Hill Street to Queen's Road.
- 2.5.2 There is currently no cycle parking provision on the site.
- 2.5.3 There are ambitions to encourage the development of additional quiet roads for cycling in Hinckley. Station Road to the immediate west of Mount Street is a yellow 'quieter route' for cycling, connecting to Hinckley Station. There are good east-west connections across the town to the west of Station Road also. Routes from Burbage are largely off-street, connecting across the railway line close to Queens Road, a very short distance to the east of the site.
- 2.5.4 The local walking environment includes some sloping gradients but most side roads provide dropped kerbs and tactile paving to support access by wheelchair and for those with a visual impairment, excepting the junction of Mount Road/Hill Street. Some footways within the local area are narrower than 2.5m, however, this is constrained by the built form.
- 2.5.5 The site is 750m from Hinckley Railway Station, or a 9-minute walk, connecting to the site by existing footways along local roads. There are signal crossings for pedestrians at most main junctions and side roads benefit from tactile paving and dropped kerbs. Mount Road slopes downhill as it progresses west; however, the route is a shallow gradient and mostly flat.
- 2.5.6 Hinckley Railway Station is served by National Rail services operated by CrossCountry, with trains to Leicester and Birmingham New Street approximately once per hour in each direction. There are 3 trains per day to Stanstead Airport on weekdays.
- 2.5.7 The nearest bus stops are located 400m to the west of the site at St. Mary's Road and are served by the 6 and X6 bus routes in each direction. Stops consist of poles and flags only, and lack seating or shelter, which would be more beneficial to vulnerable users. Additional stops are located 400m to the north of the site adjacent to Castle Car Park at Hill Street, served by route 8.
- 2.5.8 Additional stops are available within 600m walking distance of the site at The Crescent, which forms Hinckley town centre's bus station. Stops benefit from shelter and seating.
- 2.5.9 These routes, their destinations and frequencies are summarised in **Table 2.2**. A BREEAM AI calculation has also been undertaken and is included in **Appendix C**.

Table 2.2 Local Buses

Bus	Destinations	Peak Hour Frequency		
		Weekday	Saturday	Sunday
St Mary's Road				
6	Burbage, Hinckley, Stoke Golding, Higham-on-the-Hill, Nuneaton	Hourly	hourly	No service
X6	Leicester, Burbage, Hinckley, Wyken Green, Upper Stoke, Gosford Green, Coventry	9 per day in each direction	9 per day in each direction	2 per day in each direction
Hill Street				
8	Lutterworth, Manga Park, Claybrooke, Burbage, Hinckley	Hourly	Hourly	3 per day
The Crescent				
2	Hinckley to Earl Shilton or Barhill	3 per day in each direction	4 per day in each direction	No service
11	Hollycroft Grange - Hinckley	2 per hour	2 per hour	No service
148	Leicester = Hinckley – Nuneaton - Coventry	3 per hour	4 per hour	Hourly
158	Leicester – Hinckley - Nuneaton	2 per hour	2 per hour	Hourly

2.5.10 A plan showing the sustainable transport access local to the site in **Figure 2.4**.

Figure 2.4 Sustainable Travel Plan



3. Development Proposals

3.1 Use and Mix

3.1.1 As mentioned, the current outline application will comprise the new Community Diagnostics Centre (CDC) and Endoscopy building.

3.1.2 The full new build CDC with floor areas as set out in **Table 3.1**, and which will include:

- 1 x MRI
- 1 x CT
- 1 x Ultrasound
- 1 x Plain Film X-Ray (relocation of existing equipment)
- 2 x JAG accredited Endoscopy rooms
- Renovation to OPD space
- 8 activity rooms to deliver a range of diagnostics

Table 3.1 Proposed Development

Location	Area
Medical Uses	1,466.30
Plant	539.70
Total	2,006.00

3.1.3 The CDC will deliver cardiorespiratory diagnostics, audiology, urodynamics and pathology.

3.1.4 In terms of activity, NHS Services have provided input regarding the level of appointment turnover based on existing operations at the site as well as the expected staffing. This is provided in more detail later in this report.

3.1.5 The estimate is for some 28 patients per hour by appointment only, or 342 across the day assuming a 12-hour day (likely to be less, with most appointments taking place between 09:00 and 19:00). There would be a total of some 59 full-time equivalent staff (again assuming a 12-hour working day, 7 days a week).

3.2 Parking and Access

3.2.1 It is proposed that access is taken from the existing access on Argents Mead, with this forming the only feasible access for the phase. This access is presently used for staff parking and waste storage and is the point of access for waste collection.

3.2.2 Waste and servicing movements currently comprise:

- Clinical – 1 per week on Mondays
- General – 2 per week Tuesday and Thursday
- Recycling – 1 per week Thursday

3.2.3 A large laundry vehicle also visits site three times a week and uses the same access as the waste lorry.

3.2.4 As most of the uses to be accommodated by the proposed development are already present on site, then the level of change in terms of waste generation is expected to be negligible and all of the movements mentioned above will simply be carried forward into the new development.

3.2.5 It is proposed; however, to improve the access with some localised widening to create better turning space within the car park for the larger refuse and delivery lorries and to improve pedestrian access along the public right of way that crosses the access.

3.2.6 This will be supported by new car park management strategies such as ANPR and enforcement to prevent *ad hoc* parking.

3.2.7 The development would include 29 proposed parking bays, of which there would be 4 disabled parking bays, in excess of the 5% requirement. It is acknowledged that LCC's parking standards include provision for motorcycles; however, there are 4 existing motorcycle bays within the main car park which the 2019 study demonstrated currently generate no demand. In line with the aspirations of town centre development, it has been considered appropriate to omit this provision at this time. There is sufficient space within the wider site to incorporate motorcycle parking should it be determined that there is a genuine need for it above the 4 spaces already provided.

3.2.8 The proposed parking above would remove 10 marked bays and demand for 15 spaces, none of which are disabled provision. The proposals; however, replace all 15 bays in an improved arrangement. It could also deliver up to 14 new spaces.

3.2.9 Parking will be equipped with EV provision in line with the Part S Building Regulations.

3.2.10 Taxi drop-off will be undertaken close to the building as per the existing arrangement from Argent's Mead.

3.3 Anticipated Modal Splits

3.3.1 Baseline surveys for Mode Split will take place within three months of the site being reoccupied, to identify a mode split for users of the site. However, prior to these surveys taking place an anticipated staff travel to work mode split has been estimated based on the 2011 Census journey to work data for the area E00131173, which encompasses the site at the local level. The anticipated mode split can be found below in **Table 3.2**.

Table 3.2 Anticipated Mode Split

Method of Travel to Work	All Categories: Workplace Population E00131173	%
Underground, metro, light rail, tram	0	0%
Train	4	3%
Bus, minibus, or coach	3	2%
Taxi	0	0%
Motorcycle, scooter or moped	0	0%
Driving a car or van	92	70%
Passenger in a car or van	5	4%
Bicycle	2	2%
On foot	24	18%
Other method of travel to work	1	1%
Total	131	100%

3.4 Multi-Modal Trip Generation

- 3.4.1 Site specific surveys were last undertaken in 2019 for vehicle modes only. Due to roadworks operating between April 2023 and August 2023, which have not concluded at the time of writing, updating these surveys has not been feasible.
- 3.4.2 The trip generation for the application has therefore been derived from the 2019 flows recorded at Argents Mead and the full assessment is given in the associated Transport Assessment. The proposed trip generation is summarised in **Table 3.3**.

Table 3.3 Proposed Vehicle Trips

Hour	Car or small Van			P2W			LGV			HGV			Bicycle			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0	4	4	7	0	0	0	4	4	7
05:00-06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
06:00-07:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
07:00-08:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18
08:00-09:00	13	0	13	0	0	0	2	2	4	0	0	0	0	0	0	14	2	16
09:00-10:00	5	5	11	0	0	0	0	0	0	0	0	0	0	0	0	5	5	11
10:00-11:00	9	5	14	0	0	0	0	0	0	0	0	0	0	0	0	9	5	14
11:00-12:00	4	9	13	0	0	0	0	0	0	0	0	0	0	0	0	4	9	13
12:00-13:00	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7
13:00-14:00	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	2	2	4
14:00-15:00	4	5	9	0	0	0	0	0	0	0	2	2	0	0	0	4	7	11
15:00-16:00	7	7	14	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14
16:00-17:00	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
17:00-18:00	2	13	14	0	0	0	0	0	0	0	0	0	0	0	0	2	13	14
18:00-19:00	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily	72	76	148	0	0	0	2	2	4	5	7	13	0	0	0	79	85	164
% mode	90.1%			0.0%			2.2%			7.7%			0.0%			100.0%		

- 3.4.3 As shown in the table above, the proposed development would generate 164 two-way trips across the day. This includes servicing trips which are not captured within the 2011 Census mode split.

4. Travel Plan Strategy

4.1 Overview

4.1.1 A TP is a practical management tool, rather than a static document, which sets out 'active' initiatives throughout an agreed TP lifetime. It requires:

- Infrastructure and management initiatives to be in place before implementation;
- An implementation strategy;
- A monitoring strategy that can assess the success of the TP and respond to site occupier concerns;
- A reporting strategy so that a path of communication with the local highway authority is set up; and
- A funding strategy.

4.1.2 This chapter sets out the key elements of the wider strategy of the TP.

4.2 Ambitions

4.2.1 A series of ambitions are set out in **Table 4.1** below, supporting Net Zero and sustainable transport, which this TP will seek to support.

Table 4.1 Travel Plan Ambitions

Item	Actions Towards Net Zero	By When
1	To reduce single occupancy car journeys to reduce congestion and pollution, improving air quality and health.	Following Occupation
2	To increase the number of sustainable active journeys to site.	Following Occupation
3	Provide information and support to those wishing to use sustainable travel modes.	Prior to Occupation and On-going
4	Ensure all vehicles purchased or leased are low and ultra-low emission (ULEV), in line with the existing NHS Green Plan	On-going
5	Increase the electric vehicle infrastructure to support the change to electric vehicles, providing ELV charging points at the site.	At Construction
6	Develop a car club to reduce business travel.	Following Occupation
7	To encourage cycling with promotion of the new cycle parking and initiatives to enable staff to access, maintain cycles and feel confident cycling.	Following Occupation
8	To reduce carbon emissions through increased use of agile working and virtual meetings.	On-going

4.3 Infrastructure and Management Initiatives

- 4.3.1 The proposals will formalise all of the existing parking demand and improve the general parking layout and access, which are both substandard. An additional 14 spaces, of which 4 will be new disabled parking provision will also be provided. This is calculated in line with the existing parking ratio and below the maximum. A total of 9 cycle parking spaces will be provided on Sheffield Stands close to building accesses. Servicing and delivery movements will continue as per the existing arrangement, with an improved turning head within the parking area.

4.4 Appointing a TP Co-Ordinator

- 4.4.1 The successful implementation of this TP will require active participation from the occupier of the site, which will be fronted by a TP Coordinator (TPC), who will ultimately be responsible for the implementation of the TP at a site wide level.
- 4.4.2 It is proposed that the TPC role and responsibilities will be assigned 3 months before initial re-occupation of the site.

4.4.3 Once appointed, the TPC will contact LCC to confirm the contact details and allow a communication channel to be formulated. General responsibilities of the TPC at the application can be summarised as follows:

- Being the central point of contact for occupiers, site management, and LCC regarding travel and transport concerns related to the development;
- Promoting and marketing the TP;
- Organising travel survey questionnaires;
- Undertaking monitoring and reporting tasks;
- Providing all users of the site with up-to-date information relating to sustainable travel options as appropriate; and
- Informing all users of the site of promotional schemes relating to sustainable travel.

4.5 Monitoring and Reporting Strategy

4.5.1 The monitoring of travel habits associated with the site will include the undertaking of an initial travel survey, within 3 months of occupation. This survey will determine the modal split of employees at TP commencement.

4.5.2 The Initial Travel Survey will establish the typical mode of travel and the barriers that might be preventing more regular use of sustainable transport (e.g., shift work, origin-destination).

4.5.3 The results of this survey will be collated into a monitoring report which will be presented to the Local Authority for information within 3 months of completion of the survey.

4.5.4 Subsequent monitoring of the site will occur in the form of travel surveys taken on the 1st, 3rd, and 5th anniversary of the Initial Travel Survey.

4.5.5 The TPC will be responsible for commissioning the surveys and compiling the results, which will include:

- Mode of travel
- Journey distance
- Cycle parking demand
- Pedestrian and cycle infrastructure review
- Deliveries and servicing activity

4.5.6 A monitoring report will be prepared based on these surveys, with results sent to the relevant local authority officer within 3 months of each survey. The monitoring report will include the results of travel surveys and general feedback. The report will include details of measures and initiatives introduced in the past year where applicable, plus an outline of planned measures and initiatives that would be implemented in the following year if at all necessary.

4.5.7 It is anticipated that after the fourth Travel Survey (to be conducted on the 5th anniversary of the Initial Travel Survey), transport-related concerns of site users will be reasonably

addressed, at which point the responsibilities associated with the TP will cease and additional monitoring and reporting will not be required.

4.6 Implementation Strategy

- 4.6.1 A staged programme for implementation of the TP strategy is required to ensure consistency and ease the process of introducing the TP.
- 4.6.2 All marketing and informative material available to occupiers and staff at first occupation. This material would be regularly reviewed to ensure it reflects up to date information as part of the monitoring strategy.
- 4.6.3 The anticipated timescales for the TP strategy are summarised in an Action Plan indicated in **Table 4.2**

Table 4.2 Anticipated Timescales Summaries

Action	Timing
Consideration of TP by LCC	Following planning submission and during determination period.
Appointment of TPC	Three months prior to occupation.
TPC responsibilities implemented • Preparation of Welcome Pack • Set up online content or physical Site Notices • Walking / Cycling events Car Club membership • Formation of any groups identified as necessary • Seek to source discounts • Agree scope and methodology of travel surveys with Local Authority and secure commission for surveys with approved surveyor.	TPC Appointment
Baseline Travel Survey undertaken at agreed trigger point	3 months following first occupation of the site or at full occupation, whichever occurs soonest.
Baseline Travel Survey results submitted with revised TP, including final targets.	Within 3 months of Baseline Travel Survey
TP, including final targets, approved by local highway authority. Revisions made where necessary to reflect local highway authority comments.	Within 1 month after TP submitted
TP implementation	Ongoing
Monitoring Surveys	1st, 3rd, and 5th year after first TP approval
Monitoring reports, including revised strategies, if necessary, submitted to LCC	Within 3 months of each survey undertaken
Applicant TP responsibility discharged	At the end of the 5-year plan

4.7 Funding

- 4.7.1 The initial funding of all aspects of the TP, including the introduction of infrastructure measures, employing of stakeholders, monitoring, and reporting will be the responsibility of the Applicant, secured through planning condition.
- 4.7.2 This responsibility will be maintained for the full life of the TP, until it is discharged. Should any transfer of responsibility occur, this will be notified to LCC.

5. TP Measures

5.1 Overview

- 5.1.1 This section of the document describes the actual TP measures to be implemented at the application site. Such measures have been developed specifically with due regard to the transport conditions at the development site, including existing levels of accessibility by sustainable modes of travel.
- 5.1.2 In general, measures can be assumed to fall into one of two categories; namely 'hard measures,' such as physical facilities built into the scheme, and 'soft measures' such as promotional activities, marketing, and incentives. Both have a part to play in the success of the TP and are discussed below.

5.2 Hard Measures

- 5.2.1 Hard measures represent elements of the scheme which are designed in from the outset. Their primary role is to facilitate a modal shift by making facilities available to support 'soft' measures. It is the duty of the TPC to monitor the use of 'hard measures' implemented at the site and consider steps to improve them to better support the objective of the TP.

End of journey facilities

- 5.2.2 The site benefits from and will continue to provide changing rooms and showers.

Provision of Cycle Parking

- 5.2.3 The site will provide a total of 9 new cycle parking spaces to the site in accordance with the standards. This parking will be provided within the landscaping proposed close to building accesses.

5.3 Soft Measures

- 5.3.1 Soft measures are those that are implemented during the life of the TP which do not represent physical measures as those set out above. They broadly include marketing initiatives and promotional campaigns to promote a shift away from the private car (and indeed other motorised travel) to other, more sustainable modes, and are essential for raising awareness of the existence and aims of the TP.

Travel Information

- 5.3.2 Provision of high-quality travel information to staff and the general public, including on relevant hospital websites and in staff induction packages. Public transport information will be included in a publicly accessible area such as the main waiting room.

Staff Discounts

- 5.3.3 The TPC will look to secure staff discounts for staff on sustainable travel where not already available. Existing discounts will be promoted.

Charity Walk Schemes

- 5.3.4 Encourage employees to take part in Charity Walk or cycle schemes such as My Virtual Mission where employees compete to walk furthest raising money in the process. This could help encourage walking to work or use of public transport and discourage arrival via car.

EVs and Vehicle Access

- 5.3.5 Provide EV charging facilities. Review salary sacrifice policy for Electric Vehicles where company car policy applies. Ensure that any car leasing schemes restrict the availability of high-emission vehicles.

Parking Control

- 5.3.6 The site currently operates limited to no parking control. It is proposed that parking is regulated by ANPR to control *ad hoc* access and to generate better efficiency of existing parking. It will also be used as a means to discourage those who are reasonably able to travel by modes from choosing to travel by car.
- 5.3.7 Where demand for Taxi space is high, it may be considered that a space within the car park is converted to provide a dedicated Taxi stopping and waiting space.

Car Share or Car Club

- 5.3.8 The TPC will explore the potential for car sharing, and based on the results of a travel survey, seek to generate a site-specific database for car sharing among staff. A space within the car park can then be allocated to prioritise car club travel.

5.4 Measure to Encourage Sustainable Transport

- 5.4.1 In addition to the above, a number of other measures will be adopted by the TPC to encourage a shift towards sustainable travel modes, as set out below.

Encourage Walking

- 5.4.2 Walking will be strongly encouraged as a main mode of travel for shorter journeys and in co-ordinated with public transport for longer distance journeys to the site, particularly short trips to local shops at lunchtime. It will be the TPC's responsibility to encourage employees to walk by:
- Acting as a point of contact for users who may be concerned about the condition of local pedestrian routes and liaising with the highway authority to ensure necessary maintenance/improvements

- Organise participation amongst employees in promotional events such as walk to work weeks, or charity fundraisers
- Provision of information relevant to local pedestrian routes to the nearest facilities and/or public transport node
- Providing comparative information on the difference between driving to the local shops and walking in terms of cost, health benefits and environmental impact
- Helping staff identify colleagues who may be walking similar routes at similar times and to find a 'Walk-share buddy.'
- Promote <https://www.choosehowyoumove.co.uk/>

Encourage Cycling

5.4.3 Given the presence of cycle parking and proximity with a number of existing and emerging cycle routes, the TPC will encourage employees to cycle to and from the site by:

- Providing information on local cycle routes (including route planning) in the vicinity of the application site
- Organising participation in promotional events such as 'Bike to Work Week'
- Providing and/or promoting Dr Bike maintenance sessions and cycle maintenance training sessions on-site
- The provision of basic cycle repair equipment on-site and other facilities.
- Dr Bike free maintenance and advice for staff
- Health and Wellbeing Events
- Healthy Travel Events
- Consultation with the local highway authority regarding the extent and quality of the cycle network.

Encouraging of Public Transport

5.4.4 The site is located in an area with access to a range of bus services and Hinckley Railway Station. As a result, it is expected that public transport may be a realistic mode of travel to the site for employees. The TPC will encourage all users at the site to use public transport by:

- Acting as a point of contact for employees of the site who may have concerns about local public transport services;
- Providing information on public transport stops, routes, timetables, and fares from the application site
- Providing information relating to available NHS discounts offered by bus operators
- Providing personalised journey planning, if appropriate.

5.4.5 Based on survey information gathered, the TPC will consult with local bus and rail operators as to whether the demand is generated for any increase in service.

Accessibility to All Users

- 5.4.6 The site will be provided throughout with good quality lighting and paving, suitable for wheelchair users to gain access from the public highway and the building entrances, with DDA compliant stairs, ramps, or at-grade access wherever the topography of the site allows.
- 5.4.7 Disabled parking is located close to the building with direct paved access.
- 5.4.8 All larger junctions near to the site and between it and Hinckley Station benefit from signalised pedestrian crossings.
- 5.4.9 Side roads benefit from dropped kerbs to enable easier access for those using mobility devices, and tactile paving to support those with a visual impairment.
- 5.4.10 The built form provides ease of navigation but signage can be provided to supplement information provided within the building.

6. Interim Targets

6.1 Overview

- 6.1.1 Section 3 identifies potential modal split associated with the site without a TP in place which was based on the 2011 Census Data. This section will describe the overarching targets for the Travel Plan. These targets are indicative and are expected to be revised following the Baseline Travel Survey.
- 6.1.2 Targets for the scale of modal shift against which the success of the TP can be measured, need to be 'SMART'
- Specific
 - Measurable
 - Achievable
 - Realistic
 - Timed

6.2 Targets

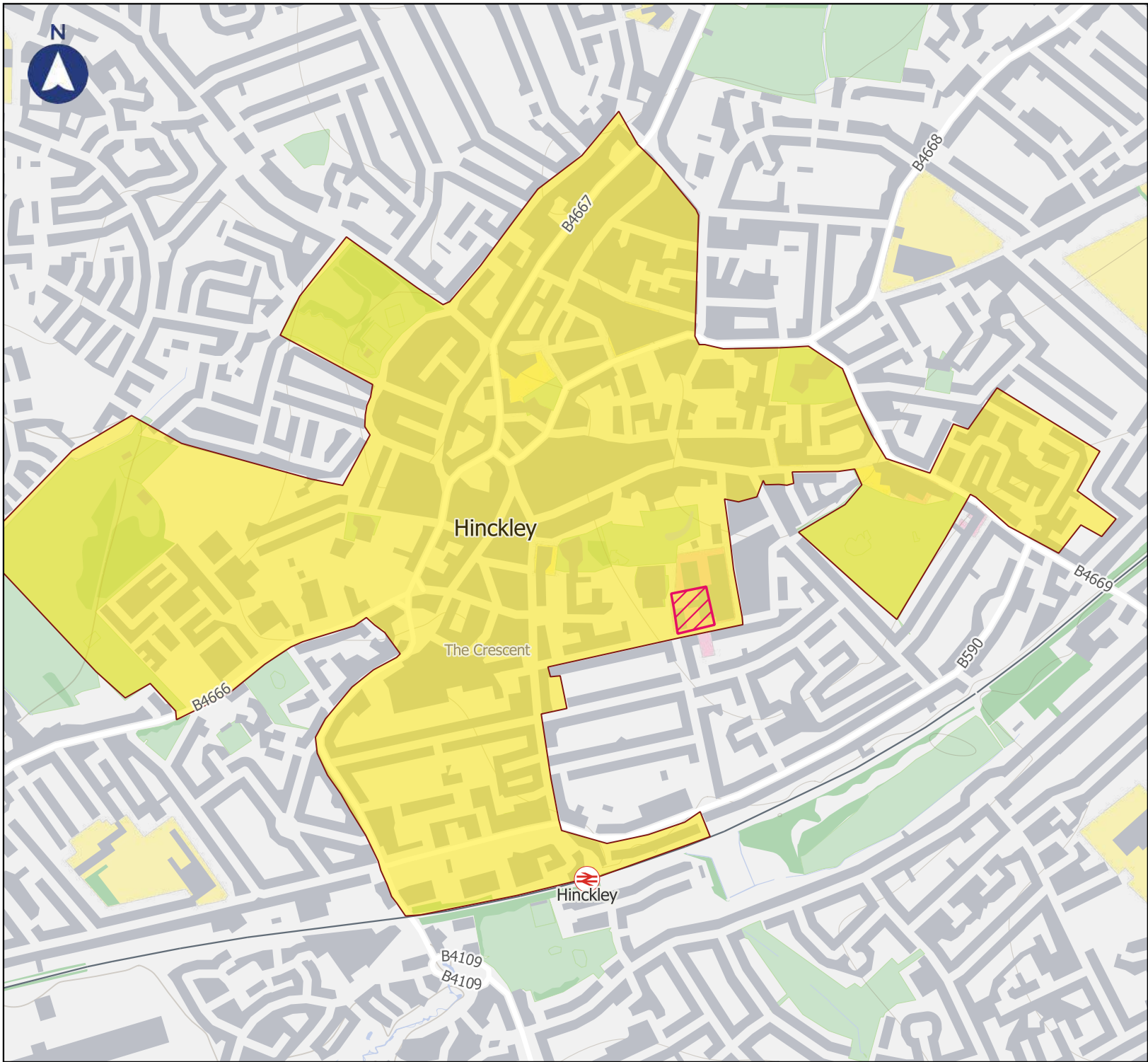
- 6.2.1 The site will generate commuting traffic and patient traffic. This Travel Plan is focused on employee commuting, as this Travel Plan will have a much higher chance of influencing employees; who will regularly visit the site, and so both have more chance of being influenced by the plan and be more able to change their mode of travel to work compared to patients.
- 6.2.2 The indicative mode share suggests that the site could generate a total sustainable mode share of around 25% consisting of 2% of arrivals by bus, 18% of arrivals by foot, 2% by Bicycle and 3% by rail. Based on this census travel to work data, it is clear that despite the sites central location, a large percentage of the local area commute to the area via car. However, it is also generally identified that many trips originate within 3 miles and there is therefore some scope for mode shift.
- 6.2.3 The Transport Assessment has also identified that there has been some change since the last iteration of surveys in 2019, with 8% reduction in face-to-face appointments; albeit many services necessitate patients to attend in person. The implementation of Green Travel Plans in other regions has resulted in significant modal shift away from solo car use amongst staff and it is considered reasonable that lower levels than 70% can be achieved at Hinckley.
- 6.2.4 Targets cannot be set at this time without a fully informed baseline; however, the applicant commits to undertaking site specific surveys as soon as reasonably possible following the conclusion of road works, and ahead of any planning approval. This TP will subsequently be updated to provide a multimodal baseline and interim targets. It is expected that an initial target for vehicle modes may be a reduction to 60%, with an ideal being a reduction to some 45%, however, this is reliant on more detailed understanding of existing trips and the functional implementation of parking controls, to which the applicant is committed.

7. Summary

- 7.1.1 Markides Associates have been instructed by NHS Property Services ('the applicant') to prepare this Framework Workplace Travel Plan to support an application for redevelopment of part of the site of the Hinckley & District Hospital, Mount Road, Hinckley LE10 1AG ('the site'). Hinckley and Bosworth Borough Council (HBBC) are the planning authority, and Leicestershire County Council (LCC) are the highway authority.
- 7.1.2 The TP identifies a range of management strategies and hard and soft TP measures that will be implemented across the site to encourage employees to adopt sustainable modes of travel.
- 7.1.3 First year mode splits will be established as part of the Initial Travel Survey, to understand within 3 months of the site becoming operational, and interim targets ahead of any construction informed by surveys undertaken at the first opportunity in 2023.
- 7.1.4 Subsequent monitoring of the TP will occur in the form of Travel Surveys undertaken on the 1st, 3rd, and 5th anniversaries of the Initial Travel Survey. It is anticipated that following the 5th anniversary survey, the transport-related concerns associated with the site will cease and additional monitoring and reporting will not be required.

FIGURES

Figure 1.1	Site Context Plan
Figure 2.1	Existing Site Layout
Figure 2.2	Existing Parking and Use
Figure 2.3	Location of Local Amenities
Figure 2.4	Sustainable Travel Plan

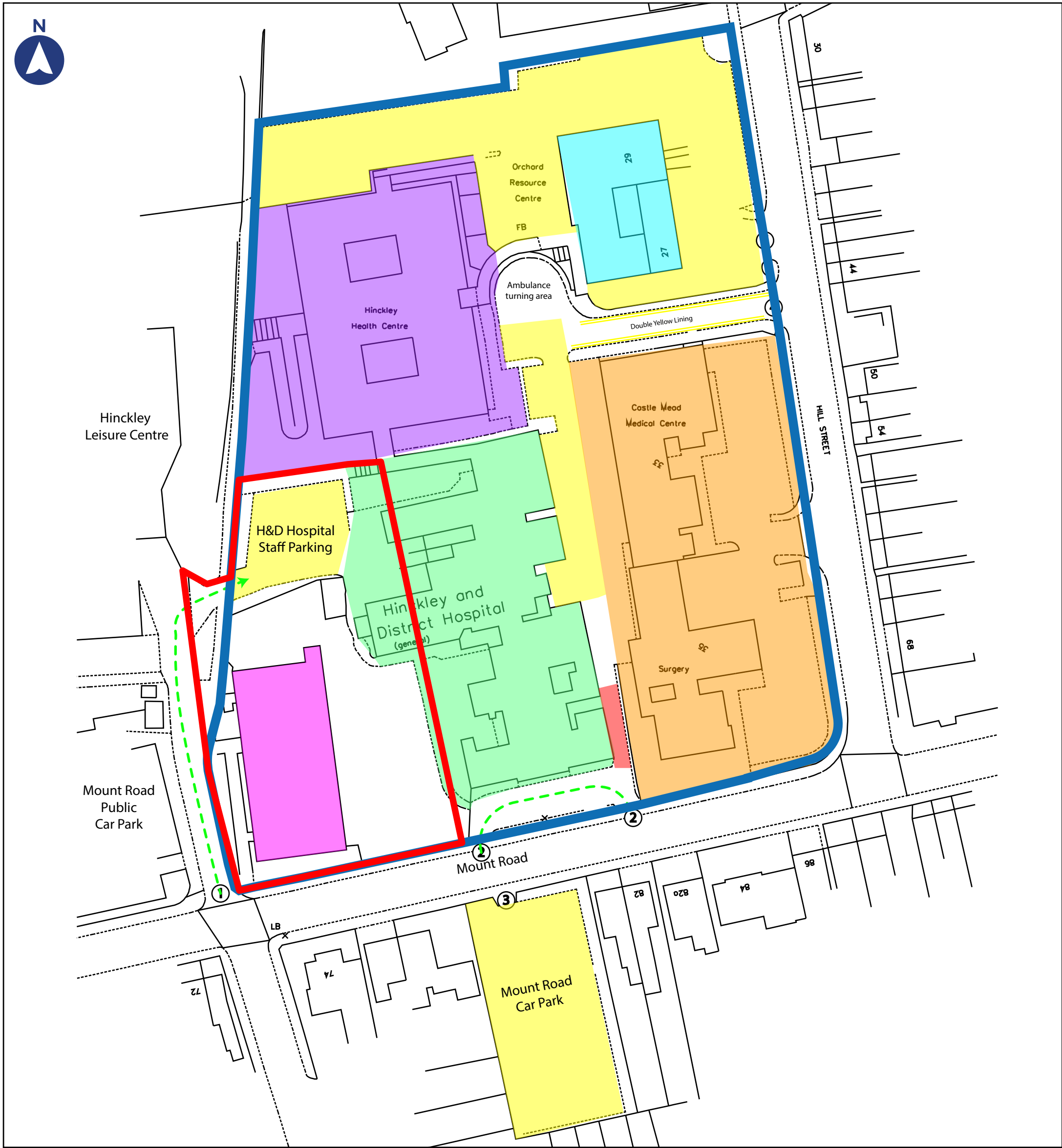


Site Location Plan

Hinckley & District Hospital

Key

-  Site Location
-  Hinckley Area Action Plan Boundary



MARKIDES
ASSOCIATES

Existing Site

Hinckley & District Hospital

Key



NHS Properties Land Ownership



Site Boundary



Car Parking Areas



NHS Land Holding on Long Lease



Hinckley & District Cottage Hospital



Hinckley Health Centre



Orchard Resource Centre



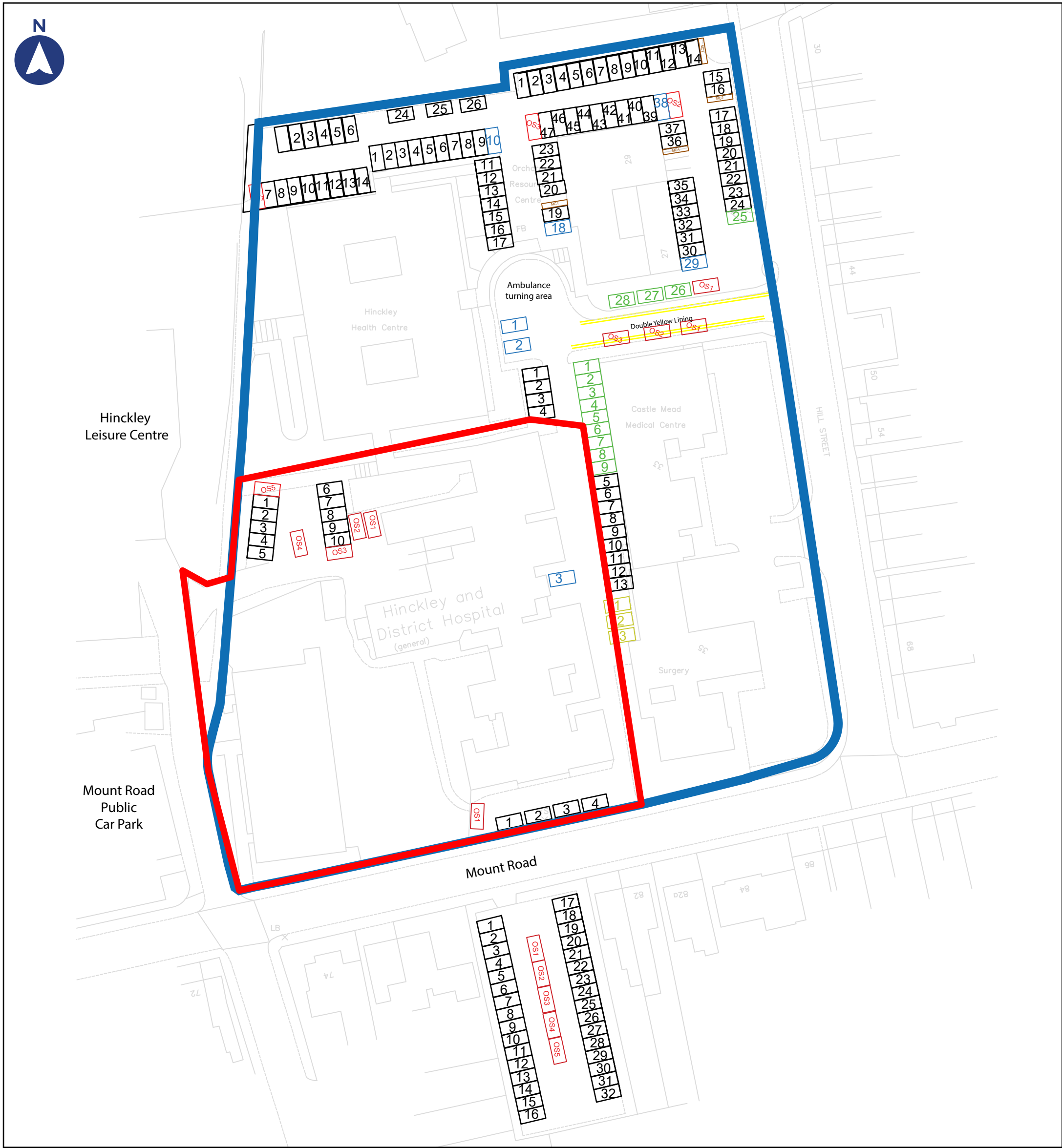
Physiotherapy Unit



No Through Access



Vehicle Access



**MARKIDES
ASSOCIATES**

Existing Site Parking Plan

Hinckley & District Hospital

Key



NHS Properties Land Ownership



Site Boundary



Standard Parking Bays



Informal Overspill Parking



Disabled Parking Bays



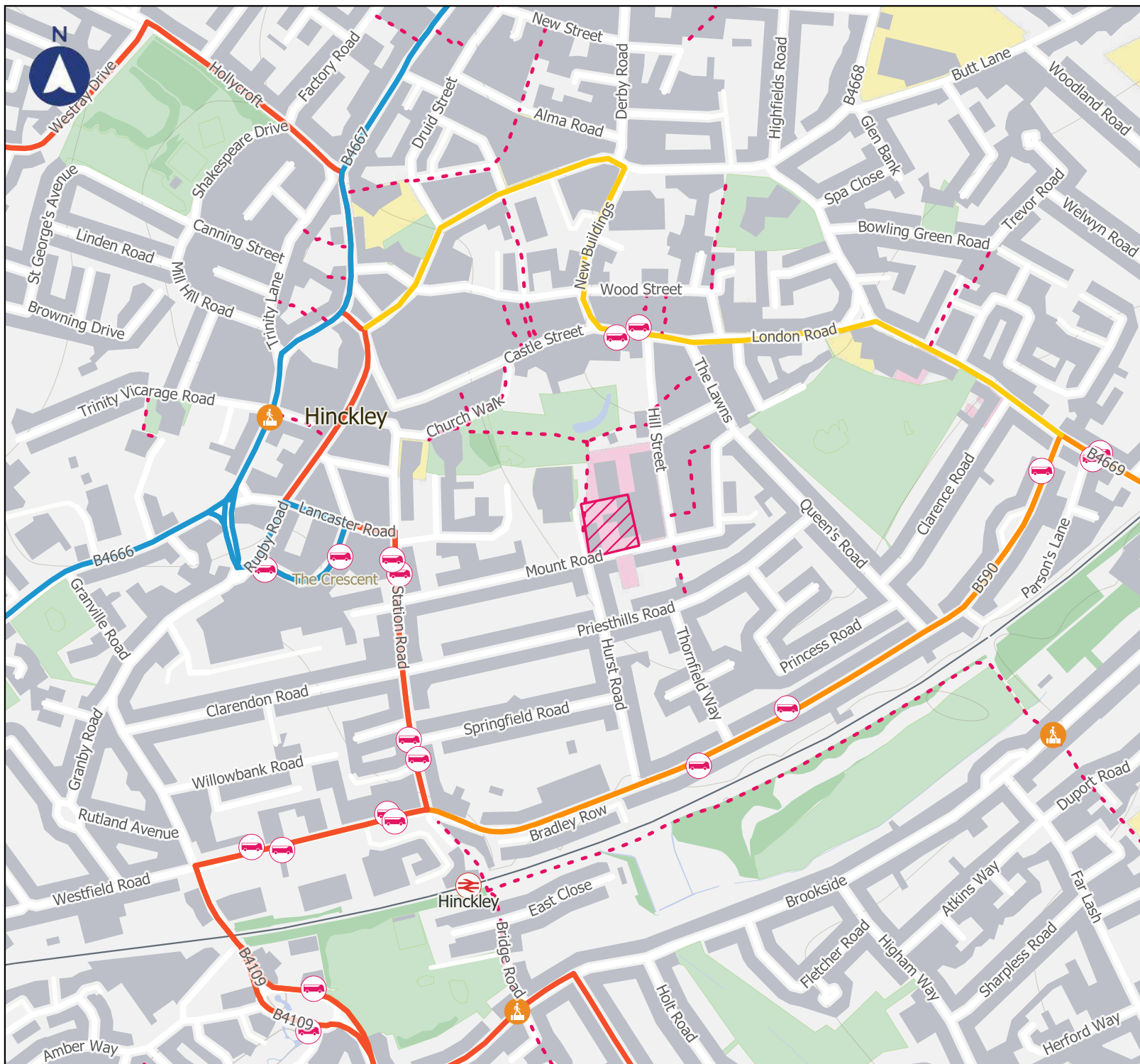
Doctor Parking Bays



Allocated Parking



Motorcycle Parking



Sustainable Transport Plan

Hinckley & District Hospital

Key

Site Location

Sustainable Transport Infrastructure

Bus Stop

Pedestrian Crossing

Public Rights of Way

Footpaths

Bridleways

Byways

Restricted Byways

Bus Routes

Arriva Route 6/7

Arriva Route X6

Arriva Route 8

Coach 308

Megabus Route M20

Stagecoach Route 48L

0 100 200 m



APPENDIX A – POLICY REVIEW

A1 National Planning Policy Framework

The NPPF was revised on 22nd July 2021. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

With regards to transport, the NPPF Paragraph 110 states that:

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 Model Design Code, 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.

Paragraph 111 continues: *“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.”*

Paragraph 112 continues that applications for development should:

- 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and ultra-low emission vehicles in safe, accessible, and convenient locations.

Paragraph 111 states that: *“All developments that will generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment.”*

A2 Hinckley & Bosworth Local Plan

The site is included within Hinckley Town Centre Area Action Plan (HTCAAP) (2011) which includes the leisure centre and Argents Mead Gardens. It encompasses the physio unit, the cottage hospital, and the Centre Surgery, but excludes the Castlemead Health Centre, the Maples Family Medical Practice, and the Orchard Resource Centre.

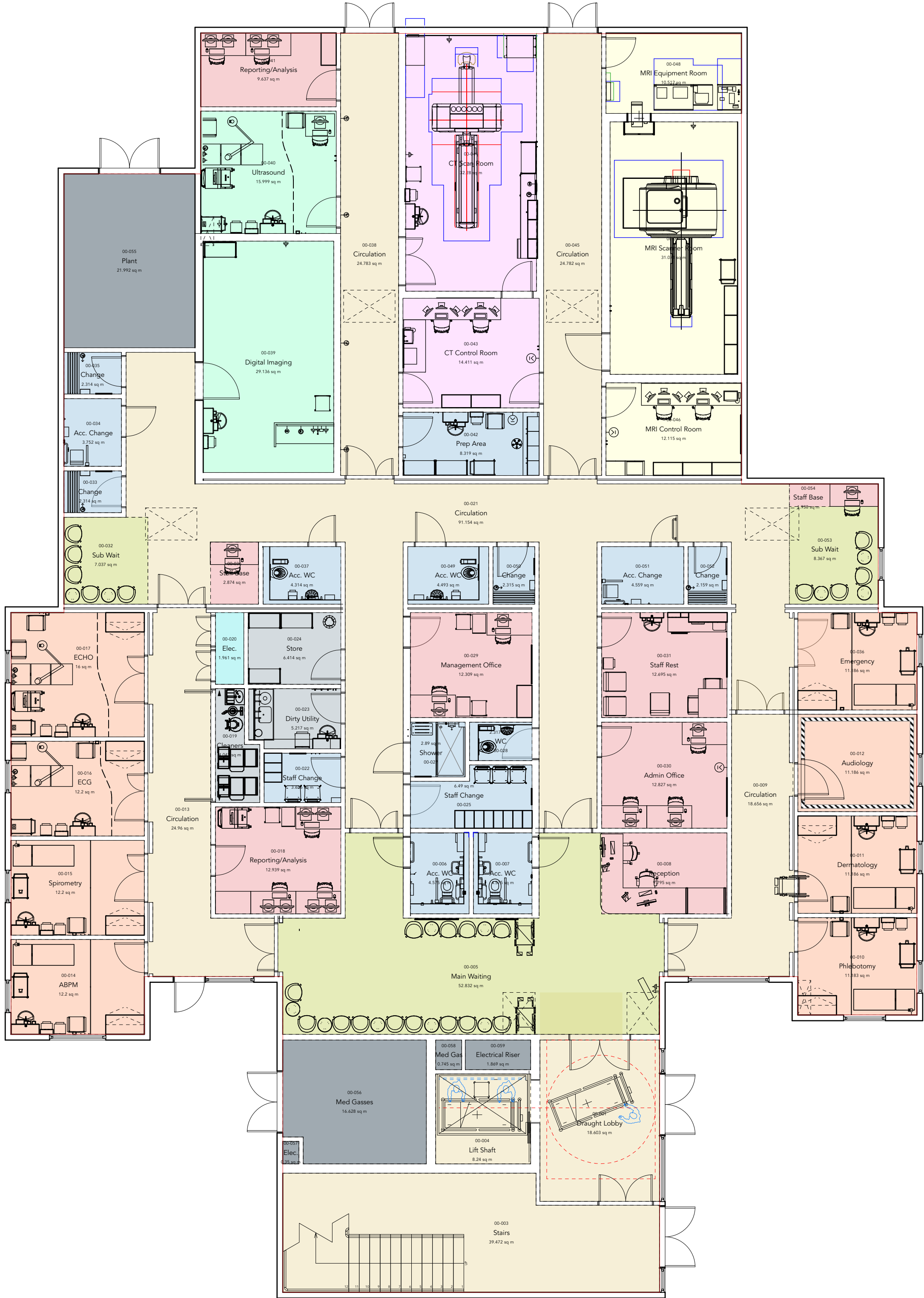
The Plan is somewhat old now and much of the aspiration for Land North of Mount Road has been fulfilled.

Spatial Objective 13: Transportation and Need to Travel states that:

To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.

APPENDIX B – SITE LAYOUTS

GIFA: 822.04 sq m



Notes:

This drawing is to be read in conjunction with all other consultants engineers and specialist sub contractors drawings.
All items are to be cross referenced throughout design, tender & construction.

Any discrepancies whatsoever discovered must be reported to the Main Contractor or Contract Administrator (CA) as soon as they become apparent.

The Main Contractor is responsible for checking all dimensions prior to commencement of work.

All specified manufacturers are OSA (or similar approved) OEA (or equal approved) whether stated or not. Any equivalent product or manufacturer must be approved in writing by the CA before use.

All structure shown on these drawings is based on structural philosophy & is to be fully designed, detailed & dimensioned by 'Others'. Refer to Structural Engineers plans for current structural design.

All drawings are to be read in conjunction with project specific NBS (national building specification)

Site Address

Hinckley and District Hospital
Mount Road
Hinckley
LE10 1AG



North

P14	23/08/2023	Updated GIFA to reflect accurate figure.	BCP
P13	14/08/2023	Updated layout of 00-012 Audiology to reflect plans provided by David Ballan. Window positions on East and Western Facade to reflect drawing 1782-DBC-ZZ-XX-DR-A-001 8 P05 Proposed Elevations.	BCP
P12	10/08/2023	Removed Stair Lobby, and added fire escape from stair core.	BCP

Rev	Date	Revision Details	Author
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Status	Purpose For Issue
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S0	Initial Issue
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Client	NHS Property Services
--------	-----------------------

Job	Hinckley Daycare & CDC Business Case Support
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Title	Proposed Ground Floor Plan
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Drawn BCP	Date Dec 2022	Checked MH	Date Dec 2022
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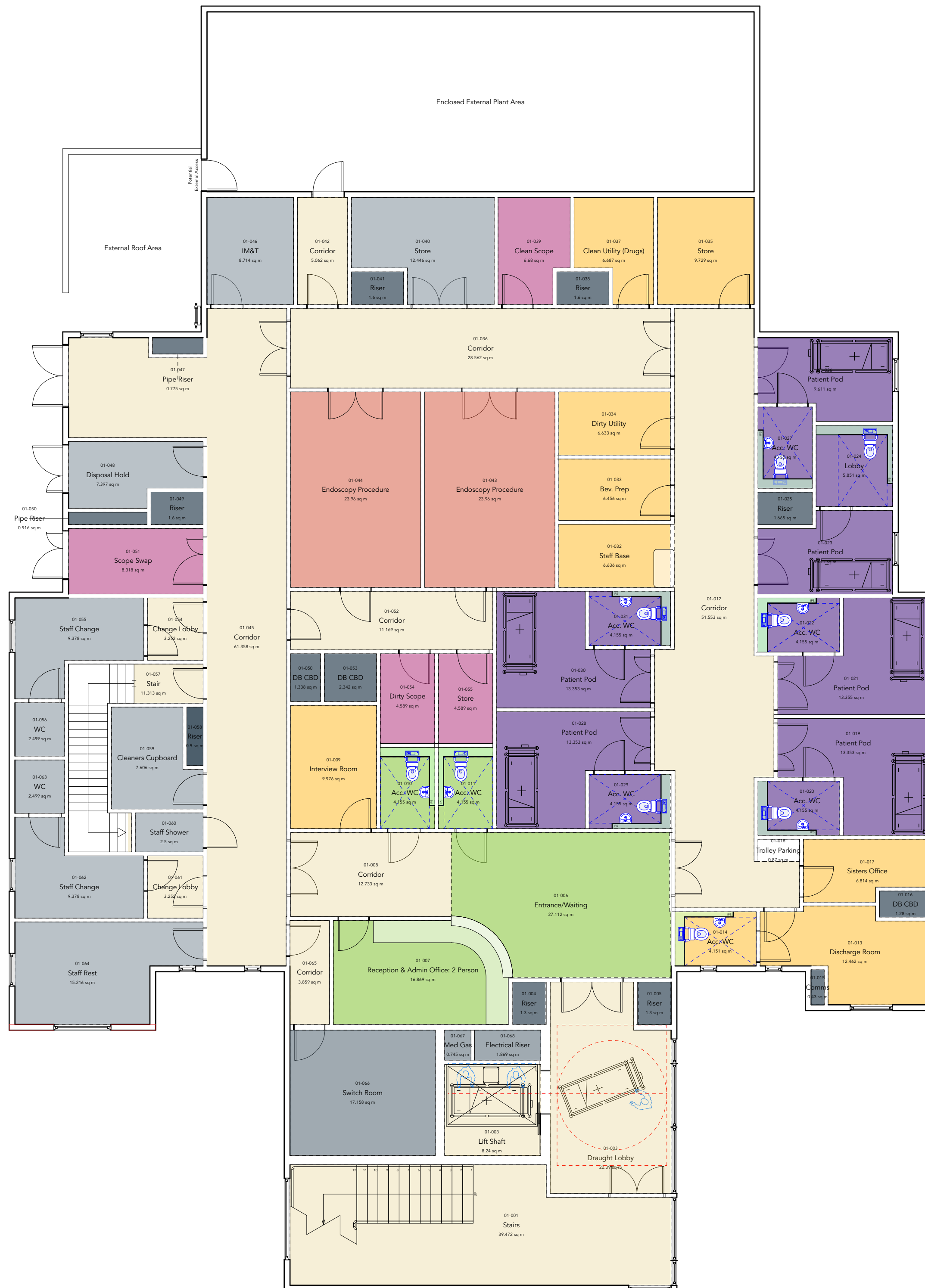
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Drawing Number	Revision
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1782-DBC-CDC-00-DR-A-0200	P14
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GIFA: 719.28 sq m



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Site Address

Hinckley and District Hospital
Mount Road
Hinckley
LE10 1AG



P09	23/08/2023	Updated GIFA to reflect accurate figure.	BCP
P08	14/08/2023	Updated window positions on East and Western Facade to reflect drawing 1782-DBC-ZZ-XX-DR-A-001 8 P05 Proposed Elevations	BCP
P07	10/08/2023	Removed Stair Lobby, and added fire escape from stair core. Added futher M&E risers to plan in line with Hoare Lea's mark up. Also included external roof area of plant below.	BCP

Rev	Date	Revision Details	Author
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Status	Purpose For Issue
--------	-------------------

S0	Initial Issue
----	---------------



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Client | NHS Property Services

Job | Hinckley Daycare & CDC Business Case Support

Title	Proposed First Floor Plan
--------------	---------------------------

Drawn BCP	Date Dec 2022	Checked MH	Date Dec 2022
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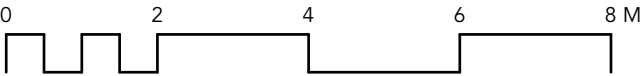
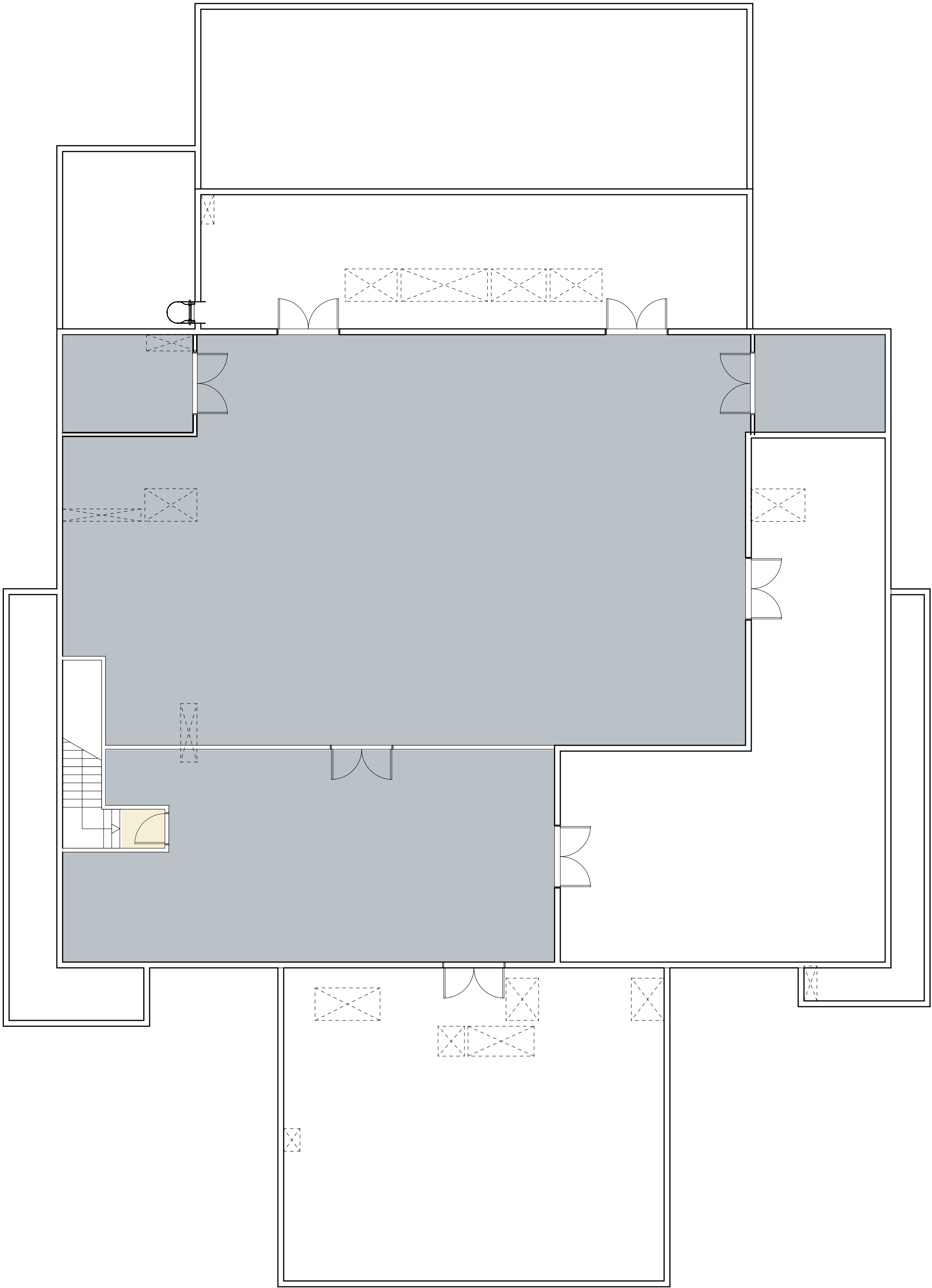
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Drawing Number			Revision

Drawing Number	Revision
1782-DBC-END-00-DR-A-0300	P09

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GIFA: 378.98 sq m



Notes:

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All drawings are to be read in conjunction with project specific NBS (national building specification)

Site Address

Hinckley and District Hospital
Mount Road
Hinckley
LE10 1AG

North

P06	23/08/2023	Updated GIFA to reflect accurate figure.	BCP
P05	10/08/2023	Added secondary escape from plant area in the form of a hoop ladder. Stair well moved to reflect changes in Endoscopy floor plan.	BCP
P04	27/07/2023	Updated floor plan to reflect Hoare Lea mark up. As well as reflect new staircase location in line with Endoscopy floor plan below.	BCP

Rev	Date	Revision Details	Author
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Status	Purpose For Issue
--------	-------------------

S0	Initial Issue
----	---------------

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Client	NHS Property Services
--------	-----------------------

Job	Hinckley Daycare & CDC Business Case Support
-----	--

Title	Proposed Second Floor Plan
-------	----------------------------

Drawn BCP	Date Dec 2022	Checked MH	Date Dec 2022
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Scale:Size	1:100	@	A2
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Drawing Number	Revision
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1782-DBC-ZZ-00-DR-A-0400	P06
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APPENDIX C – BREEAM AI TOOL OUTPUT

Building type Healthcare: GP surgery, Health centre, Community hospital ▼

No. nodes required 9 ▼

Select

Public transport type	Bus
Distance to node (m)	300

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	0.6								

Public transport type	Bus
Distance to node (m)	400

[illegible]

Public transport type	Bus
Distance to node (m)	400

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.46									

Public transport type	Bus
Distance to node (m)	500

Distance to road (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	4.3	2							

Public transport type	Rail
Distance to node (m)	700

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2.6									

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

[illegible]

Public transport type	
Distance to node (m)	

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 15

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 16

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 17

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 18

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 19

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 20

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

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