

Fore Business Park

Framework Travel Plan

On behalf of **IM Properties**



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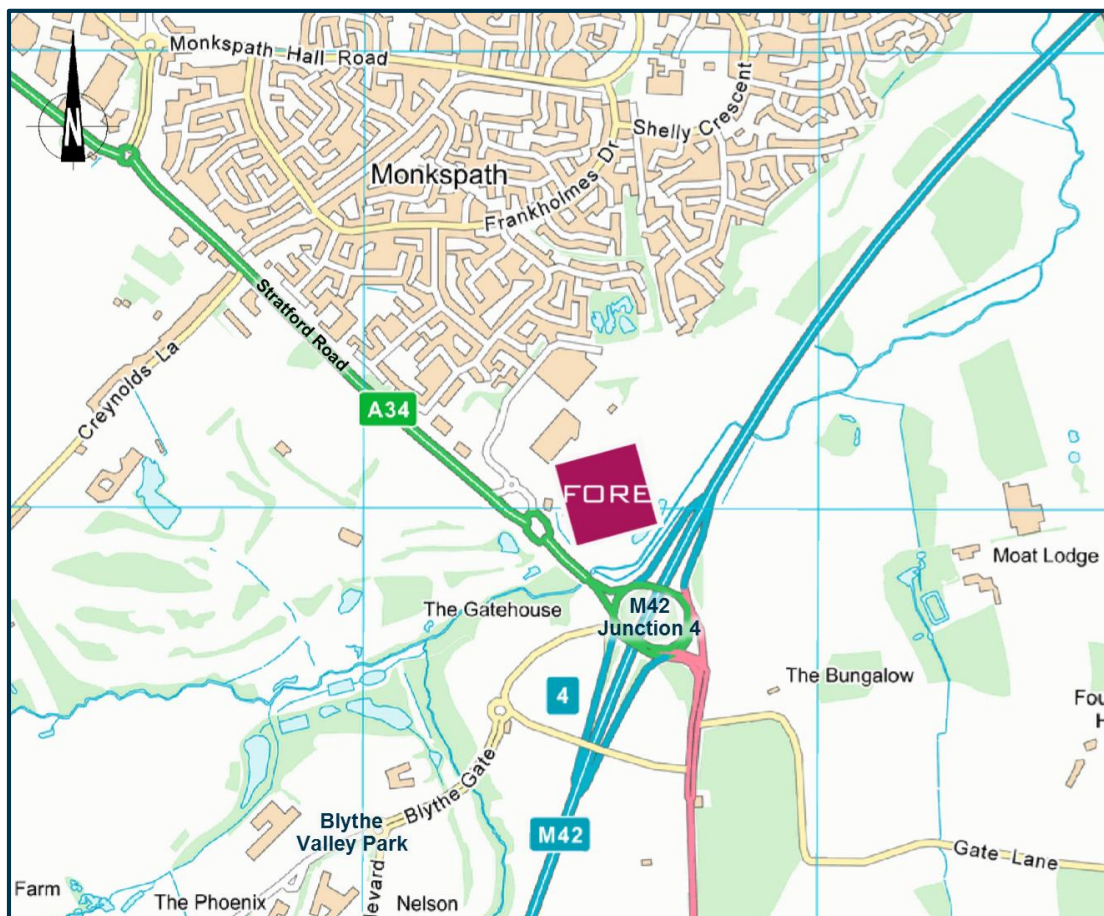
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Appendix A	Illustrative Masterplan
Appendix B	Solihull Walking and Cycling Map
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1 Introduction

1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been appointed by IM Properties to prepare a Framework Travel Plan to accompany a hybrid planning application for proposed development at Fore Business Park in Solihull. The hybrid planning permission for employment development at Fore Business Park to comprise: in full, erection of two office buildings (Use Class B1(a)) with ancillary training and automotive testing facility, security gatehouse, access road, car parking, landscaping and associated work; and in outline, with all matters reserved, up to 10,930 m² Gross Internal Area (GIA) of office floor space with car parking, landscaping, and associated works. In total (including the existing office units), the proposed development will provide 23,497 m² GIA of office space (B1 use) and 200 m² GIA for an automotive training and testing facility (B2 use) at Fore Business Park.
- 1.1.2 The indicative site location is shown in **Figure 1.1** and an Illustrative Masterplan is provided in **Appendix A** which shows further details of the proposed site layout.
- 1.1.3 This document will be the Framework Travel Plan for the whole of Fore Business Park, providing a single source of information about the purpose, preparation and implementation of the sustainable travel related proposals relating to the development. Each future unit built-out at Fore Business Park will be expected to implement a Workplace Travel Plan which is in line with this Framework Travel Plan.



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Figure 1.1 – Indicative Site Location

- 1.1.4 It should be noted that this Framework Travel Plan has been written to be submitted with the planning application for the proposed development and therefore complies with the requirements for Travel Plans as discussed with Solihull Metropolitan Borough Council in 2016. Notwithstanding this, this Framework Travel Plan is also intended to be transferrable to the occupants of Fore Business Park and therefore non-technical language has been used throughout to ensure the document can clearly be understood by non-transport professionals.

1.2 Aims and Objectives of this Framework Travel Plan

- 1.2.1 The primary aim of this Framework Travel Plan is to reduce the number of single occupancy private car trips to and from the proposed development. This will be achieved through the identification and implementation of a range of travel-related measures to positively influence the travel patterns of all users of Fore Business Park.
- 1.2.2 The key objectives of this Framework Travel Plan are to:
- reduce reliance on the private car with a long-term strategy of mode shift away from single occupancy car use to sustainable modes of travel
 - lead to a change in the travel behaviour of individuals to a sustainable mode of travel and maintaining that change once it has occurred
 - build upon good urban design principles that maximise the permeability of the development for promoting walking, cycling and public transport use
 - identify measures to maximise the use of non-car travel modes
 - promote the use of car sharing where appropriate
 - reduce the need to travel through working practices, and
 - reduce road traffic congestion and further damage to the environment in the context of sustainable development which is consistent with Government policy.

1.3 Structure of the Framework Travel Plan

- 1.3.1 The structure of this Framework Travel Plan is set out below as agreed with Solihull Metropolitan Borough Council:
- existing conditions at and in the vicinity of the application site including details of the site location; local highway network; vehicular site access; and site accessibility by walking, cycling and public transport (**Section 2**)
 - development proposals including vehicle access arrangements; a pedestrian and cycle access strategy; a public transport strategy; and a parking strategy (**Section 3**)
 - summary of relevant national and local policy and guidance (**Section 4**)
 - details of the roles and responsibilities of the developer, Framework Travel Plan Coordinator and site occupiers in terms of implementing and managing this Framework Travel Plan (**Section 5**)
 - baseline mode share and modal shift targets for a reduction in single occupancy car trips (**Section 6**)

- details of the monitoring and review strategy (**Section 7**)
- measures and promotional strategy (**Section 8**), and
- details of the preliminary action plan (**Section 9**).

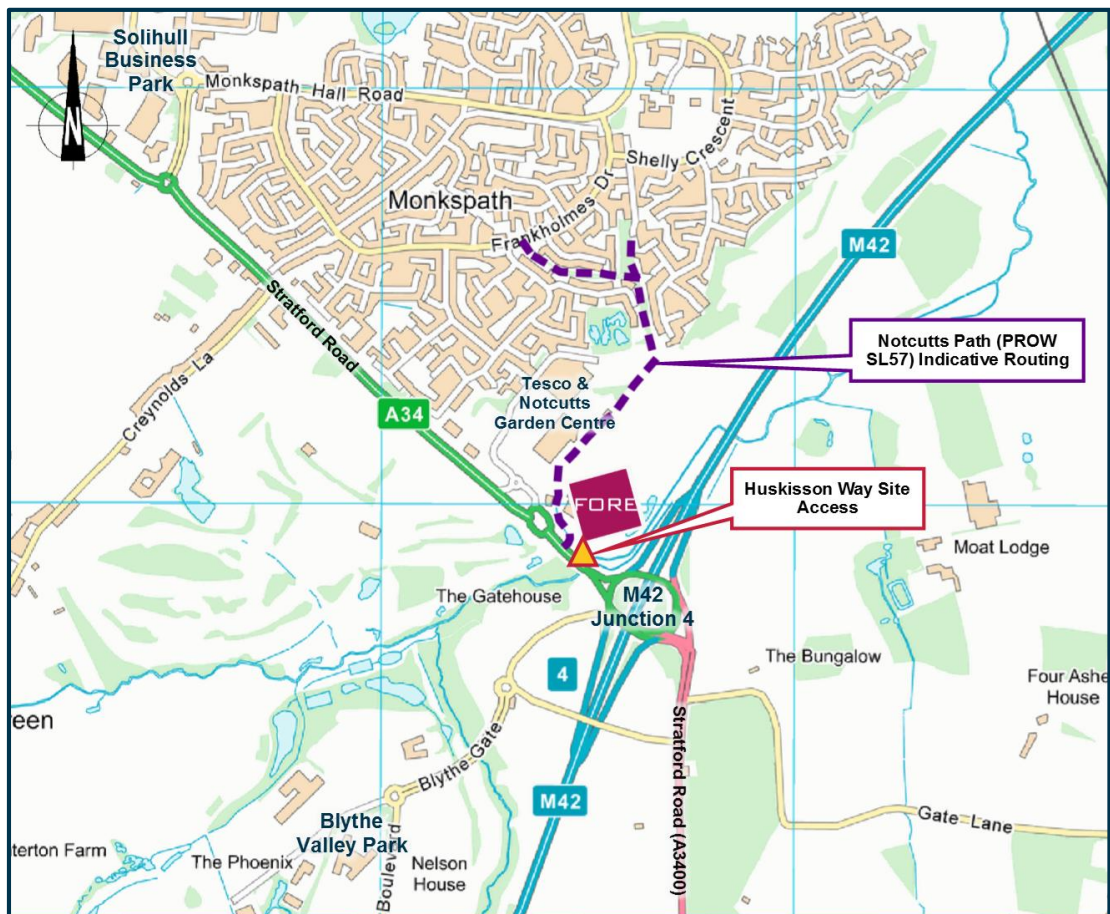
2 Existing Conditions

2.1 Introduction

- 2.1.1 This section identifies the existing transport conditions associated with the application site describing the site location; surrounding local highway network; pedestrian and cycle access; and current local transport provision in proximity to the site. A road safety review has also been undertaken for the road network surrounding the application site.

2.2 Site Location and Vehicular Access

- 2.2.1 Fore Business Park is located to the north of the A34 Stratford Road and west of the M42 (Junction 4) in Solihull. Fore Business Park has extant planning permission for up to 18,500 m² B1 Use, of which 7,017 m² GIA has been built out to date. The offices currently have 272 standard and 20 disabled car parking spaces on-site.
- 2.2.2 To the south the application site borders the A34 Stratford Road; to the east and north it borders a Country Park; and to the west it borders Notcutts Path (footpath number SL57) beyond which lie Notcutts Garden Centre and a Tesco supermarket (see **Figure 2.1**).



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Figure 2.1 – Local Highway Network and Site Context

- 2.2.3 The site is well connected to the M42 Junction 4 with good access to Birmingham International Airport (approximately 10 km away), Solihull (approximately 4.1 km to the town centre) and

Birmingham (approximately 14 km to the city centre). It is also located nearby to Blythe Valley Park (to the south) and Solihull Business Park (to the north-west).

- 2.2.4 There is currently one gated vehicular access to Fore Business Park (Huskinson Way) from the A34 Stratford Road. The site access is a Left-In/Left-Out signalised junction with controlled pedestrian crossings on both the entry and exit arms of the site access.

2.3 Local Highway Network

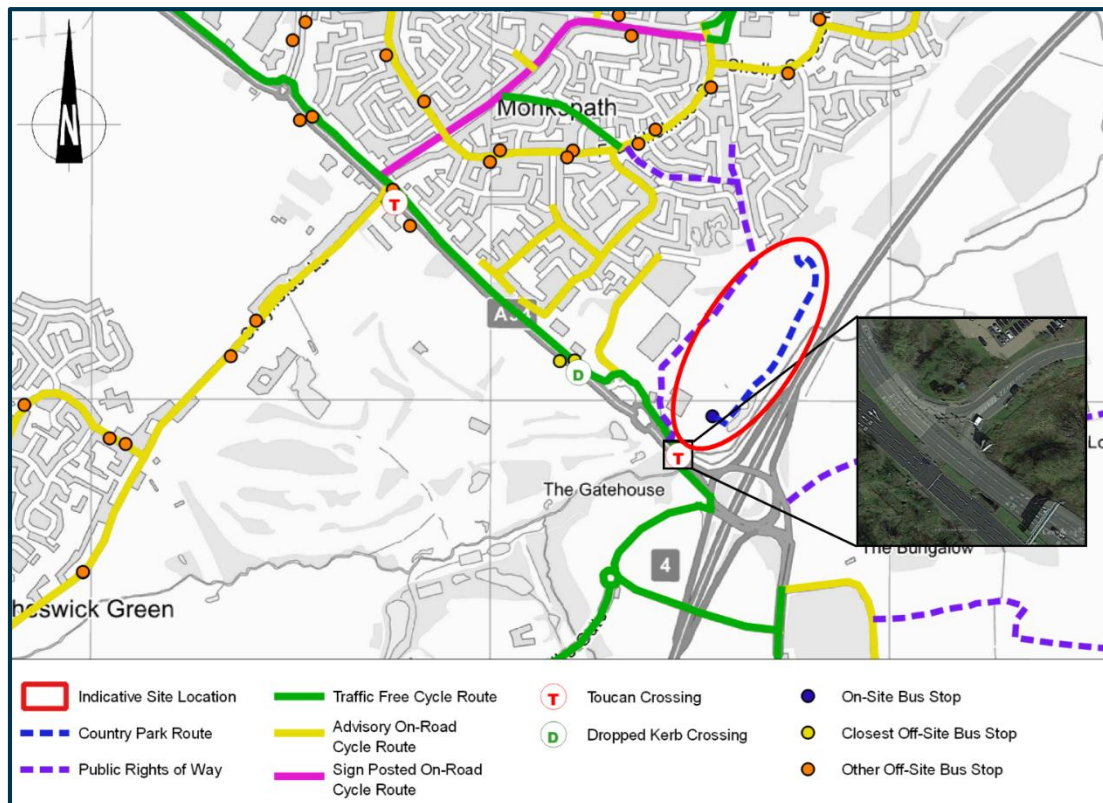
- 2.3.1 The characteristics of the local highway network in close proximity to Fore Business Park are described in this sub-section with **Figure 2.1** illustrating the locations of these roads.
- 2.3.2 Huskinson Way (site access road) is a single two-way carriageway with a roundabout located approximately 140m from the junction with the A34 Stratford Road. The carriageway width varies slightly between approximately 5.5m and 7.5m with the approach to the A34 Stratford Road approximately 11m wide. There are lit footpaths on the western side of the carriageway with parking restrictions denoted by double yellow lines.
- 2.3.3 Fore Business Park is located off the A34 Stratford Road which is a 40 mph dual carriageway with central reservation connecting to the M42 at Junction 4 to the east and Birmingham to the west. In the vicinity of the site there are lit footpaths on either side of the carriageway with the footpath on the southern side of the carriageway running between the Toucan crossing and the footpath into Blythe Valley Park.
- 2.3.4 To the east, the M42 Junction 4 roundabout connects to the A3400 Stratford Road which is a 40 mph dual carriageway to the north of Blythe Valley Park after which it becomes a single two-way carriageway providing connectivity to Hockley Heath and further to M40 Junction 16 (westbound slip road only).
- 2.3.5 The M42 provides direct access to the Midlands Motorway network (including the M5, M6, M6 Toll and M40), and to national destinations, such as Manchester, London and Cardiff.

2.4 Pedestrian and Cycle Facilities

- 2.4.1 There is currently a network of on-site foot and cycleways providing connectivity with key destinations surrounding the site. The residential area of Monkspath to the north of the site is accessible via Notcutts Path (footpath number SL57) which leads to Shelly Lane; there is also a connection from Notcutts Path (SL57) with a local footpath providing a connection through to Frankholmes Drive which is a distributor road and bus route through the Monkspath residential area. There is also a chicane facility on the local route on the approach to Frankholmes Drive encouraging cyclists using this route to be cautious and reduce the potential for conflict with pedestrians. As part of the Section 106 agreement for the development proposals at Blythe Valley Park, improvements will be provided to footpath SL57 to make it a more attractive route for pedestrians.
- 2.4.2 Foot/cycleways surrounding the site are also accessible via Huskinson Way. Huskinson Way also provides access to leisure routes through the adjacent Country Park which are formed of bound gravel.
- 2.4.3 There is good footpath provision to local destinations with paved footways along the A34 Stratford Road leading north-west towards Shirley and Monkspath, along the north and eastern side of M42 Junction 4 and along the A3400 Stratford Road from M42 Junction 4 to Hockley Heath.
- 2.4.4 A signed, shared foot/cycleway runs between Fore Business Park and Blythe Valley Park with the route continuing over the A34 Stratford Road via a Toucan crossing. There are also Toucan crossings located on the entry and exit arms of Huskinson Way at its junction with the

A34 Stratford Road. The route also forms part of a local cycle route providing connectivity between Hockley Health, Monkspath, Shirley and Solihull town centre.

- 2.4.5 **Figure 2.2** illustrates the location of pedestrian and cycle provision in proximity to Fore Business Park with a copy of Solihull Metropolitan Borough Council's Cycling and Walking Map provide in **Appendix B** detailing pedestrian and cycle routes in proximity to Fore Business Park and throughout Solihull.



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Figure 2.2 – Foot and Cycle Connections in Proximity to Fore Business Park

2.5 Bus Service Provision and Facilities

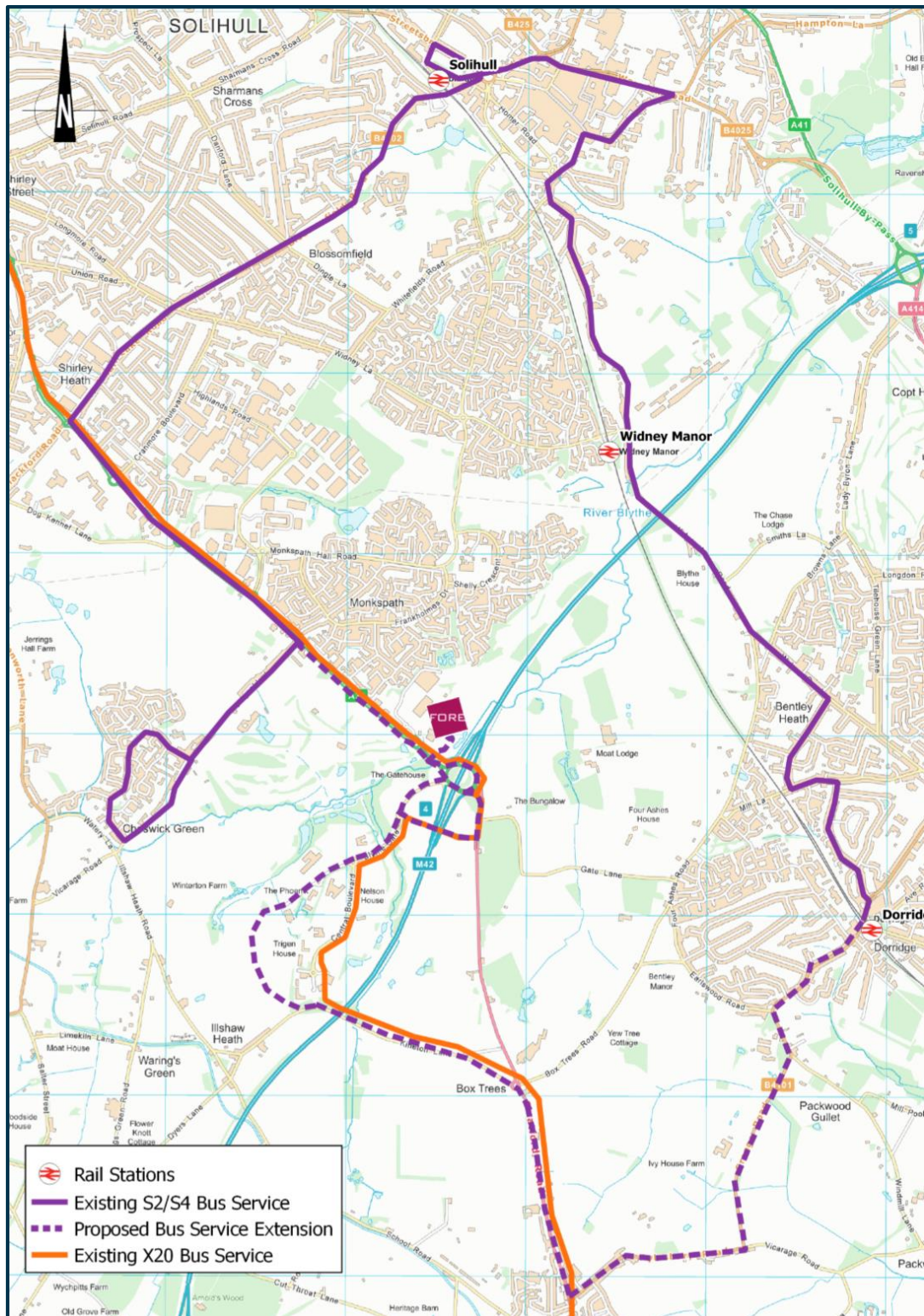
- 2.5.1 There is an existing bus stop on-site located to the south of the roundabout on Huskisson Way, denoted by a marked layby. This bus stop is served by the existing private bus services funded by IM Properties and provides access to Solihull and Birmingham International rail stations.
- 2.5.2 The nearest off-site bus stops to the site are located on the A34 Stratford Road adjacent to the McDonalds restaurant. The eastbound stop is located approximately 385m from the site access and the westbound stop is located approximately 436m from the site access (accessed by crossing the A34 Stratford Road using an informal crossing point just to the south-east of the McDonalds restaurant). Both bus stops comprise a marked bus layby with a shelter and timetable information. The services operating from these bus stops are summarised in **Table 2.1** with bus time tables provided in **Appendix C**. The locations of the on-site and off-site bus stops in the vicinity of Fore Business Park are also illustrated in **Figure 2.2**.

Table 2.1 – Bus Services Operating in the Vicinity of Fore Business Park

Service No. (Operator)	Route	Frequency	
		Monday – Friday	Weekends and Bank Holidays
Private Bus (Silverline LandFlight Ltd)	Birmingham International Rail Station – Fore Business Park	Four services between 7.30am and 9.30am and four services between 4pm and 7pm	No Service
	Blythe Valley Park – Birmingham International Station		
Private Bus (Silverline LandFlight Ltd)	Solihull (Rail Station) – Blythe Valley Park	Four services between 7.15am and 9.15am and four services between 4pm and 7pm	No Service
	Blythe Valley Park – Solihull (Rail Station)		
62 (Stagecoach Warwickshire) college term time only	Solihull – Warwickshire College	One service in the morning	No Service
	Warwickshire College – Solihull	One service in the evening	
811 (Grosvenor Coaches)	Solihull – Blossomfield – Hockley Heath – Blossomfield	One service in the morning	No Service
	Blossomfield – Solihull – Blossomfield – Hockley Heath	One service in the afternoon	
812 (Grosvenor Coaches) school term time only	Solihull – Blossomfield – Hockley Heath – Blossomfield	One service in the morning	No Service
	Blossomfield – Hockley Heath – Dorridge – Solihull	One service in the afternoon	
X20 (Johnson's Excelbus)	Birmingham - Stratford via Henley in Arden	Approximately Hourly	Saturday: Approximately Hourly Sunday/Bank Holiday: 90 minutes
	Stratford - Birmingham via Henley in Arden		

Source: Traveline (accessed 17/05/17)

- 2.5.3 As part of the proposed development at Blythe Valley Park, the private bus service to Solihull Rail Station would cease and be replaced by the enhanced S2/S4 services, which are currently accessible from the bus stops on the A34 Stratford Road to the east of Monkspath Hall Road and provide connectivity to Cheswick Green, Solihull and Dorridge, would create a circular bus route operating along the A34 Stratford Road and serve the closest off-site bus stops to Fore Business Park. This will provide public transport connections in close proximity to Fore Business Park that are not presently available and therefore improve public transport accessibility to the site. There is also the opportunity for the service travelling eastbound along the A34 Stratford Road to stop at the on-site bus stop at Fore Business Park without resulting in a significant diversion or added delay to the proposed route. **Figure 2.3** illustrates the existing S2/S4 bus service route and proposed bus service extension as part of the Blythe Valley Park development; potential routing into Fore Business Park has also been illustrated.



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Figure 2.3 – Blythe Valley Park Development Proposed Bus Service Extension

- 2.5.4 The improved bus service proposal would operate with a 15 minute frequency providing connections to Solihull town centre every 30 minutes in a clockwise direction and every 30 minutes in an anti-clockwise direction from Monday to Saturday. On Sunday the service would operate every hour in each direction providing a half hourly connection to Solihull.

- 2.5.5 The proposed improved bus service would also enhance weekend services as currently the X20 provides the only weekend service operating in the vicinity of Fore Business Park. **Table 2.2** provides the potential frequencies and travel times for the bus services proposed as part of the Blythe Valley Park development. Travel times to Blythe Valley Park provide an indication of travel times to Stratford Road in the vicinity of Fore Business Park.

Table 2.2 –Travel Times and Frequency for Proposed Blythe Valley Park Bus Service Improvements

Route	Frequency		Approximate Travel Time To/From Blythe Valley Park
	Monday to Saturday	Sunday	
Solihull (Rail Station) – Blythe Valley Park – Hockley Heath – Dorridge – Solihull	Half hourly from 6:30am to 7pm, Hourly from 7pm to 10pm	Hourly	25 minutes from Solihull 5 minutes to Hockley Heath 10 minutes to Dorridge Rail Station
Solihull (Rail Station) – Shirley – Cheswick Green – Blythe Valley Park	Half hourly from 6:30am to 7pm, Hourly from 7pm to 10pm	Hourly	40 minutes from Solihull 10 minutes from Cheswick Green

2.6 Rail Services

- 2.6.1 The private bus services from Blythe Valley Park and Fore Business Park provide direct connection to main line rail stations (Solihull and Birmingham International rail stations), facilitating access from both across the West Midlands and nationally. The proposed S2/S4 bus service shown as part of the Blythe Valley Park development will continue to provide connection to Solihull Rail Station as well as Dorridge.
- 2.6.2 Solihull Rail Station lies on the rail line between Birmingham Snow Hill and Leamington Spa. Services passing through the station include those from Kidderminster, Birmingham, Leamington Spa, High Wycombe and London Marylebone amongst others – with a twice hourly service from London Marylebone. Additionally, Birmingham Snow Hill, Jewellery Quarter and The Hawthorns stations all provide local connections to West Bromwich, Wednesbury, Bilston and Wolverhampton via the frequent Midland Metro light rail service.
- 2.6.3 Birmingham International Rail Station provides access to a wide variety of locations and include, among others, regular services from Manchester, various locations within the Midlands, Oxford, Reading, locations in Wales and London Euston (six services an hour). Therefore, Fore Business Park is accessible for work trips, visitors and regular commuters.
- 2.6.4 In addition to these two stations both Dorridge and Widney Manor rail stations are located within 4 km of Fore Business Park. Birmingham New Street Station is also accessible via the X20 bus service and by car (approximately 30 minutes' drive) from Fore Business Park or is. Birmingham New Street Station is a major rail hub and provides connections to towns and cities across the country.
- 2.6.5 The locations of the closest rail stations to Fore Business Park have been illustrated in **Figure 2.3**.

3 Development Proposals

3.1 Introduction

3.1.1 The development proposed for the planning application is for:

- New employment units (Use Class B1) – 10,930 m² GIA – outline application
- A new office (Use Class B1) headquarters building for IM Properties – 5,004 m² GIA
- A new office building for Christian Vision (Use Class B1) – 546 m² GIA
- A training and automotive testing facility; ancillary to main building (Use Class B2) – 200 m² GIA
- A security gate house; ancillary to main building
- Associated parking and access road, and
- Associated landscaping.

3.1.2 The development proposals will provide up to 23,497 m² (252,920 ft²) GIA B1 use (Business) and 200 m² (2,153 ft²) GIA B2 use (General industrial) total development (including existing office units) at Fore Business Park in Solihull. This is an additional 4,997 m² (53,787 ft²) GIA B1 use and 200 m² (2,153 ft²) GIA B2 use above the consented permission granted on 4 December 2002 under Solihull Metropolitan Borough Council planning reference PL/2002/02606/OL.

3.1.3 The indicative site location is shown in **Figure 1.1** with further details of the proposed site layout provided in the Illustrative Masterplan in **Appendix A. Table 3.1** also provides a breakdown of the floor areas by unit.

Table 3.1 – Built Out and Proposed Development by Unit

Building	Land Use	Development Status	GIA (ft ²)	GIA (m ²)
Fore 1	B1	Built-out	29,063	2,700
Fore 2	B1	Built-out	46,468	4,317
Offices (outline permission)	B1	Proposed	117,650	10,930
Christian Vision	B1	Proposed	5,877	546
Workshop	B2	Proposed	2,153	200
IM Campus	B1	Proposed	53,863	5,004
Total	-	-	252,920 B1 2,153 B2	23,497 B1 200 B2

3.1.4 Fore 1 and Fore 2 are built-out and are occupied by a number of companies. Permission is sought for an additional 10,930 m² B1 Use floor space in outline. Further to this, IM Properties are building a new office at the site (5,004 m²) and will also provide a new building for

Christian Vision of around 546 m² as well as a small automotive training and testing facility (approximately 200 m² B2 use) for their automobile business.

- 3.1.5 As with the existing buildings at Fore Business Park, the new development would also be delivered in line with BREEAM New Construction criteria and meet the BREEAM 'Very Good' rating. Not only would this make the new units more marketable but would also deliver sustainable units which are accessible by all users, including users with varying levels of disability and visual impairment. The relevant BREEAM criteria has been considered and incorporated into the strategies outlined in this sections and the measures and promotional strategy outlined in **Section 8**.

3.2 Pedestrian and Cycle Access Strategy

- 3.2.1 The proposed development will connect with existing footpaths and cycleways on-site and surrounding the site. There are opportunities to provide local connectivity from Fore Business Park with Notcutts Path (footpath number SL57) and an alternative route from the south-east to the north-east of the site through the provision of a shared 3m wide foot/ cycleway though the Country Park; this would also be suitable for use by people with physical disabilities including wheelchair users as the steepest gradients are c. three per cent. The Country Park is currently accessible via a gate located to the south-east of the site boundary and is available for use by existing Fore Business Park users and the general public. The proposed enhancements to the route through the Country Park would also make it more attractive for existing and future users of Fore Business Park as well as local residents and visitors to the area.
- 3.2.2 Pedestrian areas on-site would be designed in line with Manual for Streets and therefore would take into account suitable provision for wheelchair users. The design would also provide step-free access from the car park area to the buildings with dropped kerbs provided as appropriate close to building entrances.
- 3.2.3 Due to the proximity of the site (via the foot and cycleways) to the residential area of Monkspath, there are measures, as set out in **Section 8**, to promote access to the site by active modes of travel through this Framework Travel Plan.

3.3 Public Transport Strategy

- 3.3.1 As discussed in **Section 2.5**, the proposed extension to the number S2/S4 services as part of the Blythe Valley Park development proposals would deliver an enhanced bus service along the A34 Stratford Road which would also be accessible by occupants of Fore Business Park. The bus service enhancements would provide a bus service with a 15-minute frequency operating between the closest bus stops to the site on the A34 Stratford Road and Solihull town centre. There is also the potential for the eastbound service to incorporate the on-site bus stop at Fore Business Park without resulting in any significant diversion to the proposed route. This would be subject to further discussions with Transport for West Midlands.

3.4 Parking Strategy

- 3.4.1 As part of the extant planning consent, a car parking ratio of 1:27 m² was approved (equivalent to 685 standard car parking spaces) for the consented development at Fore Business Park (18,500 m² B1 use). It is proposed that car parking for the new development, above the consented permission, would be provided at a ratio of 1:30 m² for B1 use and at a ratio of 1:40 m² for B2 use as per Solihull Metropolitan Borough Council's Vehicle Parking Standards and Green Travel Plans SPD. In calculating the policy position on parking provision, the outline permission for the proposed 10,930 m² GIA office use falls within the consented permission, and the development proposed for full planning is considered as new (the new Christian Vision building, IM headquarters building and associated workshop). **Table 3.3** sets out the theoretical parking provision based on the ratios outlined above.

Table 3.3 – Theoretical maximum parking provision

Building	Status	Floor space	Use Class	Parking ratio (space:m ²)	Standard Parking Bays	Disabled Parking Bays	Total parking Bays
Fore 1	Existing/Consented	2,700 m ²	B1	1:27	100	6	106
Fore 2	Existing/Consented	4,317 m ²	B1	1:27	160	10	170
Offices (outline permission)	Existing/Consented	10,930 m ²	B1	1:27	405	20	425
Christian Vision	New	450 m ²	B1	1:30	18	3	21
Workshop	New	200 m ²	B2	1:40	5	3	8
IM Campus	New	5,004 m ²	B1	1:30	167	10	177
Total	-	23,601 m²	-	-	855	52	907

- 3.4.2 In accordance with Solihull Metropolitan Borough Council's Vehicle Parking Standards and Green Travel Plans SPD, disabled car parking will be provided at a rate of four bays plus four per cent of car park capacity for car parks over 200 spaces, or six per cent of car park capacity for car parks less than 200 spaces. A minimum of three disabled parking spaces should be provided for each unit. The calculations for disabled parking provision for the proposed development is also shown in **Table 3.3**.
- 3.4.3 Based on the ratios set out above and the standards for disabled parking provision, Fore Business Park could provide up to 904 total parking spaces. Currently the site already has 292 parking spaces (272 standard and 20 disabled spaces). It is proposed that an additional 605 parking spaces (including disabled spaces in line with guidance) will be provided. This would be 897 parking spaces in total which is within the theoretical maximum parking (907 spaces) that could be provided at Fore Business Park.
- 3.4.4 With regard to cycle parking, safe and secure cycle parking in line with the SPD is required; this should be provided close to building entrances. As the SPD does not provide cycle parking standards, it is proposed that Birmingham City Council's Car Parking Guidelines SPD (February 2012) is used to inform the number of cycle parking spaces required for the proposed development; it states the following minimum standards for offices and flexible business use:
- one space per 250 m² for developments <1,000 m², and
 - one space per 400 m² for developments >1,000 m².
- 3.4.5 Based on the overall proposed floor area (23,697 m² GIA B1 and B1 use) this would require a minimum of 59 cycle spaces (or 30 cycle stands).

4 Policy Context

4.1 Introduction

- 4.1.1 This section provides an overview of the current national and local policies that have and will continue to inform the development of this Framework Travel Plan. This Framework Travel Plan has also been prepared with regard to best practice guidance from appropriate travel planning guidance. Reviewing these policies and guidance will ensure that this Framework Travel Plan is developed and implemented in accordance with established policy aims and objectives and follows best practice guidance.



4.2 National Policy and Guidance

National Planning Policy Framework (March 2012)

- 4.2.1 The key aim of the NPPF is to promote and achieve sustainable development. NPPF states that '*Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development*' [Paragraph 31].
- 4.2.2 The NPPF encourages reducing the need to travel, the movement of goods and people by sustainable modes of transport where travel is required, the provision of high quality public transport with priority provided to pedestrians and cyclists, and creating '*safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians*' [Paragraph 35].
- 4.2.3 Paragraph 29 states that '*The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel*' and goes on to say that '*A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan*' [Paragraph 36].
- 4.2.4 Paragraph 39 relates to parking provision and states that '*If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*

- *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles.'*
- 4.2.5 In Paragraph 34, the NPPF states '*Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.'*
- 4.2.6 Sustainable transport modes are those other than single-occupancy private car, and consequently the primary modes of sustainable transport are walking, cycling and public transport. Developments need to maximise travel by sustainable modes (as far as is practical), in accordance with the NPPF, although this does not mean that development must do everything possible, but provide proportionate and relevant means to encourage and facilitate travel by walking, cycling and public transport.
- 4.2.7 This Framework Travel Plan has been prepared to support the sustainable development objectives set out in the NPPF at the application site. The measures and promotional strategy set out in this Framework Travel Plan aim to encourage sustainable travel to and from the application site, where travel is required, and reduce single occupancy car trips.

Planning Practice Guidance (March 2014 and subsequent updates)

- 4.2.8 PPG provides links to the NPPF and states that Transport Statements, Transport Assessments and Travel Plans are important as they:
- promote and encourage sustainable travel
 - create '*accessible, connected, inclusive communities*'
 - reduce the impact of trip generation
 - reduce the impact on the environment through reducing carbon emissions
 - improve quality of life, health and road safety, and
 - reduce '*the need for new development to increase existing road capacity or provide new roads*'.
- 4.2.9 With regard to Travel Plans, PPG states that '*The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes... Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)'*.
- 4.2.10 On the basis of the above, this Framework Travel Plan addresses the potential for mode shift from single occupancy car use to more sustainable modes of travel such as walking, cycling, public transport use and car sharing, and thereby encourages a reduction in vehicle trips generated by the proposed development.

Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen (January 2011)

- 4.2.11 This White Paper forms part of the national strategy to tackle carbon emissions from transport by encouraging short trips (less than five miles) to be undertaken using sustainable modes of transport such as walking, cycling and public transport. The White Paper sets out mechanisms for local authorities to deliver local sustainable transport and provides practical guidance for dealing with transport issues in their areas.
- 4.2.12 The priority for local transport is to *'encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion'*.
- 4.2.13 The proposed development accords with the priorities and measures set out in the White Paper. The application site is situated in a sustainable location and is accessible by walking, cycling and public transport. This Framework Travel Plan provides details of the sustainable transport measures that would be adopted at the application site to reduce vehicle trip generation and in turn carbon emissions generated by the site.

Circular 02/2013: The Strategic Road Network and Delivery of Sustainable Development

- 4.2.14 Circular 02/2013 *'sets out the way in which the Highways Agency [now known as Highways England] will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic road network.'*
- 4.2.15 The Circular echoes the planning principles outlined in the NPPF and states that development should seek to make use of existing capacity and not increase demand on sections of the strategic road network that are already operating at levels that are over-capacity. It also states that *'development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.'*
- 4.2.16 Paragraphs 25 to 32 discuss the assessment of development impact, Travel Plans and demand management. Demand management of the network ensures that traffic generation from developments is minimised. Paragraph 26 goes on to say that promoters of developments are expected to *'put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites.'*
- 4.2.17 With regard to Travel Plans, paragraph 28 states that Travel Plans are an *'effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure.'* Travel Plans will contain measures that promote sustainable transport choice and *'contribute to the ongoing effectiveness of the strategic road network in ensuring efficient national and regional connectivity, whilst retaining capacity within the strategic road network so facilitating provision for further development in future Plan periods'* [paragraph 29].
- 4.2.18 This Framework Travel Plan has been prepared in line with the objectives of the Circular. A package of hard and soft measures to encourage sustainable travel to and from the application site have been provided to reduce the number of vehicle trips generated by the site and therefore the impact of the development proposals on the local highway network, including the M42 Junction 4 roundabout.

The Strategic Road Network: Planning for the Future – A Guide to Working with Highways England on Planning Matters (September 2015)

- 4.2.19 This document ('Planning for the Future') sets out Highways England's approach to the planning process including the consideration of planning applications. Highways England is supportive of local and national economic growth and regeneration and facilitating growth around the strategic road network, whilst maintaining a safe and efficient strategic road network.
- 4.2.20 Planning for the Future supplements the Circular 02/2013 assessment for determining the scope and scale of impact on the strategic road network from development proposals and states that the assessment should:
- i. 'demonstrate how the proposals will reduce the need to travel, especially by car;*
 - ii. demonstrate how the proposals will improve accessibility by all modes of travel and influence travel behaviours;*
 - iii. assess the likely impact of residual trips (i.e. after measures above have been considered);*
 - iv. identify appropriate and proportionate mitigation measures, and ensure that what is proposed promotes sustainable transport outcomes and avoids unnecessary works to the SRN¹.'*
- 4.2.21 A hierarchy for mitigation impacts is also provided as follows:
- i. 'Avoidance – the promoter should take all reasonable steps to minimise the level of physical mitigation required, through the use of measures such as Travel Plans, and travel demand management measures, such as development phasing, HGV² booking systems and encouraging flexible working and sustainable travel;*
 - ii. Off-line improvements – before considering to propose changes to the SRN, the promoters of development should assess the potential for alterations to be made to the local road network in the alternative;*
 - iii. Alterations to the SRN – once all other options have been examined, we will consider the potential for changes to be made to the SRN.'*
- 4.2.22 Travel Plans are promoted as an effective means of reducing the impact of the development on sections of the strategic road network which could be subject to future capacity issues: *'The preparation, implementation, monitoring and updating of a robust travel plan that promotes the use of sustainable transport modes (such as walking, cycling and public transport) is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure. This contributes to the ongoing effectiveness of the SRN in ensuring swift connections nationally and regionally, minimising delays and congestions. Retaining some network capacity within the SRN facilitates the provision for further developments.'*
- 4.2.23 This Framework Travel Plan aligns with Planning for the Future through the presentation of a package of demand management measures to be implemented at Fore Business Park to encourage a reduction in single occupancy car trips generated by the development. As part of the commitment of this Framework Travel Plan, employees will be issued with travel information packs which would contain information about local public transport, walking and

¹ Strategic Road Network (SRN)

² Heavy Goods Vehicle (HGV)

cycling routes and local car sharing schemes aiding employees with making a more informed choice with regards to the method of travel adopted to/from the site.

Active Travel Strategy (2010)

- 4.2.24 The Active Travel Strategy published by the Department for Transport (DfT) sets out the Government's strategy for getting more people walking and cycling and states that, with two-thirds of the journeys made being fewer than five miles, walking and cycling should be an everyday way of getting around. The Active Travel Strategy identifies the importance of cycling and walking for health and accessibility, and highlights that this can also reduce congestion and emissions when replacing journeys by car.
- 4.2.25 This Framework Travel Plan has been prepared in line with the principals of the Active Travel Strategy. The proposed development has the potential to provide connectivity with Notcutts footpath and also proposes to upgrade a route through the adjacent Country Park which can be used by both pedestrians and cyclists providing a traffic free route from one end of the site to the other. The provision of cycle facilities such as safe and secure cycle parking close to building entrances is also a measure which would be implemented at the site to encourage people to travel to and from the site by bicycle.

Choosing Health: Making Healthier Choices Easier (2004)

- 4.2.26 The Government's Health White Paper, Choosing Health: Making healthy choices easier, published in 2004, identifies that there are a number of areas where cycling and walking can help contribute to improving personal health. Getting people to exercise more often is key to reducing obesity and tackling conditions like heart disease, diabetes and improving mental health. Encouraging people to include exercise in their daily routine, e.g. cycling to work, school and/or walking to the shops instead of driving can help to address the 'prevention is better than cure' agenda.

Cycling and Walking Investment Strategy (March 2016)

- 4.2.27 The Cycling and Walking Investment Strategy published by the DfT in March 2016 sets out the Government's strategy for creating a walking and cycling nation whereby walking and cycling is the norm for all people and *'the natural choice for shorter journeys such as the commute to school, college, work or leisure trips.'* The Strategy goal is that this change be achieved by 2040 and sets out investment plans and projects to achieve it.

- 4.2.28 To make the goal a reality, the Strategy aims to ensure that everyone in the country has access to safe, attractive routes for cycling and walking and calls that goal the *'cycling and walking ambition'*. The Strategy explains that the Government's ambition for England is:

"We want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"

- 4.2.29 This Strategy sets out objectives and targets to measure progress towards the 2040 ambition including:

- *'Double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;*
- *Reverse the decline in walking activity, measured as the total number of walking stages per person per year;*
- *Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year;*

- *Increase the percentage of children aged 5 to 10 that usually walk to school.'*

4.2.30 This document is the Government's consultation document and was subject to a public consultation between March and May 2016 seeking views to assist in delivering progress towards the strategy's objectives.

4.2.31 This Framework Travel Plan has been prepared in accordance with the principles set out within this Strategy document.

4.3 Local Policy and Guidance

Movement for Growth: The West Midlands Strategic Transport Plan (June 2016)

4.3.1 Movement for Growth sets out the long term approach to improving the West Midlands transport system over the next 20 years. The Strategic Transport Plan highlights that transport is key in supporting the economy, growth and prosperity of the West Midlands and sets out its vision for transport as follows: *'We will make great progress for a Midlands economic 'Engine for Growth', clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy'.*

4.3.2 Transport is firmly at the heart of plans to support economic growth by the new West Midlands Combined Authority and the importance of an effective transport system for the creation of new jobs, economic growth is realised. Sustainable transport is a key theme throughout the Strategic Transport Plan with a commitment to invest in infrastructure and encourage behaviour change.

4.3.3 The Strategic Transport Plan sets out five challenges in the West Midlands *'for which an excellent transport system is an essential part of the solution:*

- A. *Economic Growth and Economic Inclusion*
- B. *Population Growth and Housing Development*
- C. *Environment*
- D. *Public Health*
- E. *Social Well-Being'*

4.3.4 In light of the five challenges above, nine objectives have been set for the Strategic Transport Plan of which the following are relevant to the travel planning process:

- *'POP1 To help meet future housing needs, by supporting new housing development in locations deemed appropriate by local planning authorities, following their consideration of sustainable development criteria'*
- *'ENV1 To significantly improve the quality of the local environment in the West Midlands Metropolitan Area'*
- *'ENV2 To help tackle climate change by ensuring large decreases in greenhouse gas emissions from the West Midlands Metropolitan Area'*
- *'PUBH1 To significantly increase the amount of active travel in the West Midlands Metropolitan Area', and*

- **'SOC1 To improve the well-being of socially excluded people'.**
- 4.3.5 The Strategic Transport Plan sets out the policies that have been developed to meet objectives, those relevant to the travel planning process are detailed below:
- *'Policy 1 To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity'*
 - *'Policy 4 To improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections'*
 - *'Policy 10 To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system'*
 - *'Policy 11 To significantly increase the amount of active travel in the West Midlands Metropolitan Area', and*
 - *'Policy 14: To increase the accessibility of shops, services and other desired destinations for socially excluded people.'*
- 4.3.6 The Strategic Transport Plan highlights that 67 per cent of UK journeys are currently under five miles, of which 55 per cent are by car and there is therefore great scope for a substantially increased role for walking, cycling and public transport to provide the West Midlands with sustainable, effective local accessibility. The West Midlands will ensure that local journeys are targeted for transfer from car use to sustainable travel, *'walking has a key role for journeys up to 1 mile whilst cycling is a viable choice for many people for journeys up to 5 miles.'*
- 4.3.7 A fully integrated sustainable transport network is vital to the success of the West Midlands to allow the efficient movement of people and goods; it is recognised that there is a need for people to travel to access services such as education, employment, health and leisure. The transport network needs to make better use of existing capacity and promote the use of sustainable modes of travel, especially active modes such as walking and cycling, which would also reduce carbon emissions and improve air quality.
- 4.3.8 The Strategic Transport Plan also recognises that although some trips will always be made by private car, a better connected transport system with attractive alternatives to private car use can drive down the proportion of single occupancy car trips being made on the network.
- 4.3.9 The development proposals for Fore Business Park are in line with the Strategic Transport Plan vision and challenges; the provision of employment opportunities in close proximity to local residential areas aims to attract people to the local area to live and work. The development of high quality employment space which provides flexibility in terms of the type of employment use (i.e. B1 and B2 Use) also makes Fore Business Park more marketable and attracts inward investment, contributing to the economic growth of the area.

Solihull Connected: Transport Strategy 2016 (July 2016)

- 4.3.10 Solihull Connected takes direction from Movement for Growth and aims to manage travel demand and economic growth locally in Solihull in a sustainable way, and invest in transport infrastructure keeping the borough connected. Whilst sustainability is a priority, it is also recognised that private car travel will also need to be accommodated on the road network. A detailed Delivery Plan is due to be published in autumn 2016 setting out the transport investment strategy for Solihull.
- 4.3.11 The vision for Solihull Connected is:

'Solihull Connected will enable great mobility and connections for all by attracting major investment in our transport system and places – enhancing the Borough as an attractive, sustainable and economically vibrant place to live, work and visit.'

4.3.12 Solihull Connected identifies five objectives to help achieve the vision, these are:

- **Objective 1** *Ensure that major transport investment enables and manages growth to achieve the Council priorities for homes and jobs.*
- **Objective 2** *Support and enable the integrated delivery of sustainable and efficient forms of transport like mass-transit, cycling and walking.*
- **Objective 3** *Contribute to the council priorities to support people's everyday lives and improve health and wellbeing through the promotion of smarter choices programmes linked to major and local infrastructure investment.*
- **Objective 4** *Identify a prioritised short, medium and long-term delivery plan to achieve the overarching vision and objectives whilst recognising the specific needs of the different parts of the Borough.*
- **Objective 5** *Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use.'*

4.3.13 The use of sustainable modes of travel of work have declined in Solihull between 1981 and 2011 whilst travel by car or van has increased. A contributing factor is likely to be increased accessibility and affordability of the private car and an increase in car ownership; however there is also a trend showing that more people are choosing to work from home within the borough. Planned growth for Solihull is going to increase demand on the transport network; Solihull Connected brings together the economic assets in the borough to allow for investment in transport infrastructure which makes the best use of existing assets and offers more choice for people to travel sustainably.

4.3.14 Solihull Connected states that developments should be planned in such a way that they reduce the need to travel with easy access to local amenities. It is recognised that whilst it is difficult to change existing travel behaviour, there is an opportunity to influence travel methods to and from new developments.

4.3.15 This Framework Travel Plan has been prepared in line with the vision and objectives of Solihull Connected. The proposed development delivers transport infrastructure and supporting measures to encourage sustainable travel to and from the application site and provides sustainable connections with the surrounding area including residential areas, leisure facilities (Country Park) and local amenities (Tesco supermarket and Notcutts Garden Centre).

Solihull Local Plan: Shaping a Sustainable Future (December 2013)

4.3.16 The Solihull Local Plan sets out the long term spatial vision for delivering sustainable growth in Solihull to 2028 and outlines *'how this vision will be delivered through a strategy of promoting, distributing and delivering sustainable growth and development.'*

4.3.17 The Local Plan promotes sustainable development of and investment in key regional sites located within the Borough to achieve sustainable economic growth through the creation of jobs and attracting new business. 12 key challenges have been highlighted in the Local Plan alongside objectives on how to overcome them; some of the key challenges include:

- securing sustainable economic growth
- protecting key gaps between urban areas and settlements

- climate change
 - increasing accessibility and encouraging sustainable travel, and
 - improving health and well-being.
- 4.3.18 Local employment sites such as Fore Business Park have been identified in the Local Plan as significant contributors to the local economy offering a variety of employment opportunities. The close proximity of Fore Business Park to existing residential areas and local amenities makes it an ideal employment site; hence the extant planning permission.
- 4.3.19 A summary of the Local Plan policies relevant to transport aspects of the proposed development has provided below:
- 4.3.20 Policy P1 – Support Economic Success: *‘Solihull’s key economic assets and growth drivers are located near the M42 in the area between junctions 4 to 6 that forms the M42 Economic Gateway. This area supports more than 100,000 jobs and has strong potential for further sustainable growth that can create employment and contribute to regeneration.’*
- 4.3.21 Although Fore Business Park is not specifically mentioned under this policy, the application site location forms part of the M42 Economic Gateway and contributes to the local economy with potential for wider impact through its proximity to the strategic road network.
- 4.3.22 Policy P3 – Provision of Land for General Business and Premises: *‘Sustainable economic growth is important to Solihull’s success as an attractive place to live, work and invest. It will enable increased prosperity, opportunity, well-being and quality of life and will potentially provide a better quality of life for individuals and communities experiencing high unemployment.’*
- 4.3.23 Fore Business Park has been identified as one of the strategic sites contributing to the supply of employment land in the Borough. Its’ close proximity to existing residential areas and local amenities increases its attractiveness for people to work in which not only supports the local economy but also encourages shorter trips to be made between work and home creating opportunities to promote viable alternatives of travel to single occupancy car use, contributing to improved health, well-being and local air quality.
- 4.3.24 Policy P7 – Accessibility and Ease of Access: *‘All new development should be focused in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.’*
- 4.3.25 The proposed development will be supported by on-site sustainable infrastructure such as foot and cycleways providing linkages with the existing foot/cycle network in the vicinity of and within Fore Business Park. The application site access is also located approximately 350m from the closest off-site bus stop. Although there is a limited bus service currently serving this bus stop, there is the potential to provide a higher frequency service through the enhancements proposed as part of the Blythe Valley Park development which would serve key local destinations including Solihull town centre.
- 4.3.26 Policy P8 – Managing Demand for Travel and Reducing Congestion: *‘All development proposals should have regard to transport efficiency and highway safety’.*
- 4.3.27 This policy refers to an efficient and safe running transport network which is not subjected to *‘a significant increase in delay to vehicles, pedestrians or cyclists or a reduction in safety for any users of the highway or other transport network’* from development proposals. Proposed development should reduce the need to travel and implement sustainable travel demand measures to reduce the impact of the development on the highway network.

- 4.3.28 The proposed development aims to deliver a package of soft and hard Travel Plan measures which together will be promoted through the Framework Travel Plan. These measures aim to reduce the need to travel and where travel is required, encourage the use of sustainable modes of travel, notably active modes such as walking and cycling. Further details of the Travel Plan measures proposed at the application site are included in **Section 3** and the accompanying Framework Travel Plan.
- 4.3.29 Policy P15 – Securing Design Quality: *‘All development proposals will be expected to achieve good quality, inclusive and sustainable design’.*
- 4.3.30 The proposed development aims to create a sense of place and deliver a high quality employment environment which is attract, safe and easily accessible.
- 4.3.31 Policy 18 - Health and Well Being: *‘The potential for achieving positive health outcomes will be taken into account when considering all development proposals.’*
- 4.3.32 This policy considers the impact of new development on the physical and mental health that will use the development and how these can be improved. In line with this policy, the design principles of the proposed development seek to provide high quality areas which are attractive and *‘encourage social interaction and facilitate movement on foot and by cycle’*. On-site facilities together with access to the adjacent Country Park will promote active travel and encourage people to be more active helping people improve their physical and mental health. The accompanying Framework Travel Plan also sets out a package of soft and hard measures to encourage physical activity whether through travelling to work by active modes or taking part in lunchtime activities such as walks or promotional events such as Bike Week.
- 4.3.33 A review of the Solihull Local Plan is currently ongoing and a draft document entitled ‘Reviewing the Plan for Solihull’s Future’ has been produced and consulted on. This consultation has now closed and the responses are being analysed. The draft document continues to highlight the importance of Fore Business Park in providing employment for Solihull.
- 4.3.34 The approach taken to preparing this Framework Travel Plan has been informed by the Local Plan. The proposed development at Fore Business Park meets the requirements of relevant policies in the Local Plan which demonstrates that the development is in a sustainable, accessible location which supports the future economic growth aspirations of Solihull.

Vehicles Parking Standards and Green Travel Plans Supplementary Planning Document (June 2006)

- 4.3.35 The Vehicle Parking Standards and Green Travel Plans Supplementary Planning Document (SPD) sets out the requirements for parking provision (standard and disabled) and its design for developments in Solihull. It also provides guidance on when a Travel Plan is required for a development.
- 4.3.36 A range is provided for maximum parking provision associated with B1 Use with a single standard applicable for B2 and B8 employment uses; the standards have been summarised in **Table 3.1**. Parking provision at the application site will be provided in line with maximum parking standards as explained in **Section 3.5**.
- 4.3.37 Notwithstanding this, the Department for Communities and Local Government have stated, in the context of the NPPF, that *‘Local planning authorities should only impose local parking*

standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network'³.

- 4.3.38 The SPD provides guidance on when a Travel Plan is required and states that they should *'accompany planning applications for developments that are likely to have significant transport implications.'* The trigger points for the requirement of Travel Plans are also indicated alongside the maximum parking standards; the SPD states that Green Travel Plans are required for B1 Use developments greater than 2,500 m² and may also be required in other cases.
- 4.3.39 Parking provision at the application site will be provided taking into account the parking standards set out in the SPD. A Framework Travel Plan has also been prepared to encourage sustainable travel to/from the application site thereby reducing the number of single occupancy car trips generated by the site.

Solihull Health and Wellbeing Strategy 2013-16

- 4.3.40 The Solihull Health and Wellbeing Strategy (2013-2016) sets out Solihull Metropolitan Borough Council's vision and approach to health and wellbeing in Solihull. The ultimate aim of the strategy is to improve the health and wellbeing of the population of Solihull, reduce inequalities and improve the quality of health, education and social care services.
- 4.3.41 Throughout its policy objectives the strategy emphasises the importance of sustainable developments, increasing healthy lifestyle opportunities, access to employment and addressing mental ill health.
- 4.3.42 Of particular importance is policy objective 6: 'Create and Develop Healthy and Sustainable Places and Communities.'

³ Planning update March 2015; speech delivered in the House of Commons on 25 March 2015. Written statement available at: www.gov.uk/government/speeches/planning-update-march-2015

5 Travel Plan Roles and Responsibilities

5.1 Introduction

- 5.1.1 This section sets out the overarching management principles of the Framework Travel Plan and outlines the roles and responsibilities of the developer, Travel Plan Coordinators and occupiers, all of whom collectively can contribute to encouraging sustainable travel practices at Fore Business Park and the success of the Framework and Workplace Travel Plans.
- 5.1.2 The preparation of this Framework Travel Plan offers significant benefits through economies of scale. The areas where benefits can be achieved include:
- the sharing/joint preparation of marketing information
 - implementation of Travel Plan measures, and
 - the management of the Framework and Workplace Travel Plans, including the monitoring and review processes.
- 5.1.3 Whilst this Framework Travel Plan provides the overall modal shift target to be achieved by Fore Business Park and overarching structure to be adopted by the Workplace Travel Plans, it is recognised that the structure and content of this Framework Travel Plan is not a simple case of 'one size fits all'. Therefore, this Framework Travel Plan allows the flexibility for each Workplace Travel Plan to be tailored to suit the individual needs of the businesses operating within each of the units and provides the opportunity to influence the content of the Framework Travel Plan so that it works for everyone at Fore Business Park.
- 5.1.4 This also aligns with the Framework Travel Plan being a 'living' document and should be consistently monitored, reviewed and revised where necessary. During the review of the Framework Travel Plan, in order to maximise sustainable travel behaviour, a principle of 'continuous improvement' will be adopted. This principle of continuous improvement ensures that lessons will be learned and experience shared through the implementation of the Framework Travel Plan.

5.2 Developer

- 5.2.1 IM Properties, as the developer of the proposed development at Fore Business Park, will be required to lead the delivery and implementation of this Framework Travel Plan and will have overall responsibility for the relevant obligations set out within the associated Section 106 agreement based on this Framework Travel Plan.
- 5.2.2 In order to meet this responsibility, IM Properties will appoint a Travel Plan Coordinator prior to the commencement of construction at Fore Business Park and fund the role for a minimum of five years following completion of the proposed development. IM Properties will also be responsible for providing Solihull Metropolitan Borough Council and Highways England with the contact details of the Travel Plan Coordinator to assist with discussions regarding the content and implementation of this Framework Travel Plan and future Workplace Travel Plans.
- 5.2.3 If the units are sold to future occupiers or a third party, it is expected that the responsibility to deliver the Travel Plan will also be transferred.

5.3 Framework Travel Plan Coordinator

- 5.3.1 The Travel Plan Coordinator will be responsible for promoting the Framework Travel Plan to all users of Fore Business Park and will cover the entirety of Fore Business Park including the existing and new development. The Framework Travel Plan Coordinator will also act as a key

point of contact during the construction, pre-occupation and operational phases of the development.

5.3.2 The appointed Travel Plan Coordinator will be funded by IM Properties for a minimum of five years after completion of the proposed development and will promote long-term measures across Fore Business Park to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with Solihull Metropolitan Borough Council and Highways England.

5.3.3 In broad terms, the Travel Plan Coordinator will be responsible for:

- issuing and explaining the Framework Travel Plan to new occupiers
- preparing marketing material and disseminating the information to Fore Business Park's occupants
- coordinating the implementation of the Framework Travel Plan measures and monitoring. Including staff travel surveys
- liaising with Solihull Metropolitan Borough Council and Highways England
- undertaking reviews of the Framework Travel Plan every two years to assess progress, including build-out of the development
- organising and submitting feedback to Solihull Metropolitan Borough Council and Highways England, and
- explore opportunities for a joined up approach to travel planning (Area Wide Travel Plan) with nearby businesses such as Tesco and those at Blythe Valley Park as greater critical mass has the potential to deliver greater benefits.

5.3.4 It is recognised that the role of the Travel Plan Coordinator will change throughout the implementation period, as the site is developed and occupied. Should the individual appointed as the Travel Plan Coordinator change, there will be a handover period during which time the details of the newly appointed Travel Plan Coordinator will be disseminated to the relevant site occupants and to Solihull Metropolitan Borough Council and Highways England.

5.4 Workplace Travel Plan Coordinators

5.4.1 Workplace Travel Plan Coordinators will be appointed for each new unit at Fore Business Park by the management team of the unit and will have a similar role to the Travel Plan Coordinator albeit on a unit-by-unit basis. A preliminary list of responsibilities for the Workplace Travel Plan Coordinators have been set out below however further details will be provided in the individual Workplace Travel Plans:

- overseeing the implementation of the Workplace Travel Plan and representing the 'human face' of the Travel Plan amongst unit occupants; the Workplace Travel Plan Coordinator will be the first point of contact for unit occupants regarding the Workplace and Framework Travel Plan; they will also be the point of contact for unit occupants requiring information on travel issues or to consult regarding travel arrangements and needs
- working in partnership (where appropriate) with the other Workplace Travel Plan Coordinators and the Travel Plan Coordinator to deliver Travel Plan measures
- implementing the Workplace Travel Plan monitoring process including undertaking staff travel surveys every other year (coordinated by the Travel Plan Coordinator); providing an

understanding of travel patterns and travel modes to and from the unit, and an analysis of progress towards the modal shift target

- arranging the necessary data collection exercise required to develop the Workplace Travel Plan
- preparing a staff induction pack and keeping it up-to-date
- informing unit occupants of all available non-car modes of transport and incentives; and designing and implementing effective marketing and awareness-raising measures to promote sustainable forms of travel, increase awareness of environmental issues and emphasise the health and economic benefits of sustainable transport modes, especially walking and cycling
- keeping all transport information up-to-date on staff noticeboards, and
- regularly auditing the quality of the facilities which enable the implementation of the Framework and Workplace Travel Plans (e.g. cycle storage, showers and locker facilities, etc.) and recommend improvements where necessary.

5.5 Site Occupiers

- 5.5.1 Existing and future occupiers of Fore Business Park will be encouraged to support the Framework and Workplace Travel Plans, and actively engage in measures and activities promoted. This includes participation in questionnaire surveys undertaken as part of the monitoring process for Fore Business Park and providing feedback on the Workplace Travel Plan (and Framework Travel Plan if appropriate) to the Workplace Travel Plan Coordinator.

6 Modal Shift Targets

6.1 Introduction

- 6.1.1 This Framework Travel Plan is targeted at reducing the number of single occupancy car trips associated with the proposed development at Fore Business Park, by increasing the number of staff walking, cycling, car sharing and using public transport. In order to do this, it will be necessary to determine the potential base mode split for employees at Fore Business Park and to set modal shift targets to reduce single occupancy car journeys. This will be monitored as part of the travel planning process.
- 6.1.2 PPG highlights that Travel Plans should identify the specific required outcomes, targets and measures, and set out clear monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 6.1.3 Measures such as reducing the need to travel, improving public transport provision and enhancing the use of alternative, more sustainable modes of transport, may assist in creating new capacity within the local network.
- 6.1.4 Setting appropriate mode shift targets is an essential element of a Travel Plan. Travel Plan targets should be SMART, that is:
- Specific
 - Measurable
 - Attainable
 - Realistic, and
 - Time-bound.
- 6.1.5 To ensure the long-term success of a Travel Plan, it is important to set targets that are regularly monitored throughout the implementation of the Travel Plan.

6.2 Baseline Mode Share

- 6.2.1 2011 Census 'Method of travel to work (2001 specification) (Workday population)' data from the Middle Super Output Area (MSOA) Solihull 029 has been used to calculate the potential modal split of the trip generation expected from the proposed development at Fore Business Park (see **Table 6.1**). Although Fore Business Park is not included within this MSOA (it is encompassed within the Solihull 027 MSOA), the Solihull 029 MSOA provides a more realistic indication of the mode of travel adopted for employment trips in the vicinity of the site as Solihull 029 MSOA incorporates Blythe Valley Park, while as Solihull 027 MSOA encompassing Fore Business Park is largely residential. The mode share data obtained from the Census data will provide the preliminary baseline against which Travel Plan targets can be set for the reduction in single occupancy car trips generated by the site. This baseline mode share will be reviewed following completion of staff travel surveys which will be undertaken three months after first occupation of the new development at Fore Business Park.
- 6.2.2 **Table 6.1** shows that the largest mode share is as a car driver (84 per cent) with the next largest proportion of trips being made as a car passenger (five per cent). Based on trip generation and the calculated mode share, the new development at Fore Business Park is

expected to generate 524 two-way person trips in the morning peak hour and 433 two-way person trips in the evening peak hour.

Table 6.1 – Person Trip Generation by Mode Share

Mode	Mode Share	Morning Peak (8am-9am)			Evening Peak (5pm-6pm)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Bus	3%	14	2	16	1	12	13
Car Driver	84%	393	48	441	41	323	364
Car Passenger	5%	23	3	25	2	19	21
Cycle	1%	6	1	6	1	5	5
Foot	4%	17	2	19	2	14	16
Other	3%	15	2	17	2	12	14
Total Person Trips	100%	468	57	524	49	385	433
Single Occupancy Car Trips	79%	370	45	415	39	305	343

Subject to rounding

Source: derived from the 2011 Census dataset WD703EW – Method of travel to work (2001 specification) (Workday population)

- 6.2.3 The expected trip generation does not take into account the impact of implementing the Framework Travel Plan measures which would seek to reduce the number of vehicle trips generated by the new development as presented in **Table 6.1**.

6.3 Preliminary Fore Business Park Modal Shift Targets

- 6.3.1 The main objective of this Framework Travel Plan is to reduce the number of single occupancy car trips associated with the proposed development. In order to achieve this objective, it will be necessary to refer to the baseline mode share for method of travel to work trips presented in **Table 6.1**, and determine the likely modal shift which could be achieved through delivery of the proposed sustainable transport improvements described in **Section 3**, alongside the implementation of the Travel Plan measures outlined in **Section 8**.
- 6.3.2 Having taken these items into account, it is anticipated that a preliminary modal shift target of 10 per cent from single occupancy car trips to more sustainable modes of travel could be achieved within five years post-occupation of the new development at Fore Business Park. **Table 6.2** details how this 10 per cent reduction in single occupancy car trips could be achieved and potentially result in 41 fewer single occupancy car trips generated by the proposed development in the morning peak hour (as this is the peak hour expected to generate most trips). The overall change in mode share is also summarised in **Table 6.3**.
- 6.3.3 It should be noted that the preliminary Framework Travel Plan target presented in **Table 6.2** and **Table 6.3** will be reviewed and revised following occupancy of the proposed development. The target will be informed by existing travel behaviour at Fore Business Park and that of future occupiers; this information will be collected via staff travel surveys. This target will be achieved by firstly reducing the trips at sources, secondly focusing on improving the public transport offer to users of Fore Business Park and finally through the implementation of the wider Framework Travel Plan measures. The mode shift target will continue to be monitored and reviewed throughout the lifetime of Framework Travel Plan to ensure it remains appropriate to any changes in circumstances at Fore Business Park.

Table 6.2 – Personal Trip Generation with 10 per cent Reduction in Single Occupancy Car Trips

Mode	Base Mode Share	Two-way Base Trips	Change in Mode Share	Change in Trips	Future Trips	Future Mode Share
Bus	3%	16	100%	16	6%	32
Car Driver	84%	441	-8%	-33	78%	408
Car Passenger	5%	25	30%	8	6%	33
Cycle	1%	6	75%	5	2%	11
Foot	4%	19	25%	5	5%	24
Other	3%	17	0%	0	3%	17
Total	100%	524	-	-	100%	524
Single Occupancy Car	79%	415	-10%	-41	71%	374

Subject to rounding

Table 6.3 – Target Future Mode Share

Mode	Base Mode Share	Future Mode Share	Change in Mode Share
Bus	3%	6%	100%
Car Driver	84%	78%	-8%
Car Passenger	5%	6%	30%
Cycle	1%	2%	75%
Foot	4%	5%	25%
Other	3%	3%	0%
Total	100%	100%	-
Single Occupancy Car ⁴	79%	71%	-10%

Subject to rounding

6.3.4 The assumptions behind the predicted shifts in sustainable travel modes shown in **Table 6.3** are outlined below:

- active modes – the enhanced connections to local walking and cycling routes would increase accessibility between Fore Business Park and nearby residential and leisure facilities. The enhancements to the route through the Country Park would provide both walkers and cyclists with an alternative, more scenic route to Fore Business Park. The proximity of the Country Park to Fore Business Park also provides occupant with opportunities to take part in ‘lunchtime keep fit’ activities such as walking, running and cycling which could be organised on a regular basis or promoted as part of a national campaign such as Living Streets’ National Walking Month. These initiatives alongside the provision of facilities such as cycle parking, showers and lockers would contribute to achieving the mode share for walking and cycling.
- public transport use – enhancements to local bus services is a key part of this Framework Travel Plan and it is therefore reasonable to assume that there will be an increase in the

⁴ A 10 per cent reduction of 79 per cent is equivalent to 7.9 per cent decrease (10% x 79% = 7.9%)

public transport mode share following delivery of the enhancements to the S2/S4 bus service.

- 6.3.5 The anticipated changes in mode share are a reflection of the increased accessibility of the site. This is due to better walking and cycling links through the site connecting the residential areas to the north of Fore Business Park with Stratford Road and the proposed new bus route which will increase the public transport accessibility from the site. Currently only those arriving from Solihull and Birmingham International rail stations have bus access to the site; however, this will increase to include those arriving from Cheswick Green, Dorridge and other localities.
- 6.3.6 It is anticipated that an increase in car sharing will be likely once the Framework Travel Plan measures have become established and this will ultimately contribute towards a further shift away from single occupancy car trips. In addition, there has been an increase in working practices allowing for more flexible working and home working. Although home working is not accounted for within **Table 6.3**, the increase of home working one or two days per week could also lead to a decrease in single occupancy car use.

7 Monitoring and Review Strategy

7.1 Introduction

- 7.1.1 Travel Plans are living documents that need to be updated regularly. The implementation of this Framework Travel Plan at Fore Business Park will involve a continuous process for monitoring, reviewing and evaluating the effectiveness of the Framework Travel Plan measures to reflect changing circumstances.
- 7.1.2 Monitoring this Framework Travel Plan is essential in gauging the success of the measures implemented to meet the target set for a reduction in single occupancy car trips and will take place during the construction phases and for a minimum of five years following occupation of the proposed development at Fore Business Park. After this time, it is expected that the Framework Travel Plan would become a voluntary initiative, monitored on a voluntary basis by the owner of Fore Business Park.
- 7.1.3 A cyclical approach to managing this Framework Travel Plan is proposed and this is illustrated in **Figure 7.1**.

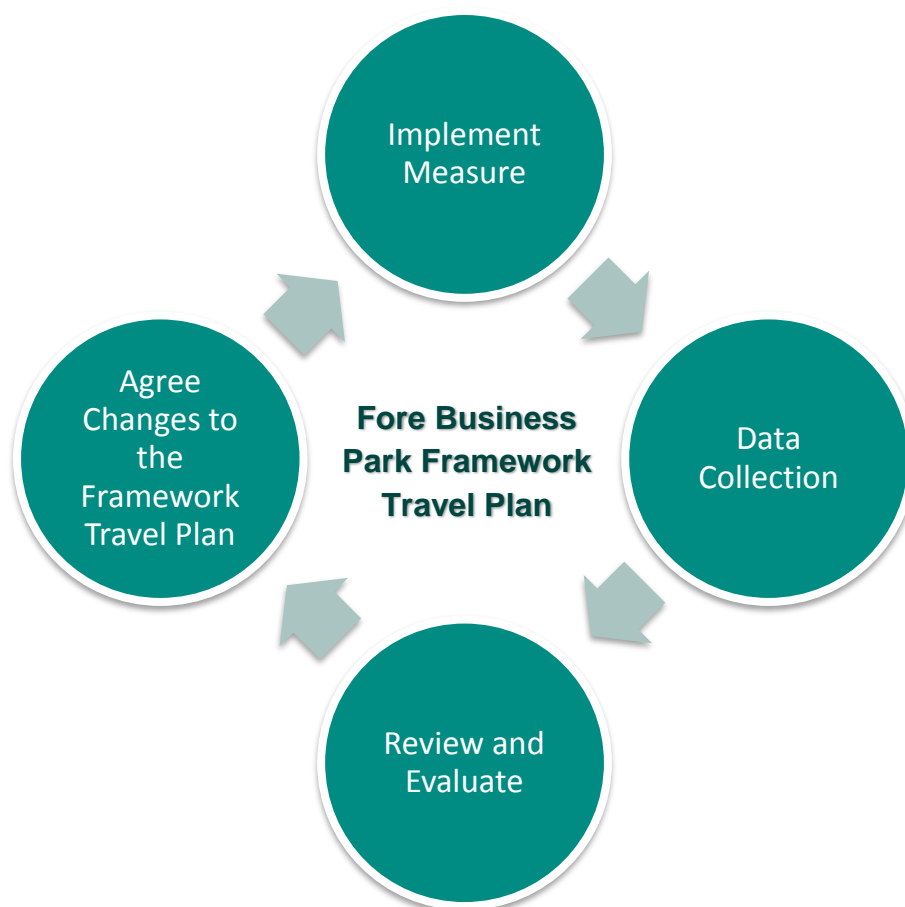


Figure 7.1 – Framework Travel Plan Management Regime

7.2 Monitoring Framework Travel Plan Targets

- 7.2.1 In order to understand how Fore Business Park is being accessed and how effectively occupants travel needs are being met, a number of multi-modal indicators will be monitored as

part of the monitoring regime (including travel by foot, cycle, public transport and car). This information will be collected through traffic surveys and staff travel surveys using questionnaires.

- 7.2.2 To monitor the vehicle trips to and from the site, an Automatic Traffic Counter (ATC) survey will be undertaken at the site access and egress on Huskisson Way. The ATC will be undertaken within three months of first occupation of the new development and every other year thereafter and will record trip data for a period of seven days. The trip data will be measured against the level of development that is occupied at the time of the ATC surveys. The results will be included within the Monitoring Report which is discussed further in **Section 7.3**. Information from the staff travel surveys will be used the percentage of car share journeys.
- 7.2.3 Staff travel surveys will be coordinated every two years by the Framework Travel Plan Coordinator. These surveys will also be used to obtain feedback from occupants on the Framework and Workplace Travel Plan measures implemented and to identify where the greatest potential for modal shift from single occupancy car lies.
- 7.2.4 The review process for the Framework Travel Plan targets will commence following first occupation of the new development at Fore Business Park. To do this, staff travel surveys will be carried out by the Framework Travel Plan Coordinator within three months of first occupation of each unit at Fore Business Park and will provide information such as:
- where the member of staff lives
 - which mode of transport the member of staff uses to travel to work
 - how long the journey to and from work takes
 - working hours (including start and end times) and frequency of trips
 - availability of home working and flexi-time, and
 - take-up of Framework Travel Plan measures.
- 7.2.5 By collating and reviewing this data, the Framework Travel Plan Coordinator will be able to see the actual mode share of staff at Fore Business Park and determine if the preliminary targets are reasonable or whether they need to be modified. Any modification to the targets will be agreed with Solihull Metropolitan Borough Council.
- 7.2.6 After the baseline travel survey has taken place, surveys must be repeated on a two-yearly basis (usually in years one, three and five) and the results sent to the Travel Plans Team within Transport Development Control at Solihull Metropolitan Borough Council. This will enable the Framework Travel Plan Coordinator and Solihull Metropolitan Borough Council to keep track of the progress the Framework Travel Plan is making against its targets.

Indicators

- 7.2.7 A number of indicators monitored through the staff travel surveys will be used to inform progress towards the Framework Travel Plan targets set, including the:
- percentage of staff trips made by car as driver
 - percentage of staff trips made by foot
 - percentage of staff trips made by cycle

- percentage of staff trips made by public transport, and
- percentage of staff trips made by car as a passenger.

7.2.8 Collating this information will provide an opportunity to analyse staff journeys by single occupancy cars and identify those that can potentially switch to alternative sustainable transport modes. These results can then inform the measures to be focussed on within the Framework Travel Plan.

7.2.9 Monitoring these indicators will also offer greater understanding of the changing travel needs of staff, the success of the sustainable travel measures being implemented, and where travel planning efforts could be focussed in the future in order to meet the targets set.

7.3 Monitoring Report

7.3.1 The results of the monitoring for this Framework Travel Plan will be submitted by the Framework Travel Plan Coordinator to Solihull Metropolitan Borough Council in the form of a Biennial⁵ Monitoring Report within three months of the first ATC and travel survey being completed; this will continue for the duration of the compulsory monitoring regime.

7.3.2 The Monitoring Report would include the following:

- **Introduction and Background:** this section will provide information on the Framework Travel Plan, including a summary of its purpose, objectives and targets plus details of Fore Business Park occupants (i.e. the businesses operating at Fore Business Park)
- **Results of the Surveys:** this section will detail the results of the staff travel surveys, provide analysis of the data received and the progress towards achieving the Framework Travel Plan targets
- **Initiatives Undertaken:** this section will provide details of the measures and initiatives that have been implemented over the year, including take-up levels, where appropriate
- **Problems and Issues:** this section will highlight any problems encountered during the implementation of the Framework Travel Plan and clarify any issues which remain unresolved and/or require additional attention
- **Specific Measures from the Framework Travel Plan:** this section will provide specific details on how Framework Travel Plan measures have been implemented
- **Framework Travel Plan Amendments:** this section will propose changes to the Framework Travel Plan where appropriate, based on the survey results and experience gained and provide justification for these changes. Any significant changes to the Framework Travel Plan would require approval from Solihull Metropolitan Borough Council, and
- **Next Steps:** this section will summarise the findings of the surveys and set out an implementation plan for the following 24 months.

7.3.3 The Framework Travel Plan Coordinator will also be responsible for preparing a summary of the Biennial Monitoring Report, including any changes being made to the Framework Travel Plan as a result of the findings. This summary will be disseminated to staff at Fore Business Park through the annual newsletter.

⁵ Occurring every other year

8 Measures and Promotional Strategy

8.1 Introduction

- 8.1.1 This Framework Travel Plan aims to establish sustainable travel patterns for the staff of Fore Business Park. The measures set out within this section are specific to Fore Business Park which will help achieve the targets set within **Section 6**.
- 8.1.2 When setting out the measures there is deliberate repetition to ensure that the Framework Travel Plan is user-friendly and the end user(s), namely the Workplace Travel Plan Coordinators, have all of the information needed for successful interpretation and implementation.
- 8.1.3 A tabular breakdown of the infrastructure and 'soft' measures, responsibilities for implementation and proposed timescales are provided in **Section 9**.

8.2 Marketing and Promotion of Framework Travel Plan Measures

- 8.2.1 A key element of the Framework Travel Plan will be ensuring that existing and future users of Fore Business Park are well informed about their travel options through the promotion of alternative, more sustainable travel modes than the private car. This section of the Framework Travel Plan sets out a number of marketing and promotional measures to both inform and raise users' awareness of sustainable travel.

Staff Travel Information Packs

- 8.2.2 There is evidence to show that people are more likely to consider changing their travel behaviour when undergoing 'life changing moments' such as starting a new job. Therefore, all new members of staff will be provided with a Staff Travel Information Pack.
- 8.2.3 Staff Travel Information Packs are packages of information designed to encourage a reduction in the number of car trips generated by Fore Business Park by promoting and supporting the use of sustainable modes of travel. The Packs will also be given to all existing members of staff based at Fore Business Park to enable them to make an informed decision over their choice of mode of travel.
- 8.2.4 The Staff Travel Information Packs are likely to include the following information:
- details of the Framework Travel Plan including its purpose and objectives
 - contact details of the Framework and Workplace Travel Plan Coordinators
 - information leaflets on the health, social, economic and environmental benefits of adopting more sustainable travel practices
 - details of relevant websites such as Solihull Metropolitan Borough Council's transport information pages, journey planning tools and public transport journey planners
 - maps showing local pedestrian, cycling and public transport networks and public transport timetables
 - information on the Solihull Liftshare scheme at: www.solihull.liftshare.com
 - details of national activities such as National Walking Month, Bike Week, National Walking Month and National Liftshare Day, and

- travel survey forms.

Travel Information Boards

- 8.2.5 Travel Information boards in the form of notice boards providing up-to-date and clear information on sustainable travel opportunities (including bus and rail timetables) in the local area will be located in strategic locations throughout Fore Business Park. These will be used to advertise upcoming workplace events and activities (such as walk and bike to work days), car sharing opportunities, and promotional material on the environmental, health and financial benefits of sustainable travel. The Framework Travel Plan Coordinator will be responsible for ensuring the information displayed on the notice boards remains up-to-date.
- 8.2.6 The notice boards will be provided in each office/employment unit and could take the form of a pin board or an electronic screen in receptions areas for both existing and new units.

Travel Forums

- 8.2.7 Regular travel forums will be held with all staff, for example, on a six-monthly basis, to remind staff of the importance of the Framework Travel Plan and to review travel needs and Travel Plan measures. These will be organised and chaired by the Framework Travel Plan Coordinator and will involve both management and staff.

Workplace Travel Plan Coordinators

- 8.2.8 A network of Workplace Travel Plan Coordinators would be established as each of the units at Fore Business Park are built and occupied. The Workplace Travel Plan Coordinators will work closely with the Framework Travel Plan Coordinator to help to raise awareness of the Framework Travel Plan and its objectives throughout Fore Business Park and localise the information for their organisation/unit. The Workplace Travel Plan Coordinators would help to communicate and promote the Framework Travel Plan measures within their organisation/unit and be an initial point of contact for staff with any queries.

Staff Meetings

- 8.2.9 Raising awareness of the importance of sustainable travel will be encouraged by adding the Framework Travel Plan as an item onto the agenda at staff meetings.

Working Practices

- Teleworking – this involves staff working either at home or at a satellite office, the frequency of which is likely to depend upon the type of work the employee does.
- Teleconferencing – this involves communicating with other people using video and/or audio-conferencing facilities; this could reduce the need for business travel to other sites for meetings, etc. If this is not appropriate for the business, then efforts should be made to have meetings at central locations that reduce the need for travelling long distances and offer opportunities for accessibility by non-car modes. Furthermore, a log of business related trips made by staff and the modes by which they were made should be kept to inform the Framework Travel Plan monitoring process.
- Home-working – this involves putting measures in place to facilitate home working where appropriate and where working practices allow.
- Flexi-time – this involves requiring staff to work core hours but allowing greater flexibility at either the start or end of the working day. This enables employee commuter journeys to

be adapted around public transport timetables, outside work commitments, etc. and reduces the need for staff to travel during peak hours.

- Compressed working week – this differs from flexi-time in that it allows staff to take, for example, one day off per week or fortnight if they work the required hours in advance.

Annual Newsletter

- 8.2.10 An annual newsletter will be prepared by the Framework Travel Plan Coordinator and disseminated to all staff at Fore Business Park digitally. The newsletter will contain information on the development, details of the Framework Travel Plan, including updated travel information as well as a summary of the Monitoring Report which will be submitted every two years to Solihull Metropolitan Borough Council as part of the monitoring regime for the Framework Travel Plan (see **Section 7**).

Social Media

- 8.2.11 The use of social media to establish a degree of competition between organisations will be explored. Establishing links between Fore Business Park users through Facebook, Twitter or a company social networking service for example, could encourage social interaction and help to engender behaviour change. Peer to peer influencing to be active in terms of doing more walking and cycling can achieve far more than purely being encouraged through the implementation of Travel Plan measures.
- 8.2.12 By encouraging active travel through social media users of Fore Business Park could establish friendly competition with their colleagues. Sharing achievements and the desire to 'do better' should increase motivation and see active travel as a fun way of getting about. Some form of competition can often be the extra push people need to start walking and cycling even if it is only one day per week.
- 8.2.13 It could also be used to inform staff about the Travel Plan, upcoming events that promote sustainable travel and to provide sustainable travel information. This is particularly good for allowing participation by staff (such as sharing photos of participation in events and commenting on colleagues' involvement) and encouraging ownership of the Travel Plan and sustainable travel events.

8.3 Measures to Promote and Encourage Walking

- 8.3.1 Walking and cycling can play an important role in healthy and active lifestyles. These sustainable travel modes offer an easy and convenient way to integrate physical activity into daily routines. Through the promotion of various measures making it easier to walk or cycle to Fore Business Park, staff and visitors will have the opportunity to regularly engage in physical activity.
- 8.3.2 The following measures will be implemented at Fore Business Park to promote and encourage walking:
- encouraging participation in promotional events such as National Walking Month (more details can be found at www.livingstreets.org.uk); this could involve offering prizes for participants walking to work or the person who walks the most miles during the month
 - providing maps for staff illustrating safe walking routes, including crossing points with the distances and travel times to nearby local amenities; the Solihull Cycling and Walking Map (see **Appendix B**) is produced by Solihull Metropolitan Borough Council and provides details of the local walking routes, the strategic cycle network, cycling safety tips and details of the Solihull Cycling Club and the local bike group CycleSolihull. This information and maps can be provided in the Staff Travel Information Packs

- publication of annual newsletters promoting the health and environmental benefits of walking
- dissemination of promotional travel leaflets, raising awareness about the health, environmental and social benefits of walking, and providing information on any safety and awareness training in the local area
- encouraging staff to sign up to the 'Living Streets' website which enables users to log their miles walked, count calories burnt and work out the carbon savings made by their journey, and
- encouraging existing and future occupiers of Fore Business Park to provide feedback on constraints to walking (i.e. why they do not or are unlikely to walk) and opportunities to increase take up of walking either directly to the Workplace Travel Plan Coordinator or via the staff travel surveys.

8.4 Measures to Promote and Encourage Cycling

8.4.1 In addition to enhancing cycleways at and within the vicinity of Fore Business Park to enable safe cycling, the following measures will be implemented to promote and encourage cycling:

- considering the provision of locker facilities for cyclists and shower facilities (subject to demand); BREEAM (In-Use) standards⁶ allow for four credits for cycle parking facilities for providing Well-lit secure cycle racks, gender specific changing facilities or individual cubicles, and shower facilities (including lockers), and a ventilated drying area to hang wet clothes in a sheltered space.
- provision of secure weatherproof cycle parking for staff use within 100 m of the building entrance at which they work
- provision of the Solihull Cycling and Walking Map (see **Appendix B**) which provides details of the strategic cycle network, cycling security and safety tips and details of the Solihull Cycling Club and the local bike group CycleSolihull
- establishing or joining Bicycle User Groups (BUGs) that may be operating within the local area such as CycleSolihull which encourages people to get cycling through the provision of self-guided route leaflets for rides in Solihull, free group rides and cycling information and advice. Taster and family rides are offered to make cycling accessible to as many people as possible. The Club issues a monthly email newsletter, has a website at www.cyclesolihull.org.uk and can be found on Facebook and Twitter. BUGs enable likeminded individuals to meet up socially and discuss cycling issues that they feel should be addressed in the workplace; this can help raise awareness of the need for better facilities for cyclists at work.
- encouraging participation in promotional events and activities such as Bike Week (more details can be found at www.bikeweek.org.uk)
- encouraging businesses to sign up to 'Cyclescheme', which is the UK's number one provider of tax-free bikes for the Government's Cycle to Work initiative. The initiative is part of the Government's Green Transport Plan which provides national insurance savings for both employees and employers. Once a business is registered with the scheme its staff can save between 25 and 42 per cent on the cost of a new bike plus equipment; further details are available at www.cyclescheme.co.uk

⁶ Technical Manual SD221 - 2.0:2015 – Version: 2 – Version Date: 18/02/2016

- encouraging the use of websites such as www.cyclestreets.net which allow the planning of cycle journeys and also give an indication of calories burned and carbon savings made for a journey
- disseminating promotional travel and health leaflets, raising awareness about the health, environmental, potential financial savings and social benefits of cycling
- considering running competitions:
 - to attract new cyclists, e.g. free to enter prize draws where participants submit contact details (used to disseminate information to all participants about cycling) with the chance to win prizes like a bike or free cycle training
 - to encourage uptake of cycling through encouraging competition between colleagues, e.g. by using cycle apps to record journey times along routes shared by several commuters to see who can complete the route fastest (bearing in mind suitable health and safety assessment of routes)
- considering the provision of regular free or subsidised Dr Bike sessions offering cycle safety checks, maintenance and repairs
- considering the provision of a mileage rate for staff who cycle on business (up to 20p per mile can be offered tax free), and
- encouraging existing and future occupiers of Fore Business Park to provide feedback on constraints to cycling (i.e. why they do not or are unlikely to cycle) and opportunities to increase take up of cycling either directly to the Workplace Travel Plan Coordinator or via the staff travel surveys.

8.5 Measures to Promote and Encourage Public Transport Use

- 8.5.1 For journeys that are too far to walk or cycle, the bus or train may offer a viable alternative to the private car. Public transport reduces the number of vehicles on the road and can offer savings on fuel and car maintenance (especially where season tickets are purchased). Additionally, it also frees up time for would be drivers to spend on alternative activities such as reading during their commute.
- 8.5.2 The following measures will be implemented at Fore Business Park to promote and encourage the use of public transport:
- providing information on online journey planning tools to assist staff with finding suitable public transport services as a form of personalised travel planning Details will be provided for the Network West Midlands journey planning tool available at <http://journeyplanner.networkwestmidlands.com/> and the Traveline journey planner available at www.traveline.info
 - promotional material to make staff aware of the public transport options available to them with respect to their journey to and from work through, for example, providing easy to understand bus and rail timetables and route maps. Information will be made available within the Staff Travel Information Packs through the dissemination of promotional leaflets, on staff notice-boards and the organisation's intranet service where appropriate
 - actively encouraging staff to use public transport for business travel where appropriate, through awareness raising activities and through the provision of relevant travel information plus a clear and easy to use expenses system

- consideration of providing real time information displays of the bus timetable within units, and
- consideration of offering financial incentives, including interest free loans and/or discounted travel passes/season tickets in partnership with the local public and private bus operators.

8.6 Measures to Promote and Encourage Car Sharing

- 8.6.1 Car sharing can be an effective means of easing traffic congestion by reducing the number of single occupancy car trips to and from work and facilitate the achievement of sustainable travel objectives. For staff that have common journey requirements, car sharing can be a cost effective and also time effective way of travelling.
- 8.6.2 The following measures will be implemented at Fore Business Park to promote and encourage car sharing:
- providing information on car sharing schemes such as Liftshare; further details are available at <https://liftshare.com/uk>. Opportunities will also be explored to join the car share scheme operated at Blythe Valley Park (TravelShare)
 - car share coffee mornings, where staff interested in car sharing are invited to meet potential sharers, receive guidance and have questions answered
 - disseminating information regarding car sharing through posters on notice boards and marketing leaflets, as well as through newsletters showing regular case studies of car sharers, thereby ensuring the scheme gets appropriate coverage
 - a guaranteed ride home service for car sharers in case of an emergency; this means that if a staff member is stranded (for example if their car share partner goes home sick) then they will still be able to get home
 - free emissions testing for car users, which would involve calculating how much Carbon Dioxide could be reduced by car sharing; the results of these tests could be publicised to further promote car sharing
 - allocated car parking spaces close to the entrance(s) of buildings for those who car share
 - potential provision of colour coded parking permits for identifying people involved in the same car share group, if appropriate, and
 - a suitable car park monitoring/enforcement procedure to ensure that allocated car share spaces are not abused; the use of car parking spaces will be monitored by the Framework Travel Plan Coordinator.

8.7 Measures to Promote and Support Health and Wellbeing

- 8.7.1 In accordance with Policy P18 of the Solihull Local Plan, objectives of the West Midlands Strategic Transport Plan and the Solihull Health and Wellbeing Strategy (2013-2016) this Framework Travel Plan will implement measures to promote, support and enhance physical and mental health and wellbeing.
- 8.7.2 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health. One of the ways to achieve the recommended level of exercise is by changing peoples' preferred method of travel from travel by car, to walking and cycling, as well as bus use that frequently requires at least a small amount of walking.

- 8.7.3 The NHS physical guidelines for adults recommend at least 150 minutes of moderate-intensity aerobic activity such as cycling or fast walking per week. Actively encouraging people to reduce the use of their car and providing opportunities to increase active travel can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.
- 8.7.4 The development of Fore Business Park has a role to play in health and wellbeing outcomes including:
- contributing to a physically active lifestyle
 - somewhere to access the natural environment, and
 - a place to participate in activities with others.
- 8.7.5 As detailed in **Section 3**, the development proposals include the provision of high quality, safe and convenient walking and cycling routes including links to the external network. The measures within this Framework Travel Plan provide opportunities for formal and informal physical activity, exercise opportunities and recreation by:
- the adjacent Country Park can be used in a variety of ways for physical activity, this includes walking and the pursuit of other leisure activities including cycling, jogging and running
 - Staff Travel Information Packs will promote the use of facilities within Fore Business Park for physical activity opportunities, social interaction and opportunities to walk and cycle to work
 - the external environment within Fore Business Park will be designed to be safe and attractive and encourage staff to adopt more sustainable modes of travel, and
 - access to healthy food by sustainable modes of travel will be provided and encouraged e.g. access to the nearby Tesco.

9 Preliminary Action Plan

9.1 Introduction

- 9.1.1 This section outlines an indicative implementation programme for the Framework Travel Plan for Fore Business Park. It also details the responsibilities for the specific measures.

9.2 Indicative Implementation Programme

- 9.2.1 The measures in the Framework Travel Plan, responsibilities and timing of implementation are summarised in **Table 9.1**.

Table 9.1 – Summary of Framework Travel Plan Programme and Responsibilities for the Measures

Measures		Objective	Responsibility	Timescale
On-site Infrastructure	Site design and layout measures, e.g. cycle parking provision, enhanced foot and cycleways, etc.	Maximise the permeability of the development for promoting walking, cycling and public transport use	Developer to implement to agreed standards	Assumed to be following planning permission
	Provision of cycle storage			
	Potentially provide smart card readers at on-site bus stop	Promote up take of public transport use	Developer to implement to agreed standards	Provided prior to occupation of unit. Provision dependent on bus route being provided to site
Travel Plan Coordinator	Identification and appointment of the Travel Plan Coordinator	Encourage a high level of staff involvement Manage the Framework Travel Plan	Developer/Future Occupant	Appointed pre-occupation
	Appointment of the Workplace Travel Plan Coordinator	Encourage a high level of staff involvement Manage the Framework Travel Plan	Future Occupant	Appointed pre-occupation of each unit



Measures			Objective	Responsibility	Timescale
Services and Facilities	Walking and Cycling	Promotion of walking and cycling through the dissemination of Staff Travel Information Packs / Notice Boards	Target: to reduce single occupancy vehicle trips by 39 per cent by increasing travel by other modes within five years of first occupation of the new development	Travel Plan Coordinator/ Workplace Travel Plan Coordinator	In first year of occupation and annually thereafter
		Organisation of walking/cycling events (such as Bike Week)	Reduce reliance on the private car	Travel Plan Coordinator/ Workplace Travel Plan Coordinator	In first year of occupation and annually thereafter
		Promotion of measures such as cycle scheme, Dr Bike sessions, promotion of BUGs, etc.	Reduce costly road traffic congestion and further damage to the environment	Travel Plan Coordinator/ Workplace Travel Plan Coordinator	In first year of occupation and on-going as appropriate
	Public Transport	Promotion of public transport through Staff Travel Information Packs	Encourage a high level of staff involvement	Travel Plan Coordinator/ Workplace Travel Plan Coordinator	In first year of occupation and annually thereafter
		Explore provision of subsidised public transport tickets or loans for annual passes		Future Occupier/Travel Plan Coordinator	In first year of occupation and on-going as appropriate
	Car Sharing	Promotion of the Liftshare car share scheme		Travel Plan Coordinator/ Workplace Travel Plan Coordinator	In first year of occupation and annually thereafter
		Explore provision of coffee morning promotion events, guaranteed ride home, and car parking permit schemes		Future Occupier/Travel Plan Coordinator	In first year of occupation and on-going as appropriate


Measures	Objective	Responsibility	Timescale
Marketing, Promotion and Awareness Raising	Collation and distribution of the Staff Travel Information Packs	Travel Plan Coordinator/ Workplace Travel Plan Coordinator	Collation – prior to occupation Distribution – during occupation (provided to existing staff and new staff as they occupy)
	Installation of Travel Information Notice Board(s)	Future Occupant/ Travel Plan Coordinator	Installed prior to occupation Information updated on a monthly basis (or more regularly)
	Explore measures such as the sustainable travel website, branding, travel champions, personalised travel planning and use of social media	Future Occupant/ Travel Plan Coordinator	Within three months of first occupation
	Explore work practice measures such as flexible working, teleconferencing, travel forums, etc.	Future Occupant/ Travel Plan Coordinator	Within three months of first occupation and on-going as appropriate
	Preparation of annual newsletter	Travel Plan Coordinator	Within three months of first occupation and every year thereafter
Delivery of the Travel Plan Strategy	Monitoring arrangements: undertaking travel surveys and preparing Monitoring Report	Travel Plan Coordinator/Local Authorities	Within three months of first occupation, with first overall review one year after first occupation and every two years thereafter
	ATC surveys	Developer/Future Occupant /Travel Plan Coordinator	Within three months of first occupation and every two years thereafter
	Review of targets and objectives	Travel Plan Coordinator/Local Authorities	Every two years

Appendix A Illustrative Masterplan



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WHERE BOUNDARIES ARE SHOWN THESE ARE AS ADVISED BY THE CLIENT AND ARE FOR GENERAL GUIDANCE ONLY. WHILST PLOTTED WITH REFERENCE TO LAND REGISTRY DATA WHERE AVAILABLE AND INTERPOLATED AS PHYSICAL FEATURES ON SITE WHERE POSSIBLE, THEY ARE NOT INTENDED TO REPRESENT DEFINITIVE SITE EXTENTS OR LEGAL OWNERSHIP.

Revision: Date: By:
Client: **IM Properties** 
Project: Office Development
Fore Business Park

Drawing Title: **Solihull**
Proposed Masterplan

DRAFT PLANNING

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1:500 31.05.17 DDH DDH
Job No: Drawing No: Revision:
8461 P004

Appendix B Solihull Walking and Cycling Map

Key and Signs

Signposted cycle route

Cycle lane

Advisory route

Shared use

Canal

Bridleway

Footway

Green Man Trail

Millennium Way

Kenilworth Greenway

Canal access point (ramp)

Canal access point (steps)

Signalised crossing

Toucan crossing

School

Hospital

Railway station

Cyclesolihull start point

Cycle shop

Airport

Parking

Benefits to cycling

Employee Benefits

• Filter, healthier and more productive staff

• Healthy staff are less likely to be absent through stress or illness

• Assistants staff retention and reduce turnover

• Reduce your business carbon footprint

• Improve your general health and well-being

• Improve mental health and help reduce stress levels

• Look good, feel great, save money and help save the planet and demand for parking

• Save money on travelling costs

• Reduce your carbon footprint

• Lose weight and tone up

• Improve your general health and well-being

• Improve mental health and help reduce stress levels

• Look good, feel great, save money and help save the planet and demand for parking

North Solihull Strategic Cycle Network

An improved network of cycle routes is coming to North Solihull.

Funded jointly by the European Regional Development Fund and Solihull Council, the scheme aims to get more people riding their bike and will work with local employers to make cycling more accessible and easy to do.

• A team of new high quality cycle routes in the town will be created, linking the town through the scheme with grants of up to £2500 being made available to businesses that employ up to 249 people to promote and encourage cycling to places of work.

Due for completion in 2016, work on the scheme began in June 2011. The scheme is also being partly funded by Cannots Smart Network, Smarter Choices programme.

For further information on the scheme and to apply for funding please contact us at: cyclesolihull@solihull.gov.uk

10 year plan

EU

North Solihull Strategic Cycle Network

10 year plan

EU

Double-sided map with hundreds of miles of recommended cycle and walking routes

Solihull Cycling & Walking Map

5th edition 2016

Solihull METROPOLITAN BOROUGH COUNCIL

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Cycling hints and tips

Getting and keeping fit

If you've not cycled for some time, take it easy at first. You may find cycling tiring for a few weeks but you will soon start to feel the benefits and arrive at your destination feeling more energetic than you ever used to! Remember that ten miles of cycling can use an extra 350 calories, so with regular cycling the scope for weight loss is considerable.

Coping with the weather

The UK weather is relatively cycle-friendly as it rarely gets too cold or too hot for cycling. But, if you don't feel like cycling in the rain or snow, just don't do it! Most regular cyclists find they cycle more than they originally expected to.

Which bike?

If you already own a bike then use it first. This will help you decide what is important if you later decide to buy a new one. Make sure a new bike has mudguards, as this makes a big difference when it is raining. Modern bikes have a wide range of gears, which will painlessly deal with the sort of hills you are likely to encounter in this area. Give your bike a thorough check over well before you wish to start cycling – many bike shops will service it for you. Once you cycle regularly, keeping your bike ready to go takes very little time.

What clothes?

There is no need to wear special clothes for cycling. A good windproof layer, plus a varying number of thin layers, will keep you warm whatever the weather. Avoid too many clothes that will soon make you hot and tired – it is better to be a bit chilly for the first half mile and comfortable for the rest of the journey. As you become more experienced, you may wish to invest in some special clothes, which may make you more comfortable.

Staying safe

Cycles are not inherently dangerous, but poorly driven motor vehicles are! Wear a helmet and make sure you are visible by wearing high visibility, reflective clothing such as a vest or shoulder belt. If cycling at night, always use lights and consider using a supplementary flashing light – rechargeable batteries are a good investment for regular night cyclists.

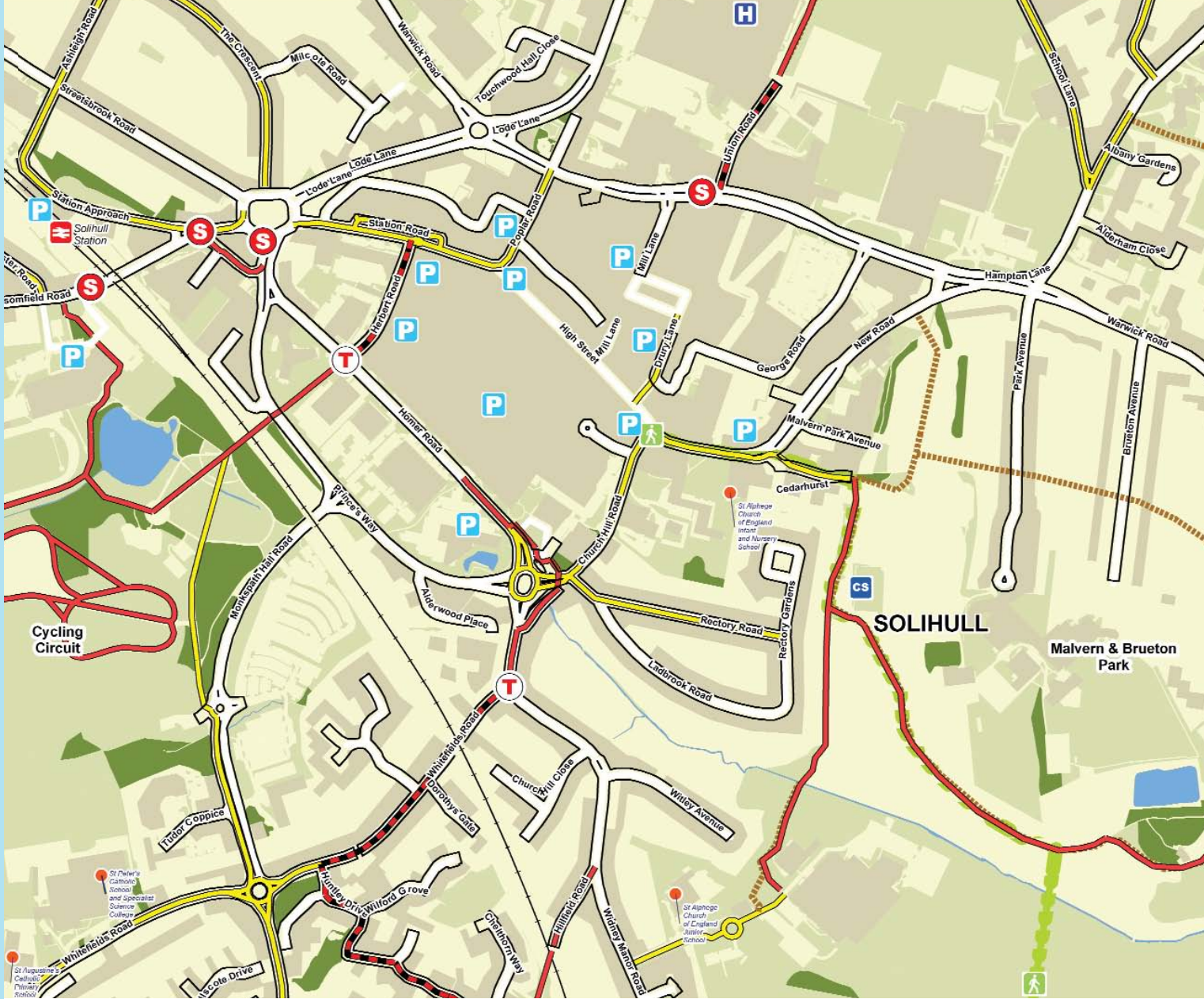
Experienced cyclists who are assertive and anticipate potential problems are the safest riders. Aim to develop your confidence and skill to a high level.

Reliability

Most cyclists find their journey times are more reliable than those of bus, train or car users. A well-maintained cycle will suffer few problems. To cope with the odd puncture, take a spare inner tube and know how to change it!

Have fun!

Most people cycle because they enjoy it. There is something exhilarating about travelling under your own steam. Your route will seem more interesting than in a car and you may discover something new on the way.



Key and Signs

- Signposted cycle route
- Cycle lane
- Advisory route
- Shared use
- Canal
- Bridleway
- Footway

- Green Man Trail
- Millennium Way
- Kenilworth Greenway
- Canal access point (ramp)
- Canal access point (steps)
- Signalled crossing
- Toucan crossing

- School
- Hospital
- Railway station
- Cyclesolihull start point
- Cycle shop
- Airport
- Parking

Cycling safety tips

Cycling can be a fun, healthy activity that can be safely undertaken with a few sensible precautions.

General

- Rely on your own judgment
- Check over your shoulder regularly
- Make eye contact with motorists when possible
- Signal clearly the direction you intend to travel
- Keep off footpaths unless your allowed to be on them
- Where you are sharing space with pedestrians, remember they can be frightened by cyclists passing too closely and too quickly
- Give horse riders plenty of room and do not pass too quickly, especially from behind

Cycle maintenance

Check moving parts often, giving special attention to brakes and lights. Make sure that your tyres are properly inflated and that you can see the tread on them clearly – they need frequent inspection for damage. If you need help, go to your nearest bike shop.

Plan your route

When you are about to plan your journey, ask yourself if there are areas of the route that are hazardous or that cause you concern. Are there alternative roads you could take? Unless you are a very experienced cyclist, think about ways of avoiding roundabouts, multi-lane roads or busy junctions. Use this maps to plan your route (wherever possible) and use the cycle routes provided for cyclists.

Be seen

When cycling in adverse weather or in the dark, the right clothes can help you to be seen – wear something bright and reflective. The law says that at night you must use front and rear lights and a red rear reflector. Make sure they're clean and working properly.

Wear a cycle helmet

A cycle helmet will not prevent an accident occurring, but it can help to prevent a serious head injury. Make sure your helmet is the right size and is properly fitted – ask your local biked shop or contact your local road safety officer for advice. As a rule, you should just about be able to see the rim of the helmet above your eyes when it is on. Only buy a helmet that conforms to a recognised standard BS EN 1078:1997, BS6863:1989 or SNELL B-95.

Stay legal

Cycling through red lights, on pavements and down one-way streets the wrong way is against the law. It is also risky for you and makes you a danger to other people. The Highway Code tells you what the law is and what traffic signs mean – it also has a special section for cyclists.

Advanced stop line for cyclists



Watch that junction!

The most common type of cycling accident occurs at junctions. Cyclists should take great care – this is especially true at roundabouts. Clear hand signals are always very important and be aware of drivers cutting in front of you. Check if it is safe before joining a main road – if it's not, stop! If a situation looks tricky, get off your bike and walk it along the pavement to a safer crossing point.

Load safely

Be careful not to overload your bike. It's advisable to load your belongings in a rucksack or panniers (special bags designed for cycles), with the weight equally balanced on either side and nothing loose that might get caught up in the wheels or chain. Ensure that you keep your hands free to signal and control your bike. Using cycle clips can prevent loose clothing from getting caught in the wheel.

Weather and road surface hazards

Cycling in bad weather can be particularly hazardous.

- Windy conditions may cause a cyclist to over-balance.
- Icy or snowy conditions make the road surface very slippery. It takes significantly longer to brake and you're more likely to skid and fall off your bike. Extreme cold causes discomfort and can numb your fingers, making it harder to brake.
- Strong winter sunshine can cause visibility problems.
- Fog reduces the ability to see and be seen – it is better not to cycle in foggy conditions.
- Pot holes, tarmac edging, glass, debris and uneven grids can all cause problems for cyclists. Maintain a gap of around 60cms from the kerb to avoid them.

Get equipped

Prepare for the unexpected! Always carry a tool/puncture repair kit and waterproofs. It is also a good idea to carry a mobile phone, in case of emergencies.



Solihull Cycling Club



- A proud history of Olympic medallists and National Champions
- All year round programme of racing, touring and social activities
- Organised club runs for riders of all standards – 9.00am every Sunday from Solihull town centre
- Weekly club night social gathering
- Regular programme of structured training on the Tudor Grange cycle circuit
- Open to all ages

Visit our website: www.solihullcc.org.uk

Contact the club secretary
Email: secretary@solihullcc.org.uk



Countryside Walks in Solihull

Why not take a look at our series of guided walks leaflets?

Based around villages, each leaflet sets out a number of suggested walks that will allow you to explore some of the many public footpaths in and around Solihull. Each is different but they all offer a unique view of the borough and its surrounding countryside.

The leaflets are available to pick up in the tourist information centre in the library complex in Solihull town centre or on line at: www.solihull.gov.uk/walksinsoalihull
Leaflets available: Balsall Common, Castle Bromwich, Hampton in Arden, Meriden, Three Churches (Berkswell, Meriden and Eastern Green)

If you have any questions or enquires about these leaflets or the routes which they describe please contact the Rights of Way Officer at Solihull Council, Council House, Manor Square, Solihull B91 3QB – 0121 704 6429.

Countryside Code:

When using these walks, please respect, protect and enjoy the countryside you pass through.

You can do this by:

- Being safe, plan ahead and follow any signs
- Leave gates and property as you find them
- Protect plants and animals and take your litter home
- Keep dogs under close control at all times
- Consider other people



Scan this code with your smart phone for more information about walks in Solihull.

CycleSolihull

Explore your borough by bike

CycleSolihull aims to help you to use your bike more, whether it's to cycle for local trips, explore the surrounding countryside, or improve your fitness and health.

Run by volunteers CycleSolihull offers:

- Over 30 self-guided ride leaflets, starting at various points within the borough and exploring some of Solihull's quieter roads. Ride start points are marked CS on the map.
- A programme of weekly cycle rides throughout the year, providing opportunities to cycle with others at a leisurely pace.
- A regularly updated website www.cyclesolihull.org.uk containing details of all the rides and route leaflets, plus information and news about local cycling.
- A monthly CycleSolihull E-newsletter to keep you in touch with the latest developments.

CycleSolihull can also put you in touch with other organisations supporting cycling in Solihull, including cycling clubs, local and national groups, and providers of cycle training. Email us at: info@cyclesolihull.org.uk or call 07896 885726

www.cyclesolihull.org.uk



CycleSolihull Community Cycle Rides

Sunday Cycle Rides are regular afternoon rides of between 10 and 20 miles long, starting from various points in the borough and following one of over 30 CycleSolihull routes.

Saturday Stretcher rides are twice-monthly longer morning rides (25 to 35 miles) with variable routes.

Evening Explorer rides take place on summer weekday evenings and are about 10 miles long.

Taster Rides are only 5 miles long – ideal for new cyclists and children beginning to cycle on the road with their parents.

All the rides use quieter roads and include a refreshment stop of about 30 minutes.



Get out of the city with our guide to cycling in the Midlands.

Collect fresh air towns.

Twenty-eight of our favourite National Cycle Network routes along quiet country lanes and traffic-free paths, featuring full OS mapping and detailed town close-ups.

A great way to explore the National Cycle Network from your back door and beyond... order your copy today at www.sustransshop.org.uk



Appendix C Local Bus Timetables



Bus Timetable

Birmingham International Station -



BLYTHE VALLEY PARK

A Free to Travel, Closed Door Service

From 29 February 2016

Monday to Friday (Excluding Bank Holidays with exception of Good Friday)

Birmingham International Station	07:20	07:50	08:25	08:50
St James Place, Central Boulevard	07:34	08:04	08:39	09:04
Blythe Valley, Bus Terminal	07:36	08:06	08:41	09:06
The FORE	07:40	08:10	08:45	09:10

St James Place, Central Boulevard	16:10	17:05	17:55	18:35
Blythe Valley, Bus Terminal	16:12	17:07	17:57	18:37
The FORE	16:16	17:11	18:01	18:41
Birmingham International Station	16:30	17:25	18:15	18:55

Line of Route

From Birmingham International Station -

Station Way, Bickenhill Lane, A45 Coventry Road (towards Coventry),
M42 southbound (J6), exit at J4 (A3400), Blythe Valley Park,
Blythe Gate, Central Boulevard, Blythe Gate, Stratford Road, The FORE

From Blythe Valley Business Park -

Central Boulevard, Blythe Gate, Stratford Road (towards Birmingham),
The FORE, M42 northbound (J4), exit at J6 (A45), Coventry Rd (towards B'ham)
Bickenhill Lane, Station Way, Birmingham International Station



Bus Timetable

Solihull Station - Blythe Valley Park



A Free to Travel, Closed Door Service

From 03 May 2016

Monday to Friday (Excluding Bank Holidays with exception of Good Friday)

Solihull Rail Station	07:30	08:00	08:30	09:00
The FORE	07:45	08:15	08:45	09:15
St James Place	07:49	08:19	08:49	09:19
Blythe Valley, Bus Terminal	07:51	08:21	08:51	09:21
The FORE	16:10	17:00	17:50	18:35
St James Place	16:14	17:04	17:54	18:39
Blythe Valley, Bus Terminal	16:17	17:07	17:57	18:42
Solihull Rail Station	16:35	17:25	18:15	19:00

Line of Route

From Solihull Station -

Blossomfield Road, Marshall Lake Road, Stratford Rd (towards Stratford),
The FORE, Blythe Valley Park, Blythe Gate, Central Boulevard,
Blythe Gate Bus Terminal.

From Blythe Valley -

The FORE, Stratford Road, Blythe Valley Park, Blythe Gate, Central Boulevard,
Blythe Gate, Stratford Road (towards Birmingham), Marshall Lake Road,
Blossomfield Road, Solihull Station.



Mondays to Fridays

Leamington Spa, Adj Warwickshire College	dep 17:05
Leamington Spa, Adj Oswald Road	17:06
Leamington Spa, Adj Warwick Place	17:06
Leamington Spa, Adj St Marks Church	17:07
Leamington Spa, Opp Binswood Tavern	17:08
Leamington Spa, Nr Lillington Avenue	17:10
Leamington Spa, Adj Woodcote Road	17:11
Leamington Spa, Adj Northumberland Road	17:11
Leamington Spa, Adj Oak Bank House	17:13
Leamington Spa, Opp Blackdown Crossroads	17:14
Leamington Spa, Opp Leamington Rugby Club	17:16
Leamington Spa, Adj Ramada Hotel	17:19
Kenilworth, Adj Chesford Crossroads	17:20
Kenilworth, Adj Thickthorn Island	17:22
Kenilworth, Opp Ferndale Drive	17:23
Kenilworth, Adj St Johns Street	17:25
Kenilworth, Adj Randall Road	17:25
Kenilworth, Adj Kenilworth Castle	17:26
Kenilworth, Opp Clinton Avenue	17:27
Kenilworth, Opp Cobbs Road	17:28
Burton Green, Opp Red Lane	17:29
Balsall Common, opp The White Horse	17:36
Balsall Common, adj Elmwood Close	17:37
Balsall Common Island, Station RD, Balsall Common	17:38
Dunchurch Close, Station RD, Needlers End	17:38
Burberry Grove, Station RD, Needlers End	17:38
Balsall St, Station RD, Needlers End	17:39
Needlers End, opp Needlers End Lane	17:39
Needlers End, adj Old Saracens Head	17:40
Needlers End, opp Barston Lane	17:40
Station RD at Knowle Green Terminus, Knowle	17:47
Knowle, opp St Johns Close	17:47
Knowle, opp Lodge Rd	17:48
Purnells Way, Station RD, Bentley Heath	17:49
Station RD before Widney Rd, Bentley Heath	17:50
Dorridge, opp Widney Rd	17:50
Dorridge, adj St Theresa Church	17:51
Dorridge Rail Station, Station Approach, Dorridge	17:53

Dorridge, nr Dorridge Station	17:53
Dorridge, opp Hansell Drive	17:54
Illshaw Heath, adj Kineton Lane	17:58
Illshaw Heath, opp Gate Lane	17:59
Stratford RD after M, Monkspath	18:01
Monkspath, adj The Plough	18:02
Monkspath, opp Monkspath Hall Rd	18:03
Three May Poles, adj Dog Kennel Lane	18:05
Cranmore Boulevard, Stratford RD, Three May Poles	18:06
Marshall Lake RD before Stratford Rd, Three May Poles	18:08
Blossomfield, opp Cranmore Rd	18:09
Blossomfield, opp Longmore Rd	18:10
Blossomfield, adj Charles Rd	18:11
Blossomfield, opp Dingle Lane	18:12
Blossomfield, opp Solihull College	18:14
Solihull, adj Alderbrook Rd	18:15
Solihull, opp Solihull Swimming Baths	18:16
Solihull, Solihull Station Interchange (Stand E)	18:18
Solihull, Solihull Town Centre (Stop SD)	arr 18:20

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Solihull, Station Rd (Stop SK)	dep 07:20
Solihull, Solihull Station Interchange (Stand E)	07:22
Solihull, adj Solihull Swimming Baths	07:22
Blossomfield, adj Solihull College	07:23
Blossomfield, opp Alderpark Rd	07:23
Blossomfield, adj Dingle Lane	07:24
Blossomfield, opp Charles Rd	07:25
Blossomfield, adj Longmore Rd	07:25
Blossomfield, adj Cranmore Rd	07:26
Marshall Lake RD after Stratford Rd, Three May Poles	07:27
Marshall Lake Rd, Stratford RD, Three May Poles	07:27
Cranmore Boulevard, Stratford RD, Three May Poles	07:27
Three May Poles, opp Dog Kennel Lane	07:28
Monkspath, adj Monkspath Hall Rd	07:30
Monkspath, opp The Plough	07:30
Stratford RD before M, Monkspath	07:32
Illshaw Heath, adj Gate Lane	07:33
Illshaw Heath, opp Kineton Lane	07:35
Dorridge, adj Hansell Drive	07:38
Dorridge Rail Station, Station Approach, Dorridge	07:40
Dorridge, opp St Theresa Church	07:40
Dorridge, adj Widney Rd	07:41
Station RD after Widney Rd, Bentley Heath	07:42
Purnells Way, Station RD, Bentley Heath	07:42
Knowle, adj Lodge Rd	07:44
Needlers End, adj Barston Lane	07:50
Needlers End, opp Old Saracens Head	07:50
Needlers End, adj Needlers End Lane	07:51
Balsall St, Station RD, Needlers End	07:52
Burberry Grove, Station RD, Needlers End	07:52
Dunchurch Close, Station RD, Needlers End	07:52
Balsall Common Island, Station RD, Balsall Common	07:53
The White Horse, Kenilworth RD, Balsall Common	07:54
Burton Green, Adj Red Lane	08:00
Kenilworth, Adj Cobbs Road	08:01
Kenilworth, Adj Clinton Avenue	08:02
Kenilworth, Opp Kenilworth Castle	08:02

Kenilworth, Adj Lion	08:04
Kenilworth, Adj Earl of Clarendon	08:04
Kenilworth, Adj St Johns Church	08:05
Kenilworth, Adj Ferndale Drive	08:06
Kenilworth, Opp Chesford Crossroads	08:12
Leamington Spa, Opp Ramada Hotel	08:14
Leamington Spa, Adj Leamington Rugby Club	08:19
Leamington Spa, Adj Blackdown Crossroads	08:22
Leamington Spa, Opp Northumberland Road	08:28
Leamington Spa, Opp Woodcote Road	08:29
Leamington Spa, Adj Binswood Hall	08:31
Leamington Spa, Adj Binswood Tavern	08:33
Leamington Spa, Opp St Marks Road	08:35
Leamington Spa, Warwick Place (Jcn)	08:36
Leamington Spa, Opp Oswald Road	08:37
Leamington Spa, Adj Warwickshire College	arr 08:40

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Three May Poles, adj Tythe Barn Lane	dep 07 : 20
Three May Poles, Dog Kennel Lane (on)	07 : 22
Three May Poles, adj Our Lady of the Wayside School	07 : 23
Marshall Lake RD before Stratford Rd, Three May Poles	07 : 24
Blossomfield, opp Cranmore Rd	07 : 25
Blossomfield, opp Longmore Rd	07 : 26
Blossomfield, adj Charles Rd	07 : 26
Blossomfield, opp Dingle Lane	07 : 27
Blossomfield, opp Solihull College	07 : 28
Solihull, adj Alderbrook Rd	07 : 29
Solihull, opp Solihull Swimming Baths	07 : 30
Solihull, Solihull Station Interchange (Stand B)	07 : 30
Solihull, adj Solihull Swimming Baths	07 : 30
Blossomfield, adj Solihull College	07 : 31
Blossomfield, opp Alderpark Rd	07 : 31
Blossomfield, adj Dingle Lane	07 : 32
Blossomfield, opp Charles Rd	07 : 33
Blossomfield, adj Longmore Rd	07 : 33
Blossomfield, opp Cranmore Rd	07 : 34
Marshall Lake RD after Stratford Rd, Three May Poles	07 : 34
Marshall Lake Rd, Stratford RD, Three May Poles	07 : 35
Cranmore Boulevard, Stratford RD, Three May Poles	07 : 35
Three May Poles, opp Dog Kennel Lane	07 : 36
Monkspath, adj Monkspath Hall Rd	07 : 38
Monkspath, opp The Plough	07 : 39
Stratford RD before M, Monkspath	07 : 41
Illshaw Heath, adj Gate Lane	07 : 43
Illshaw Heath, opp Kineton Lane	07 : 46
Stratford RD after Box Trees Rd, Hockley Heath	07 : 47
Hockley Heath, opp The Barn Restaurant	07 : 48
Hockley Heath, opp Aylesbury Rd	07 : 50
Hockley Heath, adj The Barn Restaurant	07 : 51
Illshaw Heath, adj Kineton Lane	07 : 54
Illshaw Heath, opp Gate Lane	07 : 57
Stratford RD after M, Monkspath	07 : 59
Monkspath, adj The Plough	08 : 00
Monkspath, opp Monkspath Hall Rd	08 : 01
Monkspath, adj Highlands Rd	08 : 02

Monkspath, adj Lakeside Drive	08 : 04
Monkspath, adj Caldeford Avenue	08 : 07
Monkspath, adj Hillfield Park	08 : 09
Widney, adj Hollyberry Avenue	08 : 13
Blossomfield, adj Northdown Rd	08 : 17
Blossomfield, adj Marshall Lake Rd	08 : 18
Blossomfield, adj Charles Rd	08 : 19
Blossomfield, adj Blossomfield Schools	08 : 20
Blossomfield, adj St Peters School	<i>arr</i> 08 : 22

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Three May Poles, adj Tythe Barn Lane	dep 14 : 45
Three May Poles, Dog Kennel Lane (on)	14 : 47
Three May Poles, adj Our Lady of the Wayside School	14 : 49
Marshall Lake RD before Stratford Rd, Three May Poles	14 : 50
Blossomfield, opp Cranmore Rd	14 : 51
Blossomfield, opp Longmore Rd	14 : 51
Blossomfield, adj Charles Rd	14 : 52
Blossomfield, opp Dingle Lane	14 : 53
Blossomfield, opp Alderpark Rd	14 : 53
Blossomfield, opp Solihull College	14 : 54
Solihull, adj Alderbrook Rd	14 : 54
Solihull, opp Solihull Swimming Baths	14 : 55
Solihull, Solihull Station Interchange (Stand B)	14 : 55
Solihull, adj Solihull Swimming Baths	14 : 56
Blossomfield, adj Solihull College	15 : 00
Blossomfield, opp Alderpark Rd	15 : 04
Blossomfield, adj Dingle Lane	15 : 06
Blossomfield, adj Blossomfield Schools	15 : 10
Blossomfield, opp St Peters School	15 : 12
Solihull, Whitefields Rd (on)	15 : 13
Widney, opp Widney Island	15 : 17
Monkspath, opp Hillfield Park	15 : 20
Monkspath, opp Caldeford Avenue	15 : 24
Monkspath, opp Lakeside Drive	15 : 25
Monkspath, opp Highlands Rd	15 : 25
Monkspath, adj Monkspath Hall Rd	15 : 28
Monkspath, opp The Plough	15 : 30
Stratford RD before M, Monkspath	15 : 34
Illshaw Heath, adj Gate Lane	15 : 40
Illshaw Heath, opp Kineton Lane	15 : 46
Stratford RD after Box Trees Rd, Hockley Heath	15 : 47
Hockley Heath, opp The Barn Restaurant	15 : 51
Hockley Heath, adj Aylesbury Rd	15 : 53
Aylesbury RD after Hockley Heath, Hockley Heath	arr 15 : 55

Mondays to Fridays

Three May Poles, adj Tythe Barn Lane	dep 07 : 20
Three May Poles, Dog Kennel Lane (on)	07 : 21
Three May Poles, adj Our Lady of the Wayside School	07 : 22
Marshall Lake RD before Stratford Rd, Three May Poles	07 : 23
Blossomfield, opp Cranmore Rd	07 : 24
Blossomfield, opp Longmore Rd	07 : 25
Blossomfield, adj Charles Rd	07 : 26
Blossomfield, opp Dingle Lane	07 : 27
Blossomfield, opp Solihull College	07 : 28
Solihull, adj Alderbrook Rd	07 : 29
Solihull, opp Solihull Swimming Baths	07 : 30
Solihull, Solihull Station Interchange (Stand B)	07 : 30
Solihull, opp House Of Fraser	07 : 33
Solihull, adj Solihull School	07 : 34
Solihull, St Alphege Church (Stop SS)	07 : 36
Solihull, opp Whitefields Rd	07 : 37
Widney, adj St Alphege School	07 : 37
Widney, adj Deer Park Way	07 : 38
Widney, opp Widney Manor Station	07 : 39
Tilehouse Green, adj Smith's Lane	07 : 40
Bentley Heath, adj Widney Stores	07 : 40
Bentley Heath, adj Bentley Heath P.O.	07 : 41
Bentley Heath, opp Tilehouse Green Lane	07 : 41
Dorridge, opp Widney Rd	07 : 41
Dorridge, adj St Theresa Church	07 : 41
Dorridge, nr Dorridge Station	07 : 42
Hockley Heath, opp Aylesbury Rd	07 : 47
Hockley Heath, adj The Barn Restaurant	07 : 49
Stratford RD after Box Trees Rd, Hockley Heath	07 : 50
Ilshaw Heath, adj Kineton Lane	07 : 51
Ilshaw Heath, opp Gate Lane	07 : 53
Stratford RD after M, Monkspath	07 : 55
Monkspath, adj The Plough	07 : 56
Monkspath, opp Monkspath Hall Rd	07 : 57
Monkspath, adj Highlands Rd	07 : 57
Monkspath, opp Lakeside Drive	07 : 59
Monkspath, adj Caldeford Avenue	08 : 01

Monkspath, adj Hillfield Park	08 : 03
Widney, Widney Island (on)	08 : 05
Widney Lane after Widney Island, Widney	08 : 05
Widney, adj Hollyberry Avenue	08 : 06
Blossomfield, adj Brick Kiln Lane	08 : 08
Blossomfield, adj Northdown Rd	08 : 09
Blossomfield, adj Marshall Lake Rd	08 : 10
Blossomfield, adj Charles Rd	08 : 12
Blossomfield, adj Blossomfield Schools	08 : 15
Blossomfield, opp St Peters School	arr 08 : 20
Notes	[RD]

*[RD] Stops between Dorridge & Hockley Heath on request
 Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.*

Mondays to Fridays

Blossomfield, adj Blossomfield Schools	dep 15 : 15
Blossomfield, opp St Peters School	15 : 17
Solihull, Whitefields Rd (on)	15 : 17
Widney, opp Widney Island	15 : 18
Monkspath, opp Hillfield Park	15 : 19
Monkspath, opp Caldeford Avenue	15 : 22
Monkspath, adj Lakeside Drive	15 : 24
Monkspath, opp Highlands Rd	15 : 25
Monkspath, adj Monkspath Hall Rd	15 : 26
Monkspath, opp The Plough	15 : 27
Stratford RD before M, Monkspath	15 : 30
Illshaw Heath, adj Gate Lane	15 : 34
Illshaw Heath, opp Kineton Lane	15 : 38
Stratford RD after Box Trees Rd, Hockley Heath	15 : 39
Hockley Heath, opp The Barn Restaurant	15 : 41
Hockley Heath, opp Aylesbury Rd	15 : 43
Hockley Heath, adj Aylesbury Rd	15 : 48
Dorridge, opp St Theresa Church	15 : 53
Dorridge, adj Widney Rd	15 : 54
Bentley Heath, adj St George & St Theresa School	15 : 54
Bentley Heath, adj Mill Lane	15 : 54
Bentley Heath, opp Tilehouse Green Lane	15 : 55
Bentley Heath, adj Bentley Heath P.O.	15 : 56
Bentley Heath, opp Widney Stores	15 : 56
Widney RD before Four Ashes Rd, Bentley Heath	15 : 56
Tilehouse Green, opp Smith's Lane	15 : 57
Widney, adj Widney Manor Station	15 : 59
Widney, adj Deer Park Way	16 : 00
Widney, opp St Alphege School	16 : 01
Solihull, adj Whitefields Rd	16 : 01
Solihull, St Alphege Church (Stop SR)	16 : 02
Solihull, opp Solihull School	16 : 03
Solihull, adj House Of Fraser	16 : 03
Solihull, Station Rd (Stop SK)	16 : 04
Solihull, Solihull Station Interchange (Stand A)	arr 16 : 05
Notes	[RD]

[RD] Stops between Dorridge & Hockley Heath on request

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Stratford-upon-Avon, Adj McDonalds	dep	07:15	08:50	09:50	10:50	11:50	12:50	13:50	15:00	16:15	17:15	18:15
Stratford-upon-Avon, Adj Oxfam		07:17	08:53	09:53	10:53	11:53	12:53	13:53	15:03	16:18	17:18	18:18
Stratford-upon-Avon, Opp Railway Station		07:20	08:56	09:56	10:56	11:56	12:56	13:56	15:07	16:23	17:23	18:23
Stratford-upon-Avon, Adj Western Road		07:22	08:58	09:58	10:58	11:58	12:58	13:58	15:11	16:27	17:27	18:25
Stratford-upon-Avon, Opp Regal Road		07:23	08:59	09:59	10:59	11:59	12:59	13:59	15:14	16:30	17:30	18:27
Bearley, Adj Railway Station		07:29	09:05	10:05	11:05	12:05	13:05	14:05	15:20	16:36	17:36	18:33
Wootton Waven, Adj General Stores		07:32	09:09	10:09	11:09	12:09	13:09	14:09	15:24	16:40	17:40	18:36
Henley-in-Arden, Opp Three Tuns		07:37	09:14	10:14	11:14	12:14	13:14	14:14	15:30	16:45	17:45	18:40
Henley-in-Arden, Adj Bird in the Hand		07:40	09:17	10:17	11:17	12:17	13:17	14:17	15:32	16:48	17:48	18:43
Lapworth, Mows Hill Lane (Jcn)		07:42	09:20	10:20	11:20	12:20	13:20	14:20	15:35	16:50	17:50	18:45
Lapworth, Opp Royal Oak		07:45	09:23	10:23	11:23	12:23	13:23	14:23	15:37	16:53	17:53	18:48
Hockley Heath, adj The Wharf	06:20	07:47	09:25	10:25	11:25	12:25	13:25	14:25	15:39	16:55	17:55	18:50
Hockley Heath, opp Aylesbury Rd	06:20	07:47	09:25	10:25	11:25	12:25	13:25	14:25	15:39	16:56	17:56	18:50
Hockley Heath, adj The Barn Restaurant	06:22	07:49	09:27	10:27	11:27	12:27	13:27	14:27	15:40	16:57	17:57	18:51
Stratford RD before Box Trees Rd, Hockley Heath	06:23	07:50	09:28	10:28	11:28	12:28	13:28	14:28	15:41	16:59	17:59	18:52
Illshaw Heath, adj Innovation Centre		07:52								17:02	18:02	
Illshaw Heath, St James Place (on)		07:53								17:03	18:03	
Blythe Gate at Bus Terminal, Illshaw Heath		07:54								17:04	18:04	
Illshaw Heath, adj Kineton Lane	06:23		09:28	10:28	11:28	12:28	13:28	14:28	15:42			18:53
Illshaw Heath, opp Gate Lane	06:25		09:30	10:30	11:30	12:30	13:30	14:30	15:43			18:54
Stratford RD after M, Monkspath	06:27	08:00	09:32	10:32	11:32	12:32	13:32	14:32	15:45	17:09	18:09	18:56
Monkspath, adj The Plough	06:28	08:02	09:34	10:34	11:34	12:34	13:34	14:34	15:46	17:10	18:10	18:57
Monkspath, opp Monkspath Hall Rd	06:29	08:03	09:35	10:35	11:35	12:35	13:35	14:35	15:48	17:11	18:11	18:58
Three May Poles, adj Dog Kennel Lane	06:32	08:05	09:37	10:37	11:37	12:37	13:37	14:37	15:50	17:14	18:14	19:00
Cranmore Boulevard, Stratford RD, Three May Poles	06:33	08:07	09:39	10:39	11:39	12:39	13:39	14:39	15:51	17:15	18:15	19:01
Three May Poles, opp Marshall Lake Rd	06:34	08:08	09:40	10:40	11:40	12:40	13:40	14:40	15:52	17:16	18:16	19:01
Shirley, adj Sainsbury's	06:34	08:09	09:41	10:41	11:41	12:41	13:41	14:41	15:53	17:16	18:16	19:02
Shirley, opp Bishopton Close	06:35	08:10	09:42	10:42	11:42	12:42	13:42	14:42	15:54	17:17	18:17	19:03
Shirley, adj School Rd	06:36	08:11	09:43	10:43	11:43	12:43	13:43	14:43	15:55	17:18	18:18	19:04
St James Church, Stratford RD, Shirley	06:37	08:12	09:44	10:44	11:44	12:44	13:44	14:44	15:56	17:19	18:19	19:04
Stratford RD Before The Saracens Head, Shirley	06:38	08:13	09:45	10:45	11:45	12:45	13:45	14:45	15:57	17:20	18:20	19:05
Stratford RD before Jacey Rd, Shirley	06:39	08:14	09:46	10:46	11:46	12:46	13:46	14:46	15:58	17:21	18:21	19:06
Shirley, adj Sandy Hill Rd	06:40	08:15	09:47	10:47	11:47	12:47	13:47	14:47	15:59	17:22	18:22	19:06
Robin Hood, Hall Green Boundary (on)	06:40	08:16	09:48	10:48	11:48	12:48	13:48	14:48	16:00	17:22	18:22	19:07
Stratford RD before Robin Hood Island Southside, Robin Hood	06:41	08:17	09:49	10:49	11:49	12:49	13:49	14:49	16:01	17:23	18:23	19:07
Stratford RD after Robin Hood Island Northside, Robin Hood	06:42	08:18	09:50	10:50	11:50	12:50	13:50	14:50	16:02	17:24	18:24	
Robin Hood, opp Wycome Rd	06:43	08:18	09:51	10:51	11:51	12:51	13:51	14:51	16:02	17:25	18:25	

Hall Green, adj Highfield Rd	06:44	08:19	09:52	10:52	11:52	12:52	13:52	14:52	16:03	17:26	18:26
Hall Green, adj Hall Green School	06:44	08:20	09:53	10:53	11:53	12:53	13:53	14:53	16:04	17:27	18:27
Hall Green, adj Petersfield Rd	06:45	08:20	09:53	10:53	11:53	12:53	13:53	14:53	16:04	17:27	18:27
Hall Green, adj South and City College	06:45	08:21	09:54	10:54	11:54	12:54	13:54	14:54	16:05	17:28	18:28
Stratford RD after Hall Green Rail Station, Hall Green	06:46	08:22	09:55	10:55	11:55	12:55	13:55	14:55	16:06	17:29	18:29
Hall Green, opp York Rd	06:47	08:22	09:55	10:55	11:55	12:55	13:55	14:55	16:06	17:29	18:29
The College Arms, Stratford RD, Sparkhill	06:48	08:24	09:57	10:57	11:57	12:57	13:57	14:57	16:08	17:31	18:31
Sparkhill, opp Baker St	06:52	08:27	10:01	11:01	12:01	13:01	14:01	15:01	16:11	17:35	18:35
Palmerston Rd, Stratford RD, Sparkbrook	06:54	08:30	10:05	11:05	12:05	13:05	14:05	15:05	16:15	17:38	18:38
Digbeth, Birmingham Coach Station (Stop DS10)	06:59	08:39	10:14	11:14	12:14	13:14	14:14	15:14	16:24	17:45	18:45
Park St, Moat Lane, Digbeth	07:00	08:40	10:15	11:15	12:15	13:15	14:15	15:15	16:25	17:46	18:46
Birmingham, Church Centre (Stop MS7)	arr 07:01	08:42	10:17	11:17	12:17	13:17	14:17	15:17	16:27	17:47	18:47

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

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Stratford-upon-Avon - Henley-in-Arden

Johnson's Excelbus

Mondays to Fridays

Stratford-upon-Avon, Adj McDonalds	dep	19:15
Stratford-upon-Avon, Adj Oxfam		19:18
Stratford-upon-Avon, Opp Railway Station		19:20
Stratford-upon-Avon, Adj Western Road		19:23
Stratford-upon-Avon, Opp Regal Road		19:25
Stratford-upon-Avon, Adj Avenue Farm		19:26
Stratford-upon-Avon, Adj Joseph Way		19:26
Stratford-upon-Avon, Adj Birmingham Road		19:26
Pathlow, Adj our Ashes Garage		19:28
Bearley, Adj Railway Station		19:31
Wootton Wawen, Adj General Stores		19:35
Wootton Wawen, Adj Mayswood Road		19:37
Henley-in-Arden, Nr Warwick Road		19:39
Henley-in-Arden, Adj Tudor Dairies		19:39
Henley-in-Arden, Opp Three Tuns	arr	19:40
Notes		[L]

[L] Journey starts/ends at Liveridge Hill Depot

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Saturdays

Stratford-upon-Avon, Adj McDonalds	dep	07:25	08:50	09:50	10:50	11:50	12:50	13:50	15:05	16:22	17:22	18:15
Stratford-upon-Avon, Adj Oxfam		07:27	08:52	09:52	10:52	11:52	12:52	13:52	15:08	16:25	17:25	18:18
Stratford-upon-Avon, Opp Railway Station		07:30	08:55	09:55	10:55	11:55	12:55	13:55	15:12	16:29	17:29	18:23
Stratford-upon-Avon, Adj Western Road		07:32	08:57	09:57	10:57	11:57	12:57	13:57	15:15	16:32	17:32	18:25
Stratford-upon-Avon, Opp Regal Road		07:34	08:59	09:59	10:59	11:59	12:59	13:59	15:18	16:35	17:35	18:27
Bearley, Adj Railway Station		07:40	09:05	10:05	11:05	12:05	13:05	14:05	15:24	16:41	17:41	18:33
Wootton Waven, Adj General Stores		07:44	09:09	10:09	11:09	12:09	13:09	14:09	15:28	16:45	17:45	18:36
Henley-in-Arden, Opp Three Tuns		07:49	09:14	10:14	11:14	12:14	13:14	14:14	15:33	16:50	17:50	18:40
Henley-in-Arden, Adj Bird in the Hand		07:52	09:17	10:17	11:17	12:17	13:17	14:17	15:36	16:53	17:53	18:43
Lapworth, Mows Hill Lane (Jcn)		07:54	09:20	10:20	11:20	12:20	13:20	14:20	15:39	16:56	17:56	18:45
Lapworth, Opp Royal Oak		07:57	09:23	10:23	11:23	12:23	13:23	14:23	15:42	17:00	18:00	18:48
Hockley Heath, adj The Wharf		07:59	09:25	10:25	11:25	12:25	13:25	14:25	15:44	17:02	18:02	18:50
Hockley Heath, opp Aylesbury Rd		07:59	09:25	10:25	11:25	12:25	13:25	14:25	15:44	17:02	18:02	18:50
Hockley Heath, adj The Barn Restaurant		08:00	09:27	10:27	11:27	12:27	13:27	14:27	15:45	17:04	18:04	18:51
Stratford RD before Box Trees Rd, Hockley Heath		08:01	09:28	10:28	11:28	12:28	13:28	14:28	15:46	17:05	18:05	18:52
Illshaw Heath, adj Kineton Lane		08:02	09:28	10:28	11:28	12:28	13:28	14:28	15:47	17:05	18:05	18:53
Illshaw Heath, opp Gate Lane		08:03	09:30	10:30	11:30	12:30	13:30	14:30	15:48	17:07	18:07	18:54
Stratford RD after M, Monkspath		08:05	09:32	10:32	11:32	12:32	13:32	14:32	15:50	17:09	18:09	18:56
Monkspath, adj The Plough		08:06	09:34	10:34	11:34	12:34	13:34	14:34	15:52	17:10	18:10	18:57
Monkspath, opp Monkspath Hall Rd		08:08	09:35	10:35	11:35	12:35	13:35	14:35	15:53	17:11	18:11	18:58
Three May Poles, adj Dog Kennel Lane		08:10	09:37	10:37	11:37	12:37	13:37	14:37	15:55	17:14	18:14	19:00
Cranmore Boulevard, Stratford RD, Three May Poles		08:11	09:39	10:39	11:39	12:39	13:39	14:39	15:57	17:15	18:15	19:01
Three May Poles, opp Marshall Lake Rd		08:12	09:40	10:40	11:40	12:40	13:40	14:40	15:58	17:16	18:16	19:01
Shirley, adj Sainsbury's		08:13	09:41	10:41	11:41	12:41	13:41	14:41	15:59	17:16	18:16	19:02
Shirley, opp Bishopton Close		08:14	09:42	10:42	11:42	12:42	13:42	14:42	16:00	17:17	18:17	19:03
Shirley, adj School Rd		08:15	09:43	10:43	11:43	12:43	13:43	14:43	16:01	17:18	18:18	19:04
St James Church, Stratford RD, Shirley		08:16	09:44	10:44	11:44	12:44	13:44	14:44	16:02	17:19	18:19	19:04
Stratford RD Before The Saracens Head, Shirley		08:17	09:45	10:45	11:45	12:45	13:45	14:45	16:03	17:20	18:20	19:05
Stratford RD before Jacey Rd, Shirley		08:18	09:46	10:46	11:46	12:46	13:46	14:46	16:04	17:21	18:21	19:06
Shirley, adj Sandy Hill Rd		08:19	09:47	10:47	11:47	12:47	13:47	14:47	16:05	17:22	18:22	19:06
Robin Hood, Hall Green Boundary (on)		08:19	09:48	10:48	11:48	12:48	13:48	14:48	16:05	17:22	18:22	19:07
Stratford RD before Robin Hood Island Southside, Robin Hood		08:20	09:49	10:49	11:49	12:49	13:49	14:49	16:06	17:23	18:23	19:07
Stratford RD after Robin Hood Island Northside, Robin Hood		08:20	09:50	10:50	11:50	12:50	13:50	14:50	16:07	17:24	18:24	
Robin Hood, opp Wycome Rd		08:21	09:51	10:51	11:51	12:51	13:51	14:51	16:08	17:25	18:25	
Hall Green, adj Highfield Rd		08:22	09:52	10:52	11:52	12:52	13:52	14:52	16:09	17:26	18:26	
Hall Green, adj Hall Green School		08:22	09:53	10:53	11:53	12:53	13:53	14:53	16:10	17:27	18:27	
Hall Green, adj Petersfield Rd		08:22	09:53	10:53	11:53	12:53	13:53	14:53	16:11	17:27	18:27	

Hall Green, adj South and City College	08:23	09:54	10:54	11:54	12:54	13:54	14:54	16:11	17:28	18:28
Stratford RD after Hall Green Rail Station, Hall Green	08:23	09:55	10:55	11:55	12:55	13:55	14:55	16:13	17:29	18:29
Hall Green, opp York Rd	08:24	09:55	10:55	11:55	12:55	13:55	14:55	16:13	17:29	18:29
The College Arms, Stratford RD, Sparkhill	08:25	09:57	10:57	11:57	12:57	13:57	14:57	16:15	17:31	18:31
Sparkhill, opp Baker St	08:27	10:01	11:01	12:01	13:01	14:01	15:01	16:20	17:35	18:35
Palmerston Rd, Stratford RD, Sparkbrook	08:30	10:05	11:05	12:05	13:05	14:05	15:05	16:23	17:38	18:38
Digbeth, Birmingham Coach Station (Stop DS10)	08:39	10:14	11:14	12:14	13:14	14:14	15:14	16:32	17:45	18:45
Park St, Moat Lane, Digbeth	08:40	10:15	11:15	12:15	13:15	14:15	15:15	16:33	17:46	18:46
Birmingham, Church Centre (Stop MS7)	arr 08:42	10:17	11:17	12:17	13:17	14:17	15:17	16:35	17:47	18:47

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

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Stratford-upon-Avon - Henley-in-Arden

Johnson's Excelbus

Saturdays

Stratford-upon-Avon, Adj McDonalds	dep	19:15
Stratford-upon-Avon, Adj Oxfam		19:18
Stratford-upon-Avon, Opp Railway Station		19:20
Stratford-upon-Avon, Adj Western Road		19:23
Stratford-upon-Avon, Opp Regal Road		19:25
Stratford-upon-Avon, Adj Avenue Farm		19:26
Stratford-upon-Avon, Adj Joseph Way		19:26
Stratford-upon-Avon, Adj Birmingham Road		19:26
Pathlow, Adj our Ashes Garage		19:28
Bearley, Adj Railway Station		19:31
Wootton Wawen, Adj General Stores		19:35
Wootton Wawen, Adj Mayswood Road		19:37
Henley-in-Arden, Nr Warwick Road		19:39
Henley-in-Arden, Adj Tudor Dairies		19:39
Henley-in-Arden, Opp Three Tuns	arr	19:40
Notes		[L]

[L] Journey starts/ends at Liveridge Hill Depot

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Sundays

Stratford-upon-Avon, Adj McDonalds	dep	09:00	10:30	12:00	13:30	15:00	16:30	18:00
Stratford-upon-Avon, Adj Oxfam		09:03	10:33	12:03	13:33	15:03	16:33	18:03
Stratford-upon-Avon, Opp Railway Station		09:06	10:36	12:06	13:36	15:06	16:36	18:06
Stratford-upon-Avon, Adj Western Road		09:08	10:38	12:08	13:38	15:08	16:38	18:08
Stratford-upon-Avon, Opp Regal Road		09:10	10:40	12:10	13:40	15:10	16:40	18:10
Bearley, Adj Railway Station		09:16	10:46	12:16	13:46	15:16	16:46	18:16
Wootton Waven, Adj General Stores		09:20	10:50	12:20	13:50	15:20	16:50	18:20
Henley-in-Arden, Opp Three Tuns		09:25	10:55	12:25	13:55	15:25	16:55	18:25
Henley-in-Arden, Adj Bird in the Hand		09:28	10:58	12:28	13:58	15:28	16:58	18:28
Lapworth, Mows Hill Lane (Jcn)		09:31	11:01	12:31	14:01	15:31	17:01	18:31
Lapworth, Opp Royal Oak		09:34	11:04	12:34	14:04	15:34	17:04	18:34
Hockley Heath, adj The Wharf		09:36	11:06	12:36	14:06	15:36	17:06	18:36
Hockley Heath, opp Aylesbury Rd		09:36	11:06	12:36	14:06	15:36	17:06	18:36
Hockley Heath, adj The Barn Restaurant		09:37	11:07	12:37	14:07	15:37	17:07	18:37
Stratford RD before Box Trees Rd, Hockley Heath		09:38	11:08	12:38	14:08	15:38	17:08	18:38
Illshaw Heath, adj Kineton Lane		09:39	11:09	12:39	14:09	15:39	17:09	18:39
Illshaw Heath, opp Gate Lane		09:40	11:10	12:40	14:10	15:40	17:10	18:40
Stratford RD after M, Monkspath		09:42	11:12	12:42	14:12	15:42	17:12	18:42
Monkspath, adj The Plough		09:43	11:13	12:43	14:13	15:43	17:13	18:43
Monkspath, opp Monkspath Hall Rd		09:44	11:14	12:44	14:14	15:44	17:14	18:44
Three May Poles, adj Dog Kennel Lane		09:46	11:16	12:46	14:16	15:46	17:16	18:46
Cranmore Boulevard, Stratford RD, Three May Poles		09:47	11:17	12:47	14:17	15:47	17:17	18:47
Three May Poles, opp Marshall Lake Rd		09:48	11:18	12:48	14:18	15:48	17:18	18:48
Shirley, adj Sainsbury's		09:49	11:19	12:49	14:19	15:49	17:19	18:49
Shirley, opp Bishopton Close		09:50	11:20	12:50	14:20	15:50	17:20	18:50
Shirley, adj School Rd		09:50	11:20	12:50	14:20	15:50	17:20	18:50
St James Church, Stratford RD, Shirley		09:51	11:21	12:51	14:21	15:51	17:21	18:51
Stratford RD Before The Saracens Head, Shirley		09:52	11:22	12:52	14:22	15:52	17:22	18:52
Stratford RD before Jacey Rd, Shirley		09:53	11:23	12:53	14:23	15:53	17:23	18:53
Shirley, adj Sandy Hill Rd		09:54	11:24	12:54	14:24	15:54	17:24	18:54
Robin Hood, Hall Green Boundary (on)		09:54	11:24	12:54	14:24	15:54	17:24	18:54
Stratford RD before Robin Hood Island Southside, Robin Hood		09:55	11:25	12:55	14:25	15:55	17:25	18:55
Stratford RD after Robin Hood Island Northside, Robin Hood		09:56	11:26	12:56	14:26	15:56	17:26	
Robin Hood, opp Wycome Rd		09:57	11:27	12:57	14:27	15:57	17:27	
Hall Green, adj Highfield Rd		09:59	11:29	12:59	14:29	15:59	17:29	
Hall Green, adj Hall Green School		09:59	11:29	12:59	14:29	15:59	17:29	
Hall Green, adj Petersfield Rd		10:00	11:30	13:00	14:30	16:00	17:30	

Hall Green, adj South and City College	10:01	11:31	13:01	14:31	16:01	17:31
Stratford RD after Hall Green Rail Station, Hall Green	10:02	11:32	13:02	14:32	16:02	17:32
Hall Green, opp York Rd	10:03	11:33	13:03	14:33	16:03	17:33
The College Arms, Stratford RD, Sparkhill	10:05	11:35	13:05	14:35	16:05	17:35
Sparkhill, opp Baker St	10:10	11:40	13:10	14:40	16:10	17:40
Palmerston Rd, Stratford RD, Sparkbrook	10:13	11:43	13:13	14:43	16:13	17:43
Digbeth, Birmingham Coach Station (Stop DS10)	10:20	11:50	13:20	14:50	16:20	17:50
Park St, Moat Lane, Digbeth	10:21	11:51	13:21	14:51	16:21	17:51
Birmingham, Church Centre (Stop MS7)	arr 10:22	11:52	13:22	14:52	16:22	17:52

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

X20

Birmingham - Stratford-upon-Avon

Johnson's Excelbus

Mondays to Fridays

Birmingham, Church Centre (Stop MS7)	dep	07:02	09:20	10:20	11:20	12:20	13:20	15:20	16:30	17:50	18:50
Birmingham, Bus Mall (Stop MS16)		07:03	09:21	10:21	11:21	12:21	13:21	15:21	16:31	17:51	18:51
Digbeth, Selfridges (Stop PA3)		07:04	09:22	10:22	11:22	12:22	13:22	15:22	16:33	17:52	18:52
Digbeth, Birmingham Coach Station (Stop DS5)		07:05	09:23	10:23	11:23	12:23	13:23	15:24	16:35	17:54	18:54
Stoney Lane, Stratford RD, Sparkbrook		07:15	09:33	10:33	11:33	12:33	13:33	15:35	16:48	18:05	19:05
Sparkhill, adj Baker St		07:16	09:35	10:35	11:35	12:35	13:35	15:37	16:50	18:06	19:06
The College Arms, Stratford RD, Sparkhill		07:20	09:38	10:38	11:38	12:38	13:38	15:41	16:54	18:09	19:09
Hall Green, adj York Rd		07:22	09:40	10:40	11:40	12:40	13:40	15:42	16:55	18:10	19:10
Stratford RD outside Hall Green Rail Station, Hall Green		07:22	09:40	10:40	11:40	12:40	13:40	15:43	16:56	18:11	19:11
Hall Green, opp South and City College		07:23	09:41	10:41	11:41	12:41	13:41	15:44	16:57	18:12	19:12
Hall Green, opp Petersfield Rd		07:23	09:41	10:41	11:41	12:41	13:41	15:44	16:57	18:12	19:12
Hall Green, opp Hall Green School		07:24	09:42	10:42	11:42	12:42	13:42	15:45	16:58	18:12	19:12
Hall Green, opp Highfield Rd		07:24	09:42	10:42	11:42	12:42	13:42	15:45	16:58	18:13	19:13
Robin Hood, adj Wycome Rd		07:25	09:43	10:43	11:43	12:43	13:43	15:46	16:59	18:14	19:14
Stratford RD before Robin Hood Island Northside, Robin Hood		07:26	09:44	10:44	11:44	12:44	13:44	15:47	17:00	18:14	19:14
Stratford RD after Robin Hood Island Southside, Robin Hood	06:44	07:27	09:45	10:45	11:45	12:45	13:45	15:48	17:01	18:15	19:15
Robin Hood, Hall Green Boundary (on)	06:45	07:28	09:46	10:46	11:46	12:46	13:46	15:49	17:02	18:16	19:16
Shirley, opp Sandy Hill Rd	06:45	07:28	09:46	10:46	11:46	12:46	13:46	15:49	17:02	18:16	19:16
Stratford RD after Jacey Rd, Shirley	06:46	07:29	09:47	10:47	11:47	12:47	13:47	15:50	17:04	18:17	19:17
The Saracens Head, Stratford RD, Shirley	06:47	07:30	09:48	10:48	11:48	12:48	13:48	15:51	17:05	18:18	19:18
Stratford RD before Longmore Rd, Shirley	06:48	07:31	09:49	10:49	11:49	12:49	13:49	15:52	17:06	18:19	19:19
St James Church, Stratford RD, Shirley	06:49	07:31	09:50	10:50	11:50	12:50	13:50	15:53	17:07	18:19	19:19
Shirley, adj Union Rd	06:50	07:32	09:51	10:51	11:51	12:51	13:51	15:54	17:08	18:20	19:20
Shirley, opp Bishopton Close	06:50	07:33	09:51	10:51	11:51	12:51	13:51	15:55	17:09	18:21	19:21
Shirley, adj Sainsbury's	06:51	07:34	09:52	10:52	11:52	12:52	13:52	15:56	17:10	18:21	19:21
Marshall Lake Rd, Stratford RD, Three May Poles	06:53	07:35	09:53	10:53	11:53	12:53	13:53	15:57	17:12	18:22	19:22
Cranmore Boulevard, Stratford RD, Three May Poles	06:53	07:35	09:54	10:54	11:54	12:54	13:54	15:58	17:12	18:23	19:23
Three May Poles, opp Dog Kennel Lane	06:55	07:36	09:55	10:55	11:55	12:55	13:55	15:59	17:14	18:24	19:24
Monkspath, adj Monkspath Hall Rd	06:57	07:39	09:57	10:57	11:57	12:57	13:57	16:02	17:17	18:26	19:26
Monkspath, opp The Plough	06:58	07:39	09:58	10:58	11:58	12:58	13:58	16:03	17:18	18:26	19:26
Stratford RD before M, Monkspath	07:00	07:41	10:00	11:00	12:00	13:00	14:00	16:05	17:20	18:28	19:28
Blythe Gate at Bus Terminal, Illshaw Heath	arr	07:47						16:11	17:26		19:35
Blythe Gate at Bus Terminal, Illshaw Heath	dep	07:47	08:58					16:11	17:26		
Illshaw Heath, adj Gate Lane	07:02	07:49	09:00	10:02	11:02	12:02	13:02	14:02	16:12	17:27	18:30
Illshaw Heath, opp Kineton Lane	07:03	07:51	09:02	10:03	11:03	12:03	13:03	14:03	16:14	17:30	18:32
Stratford RD after Box Trees Rd, Hockley Heath	07:04	07:52	09:03	10:04	11:04	12:04	13:04	14:04	16:15	17:30	18:32
Hockley Heath, opp The Barn Restaurant	07:05	07:53	09:04	10:05	11:05	12:05	13:05	14:05	16:16	17:31	18:33
Hockley Heath, adj Aylesbury Rd	07:05	07:54	09:05	10:05	11:05	12:05	13:05	14:05	16:16	17:32	18:34

Hockley Heath, opp The Wharf		07:06	07:55	09:06	10:06	11:06	12:06	13:06	14:06	16:17	17:33	18:35	
Lapworth, Adj Royal Oak		07:08	07:57	09:08	10:08	11:08	12:08	13:08	14:08	16:19	17:34	18:36	
Lapworth, Bushwood Lane (Jcn)		07:11	08:01	09:12	10:12	11:12	12:12	13:12	14:12	16:23	17:37	18:39	
Henley-in-Arden, Opp Bird in Hand		07:14	08:04	09:15	10:15	11:15	12:15	13:15	14:15	16:27	17:39	18:41	
Henley-in-Arden, Adj Three Tuns	06:48	07:17	08:07	09:18	10:18	11:18	12:18	13:18	14:18	16:30	17:41	18:43	
Henley-in-Arden, Adj River House School		07:18	08:09	09:19	10:19	11:19	12:19	13:19	14:19	16:31	17:42	18:44	
Wootton Wawen, Adj Church	06:53	07:22	08:15	09:23	10:23	11:23	12:23	13:23	14:23	16:35	17:46	18:48	
Bearley, Opp Railway Station	06:56	07:25	08:19	09:27	10:27	11:27	12:27	13:27	14:27	16:39	17:49	18:51	
Pathlow, Adj Dun Cow		07:28	08:22	09:30	10:30	11:30	12:30	13:30	14:30	16:42	17:52	18:54	
Stratford-upon-Avon, Adj Birmingham Road		07:30	08:24	09:32	10:32	11:32	12:32	13:32	14:32	16:44	17:54	18:56	
Stratford-upon-Avon, Adj Justins Avenue		07:31	08:25	09:33	10:33	11:33	12:33	13:33	14:33	16:45	17:55	18:57	
Stratford-upon-Avon, Adj Tesco		07:31	08:25	09:33	10:33	11:33	12:33	13:33	14:33	16:45	17:55	18:57	
Stratford-upon-Avon, Adj Maybird Centre	07:02	07:31	08:25	09:33	10:33	11:33	12:33	13:33	14:33	16:45	17:55	18:57	
Stratford-upon-Avon, Opp Wharf Road	07:03	07:32	08:27	09:34	10:34	11:34	12:34	13:34	14:34	16:46	17:56	18:58	
Stratford-upon-Avon, Adj Railway Station	07:07	07:34	08:32	09:37	10:37	11:37	12:37	13:37	14:37	16:50	17:58	19:00	
Stratford-upon-Avon, Adj NatWest Bank	07:09	07:36	08:37	09:42	10:42	11:42	12:42	13:42	14:42	16:55	18:01	19:03	
Stratford-upon-Avon, Adj British Home Stores	arr	07:12	07:38	08:40	09:45	10:45	11:45	12:45	13:45	14:45	16:58	18:04	19:06
Notes	[LI]	[LI]											

[LI] Journey starts/ends at Liveridge Hill Depot

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

X20

Birmingham - Stratford-upon-Avon

Johnson's Excelbus

Saturdays

Birmingham, Church Centre (Stop MS7)	dep	09:20	10:20	11:20	12:20	13:20	14:20	15:30	16:38	17:50	18:50
Birmingham, Bus Mall (Stop MS16)		09:21	10:21	11:21	12:21	13:21	14:21	15:31	16:39	17:51	18:51
Digbeth, Selfridges (Stop PA3)		09:22	10:22	11:22	12:22	13:22	14:22	15:32	16:40	17:52	18:52
Digbeth, Birmingham Coach Station (Stop DS5)		09:23	10:23	11:23	12:23	13:23	14:23	15:34	16:42	17:54	18:54
Stoney Lane, Stratford RD, Sparkbrook		09:33	10:33	11:33	12:33	13:33	14:33	15:45	16:53	18:05	19:05
Sparkhill, adj Baker St		09:35	10:35	11:35	12:35	13:35	14:35	15:47	16:55	18:06	19:06
The College Arms, Stratford RD, Sparkhill		09:38	10:38	11:38	12:38	13:38	14:38	15:51	16:58	18:09	19:09
Hall Green, adj York Rd		09:40	10:40	11:40	12:40	13:40	14:40	15:52	17:00	18:10	19:10
Stratford RD outside Hall Green Rail Station, Hall Green		09:40	10:40	11:40	12:40	13:40	14:40	15:53	17:00	18:11	19:11
Hall Green, opp South and City College		09:41	10:41	11:41	12:41	13:41	14:41	15:54	17:01	18:12	19:12
Hall Green, opp Petersfield Rd		09:41	10:41	11:41	12:41	13:41	14:41	15:54	17:01	18:12	19:12
Hall Green, opp Hall Green School		09:42	10:42	11:42	12:42	13:42	14:42	15:55	17:02	18:12	19:12
Hall Green, opp Highfield Rd		09:42	10:42	11:42	12:42	13:42	14:42	15:55	17:02	18:13	19:13
Robin Hood, adj Wycome Rd		09:43	10:43	11:43	12:43	13:43	14:43	15:56	17:03	18:14	19:14
Stratford RD before Robin Hood Island Northside, Robin Hood		09:44	10:44	11:44	12:44	13:44	14:44	15:57	17:04	18:14	19:14
Stratford RD after Robin Hood Island Southside, Robin Hood	07:45	09:45	10:45	11:45	12:45	13:45	14:45	15:58	17:05	18:15	19:15
Robin Hood, Hall Green Boundary (on)	07:46	09:46	10:46	11:46	12:46	13:46	14:46	15:59	17:06	18:16	19:16
Shirley, opp Sandy Hill Rd	07:46	09:46	10:46	11:46	12:46	13:46	14:46	15:59	17:06	18:16	19:16
Stratford RD after Jacey Rd, Shirley	07:47	09:47	10:47	11:47	12:47	13:47	14:47	16:00	17:07	18:17	19:17
The Saracens Head, Stratford RD, Shirley	07:48	09:48	10:48	11:48	12:48	13:48	14:48	16:01	17:08	18:18	19:18
Stratford RD before Longmore Rd, Shirley	07:49	09:49	10:49	11:49	12:49	13:49	14:49	16:02	17:09	18:19	19:19
St James Church, Stratford RD, Shirley	07:50	09:50	10:50	11:50	12:50	13:50	14:50	16:02	17:10	18:19	19:19
Shirley, adj Union Rd	07:51	09:51	10:51	11:51	12:51	13:51	14:51	16:03	17:11	18:20	19:20
Shirley, opp Bishopton Close	07:51	09:51	10:51	11:51	12:51	13:51	14:51	16:04	17:11	18:21	19:21
Shirley, adj Sainsbury's	07:52	09:52	10:52	11:52	12:52	13:52	14:52	16:05	17:12	18:21	19:21
Marshall Lake Rd, Stratford RD, Three May Poles	07:53	09:53	10:53	11:53	12:53	13:53	14:53	16:06	17:13	18:22	19:22
Cranmore Boulevard, Stratford RD, Three May Poles	07:54	09:54	10:54	11:54	12:54	13:54	14:54	16:06	17:14	18:23	19:23
Three May Poles, opp Dog Kennel Lane	07:55	09:55	10:55	11:55	12:55	13:55	14:55	16:07	17:15	18:24	19:24
Monkspath, adj Monkspath Hall Rd	07:57	09:57	10:57	11:57	12:57	13:57	14:57	16:10	17:17	18:26	19:26
Monkspath, opp The Plough	07:58	09:58	10:58	11:58	12:58	13:58	14:58	16:10	17:18	18:26	19:26
Stratford RD before M, Monkspath	08:00	10:00	11:00	12:00	13:00	14:00	15:00	16:12	17:20	18:28	19:28
Ilshaw Heath, adj Gate Lane	08:02	10:02	11:02	12:02	13:02	14:02	15:02	16:14	17:22	18:30	19:30
Ilshaw Heath, opp Kineton Lane	08:03	10:03	11:03	12:03	13:03	14:03	15:03	16:15	17:23	18:32	19:32
Stratford RD after Box Trees Rd, Hockley Heath	08:04	10:04	11:04	12:04	13:04	14:04	15:04	16:16	17:24	18:32	19:32
Hockley Heath, opp The Barn Restaurant	08:05	10:05	11:05	12:05	13:05	14:05	15:05	16:17	17:25	18:33	19:33
Hockley Heath, adj Aylesbury Rd	08:05	10:05	11:05	12:05	13:05	14:05	15:05	16:17	17:25	18:34	19:34
Hockley Heath, opp The Wharf	arr	08:06	10:06	11:06	12:06	13:06	14:06	15:06	16:18	17:26	18:35
Hockley Heath, opp The Wharf	dep	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:18	17:26

Lapworth, Adj Royal Oak		08:08	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:20	17:28	18:36
Lapworth, Bushwood Lane (Jcn)		08:12	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:24	17:31	18:39
Henley-in-Arden, Opp Bird in Hand		08:15	09:15	10:15	11:15	12:15	13:15	14:15	15:15	16:27	17:34	18:41
Henley-in-Arden, Adj Three Tuns	07:07	08:18	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:30	17:37	18:43
Henley-in-Arden, Adj River House School		08:19	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:31	17:38	18:44
Wootton Wawen, Adj Church	07:12	08:23	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:35	17:42	18:48
Bearley, Opp Railway Station	07:12	08:27	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:39	17:46	18:51
Pathlow, Adj Dun Cow		08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:42	17:49	18:54
Stratford-upon-Avon, Adj Birmingham Road		08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:44	17:51	18:56
Stratford-upon-Avon, Adj Justins Avenue		08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:45	17:52	18:57
Stratford-upon-Avon, Adj Tesco		08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:45	17:52	18:57
Stratford-upon-Avon, Adj Maybird Centre	07:13	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:45	17:52	18:57
Stratford-upon-Avon, Opp Wharf Road	07:14	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:46	17:55	18:58
Stratford-upon-Avon, Adj Railway Station	07:17	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:50	18:02	19:00
Stratford-upon-Avon, Adj NatWest Bank	07:20	08:40	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:55	18:07	19:03
Stratford-upon-Avon, Adj British Home Stores	arr 07:22	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:58	18:10	19:06
Notes	[LI]	[BO]										

[BO] Service commences from Box Trees Island at 0902

[LI] Journey starts/ends at Liveridge Hill Depot

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.

Sundays

Birmingham, Church Centre (Stop MS7)	dep	10:26	11:56	13:26	14:56	16:26	17:56
Birmingham, Bus Mall (Stop MS16)		10:27	11:57	13:27	14:57	16:27	17:57
Digbeth, Selfridges (Stop PA3)		10:28	11:58	13:28	14:58	16:28	17:58
Digbeth, Birmingham Coach Station (Stop DS5)		10:30	12:00	13:30	15:00	16:30	18:00
Stoney Lane, Stratford RD, Sparkbrook		10:40	12:10	13:40	15:10	16:40	18:10
Sparkhill, adj Baker St		10:42	12:12	13:42	15:12	16:42	18:12
The College Arms, Stratford RD, Sparkhill		10:47	12:17	13:47	15:17	16:47	18:17
Hall Green, adj York Rd		10:48	12:18	13:48	15:18	16:48	18:18
Stratford RD outside Hall Green Rail Station, Hall Green		10:49	12:19	13:49	15:19	16:49	18:19
Hall Green, opp South and City College		10:50	12:20	13:50	15:20	16:50	18:20
Hall Green, opp Petersfield Rd		10:51	12:21	13:51	15:21	16:51	18:21
Hall Green, opp Hall Green School		10:51	12:21	13:51	15:21	16:51	18:21
Hall Green, opp Highfield Rd		10:52	12:22	13:52	15:22	16:52	18:22
Robin Hood, adj Wycome Rd		10:53	12:23	13:53	15:23	16:53	18:23
Stratford RD before Robin Hood Island Northside, Robin Hood		10:54	12:24	13:54	15:24	16:54	18:24
Stratford RD after Robin Hood Island Southside, Robin Hood	09:25	10:55	12:25	13:55	15:25	16:55	18:25
Robin Hood, Hall Green Boundary (on)	09:26	10:56	12:26	13:56	15:26	16:56	18:26
Shirley, opp Sandy Hill Rd	09:26	10:56	12:26	13:56	15:26	16:56	18:26
Stratford RD after Jacey Rd, Shirley	09:27	10:57	12:27	13:57	15:27	16:57	18:27
The Saracens Head, Stratford RD, Shirley	09:28	10:58	12:28	13:58	15:28	16:58	18:28
Stratford RD before Longmore Rd, Shirley	09:29	10:59	12:29	13:59	15:29	16:59	18:29
St James Church, Stratford RD, Shirley	09:30	11:00	12:30	14:00	15:30	17:00	18:30
Shirley, adj Union Rd	09:31	11:01	12:31	14:01	15:31	17:01	18:31
Shirley, opp Bishopton Close	09:31	11:01	12:31	14:01	15:31	17:01	18:31
Shirley, adj Sainsbury's	09:32	11:02	12:32	14:02	15:32	17:02	18:32
Marshall Lake Rd, Stratford RD, Three May Poles	09:33	11:03	12:33	14:03	15:33	17:03	18:33
Cranmore Boulevard, Stratford RD, Three May Poles	09:34	11:04	12:34	14:04	15:34	17:04	18:34
Three May Poles, opp Dog Kennel Lane	09:35	11:05	12:35	14:05	15:35	17:05	18:35
Monkspath, adj Monkspath Hall Rd	09:37	11:07	12:37	14:07	15:37	17:07	18:37
Monkspath, opp The Plough	09:38	11:08	12:38	14:08	15:38	17:08	18:38
Stratford RD before M, Monkspath	09:40	11:10	12:40	14:10	15:40	17:10	18:40
Illshaw Heath, adj Gate Lane	09:42	11:12	12:42	14:12	15:42	17:12	18:42
Illshaw Heath, opp Kineton Lane	09:43	11:13	12:43	14:13	15:43	17:13	18:43
Stratford RD after Box Trees Rd, Hockley Heath	09:44	11:14	12:44	14:14	15:44	17:14	18:44
Hockley Heath, opp The Barn Restaurant	09:45	11:15	12:45	14:15	15:45	17:15	18:45
Hockley Heath, adj Aylesbury Rd	09:45	11:15	12:45	14:15	15:45	17:15	18:45
Hockley Heath, opp The Wharf	09:46	11:16	12:46	14:16	15:46	17:16	18:46
Lapworth, Adj Royal Oak	09:48	11:18	12:48	14:18	15:48	17:18	18:48

Lapworth, Bushwood Lane (Jcn)		09:51	11:21	12:51	14:21	15:51	17:21	18:51
Henley-in-Arden, Opp Bird in Hand		09:54	11:24	12:54	14:24	15:54	17:24	18:54
Henley-in-Arden, Adj Three Tuns	08:35	09:57	11:27	12:57	14:27	15:57	17:27	18:57
Henley-in-Arden, Adj River House School	08:36	09:58	11:28	12:58	14:28	15:58	17:28	18:58
Wootton Wawen, Adj Church	08:40	10:02	11:32	13:02	14:32	16:02	17:32	19:02
Bearley, Opp Railway Station	08:44	10:06	11:36	13:06	14:36	16:06	17:36	19:06
Pathlow, Adj Dun Cow	08:47	10:09	11:39	13:09	14:39	16:09	17:39	19:09
Stratford-upon-Avon, Adj Birmingham Road	08:49	10:11	11:41	13:11	14:41	16:11	17:41	19:11
Stratford-upon-Avon, Adj Justins Avenue	08:50	10:12	11:42	13:12	14:42	16:12	17:42	19:12
Stratford-upon-Avon, Adj Tesco	08:50	10:12	11:42	13:12	14:42	16:12	17:42	19:12
Stratford-upon-Avon, Adj Maybird Centre	08:50	10:12	11:42	13:12	14:42	16:12	17:42	19:12
Stratford-upon-Avon, Opp Wharf Road	08:51	10:13	11:43	13:13	14:43	16:13	17:43	19:13
Stratford-upon-Avon, Adj Railway Station	08:53	10:16	11:46	13:16	14:46	16:16	17:46	19:16
Stratford-upon-Avon, Adj NatWest Bank	08:55	10:19	11:49	13:19	14:49	16:19	17:49	19:19
Stratford-upon-Avon, Adj British Home Stores	<i>arr</i> 08:57	10:22	11:52	13:22	14:52	16:22	17:52	19:22
Notes	[L]							

[L] Journey starts/ends at Liveridge Hill Depot

Compiled from data for the period Wed 17-May-2017 to Tue 23-May-2017. Times not in bold are estimated by using the distance between the stops.