

# Herefordshire Housing

Residential Development on Land at Beattie Avenue, Hereford

Transport Statement

February 2018



#### **DOCUMENT REGISTER**

CLIENT:	HEREFORSHIRE HOUSING
PROJECT:	PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT
	BEATTIE AVENUE, HEREFORD
PROJECT CODE:	CTP-17-424

REPORT TITLE:	TRANSPORT STATEMENT		
PREPARED BY:	JONATHAN SENKBEIL	DATE:	FEBRUARY 2018
CHECKED BY:	MIKE GLAZE	DATE:	FEBRUARY 2018

<b>REPORT STATUS:</b>	ISSUE 02
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## 1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Herefordshire Housing to prepare a Transport Statement (TS) in support of a planning application for 71 new residential units on land at Beattie Avenue, Hereford.
- 1.2 The proposed development will replace the existing 41 dwellings with affordable housing and will primarily consist of rented social housing and will therefore result in an additional 30 dwellings.
- 1.3 A TS is an appropriate form of assessment for the scale of the proposed development. The key issues that need to be addressed / reviewed within this TS, with reference to the size and location of the development proposal, are as follows:
  - i) Review of the site location, composition and local highway network;
  - ii) Accessibility critique identifying the proximity of local services and amenities, plus any infrastructure available to promote travel by sustainable means;
  - iii) Analysis of local highway safety data for the most recent three-year period available;
  - iv) Review of relevant planning policy;
  - v) Description of the development proposals and justification for access arrangement and parking provision; and
  - vi) Forecast trip generation and predicted impact upon the operation of the local highway network.
- 1.4 Pre-application discussions have been held with Herefordshire Housing and contained in **Appendix A** is the relevant correspondence.
- 1.5 The TS concludes that the proposed development, in highway and transportation terms is acceptable, and there are no highway and transportation reasons that should prevent Herefordshire Council (HC) from recommending approval of this planning application.



## 2 The Site and Adjacent Highway Network

#### **Site Location and Composition**

- 2.1 The application site is located approximately 1.7km to the south-west of Hereford. The existing site consists of 41 dwellings in the form of detached prefab bungalows and is accessed, by both pedestrians and vehicles, via Beattie Avenue, which bisects the site.
- 2.2 The site, its context and relationship with immediate adjoining areas is illustrated in **Appendix B**.

#### Local Highway Network

#### Beattie Avenue

- 2.3 Beattie Avenue is a single carriageway road. It forms a priority junction with Hunderton Road to the north and a priority junction with a ghost island right turn arrangement with Blemont Road (A465) to the south.
- 2.4 Beattie Avenue is approximately 5.5m wide, illuminated and subject to a 30mph speed restriction. Continuous footways are available on both sides of the carriageway.

#### Belmont Road (A465)

- 2.5 Belmont Road (A465) is a single carriageway road that is located to the south of the site. It forms part of the classified and strategic route of the A465 that connects Hereford with areas of southern and central Wales.
- 2.6 Blemont Road (A465) is illuminated, subject to 30mph speed restrictions and has footway provision on both sides of the carriageway. A staggered signalised crossing with a refuge island, dropped kerbs, tactile paving and guardrails is located on Belmont Road, approximately 50m from its junction with Beattie Avenue, which provides safe access to the retail facilities at the Oval.

#### Blackmarston Road

2.7 Blackmarston Road is a single carriageway road, located to the south of the site, which routes in a north-west - south-east direction. It forms a priority junction with Beattie Avenue to the south and a roundabout junction with Hunderton Road, Wallis Avenue and Charles Witts Avenue to the north. Residential roads including Haylease Crescent and Merryhill Crescent have access from Blackmarston Road.



2.8 Blackmarston Road is illuminated, subject to a 30mph speed restriction and has footway provision on both sides of the carriageway.

#### Golden Post

- 2.9 Golden Post is a single carriageway road located to the west of Beattie Avenue. It forms a priority junction with Beattie Avenue to the south and merges into Villa Street to the north.
- 2.10 Golden Post is illuminated, subject to a 30mph speed restriction and has footway provision on both sides of the carriageway.

#### Local Highway Safety

- 2.11 For the purpose of this assessment, collision data has been extracted from <u>www.crashmap.co.uk</u> for the most recent three-year period available (ending December 2016). The study area for the collision analysis is contained in **Appendix C**.
- 2.12 The review identified that no personal injury collisions have been recorded along Beattie Avenue, over the latest three-year period. Therefore, there is no pattern or history of collisions in the immediate locality of the site and it is considered that there is no existing safety issue on the local highway network that would be exacerbated by the development proposals.



## 3 Site Accessibility and Opportunities for Sustainable Travel

3.1 In order to ensure that the proposed residential development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is necessary to identify what local services and amenities are located within proximity to the site, and also what alternative sustainable travel opportunities are present to enable future residents and visitors to choose sustainable alternatives.

#### **Proximity to Local Services and Amenities**

- 3.2 There are a number of key local services and amenities within a reasonable walking distance of the application site. Services and facilities are located between approximately 260m and 1.5km from the application site, which have been measured from the centre of Beattie Avenue. A list of local services and the distance from the application site is provided below:
  - Bus Stops approximately 15m, 140m and 150m respectively from the centre of Beattie Avenue;
  - ii) Post Office 300m;
  - iii) Off Licence and small number of other retail facilities at 'The Oval' 300m;
  - iv) Tesco Superstore 800m, Asda Superstore 1.3km;
  - Riverside Primary School 800m, Blackmarston Primary School 960m, Our Lady's Catholic Primary School - 1.3km, The Hereford Academy - 1.4km;
  - vi) Belmont Library 1.0km; and
  - vii) Hillside Intermediate Care Centre 1.1km.
- 3.3 The majority of the retail and food outlet facilities are located along Belmont Road (A465), with other services in the community dispersed within the local residential areas.
- 3.4 In addition to these local facilities and services, Hereford city centre is located within 1.7km of the application site, which offers future residents the ability to travel short distances to these locations in order to access employment, social and leisure destinations. The availability of local services and amenities will minimise the need for residents to travel by car, in favour of sustainable travel choices.



#### Walking and Cycling

- 3.5 Generally, a person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 3.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km
- 3.7 A 'walkable neighbourhood' is defined within MfS *whereby facilities* required on a dayto-day basis should ideally be located within an 800-metre walking distance.
- 3.8 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace a private car. This is set out in IHT Guidelines (*'Guidelines for Providing for Journeys on Foot'*), which suggests a maximum 'acceptable' walking distance, for pedestrians without mobility impairment, of 2km. This 'acceptable' distance is also referred to in Transport for London's (TfL) guidance document *'Walking Good Practice'* published in April 2012. In addition, the Department for Transport (DfT) National Travel Survey of 2016 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.9 All of the services and amenities detailed in **Paragraph 3.2** fall within the aforementioned threshold, and the majority fall within the desirable walking catchment of 800m (equivalent to a ten-minute walk).
- 3.10 A 5km cycling catchment area is considered to be a reasonable cycle commuting distance as set out in the Design Manual for Roads Bridges (DMRB) and Local Transport Note (LTN) 2-08. As demonstrated there are a high number of facilities within 5km, which present the opportunity for prospective residents to cycle to and from the application site to local facilities and amenities.
- 3.11 There are few dedicated cycle facilities in the vicinity of the application site, however by the nature of the 30mph speed limits it is considered that suitable conditions exist for cyclists to travel on the carriageway to employment and leisure destinations.



- 3.12 Currently the Herefordshire Council Local Transport Plan (2016-2031) states that the A465 acts as a strong deterrent to walking and cycling, however there are plans to provide an alternative road for longer distance traffic and create a better environment along the A465, which would be better suited to active travel.
- 3.13 There is one designated cycle route within the vicinity of the site. Route 46 is traffic-free route on the National Cycle Network (NCN), which is 300m from the centre of the site. This route links Grafton, in the south, to the city centre in the north, with connections to Route 44 and the wider on-road network.

#### **Public Transport**

3.14 The provision of attractive public transport services will allow opportunities for sustainable travel over longer distances.

#### Bus Service and Facilities

- 3.15 **Table 3.1** provides a summary of the bus services that serve the bus stops in the area.
- 3.16 In reviewing the level of public transport provision, it is noted that there are five bus stops situated along Beattie Avenue, which provide access to bus routes 74A and 75, for northbound and southbound travel respectively. Bus stop, 'Beattie Avenue Shelter' has a flag pole, shelter and timetable information. Bus stops, 'Beattie Avenue Northbound and Southbound', and 'Blackmarston Road Northbound and Southbound' have a flag and timetable provision.
- 3.17 Full timetable information for bus services 74A and 75 is provided in **Appendix D**.

Service Number	Operator	Route / Destinations	Days	Approximate Frequency						
		Served		First Service	Frequency	Last Service				
			Mon - Fri	07:01	2 per day	18:55				
74A	Yeomans Travel	Hereford - Newton Farm - Hereford	Saturday	07:01	6 per day	22:28				
			Sunday	10:50	60 mins	16:50				
75	Yeomans	Hampton Park -	Mon - Fri	07:29	30 mins	18:34				
	Travel	Hereford - Belmont	Saturday	08:29	30 mins	18:34				

Note: Information taken from <u>www.traveline.com</u> November 2017

 Table 3.1: Bus Services and Frequencies



3.17 Routes 74A and 75 serve all five bus stops on Beattie Road. Additional bus stops are located on Belmont Road, approximately 300m to the south from the centre of the site, which includes routes 39, 39A, 413, 440, 441, 447, 448, 449 and X3. These routes serve locations such as Brecon, Hay-on-Wye, Little Birch, Garway, Broad Oak, Abbeydore, Longtown, Clehonger, Kingstone, Abbergavenny, Pontypool, Cwmbran and Cardiff.

Rail

- 3.18 Hereford Railway Station is located 3.3km to the north-east of the site; it is accessible via bus service X3, 39 and 449. The journey time to the station by bus is between 20 25 minutes.
- 3.19 The train services to and from Hereford Railway Station are operated by Arriva Train Wales and it is located on the Welsh Marches Line between Leominster and Abergavenny, is the western terminus of the Cotswold Line, and has an hourly West Midland Trains service from Birmingham New Street.
- 3.20 Hereford Railway Station provides services to Birmingham, Manchester, Shrewsbury, Cardiff, Oxford, Reading and London, stopping at all stations along these routes, with connections to many other destinations further afield.

#### Summary

- 3.21 The site is considered to be sustainably located with accessibility to a range of services and amenities, supported by excellent bus connections. The nearest bus stops to the site are within a maximum 300m walking distance. There are a range of local services and amenities in the vicinity of the site and this presents the opportunity for future residents to walk to a number of facilities.
- 3.22 Access to additional services and amenities, including employment, in regional destinations further afield is also achievable through utilisation of local public transport services.
- 3.23 Furthermore, Hereford railway station is located approximately 3.3km to north-east of the site, which offers the opportunity for residents to access regional and national rail services for employment and leisure purposes.
- 3.24 CTP assesses the site to be sustainably located which benefits from being supported by regular bus services within acceptable walking distances.



## 4 Relevant Transportation Planning Guidance

- 4.1 The relevant transportation policies are set out in the following National and Local documents:
  - i) National Planning Policy Framework (2012);
  - ii) Herefordshire Local Plan Core Strategy (2011-2031) (Policy and Strategy Documents);
  - iii) Planning Obligations Supplementary Planning Document Accessibility, Transport and Movement (2008-2026);
  - iv) Herefordshire Council Local Transport Plan 2016-2031 Strategy; and
  - v) Herefordshire Council: Highways Design Guide for New Developments (July 2006).
- 4.2 The main thrust of recent national and local policy guidance is to:
  - i) make effective and efficient reuse of land;
  - ii) reduce car dependency;
  - iii) make walking and cycling trips easier and safer; and
  - iv) encourage public transport trips.

#### National Planning Policy Framework (NPPF)

- 4.3 Paragraph 32 states in relation to the assessment requirements for development "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
  - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
  - ii) safe and suitable access to the site can be achieved for all people; and
  - iii) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".



- 4.4 When considering the overall sustainability of a site, with regards to highways it is important that a site can be demonstrated to be accessible for all potential occupiers and users without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.
- 4.5 Within the local context of the site, this can be assessed against the proximity to local services and amenities, which site occupiers and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Herefordshire Council: Highways Design Guide for New Developments

- 4.6 Due regard has been given to HC's adopted 'Highways Design Guide for Development' (HDG) (July 2006), noting that this predates many of the relevant national and local guidance documents.
- 4.7 HC continue to utilise their adopted HDG, although they accept that more recent national guidance has been provided and may include different standards. The use of relevant standards other than those contained in the HDG should be clearly explained and justified if they are to be accepted by Herefordshire Council.

#### The Suitability of the Development Proposals

- 4.8 The proposed residential development is located within Hereford. Existing residential areas, education, leisure, and public transport infrastructure and social opportunities are located in proximity to the site, which present the opportunity for residents to walk, cycle or use public transport from their home to amenities and local services that are required on a daily basis.
- 4.9 It is concluded that the development of the site is generally consistent with the policies of local and national government, as journeys to local services and facilities can reasonably be made by modes other than the private car.

#### Summary

4.10 The proposed site is in accordance with national, regional and local policy and meets the relevant requirements for sustainable transport and cycle parking provisions.



## 5 Development Proposals

#### Introduction

5.1 This chapter provides a description of the proposed development, access arrangements, parking and cycling provision.

#### **Development Proposals**

- 5.2 Planning permission is sought for a residential development of up to 71 dwellings. The proposed 71 dwellings will replace the existing 41 dwellings on the application site and will therefore result in an additional 30 dwellings.
- 5.3 The architect's site layout is attached as **Appendix E**.
- 5.4 As part of the development proposals the existing bus route in operation along Beattie Avenue would be diverted. Initial correspondence regarding replacement services and diverting routes has begun with Yeomans Travel. However, at the time of writing no agreement has been reached.

#### Site Access

- 5.5 Vehicular and pedestrian access to the application site will be retained via Beattie Avenue. In accordance with HDG, the site access would be served by a 'Minor Access Road', 6m carriageway width (as Beattie Avenue is a bus route), with 10m kerb radii and 2m wide footways to either side of the kerb radii.
- 5.6 Visibility Splays of 2.4m x 43m are achievable in both directions, as shown on at Appendix F, and conform to MfS standards and visibility splays for a 30mph speed limit. Therefore, safe and suitable access is provided.
- 5.7 As part of the development proposals highway improvement works are proposed at the junction of Beattie Avenue and Hunderton Road. The amendments to White Lining, to be agreed as part of S278/238 works, are highlighted in **Appendix F**.

#### Internal Arrangement

5.8 The internal road layout has been designed in accordance with HDG and MfS guidance; placing pedestrians and cyclists ahead of motorists i.e. 6m road width, 2m footways on both sides of the carriageway, 20mph speed limit and lower speed shared surfaces in places as indicated in **Appendix F**.



#### Refuse and Emergency Access

5.9 Swept paths of the access and internal layout, attached at **Appendix G**, demonstrating safe access and egress, show the simultaneous safe passing of a bus and estate car, refuse vehicle and fire tender manoeuvring within the site, thereby entering and exiting the site in a forward gear.

#### Car and Cycle Parking

- 5.10 With regard to standard parking provision, Section 2.20 of the HDG allows for provision of one allocated space for 1-bedroom dwellings and two allocated spaces for 2 / 3-bedroom dwellings.
- 5.11 The proposed development will provide 3 No. 1 bedroom dwellings, 62 No. 2/3 bedroom dwellings and 6 OT units, which corresponds to a parking requirement of 146 spaces.
- 5.12 The development will provide 146 parking spaces, which accords with the standards contained within Section 2.20 of the HDG.
- 5.13 In accordance with guidance provided in the NPPF, paragraph 39, and in order to determine the likely parking demand, a review of the existing and future car parking demand within the Census output area has been undertaken. The Census analysis data has been included at **Appendix H**.
- 5.14 The Census analysis demonstrates that affordable or social rented dwellings are likely to have an average car ownership in 2022 of approximately 1.330 cars per dwelling. The development proposal provides a minimum of one or two car parking spaces per dwelling. On this basis it is considered that sufficient car parking provision is available to accommodate the forecast car parking demand.
- 5.15 Visitor parking will be accommodated through the internal layout, given that the carriageway widths are 6.0m.
- 5.16 Cycle parking and storage provision will be provided in line with HC guidance.

#### Summary

5.17 It is considered that the access to the application site from the public highway and the internal layout of the development is suitable to accommodate the development traffic, including refuse vehicles. Car and cycle parking will be provided in accordance with local standards.



5.18 Overall, the access and layout of the application site is considered to be safe and suitable for all users and creates a safe and secure layout which minimises conflicts between traffic and pedestrians, in accordance with paragraph 32 and 35 of the NPPF.



### 6 Forecast Trip Generation

#### Introduction

- 6.1 When considering a residential development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.
- 6.3 The TRICS database has been consulted to determine the estimated trip attraction of the proposed redevelopment. This section sets out a robust 'worst-case' assessment of trip generation.

#### **Forecast Trip Generation**

6.4 This section considers the forecast trip generation associated with the proposed residential and commercial uses of the site.

#### Residential Use - Affordable / Local Authority Housing

- 6.5 In order to assess the trip generation associated with the proposed residential use of the site, residential sites with similar site characteristics have been identified in the TRICS database and trip rates for total persons have been obtained.
- 6.6 In regard to housing mix, given the likely tenure of the properties, an assessment was undertaken for affordable/local authority houses.
- 6.7 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
  - i) Sites located in the UK, excluding Greater London, Northern Ireland and Ireland;
  - ii) Developments ranging in size between 25-150 dwellings;
  - iii) Weekday surveys;
  - iv) Sites located in the edge of town and suburban locations; and
  - v) Population within 5 miles below 250,000.
- 6.8 A copy of the TRICS reports are appended to this TS in **Appendix I**, and a summary of calculated total person trip rates and trip generation is set out on **Table 6.1**.



		Forecast Trip Attraction - C3 Residential												
Land Use / Floor Area	Peak Period	Trip	Rate (per dwe	lling)	Estimated Trips									
	Peak Period         Trip Rate           AM Peak (08:00 - 09:00)         0.146           PM Peak (17:00 -18:00)         0.231	Departures	Two-way	Arrivals	Departures	Two-way								
C3 Residential	AM Peak (08:00 - 09:00)	0.146	0.265	0.411	4	8	12							
(30 Dwellings)	Peak Period         Trip Rate (per dwelling)           Arrivals         Departures         Two           AM Peak (08:00 - 09:00)         0.146         0.265         0.4           PM Peak (17:00 - 18:00)         0.231         0.131         0.3	0.362	7	4	11									

 Table 6.1: Proposed Vehicle Trip Rates and Forecast Trip Generation - Affordable / Local

 Authority Housing (30 Dwellings)

6.9 **Table 6.1** indicates that the net increase of 30 dwellings of local authority affordable housing would be expected to generate an additional 12 and 11 vehicle trips during the weekday AM and PM peak periods, respectively. This equates to approximately one additional vehicle trip on the local highway network every 5 minutes in the AM peak and every 5 ½ minutes in the PM peak hour. This is considered to be immaterial in real terms.

#### Summary

6.10 In view of the potential trip generation of the site for vehicles, it is predicted that the development proposals would not have a detrimental traffic impact on the surrounding highway network. The effects are therefore not considered to be significant or severe in relation to paragraph 32 of the NPPF.



## 7 Summary and Conclusion

- 7.1 CTP Ltd has been instructed by Herefordshire Housing to prepare a TS in support of a planning application for 71 new residential units on land at Beattie Avenue, Hereford.
- 7.2 The proposed development will replace the existing 41 dwellings with affordable housing and will primarily consist of rented social housing and will therefore result in an additional 30 dwellings.
- 7.3 The TS has demonstrated the following:
  - A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
  - ii) The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages;
  - iii) A safe and suitable access is available to serve additional residential development on the site; and
  - iv) Forecast trip generation indicates only a marginal increase in traffic movements during the AM and PM network peak hours, with no anticipated material impact on the local network.

#### Conclusion

7.4 CTP concludes that approval of this planning application will not result in a severe impact upon the safety or operation of the surrounding local highway network, and as such there are no significant highways and transportation matters that would preclude HC from approving this planning application.



# Appendix A

Pre-App Discussions



#### Economy, Communities and Corporate Directorate

Director: Geoff Hughes

Richard Stone Quattro Design Architects Ltd Matthews Warehouse High Orchard Street Gloucester Quays Gloucestershire GL2 5QY

Our Ref: 173402/CE Please ask for: Ms Kelly Gibbons Direct Line / Extension: 01432 261781 E-mail: kgibbons@herefordshire.gov.uk

13<sup>th</sup> October 2017

Dear Mr Stone

SITE:	Land at Beattie Avenue, Hereford,
DESCRIPTION:	Pre application advice - Proposed demolition of 41 no. bungalows
	and the development of 72 no. residential units including 1, 2 and 3
	bed bungalows and 2, 3 and 4 bed houses, with associated access,
	parking and landscaping.
APPLICATION NO:	173402/CE
APPLICATION TYPE:	Pre App Advice

I refer to your pre-application advice request detailed above. My advice in respect of your request is as follows:-

#### Principle of Development

S38 (6) of the Planning and Compulsory Purchase Act 2004 states as follows

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In this instance the Development Plan for the area is the Herefordshire Local Plan - Core Strategy (CS). The strategic Policy SS1 sets out a presumption in favour of sustainable development, reflective of the positive presumption enshrined in the NPPF. SS1 confirms that proposals that accord with the policies of the CS (and, where relevant other Development Plan Documents and Neighbourhood Development Plans) will be approved, unless material considerations indicate otherwise.

The Framework is a significant material consideration. Where the Council are unable to demonstrate a five year housing land supply, paragraph 49 of the Framework makes it clear that relevant policies for the supply of housing should not be considered up-to-date. The Council acknowledge that they cannot currently demonstrate a five year housing land supply.

The Core Strategy sets out a number of policies in chapters 3, 4 and 5 for the supply of housing which are relevant to the present application. Core Strategy policy SS2, Delivering new homes, makes an overall provision for the delivery of a minimum 16,500 homes in Herefordshire between 2011 and 2031 to meet market and affordable housing need. Of these, just over two thirds are directed to Hereford and the market towns, with a distribution of a minimum 5,300 homes (32%) to rural settlements.

Policy SS3, Ensuring sufficient housing land delivery, sets out a range of measures to be undertaken should a material shortfall in the rate of housing delivery be identified through the annual monitoring process. The policy addresses the relationship between the delivery of strategic housing sites and key elements of infrastructure.

#### Five Year Housing Land Supply Position

When making decisions, the Local Planning Authority must have regard to material planning considerations. The National Planning Policy Framework is a material consideration and provides guidance on how decisions should be made when the Council does not have a five year housing land supply. Paragraph 49 and 14 are of particular relevance.

We have recently published a Five year Housing land supply statement (2017 - 2022). This Statement sets out an assessment of the housing land supply position in Herefordshire taking into account the requirements of the NPPF at 1st April 2017 and concludes that we have a supply of 4.54 years. You can read this statement (Appendix B) online at:

https://www.herefordshire.gov.uk/downloads/file/8250/appendix b - five year housing supply 2016-2021

However, there has been a recent decision in the Supreme Court that has influenced the way in which decisions should be taken (<u>Suffolk Coastal District Council v Hopkins Homes Ltd and SSCLG;</u> <u>Richborough Estates Partnership LLP and SSCLG v Cheshire East Borough Council [2017] UKSC</u> <u>37</u>). This case has explained that it is not necessary to determine whether a policy is a "relevant policy for the supply of housing" in paragraph 49 of the National Planning Policy Framework, and deem it "out-of-date" in order to determine the weight that is attached to that policy. It clearly establishes that weight is a matter of planning judgement for the decision maker. The National Planning Practice Guidance has also been updated to reflect this.

The pursuit of sustainable development is a golden thread running through both plan-making and decision-taking and identifies three dimensions to sustainable development; the economic, social and environmental roles. Policy SS1 of the Core Strategy acknowledges this and mirrors the guidance at paragraph 14 of the National Planning Policy Framework. When considering the three indivisible dimensions of sustainable development as set out in the NPPF, officers would need to consider whether the development, as a whole is representative of sustainable development.

The principle of development in Hereford is supported by policies HD1 and H3 of the CS and the principles of sustainability set out in the NPPF, given the site's proximity to services, facilities, employment sites and public transport.

The contribution the development would make in terms of jobs and associated activity in the construction sector and supporting businesses would be acknowledged as fulfilment of the economic role and would be attributed significant weight in the decision making process. In providing a greater supply of housing and breadth of choice in the area the scheme is also likely to respond positively to the requirement to demonstrate fulfilment of the social dimension of sustainable development.

Likewise, the additional housing (affordable) will not only result in a much needed provision but will also support local services and facilities and play a key part in the social role of sustainable development.

However, it is also necessary to consider the proposed development in relation to the impact on the built and natural environment that relate to the Environmental role and well as the technical matters such as highway safety, drainage and flood risk.



#### **Design and Layout**

Policy SD1 of the Core Strategy seeks to ensure that development proposals create safe, sustainable, well integrated environments for all members of the community; making efficient use of land, taking into account the local context, respecting scale, height proportions and massing of surrounding development whilst making positive contribution to architectural diversity. These policies also seek to ensure that amenity of existing residents and proposed residents are safeguarded.

I would also advise that Policy LD1, development proposals need to demonstrate that features such as scale and site selection have been positively influenced by the character of the landscape and townscape, and that regard has also been had to the protection and enhancement of the setting of settlements. Development proposals should also conserve and enhance the natural, historic and scenic beauty of important landscapes and features, including locally designated parks and gardens; and should incorporate new landscape schemes and their management to ensure development integrates appropriately into its surroundings.

In addition, proposals should maintain and extend tree cover where important to amenity, through the retention of important trees, appropriate replacement of trees lost through development, and new planting to support green infrastructure. Green infrastructure is also covered by Policy LD3, which requires development proposals to protect, manage and plan for the preservation of existing and delivery of new green infrastructure; and to protect valued landscapes, trees and hedgerows. Proposals will be supported where the provision of green infrastructure enhances the network and integrates with, and connects to the surrounding green infrastructure network.

I have considered the design approach and street scenes and, subject to resolving issues and technical matters below am satisfied that the approach is appropriate.

I would however raise concerns about the potential impact upon amenities of existing residents due to the proximity / relationships with plots 16, 25, 26 and 63. We would ask you to consider the siting or, as part of the application submission, include sections that clearly show the relationships so that assessment can be properly made.

I would also request a topographical survey and plans showing the slab levels of the proposed dwellings as well as those outside of he site. This is because there is an existing change in levels that we would need to address. If the levels are to be lowered, we would also, likely, need a site waste management plan.

From a noise and nuisance perspective we are unlikely to have any objections to this proposal. The applicant would need to submit a detailed demolition and construction management plan for approval in writing by the local authority prior to any development taking place. Time restrictions would also need to be in place for hours of demolition, construction and delivery to site. Both these items to protect the amenity of neighbouring residents.

#### **Housing Comments**

Strategic Housing has been liaising closely with Herefordshire Housing (HHL) with regards to the regeneration of Beattie Avenue. HHL have undertaken consultation events with the community to understand the need and have created plans to meet this need. A mixture of bed sizes and tenure are being provided to create a sustainable community.

#### Transportation

The proposal will result in the realignment of Beattie Avenue and will require a Section 38/278 agreement for adoption of new highway areas, and work in existing highway. Furthermore stopping up of the areas that will cease to be highway will be required under the process within Section 278 of TCPA. I would add that the proposed realignment of the road will be disruptive and details of proposed alternative routing and diversions will be required to be submitted with any application as part of a detailed construction management plan. This should include maintenance of public transport routes or suitable diversions (to be discussed and agreed with public transport team).

The overall scheme benefits of the proposed highway realignment will need to be thoroughly evaluated against the resultant disruption to highway users and need for service relocations.

Discussions should be held with the public transport team to assess the requirements for number and specification of bus stops, as not all the bus stops are indicated to be replaced on the drawings.

There will be also existing statutory undertakers equipment and sewers within existing highway which will need to be relocated as a result of the proposed works

Consideration should be given to redesign of the existing junction arrangement at the northern end of Beattie Avenue.

The indicated block paved tables may be unnecessary as a traffic calming feature with the proposed offsets in alignment, and if tables are to be employed we would prefer these to be in blacktop rather than block paving, to minimise long term maintenance costs.

Discussions should be held with our Senior Adoptions Engineer Andy Byng to ascertain the limits of proposed adoption, as there is a shared access/parking areas serving more than five dwellings, and to discuss the overall highway works and processes involved.

Secure covered cycle storage will be required for each dwelling.

#### Biodiversity

He National Planning Policy Framework 2012 states that "The planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity wherever possible". It goes on to state that "when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity" and "opportunities to incorporate biodiversity in and around developments should be encouraged".

The applicant will need to commission an ecological survey to establish the potential impacts on habitats and protected species that may be present. As protected species are a 'material consideration', Herefordshire Council cannot determine an application of this nature until all the survey, mitigation and compensation information is received. The Council will also expect the applicant to include opportunities for biodiversity enhancement.

Please note that information pertaining to the presence and location of badgers must be submitted as a report supplement and marked 'CONFIDENTIAL'. Information regarding badgers will not be published as part of the planning process.

Please also note: late autumn and winter <u>is not</u> optimal for surveys for vegetation surveys and most resident protected species; the best which maybe achieved will be scoping surveys which identify the likely presence of protected species and the further surveys required to determine mitigation. In most cases scoping surveys will not be sufficient to satisfy the ecological criteria for planning approval.



You may wish to consider delaying or withdrawing an application pending completion of these surveys.

With regard to nearby sites designated for nature conservation, the ecological report should assess the impact of the proposals on nearby special wildlife sites, traditional orchards and ancient woodlands (both of which are Habitats of Principle Importance under the NERC Act 2006), and sssis. The report should conform to the standard defined by BS 42020:2013 Biodiversity: Code of practice for planning and development standards.

Herefordshire Council can refuse permission if the applicant does not provide adequate information on protected species, as it will be unable to meet the requirements of the NPPF or the Wildlife & Countryside Act 1981, the Conservation of Habitats & Species Regulations 2010 and Herefordshire Councils Local Plan Core Strategy 2013 – 2031 policies LD2 and LD3.

The ecological survey must include sufficient surveys to establish species present as well as population sizes; information on exact roosting sites and flight lines for bats will be needed for sites where they are found to be present. The report must detail mitigation, compensation and enhancement measures (including landscape design or retention) in accordance with the NPPF and Herefordshire Councils Local Plan Core Strategy 2013 – 2031 policies LD2 and LD3. An assessment and mitigation strategy for nesting birds should also be forthcoming. The methodology of the surveys can be discussed with Herefordshire Council's Ecologist before the consultant starts the survey.

The application falls a short distance from, and within the catchment of, the R. Wye which has international designation as a Special Area of Conservation. The application should also refer to emissions and management of water (foul and surface rain water) and the mitigation measures to ensure that watercourses will not be affected in any way if a non-mains system of foul drainage is proposed. Local Plan Policies SD3 and SD4 relating to disposal of foul water and surface water are also a consideration in relation to Habitats Regulation Assessment and failure to supply sufficient information will result in the LPA having to conclude that there will be a Likely Significant Effect upon the SAC and objections from Natural England.

The applicant should submit the following as part of a planning application:

- A Preliminary Ecological Appraisal report, with further Protected and/or Priority Species surveys as appropriate. All surveys should follow accepted Natural England Methodologies; the length and duration of surveys should preferably be agreed with the Council's Ecologist.
- Proposed mitigation, compensation and enhancement measures for all species, habitats and designated sites potentially affected which should also be agreed by the applicant.
- Habitat and landscape measures proposed as mitigation for the above should be detailed in the recommendations of the report and shown on all appropriate documents i.e. Architectural drawings
- A Sustainable Drainage System (suds) accommodating biodiversity enhancement features together with any foul drainage management proposals.

The biological records provided in the ecological report will be forwarded to the Herefordshire Biological Records Centre (HBRC). Please note that ecological data records for planning applications should be submitted with the data headings used by RODIS (RECORD Online Data Input System). An electronic spreadsheet rather than pdf table should be produced and emailed to the planner to facilitate entry by HBRC.

Further guidance on conservation and ecological issues is available on the Council's website at: <u>https://beta.herefordshire.gov.uk/conservation/</u>

The applicant should note that if European Protected Species are found to be present on a development site and will be affected by the development proposals, the Local Planning Authority has to consider whether the application satisfies the three tests prior to determining the application. Applicants will need to provide information to enable this to be done.

The three tests are:

- 1) That the development is "in the interests of public health and public safety, or For other imperative reasons of overriding public interest, including those of a Social or economic nature and beneficial consequences of primary importance for The environment".
- 2) That there is "no satisfactory alternative"
- 3) That the derogation is "not detrimental to the maintenance of the populations Of the species concerned at a favourable conservation status in their natural range"

#### Drainage

Foul and surface water drainage arrangements are becoming increasingly sensitive issues with the requirements of policies SD3 and SD4 meaning that we would need to be satisfied that the site could be satisfactorily drained without increasing the risk of flooding to the site, vicinity or downstream of the site.

As such, given the sensitivities, we would seek a drainage strategy with the application submission. You would actively encourage discussions with Welsh Water and the councils Land Drainage team alongside the discussions about highway realignment as requirements need to be considered at design stage due to the growing complexities and requirement for SUDS.

#### **Open Space Provision**

It is understood that this application is for the re-development of Beattie Avenue an area of social housing in South Wye. The net gain will be 31 houses. The re-development is being undertaken by Herefordshire Housing and the new housing will all be social / affordable.

Although Core Strategy Policies OS1 and OS2 apply for all new housing in respect of the provision of appropriate open space, the need should be considered on a site by site basis.

There is no existing open space along Beattie Avenue. It is noted on that the proposed site layout does not include any open space/children's play. New housing, particularly family housing would normally trigger the requirement for either on or off site POS and children's play. However, the minimum policy requirements for 31 houses would be small and of little value, and we would normally ask for an off-site contribution towards improving existing facilities in the locality. However, given that the new housing will all be social / affordable then we would not make this request and it will to be impractical to insist that it is provided on site.

It is fortunate that residents of Beattie Avenue already have access to existing informal semi natural open space at Newton Brook and informal amenity, kick-about and a children's play and kick-about area at Haylease Crescent (owned and managed by Herefordshire Housing) which presumably was provided at the time as part of the original development. We are not sure what condition this play area is in, certainly when the play facilities investment plan was last updated with details of Herefordshire Housing play areas (circa 2014) it was in need of investment given its age and play value. If no works have been done since, we would recommend that Herefordshire Housing consider its upgrade as part of this re-development particularly if the additional housing is to support families. Contributions cannot be sought towards outdoor sports facilities either

# Herefordshire Council

#### Section 106

As you will note from above, in the event that the accommodation is affordable housing, there are no requirements for Section 106 contributions. Any highways works can be secured through S278 and conditions. However, we would expect a Section 106 agreement to secure the dwellings as affordable in perpetuity.

I trust that this advice is of assistance to you at this time. Please note that this advice is given in the context of your request and the information provided in support and has regard to the Council's planning policy. Should you wish to submit a planning application I would recommend that this advice is taken into account. However this advice is offered without prejudice to any future decision the Council may make following the formal consideration of a planning application.

Yours sincerely,

#### MS KELLY GIBBONS PRINCIPAL PLANNING OFFICER

#### Please note

#### **Environmental Information Regulations**

Please note that pre-application advice is subject to the Environmental Information Regulations, which means that members of the public can make requests to see the recorded information we hold on pre-application matters.

Although there are various exceptions within the legislation that might prevent release of information, all these have to be seen against the 'public interest' test. This means that the Council may refuse to disclose information only if in all the circumstances of the case the public interest in maintaining the exception outweighs the public interest in releasing the information.

If there are any reasons why you consider that the information should not be made public in accordance with the exceptions set out in the Regulations, for example, where there are issues of commercial sensitivity, please outline them below. We will usually consult you further if a request is made involving information giving to you as pre-application advice, as the situation may have changed by the time a request is received. Herefordshire Council reserves the right to release the information where appropriate in accordance with the requirements of the legislation.



# Appendix B

Site Location Plan



Matthews Warehouse, High Orchard Street Gloucester Quays, GL2 5QY T: (01452) 424234



# Appendix C

Crash Map





# Appendix D

Bus Timetable Information

#### Mondays to Fridays

dep	06:45		19:05	20:05	21:05	22:05
	06:48		19:09	20:09	21:09	22:09
	06:48		19:10	20:10	21:10	22:10
	06:50		19:11	20:11	21:11	22:11
	1		19:12	20:12	21:12	22:12
	i		19:13	20:13	21:13	22:13
			19:13	20:13	21:13	22:13
	i		19:15	20:15	21:15	22:15
	06:52		19:17	20:17	21:17	22:17
	06:52		19:17	20:17	21:17	22:17
	06:52		19:17	20:17	21:17	22:17
	06:53		19:18	20:18	21:18	22:18
	06:53		19:18	20:18	21:18	22:18
	06:54		19:19	20:19	21:19	22:19
arr	06:55		19:20	20:22	21:22	22:22
dep	06:55	18:49		20:22	21:22	22:22
	06:55	18:49		20:22	21:22	22:22
	06:56	18:50		20:22	21:22	22:22
	06:57	18:50		20:22	21:22	22:22
	06:57	18:50		20:22	21:22	22:22
	06:57	18:50		20:22	21:22	22:22
	06:58	18:51		20:23	21:23	22:23
	06:59	18:51		20:24	21:24	22:24
	06:59	18:52		20:24	21:24	22:24
	06:59	18:52		20:25	21:25	22:25
	07:00	18:53		20:26	21:26	22:26
	07:01	18:54				
	07:01	18:55				
	07:02	18:56				
	07:03	18:57		20:30	21:30	22:30
	07:04	18:58		20:31	21:31	22:31
	07:05	18:59		20:32	21:32	22:32
arr	07:11	19:04		20:37	21:37	22:37
	[1]	[1]	[1]	[2]	[2]	[2]
	dep	<ul> <li>dep</li> <li>06:45</li> <li>06:50</li> <li>06:50</li> <li>06:50</li> <li>06:52</li> <li>06:52</li> <li>06:53</li> <li>06:53</li> <li>06:53</li> <li>06:54</li> <li>d6:55</li> <li>06:55</li> <li>06:55</li> <li>06:57</li> <li>06:59</li> <li>0</li></ul>	def         96:45           06:48         06:50           06:50         06:50           06:52         06:52           06:52         06:52           06:53         06:53           06:54         06:53           06:55         18:49           06:55         18:49           06:55         18:49           06:55         18:50           06:55         18:50           06:55         18:50           06:55         18:50           06:55         18:50           06:55         18:50           06:55         18:50           06:57         18:50           06:57         18:50           06:57         18:50           06:57         18:51           06:57         18:51           06:59         18:52           06:59         18:52           06:59         18:53           06:59         18:54           06:59         18:55           06:59         18:55           07:01         18:54           07:02         18:56           07:03         18:57           07:04	dep96:4519:0906:489:0906:509:1006:509:1119:1219:12119:13119:13119:1306:5219:1706:5219:1706:5319:1806:5419:1806:5519:1806:5419:1906:5519:1806:5419:1906:5519:1906:5519:1906:5618:5006:5718:5006:5818:5106:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5206:5918:5207:0118:5507:0218:5607:0318:5707:0418:5807:0518:5907:0518:5907:0418:5807:0518:5907:0518:5907:0418:5807:0518:5907:0518:5907:0518:5907:0518:5907:0518:5907:0518:5907:0518:5907:0518:5907:0518:5907:0518:5907:0518:59 <t< td=""><td>dep06:4519:0520:0906:4819:0020:1006:5019:1120:1106:5019:1220:1319:1320:1320:13119:1320:1306:5219:1320:1306:5219:1720:1706:5219:1720:1706:5319:1820:1806:5419:1820:1806:5519:1920:1306:5419:1920:1306:5519:1920:2206:5419:1920:2206:5518:4920:2206:5618:5020:2206:5718:5020:2206:5818:5120:2306:5918:5020:2206:5918:5120:2206:5918:5220:2406:5918:5220:2406:5918:5220:2406:5918:5220:2406:5918:5220:2506:5918:5220:2406:5918:5220:2406:5918:5420:2306:5918:5520:2307:0118:5420:3407:0218:5620:3407:0318:5720:3407:0418:5820:3407:0518:5920:3407:0418:5820:3407:0518:5920:3407:0418:5820:3407:0518:5920:3407:0518:5920:34</td><td>dep06:4519:0920:0921:0906:4819:0020:1021:1006:5019:1120:1121:1106:5019:1120:1221:12119:1320:1321:13119:1320:1321:1306:5119:1320:1321:1306:5219:1320:1321:1706:5219:1720:1721:1706:5319:1820:1821:1806:5419:1920:1921:1806:5519:1920:1921:1806:5419:1920:1921:1806:5518:4920:2221:22de06:5518:4920:2221:22de06:5518:5020:2221:22de06:5718:5020:2221:2206:5818:5020:2221:2206:5918:5020:2221:2206:5918:5020:2221:2206:5918:5120:2421:2406:5918:5220:2421:2406:5918:5220:2421:2406:5918:5220:2521:2406:5918:5420:2421:2406:5918:5520:2421:2406:5918:5620:2521:2407:0118:5620:2421:2407:0218:5620:2521:2407:0318:5720:3421:3407:0418:5820:342</td></t<>	dep06:4519:0520:0906:4819:0020:1006:5019:1120:1106:5019:1220:1319:1320:1320:13119:1320:1306:5219:1320:1306:5219:1720:1706:5219:1720:1706:5319:1820:1806:5419:1820:1806:5519:1920:1306:5419:1920:1306:5519:1920:2206:5419:1920:2206:5518:4920:2206:5618:5020:2206:5718:5020:2206:5818:5120:2306:5918:5020:2206:5918:5120:2206:5918:5220:2406:5918:5220:2406:5918:5220:2406:5918:5220:2406:5918:5220:2506:5918:5220:2406:5918:5220:2406:5918:5420:2306:5918:5520:2307:0118:5420:3407:0218:5620:3407:0318:5720:3407:0418:5820:3407:0518:5920:3407:0418:5820:3407:0518:5920:3407:0418:5820:3407:0518:5920:3407:0518:5920:34	dep06:4519:0920:0921:0906:4819:0020:1021:1006:5019:1120:1121:1106:5019:1120:1221:12119:1320:1321:13119:1320:1321:1306:5119:1320:1321:1306:5219:1320:1321:1706:5219:1720:1721:1706:5319:1820:1821:1806:5419:1920:1921:1806:5519:1920:1921:1806:5419:1920:1921:1806:5518:4920:2221:22de06:5518:4920:2221:22de06:5518:5020:2221:22de06:5718:5020:2221:2206:5818:5020:2221:2206:5918:5020:2221:2206:5918:5020:2221:2206:5918:5120:2421:2406:5918:5220:2421:2406:5918:5220:2421:2406:5918:5220:2521:2406:5918:5420:2421:2406:5918:5520:2421:2406:5918:5620:2521:2407:0118:5620:2421:2407:0218:5620:2521:2407:0318:5720:3421:3407:0418:5820:342

[1] Runs on Mondays to Fridays [2] Only runs on Friday (Fri 10-Nov-2017) Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.

Hereford, City Bus Station (NK)	dep	06:45	07:15		19:05	20:05	21:05	22:05	23:35
Hereford, adj Priors Walk		06:48	07:18		19:10	20:10	21:10	22:10	23:40
Hereford, adj Walnut Tree Avenue		06:50	07:20		19:11	20:11	21:11	22:11	23:41
Hunderton, adj Pembridge Close					19:12	20:12	21:12	22:12	23:42
Hunderton, o/s 59 Island		1	1		19:13	20:13	21:13	22:13	23:43
Hunderton, o/s 127 Hunderton Road					19:13	20:13	21:13	22:13	23:43
Hunderton, adj Blackmarston Road					19:15	20:15	21:15	22:15	23:45
The Oval, adj Shops		06:52	07:22	18:45	19:17	20:17	21:17	22:17	23:47
Newton Farm, o/s 1 Charlton Avenue		06:52	07:22	18:45	19:17	20:17	21:17	22:17	23:47
Newton Farm, o/s 1 Masefield Avenue		06:53	07:23	18:45	19:17	20:17	21:17	22:17	23:47
Newton Farm, o/s 11 Waterfield Road		06:54	07:24	18:45	19:18	20:18	21:18	22:18	23:48
Newton Farm, adj Millard Close		06:54	07:24	18:45	19:18	20:18	21:18	22:18	23:48
Newton Farm, adj Oban Way		06:54	07:24	18:46	19:19	20:19	21:19	22:19	23:49
Newton Farm, adj Argyll Rise		06:55	07:25	18:48	19:20	20:20	21:20	22:20	23:50
Newton Farm, adj Pixley Walk		06:55	07:25	18:48	19:20	20:20	21:20	22:20	23:50
Newton Farm, o/s 20 Treago Grove		06:56	07:26	18:48	19:21	20:21	21:21	22:21	23:50
Newton Farm, adj Bronsil Close		06:56	07:26	18:48	19:22	20:22	21:22	22:22	23:51
Newton Farm, o/s 14 Kilpeck Avenue		06:56	07:26	18:48	19:22	20:22	21:22	22:22	23:51
Newton Farm, o/s 46 Brampton Road		06:56	07:26	18:48	19:22	20:22	21:22	22:22	23:51
Newton Farm, adj Wilton Avenue		06:57	07:27	18:49	19:23	20:23	21:23	22:23	23:51
Newton Farm, o/s 4 Waterfield Road		06:57	07:27	18:49	19:24	20:24	21:24	22:24	23:52
Newton Farm, o/s 2 Masefield Avenue		06:58	07:28	18:50	19:24	20:24	21:24	22:24	23:52
Newton Farm, o/s 6 Charlton Avenue		06:58	07:28	18:50	19:25	20:25	21:25	22:25	23:52
The Oval, adj Shelter		06:59	07:29	18:53	19:26	20:26	21:26	22:26	23:53
Hunderton, opp Blackmarston Road		07:00	07:30	18:54		20:27	21:27	22:27	
Hunderton, o/s 45 Beattie Avenue				18:54		20:27	21:27	22:27	
Hunderton, adj Beattie Avenue Shelter		07:01	07:31	18:55		20:28	21:28	22:28	
Hunderton, o/s 84 Hunderton Road		07:02	07:32	18:56		20:29	21:29	22:29	
Hunderton, adj Island		07:03	07:33	18:57		20:30	21:30	22:30	
Hereford, opp Walnut Tree Avenue		07:04	07:34	18:58		20:31	21:31	22:31	
Hereford, opp Priors Walk		07:05	07:35	18:59		20:32	21:32	22:32	
Hereford, City Bus Station (NK)		07:10	07:40	19:04		20:37	21:37	22:37	
Hereford, adj Franklin Barnes		07:11							
Hereford, adj Merton Hotel		07:12							
Hereford, County Hospital (front entrance)	arr	07:13							

Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.

Sundays

Hereford, City Bus Station (NK)	dep	10:05		11:05		12:05		13:05		14:05		15:05		16:05		17:15	18:15
Hereford, adj Priors Walk		10:08		11:08		12:08		13:08		14:08		15:08		16:08		17:18	18:18
Hereford, adj Walnut Tree Avenue		10:09		11:09		12:09		13:09		14:09		15:09		16:09		17:19	18:19
Hunderton, adj Pembridge Close		10:10		11:10		12:10		13:10		14:10		15:10		16:10		17:20	18:20
Hunderton, o/s 59 Island		10:11		11:11		12:11		13:11		14:11		15:11		16:11		17:21	18:21
Hunderton, o/s 127 Hunderton Road		10:11		11:11		12:11		13:11		14:11		15:11		16:11		17:21	18:21
Hunderton, o/s 26 Beattie Avenue		10:12		11:12		12:12		13:12		14:12		15:12		16:12		17:22	18:22
Hunderton, adj Blackmarston Road		10:12		11:12		12:12		13:12		14:12		15:12		16:12		17:22	18:22
The Oval, adj Shops		10:14	10:40	11:14	11:40	12:14	12:40	13:14	13:40	14:14	14:40	15:14	15:40	16:14	16:40	17:24	18:24
Newton Farm, o/s 1 Charlton Avenue		10:14	10:40	11:14	11:40	12:14	12:40	13:14	13:40	14:14	14:40	15:14	15:40	16:14	16:40	17:24	18:24
Newton Farm, o/s 1 Masefield Avenue		10:15	10:42	11:15	11:42	12:15	12:42	13:15	13:42	14:15	14:42	15:15	15:42	16:15	16:42	17:25	18:25
Newton Farm, o/s 11 Waterfield Road		10:15	10:43	11:15	11:43	12:15	12:43	13:15	13:43	14:15	14:43	15:15	15:43	16:15	16:43	17:25	18:25
Newton Farm, adj Millard Close		10:16	10:43	11:16	11:43	12:16	12:43	13:16	13:43	14:16	14:43	15:16	15:43	16:16	16:43	17:26	18:26
Newton Farm, adj Oban Way		10:17	10:44	11:17	11:44	12:17	12:44	13:17	13:44	14:17	14:44	15:17	15:44	16:17	16:44	17:27	18:27
Newton Farm, adj Argyll Rise		10:18	10:45	11:18	11:45	12:18	12:45	13:18	13:45	14:18	14:45	15:18	15:45	16:18	16:45	17:28	18:28
Newton Farm, adj Pixley Walk		10:18	10:45	11:18	11:45	12:18	12:45	13:18	13:45	14:18	14:45	15:18	15:45	16:18	16:45	17:28	18:28
Newton Farm, o/s 20 Treago Grove		10:19	10:46	11:19	11:46	12:19	12:46	13:19	13:46	14:19	14:46	15:19	15:46	16:19	16:46	17:29	18:29
Newton Farm, adj Bronsil Close		10:19	10:46	11:19	11:46	12:19	12:46	13:19	13:46	14:19	14:46	15:19	15:46	16:19	16:46	17:29	18:29
Newton Farm, o/s 14 Kilpeck Avenue		10:20	10:46	11:20	11:46	12:20	12:46	13:20	13:46	14:20	14:46	15:20	15:46	16:20	16:46	17:30	18:30
Newton Farm, o/s 46 Brampton Road		10:20	10:46	11:20	11:46	12:20	12:46	13:20	13:46	14:20	14:46	15:20	15:46	16:20	16:46	17:30	18:30
Newton Farm, adj Wilton Avenue		10:20	10:47	11:20	11:47	12:20	12:47	13:20	13:47	14:20	14:47	15:20	15:47	16:20	16:47	17:30	18:30
Newton Farm, o/s 4 Waterfield Road		10:21	10:47	11:21	11:47	12:21	12:47	13:21	13:47	14:21	14:47	15:21	15:47	16:21	16:47	17:31	18:31
Newton Farm, o/s 2 Masefield Avenue		10:21	10:48	11:21	11:48	12:21	12:48	13:21	13:48	14:21	14:47	15:21	15:48	16:21	16:48	17:31	18:31
Newton Farm, o/s 6 Charlton Avenue		10:22	10:48	11:22	11:48	12:22	12:48	13:22	13:48	14:22	14:48	15:22	15:48	16:22	16:48	17:32	18:32
The Oval, adj Shelter		10:23	10:49	11:23	11:49	12:23	12:49	13:23	13:49	14:23	14:49	15:23	15:49	16:23	16:49	17:33	18:33
Hunderton, opp Blackmarston Road			10:50		11:50		12:50		13:50		14:50		15:50		16:50		
Hunderton, o/s 45 Beattie Avenue			10:50		11:50		12:50		13:50		14:50		15:50		16:50		
Hunderton, adj Beattie Avenue Shelter			10:51		11:51		12:51		13:51		14:51		15:51		16:51		
Hunderton, o/s 84 Hunderton Road			10:52		11:52		12:52		13:52		14:52		15:52		16:52		
Hunderton, adj Island			10:53		11:53		12:53		13:53		14:53		15:53		16:53		
Hereford, opp Walnut Tree Avenue			10:54		11:54		12:54		13:54		14:54		15:54		16:54		
Hereford, opp Priors Walk			10:56		11:56		12:56		13:56		14:56		15:56		16:56		
Hereford, City Bus Station (NK)	arr		11:01		12:01		13:01		14:01		15:01		16:01		17:01		
Notes		[x0007]		[x0007]		[x0007]		[x0007]		[x0007]		[x0007]		[x0007]		[×0007]	[×0007]

[x0007] Sets down only Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.

Yeomans Travel

#### Mondays to Fridays

Belmont, Northolme Road (NW-bound)	dep 07:22			07:42		08:50	09:20	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47
Belmont, adj Dorchester Way	07:22			07:42		08:52	09:22	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47
Belmont, Stanbrook Road (SE-bound)	07:22			07:42		08:52	09:22	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47
Belmont, Abbotsmead Road (SW-bound)	07:25			07:45		08:53	09:23	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50
Belmont, adj Tesco Store	07:28			07:48		08:56	09:26	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53
Hunderton, opp Blackmarston Road	07:29			07:49		08:59	09:29	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54
Hunderton, o/s 45 Beattie Avenue	07:29			07:49		08:59	09:29	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54
Hunderton, adj Beattie Avenue Shelter	07:29			07:49		08:59	09:29	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54
Hunderton, o/s 84 Hunderton Road	07:30			07:50		08:59	09:29	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55
Hunderton, adj Island	07:31			07:51		09:00	09:30	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56
Hunderton, opp Pembridge Close	07:31			07:51		09:01	09:31	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56
Hereford, opp Walnut Tree Avenue	07:33			07:53		09:04	09:34	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59
Hereford, opp Priors Walk	07:36			07:56		09:09	09:39	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03
Hereford, adj Old Market						09:12	09:42	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06		
Hereford, Shire Hall (Stand 3)	arr			08:14		09:14	09:44	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	1	1
Hereford, Shire Hall (Stand 3)	dep	07:27	07:52	08:22	08:42	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15		I
Hereford, adj Franklin Barnes		07:30	07:56		08:46	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19		
Hereford, adj Merton Hotel		07:30	07:56		08:46	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19		
Hereford, adj Moreland Avenue		07:32	07:58		08:48	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	1	
Tupsley, adj Hereford Colleges		07:34	08:01	08:31	08:51	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	- I	I
Tupsley, opp Whittern Way Shops		07:34	08:01		08:51	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24		
Tupsley, adj Pigott Close		07:35	08:02		08:52	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25		
Tupsley, adj Eastnor Drive		07:35	08:02		08:52	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	1	
Tupsley, adj The White House	I	07:36	08:03	08:33	08:53	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	<u> </u>	
Tupsley, adj Traherne Place		07:36	08:03		08:54	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26		I
Tupsley, adj Biddulph Rise		07:37	08:04		08:55	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27		
Tupsley, opp 2 Salisbury Avenue		07:37	08:04		08:56	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	1	1
Tupsley, adj Lincoln Close		07:38	08:06		08:58	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30		
Hampton Dene, o/s 87 Hampton Dene Road		07:39	08:06		08:59	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30		
Eign Hill, opp Old Eign Hill Post Office		07:40	08:07		09:01	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32		
Eign Hill, opp Quarry Road		07:40	08:08		09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32		
Eign Hill, Vineyard Road (S-bound)		07:41	08:08		09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	I	
Eign Hill, opp St Margaret's Road		07:41	08:09		09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34		
Hampton Park, opp Hampton Grange		07:42	08:09		09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35		
Hampton Park, adj Nimrod Drive		07:43	08:10		09:08	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36		
Hampton Park, opp 14 Sudbury Avenue		07:44	08:12	08:43	09:10	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38		
Tupsley, adj Cock of Tupsley	arr	07:49	08:17	08:47	09:14	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	<u> </u>	
Hereford, City Bus Station (NK)	<i>arr</i> 07:38																14:38	15:08
Notes				[Sch]													[Sch]	[Sch]

Yeomans Travel

Belmont, Northolme Road (NW-bound)	dep		15:17	15:47		16:19		16:49		17:24			18:27
Belmont, adj Dorchester Way			15:17	15:47		16:19		16:49		17:24			18:27
Belmont, Stanbrook Road (SE-bound)			15:17	15:47		16:19		16:49		17:24			18:27
Belmont, Abbotsmead Road (SW-bound)			15:20	15:50		16:22		16:52		17:27			18:30
Belmont, adj Tesco Store			15:23	15:53		16:25		16:55		17:30			18:33
Hunderton, opp Blackmarston Road			15:24	15:54		16:26		16:56		17:31			18:34
Hunderton, o/s 45 Beattie Avenue			15:24	15:54		16:26		16:56		17:31			18:34
Hunderton, adj Beattie Avenue Shelter			15:24	15:54		16:26		16:56		17:31			18:34
Hunderton, o/s 84 Hunderton Road			15:25	15:55		16:27		16:57		17:32			18:35
Hunderton, adj Island			15:26	15:56		16:28		16:58		17:33			18:36
Hunderton, opp Pembridge Close			15:26	15:56		16:28		16:58		17:33			18:36
Hereford, opp Walnut Tree Avenue			15:29	15:59		16:32		17:02		17:37			18:38
Hereford, opp Priors Walk			15:33	16:03		16:36		17:06		17:41			18:41
Hereford, adj Old Market			15:36										
Hereford, Shire Hall (Stand 3)	arr		15:38	1		1		1		1			1
Hereford, Shire Hall (Stand 3)	dep	15:00	15:45		16:15		16:45		17:15		17:50	18:25	
Hereford, adj Franklin Barnes		15:04	15:49		16:19		16:45		17:15		17:50	18:29	
Hereford, adj Merton Hotel		15:04	15:49		16:19		16:45		17:15		17:50	18:30	
Hereford, adj Moreland Avenue		15:06	15:51		16:21		16:46		17:16		17:51	18:31	
Tupsley, adj Hereford Colleges		15:09	15:54		16:24		16:54		17:24	I	17:58	18:32	1
Tupsley, opp Whittern Way Shops		15:09	15:54		16:24		16:54		17:24		17:58	18:32	
Tupsley, adj Pigott Close		15:10	15:55		16:25		16:55		17:25		17:59	18:33	
Tupsley, adj Eastnor Drive		15:10	15:55		16:25		16:55		17:25		17:59	18:33	
Tupsley, adj The White House		15:11	15:56	I	16:26	-	16:56		17:26	I	18:00	18:34	<u> </u>
Tupsley, adj Traherne Place		15:11	15:56		16:26		16:56		17:26		18:00	18:34	
Tupsley, adj Biddulph Rise		15:12	15:57	- I	16:27		16:57		17:27		18:01	18:35	1
Tupsley, opp 2 Salisbury Avenue		15:12	15:58		16:28		16:58		17:28		18:01	18:35	
Tupsley, adj Lincoln Close		15:14	16:00		16:30		17:00		17:30		18:03	18:37	
Hampton Dene, o/s 87 Hampton Dene Road		15:14	16:00		16:30		17:00		17:30		18:03	18:37	
Eign Hill, opp Old Eign Hill Post Office		15:15	16:02		16:32		17:02		17:32		18:04	18:38	
Eign Hill, opp Quarry Road		15:16	16:02		16:32		17:02		17:32		18:05	18:39	
Eign Hill, Vineyard Road (S-bound)		15:16	16:03		16:33		17:03		17:33		18:05	18:39	
Eign Hill, opp St Margaret's Road		15:17	16:04		16:34		17:04		17:34		18:06	18:40	
Hampton Park, opp Hampton Grange		15:17	16:05		16:35		17:05		17:35		18:06	18:40	
Hampton Park, adj Nimrod Drive		15:18	16:06		16:36		17:06		17:36		18:07	18:41	
Hampton Park, opp 14 Sudbury Avenue		15:20	16:08		16:38		17:08		17:38		18:12	18:45	
Tupsley, adj Cock of Tupsley	arr		16:12	I	16:42		17:12	I	17:42	I	18:16	18:49	
Hereford, City Bus Station (NK)	arr			16:06		16:40		17:10		17:45			18:43
Notes		[Sch]		[NSch]									

[NSch] Does not operate on school days [Sch] Operates only on school days Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.

Saturdays

Belmont, Northolme Road (NW-bound)	dep	08:22	08:52	09:22	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	
Belmont, adj Dorchester Way		08:22	08:52	09:22	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	
Belmont, Stanbrook Road (SE-bound)		08:22	08:52	09:22	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	
Belmont, Abbotsmead Road (SW-bound)		08:25	08:55	09:25	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	
Belmont, adj Tesco Store		08:28	08:58	09:28	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53	
Hunderton, opp Blackmarston Road		08:29	08:59	09:29	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	
Hunderton, o/s 45 Beattie Avenue		08:29	08:59	09:29	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	
Hunderton, adj Beattie Avenue Shelter		08:29	08:59	09:29	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	
Hunderton, o/s 84 Hunderton Road		08:30	09:00	09:30	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	
Hunderton, adj Island		08:31	09:01	09:31	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	
Hunderton, opp Pembridge Close		08:31	09:01	09:31	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	
Hereford, opp Walnut Tree Avenue		08:34	09:04	09:34	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59	
Hereford, opp Priors Walk		08:38	09:08	09:38	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	
Hereford, adj Old Market		08:41	09:11	09:41	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36		
Hereford, Shire Hall (Stand 3)	arr	08:43	09:13	09:43	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	I	
Hereford, Shire Hall (Stand 3)	dep 08:25	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45		16:15
Hereford, adj Franklin Barnes	08:29	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49		16:19
Hereford, adj Merton Hotel	08:29	08:49	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49		16:19
Hereford, adj Moreland Avenue	08:31	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51		16:21
Tupsley, adj Hereford Colleges	08:34	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54		16:24
Tupsley, opp Whittern Way Shops	08:34	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54		16:24
Tupsley, adj Pigott Close	08:35	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55		16:25
Tupsley, adj Eastnor Drive	08:35	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55		16:25
Tupsley, adj The White House	08:36	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56		16:26
Tupsley, adj Traherne Place	08:36	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56		16:26
Tupsley, adj Biddulph Rise	08:37	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57		16:27
Tupsley, opp 2 Salisbury Avenue	08:38	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58		16:28
Tupsley, adj Lincoln Close	08:40	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00		16:30
Hampton Dene, o/s 87 Hampton Dene Road	08:40	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00		16:30
Eign Hill, opp Old Eign Hill Post Office	08:42	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02		16:32
Eign Hill, opp Quarry Road	08:42	09:02	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02		16:32
Eign Hill, Vineyard Road (S-bound)	08:43	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03		16:33
Eign Hill, opp St Margaret's Road	08:44	09:04	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04		16:34
Hampton Park, opp Hampton Grange	08:45	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05		16:35
Hampton Park, adj Nimrod Drive	08:46	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06		16:36
Hampton Park, opp 14 Sudbury Avenue	08:48	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:08		16:38
Tupsley, adj Cock of Tupsley	<i>arr</i> 08:52	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	1	16:42
Hereford, City Bus Station (NK)	arr																16:04	

Yeomans Travel

Belmont, Northolme Road (NW-bound)	dep 16:17	16:52	17:22			18:27
Belmont, adj Dorchester Way	16:19	16:52	17:22			18:27
Belmont, Stanbrook Road (SE-bound)	16:19	16:52	17:22			18:27
Belmont, Abbotsmead Road (SW-bound)	16:20	16:55	17:25			18:30
Belmont, adj Tesco Store	16:23	16:58	17:28			18:33
Hunderton, opp Blackmarston Road	16:25	16:59	17:29			18:34
Hunderton, o/s 45 Beattie Avenue	16:25	16:59	17:29			18:34
Hunderton, adj Beattie Avenue Shelter	16:25	16:59	17:29			18:34
Hunderton, o/s 84 Hunderton Road	16:25	17:00	17:30			18:35
Hunderton, adj Island	16:26	17:01	17:31			18:36
Hunderton, opp Pembridge Close	16:28	17:01	17:31			18:36
Hereford, opp Walnut Tree Avenue	16:31	17:02	17:32			18:38
Hereford, opp Priors Walk	16:33	17:04	17:34			18:41
Hereford, adj Old Market						I
Hereford, Shire Hall (Stand 3)	arr					
Hereford, Shire Hall (Stand 3)	dep	16:45	17:15	17:50	18:25	
Hereford, adj Franklin Barnes		16:49	17:19	17:54	18:29	
Hereford, adj Merton Hotel		16:49	17:19	17:54	18:30	
Hereford, adj Moreland Avenue		16:51	17:21	17:56	18:31	
Tupsley, adj Hereford Colleges		16:54	17:24	17:58	18:32	
Tupsley, opp Whittern Way Shops		16:54	17:24	17:59	18:33	
Tupsley, adj Pigott Close		16:55	17:25	17:59	18:33	
Tupsley, adj Eastnor Drive		16:55	17:25	17:59	18:33	
Tupsley, adj The White House		16:56	17:26	18:00	18:34	
Tupsley, adj Traherne Place		16:56	17:26	18:01	18:34	
Tupsley, adj Biddulph Rise		16:57	17:27	18:02	18:35	
Tupsley, opp 2 Salisbury Avenue		16:58	17:28	18:03	18:35	
Tupsley, adj Lincoln Close		17:00	17:30	18:05	18:37	
Hampton Dene, o/s 87 Hampton Dene Road		17:00	17:30	18:05	18:37	
Eign Hill, opp Old Eign Hill Post Office		17:02	17:32	18:07	18:38	
Eign Hill, opp Quarry Road		17:02	17:32	18:07	18:39	
Eign Hill, Vineyard Road (S-bound)		17:03	17:33	18:08	18:39	
Eign Hill, opp St Margaret's Road		17:04	17:34	18:09	18:40	
Hampton Park, opp Hampton Grange		17:05	17:35	18:10	18:40	
Hampton Park, adj Nimrod Drive		17:06	17:36	18:11	18:41	
Hampton Park, opp 14 Sudbury Avenue		17:08	17:38	18:12	18:45	
Tupsley, adj Cock of Tupsley	arr	17:12	17:42	18:16	18:49	
Hereford, City Bus Station (NK)	<i>arr</i> 16:34	17:09	17:39			18:43

Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.

#### Mondays to Fridays

Tupsley, adj The White House	dep				07:36	08:03	08:33	08:53	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56
Tupsley, adj Lincoln Close					07:38	08:06	08:36	09:01	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59
Hampton Dene, o/s 87 Hampton Dene Road					07:39	08:06	08:36	09:02	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00
Eign Hill, opp Old Eign Hill Post Office					07:40	08:07	08:37	09:03	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01
Eign Hill, opp Quarry Road					07:40	08:08	08:38	09:04	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02
Eign Hill, Vineyard Road (S-bound)					07:41	08:09	08:39	09:05	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03
Eign Hill, opp St Margaret's Road					07:41	08:09	08:39	09:05	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03
Hampton Park, opp Hampton Grange					07:42	08:10	08:40	09:06	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04
Hampton Park, adj Nimrod Drive					07:43	08:11	08:41	09:08	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06
Hampton Park, opp 14 Sudbury Avenue	06:45			07:15	07:45	08:13	08:43	09:10	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08
Hampton Park, opp Tristram Court	06:45			07:15	07:45	08:13	08:43	09:10	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08
Hampton Park, adj Kyrle Pope Court	06:45			07:15	07:45	08:13	08:43	09:10	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08
Hampton Dene, opp Rosemary Gardens	06:46			07:16	07:46	08:14	08:44											
Hampton Dene, adj 2 Gorsty Lane	06:47			07:17	07:47	08:15	08:45	09:12	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10
Hampton Dene, opp Deaconsfield	06:47			07:17	07:47	08:15	08:45	09:12	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10
Tupsley, adj Cock of Tupsley	06:49			07:19	07:49	08:17	08:47	09:14	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12
Tupsley, opp Biddulph Rise	06:49			07:19	07:49	08:17	08:47	09:14	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12
Tupsley, opp Traherne Place	06:49			07:19	07:49	08:18	08:48	09:15	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13
Tupsley, opp The White House	06:50			07:20	07:50	08:20	08:50	09:16	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14
Tupsley, opp Aramstone Rise	06:50			07:20	07:50	08:20	08:50	09:16	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14
Tupsley, opp Pigott Close	06:50			07:20	07:51	08:21	08:51	09:17	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15
Tupsley, adj Whittern Way Shops	06:51			07:21	07:52	08:22	08:52	09:18	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16
Tupsley, opp Hereford Colleges	06:52			07:22	07:53	08:23	08:53	09:19	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17
Hereford, opp Moreland Avenue	06:54			07:24	07:55	08:25	08:55	09:21	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19
Hereford, opp Station Approach Bridge	06:56			07:26	07:57	08:27	08:57	09:23	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21
Hereford, County Hospital (front entrance)	07:00			07:30												<u> </u>		
Hereford, adj The Hop Pole	07:03			07:33	08:00	08:30	09:00	09:25	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23
Hereford, Shire Hall (Stand 2)	arr																	
Hereford, Maylord Shopping Centre (Stand 3)	07:05			07:35	08:02	08:33	09:03	09:28	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26
Hereford, City Bus Station (NK)	<i>arr</i> 07:08			07:38	08:05	08:36	09:06	09:31	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29
Hereford, City Bus Station (NK)	dep	07:12	07:32			08:40	09:10	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35
Hereford, adj Priors Walk		07:13	07:33			08:44	09:14	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39
Hereford, adj Walnut Tree Avenue		07:14	07:34			08:45	09:15	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40
Hunderton, adj Pembridge Close								09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40
Hunderton, o/s 59 Island		1	I			I	1	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42
Hunderton, o/s 127 Hunderton Road								09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42
Hunderton, o/s 26 Beattie Avenue		İ	İ			İ	İ	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43
Hunderton, adj Blackmarston Road			Í			Í	ĺ	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43
Belmont, opp Tesco Store		07:20	07:40			08:48	09:18	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45
Belmont, Northolme Road (NW-bound)		07:22	07:42			08:50	09:20	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47
Belmont, Abbotsmead Road (SW-bound)	arr	07:25	07:45			08:53	09:23	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50

Notes [Sch]

Tupsley, adj The White House	dep	14:26	15:56	1	L6:26	16:56	17:26	18:00	18:34
Tupsley, adj Lincoln Close		14:29	15:59		16:29	16:56	17:26	18:00	18:34
Hampton Dene, o/s 87 Hampton Dene Road		14:30	16:00		16:30	16:56	17:26	18:00	18:34
Eign Hill, opp Old Eign Hill Post Office		14:31	16:01		16:31	16:56	17:26	18:00	18:34
Eign Hill, opp Quarry Road		14:32	16:02		16:32	16:57	17:27	18:01	18:35
Eign Hill, Vineyard Road (S-bound)		14:33	16:03		16:33	16:57	17:27	18:01	18:35
Eign Hill, opp St Margaret's Road		14:33	16:03		16:33	16:57	17:27	18:01	18:35
Hampton Park, opp Hampton Grange		14:34	16:04		16:34	16:57	17:27	18:01	18:35
Hampton Park, adj Nimrod Drive		14:36	16:06		16:36	16:57	17:27	18:01	18:35
Hampton Park, opp 14 Sudbury Avenue		14:38	16:08	1	16:38	17:08	17:38	18:12	18:45
Hampton Park, opp Tristram Court		14:38	16:08		16:38	17:08	17:38	18:12	18:45
Hampton Park, adj Kyrle Pope Court		14:38	16:08		16:38	17:08	17:38	18:12	18:45
Hampton Dene, opp Rosemary Gardens						17:08			
Hampton Dene, adj 2 Gorsty Lane		14:40	16:10		16:40	17:09	17:39	18:13	18:46
Hampton Dene, opp Deaconsfield		14:40	16:10		16:40	17:09	17:39	18:13	18:46
Tupsley, adj Cock of Tupsley		14:42	16:12	1	.6:42	17:12	17:42	18:16	18:49
Tupsley, opp Biddulph Rise		14:42	16:12		16:42	17:12	17:42	18:16	18:49
Tupsley, opp Traherne Place		14:43	16:13		16:43	17:13	17:43	18:17	18:50
Tupsley, opp The White House		14:44	16:14	1	.6:44	17:14	17:44	18:18	18:51
Tupsley, opp Aramstone Rise		14:44	16:14		16:44	17:14	17:44	18:18	18:51
Tupsley, opp Pigott Close		14:45	16:15		16:45	17:15	17:45	18:19	18:52
Tupsley, adj Whittern Way Shops		14:46	16:16		16:46	17:16	17:46	18:20	18:53
Tupsley, opp Hereford Colleges		14:47	16:17	1	.6:47	17:17	17:47	18:21	18:54
Hereford, opp Moreland Avenue		14:49	16:19		16:49	17:20	17:49	18:23	18:56
Hereford, opp Station Approach Bridge		14:51	16:21		16:51	17:22	17:51	18:25	18:58
Hereford, County Hospital (front entrance)									
Hereford, adj The Hop Pole		14:53	16:23		16:53	17:25	17:53	18:27	19:00
Hereford, Shire Hall (Stand 2)	arr		16:26	1	L6:56	17:26	17:56	18:28	19:01
Hereford, Maylord Shopping Centre (Stand 3)		14:56							
Hereford, City Bus Station (NK)	arr	14:59							
Hereford, City Bus Station (NK)	dep	15:05		16:05	16:	35	17:10		18:15
Hereford, adj Priors Walk		15:09		16:10	16:	40	17:15		18:19
Hereford, adj Walnut Tree Avenue		15:10		16:11	16:	41	17:16		18:20
Hunderton, adj Pembridge Close		15:10		16:12	16:	42	17:17		18:20
Hunderton, o/s 59 Island		15:12		16:14	16:4	4	17:19		18:22
Hunderton, o/s 127 Hunderton Road		15:12		16:14	16:	44	17:19		18:22
Hunderton, o/s 26 Beattie Avenue		15:13		16:15	16:	45	17:20		18:23
Hunderton, adj Blackmarston Road		15:13		16:15	16:	45	17:20		18:23
Belmont, opp Tesco Store		15:15		16:17	16:4	17	17:22		18:25
Belmont, Northolme Road (NW-bound)		15:17		16:19	16:4	19	17:24		18:27
Belmont, Abbotsmead Road (SW-bound)	arr	15:20		16:22	16:	52	17:27		18:30
Notes									

[Sch] Operates only on school days Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.

#### Saturdays

Tupsley, adj The White House	dep			08:36	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26
Tupsley, adj Lincoln Close						09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29
Hampton Dene, o/s 87 Hampton Dene Road						09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30
Eign Hill, opp Old Eign Hill Post Office						09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31
Eign Hill, opp Quarry Road						09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32
Eign Hill, Vineyard Road (S-bound)						09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33
Eign Hill, opp St Margaret's Road						09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33
Hampton Park, opp Hampton Grange						09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34
Hampton Park, adj Nimrod Drive						09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36
Hampton Park, opp 14 Sudbury Avenue	06:48	}	08:18	08:48	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38
Hampton Park, opp Tristram Court	06:48	3	08:18	08:48	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38
Hampton Park, adj Kyrle Pope Court	06:48	3	08:18	08:48	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38
Hampton Dene, opp Rosemary Gardens	06:49	)	08:19	08:49	09:08													
Hampton Dene, adj 2 Gorsty Lane	06:50	)	08:20	08:50	09:09	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40
Hampton Dene, opp Deaconsfield	06:50	)	08:20	08:50	09:09	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40
Tupsley, adj Cock of Tupsley	06:52		08:22	08:52	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42
Tupsley, opp Biddulph Rise	06:52		08:22	08:52	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42
Tupsley, opp Traherne Place	06:52		08:23	08:53	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43
Tupsley, opp The White House	06:54		08:24	08:54	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44
Tupsley, opp Aramstone Rise	06:54	ļ	08:24	08:54	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44
Tupsley, opp Pigott Close	06:54	ļ	08:25	08:55	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45
Tupsley, adj Whittern Way Shops	06:54	ļ	08:26	08:56	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46
Tupsley, opp Hereford Colleges	06:55	5	08:27	08:57	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47
Hereford, opp Moreland Avenue	06:5	7	08:29	08:59	09:19	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49
Hereford, opp Station Approach Bridge	06:59	)	08:30	09:00	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	14:21	14:51	15:21	15:51
Hereford, County Hospital (front entrance)	07:03	3		I					I									
Hereford, adj The Hop Pole	07:00	6	08:32	09:02	09:24	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	15:23	15:53
Hereford, Shire Hall (Stand 2)	arr																	
Hereford, Maylord Shopping Centre (Stand 3)	07:08	}	08:35	09:05	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56
Hereford, City Bus Station (NK)	<i>arr</i> 07:11		08:38	09:08	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59
Hereford, City Bus Station (NK)	dep	08:10	08:40	09:10	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05
Hereford, adj Priors Walk		08:14	08:44	09:14	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09
Hereford, adj Walnut Tree Avenue		08:15	08:45	09:15	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10
Hunderton, adj Pembridge Close					09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10
Hunderton, o/s 59 Island		1	1	1	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12
Hunderton, o/s 127 Hunderton Road					09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12
Hunderton, o/s 26 Beattie Avenue					09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13
Hunderton, adj Blackmarston Road		ĺ	I		09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13
Belmont, opp Tesco Store		08:18	08:48	09:18	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15
Belmont, Northolme Road (NW-bound)		08:22	08:52	09:22	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17
Belmont, Abbotsmead Road (SW-bound)	arr	08:25	08:55	09:25	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20

Yeomans Travel

Tupsley, adj The White House	dep	15:56	16:26	16:56	17:26	18:00	18:34
Tupsley, adj Lincoln Close		15:59	16:29	16:56	17:26	18:00	18:34
Hampton Dene, o/s 87 Hampton Dene Road		16:00	16:30	16:56	17:26	18:00	18:34
Eign Hill, opp Old Eign Hill Post Office		16:01	16:31	16:56	17:26	18:00	18:34
Eign Hill, opp Quarry Road		16:02	16:32	16:57	17:27	18:01	18:35
Eign Hill, Vineyard Road (S-bound)		16:03	16:33	16:57	17:27	18:01	18:35
Eign Hill, opp St Margaret's Road		16:03	16:33	16:57	17:27	18:01	18:35
Hampton Park, opp Hampton Grange		16:04	16:34	16:57	17:27	18:01	18:35
Hampton Park, adj Nimrod Drive		16:06	16:36	16:57	17:27	18:01	18:35
Hampton Park, opp 14 Sudbury Avenue		16:08	16:38	17:08	17:38	18:12	18:45
Hampton Park, opp Tristram Court		16:08	16:38	17:08	17:38	18:12	18:45
Hampton Park, adj Kyrle Pope Court		16:08	16:38	17:08	17:38	18:12	18:45
Hampton Dene, opp Rosemary Gardens							
Hampton Dene, adj 2 Gorsty Lane		16:10	16:40	17:09	17:39	18:13	18:46
Hampton Dene, opp Deaconsfield		16:10	16:40	17:09	17:39	18:13	18:46
Tupsley, adj Cock of Tupsley		16:12	16:42	17:12	17:42	18:16	18:49
Tupsley, opp Biddulph Rise		16:12	16:42	17:12	17:42	18:16	18:49
Tupsley, opp Traherne Place		16:13	16:43	17:13	17:43	18:17	18:50
Tupsley, opp The White House		16:14	16:44	17:14	17:44	18:18	18:51
Tupsley, opp Aramstone Rise		16:14	16:44	17:14	17:44	18:18	18:51
Tupsley, opp Pigott Close		16:15	16:45	17:15	17:45	18:19	18:52
Tupsley, adj Whittern Way Shops		16:16	16:46	17:16	17:46	18:20	18:53
Tupsley, opp Hereford Colleges		16:17	16:47	17:17	17:47	18:21	18:54
Hereford, opp Moreland Avenue		16:19	16:49	17:19	17:49	18:23	18:56
Hereford, opp Station Approach Bridge		16:21	16:51	17:21	17:51	18:25	18:58
Hereford, County Hospital (front entrance)							
Hereford, adj The Hop Pole		16:23	16:53	17:23	17:53	18:27	19:00
Hereford, Shire Hall (Stand 2)	arr	16:25	16:55	17:25	17:55	18:28	19:01
Hereford, Maylord Shopping Centre (Stand 3)							
Hereford, City Bus Station (NK)	arr						
Hereford, City Bus Station (NK)	dep			16:40	17:10		18:15
Hereford, adj Priors Walk				16:45	17:15		18:19
Hereford, adj Walnut Tree Avenue				16:46	17:16		18:20
Hunderton, adj Pembridge Close				16:46	17:16		18:20
Hunderton, o/s 59 Island				16:47	17:17		18:22
Hunderton, o/s 127 Hunderton Road				16:47	17:17		18:22
Hunderton, o/s 26 Beattie Avenue				16:48	17:18		18:23
Hunderton, adj Blackmarston Road				16:48	17:18		18:23
Belmont, opp Tesco Store				16:50	17:20		18:25
Belmont, Northolme Road (NW-bound)				16:52	17:22		18:27
Belmont, Abbotsmead Road (SW-bound)	arr			16:55	17:25		18:30

Compiled from data for the period Thu 09-Nov-2017 to Wed 15-Nov-2017. Times not in bold are estimated by using the distance between the stops.



# Appendix E

Development Proposals

## www.quattrodesign.co.uk

#### NOTES

This drawing is the copyright of Quattro Design Architects Ltd and should not be reproduced in whole or in part without written permission. Only figured dimensions to be used for construction. Check all dimensions on site. Any discrepancies are to be reported to the Architect as soon as possible.

REVISIONS REV: DATE - DRAWN - CHECKED: NOTES

-: 25.01.18 - DC - RS: Drawing created.

Rev A: 01.02.18 - DC - RS: Rear garden / boundary treatment identified. Planning boundary amended.

Rev B: 15.02.18 - RS - RS: 2 and 3 bed house type units replaced with meres & mosses housing association unit types at client request email dated 12.02.18. All other relevant elements and key revised accordingly.



# PROJECT Beattie Avenue, Hereford

## CLIENT

**DRAWING TITLE** 

Proposed Site Layout

Herefordshire Housing

SCALE	1:500@A1
DATE	Jan 2018



DRAWING NO. REV 5679/P/100 В

Matthews Warehouse, High Orchard Street Gloucester Quays, GL2 5QY T: (01452) 424234

- (please refer to individual floor plans for details)

71no.	Total Units
Approx 33	Units Per Hectare



# Appendix F

Access Arrangements





All dimensions and levels are in metres unless otherwise noted

- This drawing is to be read in conjunction with the relevant Architect's/Engineer's drawings, specifications and CDM documentation
- This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
- This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
- Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.

Construction Note It is essential that new drainage associated with the development is laid from the outfall(s) into the site. This is essential to avoid unforeseen obstructions where encountered (such as services). If the drainage is laid from the site out to the outfall it can result in significant abortive works to relay and overcome such obstructions.

Location of Public Sewers have been taken from record drawings which should be fully substantiated by the contractor prior to commencing works on site

Tegula Block Paved Carriageway/Traffic Calming

Tegula Block Paved Car Parking Bays, Contrasting Colour

Resurfacing works

Kerb Legend									
Kerb Ref	Туре	Dimensions	Notes						
HB2	HB2	125x255	125mm upstand						
BN25	BN	125x150	25mm upstand eg vehicle crossover dropped kerb						
Dr	-	125x255/150	Dropper kerb either left or right drop as required						
CS0	CS2	150x150	Flush kerb laid with slight fall to channel eg Pedestrian crossings						
Tr	HB to BN	125x255	Transition kerb either left or right drop as required						
КК	КК	435x314	Kassel 'Bus Stop' variable height/upstand kerb. 100-250mm Upstand						
KTr	KK to HB	241x311	Transition kerb either left or right drop as required						

P06	NJ	TST	Amended to incorporate latest Architect's 21/02/18 layout									
P05	MBD	TST	Parking bays in from of plots 2	21 & 30 removed	01/02/18							
P04	SNN	TST	Kerb Types and Notes added	rb Types and Notes added 03/11/17								
P03	NJ	TST	te Layout updated 21/09/17									
P02	NJ	TST	Road design progressed	oad design progressed 16/08/17								
P01	MBD	TST	Initial Issue	itial Issue 08/08/1								
Rev Drawn Chk'd Comments Date												
PROJECT Beattie Ave Hereford Herefordshire HR2 7BT												
des M	igned b	Y	DRAFTED BY	approved by	- Tel: 01993 7097							
	TE Ugus	st 17		MINARY	γ, ΟΧ29 6UN							
sc. 1:2	ale 250 (	@ A1	0m 6. Scale b	25m 12 ar @ 1:250	5m							
CLI	ENT				ges Farm, High C							

DRAWING NUMBER

55

Infrastruct CS Ltd

REVISION

P06



# Appendix G

Swept Path Analysis









# Appendix H

Census Data



Client	Quattro Design Architects
Job	Beattie Avenue
Job Code	
Date	18.09.17

This document contains the car ownership based on 2011 Census Data

The site is located in Belmont Ward of Herefordshire

Site Parameters	Number of Dwellings
1 Bed Dwellings	
2 Bed Dwellings	
3 Bed Dwellings	
4 Bed Dwellings	
5 Bed Dwellings	

Total number of Dwellings	
Total number of Bedrooms	

1 Bed	1 - 3 Rooms
2 Bed	4 Rooms
3 Bed	5 Rooms
4 Bed	6/7 Rooms
5 Bed +	8 Rooms +

#### Wards and Middle Super Outpur Area (MOSA)

Ward	MSOA
Belmont	Herefordshire 017

Tempro 7.2 Growth Rates	2011 -2022
Herefordshire 017	1.1818

#### Census Analysis 1 - Coombe Hill

E36000380 Belmont	Dwelling Ownership		Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2022 TEMPRO Growth Rate	2022 Average Car Ownership		Number of Dwellings	Number of Spaces Required
House or bungalow	Shared ownership; rented and living rent free	4 rooms	332	112	168	46	6	0.8373	1.1818	0.9896	5	1	1
House or bungalow	Shared ownership; rented and living rent free	6 rooms	196	63	91	40	2	0.9031	1.1818	1.0672	2	5	5
House or bungalow	Shared ownership; rented and living rent free	7 rooms	42	13	16	9	4	1.0952	1.1818	1.2944		5	6

#### Census Analysis 2 - Innsworth with Down Hatherley

#REF!	Dwelling Ownership		Total: Number of Dwellings	No cars or vans in household	1 car or van i household	n 2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2022 TEMPRO Growth Rate	2022 Average Car Ownership		Number of Dwellings	Number of Spaces Required
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	Г	1	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	Г	5	#REF!
#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		5	#REF!
											Г		

	Project Title	Client	Quattro Design Architects
COTSWOLD		Project Code	0
PLANNING	Beattie Avenue	Date	18.09.17
		Number	Sheet 1

		Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 average car	2022 Growth	2022 Average
E36000380 Belmont							ownership	Rate	Car Ownership
House or bungalow	Shared ownershi Total: Num	1147	394	533	191	29	0.874	1.1818	1.032
House or bungalow	Shared ownershi 1 - 3 rooms	76	38	32	6	0	0.579	1.1818	0.684
House or bungalow	Shared ownershi 4 rooms	332	112	168	46	6	0.837	1.1818	0.990
House or bungalow	Shared ownershi 5 rooms	469	161	209	85	14	0.898	1.1818	1.061
House or bungalow	Shared ownershi 6 rooms	196	63	91	40	2	0.903	1.1818	1.067
House or bungalow	Shared ownershi 7 rooms	42	13	16	9	4	1.095	1.1818	1.294
House or bungalow	Shared ownershi8 or more r	32	7	17	5	3	1.125	1.1818	1.330
House or bungalow	Owned: Owned (Total: Num	2100	253	1012	657	178	1.362	1.1818	1.609
House or bungalow	Owned: Owned (1 - 3 rooms	56	14	27	13	2	1.054	1.1818	1.245
House or bungalow	Owned: Owned (4 rooms	271	49	147	67	8	1.125	1.1818	1.330
House or bungalow	Owned: Owned (5 rooms	645	104	339	164	38	1.211	1.1818	1.431
House or bungalow	Owned: Owned (6 rooms	513	62	252	161	38	1.341	1.1818	1.585
House or bungalow	Owned: Owned (7 rooms	267	13	123	101	30	1.554	1.1818	1.837
House or bungalow	Owned: Owned (8 or more r	348	11	124	151	62	1.759	1.1818	2.078



# Appendix I

TRICS

37.4.2 290617 B17.57 (C)	2017 TRICS Consortium Ltd	Thursday 14/09/17
old Transport Planning Ltd	121 Promenade Cheltenha	Im Licence No: 701101
1 5		
TRIP RATE CALCULATIO	N SELECTION PARAMETE	Calculation Reference: AUDIT-701101-170914-0918
Land Use : 03 - RESIDE	NTIAL	
Category : B - AFFORD. VEHICLES	ABLE/LOCAL AUTHORITY HO	DUSES
Selected regions and areas: 07 YORKSHIRE & NOR	RTH LINCOLNSHIRE	
WY WEST YORKS	HIRE	2 days
08 NORTH WEST		1 days
09 NORTH		Tudys
NB NORTHUMBER	RLAND	1 days
This section displays the nu	mber of survey days per TRI	CS® sub-region in the selected set
Secondary Filtering select	ction:	
This data displays the chose are included in the trip rate	en trip rate parameter and its calculation.	selected range. Only sites that fall within the parameter range
Parameter: Actual Range:	Number of dwellings 29 to 97 (units: )	
Range Selected by User:	25 to 150 (units: )	
Range Selected by User:	25 to 150 (units: )	
Range Selected by User: <u>Public Transport Provision:</u> Selection by:	25 to 150 (units: )	Include all surveys
Range Selected by User: <u>Public Transport Provision:</u> Selection by:         Date Range:       01/01/0	25 to 150 (units: ) 09 to 21/10/15	Include all surveys
Range Selected by User: <u>Public Transport Provision:</u> Selection by:         Date Range:       01/01/0         This data displays the range         included in the trip rate calc	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation.	Include all surveys and surveys that were conducted within this date range are
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation.	Include all surveys
Range Selected by User: <u>Public Transport Provision:</u> Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc <u>Selected survey days:</u> Monday	25 to 150 (units: ) 09 to 21/10/15 of survey dates selected. Or ulation. 2 da	Include all surveys ally surveys that were conducted within this date range are
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da	Include all surveys ally surveys that were conducted within this date range are allys
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         Thursday	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da 1 da	Include all surveys ally surveys that were conducted within this date range are allys allys allys
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         This data displays the numb	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da 2 da	Include all surveys ally surveys that were conducted within this date range are allys allys allys allys
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         This data displays the numb         Selected survey types:	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da 2 da 2 da 2 da 2 da 2 da 2 da 2 da 2	Include all surveys ally surveys that were conducted within this date range are ally surveys that were conducted within the survey survey are ally surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the surveys are all the
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         This data displays the numb         Selected survey types:         Manual count	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da 1 da 2 da 4 da 4 da	Include all surveys ally surveys that were conducted within this date range are allys allys bys of the week. allys
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         This data displays the numb         Selected survey types:         Manual count         Directional ATC Count	25 to 150 (units: ) 09 to 21/10/15 of survey dates selected. Or ulation. 2 da 1 da 1 da 2 da 2 da 4 da 0 da	Include all surveys Inly surveys that were conducted within this date range are Inlys Include all surveys
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/4         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         This data displays the numb         Selected survey types:         Manual count         Directional ATC Count         This data displays the number of undertaking using machines	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da 2 da 1 da 2 da 2 da 4 da 0 da ver of selected surveys by day 4 da 0 da ver of manual classified surve surveys in the selected set. N	Include all surveys Ally surveys that were conducted within this date range are Allys Ally
Range Selected by User:         Public Transport Provision:         Selection by:         Date Range:       01/01/0         This data displays the range included in the trip rate calc         Selected survey days:         Monday         Tuesday         This data displays the numb         Selected survey types:         Manual count         Directional ATC Count         This data displays the numbur to the overall number of undertaking using machines         Selected Locations:	25 to 150 (units: ) 09 to 21/10/15 e of survey dates selected. Or ulation. 2 da 1 da 1 da ter of selected surveys by day 4 da 0 da ter of manual classified surve surveys in the selected set. N	Include all surveys Include all surveys Ity surveys that were conducted within this date range are Itys Itys Itys Itys Itys Itys Itys Itys

<u>Selected Location Sub Categories:</u> Residential Zone Built-Up Zone

Not Known.

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

3

1

CS 7.4.2 290817 B17.57 (C) 2017 TRICS	S Consortium Ltd	Thursday 14/09/17
S		Page 2
wold Transport Planning Ltd 121 Promena	ade Cheltenham	Licence No: 701101
Secondary Filtering selection:		
Use Class:		
C3	4 days	
This data displays the number of surveys	s per Use Class classification within the s	selected set. The Use Classes Order 2005
has been used for this purpose, which ca	an be found within the Library module of	f TRICS®.
Population within 1 mile:		
5,001 to 10,000	1 days	
10,001 to 15,000	1 days	
15,001 to 20,000	1 days	
25,001 to 50,000	1 days	
This data displays the number of selecte	d surveys within stated 1-mile radii of po	opulation.
Population within 5 miles:		
75,001 to 100,000	2 days	
125,001 to 250,000	2 days	
125,001 to 250,000 This data displays the number of selecte	2 days d surveys within stated 5-mile radii of po	opulation.
Car ownorship within E miles		

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No

T C

4 days

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

PTAL Rating: No PTAL Present

4 days

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

TRICS 7.4.2 Trics	290817 B17.57 (C) 2017 TRICS Consortiu	m Ltd		Thursday 14/09/17 Page 3
Cotswold Trai	nsport Planning Ltd 121 Promenade Chel	tenham		Licence No: 701101
LIST	OF SITES relevant to selection parameters			
1	CH-03-B-01 HOUSES & FLATS WORDSWORTH CRES. BLACON CHESTER Edge of Town Residential Zone		CHESHIRE	
2	Total Number of dwellings: Survey date: MONDAY NB-03-B-01 SEMI DET. & TERRAG WESTLEA	80 17/11/14 CED	Survey Type: MANUAL NORTHUMBERLAND	
3	BEDLINGTON Edge of Town Residential Zone Total Number of dwellings: Survey date: MONDAY WY-03-B-02 MI XED HOUSES WHITEACRE STREET DEIGHTON HUDDERSFIELD	97 19/11/12	Survey Type: MANUAL WEST YORKSHIRE	
4	Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESDAY WY-03-B-03 TERRACED HOUSES LINCOLN GREEN ROAD	54 17/09/13	Survey Type: MANUAL WEST YORKSHIRE	
	LEEDS Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: Survey date: THURSDAY	29 19/09/13	Survey Type: MANUAL	

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

Cotswold Transport Planning Ltd 121 Promenade Cheltenham

#### Thursday 14/09/17 Page 4 Licence No: 701101

#### TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES VEHICLES Calculation factor: 1 DWELLS Estimated TRIP rate value per 31 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	65	0.065	2.027	4	65	0.146	4.531	4	65	0.211	6.558
08:00 - 09:00	4	65	0.146	4.531	4	65	0.265	8.227	4	65	0.411	12.758
09:00 - 10:00	4	65	0.173	5.365	4	65	0.242	7.512	4	65	0.415	12.877
10:00 - 11:00	4	65	0.162	5.008	4	65	0.181	5.604	4	65	0.343	10.612
11:00 - 12:00	4	65	0.146	4.531	4	65	0.146	4.531	4	65	0.292	9.062
12:00 - 13:00	4	65	0.200	6.200	4	65	0.138	4.292	4	65	0.338	10.492
13:00 - 14:00	4	65	0.173	5.365	4	65	0.158	4.888	4	65	0.331	10.253
14:00 - 15:00	4	65	0.188	5.842	4	65	0.177	5.485	4	65	0.365	11.327
15:00 - 16:00	4	65	0.165	5.127	4	65	0.162	5.008	4	65	0.327	10.135
16:00 - 17:00	4	65	0.231	7.154	4	65	0.131	4.054	4	65	0.362	11.208
17:00 - 18:00	4	65	0.200	6.200	4	65	0.135	4.173	4	65	0.335	10.373
18:00 - 19:00	4	65	0.158	4.888	4	65	0.108	3.338	4	65	0.266	8.226
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.007	62.238			1.989	61.643			3.996	123.881

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

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

#### Parameter summary

Trip rate parameter range selected:	29 - 97 (units: )
Survey date date range:	01/01/09 - 21/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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Cotswold Transport Planning Ltd 121 Promenade Cheltenham

#### TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES TAXIS Calculation factor: 1 DWELLS Estimated TRIP rate value per 31 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	65	0.012	0.358	4	65	0.012	0.358	4	65	0.024	0.716
08:00 - 09:00	4	65	0.008	0.238	4	65	0.008	0.238	4	65	0.016	0.476
09:00 - 10:00	4	65	0.027	0.835	4	65	0.019	0.596	4	65	0.046	1.431
10:00 - 11:00	4	65	0.027	0.835	4	65	0.035	1.073	4	65	0.062	1.908
11:00 - 12:00	4	65	0.015	0.477	4	65	0.019	0.596	4	65	0.034	1.073
12:00 - 13:00	4	65	0.019	0.596	4	65	0.015	0.477	4	65	0.034	1.073
13:00 - 14:00	4	65	0.008	0.238	4	65	0.012	0.358	4	65	0.020	0.596
14:00 - 15:00	4	65	0.015	0.477	4	65	0.012	0.358	4	65	0.027	0.835
15:00 - 16:00	4	65	0.015	0.477	4	65	0.015	0.477	4	65	0.030	0.954
16:00 - 17:00	4	65	0.008	0.238	4	65	0.004	0.119	4	65	0.012	0.357
17:00 - 18:00	4	65	0.008	0.238	4	65	0.008	0.238	4	65	0.016	0.476
18:00 - 19:00	4	65	0.012	0.358	4	65	0.012	0.358	4	65	0.024	0.716
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.174	5.365			0.171	5.246			0.345	10.611

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

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

#### Parameter summary

29 - 97 (units: )
01/01/09 - 21/10/15
4
0
0
0
0

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

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#### TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES OGVS Calculation factor: 1 DWELLS Estimated TRIP rate value per 31 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
08:00 - 09:00	4	65	0.004	0.119	4	65	0.004	0.119	4	65	0.008	0.238
09:00 - 10:00	4	65	0.004	0.119	4	65	0.004	0.119	4	65	0.008	0.238
10:00 - 11:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
11:00 - 12:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
12:00 - 13:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
13:00 - 14:00	4	65	0.004	0.119	4	65	0.004	0.119	4	65	0.008	0.238
14:00 - 15:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
15:00 - 16:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
16:00 - 17:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
17:00 - 18:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
18:00 - 19:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.012	0.357			0.012	0.357			0.024	0.714

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

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

#### Parameter summary

29 - 97 (units: )
01/01/09 - 21/10/15
4
0
0
0
0

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

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#### TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES PSVS Calculation factor: 1 DWELLS Estimated TRIP rate value per 31 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
08:00 - 09:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
09:00 - 10:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
10:00 - 11:00	4	65	0.004	0.119	4	65	0.004	0.119	4	65	0.008	0.238
11:00 - 12:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
12:00 - 13:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
13:00 - 14:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
14:00 - 15:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
15:00 - 16:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
16:00 - 17:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
17:00 - 18:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
18:00 - 19:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.004	0.119			0.004	0.119			0.008	0.238

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

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

#### Parameter summary

29 - 97 (units: )
01/01/09 - 21/10/15
4
0
0
0
0

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

Cotswold Transport Planning Ltd 121 Promenade Cheltenham

#### Thursday 14/09/17 Page 8 Licence No: 701101

#### TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES CYCLISTS Calculation factor: 1 DWELLS Estimated TRIP rate value per 31 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
08:00 - 09:00	4	65	0.004	0.119	4	65	0.019	0.596	4	65	0.023	0.715
09:00 - 10:00	4	65	0.008	0.238	4	65	0.004	0.119	4	65	0.012	0.357
10:00 - 11:00	4	65	0.004	0.119	4	65	0.000	0.000	4	65	0.004	0.119
11:00 - 12:00	4	65	0.004	0.119	4	65	0.000	0.000	4	65	0.004	0.119
12:00 - 13:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
13:00 - 14:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
14:00 - 15:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
15:00 - 16:00	4	65	0.012	0.358	4	65	0.004	0.119	4	65	0.016	0.477
16:00 - 17:00	4	65	0.000	0.000	4	65	0.004	0.119	4	65	0.004	0.119
17:00 - 18:00	4	65	0.004	0.119	4	65	0.000	0.000	4	65	0.004	0.119
18:00 - 19:00	4	65	0.000	0.000	4	65	0.000	0.000	4	65	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.036	1.072			0.031	0.953			0.067	2.025

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

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

#### Parameter summary

Trip rate parameter range selected:	29 - 97 (units: )
Survey date date range:	01/01/09 - 21/10/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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#### Cotswold Transport Planning Ltd

Please visit our website at: www.cotswoldtp.co.uk

Office locations in: Bristol Cheltenham (HQ) Stratford-upon-Avon Rutland

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