



# London Road, Stroud



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# 1 Project Information

## 1.1 Project Information

**Client** Altus Homes Ltd.

## 1.2 Project Details

**Project Name** London Road, Stroud

**Location** Stroud, Gloucestershire

**Jubb Project Number** 23389

## 1.3 Report Details

**Version** 3

**Status** Issue


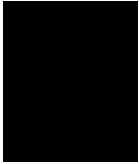
**Date** April 2024

## 1.4 Project Authorisation

### ISSUE HISTORY:

Version	Date	Detail
1	20/02/2024	Issue
2	16/04/2024	Issue
3	29/04/2024	Client Details Updated

### AUTHORISATION:

Prepared By	Approved By
	

## 2 Introduction

### 2.1 Preamble

- 2.1.1 Jubb have been commissioned by Altus Homes Ltd. to provide highways and transportation advice in support of a residential development on land to the east and west of the A419 London Road, Stroud.
- 2.1.2 The development site comprises two parcels of land either side of London Road, 0.22ha to the north of London Road and 0.22ha to the south, and were formerly occupied by Bristol Street Motors Car Dealership.
- 2.1.3 Full planning permission is being sought for a residential development comprising up to 35 flats, with associated vehicular access from London Road.

### 2.2 Scope of Report

- 2.2.1 This TS examines the transport and highways matters pertinent to the site, and in doing so demonstrates the suitability of the site for residential development.
- 2.2.2 The structure of the TS is as follows:
  - Section 3** Sets the proposals in the context of national and local policy and guidance;
  - Section 4** Sets out the existing situation of the site, including the location of the site, an accessibility audit, a description of the highway network, a review of highway safety and an assessment of the existing performance of the highway network;
  - Section 5** Outlines the development proposals, including the parking and access arrangements for vehicles, pedestrians and cyclists;
  - Section 6** Sets out the methodology for the assessment of the highway network, including the traffic generation of the proposed development,
  - Section 7** Presents the summary and conclusions of the TS.
- 2.2.3 This TS demonstrates that the proposed development is not forecast to have a material impact on the surrounding highway network, that the site is suitably located to be accessed by sustainable modes and that safe access is proposed to and from the existing highway network.
- 2.2.4 The proposed development will fall significantly short of having a severe impact on the highway network and is therefore acceptable on highway grounds in accordance with paragraph 111 of the National Planning Policy Framework.
- 2.2.5 As such, it is considered that there are no highways or transport matters to prevent the proposals from being approved.

## 3 Transport Planning Policy

### 3.1 Introduction

3.1.1 This section outlines the national and local planning policies and guidance relevant to the proposed development. The following are set out:

- National Planning Policy Framework (2023);
- Travel Plans, Transport Assessments and Statements in Decision-Taking (2014);
- Manual for Streets (2007);
- Manual for Gloucestershire Streets (July 2020);
- Gloucestershire's Local Transport Plan – 2020 - 2041
- Stroud District Council's Local Plan (2015);
- Stroud District Council's Local Plan Review – Pre-Submission Draft Plan (May 2021);
- Stroud Sustainable Transport Strategy (November 2019);

### 3.2 National Planning Policy Framework 2023

3.2.1 The *National Planning Policy Framework* (NPPF) was updated in December 2023 and replaces the previous NPPF published in September 2023. The document sets out the Government's planning policies for England and how these should be applied.

3.2.2 The NPPF states that the "purpose of the planning system is to contribute to the achievement of sustainable development", which itself is defined as "*meeting the needs of the present without compromising the ability of future generations to meet their own needs*". The NPPF is based on a "presumption in favour of sustainable development", as detailed in paragraph 11.

3.2.3 The NPPF guides that transport issues should be considered at the earliest stage of development proposals. It is noted that "*the planning system should actively manage patterns of growth*", with significant development sited "*on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*", as detailed in paragraph 105. It is however noted that between rural and urban areas that opportunities to maximise sustainable transport solutions will vary, and that this should be considered in both plan-making and decision-taking.

3.2.4 Paragraph 110 of the NPPF notes that when considering development proposals, it should be ensured that:

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

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

### 3.3 Planning Practice Guidance

- 3.3.1 Published in 2014 and updated periodically, the Government's Planning Practice Guidance *Travel Plans, Transport Assessments and Statements in Decision-Taking* outlines the fundamental principles that form the basis of Travel Plans, Transport Assessments, and Transport Statements. The guidance states that producing these documents provides a means to assess, and mitigate, the negative transport impacts of development; in this way, sustainable development can be achieved.
- 3.3.2 The guidance also notes that Travel Plans, Transport Assessments, and Transport Statements are required for all developments that generate a significant amount of movements, and that the development of these is an iterative process, as each may influence the other.
- 3.3.3 The guidance sets out that whilst Travel Plans promote the implementation of sustainable travel into the planning process, Transport Assessments and Transport Statements assess the potential transport implications of developments and significantly whether the residual transport impacts of a proposed development are "severe".

### 3.4 Manual for Streets

- 3.4.1 *Manual for Streets* (MfS), published in 2007, provides guidance for the modification of existing residential streets and the design, planning and approval of new residential streets.
- 3.4.2 The document is based on the premise that there is "a need to bring about a transformation in the quality of streets", reflecting the need to "place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged".
- 3.4.3 The guidance resolves that through better-designed streets, which in turn enhance the quality of the built environment, sustainable, inclusive and mixed communities can be created.

### 3.5 Manual for Gloucestershire Streets

- 3.5.1 Manual for Gloucestershire Streets (MfGS) published in July 2020 expands on the guidance within MfS and MfS2 and further tailors these principles to the specific character of the street network of Gloucestershire. The aims of the guidance are set out in page 5 of the document which states the following in the first paragraph:

*"Manual for Gloucestershire Streets (MfGS) provides guidance to developers, their consultants and design engineers, Local Planning Authorities, Parish and Town Councils, and the public on how new development within Gloucestershire can contribute towards the provision of a safe and sustainable transport network within the County."*

### 3.6 Gloucestershire's Local Transport Plan– 2015-41

3.6.1 The Gloucestershire Local Transport Plan (LTP) sets out the long-term transport strategy for implementation within the county. The vision for Gloucestershire is for:

*'A resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit'.*

3.6.2 The Gloucestershire LTP outlines four key objectives which have been identified as key challenges to overcome in order to achieve the overarching vision, these objectives include:

- *"Protect and enhance the natural and built environment.*
- *Support sustainable economic growth.*
- *Enable safe and affordable community connectivity.*
- *Improve community health and wellbeing and promote equality of opportunity".*

### 3.7 Stroud District Council's Local Plan

3.7.1 SDC adopted their Local Plan in November 2015, providing the planning policy framework for the District for the period up to 2031. The Local Plan sets out a Development Strategy to provide an overview of the District and how it should evolve during the plan period. The plan includes six strategic objectives, one of which is related to transport:

Strategic Objective SO4: Transport and Travel

*"Promoting healthier alternatives to the use of the private car and seeking to reduce CO<sub>2</sub> emissions by using new technologies, active travel and / or smarter choices, working towards a more integrated transport system to improve access to local goods and services".*

### 3.8 Stroud District Local Plan Review – Pre-Submission Draft Plan (May 2021)

3.8.1 The council is in the process of Local Plan Review with a draft plan and all associated evidence base submitted to Planning Inspectorate in September 2021. Since then, a series examination hearings were carried out with the Hearing Statements being published in Spring 2023.

### 3.9 Stroud Sustainable Transport Strategy

3.9.1 This Sustainable Transport Strategy (STS) has been developed to form part of the evidence base for Stroud District Council's Local Plan Review. It will play a key role in setting out plans for achieving the connectivity and mobility needed to support growth in as sustainable a manner as possible.

3.9.2 The STS is to ensure that new strategic developments deliver on the Local Plan Objectives to reduce the environmental impacts of transport and to support a transformative rebalancing of the transport network in favour of sustainable forms of transport.



3.9.3 The STS has identified a number of measures and opportunities for the site which should be imbedded within the layout and design of the development to maximise the site's accessibility and permeability by sustainable modes of travel and to ensure that enhancements are prioritised above the provision of additional highway capacity.

3.9.4 The envisaged key measures encompass:

- *"Masterplan design to give pedestrians/cyclists highest priority within the proposed development through a comprehensive network of local and strategic footpaths/cycleways that connect to existing facilities on the surrounding highway network.*
- *Active Travel Links into Draycott Business Park and Draycott Mills Contributions and support to sustainable transport measures on the A38 and A4135 sustainable transport corridors.*
- *Pedestrian and cycle crossing on the A4135 for safer access to/ from Cam and Dursley station and Cam local centre.*
- *Active Travel connections to the Cam and Dursley Greenway.*
- *Existing footpaths to be retained and/or diverted as necessary.*
- *Emerging road layout to accommodate a potential bus loop through the site.*
- *Improvements to bus services, particularly those on the A4135 linking to wider destinations including Gloucester and Stroud."*

### 3.10 Summary

3.10.1 In light of the context set out above in the review of relevant national and local policies and guidance, this TS will demonstrate the suitability of the site for residential development.

3.10.2 The core theme of sustainability is a common thread throughout these policies, not least the potential of sustainable travel modes, comprising walking, cycling and public transport, to replace the use of the private car for many short, local journeys.

## 4 Existing Conditions

### 4.1 Introduction

- 4.1.1 Stroud is a market town in the civil parish of Gloucestershire. The location of Stroud in a regional context is shown in **Figure 4.1** below.
- 4.1.2 Stroud lies approximately 13km south of Gloucester and 17km west of Cirencester.
- 4.1.3 The site that forms the subject of this TS is located on the southeast fringe of Stroud, approximately 0.8km southeast of the town centre. The location of the site is shown in **Figure 4.1** below.



*Figure 4.1 – Site Location Plan*

- 4.1.4 The development site comprises two parcels of land either side of London Road, 0.22ha to the north of London Road and 0.22ha to the south, and were formerly occupied by Bristol Street Motors Car Dealership.

## 4.2 Site Accessibility Audit

4.2.1 This section provides a comprehensive review of the sustainability credentials of the site, encompassing a review of accessibility to existing facilities and services in Stroud, as well as opportunities for journeys to and from the site to be made by sustainable means.

4.2.2 The requirement to locate residential developments within walking distance of day-to-day needs is set out in the NPPF, which states that "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*".

## 4.3 Local Facilities and Services

4.3.1 A range of facilities and services, which serve the daily needs of the existing population of Stroud, are reachable from the site by sustainable means and as such there will by no means be a requirement to rely on the use of the private car for daily journeys.

4.3.2 When considering the sustainability credentials of a site, the following are of importance:

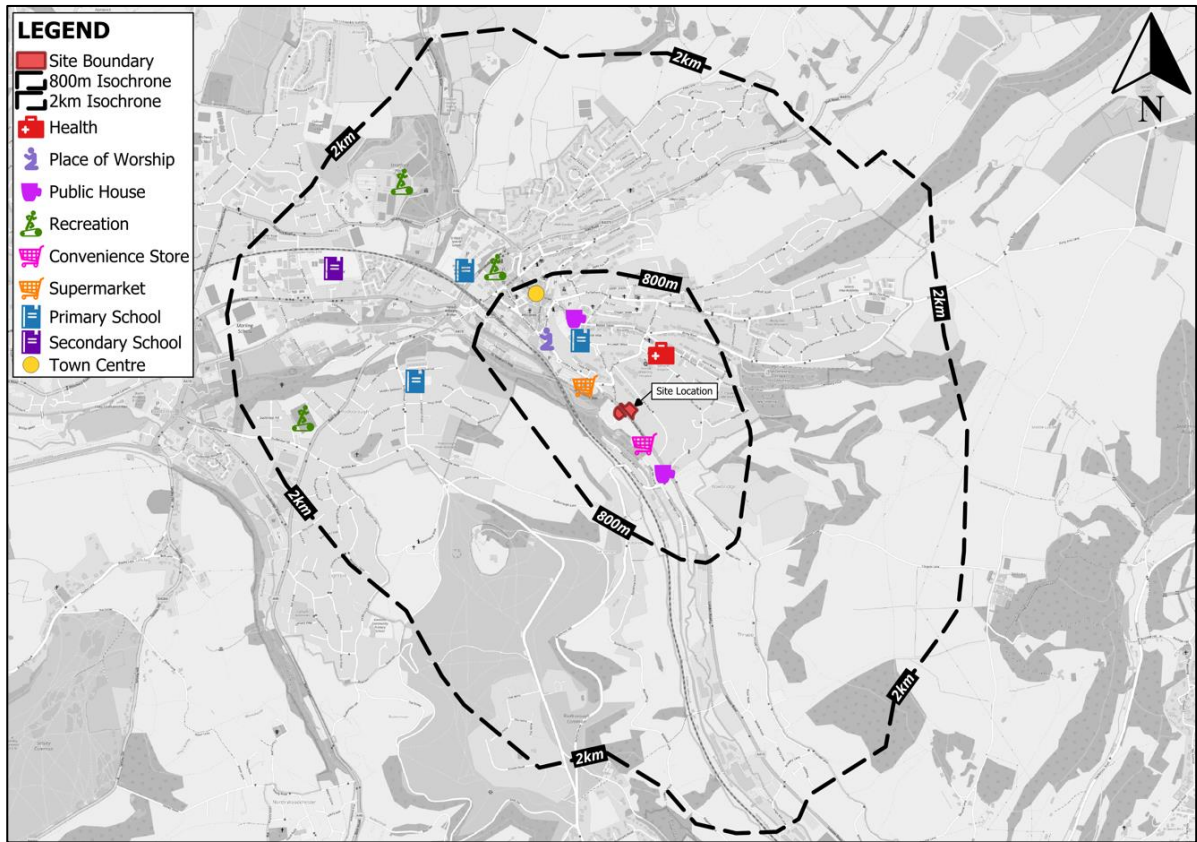
- MfS guidance notes that 'walkable neighborhoods' are typified by having a range of facilities within an 800m walk; and
- Institution of Highways and Transportation (IHT) guidance (*Guidelines for Providing for Journeys on Foot, 2000*) identifies 2km as the maximum suggested acceptable walking distance for pedestrians without a mobility impairment.

4.3.3 Indeed, the Manual for Streets guidance states that '*Walkable neighbourhoods are typically characterised by having a range of facilities with 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS 13<sup>4</sup> states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

4.3.4 As such, it is considered that facilities and services which lie within a 2km walk of the site are within a 'reasonable' walking distance of the site.

4.3.5 To assess the opportunity for everyday journeys to and from the site to be undertaken on foot, a review of the facilities and services located within these 'reasonable' walking distances has been undertaken. It should be noted that this is not intended as an exhaustive summary, but more so a demonstration of the types of amenities reachable.

4.3.6 **Figure 4.2** below shows a non-exhaustive range of facilities and services that can be reached from the site within a 2km walk, reflecting the distance identified in IHT guidance as a 'preferred maximum' distance for walking. It should be noted that this walking isochrone is measured from the approximate centre of the site.





*Figure 4.2 – Accessibility to Local Facilities and Services*

4.3.7 As shown in **Figure 4.2**, the whole of the town lies within a 2km walk of the site. As a result, the nearest existing primary school, GP surgery, supermarket, post office, public house, place of worship and recreation facility can be reached, and can be reached on foot from the site.

4.3.8 Many of these services and facilities are required on a day-to-day basis, notably the primary school and convenience store, and as such walking offers an alternative to the use of the car for journeys to these locations. It should be noted that the site is connected to these services and facilities by way of the existing footways along London Road.

4.3.9 The distance and estimated journey times (for walking and cycling) from the site to the identified facilities and services are summarised in **Table 4.1** below.

4.3.10 These distances have been measured from the centre of the site and follow suitable routes. The estimated journey times are calculated based on a walking speed of 1.4 metres per second (abstracted from IHT, 2000) and a cycling speed of 4 metres per second.

Service/Facility	Location	Walking Distance (metres)	 (minutes)	 (minutes)
<b>Community</b>				
BP Convenience Store	London Road GL5 2AX	195	2	1
Waitrose Supermarket	London Road GL5 2AP	255	3	1
Town Centre	High Street	710	8	3
<b>Education</b>				
Stroud Valley Primary School	Castle Street GL5 2HP	505	6	2
Rodborough Primary School	Rodborough Hill GL5 3RT	1410	17	6
Rosary Catholic Primary School	Beeches Ground GL5 4AB	1430	17	6
Stroud High School	Beard's Lane GL5 4HF	1860	22	8
<b>Place of Worship</b>				
Five Valleys Church	Union Street GL5 2HE	500	6	2
<b>Public House</b>				
Bowbridge Arms	London Road GL5 2AY	335	4	1
The Golden Fleece	Nelson Street GL5 2HN	535	6	2
<b>Recreation</b>				
Anytime Fitness Gym	Merrywalks GL5 1QA	910	11	4
Stratford Park Leisure Centre	Stratford Road GL5 4AF	1700	20	7
Stroud Rugby Football Club	Dudbridge Hill GL5 3HS	1980	24	8
<b>Health</b>				
Stroud General Hospital	Trinity Road GL5 2HY	420	5	2

*Table 4.1 – Distance and estimated journey time to services and facilities*

- 4.3.11 Given the above assessment it is reasonable to conclude that the site is sustainably located, being well-related to the existing town of Stroud and the range of facilities and services hosted within. These destinations lie within a 'reasonable' walking and cycling distance of the site, and as such there is a genuine opportunity for everyday journeys to and from the site to be made sustainably and without a dependence on the private car.
- 4.3.12 Given the location of the site, and the demonstrable opportunity for everyday journeys to be made on foot and by bicycle, the site presents the opportunity to create a development that is sustainable and that encourages journeys to be made actively.

#### 4.4 Pedestrian Accessibility

- 4.4.1 Walking is the primary mode of travel for local journeys and is widely-recognised as the most sustainable form of travel (IHT, 2000). As such, walking forms an important part of sustainable growth, with the NPPF guiding that opportunities to promote walking are identified and maximised.
- 4.4.2 Therefore, by locating developments to minimise the need to travel, and to maximise the use of sustainable modes of transport, sustainable growth can be encouraged.
- 4.4.3 As set out earlier, the location of the site is conducive to the creation of a sustainable development, with a range of everyday facilities and services lying within 'reasonable' walking distance.
- 4.4.4 The site is linked to these offerings by way of the existing network of footways and footpaths that run through Stroud, with this network combining to create continuous routes to facilitate journeys to and from the site on foot. Typically, these routes provide surfaces of a reasonable quality, streetlights and crossing facilities.
- 4.4.5 There is existing footway along either side of London Road, notably the site entrances would be connected to the footway along either side of the carriageway. These footways continue to the west along either side of London Road before reaching the existing footways on Cornhill. From this point continuous footway is provided on either side of Cornhill before reaching High Street and the town centre.
- 4.4.6 The footway on London Road continues to the west before providing a connection to Stroud Railway Station.
- 4.4.7 Footway is provided on Either side of the carriageway of Upper Dorrington Ter, and then also on Field Road. Importantly, these footways provide a continuous connection to Stroud Community Hospital to the north of the site.

## 4.5 Public Rights of Way

4.5.1 **Figure 4.3** below shows the routes of the PRow which permeate through the town of Stroud. As shown, there is a well-established network of footpaths which provide connections through Stroud.

4.5.2 Notably, public right of way 'Stroud Footpath 97' is located to the south of the site and runs broadly north and south along the river Frome. This footpath provides a connection to Bath Road to the north and Butterrow Hill to the south. The nearest point of access to this footpath is to the south of the mini roundabout junction between London Road and Dr Newton's Way.



*Figure 4.3 – Public Rights of Way (Source: Extract from GCC's PRow Interactive Map)*

4.5.3 As such, the site is considered to be well connected for pedestrians through the use of the existing PRow network.

## 4.6 Cyclist Accessibility

- 4.6.1 Cycling is also a highly sustainable form of transport. Indeed, it is widely recognised that 5km cycling distance represents a 'reasonable' distance. This distance was originally identified in the now superseded *Planning Policy Guidance 13: Transport (2011)* as a distance within which cycling offers the greatest potential to replace car journeys. Whilst superseded in planning terms, this guidance is still widely considered as applicable to accessibility.
- 4.6.2 As shown in **Figure 4.4** below, the whole of the town of Stroud is within 5km cycle from the site. Oldends Lane Industrial Estate and Stroudwater Business both lie on the outskirts of the Stroud and lie just beyond a 5km cycle from the site.
- 4.6.3 National Cycle Network (NCN) Route 45 lies within 5km of the site and provides a connection towards Gloucester to the north and Cirencester to the east. The nearest point of connection to this route is at the junction with Bath Road and Rodborough Hill situated some 1.2km northwest of the site. It should be noted that from this junction, cyclists can follow this cycle route past Oldends Lane Industrial Estate and Stroudwater Business.

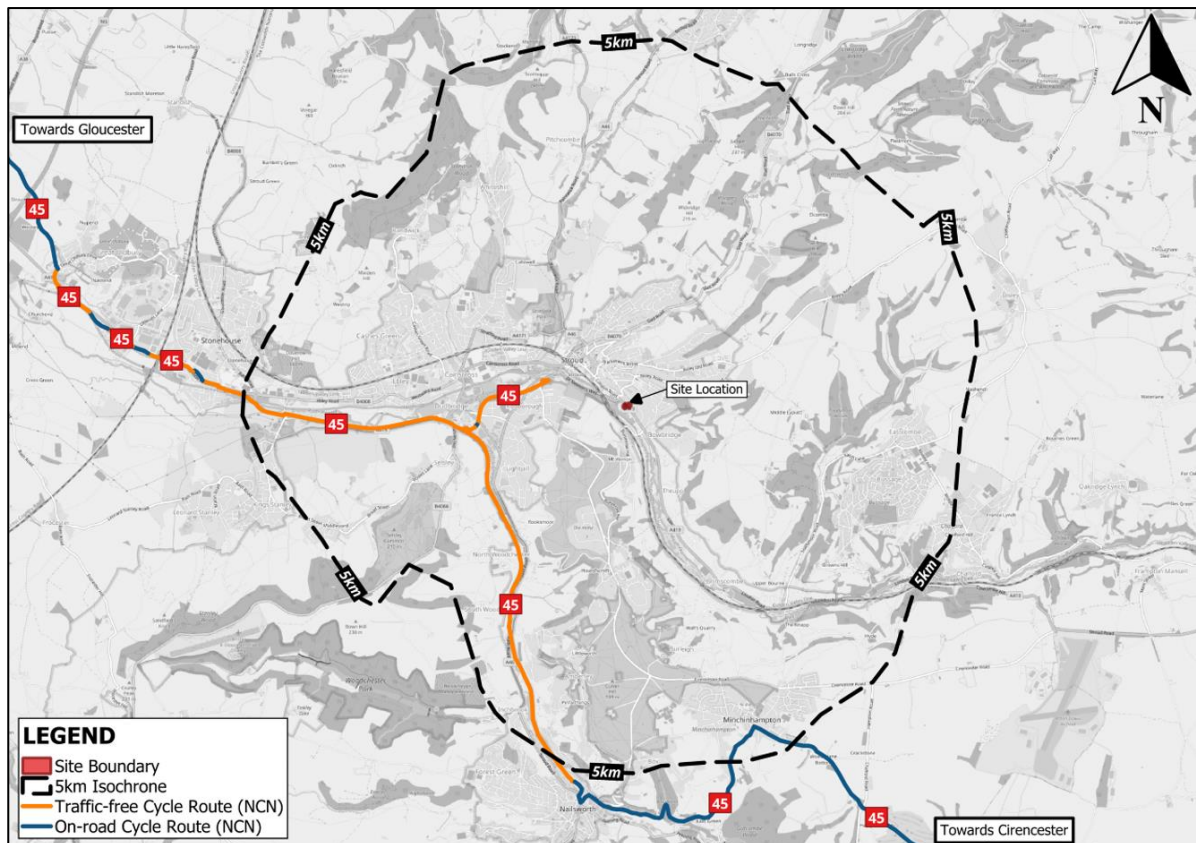


Figure 4.4 – Cycle Accessibility & NCN Routes

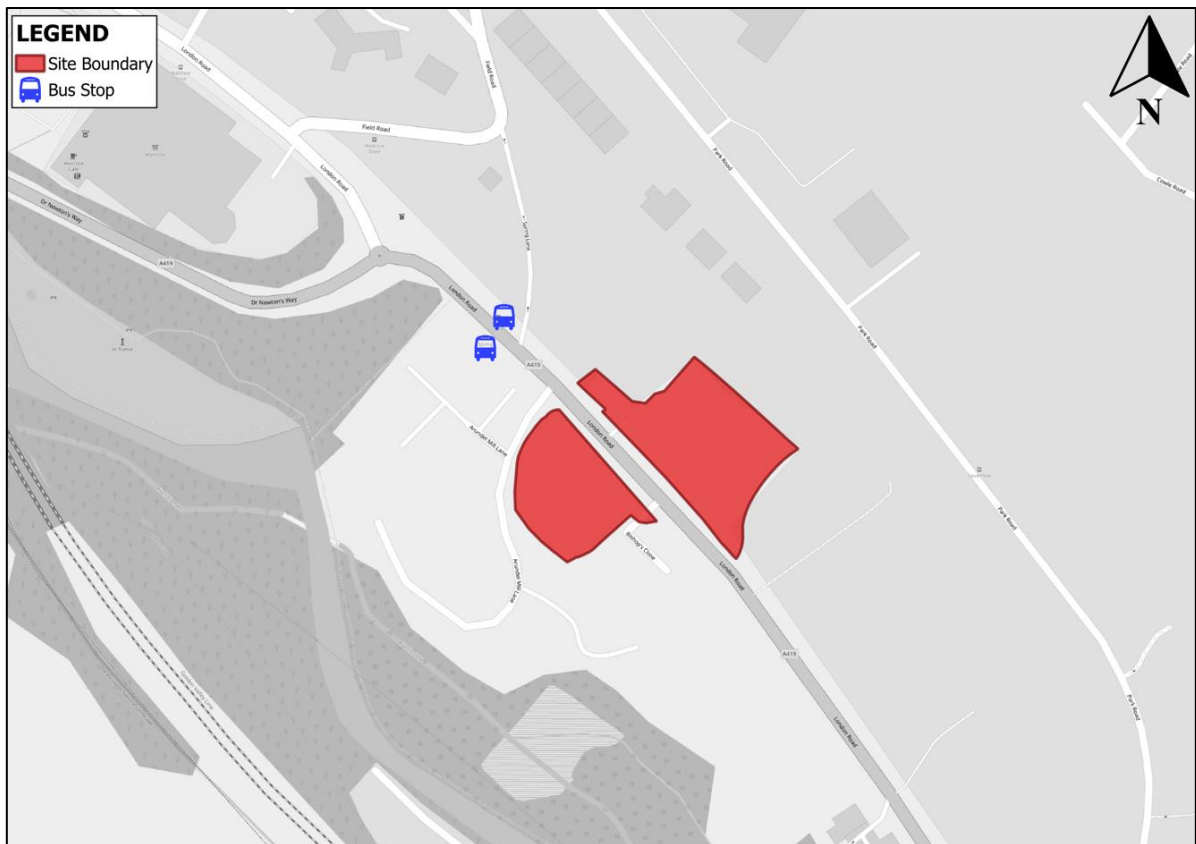
- 4.6.4 As such, there is a network of existing cycle routes that can be reached from the site, promoting journeys by this sustainable mode. For example, these provide a connection to Cirencester to the east, and the employment area at Oldends Lane Industrial Estate and Stroudwater Business.





#### 4.7 Public Transport Accessibility – Bus

- 4.7.1 The site is located in close proximity to the routes of the existing bus services that pass through Stroud, and as a result the site is well-placed to access these existing bus services for day-to-day journeys to and from the site.
- 4.7.2 As shown in **Figure 4.5** below, the closest bus stops to the site are located to the northwest of the site on the A419 London Road and are referred to as ‘Spring Lane’. These bus stops lie within 100m of the centre of the site.
- 4.7.3 The site is connected to the ‘Spring Lane’ bus stops by way of the existing footway that runs along London Road.



*Figure 4.5 – Bus Accessibility*

- 4.7.4 A review of existing bus services has been carried out. **Table 4.2** below summarises the routes and approximate frequency of the existing services that run along London Road. The full timetables are attached at **Appendix A**.

Service	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
<i>8/8A/8B</i> <i>Cotswolds</i> <i>Green</i>	Stroud Circular (Waitrose Store Bus Stops)	Twice Daily First: 10:56 Last: 13:26	Twice Daily First: 10:56 Last: 13:26	No Service
<i>54/54A</i> <i>Cotswolds</i> <i>Green</i>	Stroud – Cirencester	Every 2 Hours First: 09:32 Last: 16:52	Three per day First: 09:39 Last: 17:49	No Service
	Cirencester - Stroud	Every 2 Hours First: 09:19 Last: 18:19	Three per day First: 08:12 Last: 16:22	No Service
<i>X54</i> <i>Cotswolds</i> <i>Green</i>	Stroud – Cirencester Stroud High and Marling Schools	School Service	No Service	
<i>67</i> <i>Stagecoach</i> <i>West</i>	Stroud – Chalford Hill	Hourly First: 07:12 Last: 18:58	Hourly First: 08:13 Last: 19:43	No Service
	Chalford Hill - Stroud	Hourly First: 07:24 Last: 19:16	Hourly First: 08:31 Last: 19:01	No Service
<i>69</i> <i>Stagecoach</i> <i>West</i>	Stroud – Old Sodbury	Every 2 Hours First: 06:10 Last: 17:40	Every 2 Hours First: 10:10 Last: 17:40	No Service
	Old Sodbury – Stroud	Every 2 Hours First: 07:50 Last: 20:00	Every 2 Hours First: 07:50 Last: 20:00	No Service
<i>C59</i> <i>Stagecoach</i> <i>West</i>	Stroud – Cirencester	Three per day First: 11:49 Last: 15:21	No Service	
	Cirencester – Stroud	Three per day First: 09:32 Last: 18:42	No Service	
<i>C59X / C64</i> <i>Stagecoach</i> <i>West</i>	Stroud – Cirencester College	School Service	No Service	

*Table 4.2 – Summary of Bus Services*

- 4.7.5 As shown in Table 4.2 above, the bus stops on London Road are served by the 67 service, between Stroud and Chalford Hill, which runs an hourly service Monday to Friday.
- 4.7.6 The 54 service between Stroud and Cirencester runs every two hours during Monday to Friday and three services per day on Saturday.
- 4.7.7 The Spring Lane bus stops are served by school bus services to Stroud High and Marling Schools, as well as to Cirencester College.
- 4.7.8 As such, the site is well-related to existing bus stops which provide connections to important destinations such as Stroud and Cirencester.

4.8 Public Transport Accessibility – Rail

4.8.1 The site is located approximately 800m from Stroud Railway Station. Rail services are operated by Great Western Rail with good connections to Swindon and Gloucester.

4.8.2 The site is connected to Stroud Station by way of the 67-bus service. The 67-bus service runs hourly services between Stroud and Chalford Hill. Approximate journey times for this route is 5 minutes.

4.8.3 **Figure 4.6** below shows the location of Stroud Railway Station in the rail network.

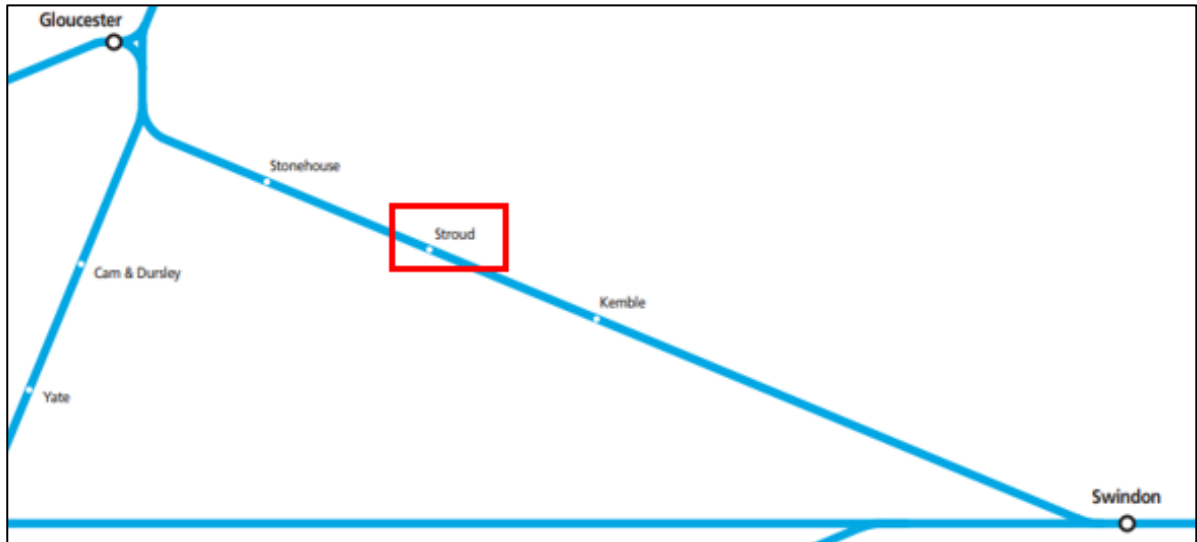


Figure 4.6 – Location of Stroud Railway Station (Source: extract from National Rail Route Diagram, 2024)

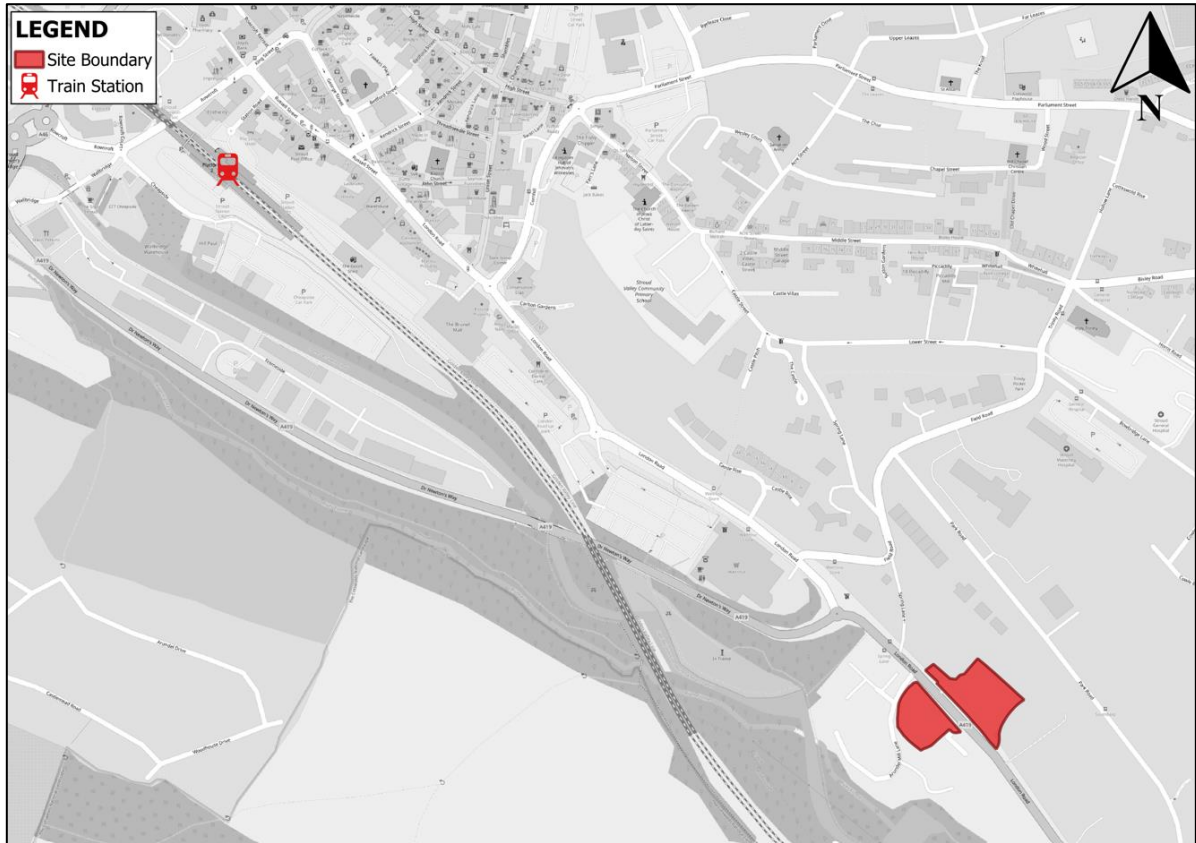
4.8.4 **Table 4.3** below summarises the destinations and frequencies of services departing from Stroud Station.

Service	Frequency (Mon-Sat)
Swindon	Hourly
Gloucester	Hourly

Table 4.3 – Summary of Rail Services Departing from Stroud Railway Station

4.8.5 As such, it is considered that the services that call at Stroud Railway Station provide the opportunity for travel by sustainable means to a number of destinations. Stroud Railway Station is accessible from the site by sustainable modes, creating the opportunity for multi-modal travel and representing an alternative to the private car.

4.8.6 **Figure 4.7** below shows the location of the railway station in relation to the site.



*Figure 4.7 – Location of Stroud Railway Station*

## 4.9 Highway Network

4.9.1 London Road (A419) forms the primary route through Stroud, extending to the east to west through to the M5 and Cirencester respectively. The section of London Road past the site is subject to a 30mph speed limit.

## 4.10 Traffic Surveys

4.10.1 As a means to assess the current vehicle speeds along Arundel Mill Lane, an Automatic Traffic Count (ATC) survey was undertaken over a week-long period, starting on 11<sup>th</sup> September 2023.

4.10.2 This ATC survey recorded speeds on Arundel Mill Lane, summarised in **Table 4.4**. The full survey data is supplied at **Appendix B**.

Westbound	Eastbound
<b>85<sup>th</sup> Percentile</b>	<b>85<sup>th</sup> Percentile</b>
13.2 mph (21.2 kph)	13.1 mph (21.1 kph)

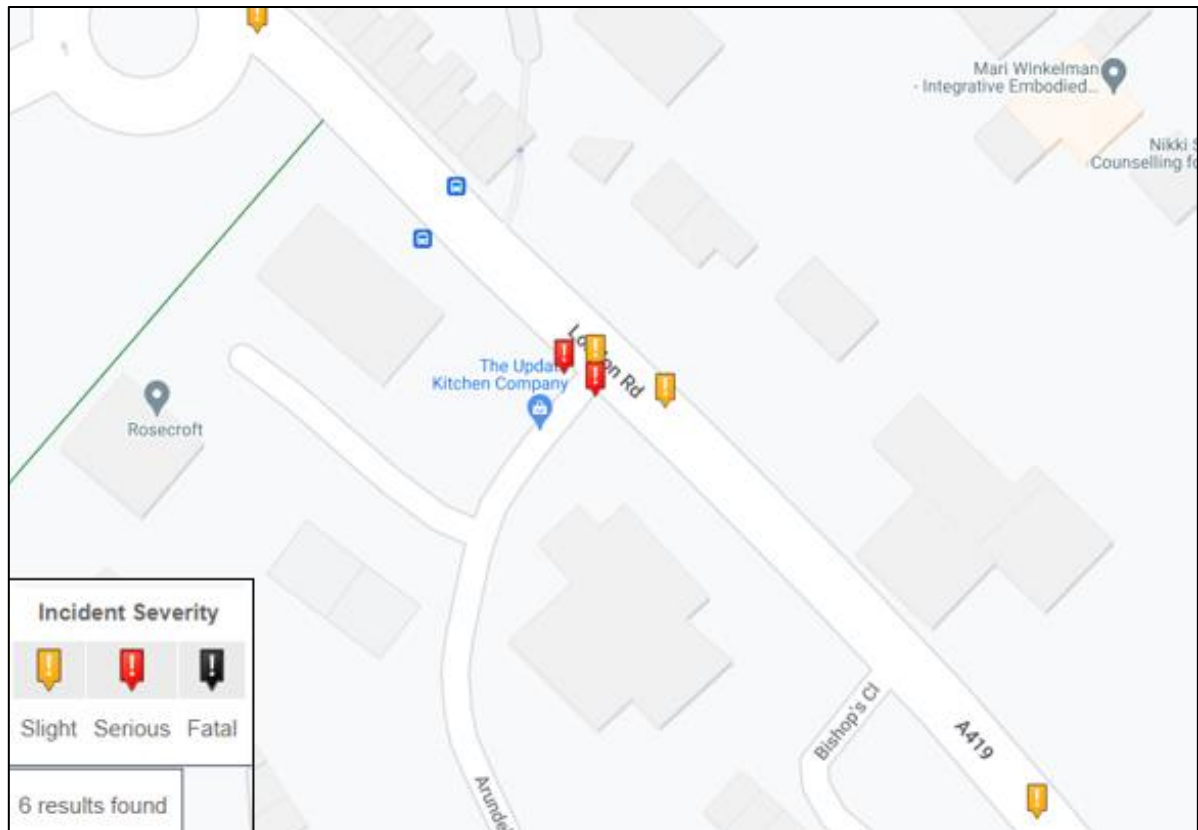
*Table 4.4 – Recorded speeds on Arundel Mill Lane*

4.10.3 As shown in the above table, 85<sup>th</sup> percentile speeds of 13.2mph (21.2kph) westbound and 13.1mph (21.1kph) eastbound along the Arundel Mill Lane.

#### 4.11 Highway Safety

4.11.1 To understand the level of highway safety of the existing highway network and to identify any potential highway safety issues, analysis of Personal Injury Collision (PIC) records has been undertaken.

4.11.2 PIC data was obtained from Crashmap for the most recent five-year period, between 2018 and 2022.



*Figure 4.8 – Crashmap Collision Records (Source Crashmap 2024)*

4.11.3 As shown in **Figure 4.8**, a total of 6 collisions were recorded in the study area between 2018 and 2022. Four of these collisions were recorded at the junction between London Road and Arundel Mill Lane.

4.11.4 Out of these four collisions, two were recorded as 'serious' and two as 'slight'. Two collisions occurred in 2018 whilst the remaining two occurred in 2022. Given these four collisions were spread out over a five-year period, it is not considered that there are any underlying highway safety issues at this junction.

4.11.5 It should also be noted that the proposals for the site would result in a reduced number of vehicular trips, therefore provide a betterment to the existing highways situation.

## 5 Development Proposals

### 5.1 Introduction

5.1.1 This section of the TS presents the proposals for the development of the site, the strategy for providing both vehicular and non-vehicular access, and the standards for calculating the level of parking that the development would require.

### 5.2 Development Proposals

5.2.1 Development proposals envisage the delivery of up to 35 flats across the two parcels of land and associated parking area to serve the flats.

5.2.2 **Figure 5.1** below shows an extract from the illustrative masterplan, with the full version attached at **Appendix C**.



Figure 5.1 – Illustrative Masterplan (extract from Appendix C)



**5.3 Vehicular Access Eastern Parcel**

- 5.3.1 It is proposed that the eastern parcel will be served by a single point of vehicular access taken from London Road (A419) in the form of a priority 'give-way' junction.
- 5.3.2 Visibility splays of 2.4m x 48m, suitable for the 30mph speed limit (as per Manual for Streets 2 guidance) on London Road, would be provided and maintained at the proposed priority 'give-way' junction.

**5.4 Vehicular Access Western Parcel**

- 5.4.1 It is proposed that the western parcel will be served by a single point of vehicular access taken from Arundel Mill Lane in the form of a priority 'give-way' junction.
- 5.4.2 The speed limit along Arundel Mill Lane at the location of the proposed site access is 30mph. As mentioned above, the results of the speed survey on Arundel Mill Lane indicate 85<sup>th</sup> percentile speeds of 13.2mph (21.2kph) westbound and 13.1mph (21.1kph) eastbound along the site frontage.
- 5.4.3 The requirements for Stopping Sight Distance (SSD) have been determined using the standard formula, as follows:

$$SSD = vt + v^2/2(d+0.1a)$$

Where:

*v* = speed (m/s)

*t* = driver perception-reaction time (seconds)

*d* = deceleration (m/s<sup>2</sup>)

*a* = longitudinal gradient (%) (+ for upgrades and – for downgrades)

- 5.4.4 This formula is widely applied in design guidance, both in Design Manual for Roads and Bridges (DMRB) and Manual for Streets / Manual for Streets 2 (MfS / MfS2). The values for driver perception-reaction time and deceleration are for roads with speeds in excess of 60kph (appropriate, based on the recorded speeds), as quoted in both DMRB and MfS / MfS 2. **Table 5.1** below provides a summary of the SSD calculation.

	Westbound	Eastbound
Recorded Vehicle Speed (mph)	13.2	13.1
Recorded Vehicle Speed (kph)	21.2	21.1
v – Speed (m/s)	5.901	5.856
t – Driver Perception-Reaction Time (seconds)	1.5	1.5
d – Deceleration (m/s <sup>2</sup> )	4.41	4.41
SSD (m)	18	15

*Table 5.1 – Breakdown of SSD Calculation*

- 5.4.5 As per **Table 5.1**, based on the recorded vehicle speeds, the 'y' distance requirement from the proposed access has been established as 15m to the left (i.e. the south, based on the eastbound speed) and 18m to the right (i.e. the north, based on the westbound speed), with a set back 'X' distance of 2.4m.
- 5.4.6 The proposed vehicular accesses are shown in drawing **23389\_0100 (P01)** at **Appendix D**.

## 5.5 Pedestrian and Cyclist Access

- 5.5.1 Considering pedestrian access to the eastern and western parcels, the access roads would operate as a shared use access road which would tie into the existing footways on London Road and Arundel Mill Lane respectively.
- 5.5.2 Cyclist access to the site would be provided by way of the proposed vehicular access.

## 5.6 Car Parking Provision

- 5.6.1 The arrangements for the provision of on-site parking will be determined in accordance with Manual for Gloucestershire Streets October Addendum 2021.
- 5.6.2 The minimum parking standards for residential developments are set out in **Table 5.2** below.
- 5.6.3 The proposed development will therefore provide the necessary parking spaces in accordance with the requirements set out below.

Number of Bedrooms	Minimum Required Car Parking Spaces
1	1
2	1
3	2
4	2
5	3

*Table 5.2 – Manual for Gloucestershire Streets Parking Standards (Minimum Requirement)*

## 5.7 Cycle Parking Provision

- 5.7.1 The arrangements for the cycle parking provision of on-site parking will be determined in accordance with Manual for Gloucestershire Streets July 2020. The minimum parking standards for residential developments is a minimum of 1 space per 1 bedroom units, 2 spaces there afterwards.

## 5.8 Electric Vehicles

- 5.8.1 According to the NPPF, sustainable transport modes include '*Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport*'.
- 5.8.2 As such, according to the above NPPF guidance, electric vehicles form an important element of sustainable travel.
- 5.8.3 In line with Manual for Gloucestershire Streets parking guidance, 5% of the total parking spaces would be designed to enable electric vehicle (EV) charging which is a sustainable mode of transport under the National Planning Policy Framework. The provision of this EV charging will enable future residents to utilise a sustainable mode of transport with zero emissions.

## 5.9 Homeworking

- 5.9.1 All flats will be provided with superfast broadband to enable home working and hence reduce the need for residents to commute to workplace destinations.

## 6 Development Trip Generation

### 6.1 Introduction

6.1.1 This section presents the methodology used in the assessment of the anticipated impact of the proposed development on the highway network, and as such includes information on trip rates and trip generation.

6.1.2 The trip generation of the existing car show room land use will be compared to that of the proposed residential flats.

### 6.2 Trip Rates – Existing Car Show Room

6.2.1 To forecast the traffic generation of the existing car show room and service centre within the site, trip generation has been calculated using the 'Car Show Rooms' category of the TRICS database (using version 7.10.4).

6.2.2 Taking into account the setting of the site, and the existing GFA, the results were filtered to include site meeting the following criteria:

- Sites within England (excluding Greater London);
- Only surveys undertaken on weekdays;
- 'Edge of Town' and 'Edge of Town Centre' sites;
- Dates excluding surveys done in Covid 19 lockdown (up to start of 2020),
- Exclude sites with population greater than 500,000 within 5 miles.

6.2.3 **Table 6.1** below sets out the resulting trip rates for existing car show room, with the full TRICS output attached at **Appendix E**.

Time	Arrivals	Departures	Total
AM	1.404	0.229	1.633
PM	0.344	0.831	1.175

*Table 6.1 – Vehicle Trip Rates (Existing Car Show Room)*

### 6.3 Trip Generation – Existing Car Show Room

6.3.1 To forecast the trip generation for the existing car show room, the GFA will be applied to the trip rates set out in **Table 6.1** above.

6.3.2 In order to provide a robust assessment, the trip generation for the existing car show room is based on the northern unit GFA of 460sqm and the southern unit GFA of 750sqm (Total GFA: 1210sqm). This is shown in **Table 6.2** below.

	Time	Arrivals	Departures	Total
<b>Eastern Parcel</b> (460sqm)	AM	6	1	7
	PM	2	4	6
<b>Western Parcel</b> (750sqm)	AM	11	2	12
	PM	3	6	9
<b>Total</b> (1210sqm)	AM	17	3	19
	PM	5	10	15

*Table 6.2 – Vehicle Trip Generation (Existing Car Show Room)*

6.3.3 As such, the existing car show room is forecast to generate a maximum of 19 two-way trips during the AM peak hour and 15 during the PM peak hour.

### 6.4 Trip Rates – Residential Flats

6.4.1 To forecast the traffic generation of the proposed residential development within the site, trip generation has been calculated using the 'Flats Privately Owned' category of the 'Residential' land use category of the TRICS database (using version 7.10.4).

6.4.2 Taking into account the setting of the site, and the anticipated number of flats that would be delivered, the results were filtered to include site meeting the following criteria:

- Sites within England (excluding Greater London);
- Only surveys undertaken on weekdays;
- 'Edge of Town' and 'Edge of Town Centre' sites;
- Dates excluding surveys done in Covid 19 lockdown (up to start of 2020),
- Exclude sites with population greater than 500,000 within 5 miles.

6.4.3 **Table 6.3** below sets out the resulting trip rates for the proposed residential development, with the full TRICS output attached at **Appendix E**.

Time	Arrivals	Departures	Total
AM	0.060	0.180	0.240
PM	0.184	0.099	0.283

*Table 6.3 – Vehicle Trip Rates Residential Flats*

## 6.5 Trip Generation – Residential Flats

- 6.5.1 To forecast the trip generation for the proposed residential development, the number of dwellings that would be delivered will be applied to the trip rates set out in **Table 6.3** above.
- 6.5.2 In order to provide a robust assessment, the forecast trip generation for the proposed development is based on 19 units in the eastern parcel, and 16 units in the western parcel. This is shown in **Table 6.4** below.

	Time	Arrivals	Departures	Total
<b>Eastern Parcel</b> (19 Units)	<b>AM</b>	1	3	4
	<b>PM</b>	3	2	5
<b>Western Parcel</b> (16 Units)	<b>AM</b>	1	3	4
	<b>PM</b>	3	2	5
<b>Total</b> (35 Units)	<b>AM</b>	2	6	8
	<b>PM</b>	6	4	10

*Table 6.4 – Vehicle Trip Generation for Residential Development*

- 6.5.3 As such, the proposed development in the eastern parcel is forecast to generate a maximum of 4 two-way trips during the AM peak hour and 5 two-way trips during the PM peak hour. Whilst the proposed development in the western parcel is forecast to generate a maximum of 4 two-way trips during the AM and 5 two-way trips during the PM peak hour.

## 6.6 Net Difference

- 6.6.1 **Table 6.5** below sets out the net difference in trips generated by the existing car show room, compared to the proposed residential flats. As shown, there would be an overall reduction of 12 two-way trips during the AM peak hour, and a reduction of 4 two-way trips during the PM peak hour.

	Time	Arrivals	Departures	Total
<b>Eastern Parcel</b> (19 Units)	<b>AM</b>	-5	+2	+3
	<b>PM</b>	+1	-2	0
<b>Western Parcel</b> (16 Units)	<b>AM</b>	-10	+1	-8
	<b>PM</b>	0	-4	-4
<b>Total</b> (35 Units)	<b>AM</b>	-15	+3	-12
	<b>PM</b>	+2	-7	-4

*Table 6.5 – Net difference between existing and proposed land use*

## 7 Travel Plan Measures and Initiatives

### 7.1 Introduction

7.1.1 A range of measures and initiatives would be introduced to encourage walking, cycling and the use of public transport. It is important that a wide range of measures are available so that residents, and visitors can choose a travel mode to suit their needs.

### 7.2 Improving Information and Awareness

7.2.1 A **Travel Information Webpage** could be launched for the site and embedded within the main website for the Development. This would provide a central focus and one stop shop for prospective residents to consult on their transport needs. The webpage could also provide information explaining the positives of sustainable travel which could include a description of the various travel facilities around the site.

7.2.2 A **Dedicated Notice Board** helps provide a focal point for information and dissemination. This could potentially be provided in an area generally accessible to residents such as public open space, and a building's foyer or reception area. The notice board could be used to publicise events such as "bike to work day" or "bike to school day" and "car free days" plus provide details of public transport and cycle way networks. It could include information on:

- An Event Calendar listing National and Local Travel Events;
- The best walking and cycling routes in the area connecting with the site;
- Cycle shops in the area;
- Taxi Company Information;
- Bus route information including timetables;
- Information on public transport season tickets and passes; and

### 7.3 Walking/Cycling

7.3.1 Considering the site accessibility by sustainable means of travel, it is felt that there is a great opportunity to boost the number of cyclist and pedestrian journeys. To maximise the proportion of the walking and cycling journeys, potential recommendations are proposed as follows:

- Facilitate good quality, safe and secure cycle parking storage within the buildings and public open space, as well as essential maintenance equipment such as bicycle pumps. The demand of cycle parking could be monitored and reviewed each year with additional facilities provided if increased demand is observed;
- Highlight the best walking and cycling routes in the area with maps and posters on the travel information webpage and the Notice Board;
- Arrange a "Cycle Clinic" at regular intervals in partnership with a local cycle retailer providing a free service for the residents, travelling by bike;
- Emphasise the health and economic benefits of walking/cycling through distribution of suitable leaflets/campaigns;
- Organise schemes such as the Sustrans "Bike It" scheme providing opportunities for cyclists to meet informally discussing cycle related issues and exchanging their experiences on bicycle maintenance and repair;
- Set up promotional initiatives, such as Cycle/Walk to work Week; and
- Offer cycle proficiency training for residents.

## 7.4 Public Transport

7.4.1 With a view to promoting the use of public transport (i.e. over car based journeys), the following initiatives could be introduced:

- Details of the public transport routes to the site could be displayed on the site website and the Travel Notice Board to provide residents with information on how to access the site by buses; and
- Travel newsletters could be circulated at regular intervals to inform of any changes on local bus and train services and keep passengers updated with the latest timetables, travel routes and fares.

## 7.5 Car Sharing

7.5.1 Car sharing is considered appropriate and practical for residents who will share similar working patterns and thus travel time. A site car share database could be set up to allow residents to register their journey and find a suitable match. In addition residents will also be encouraged to register on a Nation-wide Car Share Database run by 'Liftshare' – <https://liftshare.com>. Detailed Information on how and why to join such scheme could be included as part of the Travel Plan Welcome Pack.

7.5.2 A Fuel for thought leaflet could also be provided to all those that choose to drive, to raise awareness of the cost of fuel.



## 8 Summary and Conclusions

### 8.1 Summary

- 8.1.1 Full planning permission is being sought for a residential development comprising up to 35 flats with associated vehicular access from London Road and Arundel Mill Lane respectively.
- 8.1.2 Pertinent national, regional and local planning policy and guidance has been summarised, and the proposed development is considered to be in accordance with the relevant policies and guidance.
- 8.1.3 The site is located to the south of Stroud, and as such is well-related to the existing town and the facilities and services located within. A number of facilities and services required on a day-to-day basis, such as a convenience store and post office, lie within reasonable walking distance of the site and accordingly there is the opportunity for many short, daily journeys to be made on foot.
- 8.1.4 The proposed development is positioned to tie into the existing pedestrian network of Stroud, as well as nearby public transport options. These options provide an alternative to the private car both for journeys within the town and for journeys to destinations such as Cirencester and Gloucester.
- 8.1.5 A review of the safety record of the highway network shows that there was a total of 6 collisions recorded within the study area during the study period. Four of these collisions were recorded at the junction between London Road and Arundel Mill Lane. Given these four collisions were spread out over the 5-year period, this suggests that there are no underlying highway safety issues in the study area.
- 8.1.6 It is proposed that the northern parcel will be served by a single point of vehicular access taken from London Road (A419) in the form of a priority 'give-way' junction.
- 8.1.7 It is proposed that the southern parcel will be served by a single point of vehicular access taken from Arundel Mill Lane in the form of a priority 'give-way' junction.
- 8.1.8 The arrangements for on-site parking will be determined in line with Manual for Gloucestershire Streets parking standards.
- 8.1.9 All flats will be provided with superfast broadband to enable home working and hence reduce the need for residents to commute to workplace destinations.
- 8.1.10 The existing car show room would have generated a maximum of 20 two-way trips during the AM peak hour and 14 during the PM peak hour.
- 8.1.11 The proposed residential development is forecast to generate a maximum of 11 two-way trips during the AM and PM peak hours.
- 8.1.12 As such, the proposed residential flats would result in a net reduction of 9 two-way trips during the AM peak hour, and a reduction of 3 two-way trips during the PM peak hour.

## 8.2 Conclusions

- 8.2.1 The site is sustainably located and has the potential to offer future residents a real opportunity to undertake day-to-day journeys to and from the site by sustainable modes of transport.
- 8.2.2 It has been shown that the forecast traffic generation of the proposed development is less than that of the previous use as a car dealership site.
- 8.2.3 It is therefore concluded that there are no highways or transport matters to prevent the proposals from being approved.

## Appendix A: Bus Timetables



# 54/54A/X54

## Stroud - Cirencester

Cotswold Green

Timetable valid from 01/10/2020 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service	X54	X54	54A	54	54A	54	X54	X54	54A
Service Restrictions	Sch	SH					Sch	SH	
Notes	G	G	G	G	G	G	G	G	G
<b>Stroud, Marling and Stroud High Schools (Stop 4)</b>	dep	—	—	—	—	—	1535	—	—
<b>Stroud, Merrywalks (Stop J)</b>	—	—	0930	—	1240	—	1545	—	1650
<b>Stroud, Merrywalks (Stop K)</b>	0740	0744	—	1110	—	1420	—	1545	—
§ Stroud, opp Waitrose Store	0743	0746	0931	1112	1241	1422	1546	1547	1651
§ Stroud, by Spring Lane	0743	0746	0932	1112	1242	1422	1547	1547	1652
§ Bowbridge, o/s Garage	0745	0747	0933	1113	1243	1423	1548	1548	1653
§ Bowbridge, after Thrupp Lane	0745	0748	0933	1114	1243	1424	1548	1549	1653
§ Thrupp, opp Griffin Mill Estate	0746	0748	0934	1114	1244	1424	1549	1549	1654
§ Thrupp, corner of Middle Road	0747	0749	0935	1115	1245	1425	1550	1550	1655
§ Thrupp, after Brewery Lane	0748	0749	0935	1115	1245	1425	1550	1550	1655
<b>Brimmscombe, after War Memorial</b>	0750	0751	0937	1117	1247	1427	1552	1552	1657
§ Brimmscombe, nr Bourne Estate	0750	0751	0937	1117	1247	1427	1552	1552	1657
§ Brimmscombe, corner of Toadsmoor Road	0751	0751	0937	1117	1247	1427	1552	1552	1657
§ Brimmscombe, o/s Pavillion	0753	0753	0939	1119	1249	1429	1554	1554	1659
§ Chalford, nr Carpenters	0754	0753	0939	1119	1249	1429	1554	1554	1659
§ Chalford, by The Old Silk Mill	0754	0754	0940	1120	1250	1430	1555	1555	1700
§ Chalford, nr Dark Lane	0755	0754	0940	1120	1250	1430	1555	1555	1700
<b>Chalford, corner of Marle Hill</b>	0756	0755	0941	1121	1251	1431	1556	1556	1701
§ Aston Down, by Westley Farm	0758	0757	0943	1123	1253	1433	1558	1558	1703
<b>Frampton Mansell, opp Jolly Nice</b>	—	—	0946	—	1256	—	—	—	1706
<b>Frampton Mansell, nr Jolly Nice</b>	0801	0800	—	1126	—	1436	1601	1601	—
§ Frampton Mansell, opp The Hollies	—	—	0947	1127	1257	1437	—	—	1707
<b>Frampton Mansell, by St Luke's Church</b>	—	—	0948	1128	1258	1438	—	—	1708
§ Sapperton, opp Cemetery	—	—	0952	1132	1302	1442	—	—	1712
<b>Sapperton, by The Glebe</b>	—	—	0953	1133	1303	1443	—	—	1713
§ Coates, opp Hayley Wood Sawmill	—	—	0956	—	1306	—	—	—	1716
§ Coates, opp The Rectory	—	—	0959	—	1309	—	—	—	1719
<b>Coates, opp Glebe House</b>	—	—	1000	—	1310	—	—	—	1720
§ Cirencester, opp Royal Agricultural College	0810	0809	—	1139	—	1449	1610	1610	—
<b>Cirencester, nr Deer Park School</b>	0811	0810	—	1140	—	1450	1611	1611	—
<b>Cirencester, opp Chesterton Lane</b>	0811s	0810	1007	1140	1317	1450	1611	1611	1727
<b>Cirencester, opp Old Station Car Park</b>	0814s	0813	1010	1143	1320	1453	1614	1614	1730
§ Watermoor, opp Queen Street	0817	0816	1013	1146	1323	1456	1617	1617	1733
§ Watermoor, opp Cirencester Junior School	0817	0816	1013	1146	1323	1456	1617	1617	1733
§ Cirencester, opp Newcombe Court	0818	0817	1014	1147	1324	1457	1618	1618	1734
<b>Cirencester, opp The Forum</b>	arr	0819s	0818	1015	1148	1325	1458	1619	1619

### Saturdays

Service	54A	54A	54A
Notes	G	G	G
<b>Stroud, Marling and Stroud High Schools (Stop 4)</b>	dep	—	—
<b>Stroud, Merrywalks (Stop J)</b>	0810	1220	1620
<b>Stroud, Merrywalks (Stop K)</b>	—	—	—
§ Stroud, opp Waitrose Store	0811	1221	1621
§ Stroud, by Spring Lane	0812	1222	1622
§ Bowbridge, o/s Garage	0813	1223	1623
§ Bowbridge, after Thrupp Lane	0813	1223	1623
§ Thrupp, opp Griffin Mill Estate	0814	1224	1624
§ Thrupp, corner of Middle Road	0815	1225	1625
§ Thrupp, after Brewery Lane	0815	1225	1625
<b>Brimmscombe, after War Memorial</b>	0817	1227	1627
§ Brimmscombe, nr Bourne Estate	0817	1227	1627
§ Brimmscombe, corner of Toadsmoor Road	0817	1227	1627
§ Brimmscombe, o/s Pavillion	0819	1229	1629
§ Chalford, nr Carpenters	0819	1229	1629
§ Chalford, by The Old Silk Mill	0820	1230	1630
§ Chalford, nr Dark Lane	0820	1230	1630
<b>Chalford, corner of Marle Hill</b>	0821	1231	1631
§ Aston Down, by Westley Farm	0823	1233	1633
<b>Frampton Mansell, opp Jolly Nice</b>	0826	1236	1636
<b>Frampton Mansell, nr Jolly Nice</b>	—	—	—
§ Frampton Mansell, opp The Hollies	0827	1237	1637
<b>Frampton Mansell, by St Luke's Church</b>	0828	1238	1638
§ Sapperton, opp Cemetery	0832	1242	1642
<b>Sapperton, by The Glebe</b>	0833	1243	1643
§ Coates, opp Hayley Wood Sawmill	0836	1246	1646
§ Coates, opp The Rectory	0839	1249	1649
<b>Coates, opp Glebe House</b>	0840	1250	1650
§ Cirencester, opp Royal Agricultural College	—	—	—
<b>Cirencester, nr Deer Park School</b>	—	—	—
<b>Cirencester, opp Chesterton Lane</b>	0847	1257	1657
<b>Cirencester, opp Old Station Car Park</b>	0850	1300	1700
§ Watermoor, opp Queen Street	0853	1303	1703
§ Watermoor, opp Cirencester Junior School	0853	1303	1703
§ Cirencester, opp Newcombe Court	0854	1304	1704
<b>Cirencester, opp The Forum</b>	arr	0855	1305

### Sundays

no service

Service Restrictions: SH - Gloucestershire School Holidays  
Sch - Gloucestershire School Days

Notes: G - Supported by Gloucestershire County Council  
r - Sets down by request to driver only  
s - no boarding  
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



# 54/54A/X54

## Stroud - Cirencester

Cotswold Green

Timetable valid from 01/10/2020 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Bank Holidays

no service



# 54/54A/X54

## Cirencester - Stroud

Cotswold Green

Timetable valid from 01/10/2020 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Mondays to Fridays

Service	X54	54A	54A	54	54A	X54	54A	X54	54A
	Service Restrictions		Sch	SH	Sch		SH	Sch	
Notes	G	G	G	G	G	G	G	G	G
<b>Cirencester, opp The Forum</b>	<b>dep 0745</b>	<b>0840</b>	<b>1020</b>	<b>1155</b>	<b>1330</b>	<b>1540</b>	<b>1546</b>	<b>1630</b>	<b>1740</b>
§ Cirencester, opp Phoenix Way	0747	0842	1022	1157	1332	1543	1548	1632	1742
§ Cirencester, o/s Waitrose Store	0748	0843	1023	1158	1333	1544	1549	1633	1743
§ Cirencester, o/s Hospital	0749	0844	1024	1159	1334	1545	1550	1634	1744
<b>Cirencester, in Deer Park School Grounds</b>						<b>1550</b>			
<b>Cirencester, by Deer Park School</b>	<b>0752</b>	<b>0847</b>	<b>1027</b>	<b>1202</b>	<b>1337</b>	<b>1552</b>	<b>1553</b>	<b>1637</b>	<b>1747</b>
§ Cirencester, nr Royal Agricultural College	0752	0847	1027	1202	1337	1552	1553	1637	1747
§ Coates, opp Quakers Row		0851	1031		1341		1557		1751
<b>Coates, opp Memorial</b>		<b>0852Cs</b>	<b>1032</b>		<b>1342</b>		<b>1558</b>		<b>1752</b>
§ Coates, by The Rectory		0852	1032		1342		1558		1752
§ Coates, nr Hayley Wood Sawmill		0855	1035		1345		1601		1755
<b>Sapperton, opp The Glebe</b>		<b>0859Cs</b>	<b>1039</b>	<b>1209</b>	<b>1349</b>		<b>1605</b>		<b>1759</b>
§ Sapperton, o/s Cemetery		0859	1039	1209	1349		1605		1759
<b>Frampton Mansell, opp St Luke's Church</b>		<b>0904Cs</b>	<b>1044</b>	<b>1214</b>	<b>1354</b>		<b>1610</b>		<b>1804</b>
§ Frampton Mansell, nr The Hollies		0904	1044	1214	1354		1610		1804
<b>Frampton Mansell, by Jolly Nice</b>		<b>0906Cs</b>	<b>1046</b>	<b>1216</b>	<b>1356</b>		<b>1612</b>		<b>1806</b>
<b>Frampton Mansell, o/s Jolly Nice</b>	<b>0802</b>					<b>1602</b>		<b>1647</b>	
§ Aston Down, nr Westley Farm	0804	0908	1048	1218	1358	1604	1614	1649	1808
<b>Chalford, corner of Marle Hill</b>	<b>0806</b>	<b>0910Cs</b>	<b>1050</b>	<b>1220</b>	<b>1400</b>	<b>1606</b>	<b>1616</b>	<b>1651</b>	<b>1810</b>
§ Chalford, opp Dark Lane	0806	0910	1050	1220	1400	1606	1616	1651	1810
§ Chalford, opp The Old Silk Mill	0806	0910	1050	1220	1400	1606	1616	1651	1810
§ Chalford, opp Carpenters	0807	0911	1051	1221	1401	1607	1617	1652	1811
§ Brimscombe, opp Pavilion	0808	0912	1052	1222	1402	1608	1618	1653	1812
§ Brimscombe, opp Toadsmoor Road	0808	0912	1052	1222	1402	1608	1618	1653	1812
§ Brimscombe, by Bourne Estate	0809	0913	1053	1223	1403	1609	1619	1654	1813
<b>Brimmscombe, opp War Memorial</b>	<b>0810</b>	<b>0914Cs</b>	<b>1054</b>	<b>1224</b>	<b>1404</b>	<b>1610</b>	<b>1620</b>	<b>1655</b>	<b>1814</b>
§ Thrupp, before Brewery Lane	0811	0915	1055	1225	1405	1611	1621	1656	1815
§ Thrupp, o/s Kingfisher Business Park	0811	0915	1055	1225	1405	1612	1621	1656	1815
§ Thrupp, adj Griffin Mill Estate	0813	0917	1057	1227	1407	1613	1623	1658	1817
§ Bowbridge, opp Thrupp Lane	0814	0918	1058	1228	1408	1614	1624	1659	1818
§ Bowbridge, o/s Bowbridge Arms	0814	0918	1058	1228	1408	1615	1624	1659	1818
§ Stroud, opp Spring Lane	0815	0919	1059	1229	1409	1616	1625	1700	1819
§ Stroud, o/s Waitrose Store		0919	1059	1229	1409		1625		1819
<b>Stroud, in Russell Street</b>		<b>0921Cs</b>	<b>1101</b>	<b>1231</b>	<b>1411</b>		<b>1627</b>		<b>1821</b>
<b>Stroud, Merrywalks (Stop K)</b>	<b>0819rs</b>	<b>0924</b>	<b>1104</b>	<b>1234</b>	<b>1414</b>	<b>1620</b>	<b>1630</b>	<b>1704</b>	<b>1824</b>
§ Stroud, o/s Homebase	0823	—	—	—	—	—	—	—	—
<b>Stroud, Stroud High and Marling Schools (Stop 13)</b>	<b>arr 0825</b>	—	—	—	—	—	—	—	—

Service Restrictions: SH - Gloucestershire School Holidays  
Sch - Gloucestershire School Days

Notes: G - Supported by Gloucestershire County Council  
1 - Concessionary Passes are valid from this stop  
Cs - Concessionary Passes are valid from these stops  
r - Sets down by request to driver only  
s - no boarding  
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 01/10/2020 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

### Saturdays

Service	54A	54A	54A
Notes	G	G	G
<b>Cirencester, opp The Forum</b>	<b>dep 0900</b>	<b>1310</b>	<b>1710</b>
§ Cirencester, opp Phoenix Way	0902	1312	1712
§ Cirencester, o/s Waitrose Store	0903	1313	1713
§ Cirencester, o/s Hospital	0904	1314	1714
<b>Cirencester, in Deer Park School Grounds</b>			
<b>Cirencester, by Deer Park School</b>	<b>0907</b>	<b>1317</b>	<b>1717</b>
§ Cirencester, nr Royal Agricultural College	0907	1317	1717
§ Coates, opp Quakers Row	0911	1321	1721
<b>Coates, opp Memorial</b>	<b>0912Cs</b>	<b>1322</b>	<b>1722</b>
§ Coates, by The Rectory	0912	1322	1722
§ Coates, nr Hayley Wood Sawmill	0915	1325	1725
<b>Sapperton, opp The Glebe</b>	<b>0919Cs</b>	<b>1329</b>	<b>1729</b>
§ Sapperton, o/s Cemetery	0919	1329	1729
<b>Frampton Mansell, opp St Luke's Church</b>	<b>0924Cs</b>	<b>1334</b>	<b>1734</b>
§ Frampton Mansell, nr The Hollies	0924	1334	1734
<b>Frampton Mansell, by Jolly Nice</b>	<b>0926Cs</b>	<b>1336</b>	<b>1736</b>
<b>Frampton Mansell, o/s Jolly Nice</b>			
§ Aston Down, nr Westley Farm	0928	1338	1738
<b>Chalford, corner of Marle Hill</b>	<b>0930Cs</b>	<b>1340</b>	<b>1740</b>
§ Chalford, opp Dark Lane	0930	1340	1740
§ Chalford, opp The Old Silk Mill	0930	1340	1740
§ Chalford, opp Carpenters	0931	1341	1741
§ Brimscombe, opp Pavillion	0932	1342	1742
§ Brimscombe, opp Toadsmoor Road	0932	1342	1742
§ Brimscombe, by Bourne Estate	0933	1343	1743
<b>Brimscombe, opp War Memorial</b>	<b>0934Cs</b>	<b>1344</b>	<b>1744</b>
§ Thrupp, before Brewery Lane	0935	1345	1745
§ Thrupp, o/s Kingfisher Business Park	0935	1345	1745
§ Thrupp, adj Griffin Mill Estate	0937	1347	1747
§ Bowbridge, opp Thrupp Lane	0938	1348	1748
§ Bowbridge, o/s Bowbridge Arms	0938	1348	1748
§ Stroud, opp Spring Lane	0939	1349	1749
§ Stroud, o/s Waitrose Store	0939	1349	1749
<b>Stroud, in Russell Street</b>	<b>0941Cs</b>	<b>1351</b>	<b>1751</b>
<b>Stroud, Merrywalks (Stop K)</b>	<b>0944</b>	<b>1354</b>	<b>1754</b>
§ Stroud, o/s Homebase	—	—	—
<b>Stroud, Stroud High and Marling Schools (Stop 13)</b>	<b>arr</b>	—	—

### Sundays

no service

### Bank Holidays

no service

- Notes:**
- G - Supported by Gloucestershire County Council
  - 1 - Concessionary Passes are valid from this stop
  - Cs - Concessionary Passes are valid from these stops
  - § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
glogpgdp	Stroud, Marling and Stroud High Schools (Stop 4)	Cainscross Road	1600GLA06118
glogpdgj	Stroud, Merrywalks (Stop J)	Merrywalks	1600GLA90863
glodgdmw	Stroud, Merrywalks (Stop K)	Merrywalks	1600GL4566
glodgjwm	Stroud, opp Waitrose Store	London Road	1600GLS166
glodgmtd	Stroud, by Spring Lane	London Road	1600GLS525
glodgtmd	Bowbridge, o/s Garage	London Road	1600GLS527
glodgwgd	Bowbridge, after Thrupp Lane	London Road A419	1600GLS593
glodgwjg	Thrupp, opp Griffin Mill Estate	London Road A419	1600GLS595
glodjadp	Thrupp, corner of Middle Road	London Road A419	1600GLS597
glodjdgw	Thrupp, after Brewery Lane	London Road A419	1600GLS599
glodjgwa	Brimmscombe, after War Memorial	London Road A419	1600GL679
glodjmgd	Brimmscombe, nr Bourne Estate	London Road A419	1600GLS601
glodjpap	Brimmscombe, corner of Toadsmoor Road	London Road A419	1600GLS603
glodjpwd	Brimmscombe, o/s Pavillion	London Road A419	1600GLS785
glodmadg	Chalford, nr Carpenters	London Road A419	1600GLS787
glodmatw	Chalford, by The Old Silk Mill	London Road	1600GLS789
glodmgdm	Chalford, nr Dark Lane	London Road A419	1600GLS791
glodmjag	Chalford, corner of Marle Hill	High Street	1600GL969
glodmtmj	Aston Down, by Westley Farm	Cowcombe Hill	1600GLC251
glodpdgt	Frampton Mansell, opp Jolly Nice		1600GLC257
glodpdjt	Frampton Mansell, nr Jolly Nice	Frampton Mansell Lane	1600GLC255
glodpdag	Frampton Mansell, opp The Hollies	Main Street	1600GLC253
glodppdg	Frampton Mansell, by St Luke's Church	Main Street	1600GL2079
glodtajg	Sapperton, opp Cemetery	Main Street	1600GLC259
gloagaga	Sapperton, by The Glebe	Daneway Lane	1600GL4115
glodwatd	Coates, opp Hayley Wood Sawmill	Trewsbury Road	1600GLC261
glodwgtj	Coates, opp The Rectory		1600GLC265
glodwgwj	Coates, opp Glebe House	Trewsbury Road	1600GLC354
glodwmjp	Cirencester, opp Royal Agricultural College	Stroud Road A419	1600GLC655
glodwpat	Cirencester, nr Deer Park School	Stroud Road A419	1600GL1265
glodwpgw	Cirencester, opp Chesterton Lane	A429	1600GLC132
glodwtwd	Cirencester, opp Old Station Car Park	Tetbury Road	1600GL1310
glogagtw	Watermoor, opp Queen Street	Watermoor Road	1600GL1312
glogagtj	Watermoor, opp Cirencester Junior School	Victoria Road	1600GLC198
glogagpm	Cirencester, opp Newcombe Court	Victoria Road	1600GLC196
glogagdm	Cirencester, opp The Forum	South Way	1600GLC002



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

SMS Code	Stop Name	Street	ATCO Code
glogagdm	Cirencester, opp The Forum	South Way	1600GLC002
glogadpt	Cirencester, opp Phoenix Way	Sheep Street	1600GLC424
glodwtwa	Cirencester, o/s Waitrose Store	Hammond Way	1600GL1305
glodwtdj	Cirencester, o/s Hospital	A429	1600GLC129
glodwpap	Cirencester, in Deer Park School Grounds		1600GL1286
glodwpaw	Cirencester, by Deer Park School	Stroud Road A419	1600GL1266
glodwmjt	Cirencester, nr Royal Agricultural College	Stroud Road A419	1600GLC656
glodwjdg	Coates, opp Quakers Row	Coates Lane	1600GLC264
glodwgtw	Coates, opp Memorial	School Row	1600GL1382
glodwgtg	Coates, by The Rectory		1600GLC266
glodwapm	Coates, nr Hayley Wood Sawmill	Trewsbury Road	1600GLC262
glodtdmt	Sapperton, opp The Glebe	Daneway Lane	1600GL4116
glodtajp	Sapperton, o/s Cemetery	Main Street	1600GLC260
glodpdpj	Frampton Mansell, opp St Luke's Church	Main Street	1600GL2080
glodpdaj	Frampton Mansell, nr The Hollies	Main Street	1600GLC254
glodpdm	Frampton Mansell, by Jolly Nice	Frampton Mansell Lane	1600GLC256
glodpdgp	Frampton Mansell, o/s Jolly Nice		1600GLC258
glodmtjw	Aston Down, nr Westley Farm	Cowcombe Hill	1600GLC252
glodmjag	Chalford, corner of Marle Hill	High Street	1600GL969
glodmgdj	Chalford, opp Dark Lane	London Road A419	1600GLS792
glodmatg	Chalford, opp The Old Silk Mill	London Road A419	1600GLS790
glodjrtw	Chalford, opp Carpenters	London Road A419	1600GLS788
glodjptd	Brimscombe, opp Pavillion	London Road A419	1600GLS786
glodjpgw	Brimscombe, opp Toadsmoor Road		1600GLS604
glodjmdw	Brimscombe, by Bourne Estate	London Road A419	1600GLS602
glodjgmj	Brimscombe, opp War Memorial		1600GL680
glodjgdt	Thrupp, before Brewery Lane	London Road A419	1600GLS600
glodjajg	Thrupp, o/s Kingfisher Business Park	London Road A419	1600GLS598
glodgwja	Thrupp, adj Griffin Mill Estate	London Road A419	1600GLS596
glodgwda	Bowbridge, opp Thrupp Lane	London Road A419	1600GLS594
glodgtdm	Bowbridge, o/s Bowbridge Arms	London Road	1600GLS528
glodgmpw	Stroud, opp Spring Lane	London Road	1600GLS526
glodgjtg	Stroud, o/s Waitrose Store	London Road	1600GLS165
glodgdtm	Stroud, in Russell Street	Russell Street	1600GL4572
glodgdmw	Stroud, Merrywalks (Stop K)	Merrywalks	1600GL4566
glodawpm	Stroud, o/s Homebase	Cainscross Road	1600GLS127
glodapjd	Stroud, Stroud High and Marling Schools (Stop 13)	Cainscross Road	1600GL857



**Important information related to service 54/54A/X54 at 11:06:18 on 5th February 2024****HM Government Adult single fare cap update**

*Valid from 1454 on 25 Oct 2023 until 2359 on 31 Dec 2024*

Most operators are taking part in the Government's capped Adult single fare scheme. The maximum Adult single fare is &#pound;2 on most local bus services until 31st December 2024. School and college buses, coach services (including Falcon, Oxford Tube and airport services), Sightseeing Tours and Night Buses are excluded.

**Timetables**

Select a timetable using the bookmarks (on the left of this page). Choose the direction and day of travel you require. Stop and Street Names and SMS codes are also available.



# 54/54A/X54

## Stroud - Cirencester

Cotswold Green

### Service Restrictions

#### Sch - Gloucestershire School Days

2024	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu					
February				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
March					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
April	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					

#### SH - Gloucestershire School Holidays

2024	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu						
February					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
March						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
April	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30						

# Days of operation

# Mo = Monday, Tu = Tuesday, We = Wednesday, Th = Thursday, Fr = Friday

# Sa = Saturday

# Su = Sunday

Bussage • Stroud • Paganhill • Cashes Green

MONDAY TO FRIDAY (excluding Bank Holidays)

<b>Bussage</b> The Hawthorns	0640	0740		0848		0948		1048		1148		1248		1348	
<b>Chalford Hill</b> The Green	0648	0748		0855		0955		1055		1155		1255		1355	
<b>Bussage</b> Bluebell Rise	0652	0752		0858		0958		1058		1158		1258		1358	
<b>Bowbridge</b> Thrupp Lane	0710	0810		0912		1012		1112		1212		1312		1412	
<b>Stroud</b> Russell Street	0715	x		0915		1015		1115		1215		1315		1415	
<b>Stroud Merrywalks</b> Stand A arrive	0718	0820		0918		1018		1118		1218		1318		1418	
<b>Stroud Merrywalks</b> Stand A depart	0725	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455
<b>Paganhill</b> Church	0730	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500
<b>Cashes Green</b> The Beagles	0740	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505
<b>Cashes Green</b> Primary School	0744	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1510

	Sch	Hol	Hol	Sch					
<b>Bussage</b> The Hawthorns	1508	1510	1558	1558	1733	1833			
<b>Chalford Hill</b> The Green	1515	1517	1605	1605	1740	1840			
<b>Bussage</b> Bluebell Rise	1520 <sup>A</sup>	1530	1620	1615 <sup>T</sup>	1743	1843			
<b>Bowbridge</b> Thrupp Lane	x	1545	1635	1647	1757	1857			
<b>Stroud</b> Russell Street	1550	1550	1620	1640	1652	1800	1900		
<b>Stroud Merrywalks</b> Stand A arrive	1553	1553	1625	1645	1657	1803	1903		
<b>Stroud Merrywalks</b> Stand A depart	1525	1555	1555	1635	1705	1705	1740	1810	1840
<b>Paganhill</b> Church	1530	1600	1600	1640	1710	1710	1745	1815	1845
<b>Cashes Green</b> The Beagles	1537	1607	1607	1647	1717	1717	1750	1820	1850
<b>Cashes Green</b> Primary School	1542	1612	1612	1652	1722	1722	1754	1824	1854

**Key**

**A** runs as 67A via Thomas Keble School 1530, Bisley Windyridge 1536 & Stroud The Leazes 1546

**T** runs via Thomas Keble School 1630

**Sch** runs on school days

**Hol** runs on school holidays

Cashes Green • Paganhill • Stroud • Bussage

MONDAY TO FRIDAY (excluding Bank Holidays)

			Hol	Sch											
<b>Cashes Green</b> The Beagles	0700	0720	0740	0740	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335
<b>Cashes Green</b> Primary School	0704	0724	0744	0745	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339
<b>Paganhill</b> Church	0710	0730	0750	0755	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345
<b>Stroud Merrywalks</b> Stand M arrive	0715	0735	0755	0800	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350
<b>Stroud Merrywalks</b> Stand M depart	0720		0815	0805		0925		1025		1125		1225		1325	
<b>Stroud</b> Lloyd's Bank	x		0818	0808 <sup>W</sup>		0928		1028		1128		1228		1328	
<b>Bowbridge</b> Garage	0725		0823	x		0933		1033		1133		1233		1333	
<b>Bussage</b> The Hawthorns	0740		0848	0848		0948		1048		1148		1248		1348	
<b>Chalford Hill</b> The Green	0748		0855	0855		0955		1055		1155		1255		1355	
<b>Bussage</b> Bluebell Rise	0752		0858	0858		0958		1058		1158		1258		1358	

<b>Cashes Green</b> The Beagles	1405	1435	1505	1537	1607	1647	1717	1750	1820	1850
<b>Cashes Green</b> Primary School	1409	1439	1510	1542	1612	1652	1722	1754	1824	1854
<b>Paganhill</b> Church	1415	1445	1518	1550	1620	1700	1730	1800	1830	1900
<b>Stroud Merrywalks</b> Stand M arrive	1420	1450	1523	1555	1625	1705	1735	1805	1835	1905
<b>Stroud Merrywalks</b> Stand M depart	1425		1530	1610		1710		1810		1910
<b>Stroud</b> Lloyd's Bank	1430		1535	1615		1713		1813		1913
<b>Bowbridge</b> Garage	1435		1540			1718		1818		1918
<b>Bussage</b> The Hawthorns	1450		1558			1733		1833		1933
<b>Chalford Hill</b> The Green	1457		1605			1740		1840		1940
<b>Bussage</b> Bluebell Rise	1500		1615			1743		1843		1943

**Key**

**W** runs as 67A via Stroud The Leazes 0815, Bisley Windyridge 0825 and Thomas Keble 0830

**Sch** runs on school days

**Hol** runs on school holidays

Bussage • Stroud • Paganhill • Cashes Green

SATURDAY (excluding Bank Holidays)

<b>Bussage</b> The Hawthorns	0748	0848	0948	1048	1148	1248	1348	1448							
<b>Chalford Hill</b> The Green	0755	0855	0955	1055	1155	1255	1355	1455							
<b>Bussage</b> Bluebell Rise	0758	0858	0958	1058	1158	1258	1358	1458							
<b>Bowbridge</b> Thrupp Lane	0812	0912	1012	1112	1212	1312	1412	1512							
<b>Stroud</b> Russell Street	0815	0915	1015	1115	1215	1315	1415	1515							
<b>Stroud Merrywalks</b> Stand A arrive	0818	0918	1018	1118	1218	1318	1418	1518							
<b>Stroud Merrywalks</b> Stand A depart	0825	0855	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525
<b>Paganhill</b> Church	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530
<b>Cashes Green</b> The Beagles	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535
<b>Cashes Green</b> Primary School	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539

<b>Bussage</b> The Hawthorns	1548	1648	1748	1918		
<b>Chalford Hill</b> The Green	1555	1655	1755	1925		
<b>Bussage</b> Bluebell Rise	1558	1658	1758	1928		
<b>Bowbridge</b> Thrupp Lane	1612	1712	1812	1942		
<b>Stroud</b> Russell Street	1615	1715	1815	1945		
<b>Stroud Merrywalks</b> Stand A arrive	1618	1718	1818	1948		
<b>Stroud Merrywalks</b> Stand A depart	1555	1625	1655	1725	1755	1825
<b>Paganhill</b> Church	1600	1630	1700	1730	1800	1830
<b>Cashes Green</b> The Beagles	1605	1635	1705	1735	1805	1835
<b>Cashes Green</b> Primary School	1609	1639	1709	1739	1809	1839

Cashes Green • Paganhill • Stroud • Bussage

SATURDAY (excluding Bank Holidays)

<b>Cashes Green</b> The Beagles	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505
<b>Cashes Green</b> Primary School	0809	0839	0909	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509
<b>Paganhill</b> Church	0815	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515
<b>Stroud Merrywalks</b> Stand M arrive	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520
<b>Stroud Merrywalks</b> Stand M depart	0825	0925	1025	1125	1225	1325	1425	1525							
<b>Stroud</b> Lloyd's Bank	0828	0928	1028	1128	1228	1328	1428	1528							
<b>Bowbridge</b> Garage	0833	0933	1033	1133	1233	1333	1433	1533							
<b>Bussage</b> The Hawthorns	0848	0948	1048	1148	1248	1348	1448	1548							
<b>Chalford Hill</b> The Green	0855	0955	1055	1155	1255	1355	1455	1555							
<b>Bussage</b> Bluebell Rise	0858	0958	1058	1158	1258	1358	1458	1558							

<b>Cashes Green</b> The Beagles	1535	1605	1635	1705	1735	1805	1835
<b>Cashes Green</b> Primary School	1539	1609	1639	1709	1739	1809	1839
<b>Paganhill</b> Church	1545	1615	1645	1715	1745	1815	1845
<b>Stroud Merrywalks</b> Stand M arrive	1550	1620	1650	1720	1750	1820	1850
<b>Stroud Merrywalks</b> Stand M depart	1625	1725	1855				
<b>Stroud</b> Lloyd's Bank	1628	1728	1858				
<b>Bowbridge</b> Garage	1633	1733	1903				
<b>Bussage</b> The Hawthorns	1648	1748	1918				
<b>Chalford Hill</b> The Green	1655	1755	1925				
<b>Bussage</b> Bluebell Rise	1658	1758	1928				

# 69 & 620 from Bath to Old Sodbury connecting to Stroud



from 20th August 2023

## Mondays to Saturdays

	620 ▲	620 ▲			620	620			620	620
<b>Bath</b> Bus Station [3]	0730	0735			1035	1335			1645	1745
<b>Lansdown</b> Blatwayt Arms	0745	0750			1050	1350			1700	1800
<b>Wick</b> Rose & Crown	0752	0757			1057	1357			1707	1807
<b>Pucklechurch</b> Fleur de Lys	0804	0809			1109	1409			1719	1819
<b>Westerleigh</b> Broad Lane	0811	-			-	-			-	-
<b>Westerleigh</b> War Memorial	0812	0815			1115	1415			1725	1825
<b>Yate</b> International Academy	0818	-			-	-			-	-
<b>Yate</b> Goldcrest Road	-	0821			1121	1421			1731	1831
<b>Yate</b> Shopping Centre [B]	0825	0830			1130	1430			1740	1840
<b>Chipping Sodbury</b> School	0830	-			-	-			-	-
<b>Chipping Sodbury</b> The Clock	0835	0835			1135	1435			1745	1845
<b>Old Sodbury</b> Cross Hands	0842	0842			1142	1442			1752	1852
	▼	▼			▼	▼			▼	▼
	69	69 ▲	69 ▲	69 \$	69	69	69 ▲	69 ▲	69	69
<b>Old Sodbury</b> Cross Hands	0845	0845			1145	1445	1445		1755	1855
<b>Didmarton</b> Kings Arms	0856	0856			1156	1456	1456		1806	1906
<b>Westonbirt</b> Arboretum	0901	0901			1201	1501	1501		1811	1911
<b>Tetbury</b> Bank	0708	0908	0908	0908	1108	1208	1508	1508	1818	1918
<b>Tetbury</b> Highfields	0713	0913	0913	0913	1113	1213	1513	1513	1823	1923
<b>Tetbury</b> Sir William Romney Sch	-	-	-	-	-	-	-	1540	-	-
<b>Avening</b> Mays Lane	0725	0925	0925	0925	1125	-	1525	1550	1835	1935
<b>Avening</b> Memorial Hall	-	-	-	-	-	1225	-	-	-	-
<b>Nailsworth</b> Bus Station [2]	-	-	-	-	-	1236	-	-	1656	-
<b>Box</b> Halfway House Inn	-	-	-	-	-	1241	-	-	1701	-
<b>Hampton Fields</b> Gatcombe Cor.	0728	0928	0928	0928	1128	-	1528	1553	-	1838
<b>Minchinhampton</b> Square	0736	0936	0936	0936	1136	1246	1536	1601	1706	1846
<b>Minchinhampton</b> Ricardo Road	0739	0939	0939	0939	1139	-	1539	1604	-	1849
<b>Rodborough</b> Bear Inn	-	-	-	-	-	-	-	1609	-	-
<b>Bowbridge</b> Thrupp Lane	0747	0947	0947	0947	1147	1257	1544	-	1717	1857
<b>Stroud</b> Russell Street	0752	0952	0952	0952	1152	1302	1552	-	1722	1902
<b>Stroud</b> Merrywalks	0754	0954	0954	0954	1154	1304	1554	1619	1724	1904

# 69 & 620 from Stroud to Old Sodbury connecting to Bath



from 20th August 2023

## Mondays to Saturdays

	69	69 ▲	69 ▲	69	69	69 ▲	69 ▲	69	69	
<b>Stroud</b> Merrywalks [K]	-	0605	0805	0805	1005	1105	1405	1405	1625	1735
<b>Stroud</b> King Street	-	0607	-	-	1007	1107	1407	1407	1727	1737
<b>Bowbridge</b> Garage	-	0612	-	-	1012	1112	1412	1412	1632	1742
<b>Rodborough</b> Bear Inn	-	-	0814	0814	-	-	-	-	-	-
<b>Minchinhampton</b> Ricardo Road	-	0621	0820	0820	-	1120	1420	1420	-	1750
<b>Minchinhampton</b> Square	-	0624	0823	0823	1023	1123	1423	1423	1643	1753
<b>Box</b> Halfway House Inn	-	-	-	-	1027	-	-	-	1647	-
<b>Nailsworth</b> Bus Station [2]	-	-	-	-	1032	-	-	-	1652	-
<b>Hampton Fields</b> Gatcombe Cor.	-	0630	0829	0829	-	1130	1430	1430	-	1800
<b>Avening</b> Mays Lane	-	0633	0832	0832	1043	1143	1433	1433	-	1803
<b>Tetbury</b> Sir William Romney Sch	-	-	-	0840	-	-	-	-	-	-
<b>Tetbury</b> Highfields	-	0643	0843	-	1053	1143	1443	1443	-	1813
<b>Tetbury</b> Newsagent	-	0650	0850	0850	1100*	1150	1450	1450	-	1820
<b>Westonbirt</b> Arboretum	-	0656	0856	0856	-	1156	1456	1456	-	-
<b>Didmarton</b> Kings Arms	-	0701	0901	0901	-	1201	1501	1501	-	-
<b>Old Sodbury</b> Cross Hands	-	0713	0913	0913	-	1213	1513	1513	-	-
		▼	▼	▼		▼	▼	▼		
	<b>620</b>	<b>620</b>	<b>620 ▲</b>	<b>620 ▲</b>		<b>620</b>	<b>620 ▲</b>	<b>620 ▲</b>		
<b>Old Sodbury</b> Cross Hands	0615	0715	0915	0915		1215	1515	1515		
<b>Chipping Sodbury</b> The Clock	0623	0723	0923	0923		1223	1523	1523		
<b>Chipping Sodbury</b> School	-	-	-	-		-	-	1527		
<b>Yate</b> Shopping Centre [A]	0630	0730	0930	0930		1230	1530	1535		
<b>Yate</b> Goldcrest Road	0633	0733	0933	0933		1233	1533	-		
<b>Yate</b> International Academy	-	-	-	-		-	-	1538		
<b>Westerleigh</b> War Memorial	0640	0740	0940	0940		1240	1540	1543		
<b>Westerleigh</b> Broad Lane	-	-	-	-		-	-	1544		
<b>Pucklechurch</b> Fleur de Lys	0647	0747	0947	0947		1247	1547	1552		
<b>Wick</b> Rose & Crown	0657	0759	0959	0959		1259	1559	1604		
<b>Lansdown</b> Blatwayt Arms	0707	0807	1007	1007		1307	1607	1612		
<b>Bath</b> Bus Station	0722	0827	1022	1022		1322	1622	1627		

▲ this bus runs in school holidays only

▲ this bus runs on schooldays only

\$ this bus runs on Saturdays only

\* this bus runs from Tesco via London Rd & Cirencester Rd, arriving at Bank, not Newsagent

▼ these buses are guaranteed to connect, with through fares available.

## **Appendix B: ATC Data**

















Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation										
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65	MPH 85%							
Mon	118	34	29	24	31	1	0	104	0	13	0	0	0	0	0	0	0	0	0	0	0	59	52	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	10.3	2.9
Tue	108	26	29	21	32	0	0	101	0	4	3	0	0	0	0	0	0	0	0	0	0	61	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	9.9	2.6
Wed	127	38	32	27	30	2	0	112	0	10	3	0	0	0	0	0	0	0	0	0	0	67	53	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	10.2	2.8
Thu	136	38	32	31	35	1	1	124	0	6	4	0	0	0	0	0	0	0	0	0	0	78	48	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	10	2.8
Fri	125	32	36	30	28	0	0	119	0	2	2	2	0	0	0	0	0	0	0	0	0	76	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9.9	2.7
Sat	125	45	32	24	24	1	1	115	0	4	4	0	0	0	0	0	0	0	0	0	0	68	47	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	10.3	2.9	
Sun	110	28	29	26	27	1	0	106	0	3	0	0	0	0	0	0	0	0	0	0	0	58	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	10.3	2.4	
<b>850</b>	<b>241</b>	<b>219</b>	<b>183</b>	<b>207</b>	<b>6</b>	<b>2</b>	<b>781</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>467</b>	<b>331</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>10.1</b>	<b>2.8</b>			

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation							
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65	MPH 85%				
<b>850</b>	<b>241</b>	<b>219</b>	<b>183</b>	<b>207</b>	<b>6</b>	<b>2</b>	<b>781</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>467</b>	<b>331</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>10.1</b>	<b>2.8</b>

London Road, Stroud ATC

Report Id 427/23  
 Site Name Site 1 of 1  
 Description Arundell Mill Lane, 15m west of A419 London Road  
 Direction Westbound

Monday 11 September 2023

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-File 85%	Average Speed	Standard Deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph		
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	-
0700 - 0800	5	0	1	1	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	2	-	
0800 - 0900	4	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	2.2	-	
0900 - 1000	5	2	1	1	1	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	-	
1000 - 1100	8	3	2	2	2	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	3.1	-	
1100 - 1200	3	2	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	1.2	-	
1200 - 1300	8	3	2	3	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	2.4	-	
1300 - 1400	4	0	2	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	2.7	-	
1400 - 1500	6	0	1	2	3	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	3.2	-	
1500 - 1600	11	2	3	2	4	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	11.6	1.7	-	
1600 - 1700	9	6	2	0	1	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	2.5	-	
1700 - 1800	19	10	2	3	4	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	11.3	2.3	-	
1800 - 1900	11	2	5	3	1	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	10.9	2.5	-	
1900 - 2000	9	1	3	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	1.8	-	
2000 - 2100	8	1	2	3	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	1.7	-	
2100 - 2200	6	0	0	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	1.6	-	
2200 - 2300	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.5	4.4	-	
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	-	-	
<b>0700 - 1900</b>	<b>93</b>	<b>30</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>10.6</b>	<b>2.6</b>	-		
<b>0600 - 2200</b>	<b>117</b>	<b>33</b>	<b>26</b>	<b>33</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>10.5</b>	<b>2.4</b>	-		
<b>0600 - 0600</b>	<b>120</b>	<b>33</b>	<b>29</b>	<b>33</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>10.5</b>	<b>2.5</b>	-		
<b>0000 - 0000</b>	<b>120</b>	<b>33</b>	<b>29</b>	<b>33</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>10.5</b>	<b>2.5</b>	-		















Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation								
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65	MPH 85%					
Mon	120	33	29	33	25	2	0	105	0	13	0	0	0	0	0	0	0	0	0	0	0	56	62	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	10.5	2.5
Tue	108	24	32	26	26	0	0	98	0	10	0	0	0	0	0	0	0	0	0	0	0	45	59	4	0	0	0	0	0	0	0	0	0	0	0	0	12.8	10.4	2.3	
Wed	130	35	26	30	39	2	1	115	0	11	1	0	0	0	0	0	0	0	0	0	0	58	65	6	1	0	0	0	0	0	0	0	0	0	0	0	13	10.6	2.7	
Thu	136	38	34	25	39	4	1	121	0	9	1	0	0	0	0	0	0	0	0	0	0	67	65	4	0	0	0	0	0	0	0	0	0	0	0	0	12.9	10.2	2.4	
Fri	128	33	27	41	27	2	0	122	0	4	0	0	0	0	0	0	0	0	0	0	0	56	68	4	0	0	0	0	0	0	0	0	0	0	0	0	13.2	10.7	2.4	
Sat	122	40	28	22	32	3	1	112	0	4	1	0	0	0	0	0	0	0	0	0	0	64	50	8	0	0	0	0	0	0	0	0	0	0	0	0	12.9	10.1	2.8	
Sun	107	20	26	26	35	0	0	102	0	3	1	1	0	0	0	0	0	0	0	0	0	44	60	3	0	0	0	0	0	0	0	0	0	0	0	0	13.4	10.7	2.3	
<b>Total</b>	<b>851</b>	<b>223</b>	<b>202</b>	<b>203</b>	<b>223</b>	<b>13</b>	<b>3</b>	<b>775</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>429</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>10.4</b>	<b>2.5</b>			

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation						
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65	MPH 85%			
<b>Total</b>	<b>851</b>	<b>223</b>	<b>202</b>	<b>203</b>	<b>223</b>	<b>13</b>	<b>3</b>	<b>775</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>429</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>10.4</b>	<b>2.5</b>

## **Appendix C: Proposed Site Layout**



**KEY**

- SITE BOUNDARY
- PROPOSED TREES
- EXISTING CAT. B TREES TO BE RETAINED
- EXISTING CAT. U TREES TO BE REMOVED
- RPA TO RETAINED TREES
- EXISTING SEWER SHOWING 5m EASEMENT
- VIS. SPLAY
- ECOLOGY / NATURAL PLANTING AREA
- FORMAL / DEFENSIBLE PLANTING AREA
- SHED AND BIN STORAGE
- BCP BIN COLLECTION POINT

**SCHEDULE**

Plot	GA (m <sup>2</sup> )	GA (sq ft)	Type	Storeys	Total	Total Area (m <sup>2</sup> )	Total Area (sq ft)	Site Area (%)	
A	504	48.8	1865 Maisonette	1	4	2015	187	25.7	
B	634	58.9	1865 Maisonette	1	5	3170	295		
C	600	55.8	2805 Apartment	1	7	4058	420		
D	600	55.8	2805 Apartment	1	4	2461	247		
E	600	55.8	2805 Apartment	1	3	1856	185	48.8	
F	600	55.8	2805 Apartment	1	3	1856	185		
G	610	56.5	3882 House	2	2	1819	169		
H	600	55.8	3882 House	2	2	1841	171	25.7	
J	600	55.8	3882 House	2	3	4005	459		
<b>TOTAL PRIVATE SALE UNITS</b>						<b>35</b>	<b>29688</b>	<b>2331</b>	<b>100</b>

CAR PARKING	
TOTAL CAR PARKINGS	52
TOTAL CAR PARKING	149%

SITE AREA SUMMARY	
Total units	35
Over site area (Acres)	1.025
Undeveloped area (Acres) - PDS & single sided drives/roads	0.09
Net site (Developed area (Acres))	0.96
Total gross coverage area (sq ft)	29688
Site net Density (Units/Acre)	36
Site net coverage (m <sup>2</sup> /Acre)	26134

**NOTE: SCHEDULE TO BE UPDATED WITH FINAL FLOOR AREAS AND REFERENCES**

**REVISION HISTORY**

REV	DATE	DESCRIPTION	DRAWN	CHECKED
1	06.02.24	DRAFT PLANNING LAYOUT	MD	

**umaa**  
architecture

Architecture - Masterplanning - Urban Design  
 Umama Architecture Limited, 7 Mary Street,  
 Jewellery Quarter, Birmingham, B3 1UD

www.umaa-arch.com

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT  
 ADDRESS: FORMER FORD STROUD MOTORS, LONDON ROAD, STROUD, GL5 2AX  
 DRAWING TITLE: PROPOSED SITE PLAN

PROJECT REF: 01266 -03 -002

SCALE: 1:250 SHEET SIZE: A1 DATE: 06.02.24 DRAWING STATUS: DRAFT  
 INDICATIVE SCALE IN METRES: 0 5 10 DRAWING NORTH: NORTH



**PROPOSED SITE PLAN**  
1:250

**DRAFT**

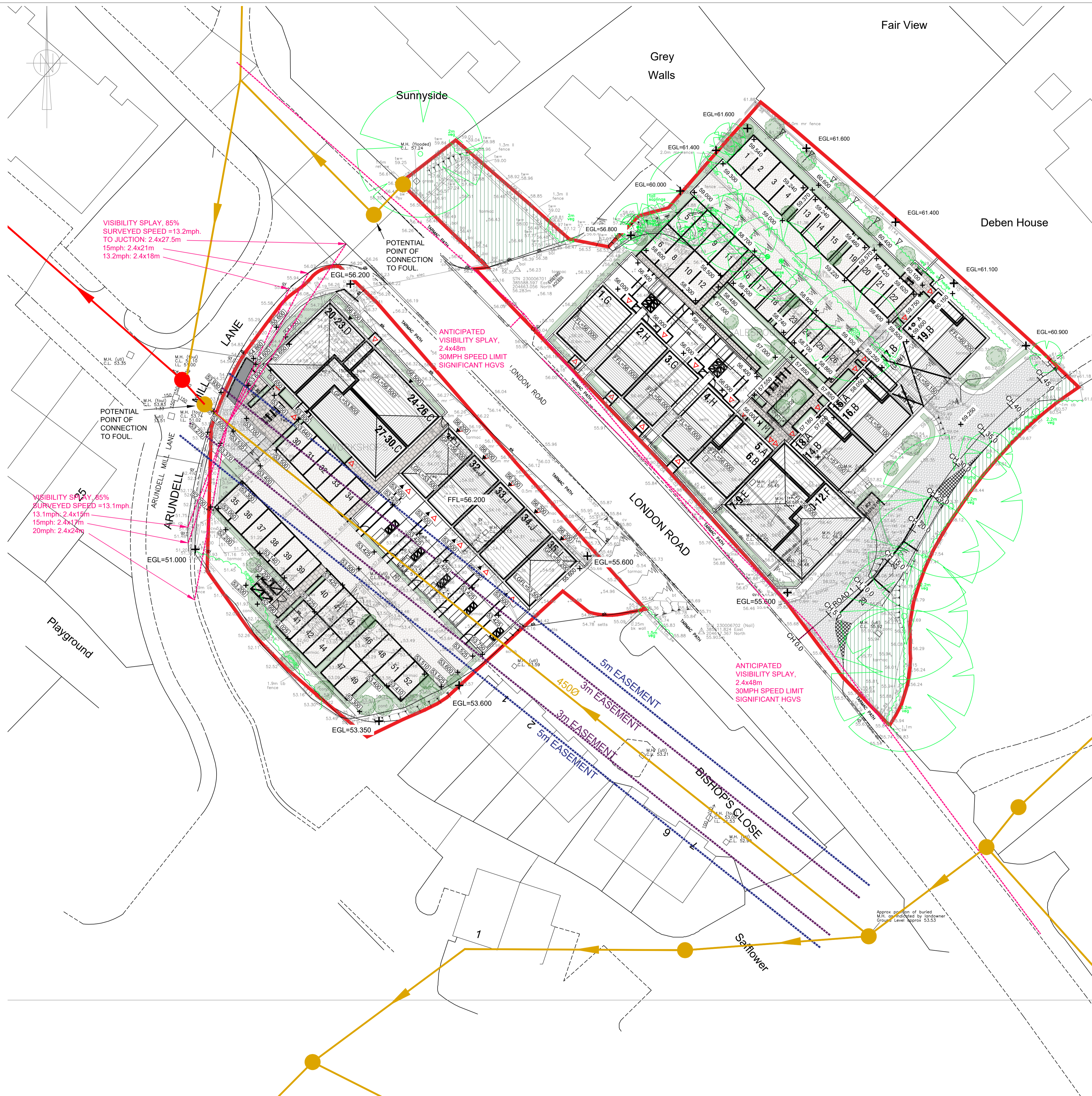
**Appendix D: General Arrangements Plan**

SSD calculation as Manual for Streets 2

Westbound			
Velocity, mph	(85 %tile)	v=	13.2 mph
Velocity, kph		v=	21.243 kph
Velocity m/s		v=	5.901 m/s
Traffic type		Cars	0.45
Velocity		v=	5.901 m/s
Reaction time		t=	1.5 s
Deceleration		d= g x	0.45 m/s/s
Deceleration		d=	4.41 m/s/s
Gradient		a=	-13 %
SSD=	$vt+v^2/2(d+0.1a)$	SSD=	14.450 m
Visibility with bonnet allowance =			17.450 m
Visibility with bonnet allowance =			18 m

Eastbound			
Velocity, mph	(85 %tile)	v=	13.1 mph
Velocity, kph		v=	21.082 kph
Velocity m/s		v=	5.856 m/s
Traffic type		Cars	0.45
Velocity		v=	5.856 m/s
Reaction time		t=	1.5 s
Deceleration		d= g x	0.45 m/s/s
Deceleration		d=	4.41 m/s/s
Gradient		a=	13 %
SSD=	$vt+v^2/2(d+0.1a)$	SSD=	11.787 m
Visibility with bonnet allowance =			14.787 m
Visibility with bonnet allowance =			15 m

VISIBILITY REQUIREMENTS FOR JUNCTION ONTO ARUNDELL MILL LANE  
SSD DERIVED FROM ATC SURVEY CARRIED OUT 11-17 SEPT 2023



Rev	Date	Description	By	Appvd
P1	02/02/24	Preliminary issue	EH	EH

PROJECT:  
LONDON ROAD  
STROUD

TITLE:  
GENERAL ARRANGEMENT

CLIENT:  
PIPER GROUP

SCALE@A1:  
1:250

PROJECT REF:  
23389  
DRAWING No:  
0100

REV:  
P01

Revision Referencing  
P = Preliminary A = Approval T = Tender C = Construction



**Appendix E: TRICS Output**

Filtering Summary

Land Use	14/A	CAR SHOW ROOMS/CAR SHOW ROOMS
Selected Trip Rate Calculation Parameter Range	45-9800 sqm GFA	
Actual Trip Rate Calculation Parameter Range	45-2028 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 28/06/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	2
	Friday	2
Main Location Types selected	Edge of Town Centre	2
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	1
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	2
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-829401-240129-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 45 to 2028 (units: sqm)  
 Range Selected by User: 45 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/06/19

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

Selected survey days:

Wednesday 2 days  
 Friday 2 days

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

Selected survey types:

Manual count 4 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2  
 Edge of Town 2

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

Selected Location Sub Categories:

Industrial Zone 1  
 Development Zone 1  
 Residential Zone 1  
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	3 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	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.*



LIST OF SITES relevant to selection parameters

1	EX-14-A-02 BRAINTREE ROAD BRAINTREE	KIA		ESSEX
	Edge of Town Development Zone Total Gross floor area:		1275 sqm	
	<i>Survey date: FRIDAY</i>		<i>08/07/16</i>	<i>Survey Type: MANUAL</i>
2	LN-14-A-02 GT NORTHERN TERRACE LINCOLN	CAR SHOWROOM		LINCOLNSHIRE
	Edge of Town Centre Industrial Zone Total Gross floor area:		45 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>04/10/17</i>	<i>Survey Type: MANUAL</i>
3	LN-14-A-03 SOUTH PARK AVENUE LINCOLN	CAR SHOW ROOM		LINCOLNSHIRE
	CANWICK HILL Edge of Town Residential Zone Total Gross floor area:		143 sqm	
	<i>Survey date: FRIDAY</i>		<i>28/06/19</i>	<i>Survey Type: MANUAL</i>
4	WM-14-A-05 HAGLEY ROAD STOURBRIDGE	EVANS HALSHAW		WEST MIDLANDS
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2028 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>29/11/17</i>	<i>Survey Type: MANUAL</i>

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

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	1.404	0.229	1.633
1700-1800	0.344	0.831	1.175

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS  
 TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	1116	0.299	3	1116	0.030	3	1116	0.329
08:00 - 09:00	4	873	1.404	4	873	0.229	4	873	1.633
09:00 - 10:00	4	873	0.687	4	873	0.573	4	873	1.260
10:00 - 11:00	4	873	0.716	4	873	0.687	4	873	1.403
11:00 - 12:00	4	873	0.859	4	873	1.089	4	873	1.948
12:00 - 13:00	4	873	0.974	4	873	0.831	4	873	1.805
13:00 - 14:00	4	873	0.716	4	873	0.687	4	873	1.403
14:00 - 15:00	4	873	0.687	4	873	0.630	4	873	1.317
15:00 - 16:00	4	873	0.430	4	873	0.458	4	873	0.888
16:00 - 17:00	4	873	1.003	4	873	1.174	4	873	2.177
17:00 - 18:00	4	873	0.344	4	873	0.831	4	873	1.175
18:00 - 19:00	3	1116	0.060	3	1116	0.747	3	1116	0.807
19:00 - 20:00	1	2028	0.000	1	2028	0.099	1	2028	0.099
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			8.179			8.065			16.244

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

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

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Parameter summary

Trip rate parameter range selected: 45 - 2028 (units: sqm)  
 Survey date range: 01/01/15 - 28/06/19  
 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.*

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-215 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-175 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 01/01/19
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	6
	Wednesday	1
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town Centre	9
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	8 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	3
	15,001 to 20,000	1
	25,001 to 50,000	7
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	5
	125,001 to 250,000	4
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	9
PTAL Rating	No PTAL Present	11

Calculation Reference: AUDIT-829401-240130-0154

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : C - FLATS PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	SS SOUTHEAST ON SEA	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 6 to 175 (units: )  
 Range Selected by User: 6 to 215 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 01/01/19

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

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	9
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	7
Built-Up Zone	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3 11 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	5 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 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	11 days
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*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	11 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	BLOCKS OF FLATS	175 <i>15/05/18</i>	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
2	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD  Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	BLOCKS OF FLATS	62 <i>15/05/18</i>	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
3	CT-03-C-03 COURT DRIVE DUNSTABLE  Edge of Town Centre No Sub Category Total No of Dwellings: <i>Survey date: TUESDAY</i>	BLOCKS OF FLATS	146 <i>15/05/18</i>	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
4	DV-03-C-01 BONHAY ROAD EXETER  Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	BLOCK OF FLATS	27 <i>10/07/17</i>	DEVON	<i>Survey Type: MANUAL</i>
5	FU-03-C-01 BRIDGE LANE PENRITH  Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	BLOCK OF FLATS	35 <i>11/06/14</i>	WESTMORLAND & FURNESS	<i>Survey Type: MANUAL</i>
6	NF-03-C-01 PAGE STAIR LANE KING'S LYNN  Edge of Town Centre Built-Up Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BLOCKS OF FLATS	51 <i>11/12/14</i>	NORFOLK	<i>Survey Type: MANUAL</i>
7	RI-03-C-01 465 PRIORY ROAD HULL  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	FLATS	20 <i>13/05/14</i>	EAST RIDING OF YORKSHIRE	<i>Survey Type: MANUAL</i>
8	SF-03-C-01 STATION HILL BURY ST EDMUNDS  Edge of Town Centre Built-Up Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	BLOCKS OF FLATS	85 <i>18/12/14</i>	SUFFOLK	<i>Survey Type: MANUAL</i>



LIST OF SITES relevant to selection parameters (Cont.)

9	SS-03-C-01	FLATS		SOUTHEND ON SEA
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		6	
	Survey date: <i>TUESDAY</i>		<i>22/10/13</i>	<i>Survey Type: MANUAL</i>
10	SS-03-C-02	BLOCK OF FLATS		SOUTHEND ON SEA
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		94	
	Survey date: <i>TUESDAY</i>		<i>22/10/13</i>	<i>Survey Type: MANUAL</i>
11	WM-03-C-04	BLOCKS OF FLATS		WEST MIDLANDS
	GILLQUART WAY			
	COVENTRY			
	PARKSIDE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		55	
	Survey date: <i>FRIDAY</i>		<i>11/11/16</i>	<i>Survey Type: MANUAL</i>

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

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.060	0.180	0.240
1700-1800	0.184	0.099	0.283

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	11	69	0.044	11	69	0.163	11	69	0.207
08:00 - 09:00	11	69	0.060	11	69	0.180	11	69	0.240
09:00 - 10:00	11	69	0.071	11	69	0.082	11	69	0.153
10:00 - 11:00	11	69	0.077	11	69	0.095	11	69	0.172
11:00 - 12:00	11	69	0.074	11	69	0.081	11	69	0.155
12:00 - 13:00	11	69	0.111	11	69	0.091	11	69	0.202
13:00 - 14:00	11	69	0.086	11	69	0.104	11	69	0.190
14:00 - 15:00	11	69	0.075	11	69	0.077	11	69	0.152
15:00 - 16:00	11	69	0.089	11	69	0.082	11	69	0.171
16:00 - 17:00	11	69	0.135	11	69	0.077	11	69	0.212
17:00 - 18:00	11	69	0.184	11	69	0.099	11	69	0.283
18:00 - 19:00	11	69	0.212	11	69	0.106	11	69	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.218			1.237			2.455

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 175 (units: )  
 Survey date range: 01/01/10 - 01/01/19  
 Number of weekdays (Monday-Friday): 11  
 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.*