

## **GNLP – REGULATION 18(C) CONSULTATION RESPONSE**

### **GNLP2176 – LAND NORTH OF DEREHAM ROAD, HONINGHAM**

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On behalf of the Rampton Property Trust, we strongly support the preferred allocation of GNLP2176, Land North of Dereham Road, Honingham. The site is entirely deliverable, and capable of making a significant contribution towards satisfying the Councils' housing needs during the period to 2038.

GNLP2176 has been identified as a preferred allocation for at least 12 dwellings, of which 33% will be affordable. It is recognised that more homes may be accommodated on the site, subject to an acceptable design and layout, as well as infrastructure constraints. The preferred allocation recognises that development is expected to achieve vehicular access onto Dereham Road, with a suitability splay and frontage development; provision of a 2.0m footway and carriageway widening to 5.5m; consideration of the Source Protection Zone 3 when developing a drainage strategy; and, a design and layout which minimises adverse impacts on the nearby heritage assets.

In accordance with the National Planning Policy Framework's (NPPF) definition of 'deliverable', the proposed allocation represents a suitable location for development now, is available immediately, is achievable with a realistic prospect of housing being delivered on the site, and is viable. This, as well the ability to of the site to satisfy the requirement of Policy GNLP2176, is considered in further detail below.

#### **Assessment of Delivery**

##### ***Suitable***

Honingham and Easton are jointly designated as a village cluster in the draft GNLP, with Easton being an urban fringe settlement, identified for major growth. Honingham and Easton form a cluster as Honingham falls within the primary school catchment of Easton. Honingham benefits from a village hall, a pub, and a car garage, in close proximity to the site. As part of the Easton Growth Masterplan, a new village hall, extended primary school and retail store are proposed. Honingham also benefits from being approximately 3.5 miles from Longwater Retail Park, which provides a range of retail opportunities, including a supermarket.

As a result, an allocations of at least 12 new dwellings is proposed for Easton and Honingham, with the East Growth Masterplan allocation of 1,044 dwellings being carried forward.

Given the suitability of the village cluster of Honingham and Easton, the identification of the site will help achieve the GNLP's aspirations of focusing growth in village locations to promote social sustainability by supporting rural life and services. Therefore, the site will help the GNLP's target of 9% of total housing growth being within Village Clusters (480 dwellings in Broadland).

The following commentary demonstrates the suitability of the site having regard to technical matters, whilst responding to the points raised in the preferred allocation's wording.

##### ***Density and Quantum of Development***

The preferred allocation identifies the site as being suitable to accommodate at least 12 dwellings. However, the preferred allocation also suggests that more homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints being addressed.

Based on 12 dwellings and the identified site area of 0.76 ha, the density of the development equates to 16 dwellings per hectare. However, this density is lower than the indicative minimum densities set out in Policy 2 of the draft GNLP, which seeks a minimum of 25 dwellings per hectare to make efficient use of land (subject to site specific constraints).

On this basis, it is evident that whilst the site can comfortably accommodate the minimum number of units identified by the preferred allocation. However, through incorporating additional land to the north of the site, it has the potential to accommodate additional development (i.e. 25 dwellings or more). In addition, in order to create a logical boundary to the village, it is suggested that the red line is relocated further north (between the north-eastern boundary of 46 Dereham Road and the north-western edge of the village hall). Based on the revised red line boundary, the amended site area totals 1.37 ha.

Furthermore, the site could accommodate additional growth, above the 25 dwellings proposed, if it becomes evident that other sites across the GNLP area are undeliverable. It is, for example, noted that there is doubt surrounding the deliverability of the Carrow Works site, which is a preferred allocation for 1,200 dwellings, in the draft GNLP. As detailed above, Honingham is a sustainable location for growth which has experienced relatively limited growth in recent years, and has the opportunity to benefit from its location within close proximity of the Cambridge Norwich Tech Corridor.

### *Access, Transport and Roads*

An Access Appraisal has been prepared by Orari Ltd. The Access Note concludes that there are no highway safety issues to preclude the use of the site for residential development, and that there is a good range of bus services with provide future residents of the site a convenient alternative to the use of private cars.

With regards to access design, it is demonstrated how Dereham Road may be widened to a minimum width of 5.5m, and a 2m footway may be provided along the site's frontage, in accordance with the preferred site allocation's requirements.

It is recognised in the Appraisal that the physical curvature of Dereham Road influences the location of the site's access road. As a result, there is one location available which provides DMRB compliant visibility splays of 2.4m x 90m. Two further potential locations exist that accord with Manual for Streets visibility splays of 2.4m x 59m.

Due to the curvature of Dereham Road, the Appraisal confirms that the preferred allocation's aspirations of frontage dwellings with individual/shared drives directly onto Dereham Road may not be possible. As such, the Indicative Layout demonstrates how frontage development, from the single point of access to the site can still be achieved, by way of private drives, parallel to Dereham Road. This ensures that frontage development is achieved, whilst avoiding the need for multiple points of access to the site.

Given the curvature of Dereham Road, for highway safety reasons, the site will need to be designed to ensure that all dwellings are accessed from within the site's curtilage; no direct pedestrian access is provided from any dwelling onto Dereham Road (to discourage visitors/delivery parking on Dereham Road); and, the visibility splays will need to be regularly mown and maintained.

Based on the provision of 20 dwellings on the site, vehicle trip generation has been calculated based on the TRICS database. In the AM peak, the development is likely to result in 15 vehicle trips. In the PM peak, the site is likely to result in 14 vehicle trips. Across the day, the development is likely to result in 118 vehicle movements. The Appraisal considers that additional residential vehicle movements are unlikely to have any measurable impact upon traffic flows on Dereham Road and the local Honingham highway network during the AM and PM peak periods.

Accordingly, the Appraisal confirms that there are no transport and highway reasons as to why the site should not be allocated for 25 dwellings. Therefore, the Appraisal demonstrates that the proposed access strategy is in accordance with the specific requirements of the preferred allocation, such as appropriate visibility splays, road widening on Dereham Road along the site's frontage to 5.5m, and provision of 2m footpaths along Dereham Road.

### *Layout and Design*

An Indicative Masterplan has been prepared by Feilden and Mawson, demonstrating how, if required, 25 dwellings can be comfortably accommodated on the site and is submitted in support of this Representation. The point of access to the site has been informed by the Access Appraisal, as previously outlined. A series of four private drives are proposed off a Type 3 internal access road, helping to create a high quality layout which is akin to the character of Honingham.

In addition to the above, the layout is designed around two areas of public open space, either side of the internal access road, adjacent to Dereham Road. Locating public open spaces in the south-eastern corner of the site helps to mitigate the impact of development on the site on heritage assets in the centre of Honingham.

Despite the requirement for frontage development in the preferred allocation, the Access Appraisal confirmed that this is not achievable due to access constraints (notably, achieving appropriate visibility splays). On this basis, the layout has been designed to achieve frontage style development, with 9 dwellings overlooking Dereham Road, situated off two private drives. This achieves the overarching aspiration of frontage development to help reduce vehicular speeds, without the need to private multiple access points to each property.

The larger scheme has been evolved by architects Feilden & Mawson in consultation with local developer FW Properties. It has been based upon an appropriate mix of new properties including smaller 2 and 3 bedroom houses and bungalows.

#### *Deliverability and Proposed Housing Trajectory*

The following Housing Trajectory has been based on robust local evidence, including the completion of a range of similar scale developments across the District.

Based on the submission of a planning application in 2022, to tie in with submission of the Local Plan, 6-9 months have been allowed for the determination of the planning application, alongside a further 6 months to commence construction on the site.

Assuming construction commences on site in 2024, it is assumed that the development would be complete in 2025; well within the first five years of the Local Plan period. The Housing Trajectory has been based on the site accommodating 25 dwellings.

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
<b>Units</b>	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cumulative Total</b>	0	0	25	25	25	25	25	25	25	25	25	25	25	25	25

The Rampton Property Trust are committed to securing development on the site, and are in discussions with a local developer who has expressed interested in acquiring the site. FW Properties are a local developer who are based in Norwich who specialise in the development of good quality residential developments in Norfolk and Suffolk. They have successfully completed many developments in the area including new homes in Brooke, Wreningham, Alington, Bergh Apton and Rockland St Mary. They are currently on site with 25 new homes in Hoveton and will shortly be commencing the development of 23 new dwellings in Hempnall. Please see their website at [www.fw-properties.com](http://www.fw-properties.com).

#### **Available**

The site, in its entirety, is owned by the Rampton Property Trust. The land is leased to a local farmer on a temporary basis, and can be terminated with the agreed notice period at any time.

#### **Achievable**

Based on the suitability assessment above, there are no site-specific constraints which could threaten the delivery of residential development on the site. Therefore, residential development on the site is deemed to be entirely achievable.

#### **Viable**

The Rampton Property Trust are confident that the delivery of the site is viable having regard to the policy requirements of the draft GNLP and there are no factors that we are aware of, at this moment in time, that could prevent the delivery of the site. This statement is, however, made in the context of the questions that have been raised in relation to Greater Norwich Local Plan Interim Viability Study (2019) (Question 48). Further discussions are required with the GNLP Team

on these matters in order to confirm that the various policy objectives, such as affordable housing and community infrastructure, can be delivered on site without prejudicing the viability of the site. The Rampton Property Trust are keen to continue discussions with the GNLP Team on this matter asap.

## Summary

The cluster of Honingham and Easton is a sustainable location for growth, benefitting from existing and expanding facilities, such as a primary school and public transport provision.

As has been demonstrated, the site is suitable, available, achievable and viable, and is deliverable within the first five years of the plan period. As previously recognised, there are no constraints which would affect the suitability of the site for residential development. In addition, this Representation has demonstrated the suitability of the site to accommodate at least 25 dwellings, or more development, if required. Accordingly, the foregoing text demonstrates that this specific site is a suitable location for further development, and Rampton Property Trust supports the GNLP's proposals to allocate the site under Policy GNLP2176 for residential development.

## Revised Policy Wording

**Policy GNLP20176 – Land North of Dereham Road, Honingham (approx. ~~0.76~~ 1.37 ha) is allocated for residential development. The site will accommodate at least ~~42 homes~~ 25 homes, 33% of which will be affordable.**

More homes may be accommodated, subject to an acceptable design and layout being achieved, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

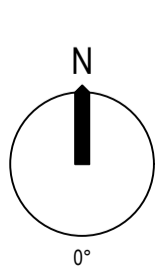
- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout (without providing individual driveways) that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

## Key

Amendment – Proposed Amendments

~~Deleted~~ – Proposed Text to be Removed

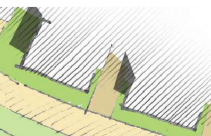


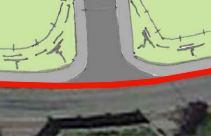
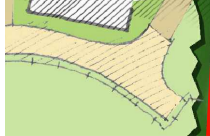
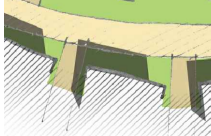




Rev	Date	CHK	DRW	Revision Description
A00	10.03.20	je	je	Issue for allocation purposes

REF	HEALTH AND SAFETY INFORMATION - CONSTRUCTION RISKS
XXX	

**Legend**

-  Proposed building parcels
-  Public Open Space
-  Site Extent shown red [1.356ha]
-  Type 3 access road
-  Shared-surface private roads
-  Private drives

**Feilden+Mawson**

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DRAWING  
 Proposed Site Allocation  
 Concept Masterplan

CLIENT	FW Properties
JOB	Land off Dereham Road, Honingham
RIBA Stage 0	
S2	Issue for Information
JOB	9225 PAPER A1/A3 SCALE 500/1000
Drawing Number	9225-FM-XX-XX-DR-A-SK01-A00



# Access Appraisal

client :	<b>The Rampton Property Trust</b>
project :	<b>Access Appraisal of Land North of Dereham Road, Honingham, Norfolk. (Greater Norwich Local Plan Site Ref : GNLP 2176).</b>
date :	<b>March 2020</b>

Revision	Description	Issued by	Date	Checked by
00	First Draft	SC	2020 / 03 / 11	AD

This report has been prepared with reasonable skill, care and diligence for the sole benefit, use and information of The Rampton Property Trust (The Client) for the purposes set out in The Client's instructions that commissioned it, and is issued in commercial confidence. It should not be relied upon by any other party or used for any other purpose. The liability of Orari Limited in respect of the information, designs, design concepts and proposals contained within this report will not extend to any third party.

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date : **2020 March 11**

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## Appendices

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<b>Appendix 7</b>	Indicative Residential Development Layout Plan
<b>Appendix 8</b>	TRICS data



## List of Acronyms used within this report

BDC	Broadland District Council
CLG	Department of Communities and Local Government
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
GNLP	Greater Norwich Local Plan
HGV	Heavy Goods Vehicle
MfS1	Manual for Streets - <i>published March 2007</i>
MfS2	Manual for Streets - Volume 2 - <i>published September 2010</i>
NCC	Norfolk County Council
NSSD	Safe, Sustainable Development - <i>published by Norfolk County Council, 2019</i>
PIA	Personal Injury Accident
PSV	Public Service Vehicle
SBD	Secure by Design – Homes, 2019
SSD	Sight Stopping Distance
TRICS	Trip Rate Information Computer System - <i>national database of development trip rates</i>



## 1. Introduction

### Background

- 1.1 Orari Limited has been instructed on behalf of The Rampton Property Trust ('The Client') to provide a transport Access Appraisal of a site (the Appraisal Site) within Honingham, Norfolk.
- 1.2 The Appraisal Site is located north of Dereham Road, Honingham, Norfolk, between properties numbered 44 and 46 Dereham Road, as shown on the plan attached at Appendix 1. The Appraisal Site has been designated as a 'Preferred Site' 'GNLP Site 2176' within the emerging Greater Norwich Local Plan (GNLP).
- 1.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of The Client by Bidwells LLP in March 2020, in response to the Greater Norwich Local Plan (GNLP) *Stage C Regulation 18 Draft Strategy and Site Allocations* public consultation.

### Brief

- 1.4 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to the Appraisal Site, to support the requirements of a potential residential development of up to 25 dwellings within the site curtilage.
- 1.5 The Local Planning Authority, Broadland District Council (BDC) and the Local Highway Authority, Norfolk County Council (NCC) have not been formally consulted by Orari Ltd regarding these proposals.

### Reference Documents

- 1.6 Options for the Application Site's access requirements have been assessed utilising National and local design guidance, including the following principal documents:
  - *'Manual for Streets 1'* - DfT 2007;
  - *'Manual for Streets 2'* - CIHT 2010;
  - *'Norfolk Residential Design Guide'* - Norfolk County Council, 1998;
  - *'Parking Standards for Norfolk 2007'* - Norfolk County Council, 2007;
  - *'Safe, Sustainable Development'* - Norfolk County Council, 2019;
  - *Highways and Transport: Post-Planning Processes Part 1'* – Norfolk County Council, 2019;
  - *'Highways and Transport: Post-Planning Processes Part 2'* - Norfolk County Council, 2019;
  - *'BS 8300 - 1 : 2018; Design of an accessible and inclusive built environment'* - British Standards Institution, 2018;
  - *'Secure by Design - Homes 2019'* - ACPO/SBD; and
  - *'Design Manual for Roads and Bridges'* - Department for Transport.



## 2. The Appraisal Site

### Appraisal Site inclusion with the GNLP Regulation 18 Consultation

- 2.1 The Client's Appraisal Site is included within the (29<sup>th</sup> January – 16<sup>th</sup> March 2020) Greater Norwich Local Plan (GNLP) *Stage C Regulation 18 public consultation* documents, and is listed as site: "GNLP 2176".
- 2.2 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is attached at Appendix 2, and a summary is provided within Fig 2.1 below for ease of reference.

**POLICY GNLP2176**

**Land North of Dereham Road, Honingham (approx. 0.76 ha) is allocated for residential development. This will accommodate at least 12 homes, 33% of which will be affordable.**

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

Notes  
GNLP2176: This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only, which would make a natural infill development. Allocation is subject to provision of an adequate carriageway and footway for the full extent of the frontage.

**Fig 2.1 extract from the GNLP *Stage C Regulation 18 public consultation* document.**

### **Appraisal Site - Description**

- 2.3 The Appraisal Site occupies a greenfield site of approximately 1.37 hectares on the northern side of Dereham Road, Honingham Norfolk. A copy of a site location plan is attached at Appendix 1.
- 2.4 The boundaries of the Appraisal Site are formed by the following features;
- North : by an open arable greenfield site, currently in pastoral agricultural use;
  - East : by western frontage of no 44 Dereham Road, and the western boundary of the Honingham Village Hall site;
  - South : by the northern frontage of Dereham Road; and
  - West : by the eastern boundary of no 46 Dereham Road.
- 2.5 Vehicular access to the Appraisal Site is currently achieved via an agricultural field access from Dereham Road that is located circa 275m north west of the Appraisal Site.
- 2.6 The Appraisal Site is currently grassland. It is considered that the vehicular trip generation associated with the prevailing agricultural use of the Appraisal Site is likely to be very low, and for the purposes of this assessment is considered to be negligible.

### **Local Highway Characteristics**

- 2.7 Dereham Road, Honingham, is a Norfolk standard rural, single carriageway road, of varying width: circa 5.2m - 5.7m width, that extends in a north-westerly direction from The Street at its southern end, to Berry's Lane at its northern end.
- 2.8 Dereham Road effectively functions as the northern vehicular boundary of the Honingham village settlement, but it has no street lighting.
- 2.9 An approx 1.5m width footway is provided on the southern side of Dereham Road along almost all of the Appraisal Site frontage, i.e. from its junction with The Street to the driveway of number 43 Dereham Road.
- 2.10 The Honingham village speed limit of 30mph extends in a westerly direction along Dereham Road from its junction with The Street, along the Appraisal Site frontage, and for an approx. further 120m in a north-westerly direction, when the speed limit reverts to the National 60 mph speed limit.



### 3. Local Transport Issues

#### Highway Safety

- 3.1 A qualitative highway safety assessment has been undertaken of the highway network within the immediate vicinity of the Appraisal Site, based upon a review of the freely available to view Personal Injury Accident (PIA) data provided on the Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for the most recent five period, 2014 - 2018 inclusive.
- 3.2 The plan and Crashmap PIA details attached at Appendix 3 reveal that no PIAs were recorded on Dereham Road, Honingham during the five-year study period. Moreover, no Fatal severity or Serious severity or Slight severity PIAs were recorded within the immediate vicinity of the Appraisal Site.
- 3.3 It is therefore reasonable to conclude that there are no highway safety issues to preclude the use of the Appraisal Site for future residential development.

#### Bus Public Transport Facilities

- 3.4 A walk time of eight minutes (approximately a distance of 640 metres, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered the maximum 'convenient' walking distance from a specific site location to the nearest bus stop. However, a walk time of up to twenty-five minutes (approximately a distance of 2km, assuming an 'Average Adult' walking speed of 4.8 km/h) is usually considered an 'acceptable' walking distance to directly access local public transport facilities.
- 3.5 The closest bus stops to the Appraisal Site are located on Mattishall Road, adjacent and opposite its junction with Colton Road. These bus stops are circa 800m (an approx 10 minute walk) from the centre of the Appraisal Site.
- 3.6 Analysis of relevant bus timetables reveals that:
- one bus service, the Konectbus service no 4, uses the eastbound bus stop, '*Adjacent Colton Road*', (i.e. buses travel towards Easton, the Norfolk & Norwich Hospital and Norwich City Centre) as detailed within Table 3.1 below; and
  - one bus service, the Konectbus service no 4, uses the westbound bus stop, '*Opposite Colton Road*', (i.e. buses travel towards Dereham and Swanton Morley) as detailed within Table 3.2 below.

Eastbound Bus Services on Mattishall Road – adj Colton Road					
No	Route & Destination	Frequency	First Bus	Last Bus	Operator
4	Swanton Morley - Norwich	12 buses / day <i>Mon – Fri</i>	06.35	17.34	Konectbus
		11 buses / day <i>Sat</i>	07.35	17.34	
		5 buses/day <i>Sun</i>	08.56	16.56	

Table 3.1 : Eastbound Bus Services on Mattishall Road – adjacent to Colton Road

Westbound Bus Services on Mattishall Road – opp Colton Road					
No	Route & Destination	Frequency	First Bus	Last Bus	Operator
4	Norwich - Swanton Morley	12 buses / day <i>Mon – Fri</i>	07.50	18.57	Konectbus
		11 buses / day <i>Sat</i>	08.54	18.56	
		5 buses / day <i>Sun</i>	09.59	17.59	

Table 3.2 : Westbound Bus Services on Mattishall Road – opposite Colton Road

Full details of these Honingham bus services are attached at Appendix 4.

- 3.7 The existing regular bus services between Honingham and Norwich (with its bus, rail and coach travel connections to Cambridge, Stansted Airport, Harwich Ferry terminal, London, and the rest of the UK) provide excellent local links to sustainable public transport networks within the UK, Europe and beyond.
- 3.8 The local bus services detailed within Tables 3.1 - 3.2 above provide all future residents of the proposed Appraisal Site residential development with a convenient alternative to the use of the private car for both local trips, and for destinations further afield.

**Rail Public Transport Facilities**

- 3.9 The nearest rail station to the Appraisal Site is Wymondham, an unstaffed Greater Anglia station on the Norwich to Cambridge line, located approx 15.5 km (by road) from the Appraisal Site. Rail services from Wymondham provide direct services to Norwich (and thence London Liverpool Street, Ipswich and Harwich), Cambridge (and thence London Kings Cross), Ely and Peterborough, and thence to the Midlands and northern England.



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- 3.10 Rail connections from Wymondham rail station to Stansted Airport (and thence air connections to other parts of the UK and Europe), are easily achievable by changing at Cambridge station. A copy of the rail network map for East Anglia is attached at Appendix 5.
  - 3.11 Wymondham rail station has parking provision for cars and cycles, and benefits from access to local taxi facilities and connecting bus-based public transport services.

## 4. Potential Appraisal Site Development

4.1 An extract of the GNLP *Stage C Regulation 18 public consultation* document regarding the Appraisal Site is attached at Appendix 2.

4.2 A summary of the transport-specific design elements required for the provision of a residential development within the Appraisal Site curtilage, is provided within Fig 4.1 below for ease of reference.

**The development will be expected to address the following specific matters:**

- **Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit; and**
- **Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.**

Fig 4.1: extract from the GNLP *Stage C Regulation 18 public consultation* document regarding GNLP site 2176

### Appraisal Site Junction Visibility Splays

4.3 Dereham Road, within the immediate vicinity of the Appraisal Site, is subject to the Honingham village 30 mph speed limit.

4.4 ‘Manual for Streets’ (MfS1) recommends that where speeds are below 40mph, the design ‘X’ and ‘Y’ visibility distances, (utilised for assessing visibility splays at junctions) should be based upon the MfS ‘*Sight Stopping Distance*’ (SSD) criteria.

4.5 MfS1 Table 7.1 (MfS1 - page 91) provides a summary of ‘*Sight Stopping Distances (SSDs) for Streets*’ for priority junctions. An extract of MfS1 Table 7.1 is provided within Table 4.1 below, for ease of reference.

Extract from MfS1 Table 7.1 : ‘Derived Sight Stopping Distances for Streets’						
Traffic Speed	Kilometres per hour	40	45	48	50	60
	Miles per hour	25	28	30	31	37
Sight Stopping Distance	SSD (metres)	31	36	40	43	56
	SSD adj for bonnet length	33	39	43	45	59

Table 4.1 : Extract from MfS1 Table 7.1 : ‘Derived Sight Stopping Distances for Streets’



- 4.6 For a 30mph street, like Dereham Road, MfS1 guidance (cf Table 4.1 above) suggests that designers should seek to provide a minimum visibility splay of **2.4m x 43m** (in each direction) for emerging vehicles at a priority junction (i.e. vehicles emerging from the Appraisal Site onto Dereham Road).
- 4.7 NCC’s 2019 guidance document ‘Safe, Sustainable Development’ (NSSD) includes an extract from MfS1 Table 7.1 at NSSD para G2.2 (page 27), and states:

**NSSD para G2.2 : “Visibility at accesses and junctions onto highways with the characteristic of a ‘street’ shall accord with the standards set out in the CLG and DfT document Manual for Streets.**

*“Where an access meets the carriageway, visibility splays are required to ensure exiting traffic can see and be seen by approaching motorists. A stopping sight distance (SSD) is required to enable drivers to see ahead so that they can stop within a given speed. The SSD is calculated from the speed of the vehicle; the time required for the driver to identify a hazard and then begin to brake (the perception-reaction time) and the vehicles rate of deceleration.*

*“The following table (i.e. an extract from MfS Table 7.1 – provided at Table 4.1 above) provides guidance on SSDs for accesses and junctions onto streets where 85th percentile speeds are up to 60km/h. At speeds above this, or where the characteristic of the highway is not that of a street, it is necessary to refer to G2.3 below relating to visibility for roads.”*

- 4.8 NSSD para G2.3 (page 28) states:

**NSSD para G2.3 : “Visibility at accesses and junctions onto highways with the characteristic of a ‘Road’ shall accord with the standards set out in the DfT document “Design Manual for Roads and Bridges”.**

- 4.9 For ease of reference, an extract of Table 7.1 of the ‘Design Manual for Roads and Bridges’ (DMRB) TD 42/95: “Geometric Design of Major / Minor Priority Junctions”, that is provided within NSSD para G2.3 (page 28) regarding appropriate SSDs for minor road junctions (e.g. the Appraisal Site access road with Dereham Road) is provided within Table 4.2 below.

Extract from DMRB TD 42/95 : Table 7.1				
‘Design Speed’ of Major Road	Kilometres per hour	50	60	70
	Miles per hour	31	37	43
‘Y’ Distance	Sight Stopping Distance (metres)	70	90	120

**Table 4.2 : Extract from DMRB TD 42/95 Table 7.1**

- 4.10 DMRB standards are primarily intended for designing national standard ‘all purpose’ roads (i.e. Motorways and class A roads) that will carry large volumes of traffic, including PSVs and HGVs.

- 4.11 Dereham Road is obviously a rural village road. However, NCC may suggest that it is possible that average and 85<sup>th</sup> percentile vehicle speeds on Dereham Road within the immediate vicinity of the Appraisal Site might exceed 30mph, and thus require DMRB compliant visibility splays of **2.4m x 90m**.
- 4.12 The qualitative highway safety assessment of the Honingham highway network within the immediate vicinity of the Appraisal Site (cf para 3.1 et seq above) concluded that there are no highway safety issues to preclude the use of the Appraisal Site for future residential development.
- 4.13 Thus, in the absence of any recent Dereham Road recorded traffic speed data, the provision of visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) at the Appraisal Site Access Road junction, is considered to be a safe, appropriate and pragmatic design solution.

### **Dereham Road Frontage Design Layout**

- 4.14 Plan no 121 attached at Appendix 6 demonstrates that the Dereham Road carriageway may be widened to a minimum width of 5.5m, and a 2.0m width footway may be provided along the Appraisal Site's Dereham Road frontage, in accordance with the emerging GNLP requirements (cf Fig 4.1 above).
- 4.15 The physical curvature of the Dereham Road carriageway along the Appraisal Site frontage severely constrains the location of an Appraisal Site access road, as demonstrated on the following plans:
- a) Plan no 121, attached at Appendix 6, reveals that the provision of an Appraisal Site access road with DMRB compliant visibility splays of **2.4m x 90m**, is only physically achievable at a single location. Moving the proposed access road centre line further east or west, results in the required DMRB visibility plays encroaching onto third party land; and
  - b) Plan numbers 122 and 123 attached at Appendix 6, reveal the two potential locations that an Appraisal Site access road with Manual for Streets compliant visibility splays of **2.4m x 59m** (cf para 4.13 above) may be provided, without creating a 'crossroads' arrangement with existing Dereham Road dwellings, and/or the required **2.4m x 59m** visibility splays encroaching on third party land.
- 4.16 The curvature of the Dereham Road frontage effectively means that any vehicle parked on Dereham Road will block the available visibility for all vehicles emerging from the Appraisal Site access road. Thus, for highway safety reasons, the Appraisal Site's residential development layout should be designed to encourage all vehicle movements to/from dwellings to be made within the Appraisal Site curtilage.



- 4.17 The curvature of the Dereham Road frontage effectively means that the GNLP aspirations of “a frontage design layout that reinforces the 30mph speed limit” may not be achieved by the provision of a linear development of dwellings with individual / shared drives directly onto Dereham Road. For highway safety reasons, the Appraisal Site’s residential design layout will need to ensure that:
- all dwelling vehicular drives are accessed/egressed only from within the Appraisal Site curtilage;
  - no direct pedestrian access will be provided from the Dereham Road frontage to any of the Appraisal Site dwellings (to discourage visitors and/or delivery vehicles from parking on Dereham Road and thus blocking the Appraisal Site’s access road visibility splays); and
  - the Appraisal Site’s access road Dereham Road visibility splays will need to be regularly mown and maintained, to ensure that the visibility splays are available in perpetuity.
- 4.18 The indicative residential development layout plan attached at Appendix 7 demonstrates:
- a residential development of up to 25 dwellings may be provided within the Appraisal Site; and
  - the Appraisal Site’s access road visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) may be provided without prejudicing Dereham Road highway safety.

### **Appraisal Site – Trip Generation**

- 4.19 Comparable data from the latest version of the TRICS trip generation database (the nationally recognised trip information database) has been utilised to forecast the potential trip generation of a residential development of up to 25 dwellings within the Appraisal Site curtilage.
- 4.20 It is acknowledged that the proposed Appraisal Site residential development may include a proportion of Social Housing. However, in order to provide a robust forecast, vehicular trip generation rates for the category ‘*Residential: Houses Privately Owned*’ have been extracted from the TRICS 7.6.4 trip generation database to forecast the likely peak hour traffic generation for a residential development of up to 25 privately owned dwellings.
- 4.21 The TRICS 7.6.4 forecast for the potential number of vehicle trips that may be generated by a residential development of up to 25 dwellings has been summarised for ease of reference, within Table 4.3 below. A full copy of the relevant TRICS 7.6.4 output is attached at Appendix 8.

	TRICS 7.6.4 forecast for 'Houses Privately Owned'					
	AM Peak (08.00 – 09.00)		PM Peak (17.00 – 18.00)		Daily (07.00 – 19.00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
TRICS 7.6.4 Trip Rate per dwelling	0.140	0.430	0.378	0.145	2.327	2.40
No. Trips (25 dwellings)	3.5	10.75	9.45	3.625	58.175	60
<b>Total no. Trips (25 dwellings)</b>	<b>15</b>		<b>14</b>		<b>118</b>	

**Table 4.3 : TRICS Summary for 'Houses Privately Owned' within the Appraisal Site**

- 4.22 The TRICS 7.6.4 trip generation data (detailed within Table 4.3 above) suggests that in unconstrained circumstances (i.e. without the benefit of a Residential Travel Plan), a residential development of up to 25 dwellings within the Appraisal Site curtilage would be expected to generate in the region of 15 vehicle trips during the AM Peak period, circa 14 vehicle trips during the PM Peak period, and a total of circa 118 vehicle trips per 12-hour day.
- 4.23 Essentially, this indicative TRICS data (Table 4.3 above) suggests that the provision of up to 25 dwellings within the Appraisal Site curtilage is likely to generate circa 1 additional vehicle egressing the Appraisal Site every 6 minutes during the AM peak period, and circa 1 additional vehicle accessing the Appraisal Site every 6 minutes during the PM peak period. It is considered that such additional residential vehicle movements are unlikely to have any measurable impact upon traffic flows on Dereham Road and the local Honingham highway network during the AM and PM peak periods.



## 5. Summary and Conclusions

### Summary

- 5.1 Orari Limited has been instructed on behalf of The Rampton Property Trust ('The Client') to provide a transport Access Appraisal of a site (the Appraisal Site) within Honingham, Norfolk.
- 5.2 The Appraisal Site is located north of Dereham Road, Honingham, Norfolk, between properties numbered 44 and 46 Dereham Road, and has been designated as a 'Preferred Site' 'GNLP Site 2176' within the emerging Greater Norwich Local Plan (GNLP).
- 5.3 This Access Appraisal report is required to support a submission regarding the Appraisal Site that will be made on behalf of The Client by Bidwells LLP in March 2020, in response to the Greater Norwich Local Plan *Stage C Regulation 18 Draft Strategy and Site Allocations* public consultation.
- 5.4 The purpose of this Access Appraisal is to demonstrate whether an appropriate level of access may be provided, in principle, to the Appraisal Site, to support the requirements of a potential residential development of up to 25 dwellings within the site curtilage.
- 5.5 A qualitative highway safety assessment has been undertaken of the local Honingham highway network surrounding the Appraisal Site. It is considered that there are no significant prevailing highway safety concerns to preclude residential development within the Appraisal Site.
- 5.6 The review (cf para 4.1 et seq above) of the potential use of the Appraisal Site as a residential development of up to 25 dwellings, with vehicular access from Dereham Road, suggests that:
- there are no traffic generation and highway safety issues to preclude the provision of a residential development of up to 25 dwellings within the Appraisal Site curtilage;
  - the Dereham Road carriageway may be widened to a minimum width of 5.5m and a 2.0m width footway may be provided along the Appraisal Site's Dereham Road frontage, in accordance with the emerging GNLP requirements (cf Fig 4.1 above and Appendix 2);
  - in the absence of any recent Dereham Road recorded traffic speed data, the provision of visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) at the Appraisal Site Access Road junction, is considered to be a safe, appropriate and pragmatic design solution;
  - the physical curvature of the Dereham Road carriageway along the Appraisal Site frontage severely constrains the location of an Appraisal Site access road to one of three potential locations, as detailed on plan numbers 121 , 122 and 123 attached at Appendix 6; and
  - the curvature of the Dereham Road frontage effectively means that any vehicle parked on Dereham Road will block the available visibility for all vehicles emerging from the Appraisal Site access road. Thus, for highway safety reasons, the Appraisal Site's residential development layout should be designed to encourage all vehicle movements to / from dwellings to be made within the Appraisal Site curtilage.

- 5.7 The curvature of the Dereham Road frontage effectively means that the GNLP aspirations of “a frontage design layout that reinforces the 30mph speed limit” may not be achieved by the provision of a linear development of dwellings with individual / shared drives directly onto Dereham Road. For highway safety reasons, the Appraisal Site’s residential design layout will need to ensure that:
- all dwelling vehicular drives are accessed/egressed only from within the Appraisal Site curtilage;
  - no direct pedestrian access will be provided from the Dereham Road frontage to any of the Appraisal Site dwellings (to discourage visitors and/or delivery vehicles from parking on Dereham Road and thus blocking the Appraisal Site’s access road visibility splays); and
  - the Appraisal Site’s access road Dereham Road visibility splays will need to be regularly mown and maintained, to ensure that the visibility splays are available in perpetuity.
- 5.8 The indicative residential development layout plan attached at Appendix 7 demonstrates:
- a residential development of up to 25 dwellings may be provided within the Appraisal Site; and
  - the Appraisal Site’s access road visibility splays of **2.4m x 59m** (i.e. the MfS Sight Stopping Distance for vehicle speeds of 37mph on Dereham Road) may be provided without prejudicing Dereham Road highway safety.

### Conclusions

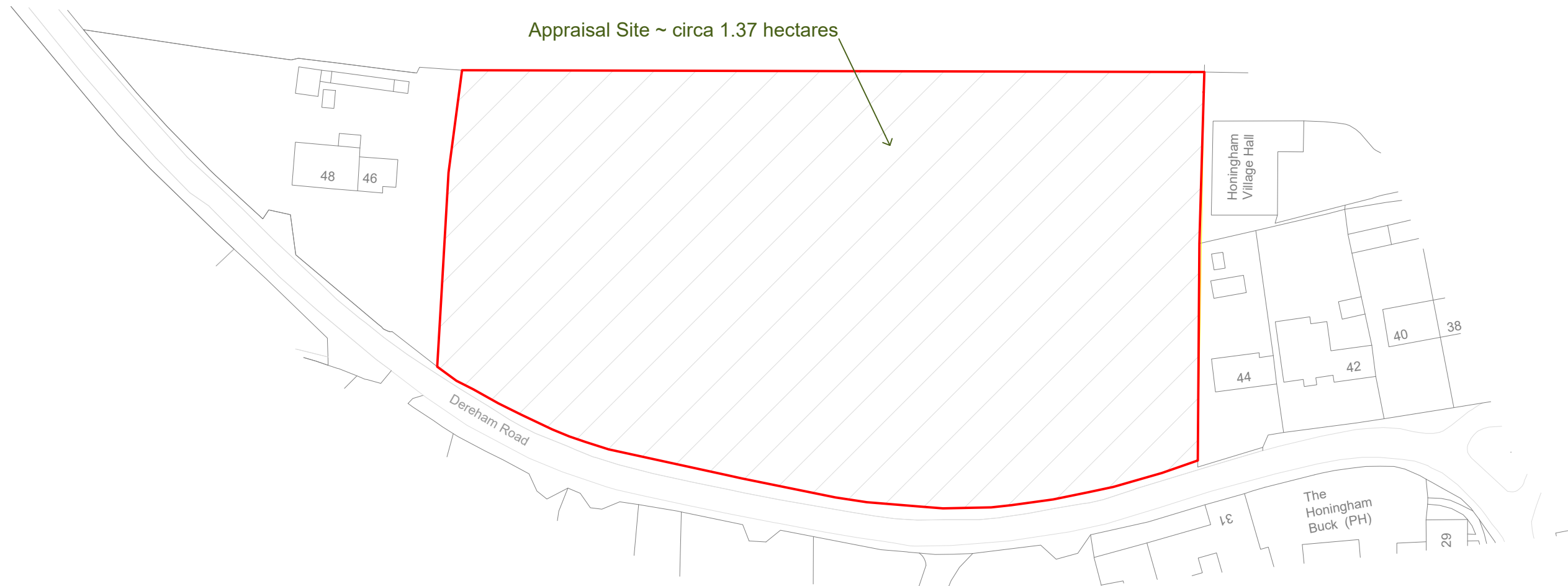
- 5.9 In conclusion, this Access Appraisal has demonstrated that there are no transport or highway reasons why the Client’s Honingham Appraisal Site should not be considered suitable for promotion for development within the emerging Greater Norwich Local Plan *Stage C Regulation 18 public consultation*.
- 5.10 Moreover, there are no transport and highways reasons why the Appraisal Site should not be allocated within the Greater Norwich Local Plan as follows:
- **GNLP site 2176 - Land North of Dereham Road, Honingham is allocated for a residential development of up to 25 dwellings.**



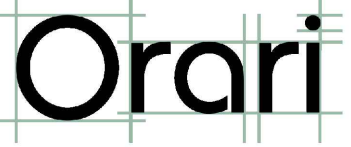
# Appendices

# Appendix 1

## Site Location Plan



Appraisal Site ~ circa 1.37 hectares

<b>project</b> Access Appraisal of GNLP Site : GNLP 2176		<b>drawing title</b> Appraisal Site Location Plan		 Unit 8, Home Farm Business Park, Norwich Road, Marsham, Norfolk. NR10 5PQ Tel : 077 99 637 839	
<b>client</b> The Rampton Property Trust	<b>project number</b> bd / 2053 / 01	<b>drawn by</b> SC	<b>checked by</b> ad		
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		<b>scale</b> 1 : 1000 @ A3	<b>date</b> 2020 / 02 / 28	<b>drawing number</b> 2053 / 01 / 120	<b>drawing revision</b> 0



## Appendix 2

### Extract from Greater Norwich Local Plan re GNLP Site 2176

## EASTON AND HONINGHAM

Easton is identified as an urban fringe settlement. There is a major growth allocation, with outline planning permission for development of 893 homes on land to the east, south and west of the village. Proposals include an extended primary school, a new village hall, a small retail store and areas of public open space. Around Easton, defining features are the Royal Norfolk Showground to the east of the village (within Costessey parish), the A47 Southern Bypass that runs to the north of the main built up area, and Easton College to the south. The high-quality sports facilities at the College are conveniently accessible for Easton residents, as are the employment opportunities, retail and leisure facilities at Longwater.

Easton Neighbourhood Plan was made in December 2017 and covers the period to 2042. It contains a series of policies that look to shape development within the neighbourhood area. There are policies within the plan that will be of relevance to development and any applications that are submitted for development within the parish should have due regard to those policies.





Honingham is a small village immediately south of the A47 Southern Bypass in the Broadland district. The River Tud flows through the Village and consequently some areas are at fluvial and surface water flood risk. The majority of Honingham parish is rural, but the designation of a Food Enterprise Zone (FEZ) for businesses focused upon food processing and production should be noted. Currently 19 hectares of the FEZ, with a net developable area of approximately 16.5 hectares, benefits from Local Development Order (LDO) status promoting commercial development land on this site in units of varying scale.

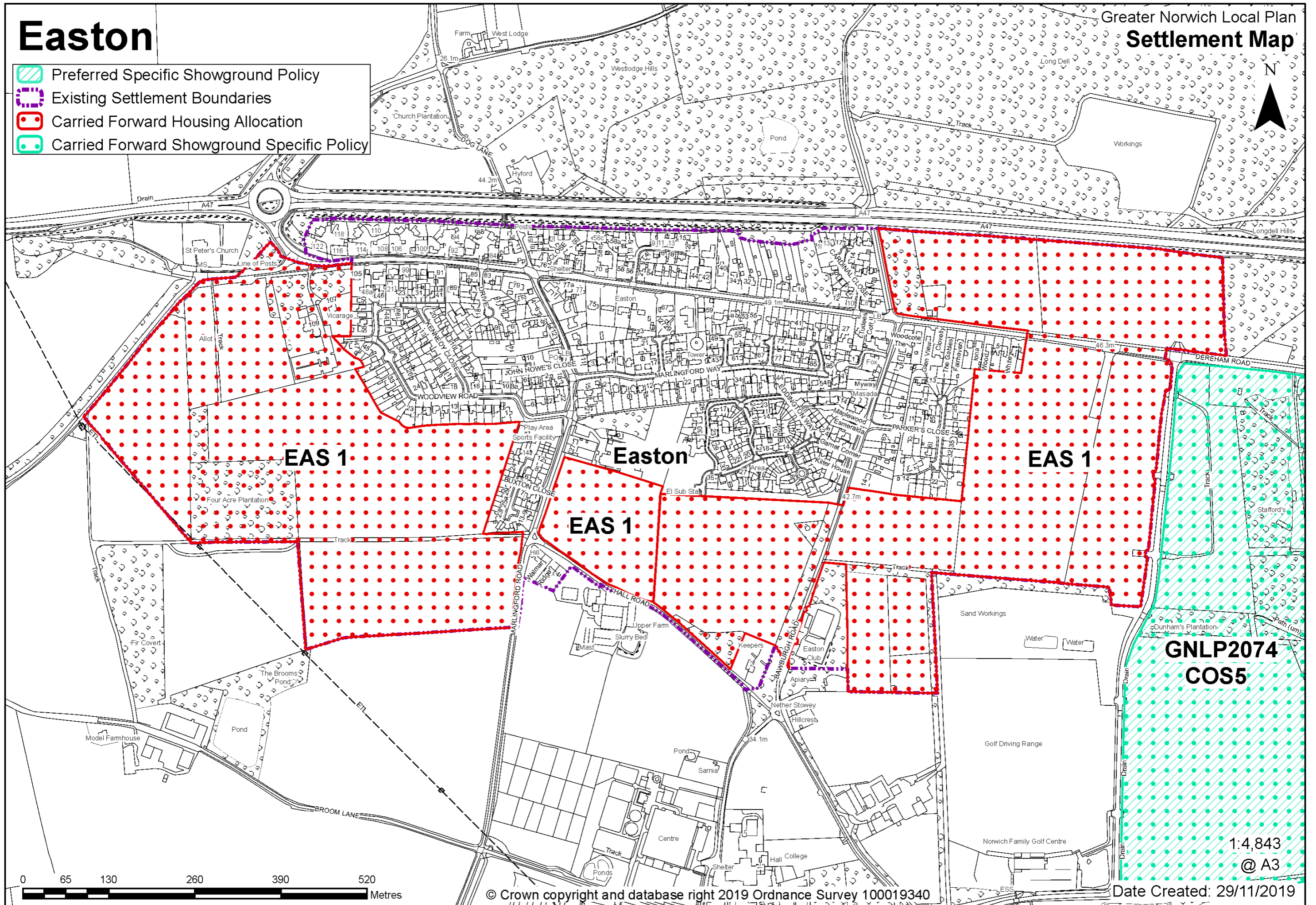
There is one carried forward allocation at Easton totalling 1,044 homes. In addition, there is one site identified as a preferred option in Honingham providing for 12 new homes and one additional dwelling with planning permission. This gives a total deliverable housing commitment for **Easton and Honingham** together of 1,057 homes between 2018 – 2038.

All new and carried forward allocations are expected to address standard requirements associated with development. These vary from place to place, but are likely to include mitigations for flood risk (as well as SUDs), highways improvements, safeguarding of minerals resources, land remediation, measures to protect the environment, biodiversity, and landscape intrusion.

# Easton

## Greater Norwich Local Plan Settlement Map

-  Preferred Specific Showground Policy
-  Existing Settlement Boundaries
-  Carried Forward Housing Allocation
-  Carried Forward Showground Specific Policy




**GNLP2074  
COS5**

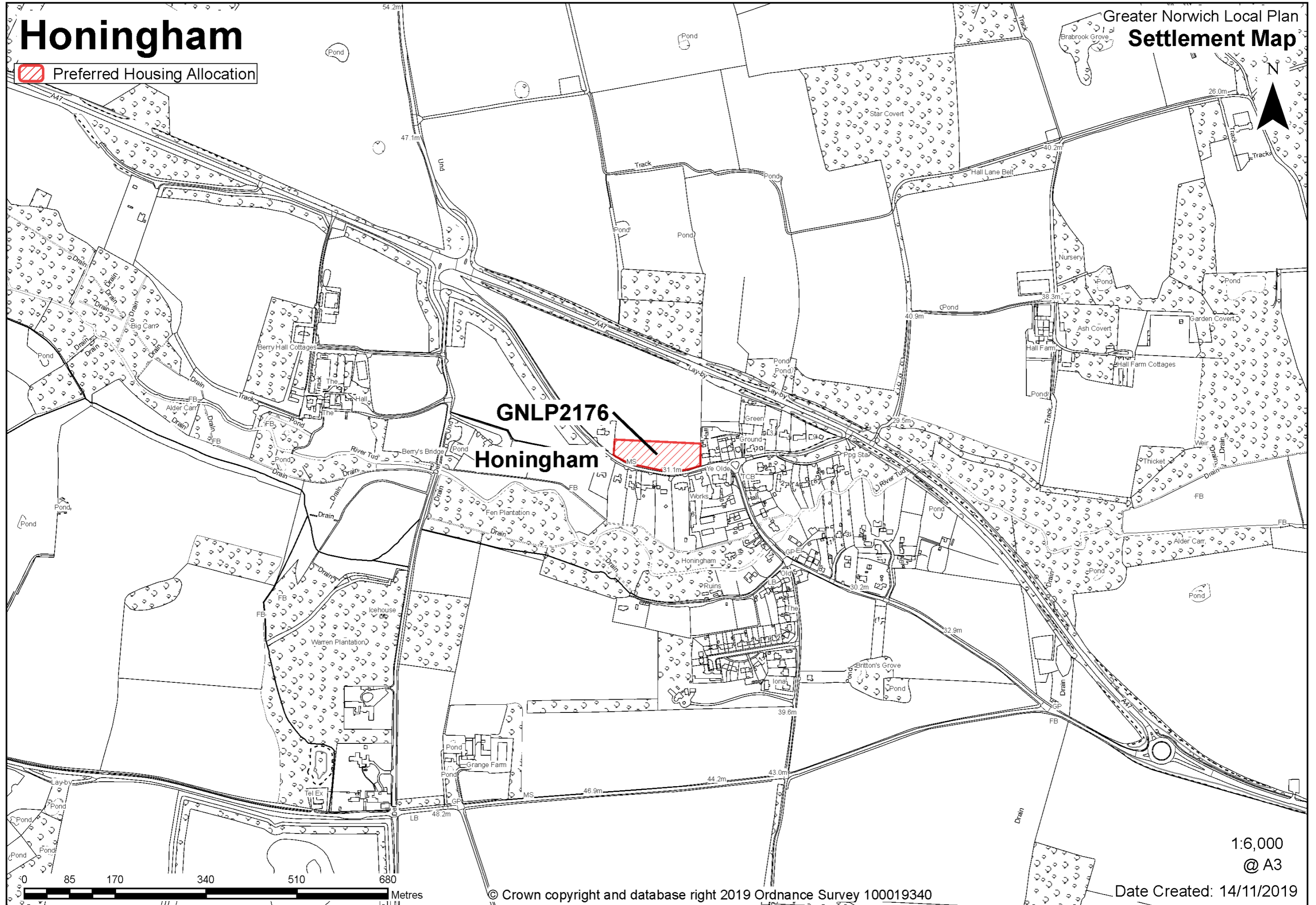
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# Honingham

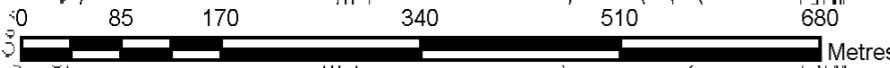
## Greater Norwich Local Plan Settlement Map

 Preferred Housing Allocation



**GNLP2176**

**Honingham**



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1:6,000  
@ A3

Date Created: 14/11/2019

## New allocation proposed

**POLICY GNLP2176 Land North of Dereham Road, Honingham (approx. 0.76 ha) is allocated for residential development. This will accommodate at least 12 homes, 33% of which will be affordable.**

More homes may be accommodated, subject to an acceptable design and layout, as well as infrastructure constraints.

The development will be expected to address the following specific matters:

- Vehicular access onto Dereham Road, with a suitable visibility splay, and a frontage design layout that reinforces the existing 30 MPH speed limit.
- Provision of 2.0m wide footways and carriageway widening to 5.5m for the full extent of the frontage.
- The site is within Source Protection Zone 3 and this should be taken into consideration when developing a drainage strategy.
- A design and layout that minimises adverse impact on the nearby heritage assets, notably the listed cottages and war memorial along the Street.

### Notes

GNLP2176: This site is preferred for allocation based on the additional work done on school bus routes. The site as promoted is too large, so it is proposed to allocate a smaller area for frontage development only which would make a natural infill development. Allocation is subject to provision of an adequate carriageway and footway for the full extent of the frontage.

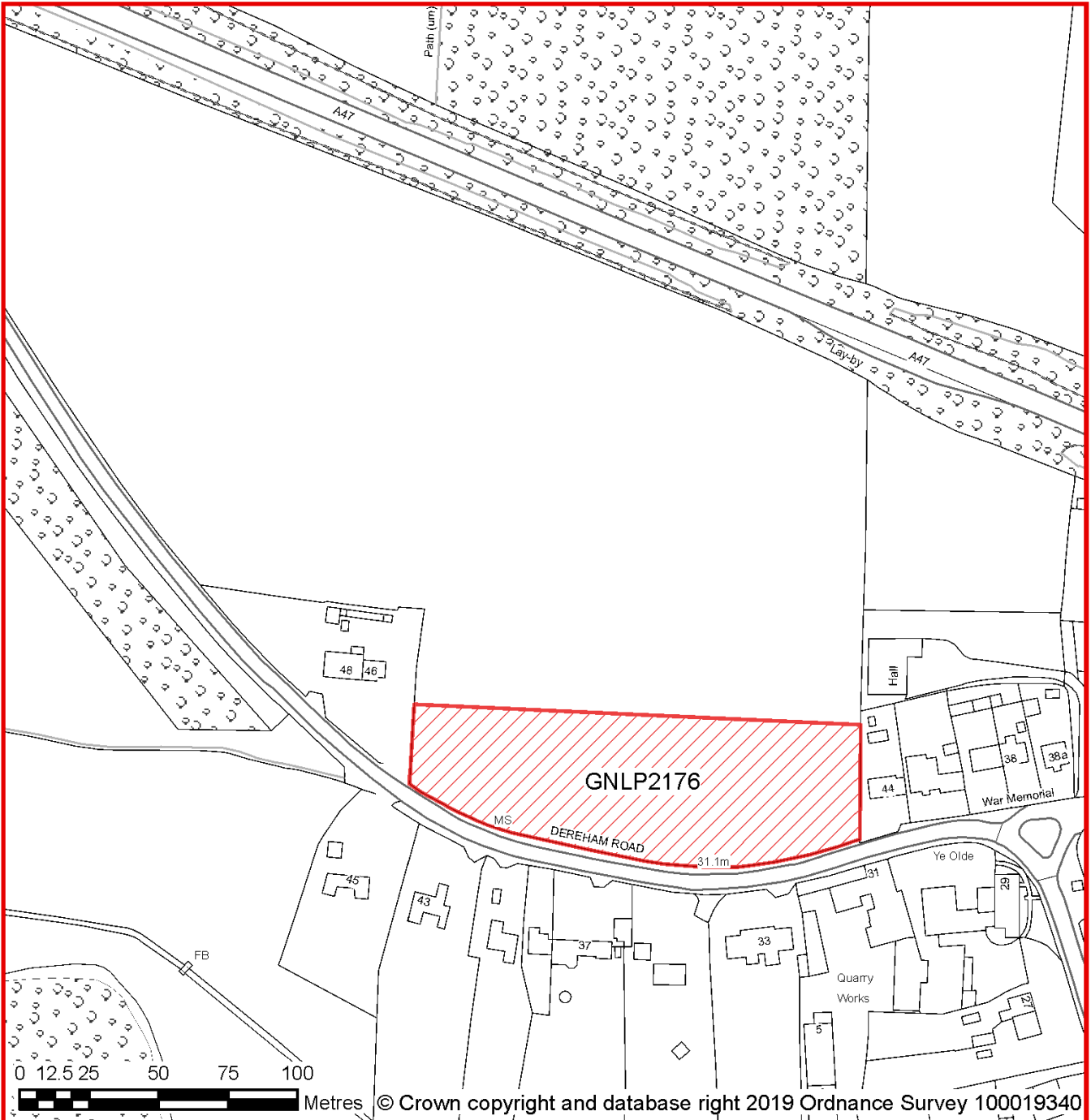
# HONINGHAM

Greater Norwich Local Plan  
Preferred Site

Site Reference GNLP2176  
Location North of Dereham Road, Honingham  
Allocation Residential development (12 dwellings)  
Area 0.76 ha

N  
1:2,000  
@ A4

Date Created: 14/11/2019



 Preferred Housing Allocation



## Existing allocation to be carried forward

**POLICY EAS 1 Land south and east of Easton (approx. 52.6 ha) is allocated for residential development and associated infrastructure. This will accommodate approximately 1,044 homes.**

The development will be expected to address the following specific matters:

### Master Plan

A comprehensive masterplan which will need to cover the provision of social and green infrastructure and highways improvements, taking into account the other requirements of this policy, and address:

1. Phasing which clearly identifies when key infrastructure will be provided in relation to the provision of new housing. Phasing should be designed to ensure development minimises the disturbance to existing residents.
2. The relationship to any continued expansion of Easton College and the Royal Norfolk Showground (including the loss of any land currently used for Showground parking).
3. The approach to densities across the allocation, including higher densities close to the proposed village centre.
4. Careful consideration of development west of the allotments, including the possible retention of this area as open space.

### Enhanced Facilities

5. Provision of a new village centre in the vicinity of the indicative site shown on the Easton Inset Map, to include a new village hall, village green/focal recreation space, shared parking provision with primary school.
6. Expanded primary school provision in agreement with the Education Authority.

### Heritage Assets

7. Application to be accompanied by an assessment of the significance of St Peter's Church as a heritage asset, the extent of its setting and the contribution that its setting makes to its significance.
8. Ensure that sufficient open space and landscaping is retained to the south, south east and south west of St Peter's Church and that sufficient planting is provided, such that its setting, and the wooded setting of Diocesan House and the Vicarage, are protected.

### Landscaping and Green Infrastructure

9. Protection of the existing allotments and any other sites in community use, or relocation to an equivalent or better site.
10. Provision of a landscape buffer and enhancements to the A47 corridor – layout and landscaping should take into account both visual enhancement and the noise implications of the neighbouring A47 and Showground and include any proposals for acoustic barriers.

11. Identification and protection of significant biodiversity features including trees and hedgerows, incorporated within open space and with off-site mitigation where on-site protection cannot be achieved.
12. Green infrastructure enhancements, including the approach to the area between the village and Easton College.
13. Proportionate contributions to the access improvements to the Yare Valley and Bawburgh/Colney Lakes.

#### Transport

Highways and transport improvements agreed with Norfolk County Council and, where appropriate, the Highways Agency, to include;

14. Proportionate contributions to short, medium and long-term improvements to the A47 Easton and Longwater junctions to ensure that junction capacity does not become a constraint on development.
15. Provision of new vehicular accesses for development to the south of the village, to supplement Marlingford Road and Bawburgh Road.
16. Provision for, and proportionate contributions to, Dereham Road Bus Rapid Transit (BRT), including improved access to facilities in Costessey, and other public transport enhancements in accordance with the latest version of the Norwich Area Transportation Strategy (NATS) implementation plan.
17. Safe and convenient pedestrian and cycle links to key locations, including Longwater employment and retail, Costessey Medical Centre, Ormiston Victory Academy, Costessey Park and Ride site and Easton College.

#### Site conditions and constraints

18. Norfolk Minerals and Waste Core Strategy Policy CS16 applies as this site is underlain by safeguarded mineral resources.
19. Investigation of ground conditions at the former gravel pit north of Dereham Road.
20. Wastewater infrastructure capacity must be confirmed prior to development taking place.
21. Site layout to take account of water mains and sewers crossing site.

Notes EAS 1: The site was allocated in 2015 as part of the previous local plan but has not yet been developed. The principle of development on the site has already been accepted and it is expected that development will take place within the time-period of the new local plan up to 2036. The site has outline planning permission for 890 units, but this does not cover the whole of the allocation. A separate application for 64 dwellings is under consideration at the time of preparing this draft plan on some of the remaining allocated land, north of Dereham Road. It is considered that there is capacity for an additional 90 dwellings on the last parcel of allocated land, to the east of Easton Gymnastics Club. The site is therefore re-allocated for residential development and has been considered in the calculation of the housing requirement for a total of 1,044 units. Via the development management process, it has become apparent that EAS 1 could be uplifted by a further 90 dwellings from the original estimate of approximately 900 dwellings. Subject to acceptable mitigation measures, an uplift of EAS 1 is the preferred approach.

# EASTON

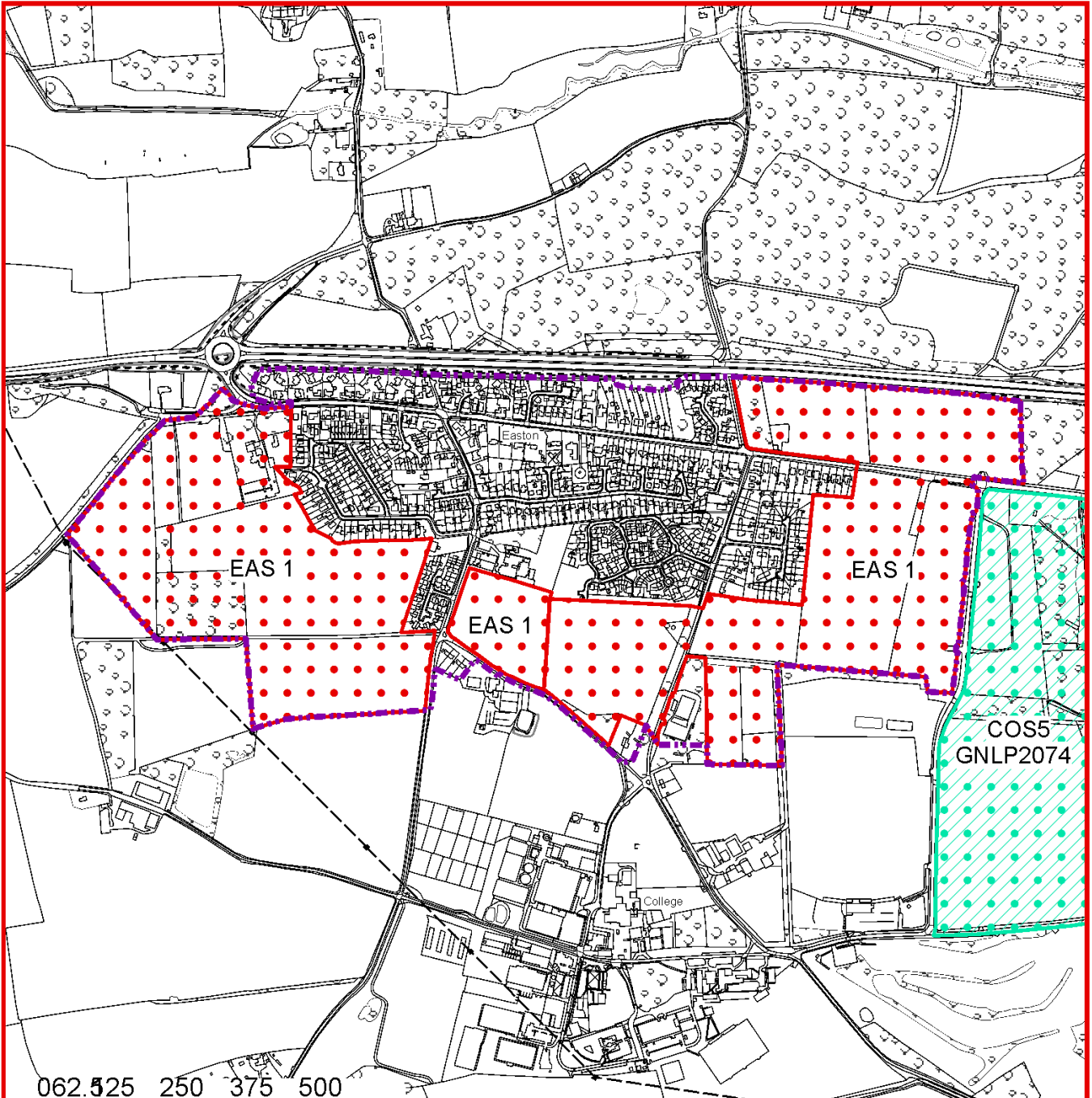
## Greater Norwich Local Plan Carried Forward Allocation

Site Reference EAS 1  
 Location Land south and east of Easton  
 Allocation Residential Development (Approx. 1,044 homes)  
 Area 52.6 ha

(Also shown as commitments  
on other maps)

N  
 1:10,000  
 @ A4

Date: 29/11/2019



Preferred Specific Showground Policy

Carried forward Housing Allocation

Carried forward Showground Specific Policy



Existing Settlement Boundary



## Reasonable Alternatives

Address	Site Reference	Area (ha)	Promoted for	Reason for not allocating
<b>Easton and Honingham</b>				
Honingham Thorpe	GNLP0415 A-G	457.14	Strategic mixed-use development consisting of residential development, employment, country park and nature reserve	This combination of sites is considered to be a reasonable alternative for consideration as a new settlement through a future review of the plan. The site is not preferred for allocation as it is not proposed to include a new settlement in the Greater Norwich Local Plan at the current time.

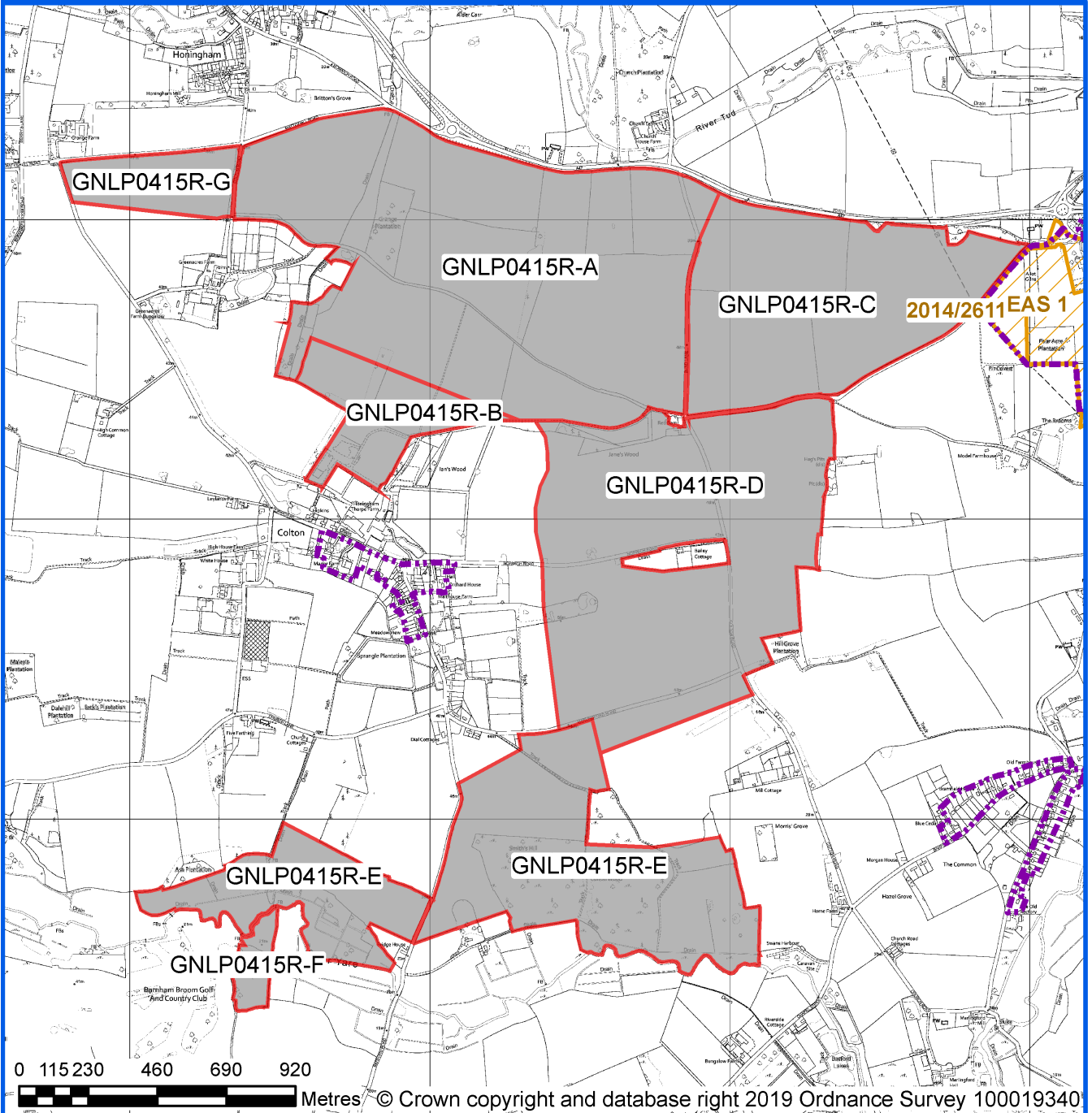
# HONINGHAM THORPE

Greater Norwich Local Plan  
Reasonable Alternative

Site Reference GNL0415(R) A-G  
Location Honingham Thorpe  
Allocation Strategic Mixed-Use Development  
Area 457.14 ha

N  
1:18,500  
@ A4

Date Created: 01/11/2019



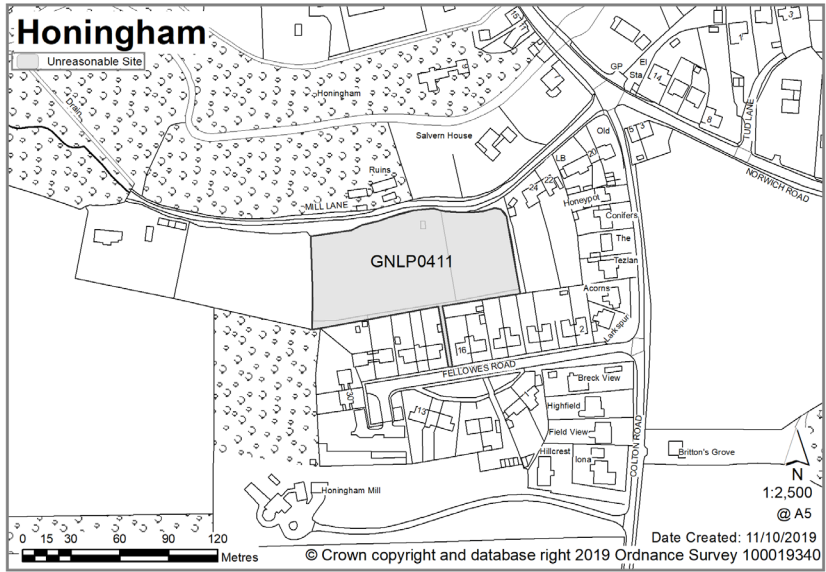
-  Reasonable Alternative
-  Existing Settlement Boundaries
-  Existing Site Commitments up to 2018 (residential and/or employment uses)

## Unreasonable Sites - Residential

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
<b>Easton and Honingham</b>				
Land off A47, Easton	GNLP0456	9.12	Approx. 25 dwellings	This site is not considered to be appropriate for allocation as it is located on the opposite side of the A47 to the main part of Easton village with no safe route to the primary school. The site also includes a gravel pit of geological interest.
Land at Fellowes Road, Honingham	GNLP0411	0.72	Approx. 13 dwellings	This site is over 4km to primary school in Easton with no safe walking route therefore it is not considered to be suitable for allocation. This site was re-examined through work looking at County Council bus routes to school but was dismissed as it was considered that vehicular access would be difficult as the proposed access point at Fellowes Road is extremely narrow and Mill Lane is also sub-standard.



Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
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## Appendix 3

### Accident Information

**Location of Personal Injury Accidents within the vicinity of the Dereham Road Application Site**  
**Extract from the Crashmap website for the five years : 2014 – 2018 (inclusive)**





# Appendix 4

## Bus Information



Timetable valid from 05/01/2020 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

Table with columns: Service Restrictions, Sch, Sch, NSch, and 16 time slots. Rows list various stops from Norwich City Centre to Dereham, adj Neatherd High School.

Mondays to Fridays

Table with 2 columns: Stop Name and Time. Rows list stops from Norwich City Centre to Dereham, adj Neatherd High School.

Service Restrictions: NSch - School holidays only: 18 Feb-22 Feb, 8 Apr-22 Apr, 27 May-31 May, 25 Jul-3 Sep, 21 Oct-25 Oct
Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown







Timetable valid from 05/01/2020 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

<b>Norwich City Centre, Bus Station (Stand A)</b>	<b>0815</b>	<b>0915</b>	<b>1015</b>	<b>1115</b>	<b>1215</b>	<b>1315</b>	<b>1415</b>	<b>1515</b>	<b>1625</b>	<b>1725</b>	<b>1820</b>	
<b>Norwich City Centre, St Stephens Street (Stop BR)</b>	<b>0817</b>	<b>0917</b>	<b>1017</b>	<b>1117</b>	<b>1217</b>	<b>1317</b>	<b>1417</b>	<b>1517</b>	<b>1627</b>	<b>1727</b>	<b>1822</b>	
§ Norwich, opp St Stephens Square	0817	0917	1017	1117	1217	1317	1417	1517	1627	1727	1822	
§ Norwich, opp Brunswick Road	0818	0918	1018	1118	1218	1318	1418	1518	1628	1728	1823	
§ Norwich, opp Eagle Walk	0819	0919	1019	1119	1219	1319	1419	1519	1629	1729	1824	
<b>Norwich, opp Albemarle Road</b>	<b>0820</b>	<b>0920</b>	<b>1020</b>	<b>1120</b>	<b>1220</b>	<b>1320</b>	<b>1420</b>	<b>1520</b>	<b>1631</b>	<b>1730</b>	<b>1825</b>	
§ Norwich, adj Lime Tree Road	0820	0920	1020	1120	1220	1320	1420	1520	1631	1730	1825	
§ Norwich, opp Leopold Road	0821	0921	1021	1121	1221	1321	1421	1521	1631	1731	1826	
§ Norwich, adj Branksome Road	0821	0921	1021	1121	1221	1321	1421	1521	1632	1732	1827	
§ Norwich, opp Judges Walk	0822	0922	1022	1122	1222	1322	1422	1522	1632	1732	1827	
§ Norwich, adj Elveden Close	0823	0923	1023	1123	1223	1323	1423	1523	1634	1734	1828	
<b>Eaton, adj The Cellarhouse</b>	<b>0828</b>	<b>0924</b>	<b>1024</b>	<b>1124</b>	<b>1224</b>	<b>1324</b>	<b>1424</b>	<b>1526</b>	<b>1638</b>	<b>1736</b>	<b>1829</b>	
§ Norwich, opp North Park Avenue	0829	0926	1026	1126	1226	1326	1426	1526	1638	1737	1830	
§ University of East Anglia, adj University Entrance	0830	0927	1027	1127	1227	1327	1427	1527	1638	1738	1831	
<b>University of East Anglia, University Drive (Stop C)</b>	<b>0833</b>	<b>0928</b>	<b>1028</b>	<b>1128</b>	<b>1228</b>	<b>1328</b>	<b>1428</b>	<b>1531</b>	<b>1642</b>	<b>1741</b>	<b>1833</b>	
§ University of East Anglia, adj Enterprise Centre	0834	0929	1029	1129	1229	1329	1429	1532	1642	1741	1833	
§ Colney, opp Old Watton Road	0835	0931	1031	1131	1231	1331	1431	1533	1646	1744	1835	
§ Colney, opp church	0835	0931	1031	1131	1231	1331	1431	1533	1647	1745	1836	
§ Norwich Research Park, opp John Innes Institute	0836	0932	1032	1132	1232	1332	1432	1534	1649	1747	1838	
<b>Norfolk &amp; Norwich University Hospital, Forecourt (Stand B)</b>	<b>0844</b>	<b>0938</b>	<b>1038</b>	<b>1138</b>	<b>1238</b>	<b>1338</b>	<b>1438</b>	<b>1542</b>	<b>1655</b>	<b>1751</b>	<b>1843</b>	
§ Norwich Research Park, adj John Innes Institute	0845	0940	1040	1140	1240	1340	1440	1548	1656	1753	1845	
§ Colney, opp Wood Burial Park	0846	0941	1041	1141	1241	1341	1441	1549	1658	1755	1847	
§ New Costessey, opp Travel Inn	0849	0944	1044	1144	1244	1344	1444	1552	1702	1759	1851	
§ New Costessey, adj Showground	0850	0945	1046	1145	1245	1345	1445	1553	1703	1800	1852	
§ Easton, adj Bawburgh Road	0851	0946	1046	1146	1246	1346	1446	1553	1704	1801	1853	
<b>Easton, opp Chez Denis</b>	<b>0854</b>	<b>0948</b>	<b>1048</b>	<b>1148</b>	<b>1248</b>	<b>1348</b>	<b>1448</b>	<b>1554</b>	<b>1708</b>	<b>1803</b>	<b>1854</b>	
§ Honingham, opp Colton Road	0854	0954	1054	1154	1254	1354	1454	1600	1708	1805	1856	
§ East Tuddenham, opp Tilney road	0857	0954	1054	1154	1254	1354	1454	1600	1711	1808	1859	
<b>East Tuddenham, opp Pump</b>	<b>0900</b>	<b>0955</b>	<b>1055</b>	<b>1155</b>	<b>1255</b>	<b>1355</b>	<b>1455</b>	<b>1601</b>	<b>1717</b>	<b>1811</b>	<b>1901</b>	
<b>Mattishall, adj Church</b>	<b>0904</b>	<b>1000</b>	<b>1100</b>	<b>1200</b>	<b>1300</b>	<b>1400</b>	<b>1500</b>	<b>1605</b>	<b>1720</b>	<b>1815</b>	<b>1905</b>	
§ Mattishall, adj Cedar Rise	0904	1000	1100	1200	1300	1400	1500	1605	1720	1815	1905	
§ Mattishall, adj Welgate Road	0904	1000	1100	1200	1300	1400	1500	1607	1720	1815	1905	
§ Mattishall, adj Dereham Road	0904	1000	1100	1200	1300	1400	1500	1607	1720	1815	1905	
§ Clint Green, adj Well Hill	0908	1004	1104	1204	1304	1404	1504	1611	1722	1819	1909	
§ Yaxham, adj Elm Close	0912	1004	1104	1204	1304	1404	1504	1611	1725	1822	1911	
<b>Yaxham, adj Bus Shelter</b>	<b>0914</b>	<b>1008</b>	<b>1108</b>	<b>1208</b>	<b>1308</b>	<b>1408</b>	<b>1508</b>	<b>1615</b>	<b>1730</b>	<b>1824</b>	<b>1913</b>	
§ Yaxham, adj Station Road	0914	1008	1108	1208	1308	1408	1508	1615	1730	1824	1913	
§ Dereham, adj Westfield Lane	0916	1010	1110	1210	1310	1410	1510	1617	1732	1828	1915	
§ Dereham, o/s 76 Yaxham Road	0917	1011	1111	1211	1311	1411	1511	1618	1733	1829	1916	
§ Dereham, opp Handel Drive	0917	1011	1111	1211	1311	1411	1511	1618	1733	1830	1917	
<b>Dereham, adj Tesco</b>	<b>0918</b>	<b>1012</b>	<b>1112</b>	<b>1212</b>	<b>1312</b>	<b>1412</b>	<b>1512</b>	<b>1620</b>	<b>1735</b>			
§ Dereham, adj Homebase	0919	1013	1113	1213	1313	1413	1513	1621	1736	1830	1917	
§ Dereham, adj Swan Road	0921	1015	1115	1215	1315	1415	1515	1623	1738	1830	1917	
§ Dereham, opp Banyard Place	0922	1016	1116	1216	1316	1416	1516	1624	1739	1830	1918	
<b>Dereham, Market Place (N-bound)</b>	<b>arr</b>	<b>0924</b>	<b>1021</b>	<b>1121</b>	<b>1221</b>	<b>1321</b>	<b>1421</b>	<b>1521</b>	<b>1625</b>	<b>1741</b>	<b>1831</b>	<b>1920</b>
<b>Dereham, Market Place (N-bound)</b>	<b>dep</b>	<b>0925</b>	<b>1023</b>	<b>1123</b>	<b>1223</b>	<b>1323</b>	<b>1423</b>	<b>1523</b>	<b>1627</b>	<b>1743</b>	<b>1834</b>	
§ Dereham, adj Swanton Avenue	0926	1024	1124	1224	1324	1424	1524	1628	1744	1838		
§ Swanton Morley, opp Greengate	0930	1030	1130	1230	1330	1430	1530	1630	1747	1840		
<b>Swanton Morley, adj Post Office</b>	<b>0933</b>	<b>1032</b>	<b>1132</b>	<b>1232</b>	<b>1332</b>	<b>1432</b>	<b>1532</b>	<b>1635</b>	<b>1750s</b>	<b>1841s</b>		
§ Swanton Morley, opp Hannah Road	0934	1034	1134	1234	1334	1434	1534	1636	1751	1845		
§ Swanton Morley, opp Worthing Road	0936	1036	1136	1236	1336	1436	1536	1636	1753	1845		
<b>Swanton Morley, adj Barracks</b>	<b>0938</b>	<b>1038</b>	<b>1138</b>	<b>1238</b>	<b>1338</b>	<b>1438</b>	<b>1538</b>	<b>1640</b>	<b>1755</b>	<b>1846</b>		

Notes: s - sets down only

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 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

### Sundays

<b>Norwich City Centre, Bus Station (Stand A)</b>	<b>0930</b>	<b>1130</b>	<b>1330</b>	<b>1530</b>	<b>1730</b>
<b>Norwich City Centre, St Stephens Street (Stop BR)</b>	<b>0931</b>	<b>1131</b>	<b>1331</b>	<b>1531</b>	<b>1731</b>
§ Norwich, opp St Stephens Square	0931	1131	1331	1531	1731
§ Norwich, opp Brunswick Road	0932	1132	1332	1532	1732
§ Norwich, opp Eagle Walk	0933	1133	1333	1533	1733
<b>Norwich, opp Albemarle Road</b>	<b>0934</b>	<b>1134</b>	<b>1334</b>	<b>1534</b>	<b>1734</b>
§ Norwich, adj Lime Tree Road	0934	1134	1334	1534	1734
§ Norwich, opp Leopold Road	0934	1134	1334	1534	1734
§ Norwich, adj Branksome Road	0935	1135	1335	1535	1735
§ Norwich, opp Judges Walk	0935	1135	1335	1535	1735
§ Norwich, adj Elveden Close	0936	1136	1336	1536	1736
<b>Eaton, adj The Cellarhouse</b>	<b>0937</b>	<b>1137</b>	<b>1337</b>	<b>1537</b>	<b>1737</b>
§ Norwich, opp North Park Avenue	0939	1139	1339	1539	1739
§ University of East Anglia, adj University Entrance	0939	1139	1339	1539	1739
<b>University of East Anglia, University Drive (Stop C)</b>	<b>0940</b>	<b>1140</b>	<b>1340</b>	<b>1540</b>	<b>1740</b>
§ University of East Anglia, adj Enterprise Centre	0940	1140	1340	1540	1740
§ Colney, opp Old Watton Road	0942	1142	1342	1542	1742
§ Colney, opp church	0942	1142	1342	1542	1742
§ Norwich Research Park, opp John Innes Institute	0943	1143	1343	1543	1743
<b>Norfolk &amp; Norwich University Hospital, Forecourt (Stand A)</b>	<b>0945</b>	<b>1145</b>	<b>1345</b>	<b>1545</b>	<b>1745</b>
<b>Easton, opp Chez Denis</b>	<b>0955</b>	<b>1155</b>	<b>1355</b>	<b>1555</b>	<b>1755</b>
§ Honingham, opp Colton Road	0959	1159	1359	1559	1759
§ East Tuddenham, opp Tilney road	1002	1202	1402	1602	1802
<b>East Tuddenham, opp Pump</b>	<b>1003</b>	<b>1203</b>	<b>1403</b>	<b>1603</b>	<b>1803</b>
<b>Mattishall, adj Church</b>	<b>1007</b>	<b>1207</b>	<b>1407</b>	<b>1607</b>	<b>1807</b>
§ Mattishall, adj Cedar Rise	1007	1207	1407	1607	1807
§ Mattishall, adj Welgate Road	1007	1207	1407	1607	1807
§ Mattishall, adj Dereham Road	1007	1207	1407	1607	1807
§ Clint Green, adj Old Public House	1008	1208	1408	1608	1808
§ Clint Green, adj Well Hill	1011	1211	1411	1611	1811
§ Yaxham, adj Elm Close	1013	1213	1413	1613	1813
<b>Yaxham, adj Bus Shelter</b>	<b>1014</b>	<b>1214</b>	<b>1414</b>	<b>1614</b>	<b>1814</b>
§ Yaxham, adj Station Road	1014	1214	1414	1614	1814
§ Dereham, adj Westfield Lane	1018	1218	1418	1618	1818
§ Dereham, o/s 76 Yaxham Road	1019	1219	1419	1619	1819
§ Dereham, opp Handel Drive	1020	1220	1420	1620	1820
§ Dereham, adj Homebase	1022	1222	1422	1622	1822
§ Dereham, adj Swan Road	1023	1223	1423	1623	1823
§ Dereham, opp Banyard Place	1023	1223	1423	1623	1823
<b>Dereham, Market Place (N-bound)</b>	<b>arr 1025</b>	<b>1225</b>	<b>1425</b>	<b>1625</b>	<b>1825</b>

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 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

Table with columns for Service Restrictions, Sch, and various stop times. Rows include Swanton Morley, Dereham, Yaxham, Mattishall, East Tuddenham, Easton, University of East Anglia, Norwich, and Norwich City Centre.

Mondays to Fridays

Table with columns for stop names and times. Rows include Norfolk & Norwich University Hospital, University of East Anglia, Eaton, Norwich, and Norwich City Centre.

Service Restrictions: Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 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 Restrictions	NSch		Sch						
<b>Swanton Morley, adj Barracks</b>		1440	—	1540	—	1640	—			
§ Swanton Morley, adj South Avenue		1440	—	1540	—	1640	—			
§ Swanton Morley, adj Worthing Road		1441	—	1541	—	1641	—			
§ Swanton Morley, adj Hannah Road		1442	—	1542	—	1642	—			
§ Swanton Morley, opp Green		1443	—	1543	—	1643	—			
<b>Swanton Morley, opp Post Office</b>		1446	—	1545	—	1645	—			
<b>Dereham, adj Neatherd High School</b>		—	—	1545	—	—	—			
§ Dereham, adj Greenfields Road		—	—	1546	—	—	—			
<b>Dereham, opp Sixth Form Centre</b>		—	—	1547	—	—	—			
§ Swanton Morley, adj Greengate		1446	—	1546	—	1646	—			
§ Dereham, opp Swanton Avenue		1453	—	1553	—	1653	—			
<b>Dereham, Market Place (S-bound)</b>	arr	1455	—	1555	1555	1655	—			
<b>Dereham, Market Place (S-bound)</b>	dep	1500	—	1600	1600	1705	—			
§ Dereham, adj St Nicholas Street		1501	—	1601	1601	1706	—			
§ Dereham, opp John Bates Close		1502	—	1602	1602	1707	—			
§ Dereham, opp Morrisons		1503	—	1603	1603	1708	—			
§ Dereham, opp Homebase		1504	—	1604	1604	1709	—			
<b>Dereham, adj Tesco</b>		1508	—	1608	1608	1713	—			
§ Dereham, adj Handel Drive		1508	—	1608	1608	1713	—			
§ Dereham, opp 76 Yaxham Road		1508	—	1608	1608	1713	—			
§ Dereham, opp Westfield Lane		1508	—	1608	1608	1713	—			
<b>Yaxham, opp Bus Shelter</b>		1512	—	1613	1613	1717	—			
§ Yaxham, opp Elm Close		1512	—	1613	1613	1717	—			
§ Clint Green, opp Well Hill		1514	—	1614	1614	1719	—			
§ Mattishall, opp Rayners Way		1518	—	1618	1618	1723	—			
§ Mattishall, opp Cedar Rise		1520	—	1620	1620	1725	—			
<b>Mattishall, opp Church</b>		1522	—	1625	1625	1727	—			
§ Mattishall, adj Council Houses		1522	—	1625	1625	1727	—			
<b>East Tuddenham, adj Pump</b>		1526	—	1630	1630	1731	—			
§ Honingham, adj Colton Road		1529	—	1630	1630	1734	—			
<b>Easton, adj Chez Denis</b>		1533	—	1638	1638	—	—			
§ Easton, opp Bawburgh Road		1534	—	1638	1638	1738	—			
§ New Costessey, opp Showground		1535	—	1639	1639	1740	—			
§ New Costessey, adj Travel Inn		1536	—	1640	1640	1740	—			
§ Colney, adj Wood Burial Park		1543	—	1643	1643	1745	—			
§ Norwich Research Park, opp John Innes Institute		1547	—	1647	1647	1747	—			
<b>Norfolk &amp; Norwich University Hospital, Forecourt (Stand A)</b>		1550	1605	1635	1654	1654	1705	1735	1750	1805
§ Norwich Research Park, adj John Innes Institute		1553	1608	1638	1654	1654	1708	1738	1752	1808
§ Colney, adj church		1554	1609	1639	1654	1654	1709	1739	1753	1809
§ Colney, adj Old Watton Road		1555	1610	1640	1655	1655	1710	1740	1754	1810
§ University of East Anglia, opp Enterprise Centre		1558	1613	1643	1658	1658	1713	1743	1756	1813
<b>University of East Anglia, University Drive (Stop A)</b>		1600	1615	1645	1705	1705	1715	1745	1800	1815
§ University of East Anglia, opp University Entrance		1601	1616	1646	1706	1706	1716	1746	1801	1816
§ Norwich, adj North Park Avenue		1601	1616	1646	1706	1706	1716	1746	1801	1816
§ Eaton, adj Norvic Drive		1603	1618	1648	1708	1708	1718	1748	1801	1818
<b>Eaton, adj Slip Road</b>		1604	1619	1649	1710	1710	1719	1749	1804	1819
§ Norwich, opp Elveden Close		1604	1619	1649	1710	1710	1719	1749	1804	1819
§ Norwich, adj Judges Walk		1605	1620	1650	1711	1711	1720	1750	1805	1820
§ Norwich, opp Branksome Road		1605	1620	1650	1711	1711	1720	1750	1805	1820
§ Norwich, adj Leopold Road		1606	1621	1651	1712	1712	1721	1751	1805	1821
§ Norwich, opp Lime Tree Road		1607	1621	1651	1712	1712	1721	1751	1806	1821
§ Norwich, adj Albemarle Road		1607	1621	1651	1713	1713	1721	1751	1806	1821
<b>Norwich, opp Town Close Road</b>		1609	1622	1652	1715	1715	1722	1752	1808	1822
§ Norwich, adj Eagle Walk		1609	1623	1653	1716	1716	1723	1753	1808	1823
§ Norwich, adj Brunswick Road		1610	1624	1654	1717	1717	1724	1754	1808	1824
§ Norwich, adj St Stephens Square		1611	1626	1656	1718	1718	1726	1756	1809	1826
<b>Norwich City Centre, Bus Station (Stand A)</b>		1615	1630	1700	1720	1720	1730	1800	1813	1830

**Service Restrictions:** NSch - School holidays only: 18 Feb-22 Feb, 8 Apr-22 Apr, 27 May-31 May, 25 Jul-3 Sep, 21 Oct-25 Oct

Sch - School days only: 3 Jan-15 Feb, 25 Feb-5 Apr, 23 Apr-24 May, 3 Jun-24 Jul, 4 Sep-18 Oct, 28 Oct-18 Dec

**Notes:** § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown





Timetable valid from 05/01/2020 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**

<b>Swanton Morley, adj Barracks</b>	—	<b>0735</b>	<b>0840</b>	<b>40</b>		<b>1340</b>	<b>1440</b>	<b>1540</b>	<b>1640</b>	
§ Swanton Morley, adj South Avenue	—	0735	0840	40		1340	1440	1540	1640	
§ Swanton Morley, adj Worthing Road	—	0736	0841	41		1341	1441	1541	1641	
§ Swanton Morley, adj Hannah Road	—	0737	0842	42		1342	1442	1542	1642	
§ Swanton Morley, opp Green	—	0738	0843	43		1343	1443	1543	1643	
<b>Swanton Morley, opp Post Office</b>	—	<b>0741</b>	<b>0846</b>	<b>46</b>		<b>1346</b>	<b>1446</b>	<b>1545</b>	<b>1645</b>	
§ Swanton Morley, adj Greengate	—	0741	0846	46		1346	1446	1546	1646	
§ Dereham, opp Swanton Avenue	—	0748	0853	53		1353	1453	1553	1653	
<b>Dereham, Market Place (S-bound)</b>	arr	—	<b>0753</b>	<b>0855</b>		<b>1355</b>	<b>1455</b>	<b>1555</b>	<b>1655</b>	
<b>Dereham, Market Place (S-bound)</b>	dep	<b>0710</b>	<b>0755</b>	<b>0900</b>		<b>1400</b>	<b>1500</b>	<b>1600</b>	<b>1705</b>	
§ Dereham, adj St Nicholas Street		0710	0755	0901		1401	1501	1601	1706	
§ Dereham, opp John Bates Close		0711	0756	0902		1402	1502	1602	1707	
§ Dereham, opp Morrisons		0712	0757	0903		1403	1503	1603	1708	
§ Dereham, opp Homebase		0712	0758	0904		1404	1504	1604	1709	
<b>Dereham, adj Tesco</b>				<b>0908</b>		<b>1408</b>	<b>1508</b>	<b>1608</b>	<b>1713</b>	
§ Dereham, adj Handel Drive		0714	0759	0908		1408	1508	1608	1713	
§ Dereham, opp 76 Yaxham Road		0714	0800	0908		1408	1508	1608	1713	
§ Dereham, opp Westfield Lane		0715	0801	0908		1408	1508	1608	1713	
<b>Yaxham, opp Bus Shelter</b>		<b>0718</b>	<b>0803</b>	<b>0912</b>		<b>1412</b>	<b>1512</b>	<b>1613</b>	<b>1717</b>	
§ Yaxham, opp Elm Close		0718	0804	0912		1412	1512	1613	1717	
§ Clint Green, opp Well Hill		0721	0807	0914		1414	1514	1614	1719	
§ Mattishall, opp Rayners Way		0725	0811	0918		1418	1518	1618	1723	
§ Mattishall, opp Cedar Rise		0726	0812	0920		1420	1520	1620	1725	
<b>Mattishall, opp Church</b>		<b>0727</b>	<b>0813</b>	<b>0922</b>		<b>1422</b>	<b>1522</b>	<b>1625</b>	<b>1727</b>	
§ Mattishall, adj Council Houses		0727	0814	0923	then at these mins past each hour	23	1423	1523	1626	1728
<b>East Tuddenham, adj Pump</b>		<b>0731</b>	<b>0818</b>	<b>0926</b>		<b>26</b>	<b>1426</b>	<b>1526</b>	<b>1630</b>	<b>1731</b>
§ Honingham, adj Colton Road		0735	0823	0929		29	1429	1529	1633	1734
<b>Easton, adj Chez Denis</b>		<b>0738</b>	<b>0826</b>	<b>0933</b>		<b>33</b>	<b>1433</b>	<b>1533</b>	<b>1638</b>	
§ Easton, opp Bawburgh Road		0739	0829	0934		34	1434	1534	1638	1738
§ New Costessey, opp Showground		0740	0830	0935		35	1435	1535	1639	1740
§ New Costessey, adj Travel Inn		0741	0831	0936		36	1436	1536	1640	1740
§ Colney, adj Wood Burial Park		0745	0838	0942		42	1442	1543	1643	1745
§ Norwich Research Park, opp John Innes Institute		0748	0842	0944		44	1444	1547	1647	1747
<b>Norfolk &amp; Norwich University Hospital, Forecourt (Stand A)</b>		<b>0750</b>	<b>0844</b>	<b>0947</b>		<b>47</b>	<b>1447</b>	<b>1550</b>	<b>1654</b>	<b>1750</b>
§ Norwich Research Park, adj John Innes Institute		0752	0847	0950		50	1450	1553	1657	1752
§ Colney, adj church		0753	0848	0951		51	1451	1554	1658	1753
§ Colney, adj Old Watton Road		0754	0849	0952		52	1452	1555	1659	1754
§ University of East Anglia, opp Enterprise Centre		0756	0851	0954		54	1454	1558	1701	1756
<b>University of East Anglia, University Drive (Stop A)</b>		<b>0757</b>	<b>0852</b>	<b>0957</b>		<b>57</b>	<b>1457</b>	<b>1600</b>	<b>1705</b>	<b>1800</b>
§ University of East Anglia, opp University Entrance		0759	0854	0957		57	1457	1601	1706	1801
§ Norwich, adj North Park Avenue		0759	0854	0957		57	1457	1601	1706	1801
§ Eaton, adj Norvic Drive		0800	0855	0958		58	1458	1603	1708	1801
<b>Eaton, adj Slip Road</b>		<b>0801</b>	<b>0856</b>	<b>1001</b>		<b>01</b>	<b>1501</b>	<b>1604</b>	<b>1710</b>	<b>1804</b>
§ Norwich, opp Elveden Close		0802	0858	1001		01	1501	1604	1710	1804
§ Norwich, adj Judges Walk		0803	0859	1001		01	1501	1605	1711	1804
§ Norwich, opp Branksome Road		0803	0859	1001		01	1501	1605	1711	1804
§ Norwich, adj Leopold Road		0804	0859	1002		02	1502	1606	1712	1805
§ Norwich, opp Lime Tree Road		0804	0859	1002		02	1502	1607	1713	1806
§ Norwich, adj Albemarle Road		0804	0859	1002		02	1502	1607	1713	1806
<b>Norwich, opp Town Close Road</b>		<b>0805</b>	<b>0900</b>	<b>1005</b>		<b>05</b>	<b>1505</b>	<b>1609</b>	<b>1715</b>	<b>1808</b>
§ Norwich, adj Eagle Walk		0807	0903	1005		05	1505	1609	1715	1808
§ Norwich, adj Brunswick Road		0807	0903	1006		06	1506	1610	1716	1808
§ Norwich, adj St Stephens Square		0808	0903	1007		07	1507	1611	1718	1809
<b>Norwich City Centre, Bus Station (Stand A)</b>		<b>0809</b>	<b>0904</b>	<b>1011</b>		<b>11</b>	<b>1511</b>	<b>1615</b>	<b>1720</b>	<b>1813</b>

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 05/01/2020 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

### Sundays

	dep	0830	1030	1230	1430	1630
<b>Dereham, Market Place (S-bound)</b>						
§ Dereham, adj St Nicholas Street		0830	1030	1230	1430	1630
§ Dereham, opp John Bates Close		0831	1031	1231	1431	1631
§ Dereham, opp Morrisons		0832	1032	1232	1432	1632
§ Dereham, opp Homebase		0833	1033	1233	1433	1633
§ Dereham, adj Handel Drive		0835	1035	1235	1435	1635
§ Dereham, opp 76 Yaxham Road		0836	1036	1236	1436	1636
§ Dereham, opp Westfield Lane		0836	1036	1236	1436	1636
<b>Yaxham, opp Bus Shelter</b>		<b>0840</b>	<b>1040</b>	<b>1240</b>	<b>1440</b>	<b>1640</b>
§ Yaxham, opp Elm Close		0840	1040	1240	1440	1640
§ Clint Green, opp Well Hill		0842	1042	1242	1442	1642
§ Mattishall, opp Rayners Way		0846	1046	1246	1446	1646
§ Mattishall, opp Cedar Rise		0847	1047	1247	1447	1647
<b>Mattishall, opp Church</b>		<b>0848</b>	<b>1048</b>	<b>1248</b>	<b>1448</b>	<b>1648</b>
§ Mattishall, adj Council Houses		0848	1048	1248	1448	1648
<b>East Tuddenham, adj Pump</b>		<b>0852</b>	<b>1052</b>	<b>1252</b>	<b>1452</b>	<b>1652</b>
§ Honingham, adj Colton Road		0856	1056	1256	1456	1656
<b>Easton, adj Chez Denis</b>		<b>0859</b>	<b>1059</b>	<b>1259</b>	<b>1459</b>	<b>1659</b>
§ Easton, opp Bawburgh Road		0859	1059	1259	1459	1659
§ New Costessey, opp Showground		0900	1100	1300	1500	1700
§ New Costessey, adj Travel Inn		0901	1101	1301	1501	1701
§ Colney, adj Wood Burial Park		0905	1105	1305	1505	1705
§ Norwich Research Park, opp John Innes Institute		0908	1108	1308	1508	1708
<b>Norfolk &amp; Norwich University Hospital, Forecourt (Stand A)</b>		<b>0910</b>	<b>1110</b>	<b>1310</b>	<b>1510</b>	<b>1710</b>
§ Norwich Research Park, adj John Innes Institute		0911	1111	1311	1511	1711
§ Colney, adj church		0912	1112	1312	1512	1712
§ Colney, adj Old Watton Road		0912	1112	1312	1512	1712
§ University of East Anglia, opp Enterprise Centre		0914	1114	1314	1514	1714
<b>University of East Anglia, University Drive (Stop A)</b>		<b>0915</b>	<b>1115</b>	<b>1315</b>	<b>1515</b>	<b>1715</b>
§ University of East Anglia, opp University Entrance		0915	1115	1315	1515	1715
§ Norwich, adj North Park Avenue		0916	1116	1316	1516	1716
§ Eaton, adj Norvic Drive		0917	1117	1317	1517	1717
<b>Eaton, adj Slip Road</b>		<b>0918</b>	<b>1118</b>	<b>1318</b>	<b>1518</b>	<b>1718</b>
§ Norwich, opp Elveden Close		0918	1118	1318	1518	1718
§ Norwich, adj Judges Walk		0919	1119	1319	1519	1719
§ Norwich, opp Branksome Road		0919	1119	1319	1519	1719
§ Norwich, adj Leopold Road		0920	1120	1320	1520	1720
§ Norwich, opp Lime Tree Road		0920	1120	1320	1520	1720
§ Norwich, adj Albemarle Road		0920	1120	1320	1520	1720
<b>Norwich, opp Town Close Road</b>		<b>0921</b>	<b>1121</b>	<b>1321</b>	<b>1521</b>	<b>1721</b>
§ Norwich, adj Eagle Walk		0922	1122	1322	1522	1722
§ Norwich, adj Brunswick Road		0922	1122	1322	1522	1722
§ Norwich, adj St Stephens Square		0923	1123	1323	1523	1723
<b>Norwich City Centre, Bus Station (Stand A)</b>		<b>0926</b>	<b>1126</b>	<b>1326</b>	<b>1526</b>	<b>1726</b>

Notes: § - 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
NFODPATP	Norwich City Centre, Bus Station (Stand A)	Surrey Street	2900N12901
NFODGWGT	Norwich City Centre, St Stephens Street (Stop BR)	St Stephens Street	2900N12101
NFODJGAT	Norwich, opp St Stephens Square		2900N12264
NFODJMTW	Norwich, opp Brunswick Road		2900N12346
NFODJMWA	Norwich, opp Eagle Walk		2900N12347
NFODJMWWG	Norwich, opp Albemarle Road	Newmarket Road	2900N12349
NFODJPAD	Norwich, adj Lime Tree Road		2900N12354
NFODJPAG	Norwich, opp Leopold Road	Newmarket Road	2900N12355
NFODJPAJ	Norwich, adj Branksome Road	Newmarket Road	2900N12356
NFODJPAP	Norwich, opp Judges Walk	Newmarket Road	2900N12358
NFODJPDA	Norwich, adj Elveden Close	Newmarket Road	2900N12360
NFODJADJ	Eaton, adj The Cellarhouse		2900N12141
NFODJTGW	Norwich, opp North Park Avenue	Bluebell Road	2900N12421
NFODJTJD	University of East Anglia, adj University Entrance	Bluebell Road	2900N12423
NFODJGPD	University of East Anglia, University Drive (Stop C)		2900N12287
NFOGTPAD	University of East Anglia, adj Enterprise Centre		2900N129101
NFOGDMJ	Colney, opp Old Watton Road	Watton Road	2900C2362
NFOAJPAG	Colney, opp church	Watton Road	2900C236
NFOAJPAD	Norwich Research Park, opp John Innes Institute		2900C235
NFOAJPAM	Norfolk & Norwich University Hospital, Forecourt (Stand B)	Forecourt	2900C238
NFOAJPAJ	Norfolk & Norwich University Hospital, Forecourt (Stand A)	Forecourt	2900C237
NFOAJMWM	Norwich Research Park, adj John Innes Institute		2900C232
NFOGTGAJ	Colney, opp Wood Burial Park	Watton Road	2900C3540
NFOAJWAM	New Costessey, opp Travel Inn	Easton Road	2900C2774
NFOAJWAG	New Costessey, adj Showground	Dereham Road	2900C2772
NFOAPAMP	Easton, adj Bawburgh Road	Dereham Road	2900E024
NFOAPAMJ	Easton, opp Chez Denis	Dereham Road	2900E023
NFOGMDMA	Honingham, opp Colton Road	Mattishall Road	2900H424
NFOGPAPM	East Tuddenham, opp Tilney road	The Street	2900T344
NFOGAMPD	East Tuddenham, opp Pump	The Street	2900T342
NFODGJMG	Mattishall, adj Church	Dereham Road	2900M091
NFOGMWJD	Mattishall, adj Cedar Rise	Dereham Road	2900M0100
NFOGMPDM	Mattishall, adj Welgate Road	Dereham Road	2900M099
NFOGMWJG	Mattishall, adj Dereham Road	Dereham Road	2900M0101
NFOGTPTJ	Clint Green, adj Old Public House	Norwich Road	2900Y0131
NFOGJMTD	Clint Green, adj Well Hill	Norwich Road	2900Y015
NFOGJMTJ	Yaxham, adj Elm Close	Norwich Road	2900Y017
NFOGJMPT	Yaxham, adj Bus Shelter	Norwich Road	2900Y011
NFOGMDTW	Yaxham, opp Station Road	Dereham Road	2900Y018
NFOGPDJD	Yaxham, adj Station Road	Dereham Road	2900Y019
NFOAMTJW	Dereham, adj Westfield Lane	Yaxham Road	2900D1589
NFOAMTMD	Dereham, o/s 76 Yaxham Road	Yaxham Road	2900D1590
NFOAMTMJ	Dereham, opp Handel Drive	Yaxham Road	2900D1592
NFOAMPJP	Dereham, adj Tesco	Car Park	2900D1538
NFOAMTJD	Dereham, adj Homepage	Yaxham Road	2900D1584
NFOAMPDP	Dereham, adj Swan Road	London Road	2900D152
NFOAMTDG	Dereham, opp Banyard Place	London Road	2900D1570
NFOAMJWJ	Dereham, Market Place (N-bound)	Market Place	2900D151
NFOAMPTP	Dereham, opp Market Place	Wellington Road	2900D1553
NFOAMPWT	Dereham, adj Swanton Avenue	Swanton Road	2900D1561
NFOAMPGD	Dereham, adj Northgate High School	Cemetery Road	2900D1528
NFOAMPGJ	Dereham, adj Sixth Form Centre	Crown Road	2900D1529
NFOAMPGW	Dereham, adj Neatherd High School	Norwich Road	2900D1533
NFOAMPTA	Etling Green, adj Grange Farm	Norwich Road	2900D1548
NFOGPAPW	Swanton Morley, opp Greengate	Greengate	2900S670
NFODWDWT	Swanton Morley, adj Post Office	Gooseberry Hill	2900S661
NFOGPATD	Swanton Morley, adj Green	Town Street	2900S674
NFODWGAT	Swanton Morley, opp Hannah Road	Hannah Road	2900S668
NFODWGAM	Swanton Morley, opp Worthing Road	Worthing Road	2900S666
NFODWGAD	Swanton Morley, adj Barracks	South Avenue	2900S662
NFOGPTDJ	Dereham, opp Greenfields Road	Norwich Road	2900D1567



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: **buctdgttd 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.

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**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
NFODWGAD	Swanton Morley, adj Barracks	South Avenue	2900S662
NFOGPAPT	Swanton Morley, adj South Avenue	South Avenue	2900S669
NFODWGAG	Swanton Morley, adj Worthing Road	Worthing Road	2900S664
NFODWGAP	Swanton Morley, adj Hannah Road	Hannah Road	2900S667
NFOGPATG	Swanton Morley, opp Green	Town Street	2900S675
NFODWGAI	Swanton Morley, opp Post Office	Gooseberry Hill	2900S665
NFOAMTMA	Etling Green, opp Grange Farm	Norwich Road	2900D159
NFOAMPGW	Dereham, adj Neatherd High School	Norwich Road	2900D1533
NFOAMTPA	Dereham, adj Greenfields Road	Norwich Road	2900D1596
NFOAMTAJ	Dereham, opp Sixth Form Centre	Crown Road	2900D1564
NFOAMPGD	Dereham, adj Northgate High School	Cemetery Road	2900D1528
NFOGPATA	Swanton Morley, adj Greengate	Greengate	2900S673
NFOAMTAD	Dereham, opp Swanton Avenue	Swanton Road	2900D1562
NFOAMPMA	Dereham, Market Place (S-bound)	Market Place	2900D1540
NFOGPGJM	Dereham, adj St Nicholas Street	Wellington Street	2900D15533
NFOGPGMT	Dereham, opp John Bates Close	Matsell Way	2900D15778
NFOAMTAP	Dereham, opp Morrisons	Station Road	2900D1566
NFOAMTJG	Dereham, opp Homebase	Yaxham Road	2900D1585
NFOAMPJP	Dereham, adj Tesco	Car Park	2900D1538
NFOAMTMP	Dereham, adj Handel Drive	Yaxham Road	2900D1593
NFOAMTMG	Dereham, opp 76 Yaxham Road	Yaxham Road	2900D1591
NFOAMTJT	Dereham, opp Westfield Lane	Yaxham Road	2900D1588
NFOGJMTA	Yaxham, opp Bus Shelter	Norwich Road	2900Y014
NFOGJMTG	Yaxham, opp Elm Close	Norwich Road	2900Y016
NFOGJMPW	Clint Green, opp Well Hill	Norwich Road	2900Y013
NFOGPAGP	Mattishall, opp Rayners Way	Dereham Road	2900M0102
NFODGJPA	Mattishall, opp Cedar Rise	Dereham Road	2900M097
NFODGJMT	Mattishall, opp Church	Dereham Road	2900M095
NFODGJMJ	Mattishall, adj Council Houses	Norwich Road	2900M093
NFOGAMPA	East Tuddenham, adj Pump	The Street	2900T341
NFOGMDJW	Honingham, adj Colton Road	Mattishall Road	2900H423
NFOAPAMD	Easton, adj Chez Denis	Dereham Road	2900E021
NFOAPAMT	Easton, opp Bawburgh Road	Dereham Road	2900E025
NFOAJWJW	New Costessey, opp Showground	Dereham Road	2900C2773
NFOAJWAP	New Costessey, adj Travel Inn	Easton Road	2900C2775
NFOGTGAG	Colney, adj Wood Burial Park	Watton Road	2900C3539
NFOAJPAD	Norwich Research Park, opp John Innes Institute		2900C235
NFOAJPAJ	Norfolk & Norwich University Hospital, Forecourt (Stand A)	Forecourt	2900C237
NFOAJMWM	Norwich Research Park, adj John Innes Institute		2900C232
NFOAJMWJ	Colney, adj church	Watton Road	2900C231
NFOGTDMG	Colney, adj Old Watton Road	Watton Road	2900C2361
NFOGTMWT	University of East Anglia, opp Enterprise Centre		2900N129100
NFODJGPA	University of East Anglia, University Drive (Stop A)		2900N12286
NFODJTJG	University of East Anglia, opp University Entrance	Bluebell Road	2900N12424
NFODJTJA	Norwich, adj North Park Avenue		2900N12422
NFOGDTM	Eaton, adj Norvic Drive	Bluebell Road	2900N12800
NFODJDWP	Eaton, adj Slip Road	Bypass	2900N12258
NFODJPDG	Norwich, opp Elveden Close		2900N12361
NFODJPAT	Norwich, adj Judges Walk		2900N12359
NFODJPAM	Norwich, opp Branksome Road		2900N12357
NFODJMWT	Norwich, adj Leopold Road		2900N12353
NFODJMWM	Norwich, opp Lime Tree Road		2900N12351
NFODJMWP	Norwich, adj Albemarle Road		2900N12352
NFODJMWJ	Norwich, opp Town Close Road		2900N12350
NFODJMWD	Norwich, adj Eagle Walk		2900N12348
NFODJMTP	Norwich, adj Brunswick Road		2900N12345
NFODJAJM	Norwich, adj St Stephens Square		2900N12165
NFODPATP	Norwich City Centre, Bus Station (Stand A)	Surrey Street	2900N12901



**4****Norwich - N&NU Hospital - Mattishall - Dereham - Swanton Morley**

Konectbus

**Important information related to service 4 at 18:21:48 on 21st February 2020****Not all connections use the same bus - please double check***Valid from -1-1 on 23 Sep 2019 until 2359 on 31 Dec 2019***Affected stops:*****Norwich City Centre, Bus Station***

Please be aware that there is an error in our data this week for services 4 and 501.

We are showing the connection from the 501 onto the 4 at Norwich Bus Station (and from the 4 onto the 501 in reverse) as a "stay seated" connection for all trips, but it is only those 501 trips that terminate at or start from Norwich Bus Station.

When planning a journey from the Airport P&R towards N&NU, please look at the "towards" note on the 501 leg. If it says "towards Thickthorn P&R" then you will need to change buses in Norwich and not remain on the 501.

Alternatively, please ask the driver on boarding.

Our apologies for this issue, which we will correct for our data build next week.

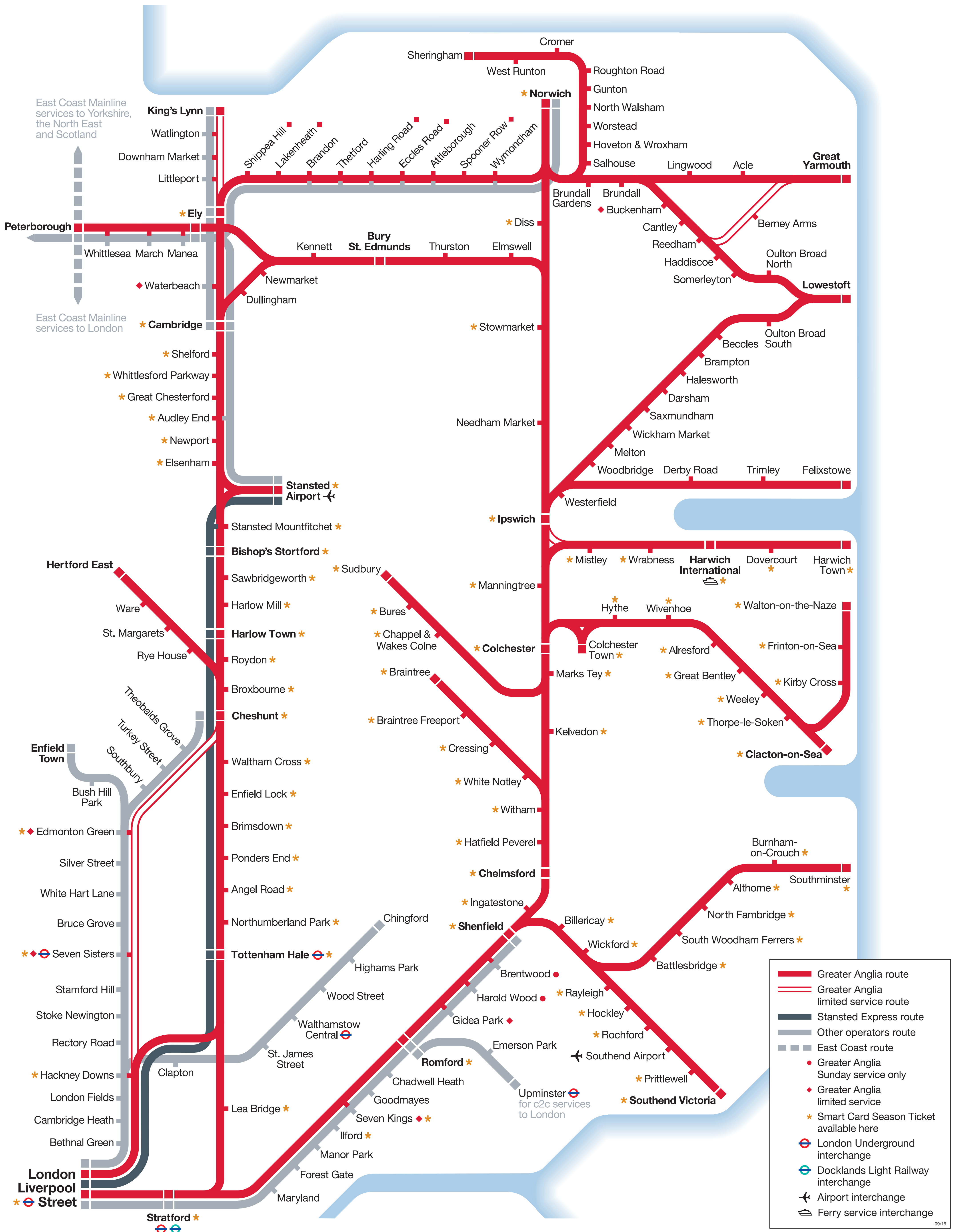
**Timetables**

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.

# Appendix 5

## Rail Information

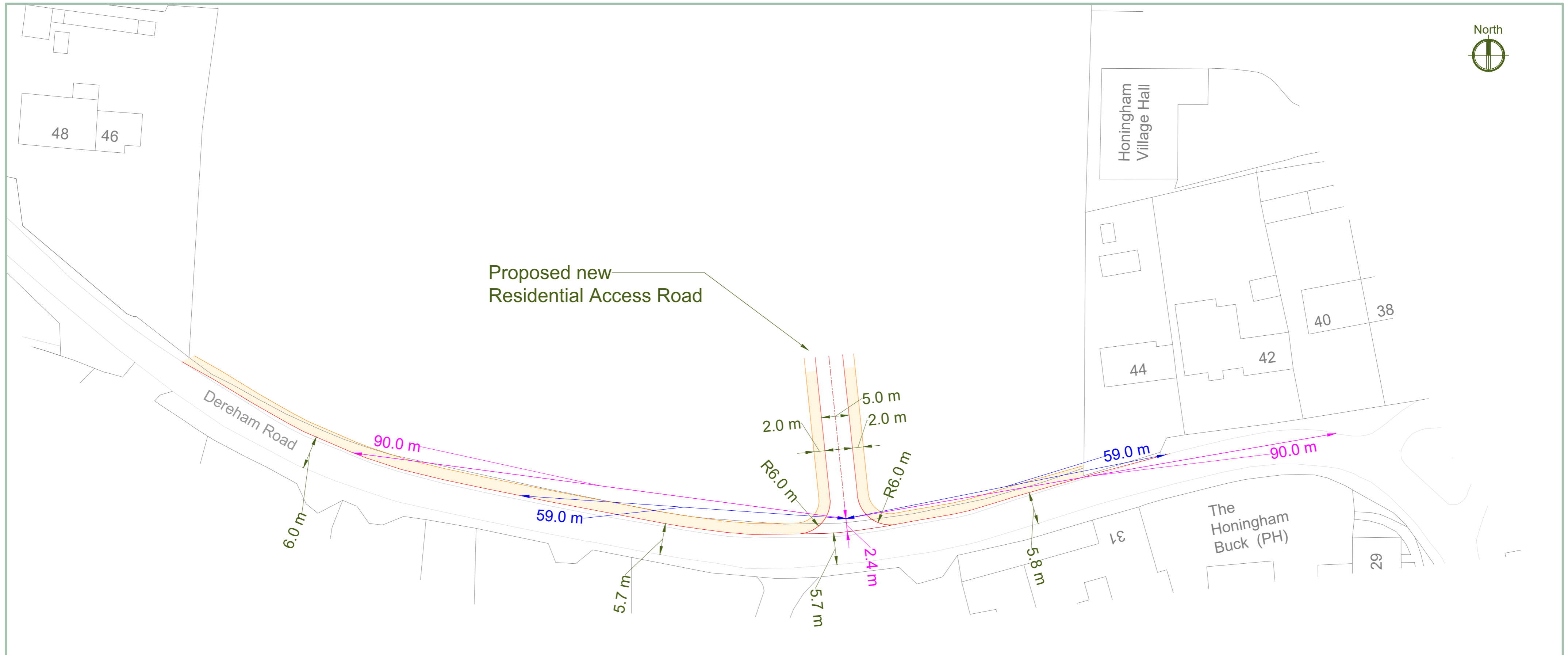
# Network route map



## Appendix 6

### Appraisal Site Access Road Plans

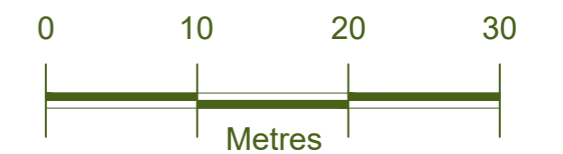





Visibility Splays for Dereham Road 30mph speed limit:

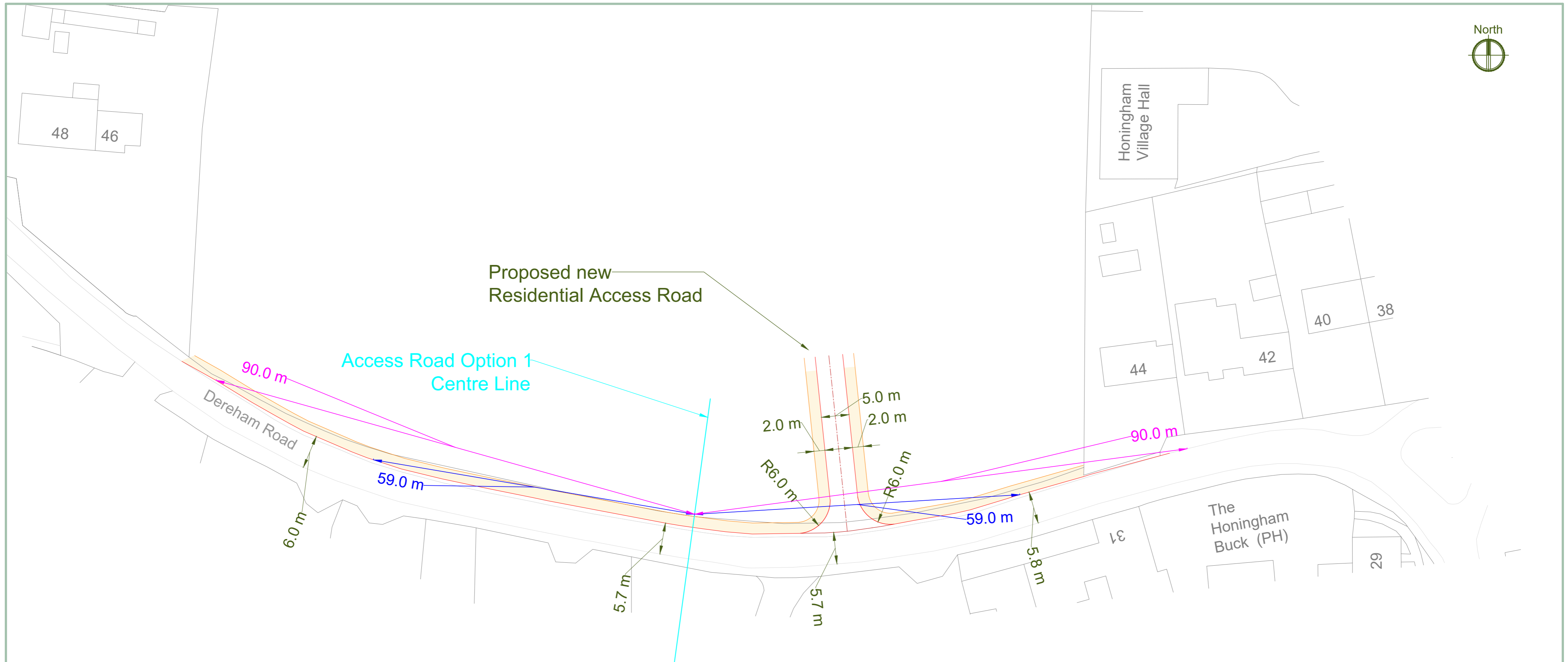
DMRB = 2.4m x 90m

Manual for Streets = 2.4m x 59m



Extract of the Ordnance Survey National Geographic Database is Crown Copyright 2020. UPR : vx / 427305 / 579417

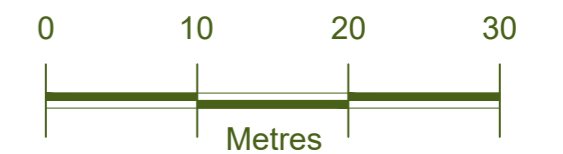
project Access Appraisal of GNLP Site: GNLP2176		drawing title General Arrangement - Proposed New Residential Development Access Road					
client The Rampton Property Trust		project number bd / 2053 / 01	drawn by sc			checked by ad	
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		Orari Limited. Tel : 077 99 637 839	Unit 8, Home Farm Business Park Norwich Road, Marsham, Norfolk. NR10 5PQ	scale 1 : 500 @ A2	date 2020 / 02 / 28	drawing number 2053 / 01 / 121	drawing revision 0




Visibility Splays for Dereham Road 30mph speed limit:

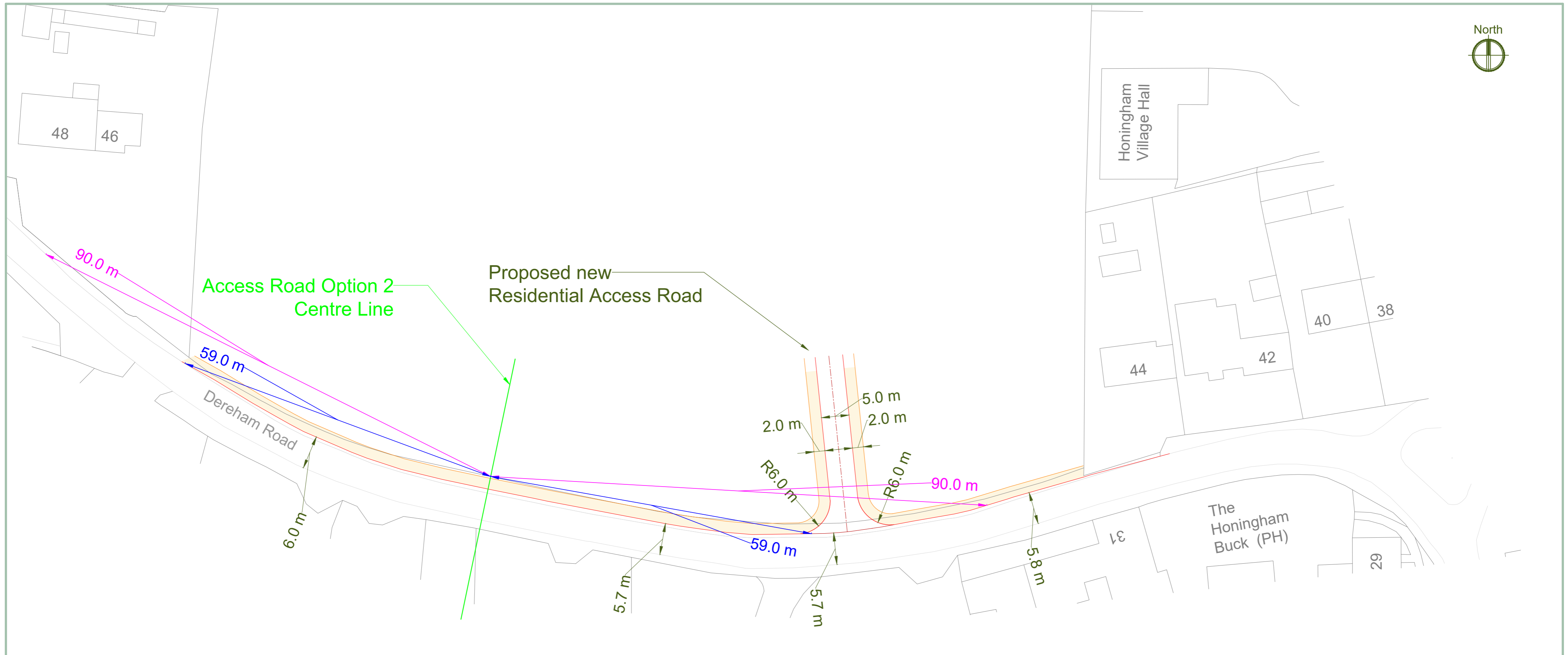
DMRB = 2.4m x 90m

Manual for Streets = 2.4m x 59m



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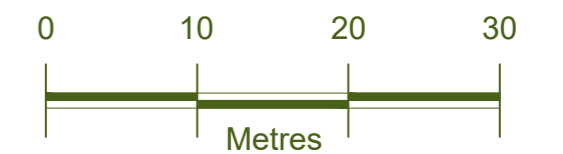
project <b>Access Appraisal of GNLP Site: GNLP2176</b>		drawing title <b>General Arrangement - Proposed New Residential Development Access Road - Option 1</b>			
client <b>The Rampton Property Trust</b>		project number <b>bd / 2053 / 01</b>	drawn by <b>sc</b>		
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		Orari Limited. Tel : 077 99 637 839	Unit 8, Home Farm Business Park Norwich Road, Marsham, Norfolk. NR10 5PQ	scale <b>1 : 500 @ A2</b>	date <b>2020 / 02 / 28</b>
				drawing number <b>2053 / 01 / 122</b>	drawing revision <b>0</b>




Visibility Splays for Dereham Road 30mph speed limit:

DMRB = 2.4m x 90m

Manual for Streets = 2.4m x 59m



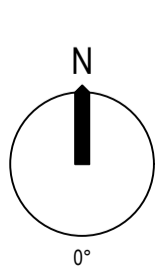
Extract of the Ordnance Survey National Geographic Database is Crown Copyright 2020. UPR : vx / 427305 / 579417

project <b>Access Appraisal of GNLP Site: GNLP2176</b>		drawing title <b>General Arrangement - Proposed New Residential Development Access Road - Option 2</b>					
client <b>The Rampton Property Trust</b>		project number bd / 2053 / 01	drawn by sc			checked by ad	
Do not scale from this drawing. All dimensions to be confirmed on site by the contractor. Copyright © Orari Limited 2020 - All Rights Reserved.		Orari Limited. Tel : 077 99 637 839	Unit 8, Home Farm Business Park Norwich Road, Marsham, Norfolk. NR10 5PQ	scale 1 : 500 @ A2	date 2020 / 02 / 28	drawing number 2053 / 01 / 123	drawing revision 0

## Appendix 7

### Indicative Residential Development Layout Plan

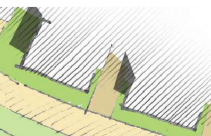


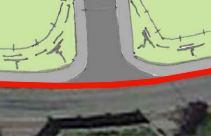
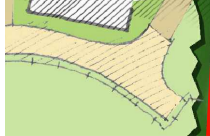
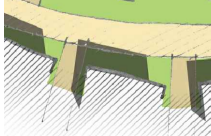




Rev	Date	CHK	DRW	Revision Description
A00	10.03.20	je	je	Issue for allocation purposes

REF	HEALTH AND SAFETY INFORMATION - CONSTRUCTION RISKS
XXX	

**Legend**

-  Proposed building parcels
-  Public Open Space
-  Site Extent shown red [1.356ha]
-  Type 3 access road
-  Shared-surface private roads
-  Private drives

**Feilden+Mawson**

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 1 Ferry Road Norwich NR1 1SU tel: 01603 626271  
 6 Clifton Court Cambridge CB1 7BN tel: 01223 350567  
 email: info@feildenmawson.com www.feildenmawson.com

DRAWING  
 Proposed Site Allocation  
 Concept Masterplan

CLIENT FW Properties  
 JOB Land off Dereham Road, Honingham

RIBA Stage 0			
S2	Issue for Information		
JOB 9225	PAPER A1/A3	SCALE	500/1000

Drawing Number  
**9225- FM- XX- XX- DR- A- SK01- A00**



# Appendix 8

## TRICS Data

Calculation Reference: AUDIT-259601-200227-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 7 to 24 (units: )  
 Range Selected by User: 7 to 25 (units: )

Parking Spaces 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: 01/01/11 to 06/06/19

*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:

Monday	1 days
Tuesday	4 days
Wednesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	10 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:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	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.*

## Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	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	5 days
1.1 to 1.5	5 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:

Yes	1 days
No	9 days

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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



LIST OF SITES relevant to selection parameters

1	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>	DETACHED	CESHIRE	<i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>	TERRACED HOUSES	CESHIRE	<i>Survey Type: MANUAL</i>
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CESHIRE	<i>Survey Type: MANUAL</i>
4	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>	SEMI DETACHED	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
5	NF-03-A-03 HALING WAY THETFORD  Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE  Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>	DETACHED & SEMI DET.	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
7	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE  Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
8	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
9	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>	DETACHED & BUNGALOWS	SUFFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10 SF-03-A-05 DETACHED HOUSES SUFFOLK  
VALE LANE  
BURY ST EDMUNDS

Edge of Town  
Residential Zone

Total Number of dwellings: 18

Survey date: WEDNESDAY

09/09/15

Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 20 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	10	17	0.076	1.512	10	17	0.337	6.744	10	17	0.413	8.256
08:00 - 09:00	10	17	0.140	2.791	10	17	0.430	8.605	10	17	0.570	11.396
09:00 - 10:00	10	17	0.169	3.372	10	17	0.180	3.605	10	17	0.349	6.977
10:00 - 11:00	10	17	0.163	3.256	10	17	0.151	3.023	10	17	0.314	6.279
11:00 - 12:00	10	17	0.134	2.674	10	17	0.122	2.442	10	17	0.256	5.116
12:00 - 13:00	10	17	0.174	3.488	10	17	0.180	3.605	10	17	0.354	7.093
13:00 - 14:00	10	17	0.145	2.907	10	17	0.157	3.140	10	17	0.302	6.047
14:00 - 15:00	10	17	0.151	3.023	10	17	0.180	3.605	10	17	0.331	6.628
15:00 - 16:00	10	17	0.256	5.116	10	17	0.227	4.535	10	17	0.483	9.651
16:00 - 17:00	10	17	0.285	5.698	10	17	0.186	3.721	10	17	0.471	9.419
17:00 - 18:00	10	17	0.378	7.558	10	17	0.145	2.907	10	17	0.523	10.465
18:00 - 19:00	10	17	0.256	5.116	10	17	0.105	2.093	10	17	0.361	7.209
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			2.327	46.511			2.400	48.025			4.727	94.536

*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: 7 - 24 (units: )  
 Survey date range: 01/01/11 - 06/06/19  
 Number of weekdays (Monday-Friday): 10  
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*





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