



Katherine
Warrington
School

BUS STRATEGY IMPLEMENTATION PLAN

for

Katherine Warrington School,
Harpenden, Hertfordshire

Grid Reference: 514972E, 214992N

Prepared on behalf of

Kier Construction Eastern

June 2019

Reference: ST2813/BSIP-1906

Revision 0

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1.0 Background

- 1.1 Stomor Ltd have been commissioned by Kier Construction Ltd to prepare a Bus Strategy Implementation Plan (BSIP) pursuant to Hertfordshire County Council's (HCC's) grant of detailed planning consent 5/2733-17 (CC0798) for a new 6FE Katherine Warington School (KWS), Harpenden on land to the north of Lower Luton Road, Harpenden.
- 1.2 In granting planning consent, planning condition 20 (see **Appendix A**) was attached which required the preparation of a BSIP to be submitted and approved in writing by the local planning authority prior to the first occupation of the development.
- 1.3 As part of the planning application for the school, a Supplementary Public Transport Note (SPTN) was submitted to support a Transport Assessment (TA - ref: LTP/17/2675) and, specifically, a Public Transport Study included as Appendix 9 to that TA.
- 1.4 The SPTN set out two potential options for providing bus services to accommodate proposed demand for bus travel to/from KWS for up to seven years. Option A assumed a school finish time of 15.45 to take advantage of capacity on existing¹ bus services. Option B assumed a school finish time of 16.00 and amendments to existing services and/or new services (see **Appendix B**).
- 1.5 The BSIP is required to specify the steps required to deliver the additional services set out in Option A and/or Option B as shown in the SPTN, provide details of additional routes (number and frequency, asset under Options A and/or B of the SPTN), provide details of proposed changes to the timing of existing bus services and to specify the mechanism and source of funding for the additional bus services.
- 1.6 First occupation of the development will be in September 2019 when the first phase school buildings (accessed from Common Lane) will accommodate one-year 180 pupil intake group.
- 1.7 This BSIP is submitted to discharge planning condition 20 prior to the occupation in September 2019. The main school buildings accessed from the Lower Luton Road will be completed ready for occupation in September 2020.

¹ NB 'existing services' as at Autumn 2017

1.8 In particular this BSIP:

- Sets out the steps required to deliver a required level of additional bus services as set out in Options A and/or B in the SPTN in the context of existing bus service levels in place/planned in May 2019 and known pupil origin data for the first year intake in 2019;
- Provides details of additional routes, including the number and frequency of services;
- Provides details of any proposed changes to existing services to accommodate pupil demand to KWS;
- Specifies the mechanism and sources of funding for new/amended bus services;
- Sets out the process for monitoring and reviewing bus service use and providing for additional demand beyond Year 1.

1.9 *Bus Services in Context*

1.9.1 Travel to KWS is to be managed by a School Travel Plan (STP), and bus travel will play a key role in promoting access to the school by sustainable transport.

1.9.2 The STP sets out indicative baseline and proposed enhanced modal split data; the latter based on use of sustainable transport infrastructure upgrades and new/enhanced bus services. Table 1 below shows the predicted modal split data at full occupancy.

Mode	Split	Pupils
Walk/Cycle	24.5%	282
Car Share	11.4%	131
Car/Taxi	28.6%	329
Bus	35.5%	408
TOTAL	100%	1,150

Table 1: Indicative KWS Baseline Pupil Modal Split at Full Occupancy

1.9.3 Table 2 shows the target mode split, based on the proposed bus services set out in this BSIP, proposed infrastructure improvements and as managed, monitored and reviewed by the School Travel Plan and updated versions of the BSIP.

Mode	Split	Pupils
Walk/Cycle	24.6%	294
Car Share	5.1%	59
Car/Taxi	12.8%	147
Bus	56.5%	649
TOTAL	100%	1,150

Table 2: Proposed KWS Enhanced Pupil Modal Split at Full Occupancy

- 1.9.4 This BSIP sets out how bus services will be provided to serve the initial intake of pupils in 2019, be monitored for usage and be enhanced over the first seven years of the school to achieve the proposed enhanced target mode split of 56.5% of pupils at full occupancy.

2.0 Existing Bus Services

- 2.1 The site is located on the north side of Lower Luton Road, immediately adjacent to the eastern end of Batford, Harpenden. Common Lane runs parallel to the western side of the site and there are existing bus stops on both Lower Luton Road and Common Lane.
- 2.2 A number of existing bus services operate in the area. Table 3 summarises the existing scheduled bus services that operate Monday to Friday either past the KWS site or within reasonable walking distance (i.e. 15-20 minutes) with stops on Lower Luton Road or Common Lane. Table 3 also summarises the KWS catchment area served by direct bus service (NB: a wider catchment may be accessed by existing bus services, but this would require interchange in Harpenden or elsewhere).

Service	Route Summary	Potential KWS catchment area
45	Stevenage and Luton via Harpenden	Knebworth, Codicote, Kimpton, Blackmore End, Wheathampstead
366	Hatfield, Welwyn Garden City and Luton via Harpenden	Hatfield, Welwyn Garden City, Wheathampstead, Harpenden, Luton
610/612	Potters Bar, Brookmans Park, Welham Green, Hatfield, Wheathampstead, Harpenden and Luton	Hatfield, Welwyn Garden City, Wheathampstead, Harpenden, Luton
357	Harpenden, Batford, Southdown, St Albans	Redbourn, Harpenden, Batford, Southdown, St Albans
307*	Hemel Hempstead, Redbourn, Harpenden	Hemel Hempstead, Redbourn, Harpenden
321*	Watford and Luton	St Albans, Harpenden and Luton

*Table 3: Existing Scheduled Bus Services 2019 (*services not passing KWS)*

- 2.3 Services passing KWS were surveyed in May 2019 to provide an indication of available capacity in the morning and departing in the afternoon based on the following agreed school times:

- AM school starts Monday to Friday: 0830
- PM school finishes Monday to Thursday: 1600
- PM school finishes Friday: 1430

2.4 The results of the capacity survey (see **Appendix C**) are summarised in Table 4, which includes commentary on the suitability of each service to serve KWS at first occupation in September 2019.

Service	Capacity summary	Timings/route
45	Some seats available (5-10) as well as standing capacity	OK to serve KWS from north of Wheathampstead for Year 1 with minor adjustment to PM peak timing. Pupils may need to stand especially in PM peak
366	AM peak service has standing room only.	AM peak too early to serve school. PM peak services too early or too late to serve school Mon to Thu.
610	AM and PM peak services too early/late to serve school hours Mon to Thu.	PM capacity is standing only around school time.
357	Standing capacity only AM peak. PM peak spare seats but timing doesn't fit easily with school hours.	PM peak timing adjustment required to fit KWS hours
307	Capacity not surveyed	No services fit with school hours
321	Capacity not surveyed	Assumed some capacity available in both peaks due to high frequency service. Walk distance from centre of Harpenden is main constraint

Table 4: Appraisal of Existing Bus Service Capacity and Timing Suitability

2.5 In addition to the scheduled bus services summarised in Tables 3 and 4, there are school specific bus services operating in Harpenden. These are broadly summarised as:

- Local bus services provided on a commercial basis that run specifically to schools for which pupils are required to pay (NB some pupils may be entitled to free travel); and
- Education contract services for pupils entitled to free travel based on national legislation/HCC policy provided by HCC where there are no suitable local bus services (NB vehicles may vary in size from taxis to coaches). These are not open to the general public but any spare seats

2.6 The types of services summarised under 2.5 are likely to be required for KWS where scheduled services do not exist or cannot reasonably be re-organised to serve the initial Year 1 occupancy.

3.0 Bus Strategy Implementation Plan

3.1 *Overall Approach*

3.1.1 This strategy has been developed by considering a range of information, with the focus on achieving the required bus use modal split for KWS. The following key issues have been reviewed in order to identify demand and associated bus service provision prior to occupancy in September 2019:

- Options A and/or B from the original SPTN;
- Pupil origin data for Year 1 intake and distance from KWS;
- Existing bus service routes, times and capacities;
- Any planned changes to bus services;
- Other transport services (i.e. rail); and
- Other sustainable transport options (i.e. walking and cycling).

3.1.2 The Strategy is focussed on delivering new or enhanced bus services in accordance with Option A and/or Option B of the original SPTN, taking into account all the above factors that reflect the current context.

3.1.3 In addition the Strategy has been designed to be a flexible and evolving document and will be reviewed each year until KWS is at full occupancy. Thereafter, reviews will continue as changes in demand or other circumstances require.

3.2 *Pupil Origin Data*

3.2.1 KWS is due to open in part and take its first 180 pupils in 2019 (i.e. Year 1 intake). The school is due to be fully constructed by 2020 and will take a further six years to reach full occupancy.

3.2.2 Pupil origin data has been provided by HCC for the 2019 Year 1 intake, in order to help plan the provision of sustainable transport services for the opening year and.

3.2.3 The overall target for public transport use is as set out in Table 2 and this remains the key focus with regard to the strategy for bus service provision in Year 1 and all subsequent years.

- 3.2.4 However, initial demand for bus services will be dictated by pupil origin and relatively low numbers from the Year 1 intake so the Strategy reflects this in order to identify the best package of bus services to meet relatively modest initial demand.

3.3 *Infrastructure Improvements*

- 3.3.1 As part of the off-site transport infrastructure improvements provided by the KWS development, bus stops immediately adjacent to the site on Common Lane and Lower Luton Road will be upgraded. This will provide improved waiting and boarding facilities.
- 3.3.2 In addition, once the school is fully constructed and open in 2020, space will be provided for up to 4 buses to enter the site and wait within the school car park. This is not intended to replace existing bus stops or change bus service routing, but it does offer operational flexibility for any services that require waiting facilities within the site.
- 3.3.3 The KWS Travel Plan will ensure regular information on bus services is provided to pupils, parents and visitors to the school to supplement infrastructure and service improvements.

3.4 *Bus Strategy Implementation Plan*

- 3.4.1 Following full review of the information summarised in section 3.1.1, a strategy for providing bus services from the 2019 pupil origin locations has been identified and will be implemented before occupancy of Year 1 intake in September 2019.
- 3.4.2 The key demand principles underpinning this Bus Strategy Implementation Plan are as follows:
- Pupil origin clusters *beyond 2km walking or cycling distance* from KWS without an existing bus service with capacity and/or suitably timed to fit KWS hours are provided with new or re-timed existing bus services;
 - Pupil origin clusters *beyond 2km walking or cycling distance* from KWS but on high frequency bus or bus/rail corridor are assumed to use existing services with the opportunity to interchange with at least one new or re-timed service;

- Pupil origin clusters *within 2km walking or cycling distance* from KWS are assumed to walk or cycle to school but with opportunities to use new or existing services on an infrequent basis; and
- Pupil origins outside any of the above categories (e.g. individuals in rural or urban areas not on existing or proposed bus services) assumed to be entitled to free, contracted school transport (vehicle types vary) or drive/car share.

3.4.3 As KWS pupil intake increases over the next six years the pupil origin information is likely to change and demand for existing and proposed services will change. In addition, some locations currently showing very low pupil numbers may grow in demand so bus service provision to these locations will need to be re-considered.

3.4.4 Those locations served by new or enhanced services may experience increases in demand so additional bus capacity or frequency may be required to meet demand.

3.4.5 The mechanism for providing new or amended services is led by HCC and can be summarised as follows:

A. New services run fully under contract to HCC:

- HCC issues specification for tender and appoints operator to provide service for defined timescale, and agreed funding mechanism, with opportunities for review built into contract to enable changes in demand to be met in subsequent years;

B. Existing services run partly under contract to HCC (i.e. service is part commercial, part contract):

- HCC negotiates an amendment to the existing contract with the existing operator to run changes to the service as required, with agreed funding mechanism funding;

C. Existing services run commercially by bus operators:

- HCC advises operators of new/changes in demand arising from KWS and operators decide whether to add additional services/capacity based on commercial viability. Where commercial operators unable or unwilling to provide additional services, HCC can consider adding services based on the approach summarised in A and B above.

3.4.6 Table 6 sets out the proposed Bus Services for delivery from September 2019 onwards, to be reviewed annually to 2026 as a minimum. Table 6 summarises the following information, in accordance with Condition 20 of the planning permission:

- Bus service reference number;
- Pupil Origin Area served;
- Whether the service is a new or existing;
- The frequency of the service with comments relevant to accessing KWS;
- How the service relates to Option A or Option B of the original SPTN; and
- Summary delivery mechanism and funding.

3.4.7 Details of new and amended timetables are included in **Appendix D**. It should be noted that services intended to be run under contract could be run commercially by operators should they decide to do so. This would not adversely affect services to/from KWS.

3.4.8 It is proposed to amend the timings of services 45 and 357 in the PM peaks as summarised in Table 6a below:

	AM changes	PM changes
Service 45	None required, existing timetable OK for KWS	15.30 Luton to Stevenage Mon-Fri amended to 15.45 Luton to Stevenage Mon-Fri
Service 357	None required, existing timetable OK for KWS	Additional journeys: 16.15 Monday to Thursday and 14.45 Friday

Table 6a: Proposed scheduled bus service timetable changes

Table 6: Proposed Bus Service Strategy 2019-2020

2019		Service Information			SPTN	Delivery
Ref:	Pupil Origin Location	Service	Frequency	Comments	Option A and/or Option B	Mechanism, funding and notes
811	Wheathampstead, Hatfield	New	1 service AM, 1 service PM	To fit KWS	Option B	HCC contract Department for Education subsidy, net of fare income
807	Redbourn, Flamstead, Markyate	New	1 service AM, 1 service PM	To fit KWS	Option B	HCC contract Department for Education subsidy, net of fare income. Also caters for St George's pupils
E172	Northern villages	Existing	1 service AM, 1 service PM	To fit KWS	See note	HCC contract Provided for children entitled to free school transport.
45	Kimpton, Gustard Wood	Existing	1 service AM, 1 service PM	PM peak timing adjusted to fit KWS	Option B	HCC contract, subsidy based. Partial Department for Education subsidy
357	Southdown, Central Harpenden and Batford	Existing	AM and PM peaks then hourly weekdays	PM peak timing adjusted to fit KWS	Option A	HCC contract, subsidy based. Partial Department for Education subsidy Notes: Service 357 replaced 657 in 2019. Walking/cycling from Southdown and Batford likely preferred mode
321	Luton/North West Harpenden	Existing	Approximately every 20 minutes weekdays	Interchange with service 807 at Railway Station	See note	Commercial. Notes: With low KWS demand this area is proposed to be served by existing bus or rail services

						and interchange with references B1, B2 or B4
321	Watford and St Albans	Existing	Approximately every 20 minutes weekdays	Interchange with service 807 at Railway Station	See note	Commercial. Notes: With low KWS demand this area is proposed to be served by existing bus or rail services and interchange with references B1, B2 or B4

4.0 Monitoring and Review

4.1 Beyond the first intake of pupils in 2019 the usage of existing and demand from additional services will be monitored. There are several sources of information that will inform annual monitoring as follows:

- A. Pupil catchment information from HCC - likely to be the best indicator of future demand for bus travel;
- B. Mode split information from the Travel Plan monitoring programme, undertaken at least annually, to identify mode split;
- C. Ridership information from bus operators, via HCC, to identify any capacity, operational or qualitative information; and
- D. Feedback from staff and pupils via the KWS Travel Plan Forum;
- E. Other potential bus usage information (i.e. on-board or CCTV surveys).

4.1.1 Monitoring information will be evaluated alongside future pupil intake over the next six years to ensure additional bus service capacity is provided in time for the demand that commences in September each year. The primary focus will be to minimise private car use and achieve the enhanced Pupil mode split set out in Table 2.

4.1.2 Annual monitoring will be finalised before the end of April each year to ensure HCC has sufficient time to provide changes to contracted services and commercial operators consider changes to their services.

4.1.3 This timescale will enable any new bus services to be in place by September each year.

4.1.4 Once KWS has reached full capacity, monitoring will continue to review demand and capacity to ensure bus service provision remains fit for purpose.

4.1.5 Where pupil mode split for bus use does not meet the level set out in Table 2 at full occupancy of KWS, the Travel Plan Liaison Group will consider options for further promotion or enhancement of bus services. This will be reliant on resource availability alongside consideration of pupil origin.



20. **Bus Strategy Implementation Plan**

Prior to the first occupation of the development, a detailed Bus Strategy Implementation Plan for the provision of the additional bus services, as outlined in the Travel Plan document (Reference No. LTP/2675/Final Issue 3 (06/12/2017)) shall be submitted to and approved in writing by the local planning authority.

The Bus Strategy Implementation Plan shall:

- specify the steps required to deliver the required level of additional bus services indicated in Option A and/or Option B shown in Tables 4 & 5 of the Supplemented Transport Note (December 2017); and,
- provide details of the additional route(s), the number, and the frequency of additional services set out under Option A and/or Option B above; and
- provide details of any proposed changes to the timing of existing bus services, and
- specify the mechanism and source of funding the additional bus services.

The additional bus services shall be implemented as approved and maintained during occupation of the school.

Reason: To ensure that the additional bus services which are essential to promote sustainable travel are delivered in practice; in the interests of highway safety.



Extract from Supplementary Public Transport note

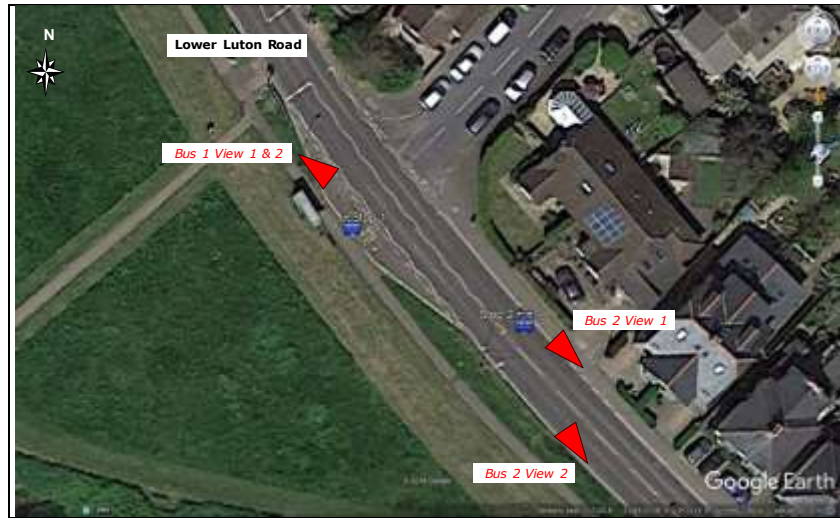
Table 5: Potential Bus Service Improvements (Annual)

Year	Options to Accommodate Proposed Demand	
	Option A	Option B
1	<p>A1: Amend the school finish time to 15:45 to allow pupils to utilise the capacity on existing services that pass the site between 15:47 and 16:02.</p> <p>A2: Provide a new dedicated single decker bus service between Slip End, Markyate, Flamstead, Redbourn, Area 6 and KWS.</p> <p>A3: Provide a new dedicated single decker bus service between Wheathampstead (including estates) and KWS.</p> <p>A4: Negotiate re-timing of existing 08:26 arrival of Route 657 to operate up to 10 minutes earlier to better service pupils travelling from Flamstead/Redbourn.</p> <p>A5: Negotiate re-timing of existing 08:48 arrival of Route 657 to operate approximately 30-35 minutes earlier to better service pupils travelling from Southdown.</p> <p>A6: Negotiate re-timing of existing 16:23 departure of Route 657 to operate approximately 20-25 minutes earlier to better service pupils travelling to Southdown.</p> <p>A7: Negotiate extensions to the above Route 657 services to serve additional parts of Southdown such as Grove Avenue, Meadway and Topstreet Way.</p> <p>Total of 2 new dedicated services.</p>	<p>B1: Provide a new dedicated service between Markyate, Slip End, Kinsbourne Green and KWS.</p> <p>B2: Provide a new dedicated service between Wheathampstead (including estates) and KWS.</p> <p>B3: Provide a new dedicated service between Flamstead, Redbourn, Area 6 and KWS.</p> <p>B4: Provide a new dedicated service between Southdown and KWS. This could form part of the upcoming re-tender of the HA1 service to include peak hour services to KWS.</p> <p>B5: Negotiate re-timing on existing 15:49 departure of Route 610 to operate up to 15 minutes later to better service pupils travelling to and Luton & NW.</p> <p>B6: Negotiate re-timing of existing 15:58/16:02 departures of Routes 610/657 to operate up to 10 minutes later to free up existing capacity for KWS pupils to Wheathampstead/ Welwyn/ Sandridge/ St Albans.</p> <p>B7: Negotiate re-timing of existing 16:01 departure of Route 45 to operate up to 10 minutes later to better service 16:00 school finish, in conjunction with HCC/the operator.</p> <p>Total of 4 new dedicated services.</p>



Bus Survey Locations

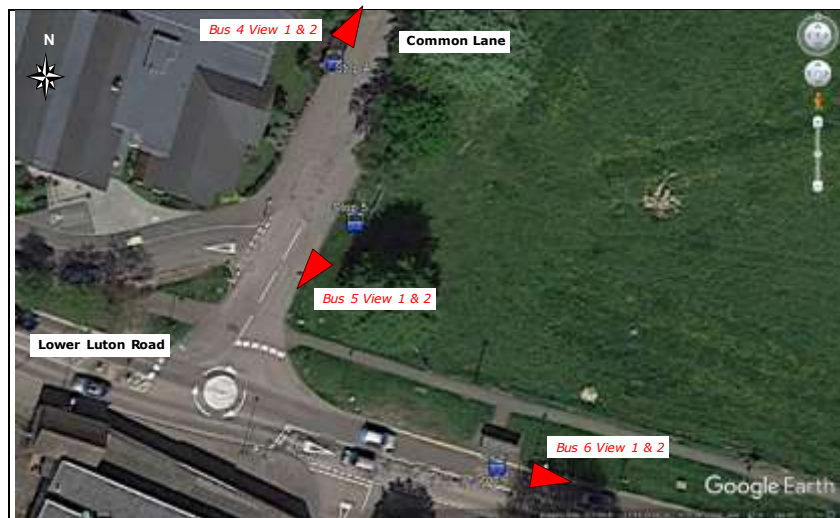
Job Type:	Bus Stop Counts				
Co-ordinates:	51° 49' 21.26"N, 0° 20' 12.61"W	Postcode:	AL5 5AT	Times:	0700-1900



Job Type:	Bus Stop Counts				
Co-ordinates:	51° 49' 18.80"N, 0° 20' 7.65"W	Postcode:	AL5 5AT	Times:	0700-1900



Job Type:	Bus Stop Counts				
Co-ordinates:	51° 49' 19.18"N, 0° 20' 4.56"W	Postcode:	AL5 5AT	Times:	0700-1900



Location - Stop 1

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	No. Boarding	No. Alighting	Bus No.	Bus Passenger Capacity
07:22:20	-	-	-	-	Not in service	Empty
07:40:15	-	-	-	-	610	1/2 full
07:57:40	-	-	-	-	366	Full
08:17:50	-	-	-	-	45	3/4 full
09:06:09	-	-	-	-	610	1/4 full
09:42:43	-	-	-	-	366	Few people
10:04:31	-	-	-	-	610	Few people
10:39:15	-	-	-	-	366	Few people
10:50:34	10:52:09	00:01:35	4	0	610	about 7 people
11:40:00	11:40:22	00:00:22	1	0	366	about 5 people
11:49:52	-	-	-	-	610	about 6 people
12:44:29	-	-	-	-	366	about 6 people
12:57:40	-	-	-	-	610	1/4 full
13:39:13	-	-	-	-	366	6/7 people
13:47:45	-	-	-	-	610	4/5 people
14:44:13	-	-	-	-	610	couple of people
14:44:17	-	-	-	-	366	5/6 people
15:16:52	-	-	-	-	610	1/2 full
16:05:02	-	-	-	-	610	1/4 full
16:42:51	-	-	-	-	366	Full
17:17:24	17:17:53	00:00:29	1	0	610	Full
17:35:41	-	-	-	-	612	1/2 full
17:49:12	-	-	-	-	366	1/2 full
18:12:07	-	-	-	-	610	1/4 full
18:44:53	18:45:07	00:00:14	0	1	366	Empty

Location - Stop 2

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	No. Boarding	No. Alighting	Bus No.	Bus Passenger Capacity
07:44:16	-	-	-	-	610	Full
07:54:10	-	-	-	-	610	Couple of people
07:57:55	-	-	-	-	366	Full
08:06:10	-	-	-	-	612	3/4 full
09:00:26	-	-	-	-	610	3/4 full
09:55:12	-	-	-	-	366	3/4 full
10:07:30	-	-	-	-	610	1/4 full
10:55:38	-	-	-	-	366	4 or 5 people
11:01:19	-	-	-	-	610	1/2 full
11:54:45	-	-	-	-	366	1 or 2 people
12:03:47	-	-	-	-	610	4 or 5 people
12:57:00	-	-	-	-	366	6 or 7 people
13:02:52	-	-	-	-	610	1/4 full
13:56:17	-	-	-	-	366	3 or 4 people
14:01:03	-	-	-	-	610	1 or 2 people
14:51:04	-	-	-	-	610	1 or 2 people
14:56:16	-	-	-	-	366	Empty
15:48:56	-	-	-	-	366	Full
15:58:37	15:59:35	00:00:58	0	2	610	Full
16:07:33	16:07:42	00:00:09	1	0	45	Full
16:37:14	16:37:27	00:00:13	0	3	610	1/4 full
17:15:06	-	-	-	-	610	1/4 full
18:02:00	18:02:10	00:00:10	0	1	366	1/2 full
18:16:10	-	-	-	-	Not in service	Empty
18:20:26	-	-	-	-	45	1/4 empty
18:32:50	-	-	-	-	610	1/4 full

Location - Stop 3

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	No. Boarding	No. Alighting	Bus No.	Bus Passenger Capacity
07:22:11	-	-	-	-	No number	Empty
07:40:06	-	-	-	-	610	1/2 full
07:57:10	07:57:24	00:00:14	0	2	366	Full
08:17:31	08:17:36	00:00:05	0	1	45	3/4 full
09:05:58	-	-	-	-	610	1/4 full
09:42:31	-	-	-	-	366	Few people
10:04:21	-	-	-	-	610	Few people
10:39:05	-	-	-	-	366	Few people
10:50:17	-	-	-	-	610	about 3 people
11:39:33	11:39:41	00:00:08	0	1	366	about 4 people
11:48:45	11:49:34	00:00:49	1	0	610	about 6 people
12:44:21	-	-	-	-	366	about 6 people
12:57:31	-	-	-	-	610	1/4 full
13:39:03	-	-	-	-	366	6/7 people
13:47:35	-	-	-	-	610	4/5 people
14:44:04	-	-	-	-	610	couple of people
14:44:08	-	-	-	-	366	5/6 people
15:16:43	-	-	-	-	610	1/2 full
16:04:52	-	-	-	-	610	1/4 full
16:42:22	-	-	-	-	366	Full
17:17:08	-	-	-	-	610	Full
17:35:16	17:35:28	00:00:12	0	1	612	1/2 full
17:48:43	17:48:57	00:00:14	0	4	366	1/2 full
18:11:44	18:11:54	00:00:10	0	1	610	1/4 full
18:44:23	18:44:33	00:00:10	0	1	366	1 person

Location - Stop 4

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	No. Boarding	No. Alighting	Bus No.	Bus Passenger Capacity
08:11:58	08:12:18	00:00:20	0	2	No Number	Full
09:14:14	–	–	–	–	357	Empty
10:33:02	10:33:19	00:00:17	1	1	357	Few people
11:38:58	11:39:21	00:00:23	1	0	357	4 or 5 people
12:28:12	–	–	–	–	357	4 or 5 people
13:29:49	–	–	–	–	357	2 or 3 people
14:30:38	–	–	–	–	357	Full
15:29:53	–	–	–	–	357	1/4 full
16:36:02	–	–	–	–	357	1/4 full
17:24:58	17:26:57	00:01:59	1	0	357	3 or 4 people
18:28:28	–	–	–	–	357	2 or 3 people

Location - Stop 5

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	No. Boarding	No. Alighting	Bus No.	Bus Passenger Capacity
08:18:59	–	–	–	–	357	4 or 5 people
09:26:09	–	–	–	–	357	4 or 5 people
10:18:55	–	–	–	–	357	1/4 full
11:17:42	–	–	–	–	357	1/2 full
12:22:44	–	–	–	–	357	1 or 2 people
13:16:15	–	–	–	–	357	3 or 4 people
14:16:12	–	–	–	–	357	Empty
15:18:49	–	–	–	–	357	Empty
16:05:39	–	–	–	–	357	1/4 full
17:22:39	–	–	–	–	357	few people
18:20:46	–	–	–	–	357	Empty

Location - Stop 6

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	No. Boarding	No. Alighting	Bus No.	Bus Passenger Capacity
07:44:29	-	-	-	-	610	Full
07:54:29	-	-	-	-	610	Couple of people
07:58:11	-	-	-	-	366	Full
08:06:32	08:06:46	00:00:14	1	0	612	3/4 full
08:19:20	-	-	-	-	357	4 or 5 people
09:00:44	-	-	-	-	610	3/4 full
09:26:25	-	-	-	-	No Number	4 or 5 people
09:55:43	09:55:54	00:00:11	1	0	366	3/4 full
10:07:48	-	-	-	-	610	1/4 full
10:19:09	-	-	-	-	357	1/4 full
10:55:57	10:57:00	00:01:03	3	0	366	4 or 5 people
11:01:35	-	-	-	-	610	1/2 full
11:18:07	-	-	-	-	357	1/2 full
11:55:02	-	-	-	-	366	1 or 2 people
12:04:01	-	-	-	-	610	4 or 5 people
12:23:01	-	-	-	-	357	1 or 2 people

12:57:19	12:57:33	00:00:14	0	1	366	6 or 7 people
13:03:08	-	-	-	-	610	1/4 full
13:16:32	13:17:48	00:01:16	1	0	357	3 or 4 people
13:56:34	-	-	-	-	366	3 or 4 people
14:01:19	-	-	-	-	610	1 or 2 people
14:16:32	-	-	-	-	357	Empty
14:51:22	-	-	-	-	610	1 or 2 people
14:56:31	-	-	-	-	366	Empty
15:19:11	-	-	-	-	357	Empty
15:49:10	-	-	-	-	366	Full
15:59:58	16:00:29	00:00:31	2	0	610	Full
16:06:03	-	-	-	-	357	1/4 full
16:08:01	-	-	-	-	45	Full
16:37:48	-	-	-	-	610	1/4 full
17:15:25	-	-	-	-	610	1/4 full
17:23:10	-	-	-	-	357	Few people
18:02:33	-	-	-	-	366	1/2 full
18:16:25	-	-	-	-	not in service	Empty
18:20:40	-	-	-	-	45	1/4 full
18:20:59	-	-	-	-	No Number	Empty
18:33:05	-	-	-	-	610	1/4 full



1) LOCAL BUS SERVICES OPEN TO THE GENERAL PUBLIC**Operator: CENTREBUS****Stevenage - Luton****45**

MONDAY-FRIDAY				
Stevenage Bus Station, Stop J	0730	Luton Station Interchange, Stand 5	1540	1800
Knebworth, Stevenage Rd, Station Rd, Stop D	0736	Luton, Church Street, Stop C9	1542	1802
Knebworth, Railway Station, Stop B	0737	Luton Airport Parkway Railway Station	1546	1806
Old Knebworth, Park Lane, opp Playing Field	0742	Newmill End, opp Chiltern Green Road	1551	1811
Nup End, Park Lane, opp The Green	0744	E Hyde, Lwr Harpenden Rd, opp Viaduct Cotts	1554	1814
Codicote, High St, The Bell Inn	0748	Harpenden, Westfield Rd, opp Red Cow PH	1557	1817
Kimpton, High Street, opp The Boot PH	0756	Harpenden, High St, The George, Stop D	1603	1823
Blackmore End, Kimpton Rd, opp The Broadway	0804	Harpenden Railway Station, Stop B	1604	1824
Marshalls Heath, Cherry Trees Restaurant	0810	Batford, Lower Luton Road, The Malta PH	1609	1829
Batford, Lower Luton Rd, opp The Malta PH	0815	Marshalls Heath, opp Cherry Trees Rest	1613	1833
Harpenden Railway Station, Stop A	0819	Blackmore End, Kimpton Rd, The Broadway	1620	1840
Harpenden, High St, The George, Stop C	0821	Kimpton, High Street, The Boot PH	1627	1847
Harpenden, Westfield Rd, Red Cow PH	0824	Codicote, High St, opp The Bell Inn	1635	1855
E Hyde, Lwr Harpenden Rd, opp Hambro Cl	0829	Nup End, Park Lane, The Green	1639	1859
Newmill End, opp Chiltern Green Road	0832	Old Knebworth, Park Lane, Playing Field	1641	1901
Luton Airport Parkway Railway Station	0837	Knebworth, Railway Station, Stop A	1646	1906
Luton, Church Street, Stop C3	0841	Knebworth, Stevenage Rd, Station Rd, Stop C	1647	1907
Luton Station Interchange, Stand 5	0843	Stevenage Bus Station, Stop D	1653	1913

This service is operated under contract to Hertfordshire County Council

Stops for Katherine Warington School are Batford, Lower Luton Road *Common Lane* served approximately 3 minutes after Cherry Trees towards Luton/
Batford, Lower Luton Road *opp Common Lane* served approximately 2 minutes after Batford *The Malta* towards Stevenage**Operator: ARRIVA****Harpenden - Borehamwood****357**

MONDAY-FRIDAY				
Southdown, Plough & Harrow P H	0745	1448	1654	1744
Harpenden, Cross Lane Estate, Broadstone Road	0749	1452	1659	1749
Southdown, opp Plough & Harrow P H	0752	1455	1702	1752
Harpenden, George P H, Stop C	arrive 0758	1500	1707	1757
	depart 0758	1505	1553	1710
Sun Lane, opp St George's School	0802	1508	1556	1713
Harpenden, Red Cow P H	0806	1511	1559	1716
Batford, Pickford Hill, Whitings Close	0809	1514	1602	1719
Marshalls Heath, opp Cherry Trees	0814	1517	1607	1724
Wheathampstead, Church	0819	1522	1612	1729
Hill Dyke Estate, Vale Court	0825	1527	1617	1734
Sandridge, Church	0832	1531	1621	1740
Sandridge Rd, Lancaster Rd	0837	1535	1625	1744
St Albans, St Peter's Street, Stop 2	arrive 0842	1540	1630	1749
	depart 0843	1540	1633	1750
St Albans Railway Station, Stop B	0851	1548	1641	1801

MONDAY-FRIDAY				
CODES:		Sch	Sch	
		F	M-Th	
St Albans Railway Station, Stop D	0734	1451	1451	1555
St Albans, St Peter's Street, Stop 13	arrive 0740	1459	1459	1603
	depart 0740	1505	1505	1605
Sandridge Rd, opp Lancaster Rd	0745	1510	1510	1610
Sandridge, opp Church	0750	1514	1514	1615
Hill Dyke Estate, opp Vale Court	0754	1518	1518	1620
Wheathampstead, Church	0800	1523	1523	1626
Marshalls Heath, Cherry Trees	0805	K 1528	1528	K 1631
Batford, Pickford Hill, opp Whitings Close	0810	1447	1532	1532
Batford, opp Malta P H	0813	1449	1534	1534
Harpenden, opp Red Cow P H	0815	1451	1536	1536
Sun Lane, St George's School	0820	1454	1539	1539
Harpenden, George P H, Stop D	arrive 0825	1458	1543	1543
	depart	1458		1628
Southdown, Plough & Harrow P H		1501		1631
Cross Lane Estate, Broadstone Road		1504		1634

CODES: F - Fridays K - From Common Lane/Lower Luton Road 2 minutes earlier M-Th - Mondays to Thursdays Sch - Schooldays only

This service is operated under contract to Hertfordshire County Council

For complete service Harpenden - Borehamwood please search at:<https://www.intalink.org.uk/timetables/>

Stops for Katherine Warington School are:

From/to Southdown Batford, Lower Luton Road *Common Lane* approximately 2 minutes after Pickford Hill/Common Lane *Lower Luton Road (N)* approximately 2 minutes before Pickford Hill*From/to St Albans* Batford, Common Lane *Lower Luton Road (N)* approximately 2 minutes before Pickford Hill/Batford Lower Luton Road Common Lane approximately 2 minutes after Pickford Hill

Operator: TO BE ADVISED

Markyate - Harpenden

807

SCHOOLDAYS ONLY			
CODES:		F	M-Th
Markyate, London Rd, opp Plume of Feathers	0720		1557
Markyate, High Street, Cavendish Rd	0723		1602
Flamstead, High St, opp Three Blackbirds PH	0731		1605
Redbourn, High Street (SE)	0742	1455	1610c
Redbourn, Lybury Lane, Ridgedown	0751		1612
Redbourn, High Street (NW)	0756		1614
Harpenden Railway Station, Stop B	0807		1618
Batford, Lower Luton Road, The Malta PH	0812	1502	
Batford, Common Lane, Lower Luton Rd (N)#	0814		
Batford, Milford Hill, opp Whittings Close	0816	1516	1629
Batford, Lower Luton Rd, opp The Malta PH	0818		1635
Harpenden, Westfield Rd, opp Red Cow PH	0821		1639
Harpenden, Sun Lane, St Georges School	0825		1649
			1654
			1657
CODES: # - For Katherine Warington School c - arrives 3 minutes earlier F - Fridays M-Th - Mondays to Thursdays			

This service is planned to be operated under contract to Hertfordshire County Council

Operator: TO BE ADVISED

South Hatfield - Batford, Katherine Warington School

811

SCHOOLDAYS ONLY			
CODES:		F	M-Th
Oxlease, Travellers Lane, opp Oxlease Drive	0725	1445	1615
Hatfield, Town Centre, Stop U	0729	1449	1619
Hatfield, The Galleria, Stop B	0732	1454	1624
Hatfield, UH de Havilland Campus, Stop P	0735	1455	1625
Hatfield, Business Park, opp Trident Place	0738	1458	1628
Hatfield, Business Park, opp Bus Garage	0740	1512	1642
Hatfield, Hatfield Avenue, Computacenter	0741	1515	1645
Wheathampstead, Hill Dyke Rd, Vale Court	0755	1518	1648
Wheathampstead, Brewhouse Hill, Church	0759	1521	1651
Wheathampstead, o/s St Helen's Church	0800	1524	1654
Marshalls Heath, Cherry Trees Restaurant	0808		
Batford, Common Lane, Lower Luton Rd (N) #	0815	1527	1657
CODES: # - For Katherine Warington School F - Fridays M-Th - Mondays to Thursdays			

This service is planned to be operated under contract to Hertfordshire County Council

Bus routes serve all stops en route by request. Season tickets will be available from the operator. For timings of services 321, 610 etc please search at:
<https://www.intalink.org.uk/timetables/>

For information on Hertfordshire Child Concessionary Travel Scheme please see:
<https://www.hertfordshire.gov.uk/services/Schools-and-education/Travel-to-school/Savercard-half-fare-bus-travel-for-11-18-year-olds.aspx>

2) EDUCATION CONTRACT COACH SERVICE OPEN ONLY TO PREBOOKED CHILDREN ENTITLED TO FREE TRAVEL

Operator: TO BE ADVISED

Whitwell - Harpenden Schools

E172

SCHOOLDAYS ONLY			
		F	M-Th
Whitwell, Horn Hill, King George's Way	0745	1505	1605
Kimpton, High Street, opp The Boot PH	0753	1512	1612
Harpenden, St Georges School Grounds	0808	1525	1625
Batford, Common Lane, Lower Luton Rd (N) #	0817	1531	1631
CODES: # - For Katherine Warington School F - Fridays M-Th - Mondays to Thursdays			

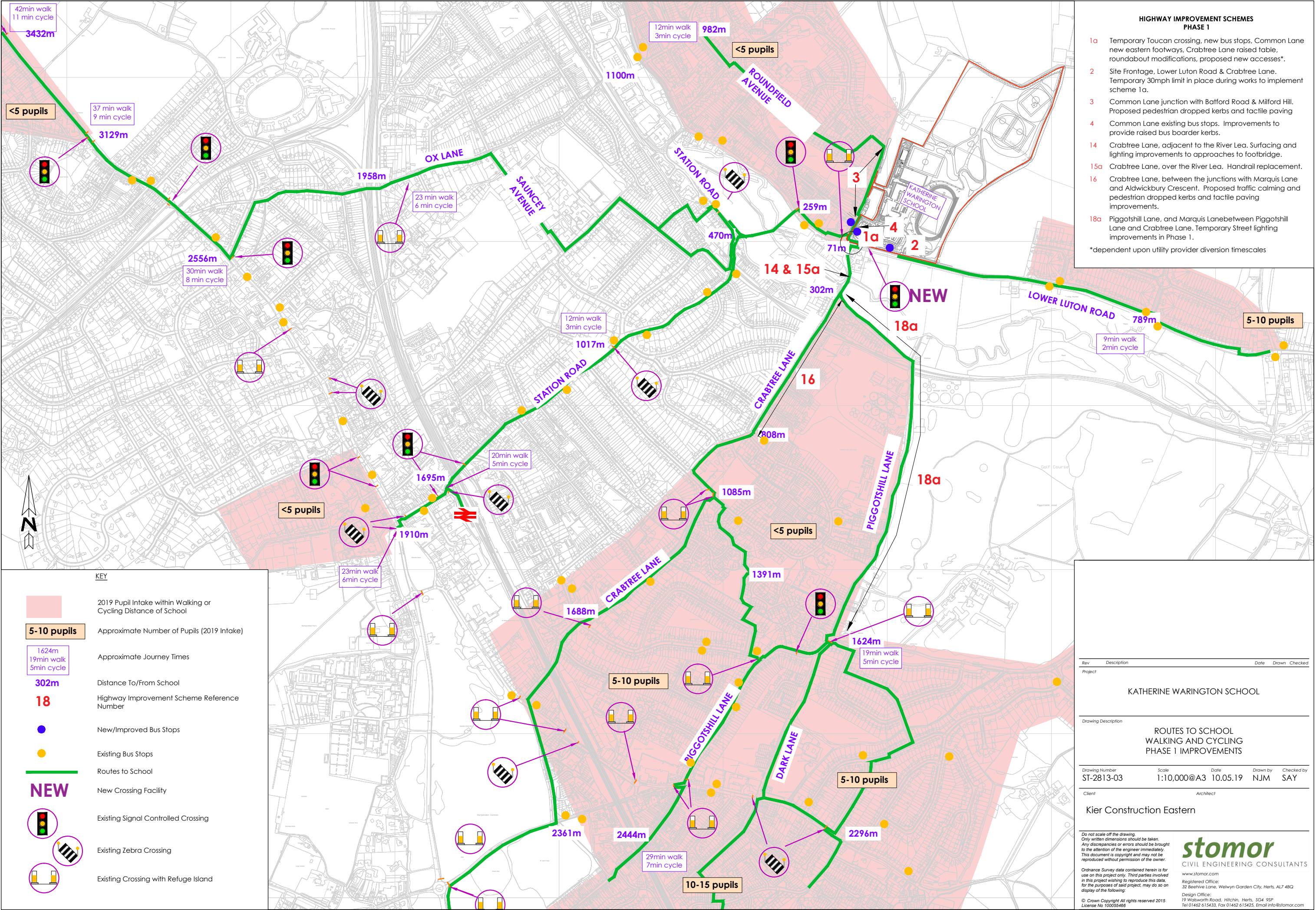
This service is to be operated under contract to Hertfordshire County Council

For information on applying for travel using any spare seats which may be available please see:
<https://www.hertfordshire.gov.uk/services/schools-and-education/school-admissions/home-to-school-transport/spare-seat-scheme-school-transport.aspx>

Children taking up an entitlement to free travel for whom there are suitable bus services will be issued with bus passes. A taxi or minibus contract will normally be provided for any children not served by a suitable bus route or the E172 above

ALL TIMETABLES MAY BE SUBJECT TO CHANGE TO ALLOW FOR DELAYS CAUSED BY TRAFFIC CONGESTION ETC







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