



Former Big Cat Sanctuary, Codicote Road, Codicote, Welwyn, AL6 9TU

TRANSPORT ASSESSMENT

for Residential Development
on behalf of Howarth Homes

2026/9154/TA01

July 2026

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is commissioned by Howarth Homes to provide transport and highways input in support of a proposed residential development of the former Big Cat Sanctuary, located at Codicote Road, Codicote, Welwyn, AL6 9TU ("the site").

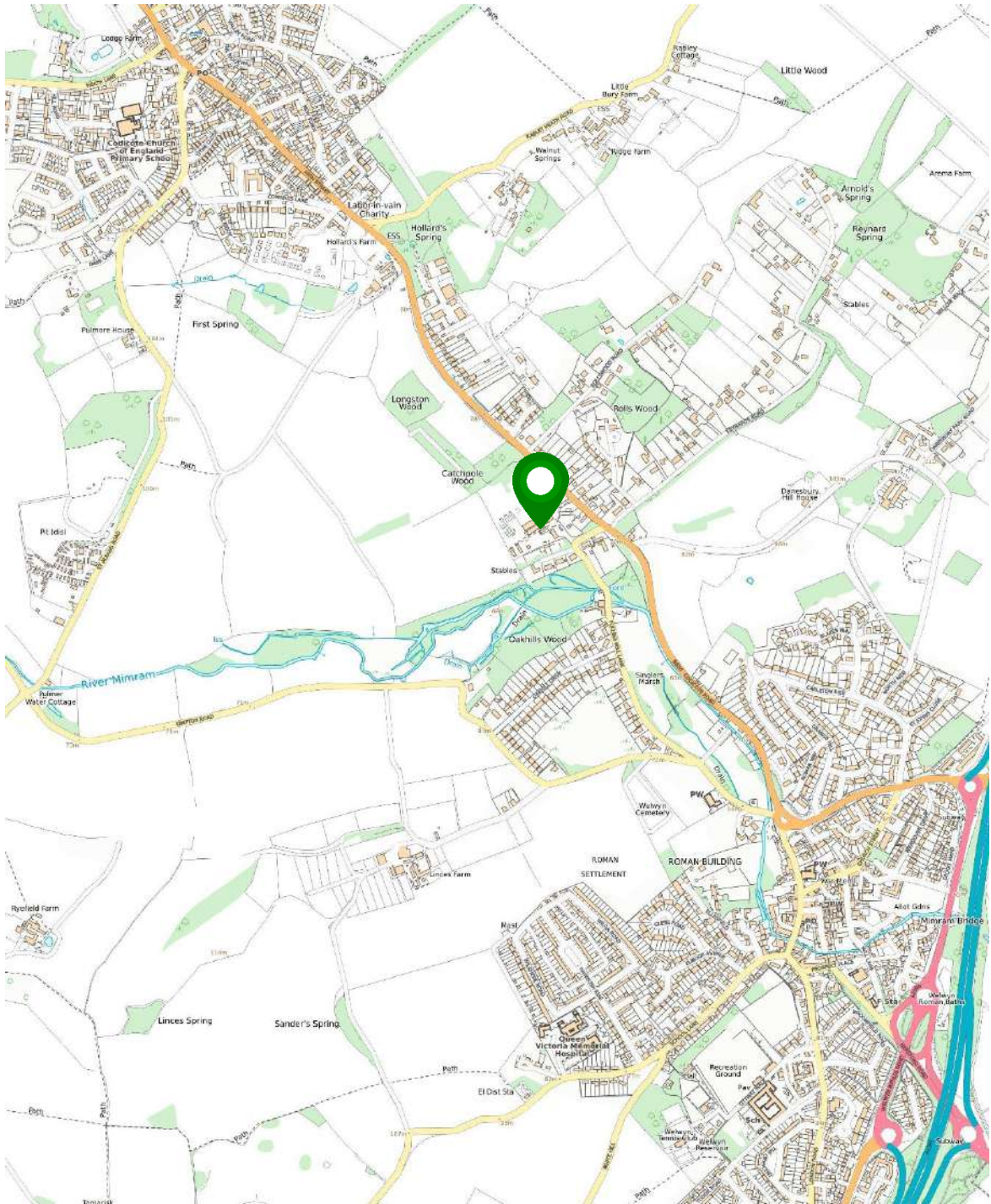


Figure 1 Site Location Plan

- 1.1.2 The location of the site in the context of the local highway network is shown in **Figure 1**.
- 1.1.3 The site is situated between the villages and associated local centres of Codicote and Welwyn. The majority of the site boundary (red line) falls within the planning jurisdiction of North Hertfordshire District Council (NHDC), with the frontage of the site lying within Welwyn Hatfield Borough Council (WHBC). Notwithstanding this, the site in its entirety falls within the administrative area of Hertfordshire County Council (HCC), which acts as the County Highway Authority and statutory consultee in respect of highway matters.
- 1.1.4 The site has historically operated a variety of commercial uses, including a sanctuary for small wild cats, a poultry farm and a farm shop/retail use. The frontage land is also used for grazing. The site also accommodates a residential dwelling. The proposals comprise the demolition of all existing buildings to construct a residential scheme of 109 new homes. A copy of the Masterplan layout is attached at **Appendix A**.
- 1.1.5 The proposal would retain vehicle and pedestrian access from Codicote Road, with enhancements to accommodate the necessary movements by all travel modes. The proposal would include enhancements to existing pedestrian infrastructure, including the formation of permeable routes through the site.
- 1.1.6 The proposal would include suitable provisions for car and cycle parking, in accordance with the requirements set out in local policy. This would include provisions for disabled parking for the M4(3) wheelchair accessible units proposed.

1.2 Report Structure

- 1.2.1 This Transport Assessment (TA) has been prepared to evaluate the transport implications of a proposed development and demonstrate that it can be accommodated safely and sustainably within the existing transport network.
- 1.2.2 The assessments include a review of existing transport conditions, an assessment of accessibility by walking, cycling and public transport, analysis of current and future traffic conditions, forecasts of development-generated trips, and an appraisal of the operational performance and safety of key junctions and access arrangements.
- 1.2.3 The assessments of this TA also identify any mitigation measures required to address potential impacts and set out opportunities to encourage sustainable travel, ensuring that the development complies with national and local transport planning policies. This TA comprises of the following sections:
- **Section 2: Relevant Planning & Policy Context** – details the pertinent national and local policies and guidance under which the development proposals are framed
 - **Section 3: Baseline Highway Conditions** – provides an overview of the site in its current form, including the local highway network (including a review of the local collision history)
 - **Section 4: Sustainable Travel Connections** – examine the accessibility credentials of the site, including access by non-car modes to local amenities and services, and connections by public transport

- **Section 5: Trip Generation Assessment** – details the existing/lawful trip attraction of the site and provides a forecast of the likely comparable levels post-development for the respective uses as proposed;
- **Section 6: Access Arrangements** – details the proposed access arrangements for the proposed development, including off-site works to the highway to facilitate transport capacity and sustainable access;
- **Section 7: Highway Capacity Assessment:** Details of the junction capacity assessments undertaken using industry-standard modelling software;
- **Section 8: Internal Layout & Servicing Arrangements** - review of the proposed layout of the development and means of access for vehicles and pedestrians;
- **Section 9: Parking Assessment** – overview of the locally adopted car parking standards with reference to a practical accumulation assessment for comparison. Details are also included in relation to the proposed provisions for cycle parking;
- **Section 10: Summary & Conclusions** – provides a concise summary of the information presented and a conclusion on the highways and transport implications of the proposals.

1.2.4 With respect to traffic impacts, paragraph 7.12 of the *'Place & Movement Planning and Design Guidance for Hertfordshire'* guidance document confirms that junction capacity modelling will only be required for a development if the development meets or exceeds the threshold of providing 250 or more residential dwellings. The proposed development, therefore, falls outside of this threshold and wouldn't warrant detailed capacity modelling. However, to ensure that the proposed site access would operate effectively with minimal delay to network operations, a capacity assessment of the junction has been undertaken.

1.2.5 It is also noted that RGP has additionally prepared a Travel Plan (ref. 2026/9154/TP01) to support the planning application. This should be read alongside the Transport Assessment.

2 RELEVANT PLANNING & POLICY CONTEXT

2.1 Relevant Planning History

- 2.1.1 The site has been subject to several uses, historically operating as a poultry farm (Marlind Poultry Farm). In 1977, planning permission was granted by NHDC for the “*Conversion of existing building to house small wild cats*”, which operated for some time.
- 2.1.2 In 1981, planning consent was granted for the “*use of part of existing building as shop for retail sale of produce from the holding, animal foodstuffs, bedding, accessories and other food items*”. This existing retail use is established on the site and occupies a large floor area of 1,920m², with areas of staff and customer car parking at the front of the site.
- 2.1.3 It is also noted that there have been various recent residential planning applications that have been approved within the local area over recent years and are in various stages of implementation.
- 2.1.4 To the north of the site, an outline planning application was approved with conditions in November 2022 (ref. 17/01464/1). The application comprised a residential development for up to 83 dwellings. Additionally, there is a recently consented residential development comprising 167 dwellings to the north-west of the site (on land between Heath Lane and St Albans Road). The planning application (ref. 18/02722/FP) was initially refused but was allowed on appeal in September 2021. No reasons for refusal related to highway matters.
- 2.1.5 In addition to this scheme, a further planning application 6/2025/1781/OUTLINE is currently being considered by Welwyn/Hatfield Borough Council for the development of 15 & 15A Codicote Road. The planning application seeks outline planning consent for a scheme of 37 dwellings (21 houses and 16 flats). The planning application is supported by a Transport Statement and Travel Plan.
- 2.1.6 The proposal includes improvements to the bus stops to the south of the site on Codicote Road, including a new shelter and raised kerbing. A pedestrian crossing is also proposed across Codicote Road to reach both sides of the carriageway.
- 2.1.7 It is noted that the proposed highway layout, including the access geometry, is designed to the same geometry as the proposal subject to 6/2025/1781/OUTLINE, the scope of which has been considered acceptable by Hertfordshire County Council

2.2 National Planning Policy Framework (December 2024)

- 2.2.1 The ‘*National Planning Policy Framework*’ (NPPF) details the government’s planning policies for England and how these are expected to be applied. In considering development proposals, Paragraph 115 states: “*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *sustainable transport modes are prioritised, taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree through a vision-led approach".*

2.2.2 Paragraph 116 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.3 Paragraph 117 states, 'Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.3 Hertfordshire Local Transport Plan

2.3.1 The Hertfordshire Local Transport Plan 4 (LTP4) (2018–2031) sets out the County Council's long-term strategy for transport in Hertfordshire. LTP4 sets a framework of transport policies that promotes a sustainable, balanced approach to people, place and movement, which is future-ready. All of this demands a fresh approach to the planning and designing of new and improved highways. It aims to address congestion, support economic development, and improve health and the environment by shifting travel habits towards more sustainable modes.

2.3.2 Key objectives of LTP4 supported by this development include:

- Reducing the need to travel by car: The development encourages more sustainable patterns of movement by providing safe pedestrian and cycle access routes within the site and connecting to the wider local network. The promotion of walkable neighbourhoods aligns with LTP4 objectives;
- Promoting active travel: The scheme will include dedicated cycle parking and improved pedestrian connectivity, encouraging residents to choose active modes of transport for short, local trips, including access to Welwyn village centre;
- Supporting the use of public transport: The site is located within reach of local bus services, and the development will include measures such as travel information packs for residents to raise awareness and encourage use of existing bus services linking Codicote to Hitchin, Welwyn Garden City, and Stevenage;
- Minimising environmental impact: Through sustainable design, including electric vehicle (EV) charging infrastructure and low traffic generation strategies, the scheme contributes to reducing air pollution and congestion, in line with LTP4's environmental goals.

2.3.3 The Hertfordshire County Council 'Place & Movement Planning and Design Guidance for Hertfordshire' supplements LTP4 and sets out the framework of policy, advice and standards within which alterations and additions to the highway network in the County shall be planned and delivered.

2.3.4 The guidance confirms that "Developments should be permeable for sustainable modes, whilst the number of access points for the private car will generally be limited to a single point"

2.3.5 Chapter 5 of the guidance sets out the requirements for a Transport Assessment to assess the potential impacts on the transport network to establish whether the access arrangements and transport impacts are acceptable. The guidance confirms that:

... "The Transport Assessment should identify the trip generation and likely distribution (by all modes) and the expected number of residual vehicle trips. Trip generation should be based on the most relevant and latest information available and may include the TRICS database or survey data from equivalent sites"...

2.3.6 Paragraph 7.12 of the guidance confirms that junction capacity modelling will be required for a development if the development meets or exceeds the threshold of providing 250 or more residential dwellings. The proposed development, therefore, falls outside of this threshold.

2.4 North Hertfordshire Local Plan (2011-2031)

2.4.1 The North Hertfordshire Local Plan provides the statutory planning framework for development in Welwyn and the surrounding area. The proposed residential development supports the key objectives of the Local Plan by contributing to housing delivery while promoting a safe and accessible development, which would enhance the existing pedestrian infrastructure in the area.

Policy SP6 – Sustainable Transport

2.4.2 This policy promotes developments that reduce the need for car travel and support walking, cycling, and public transport. The proposed development reflects this by:

- Integrating footpaths and cycleways that link into Codicote's existing active travel network.
- Providing cycle parking for all dwellings and access to high-quality public realm to support non-car journeys.
- Promoting sustainable travel behaviour through resident travel plans and information at occupation.

Policy T1 – Assessment of Transport Matters

2.4.3 This policy ensures that the impact of new development on the transport network is properly assessed. A Transport Assessment has been prepared in accordance with this policy to:

- Evaluate existing access arrangements and highway safety.
- Assess expected trip generation and potential impacts on the local road network.
- Identify mitigation measures, where necessary, to support safe and efficient movement.

Policy T2 – Parking

2.4.4 Parking provision has been designed in accordance with North Hertfordshire's parking standards, ensuring sufficient and practical off-street parking is available for residents, including:

- Allocated and visitor car parking spaces.
- Provision for electric vehicle charging points in line with future transport trends.
- Secure, convenient cycle parking in compliance with standards.

2.5 Welwyn Hatfield Adopted Local Plan 2016-2036

2.5.1 The Welwyn Hatfield Local Plan (2016-2036) was adopted at a meeting of the Council on 12 October 2023. The relevant transport policies for consideration as part of this proposal are set out below.

Policy SP 4 – Transport and Travel

...“Consistent with the vision and objectives of this Local Plan, the Council will seek to support both planned growth and existing development with appropriate transport infrastructure, with the emphasis on promoting the use of sustainable modes of travel and on improving safety for all highway users. The Council will work together with the County Council as the local highway authority, Highways England, public transport operators, developers and other relevant bodies to design and fund improvements to transport infrastructure where these are necessary to support growth or to improve accessibility to existing centres, employment areas and community facilities”...

Policy SADM 2 – Highway Network and Safety.

...“Development proposals will be permitted provided:

- i. There would be no severe residual cumulative impacts on the local and/or strategic transport network once any cost-effective and achievable mitigation measures have been taken into account. Development proposals which generate a significant amount of traffic movements must be accompanied by either a Transport Assessment or Transport Statement as appropriate in accordance with the criteria in the Hertfordshire County Council Highway Design Guidance(19);
- ii. There would be no negative impacts on highway safety;
- iii. They are designed to allow safe and suitable means of access to and from the site for all users; and
- iv. They provide satisfactory and suitable levels of parking, in accordance with the criteria set out in SADM12 and the Council's parking standards, and taking into account the opportunities for public transport, cycling and walking”...

Policy SADM 3 – Sustainable Transport for All

...“All developments at or above the thresholds set out in Hertfordshire County Council's Hertfordshire Travel Plan Guidance will be required to submit a Travel Plan as part of a planning application. Development proposals should make provision where appropriate for:

- i. Cyclists, through safe design and layout of routes integrated into new development and the wider cycle network and provision of secure cycle parking and where appropriate changing facilities;
- ii. Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network;
- iii. Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer walking and cycling opportunities;
- iv. Public transport, through measures that will improve and support public transport and provide new public transport routes.

- v. *Community transport, through the implementation of Travel Plans where appropriate (for example including measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes);*
- vi. *Servicing and emergency vehicles;*
- vii. *Facilities for charging plug-in and other ultra-low emission vehicles"...*

Policy SADM12 – Parking, Servicing and RefuseParking

- i. *The type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards taking account of:*
 - a) *The site's location and accessibility to public transport, services and facilities;*
 - b) *The nature and degree of parking demand likely to be associated with the development and opportunities for shared parking; and*
 - c) *The need to promote more sustainable forms of travel within the borough.*
- ii. *The siting, layout and design of vehicle and cycle parking, including detached garage blocks, within development proposals will be required to ensure that an attractive and coherent street scene is maintained, that the main purpose of any adjacent open space is protected, and that parking spaces are appropriately related to the part of the development that they serve.*
- iii. *An appropriate level and type of vehicle charging infrastructure will be incorporated into town centre parking areas and at new or regenerated neighbourhood centres where the opportunity arises. Appropriate provision should also be made within new residential, employment and leisure related development.*

Servicing and refuse

- i. *Appropriate provision of service areas and refuse storage and collection areas should be made according to the nature of the development. Such areas and access to them should be appropriately sited and designed to ensure they can:*
 - a) *Perform their role effectively without prejudicing or being prejudiced by other functions and users;*
 - b) *Maintain an attractive and coherent street scene and protect visual amenity; and*
 - c) *Avoid creating risk to human health or an environmental nuisance.*

3 BASELINE HIGHWAY CONDITIONS

3.1 Site Location & Local Highway Network

- 3.1.1 The site is situated on the southern side of Codicote Road, approximately 1.2 kilometres (a 15-minute walk) from the centre of Welwyn to the southeast, and 1.5 kilometres from Codicote to the northwest.
- 3.1.2 Codicote Road (B656) is a local distributor road that principally connects Welwyn with Codicote. To the south, the B656 passes through the centre of Welwyn and provides a direct connection to the A1(M) Motorway and further links south (via A1000) into the centre of Welwyn Garden City. To the north, the B656 passes through Codicote and becomes more rural in nature, passing through several settlements before reaching Hitchin (although the preferred route to Hitchin would be via the A1 (M)).
- 3.1.3 Codicote Road is a two-way single-carriageway road across the frontage of the site. The existing carriageway is wide (approximately 6.5 metres) with edge of carriageway markings offset from the kerb edge and central hatching (approximately 1.2 metres wide) in between through lanes. Codicote Road is subject to a 40mph speed limit directly outside the site. The photographs below illustrate the current conditions on Codicote Road.



Existing Highway Conditions on Codicote Road

- 3.1.4 The site is currently accessed by vehicles via a central point of access across the site frontage. The site access is formed as a vehicle crossover with access gates set back from the edge of the public highway.
- 3.1.5 The photographs below illustrate the current access arrangement.



Existing Access from Codicote Road

- 3.1.6 Due to the straight and flat topography of Codicote Road, this existing access benefits from excellent levels of visibility for vehicles/drivers egressing the site to observe approaching traffic on Codicote Road in both directions. The photographs below illustrate the existing levels of visibility available at a 2.4-metre setback from the road edge.



Existing Visibility Splays along Codicote Road

- 3.1.7 A further access is available to the south of the main site access, also formed as a vehicle crossover. However, this appears to have been closed for some time.



Existing secondary access from Codicote Road

- 3.1.8 No separate points of access are currently provided for pedestrians, with all users utilising the main site access in a shared environment.

3.2 Existing Traffic Conditions

- 3.2.1 To establish baseline traffic data with respect to volume and class of vehicles on the local highway network, two Automatic Traffic Counter (ATC) surveys were conducted along Codicote Road over 24 hours for a 7-day period. A copy of the ATC results conducted between 15th April 2026 and 21st April 2026 is attached at **Appendix B**.
- 3.2.2 **Figure 2** summarises the existing traffic flows on Codicote Road. The results include all vehicle movements in both directions during the traditional morning (AM) and evening (PM) peak hours, as well as during a typical weekday (24hr) period.

Time Period	Northbound	Southbound	Two-way
AM Peak Hour (08:00-09:00)	257	570	827
PM Peak Hour (17:00-18:00)	614	246	860
Annual Average Weekday Traffic (AAWT)	4673	4799	9472
Annual Average Daily Traffic (AADT)	4732	4384	9116

Figure 2 Recorded Traffic Flows – Codicote Road (April 2026)

- 3.2.3 The survey results confirm that Codicote Road is moderately trafficked throughout a typical weekday, with an average of 9,472 two-way vehicle movements recorded. During the AM and PM peak hours, an average of 827 and 860 two-way movements is generated, respectively.
- 3.2.4 In addition to traffic movements, the ATC surveys also recorded vehicle speeds in the location of the proposed site access. **Figure 3** summarises the recorded average (mean) and 85th Percentile speeds on Codicote Road.

Vehicle Speeds	Northbound	Southbound
Average (mean) Speed (mph)	34.8	36.2
85 th Percentile Speed (mph)	39.7	40.8

Figure 3 Recorded Vehicle Speeds – Codicote Road

- 3.2.5 As indicated above, the current vehicle approach speeds on Codicote Road are reflective of the posted 40 speed limit, with the 85th percentile speeds of vehicles travelling in either direction being recorded as just under 40mph.

3.3 Highway Safety Assessment

- 3.3.1 To assess whether the local highway network has any underlying road safety issues that warrant further investigation, an assessment of collision data has been undertaken.
- 3.3.2 To do so, records of Personal Injury Accidents (PIA) have been obtained from Crashmap (www.crashmap.co.uk) for the most recently available five-year period (2020 to 2024 inclusive). **Figure 4** illustrates the recorded PIAs in the vicinity during this study period.



Figure 4 Summary of Personal Injury Accidents (extract from Crashmap)

- 3.3.3 As confirmed, no accidents have been recorded in the vicinity of the site access. A number of PIAs have occurred to the south of the site, although this would not represent an accident 'cluster' that would warrant further investigation. A fatal accident occurred to the southwest of the site on Kimpton Road, although the proposed development is unlikely to contribute to increased traffic movements on this route.
- 3.3.4 In light of the above, it is not considered that the site and surrounding highway network has any underlying accident problems that would warrant further detailed assessment.

4 SUSTAINABLE TRAVEL CONNECTIONS

4.1 Overview

- 4.1.1 As indicated above, the site is located between Codicote and Welwyn, both sited within an attractive walking distance of the site. Both local centres offer a range of day-to-day facilities and essential amenities suitable for a prospective resident of the site.
- 4.1.2 **Figure 5** illustrates the accessibility of the site in relation to the local facilities available within 2km, considered to be the maximum desirable walking distance.

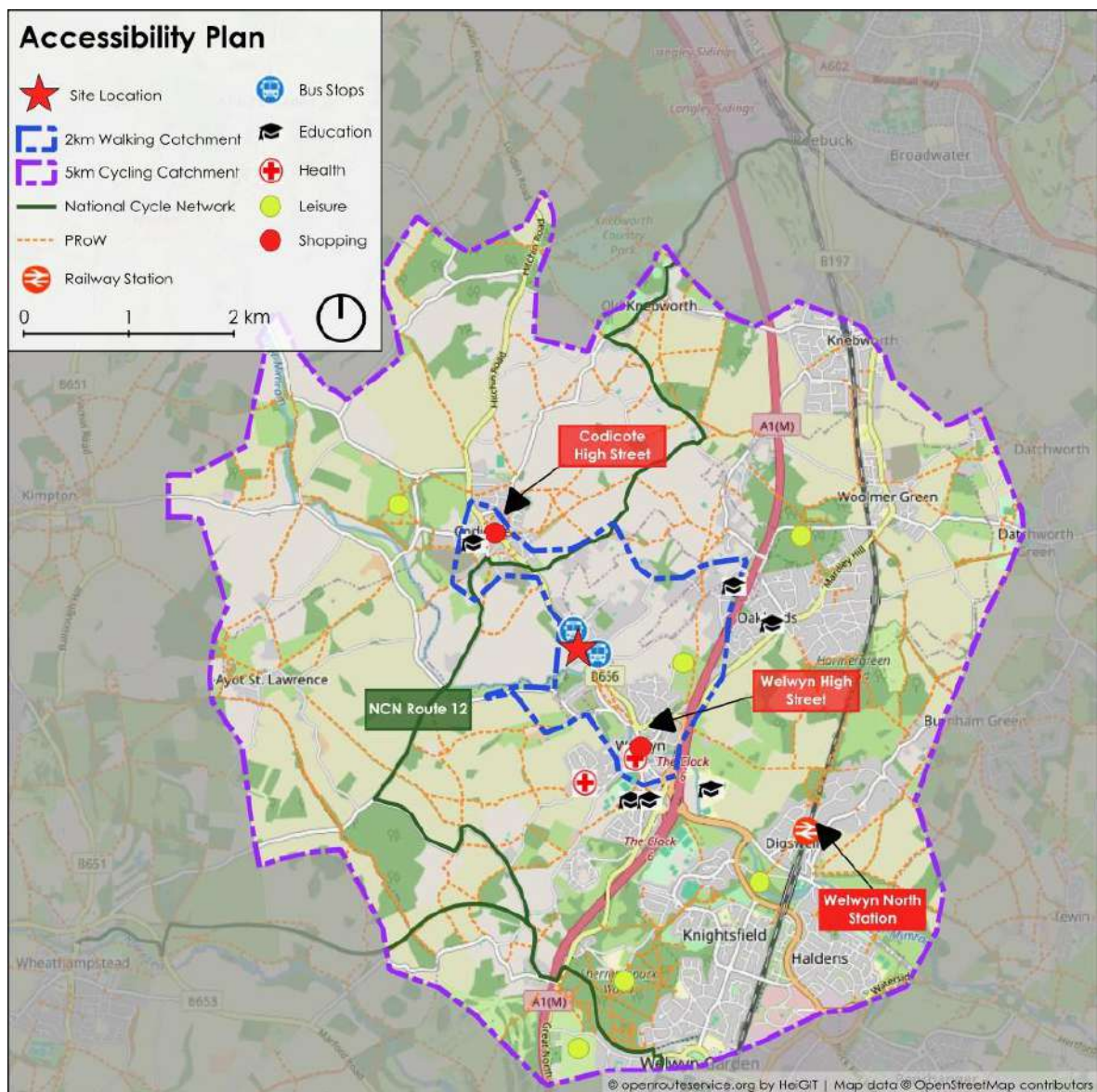


Figure 5 Site Accessibility Plan

- 4.1.3 A number of accessible routes are available to reach these local amenities, particularly to those in Welwyn, which prospective residents would likely see as attractive alternatives to the use of the private car. These are outlined below.

- 4.1.4 In addition, the centre of Welwyn offers free parking, both on-street and in local car parks, for a 90-minute period (no return within 90 minutes) for residents less able to walk/cycle. This arrangement offers an affordable short-stay parking option that reduces the need to travel elsewhere for goods and services, attracting local residents to use the facilities available.

4.2 Local Amenities & Facilities

- 4.2.1 As mentioned above, the site is located approximately 1.1 kilometres (a 13-14 minute walk) from the centre of Welwyn, where a number of essential facilities and public transport connections can be accessed within walking distance. These facilities include, of note, a convenience store/Tesco Express, bakery/deli, dentist, GP surgery and hairdressers. A number of food and beverage facilities are also available.
- 4.2.2 It is also noted that the centre of Codicote is located approximately 1.3 kilometres to the north of the site and provides similar local amenities and facilities.
- 4.2.3 These local facilities offer the opportunity for residents to travel a short distance to access daily essentials, without the need to travel further afield.
- 4.2.4 In terms of education, Welwyn includes Welwyn St Marys Primary School and a number of nursery/prep schools. Codicote includes Codicote C of E Primary School. As detailed later in this Transport Assessment, school bus services are available from outside the site.
- 4.2.5 In terms of recreation, the development site is surrounded by accessible walking routes and open spaces for recreation, including Singlers Marsh and Danesbury Park.

4.3 Pedestrian & Cycle Connections

- 4.3.1 The site is considered to be reasonably well-connected in terms of pedestrian connectivity, with dedicated routes provided to local facilities and amenities in Codicote and Welwyn.
- 4.3.2 A footway runs along the southern side of Codicote Road across its entirety, connecting the site to Codicote and Welwyn. A footway is also provided along the northern side of the carriageway, albeit intermittently between the two centres.
- 4.3.3 As illustrated in **Figure 5**, there are several designated Public Right of Way (PROW), including footpaths and bridleways, within proximity to the site. This includes routes across Singlers Marsh, providing quieter traffic-free routes into the centre of Welwyn.
- 4.3.4 A further route between the site and Welwyn is provided along Fulling Mill Lane. This road serves as a lightly trafficked and slow-speed access road alongside Singlers Marsh, serving a small number of dwellings, and also offering an attractive and popular alternative route to the main Codicote Road.
- 4.3.5 Codicote Road and Fulling Mill Lane also benefit from wide and well-lit carriageways that are conducive to cycling.



Existing Pedestrian Routes along Fulling Mill Lane

- 4.3.6 National Cycleway Route (NCR) 12 is located circa 850 metres north of the site on the southern boundary of Codicote, as shown in **Figure 6**, also accessible to the west via quieter rural lanes.

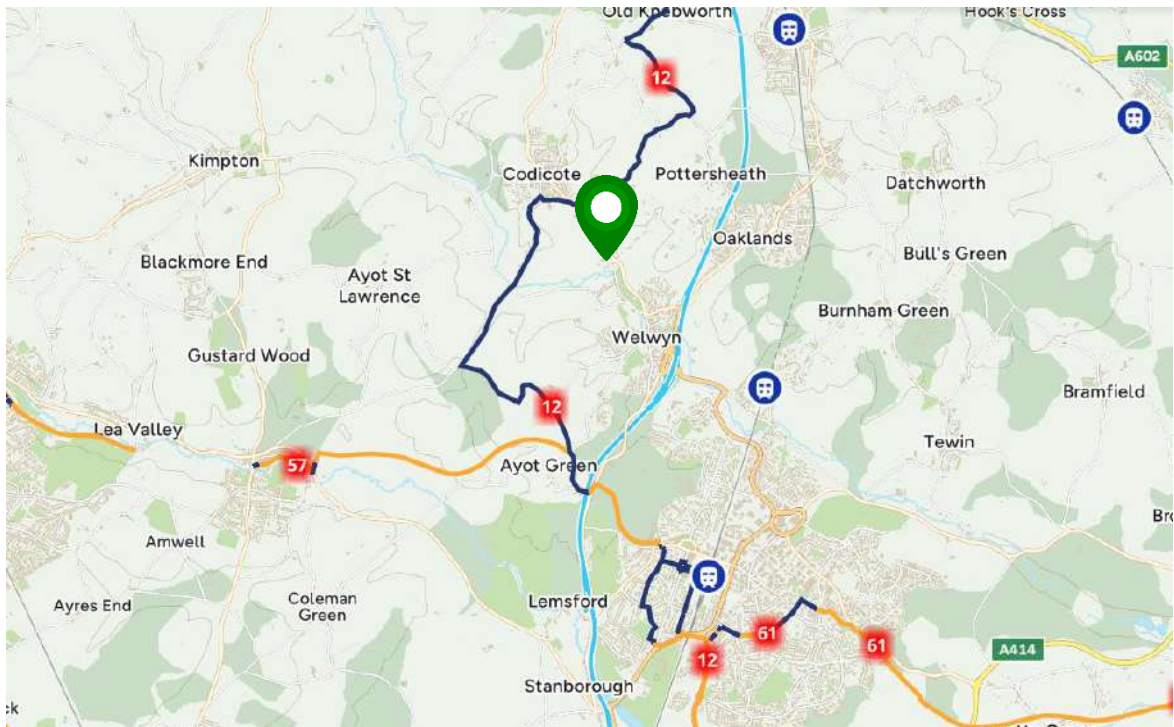


Figure 6 National Cycle Network (Extract from Walk Wheel Cycle Trust)

- 4.3.7 Several additional routes are also available to the south, including NCR 57 and NCR 61.

4.4 Public Transport Connections

- 4.4.1 The nearest bus stops to the site are located on Codicote Road, with the westbound bus stop positioned at the eastern edge of the site, and the eastbound bus stop positioned approximately 100 metres further east.
- 4.4.2 Bus routes 215 and 815 provide a school service with a direct connection to Codicote (4 mins), Welwyn (3 mins) and Digswell on a Monday – Friday AM peak hour service.
- 4.4.3 Bus routes 314 and 315 provide services to Welwyn Garden City, Welwyn, Codicote and Hitchin Monday to Saturday. The routes offer around 16 services per day between the hours of 07:00 and 20:00 hours in both directions.
- 4.4.4 There are a number of additional bus routes and stops within walking distance in Welwyn village centre. These provide wider connections as well as linking to local train stations.
- 4.4.5 The nearest train station is Welwyn North, located to the north of Welwyn in Digswell and circa 3.3km from the site (40-minute walk or 10-minute cycle). The train station provides greater northern service into Cambridge and London with circa 2 trains per hour into each location. Welwyn North station has facilities for 253 car parking spaces and 42 cycle parking spaces. There are a number of bus routes that operate from the area and offer a sustainable way of connecting to the station.

5 TRIP GENERATION ASSESSMENT

5.1 Overview

- 5.1.1 This section details the existing/lawful trip attraction of the site and provides a forecast of the likely comparable levels post-development for the respective uses as proposed.
- 5.1.2 To examine the likely use of the existing farm shop and its trip-generating potential when in full operation, the Trip Rate Information Computer System (TRICS) database has been interrogated. TRICS is the industry-standard tool for generating trip rates for a wide variety of land uses across the UK based on detailed traffic survey data.

5.2 Existing Trip Generation

- 5.2.1 As detailed above, the site accommodates a large number of commercial buildings, having historically been operated by large commercial uses, including a poultry farm and a wild cat sanctuary, the latter use attracting external visitors. Both of these operations would have generated regular levels of vehicle traffic, including movements by heavy commercial/goods vehicles.
- 5.2.2 In recent years, the site has operated as a large farm shop, offering 1,920m² total floorspace and selling bulk produce. The existing store operated on Monday to Saturday between 09:00 and 17:00 hours and offered car parking for staff and customers (approximately 12 spaces).
- 5.2.3 Although farm shop operations have largely ceased and only limited activity remains on site, the lawful planning use remains in place and could be reinstated at any time.
- 5.2.4 To examine the likely use of the existing farm shop and its trip-generating potential when in full operation, the Trip Rate Information Computer System (TRICS) database has been interrogated. However, the TRICS database has limited information with respect to farm shops. However, the following sites from the database have been identified as operating with a similar use:
- CF-16-A-01 – Farm Shop, Cardiff, Wales
 - ES-16-A-02 – Farm Shop, Hartfield, East Sussex
 - HC-16-A-02 – Farm Shop & Nursery, Fareham, Hampshire
- 5.2.5 Having reviewed the TRICS sites further, the farm shop in Fareham (HC-16-A-02) is considered to be most comparable in terms of location (edge of town) and floor area. A copy of the TRICS output is attached at **Appendix C**.
- 5.2.6 In addition, RGP has included a traffic survey of a farm shop in Hampshire, considered to be comparable in relation to site and location. The traffic count survey in 2018 recorded all vehicle movements in and out of the farm shop on a neutral weekday and weekend (Saturday) period. A copy of the survey information is attached at **Appendix D**.
- 5.2.7 **Figure 7** summarises the details of the sites used to determine the current/potential operations of the existing farm shop on the site.

Parameter	Dean Farm Shop, Fareham Common, Hampshire	Wellington Farm Shop, Hook, Hampshire	Development Site
Information Source	TRICS	Manual Traffic Count	N/A
Location	Edge of town	Edge of town	Edge of town
Gross Floor Area (m ²)	900m ²	605.03m ²	1,920m ²
Retail Floor Area (m ²)	300m ²	324m ²	-
No. Staff	18	29	-
No. Parking Spaces	50	60	20

Figure 7 Summary of the sites used in the assessment of the existing farm shop use

5.2.8 As noted above, the sites assessed are smaller than the existing farm shop; however, the amount of retail floor space is likely to be broadly comparable. The comparator farm shops are also considered to be more established and operationally successful and therefore provide a reasonable indication of the level of traffic that the farm shop could generate under its lawful use when operating at full capacity.

5.2.9 **Figure 8** summarises the existing traffic movements for both comparable sites, during both a weekday (including during the traditional highway peak hours) and a weekend period.

Time Period	Dean Farm, Fareham Common, Hampshire			Wellington Farm Shop, Hook, Hampshire		
	Arrival	Dept.	Two-way	Arrival	Dept.	Two-way
Weekday AM Peak Hour (08:00-09:00)	10	5	15	37	7	44
Weekday PM Peak Hour (17:00-18:00)	10	14	24	0	15	15
Weekday Total (AAWT)	162	155	317	332	320	652
Weekend Total (Sat)	390	377	767	346	352	698
Annual Average Daily Traffic (AADT)	200	192	392	334	325	659

Figure 8 Existing Traffic Generation (Farm Shop)

5.2.10 As detailed above, a farm shop in this location could generate reasonable levels of daily traffic when in full operation. During the traditional highway peak hours, an average of 30 and 20 two-way vehicle movements is generated in the AM and PM peak hours, respectively, although this varies in relation to the opening hours of the farm shop. During a typical weekday, the farm shop could generate between 317 and 652 two-way vehicle movements (average two-way AAWT of 484 movements).

5.2.11 The highest proportion of movements to a farm shop is on weekends, with between 392 and 659 two-way movements generated across a typical Saturday. Therefore, the existing use has the propensity to generate significant levels of traffic under its existing use.

- 5.2.12 Overall, the forecast AADT of the existing permitted land use is 526 two-way movements. It is noteworthy that this retail use could reasonably operate as a more intensive retail use, utilising the Class E land use classification. Therefore, the above assessments are considered to be robust in this respect.

5.3 Proposed Trip Generation

- 5.3.1 The proposals comprise the construction of 109 residential units of affordable tenure. The proposals comprise the following mix outlined in **Figure 9**.

Dwelling Type	No. Dwellings
1-bedroom flat (M4(3) units)	10
2-bedroom house	44
3-bedroom house	49
4-bedroom house	6
TOTAL	109

Figure 9 Development Mix

- 5.3.2 The proposed dwellings comprise a mix of 50% privately owned and 50% affordable housing, with the proposed flats assumed to be of affordable tenure. The assessments of vehicle trip generation, therefore, include a review of each of these tenures. The following categories have been considered:

- Houses Privately Owned – 55 units
- Affordable/Local Authority Houses – 44 units
- Affordable/Local Authority Flats – 10 units

- 5.3.3 The assessments include selected sites within the geographical range of England (excluding Greater London). The following key selection parameters have been used in this assessment:

- Multi-Modal Sites
- Location: edge of town;
- Survey days: weekdays;
- Number of dwellings: 50 to 150

- 5.3.4 A copy of the TRICS outputs is attached at **Appendix E**, whilst **Figure 10** summarises the derived vehicle trip rates (arrivals and departures) during the traditional morning (AM) and evening (PM) peak hours on the highway network (08:00 to 09:00 and 17:00 to 18:00 hours) and across a typical weekday.

Time Period	Private Houses			Affordable Houses			Affordable Flats		
	Arri.	Dept.	2-way	Arri.	Dept.	2-way	Arri.	Dept.	2-way
AM Peak Hour	0.159	0.376	0.535	0.184	0.465	0.649	0.059	0.087	0.146
PM Peak Hour	0.354	0.172	0.526	0.167	0.088	0.255	0.153	0.073	0.226
Daily Total	2.345	2.345	4.690	2.124	2.124	4.248	1.089	1.052	2.141

Figure 10 Derived Trip Rates (Total Vehicles)

5.3.5 **Figure 11** summarises the derived levels of traffic anticipated for the proposed 109 residential dwellings, including during the traditional morning (AM) and evening (PM) peak hours on the highway network (08:00 to 09:00 and 17:00 to 18:00 hours) and across a typical weekday.

Time Period	Private Houses			Affordable Houses			Affordable Flats		
	Arri.	Dept.	2-way	Arri.	Dept.	2-way	Arri.	Dept.	2-way
AM Peak Hour	9	21	30	8	20	28	1	1	2
PM Peak Hour	19	9	28	7	4	11	2	1	3
Daily Total	129	129	258	93	93	187	11	11	22

Figure 11 Proposed Vehicle Traffic Generation – 109 Residential Dwellings

5.3.6 **Figure 11** confirms that the proposals would generate a modest level of vehicle movements, particularly during the traditional highway peak hours. The proposals would generate 60 and 42 two-way vehicle movements during the AM and PM peak hours, respectively. During a typical weekday, the proposed dwellings would generate 466 two-way movements.

5.3.7 **Figure 12** further confirms the figures for Annual Average Weekday Traffic (AAWT) and Annual Average Daily Traffic (AADT). The AADT figures have been calculated by factoring the AAWT using standard conversion factors from the Department for Transport (DfT).

Traffic Scenario	Arrival	Departure	Two-way
Annual Average Weekday Traffic (AAWT)	233	233	466
Annual Average Daily Traffic (AADT)	219	219	438

Figure 12 Proposed AAWT & AADT Flows

5.3.8 In addition to vehicle movements, the proposed development is likely to contribute towards increased movements by non-car modes. **Figure 13** summarises the levels of trips by all people at the site (where definitive trips for a particular mode aren't available, these have been factored using similar proportions for other dwelling types).

Mode	AM PEAK HOUR		PM PEAK HOUR		DAILY TOTAL	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Private Car	13	38	25	14	183	183
Taxi	3	3	0	0	29	29
LGV	1	0	2	0	16	16
OGV	0	0	0	0	2	2
Motorcycle	0	1	1	0	3	3
Total Vehicles	17	42	28	14	233	233
Vehicle Occupant	22	72	41	18	325	329
Pedestrian	6	26	13	4	103	102
Cyclist	1	4	1	1	13	11
Public Transport	0	9	1	0	16	16
Total People	29	111	56	23	457	458

Figure 13 Proposed People Trip Generation (All Modes) – 109 Residential Dwellings

- 5.3.9 As detailed above, the development is also expected to generate a large number of sustainable travel movements, including walking and cycling trips to key local destinations. A number of additional movements are expected by public transport (also requiring a walk/cycle trip). Overall, around 915 two-way trips would be expected by all modes.

5.4 Traffic Impact

- 5.4.1 **Figure 14** summarises the net change in vehicle movements between the existing lawful use and the proposed residential dwellings.

Time Period	Existing			Proposed		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
AM Peak Hour	18	43	60	17	42	59
PM Peak Hour	17	9	26	28	14	42
AAWT	247	238	485	233	233	466
AADT	267	259	526	219	219	438

Figure 14 Net Traffic Impact

- 5.4.2 As confirmed by the assessments, the proposed residential development would result in an increase in vehicle movements during the peak hours. This is principally as a result of the operating hours of the existing retail use. Overall, the proposal would generate a similar amount of traffic during the AM peak hour and an increase of 16 two-way vehicle movements during the PM peak hour. These levels of increased traffic are considered to be minor in the context of the existing operations of the local highway network.
- 5.4.3 Notwithstanding, the proposed residential development is anticipated to generate a reduced level of daily traffic when compared to the reinstatement of the farm shop. As indicated in **Figure 14**, this would be equivalent to a reduction in AADT flows of 88 two-way vehicle movements.
- 5.4.4 As detailed previously, the existing use is likely to have resulted in daily demand for slow-moving and heavy-laden commercial and agricultural vehicles associated with historic operations, as well as the current retail use (customers purchasing bulk goods, for example). The change in the composition of traffic is likely to further benefit the operations of the local highway network.

5.5 Traffic Distribution

- 5.5.1 When considering the arrivals and departures from the site, **Figure 2** summarises the split of traffic in each direction on Codicote Road. The existing traffic counts indicate a higher proportion of movements to and from the south, principally connecting to the A1(M).
- 5.5.2 In the AM peak hour, around 69% of vehicle movements are travelling south, with 71% arriving from the south during the evening period. This indicates that a higher proportion of vehicle movements would be right out of the site when exiting and left into the site when entering.

6 PROPOSED ACCESS ARRANGEMENTS

6.1 Vehicular Access Arrangements

- 6.1.1 The development proposals seek to retain access via Codicote Road. Drawing **CRW-RGP-XX-XX-DR-T-001** attached hereto illustrates the proposed access arrangements, including the formation of a new access approximately 17 metres south of the current access location to reduce the impact on established trees. The existing two points of access would be closed, with full-height kerbs and level footway construction reinstated.
- 6.1.2 The proposed site access has been designed as a formal bellmouth junction, with 6m radii on either side and a 5.5m carriageway width. There are 2m footways on either side of the carriageway, which continue into the site. The proposed access would provide an uncontrolled pedestrian crossing for pedestrians along Codicote Road.
- 6.1.3 The proposed arrangement has been designed as a simple priority junction. The appropriateness of a priority junction has been considered in line with the requirements of the Design Manual for Roads and Bridges (DMRB) as the UK's main set of standards for the design, construction, and maintenance of major roads. Published by National Highways, it ensures consistency, safety, and best practice across highway projects.
- 6.1.4 Whilst DMRB is strictly applicable to Motorways and Trunk Roads, it also provides an indication of appropriate design for all other roads. However, any use of DMRB for lower-status roads should be considered as robust guidance only.
- 6.1.5 DMRB sets out the thresholds for appropriate provision with document CD123 entitled '*Geometric design of at-grade priority and signal-controlled junctions*'. The selection of a priority junction and major road central treatment for single-carriageway roads should be determined based on the standard of major roads and traffic flows on both the major and minor roads.
- 6.1.6 Figure 2.3.1 of CD123 illustrates approximate levels of provision for varying traffic flows. This confirms that a central treatment, such as a right-turn lane, should be provided when the major road (with priority) experiences two-way traffic flows (AADT) of greater than 13,000 vehicle movements, or the minor road experiences two-way traffic flows (AADT) of greater than 300 vehicle movements.
- 6.1.7 As confirmed in **Figure 2**, the existing two-way AADT flow on Codicote Road is 9,116 vehicle movements, around 70% of the levels of traffic required to warrant a right-turn lane. As confirmed in **Figure 12**, the predicted two-way AADT flow for the proposed development is 438 vehicle movements. Whilst the traffic flow is above the threshold for DMRB, it is also important to assess the requirement for a right-turning lane in the context of the road status and local highway environment.
- 6.1.8 Traffic flows in **Figure 2** are also shown to be principally travelling from/to the south to access Welwyn and the A1(M) Motorway. This reduces the levels of right-turning traffic movements into the development, with vehicles/drivers principally turning left in and right out of the site.

- 6.1.9 In this instance, the entirety of the B656 between Codicote and Welwyn does not provide any right-turn lanes, including at key junctions. In certain areas, including across the frontage of the site, central hatching is provided, which allows vehicles to wait within it when turning right, allowing through traffic to pass. Good visibility is provided for through traffic to observe vehicles in front slowing down and turning.
- 6.1.10 Therefore, it is not anticipated that a right-turn lane on Codicote Road would be required. Further consideration of this would be subject to pre-app discussions with HCC. However, in any event, this appears to be deliverable with the public highway and site boundary.

Visibility Splays

- 6.1.11 As detailed above, the existing alignment of Codicote Road is generally straight with little vertical deflection, generally offering good visibility splays for vehicles emerging from access points across its frontage. The photographs below illustrate the levels of visibility from the proposed access position.



Visibility from proposed access location (2.4 metre setback)

- 6.1.12 The requirements for visibility have been calculated based on the recorded 85th percentile vehicle approach speeds on Codicote Road, with further consideration of DMRB standards. The requirements for visibility have been determined using DMRB CD109 entitled 'Highway Link Design'.
- 6.1.13 The standards require a road subject to an 85th percentile Design Speed of 40mph (64kph) to provide visibility splays of 2.4 x 120 metres (suitable for speeds of up to 70kph). As illustrated on drawing **CRW-RGP-XX-XX-DR-T-001**, visibility splays in excess of 120 metres are achievable from the proposed site access in both directions.

- 6.1.14 The proposed visibility splays would be provided across land that is within the red line/site boundary or designated as part of the public highway. A copy of the highway boundary records is provided at **Appendix F**.

6.2 Sustainable Access Arrangements

- 6.2.1 The proposals will be expected to contribute to improvements to local sustainable travel connections, which may include enhancements to existing infrastructure, such as improvements to walking and cycling routes and pedestrian crossing points, for example.
- 6.2.2 The site benefits from direct access to Codicote Road. The proposal would include a 2 metre wide footway on both sides of the main access road to link with existing infrastructure on Codicote Road. The existing points of access on either side of the new access/junction would be closed, with footways reinstated. The proposed access would also provide an uncontrolled crossing over the proposed bellmouth, retaining connectivity for pedestrians along Codicote Road.
- 6.2.3 In addition to new infrastructure, the existing footways on either side of the site access would be cleared for a distance along Codicote Road to reveal the full constructed width. This provides a cost-effective improvement to the highway. The photographs below show the existing condition of the footway across the frontage and the need to remove debris/overgrowth.



Existing footway to be cleared along the site frontage

- 6.2.4 The proposals would also include improvements to crossing facilities on Codicote Road. This would include the formation of an uncontrolled crossing to the south to access the footways and bus stops on both sides of the road.

- 6.2.5 Drawing **CRW-RGP-XX-XX-DR-T-001** illustrates the proposed crossing location. It is noted that refuge islands in place on Codicote Road were removed in 2021. Therefore, these have been shown without central pedestrian refuge islands. However, this will need to be discussed further with HCC, as these would provide effective refuge, as well as speed reduction.
- 6.2.6 The proposed crossing points would benefit from visibility splays of 120 metres (1.0 setback distance), which are provided in both directions along Codicote Road from the crossing point, providing appropriate visibility to approaching traffic and allowing pedestrians to be seen from a considerable distance. Drawing **CRW-RGP-XX-XX-DR-T-004** confirms the visibility splays available.
- 6.2.7 The proposal will be expected to contribute to improvements to local sustainable travel connections, which include enhancements to existing infrastructure, such as improvements to bus stops, for example. These measures would usually be discussed with HCC during the planning application consultation process and secured via planning condition or a separate legal agreement.
- 6.3 Stage I Road Safety Audit**
- 6.3.1 In accordance with HCC requirements, a Stage 1 Road Safety Audit has been undertaken to obtain an independent assessment of the layout of the proposed scheme.
- 6.3.2 A Stage 1 Road Safety Audit (RSA) was undertaken between the 23rd and 26th June by consultants working on behalf of The Safety Forum Limited for the proposed development. The RSA focused on the proposed access works (and associated pedestrian improvements) and the internal street layout design. The full RSA is attached hereto at **Appendix G**.
- 6.3.3 As part of the RSA process, an RSA Response Report has been prepared by RGP, as the designer, to review the identified problems and confirm the proposed changes to the design to address any agreed concerns. A copy of the RSA Response Report is also at **Appendix G**. The attached suite of design drawings reflects the confirmed changes made to the scheme as a result of the outcomes of the RSA.

7 HIGHWAY CAPACITY ASSESSMENT

- 7.1.1 As outlined in Section 2, and in accordance with Hertfordshire County Council (HCC) guidance, the scale of the proposed development would not ordinarily necessitate the undertaking of detailed junction capacity assessments. Notwithstanding this, a capacity appraisal of the proposed site access priority junction has been undertaken to demonstrate that the access arrangement would operate satisfactorily, with adequate reserve capacity and without giving rise to undue delay.
- 7.1.2 The proposed site access priority junction has been assessed using TRL's Junctions 9 software suite (formerly PICADY). PICADY (Priority Intersection Capacity and Delay) is an industry-standard modelling package widely utilised throughout the UK for the assessment of priority-controlled junctions. Using observed and forecast traffic flows, the software calculates key operational parameters, including the Ratio of Flow to Capacity (RFC), queue lengths and delays, thereby providing an indication of anticipated junction performance.
- 7.1.3 The capacity assessment has been informed by the baseline traffic flows on Codicote Road, including the calculated Average Annual Weekday Traffic (AAWT) flows presented in **Figure 2**. Applying the traffic distribution assumptions set out in Section 5, traffic flow diagrams have been prepared for the '2026 Base' scenario and are provided in **Appendix H**.
- 7.1.4 The proposed site access has been assessed for an opening year scenario of 2029. To establish an appropriate future-year baseline, the surveyed traffic flows have been supplemented by traffic associated with locally committed developments within the local area that are assumed to be fully occupied and operational by 2029. For robustness, this includes two development sites currently being considered. These developments comprise:
- Planning Reference: 17/01464/1 – Land adjacent to Oaklea and south of Cowards Lane, Codicote, SG4 8UN - 83 residential dwellings;
 - Planning Reference: 18/02722/FP – Land between Heath Lane and St Albans Road, Codicote, SG4 8YL – 167 residential dwellings;
 - Planning Reference: 25/01766/OP – Land on the south side of Cowards Lane, Codicote – 30 residential dwellings; and
 - Planning Reference 6/2025/1781/OUTLINE – redevelopment of 15 and 15A Codicote Road to provide 37 dwellings (21 houses and 16 apartments).
- 7.1.5 The following assumptions have been made to derive the committed development flows:
- The traffic flows have been extracted from the capacity assessments of each development, using information available (the submitted Transport Assessments) within the public domain, including directional traffic flows;
 - To determine the traffic distribution figures for pending planning applications 25/01766/OP and 6/2025/1781, the approved turning proportions from 17/01464/1 and the proposed development have been used, respectively.

- 7.1.6 In addition, to provide a robust assessment, the surveyed 2026 traffic flows have been projected to the future assessment year of 2029 using the National Trip End Model Presentation Program (TEMPro) growth factors. The following forecast growth factors have been applied:
- 2029 AM peak growth factor – 1.024
 - 2029 PM peak growth factor – 1.025
- 7.1.7 The resulting future-year traffic flows form the '2029 Future Year' assessment scenario, the corresponding traffic flow diagrams for which are included in **Appendix H**. Development-generated traffic has subsequently been assigned to the future-year baseline to produce the '2029 Open Year with Development' scenario, which forms the basis of the junction capacity assessment.
- 7.1.8 The capacity of the junction has then been assessed for the derived peak periods of 08:00 to 09:00 and 17:00 to 18:00 during the morning and evening, respectively. These time periods represent the traditional traffic flow peaks and have been used to provide a consistent comparison through what are often the busiest hours for traffic movement.
- 7.1.9 The junction modelling outputs for the proposed site access are attached in **Appendix I**.
- 7.1.10 The PICADY results for the '2029 Opening Year with Development' traffic scenario for both the AM and PM peak periods are confirmed in **Figure 15**.

Arm		AM Peak Hour		PM Peak Hour	
		RFC	Queue (PCU)	RFC	Queue (PCU)
B-AC	Site Access (left & right out)	0.14	0.2	0.09	0.1
C-AB	Codicote Road (right turn in)	0.03	0.0	0.05	0.1

Figure 15 PICADY Results – 2029 Opening Year with Development

- 7.1.11 From the assessment results, it is evident that the proposed access junction would operate well within capacity during both the weekday AM and PM peak hourly periods post-development, with no delays on Codicote Road expected.
- 7.1.12 The capacity analysis demonstrates that the junction would operate well below theoretical operating capacity post-development, with a maximum RFC of 0.14 and a maximum queue of 0.2 PCUs for vehicles/drivers turning out of the site during the AM peak period.
- 7.1.13 It is therefore reasonable to conclude that the proposed site access would operate well within theoretical operating capacity for the current and future year scenarios, considering traffic generated by the proposed and all relevant cumulative developments.

8 INTERNAL LAYOUT & SERVICING ARRANGEMENTS

8.1 Overview

- 8.1.1 The proposed access arrangements would serve a network of internal streets within the development site, providing access to the proposed residential dwellings. As illustrated on the drawings contained within **Appendix A**, the internal street network would facilitate direct access to dwellings via private driveways and/or on-street parking bays.
- 8.1.2 The internal layout has been developed in accordance with the principles set out within Hertfordshire County Council's *Place and Movement Planning and Design Guidance for Hertfordshire*, ensuring that the proposed street network promotes safe, attractive and functional movement throughout the development.

8.2 Street Hierarchy & Geometry

- 8.2.1 The internal road network would remain privately maintained, with only the site access junction proposed for adoption as part of the public highway. Notwithstanding this, the internal streets have been designed with regard to adoptable highway standards to ensure that the layout geometry and construction are capable of accommodating all anticipated vehicle types, including delivery, servicing and emergency vehicles.
- 8.2.2 The Primary Streets, including the principal route from the site access, would comprise a carriageway width of 5.5 metres. These routes would principally function as movement corridors within the development and would not generally provide direct frontage access to residential properties.
- 8.2.3 The Secondary Streets would comprise carriageway widths ranging between 4.8 metres and 5.5 metres where serving dwellings with private driveways, increasing to 6.0 metres where perpendicular on-street parking is provided. In all instances, sufficient width would be available to facilitate safe two-way vehicle movements.
- 8.2.4 As shown on the drawings contained within **Appendix A**, the majority of streets would incorporate segregated footways with a minimum width of 2.0 metres. Tertiary streets and parking courts would be designed as shared-surface environments, with variations in surface treatment used to reinforce pedestrian priority and encourage lower vehicle speeds. The detailed specification of materials and construction would be determined during the detailed design stage.
- 8.2.5 The proposed internal street network has been designed to create a low-speed environment, with a design speed of 15mph adopted throughout the development. Raised tables would be incorporated at key junctions and at intervals along residential streets to provide traffic-calming measures and improve pedestrian accessibility. The low-speed design approach would also create a safe and attractive environment for cyclists travelling through the site on the carriageway.

8.3 Delivery & Servicing Arrangements

- 8.3.1 The proposed layout provides adequate space for delivery and servicing vehicles to access and manoeuvre within the site. The residential development would generate a relatively low level of servicing activity, principally comprising ad hoc deliveries.

- 8.3.2 Based on comparable residential trip rate data in Section 5, the development would typically generate up to 18 deliveries per day, predominantly associated with postal and courier services. In practice, a proportion of deliveries would be consolidated, reducing the overall number of vehicle visits.
- 8.3.3 It is anticipated that the majority of deliveries would be undertaken using light commercial vehicles, typically 3.5-tonne vans. Occasional supermarket and larger goods deliveries may also occur, generally undertaken using vehicles of up to 7.5 tonnes gross vehicle weight. Such deliveries would typically be short in duration and would not be expected to remain on-site for more than a few minutes.
- 8.3.4 The proposed layout has also been developed in conjunction with the site's fire strategy to ensure that all dwellings can be accessed by emergency vehicles within the required operational distances. As demonstrated on drawing **CRW-RGP-XX-XX-DR-T-003**, a fire appliance can access and egress all parts of the site in compliance with the relevant design standards.

8.4 Refuse Storage & Collection

- 8.4.1 The proposed development would be integrated into the Council's existing waste collection service and incorporated within an established collection route serving the surrounding area. Waste management requirements are set out within the *East and North Herts Shared Waste Services Waste Storage and Collection Guidance for Developers (2024)*. The standard collection regime comprises a three-weekly residual waste collection service, alongside separate three-weekly collections for mixed dry recyclables and fibre. Food waste is collected weekly, whilst residents may also subscribe to a fortnightly garden waste collection service.
- 8.4.2 The refuse collection strategy has been developed in accordance with Hertfordshire County Council's design and access requirements. All dwellings and apartment buildings would be provided with dedicated refuse and recycling storage facilities, located to ensure convenient access for both residents and collection operatives. Individual houses would be provided with dedicated storage areas for refuse and recycling containers.
- 8.4.3 On collection days, bins would be presented by residents at the edge of the carriageway within the internal street network for collection. The proposed strategy extends the existing waste collection arrangements serving the locality and has been designed to comply with the following operational requirements:
- *Refuse stores within 30m of each dwelling;*
 - *Refuse collections within 10m of where a refuse vehicle can reach;*
 - *Refuse vehicles should not have to reverse more than 12m"...*
- 8.4.4 A refuse collection vehicle represents the largest vehicle that would routinely require access to the development. As demonstrated on Drawing **CRW-RGP-XX-XX-DR-T-002**, the proposed site access junction is capable of accommodating a refuse vehicle in both inbound and outbound movements. The internal layout has been designed to enable the vehicle to enter, manoeuvre within the site and exit in a forward gear, thereby promoting safe and efficient operation of the waste collection service.

9 PARKING ASSESSMENT

9.1 Overview

9.1.1 The proposed development has been designed with careful consideration of parking provision, seeking to achieve an appropriate balance between encouraging sustainable travel behaviours and meeting the reasonable parking demands of future residents.

9.1.2 Hertfordshire County Council's *Place and Movement Planning and Design Guidance* states that developments should be planned in a manner that supports a reduced reliance on private car travel, noting that:

..."Whilst entirely car-free lifestyles are unlikely to become widespread in Hertfordshire in the near future, all developments should aim to be 'car light'..."

9.1.3 The guidance recognises that many residents are likely to continue to own private vehicles in the short to medium term and should therefore be able to conveniently access their homes by car. However, it also acknowledges that this does not necessarily require vehicles to be parked immediately adjacent to individual dwellings.

9.1.4 In response to this guidance, the proposed layout has been carefully developed to provide an appropriate level of parking provision for future residents whilst also maximising opportunities for high-quality pedestrian, cycle and public transport infrastructure. The parking strategy therefore supports the creation of an attractive residential environment that encourages sustainable travel choices whilst accommodating the operational requirements of the development.

9.2 Review of Car Parking Standards

9.2.1 The current car parking standards for the borough are set out in Policy M14 of the adopted Welwyn Hatfield Borough Plan 2024 and set out in Welwyn Hatfield Parking Standards Supplementary Planning Guidance (2004).

9.2.2 The guidance determines parking levels based on a zoning system, with a higher reduction from the maximum applied to more sustainable locations. This generally relates to settlement boundaries, including the centre of Welwyn. From a review of the guidance, the site falls outside Zone 4 and is therefore not subject to any zone reductions.

9.2.3 The following maximum levels of car parking therefore apply:

- i) 1-bed dwellings – 1.25 spaces per dwelling
- ii) 2-bed dwellings – 1.5 spaces per dwelling
- iii) 3-bed dwellings – 2.25 spaces per dwelling
- iv) 4+ bed dwellings – 3 spaces per dwelling

- 9.2.4 In 2014, an Interim Policy regarding car parking standards was passed, as part of which the Council agreed to treat its existing car parking standards as guidelines rather than maximums. This means that higher or lower car parking standards than those set out in the SPG can be proposed and determined on a case-by-case basis, taking account of the relevant circumstances of the proposal, its size, context, and its wider surroundings.
- 9.2.5 Most importantly, it should consider the sustainability of the location in transport terms. The onus is on developers to demonstrate through transport information submitted alongside their planning applications that a greater or lesser level of car parking provision is appropriate.
- 9.2.6 Whilst the proposals fall outside of the zoning system, the site is within convenient walking distance of a number of local amenities within both Codicote and Welwyn. Therefore, the characteristics of the site would not be dissimilar to those closer to Welwyn (a 15-minute walk from the site), which falls within Zone 4. Therefore, consideration has been given to the reductions applied in Zone 4, which permits a reduction of up to 75% of the maximum standards.
- 9.2.7 Furthermore, consideration has been given to the parking standards of NHDC, which also has a planning interest in the site. NHDC applies its more recent SPD entitled '*Vehicle Parking at New Developments*', adopted in November 2011.
- 9.2.8 The SPD provides guidance on parking provision at new developments in line with national policy that promotes local decision-making on appropriate parking standards. It adopts a policy stance that the Council does not wish to use parking standards to restrict car ownership (evidence suggests this does not work), but it does wish to influence car usage.
- 9.2.9 The standards now apply a 'minimum' parking standard to residential development that takes into account levels of car ownership and expected growth. The minimum requirements for car parking are as follows:
- i) 1-bed dwellings – 1 space per dwelling
 - ii) 2+ bed dwellings – 2 spaces per dwelling
 - iii) Visitor/unallocated – between 0.25 and 0.75 spaces per dwelling
- 9.2.10 Based on both sets of guidance, the following levels of car parking are required.

Dwelling Type	No. Dwellings	WHBC Parking Standards (Maximum)	NHDC Parking Standards (Maximum)
1-bedroom flat (M4(3) units)	10	13	10
2-bedroom house	44	66	88
3-bedroom house	49	110	98
4-bedroom house	6	18	12
Visitor Spaces	-	0	27
TOTAL	109	207	235

Figure 16 Car Parking Requirements based on local parking standards (maximum)

9.3 Car Parking Provision

- 9.3.1 The proposed development would provide two allocated parking spaces for each dwelling and one allocated parking space for each apartment, resulting in a total of 208 allocated parking spaces. In addition, 25 unallocated visitor parking spaces would be distributed throughout the development. Overall, the scheme would provide 233 car parking spaces, which accords with the maximum parking standards set out by North Hertfordshire District Council.
- 9.3.2 The provision of unallocated visitor parking spaces introduces flexibility into the parking strategy and enables parking demand to be managed efficiently across the development. This approach avoids the need to over-provide allocated parking for larger dwellings where demand may be lower, whilst ensuring that additional parking capacity is available for residents and visitors when required. The proposed parking strategy therefore supports a balanced approach that accommodates occasional parking demand whilst encouraging more sustainable patterns of car ownership and use.

Review of Car Ownership

- 9.3.3 To provide a further indication of the current demands for car ownership in the locality, a review of more recent Census 2021 data has been undertaken.
- 9.3.4 The attached data in **Appendix J** included the levels of car ownership by accommodation type. It is noted that the site is situated on the edge of the 'North Hertfordshire 015A' zone. However, this generally extends north to Codicote and more rural areas to the north west. Therefore, the 'Welwyn Hatfield 002B' zone has also been considered, which incorporates the adjacent residential areas and rural areas to the east.
- 9.3.5 **Figure 17** summarises the current ratios of car ownership for houses and flats in this location:

Dwelling Type	North Hertfordshire 015A				Welwyn Hatfield 002B			
	All Dwellings	No Cars/Vans	1 Car/Van	2+ Cars/Vans	All Dwellings	No Cars/Vans	1 Car/Van	2+ Cars/Vans
Flat	78	27	38	13	69	9	40	20
House	619	37	240	342	505	35	145	325
Total	697	64	278	355	574	44	185	345

Figure 17 Census 2021 data – Average Car Ownership by Dwelling Type

- 9.3.6 Based on the above assessments, the average car ownership for houses is 1.49 and 1.57 cars/vans per dwelling in NHDC and WHBC, respectively. The proposed parking provision of 2 spaces per dwelling would therefore be sufficient to accommodate all expected demand based on current levels of car ownership in the wider area.
- 9.3.7 For flats, the current car ownership levels indicate an average ratio of 0.82 to 1.16 cars/vans per household. The proposed provision of 1 space per flat is therefore considered sufficient and appropriate considering the type of flats proposed, whereby residents are more likely to require access to a vehicle and a parking space.

Electric Vehicle Charging Provision

- 9.3.8 Each household would have one EV charging point. Electric Vehicle Charging Points (EVCPs) would be provided at each dwelling in accordance with Building Regulations Guidance. Further details would be secured by a planning condition.

Disabled Parking Provision

- 9.3.9 Dedicated accessible parking spaces are not proposed for the individual houses. Each dwelling would benefit from an allocated off-street parking provision, whilst the layout incorporates a flexible parking arrangement that enables vehicles to stop or park within close proximity to residential properties where required. The private nature of the internal street network also allows for a degree of flexibility in accommodating the needs of residents and visitors with reduced mobility.
- 9.3.10 An exception is made for the proposed M4(3) wheelchair-user dwellings within the apartment building. In accordance with accessibility requirements, each M4(3) unit would be provided with a dedicated accessible parking space located in close proximity to the building entrance, thereby ensuring convenient and inclusive access for future occupants.

9.4 Cycle Parking Provision

- 9.4.1 All residential dwellings should provide sufficient cycle parking provisions within each curtilage. The requirements for cycle parking are set out in the WHDC and NHDC parking standards. These generally require all houses to provide at least 1 cycle parking space per dwelling, located in a garage or other secure storage area within the property boundary.
- 9.4.2 As illustrated on the plans at **Appendix A**, the proposed houses would each be provided with a dedicated cycle store (typically at the rear of the site) providing space for two bicycles. Overall, a total of 198 cycle parking spaces are provided for the houses.
- 9.4.3 For the proposed apartment block, the plan at **Appendix K** illustrates the provision of 5 Sheffield cycle stands, providing suitable space for 10 bicycles (1 space per unit).
- 9.4.4 The proposed development would therefore provide suitable levels of cycle parking in accordance with HCC requirements.

10 SUMMARY & CONCLUSIONS

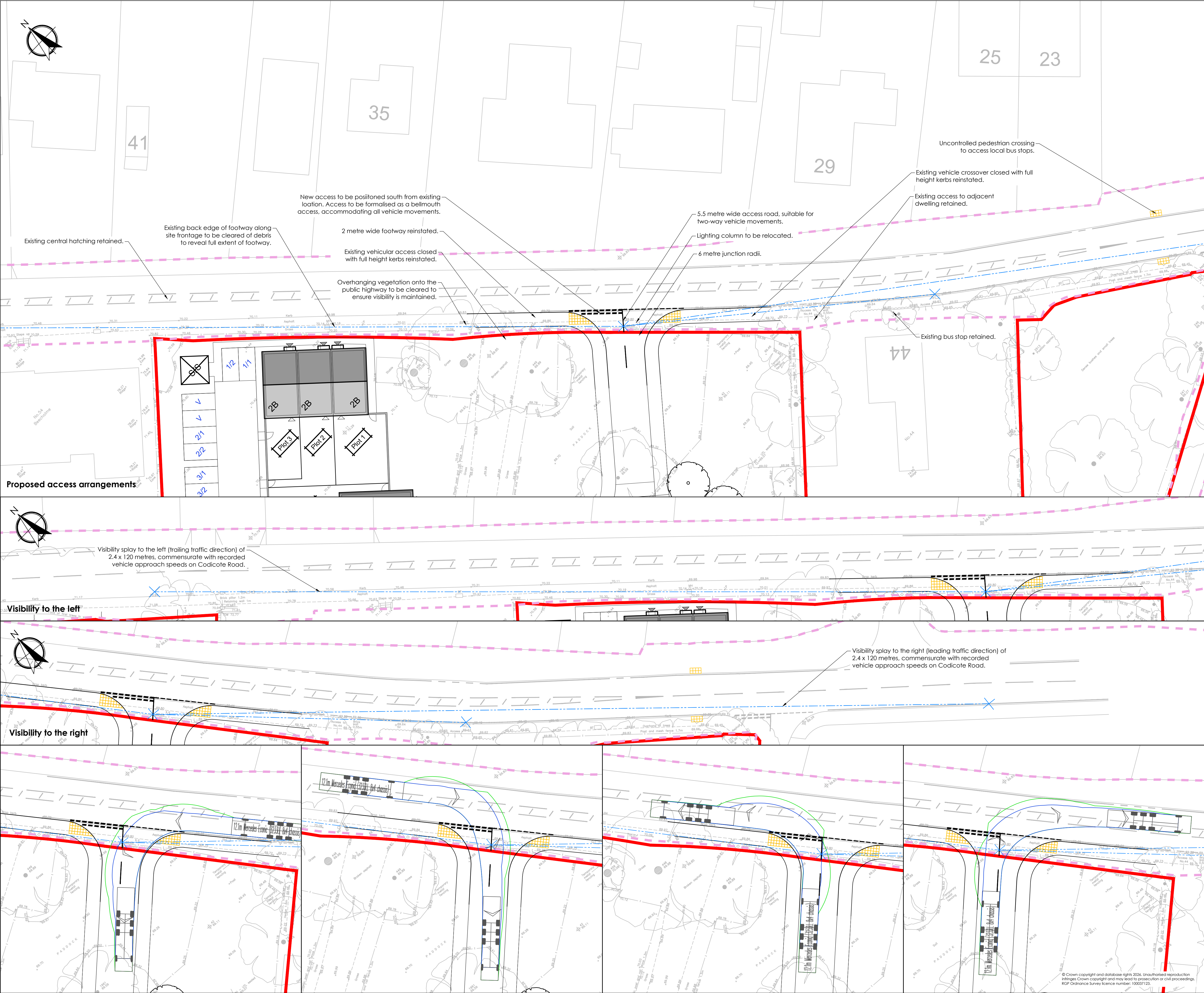
- 10.1.1 This Transport Assessment has been prepared by RGP Consulting Engineers on behalf of Howarth Homes in support of a proposed residential development comprising 109 dwellings at the former Big Cat Sanctuary, Codicote Road, Codicote.
- 10.1.2 The site occupies a sustainable location between the settlements of Welwyn and Codicote, both of which are accessible on foot and by cycle. A range of day-to-day services and facilities, including shops, schools, healthcare facilities, leisure opportunities and public transport connections, are available within convenient walking and cycling distance of the site. Existing bus stops are located immediately adjacent to the site frontage and provide regular services to Welwyn, Codicote, Hitchin and Welwyn Garden City, whilst Welwyn North railway station is accessible by cycle and public transport.
- 10.1.3 An assessment of the local highway network confirms that Codicote Road benefits from good alignment and visibility in the vicinity of the site. Traffic surveys indicate that the road currently accommodates approximately 9,100 two-way vehicle movements per day, with vehicle speeds consistent with the posted 40mph speed limit. A review of the most recent five-year collision record confirms that there are no identifiable highway safety concerns or accident clusters associated with the site access or the surrounding highway network.
- 10.1.4 The proposals seek to redevelop the site for residential purposes, replacing the existing lawful retail/farm shop use. Vehicle trip generation assessments demonstrate that the proposed development would generate approximately 59 two-way vehicle movements during the weekday AM peak hour, 42 two-way vehicle movements during the weekday PM peak hour and approximately 438 two-way vehicle movements across a typical day.
- 10.1.5 When compared against the lawful retail use of the site, the proposed development would generate a comparable level of traffic during the weekday peak periods and would result in a reduction in overall daily traffic movements. The assessment indicates a reduction in daily traffic flows of approximately 88 two-way vehicle movements when compared to the existing lawful use, together with a reduction in commercial and heavy vehicle activity associated with historic site operations.
- 10.1.6 Access to the development would be provided via a new priority junction onto Codicote Road. The proposed access has been designed in accordance with current highway design guidance and benefits from visibility splays that exceed the requirements for recorded vehicle approach speeds. The proposed junction is considered capable of accommodating the forecast traffic associated with the development safely and efficiently.
- 10.1.7 The proposals also include enhancements to sustainable travel infrastructure, including new pedestrian facilities within the site, improved crossing opportunities on Codicote Road, reinstatement and enhancement of footway connections, and measures to improve accessibility to local bus services. A separate Travel Plan has also been prepared to encourage travel by sustainable modes and reduce reliance on the private car.
- 10.1.8 The internal road layout has been designed to accommodate all anticipated vehicle types, including refuse collection vehicles, delivery vehicles and emergency service vehicles. Appropriate swept path assessments have been undertaken to demonstrate that safe access and manoeuvring can be achieved throughout the development.

- 10.1.9 The proposed development would provide 233 car parking spaces, including visitor parking provision, together with cycle parking facilities in accordance with local policy requirements and the anticipated needs of future residents.

Conclusions

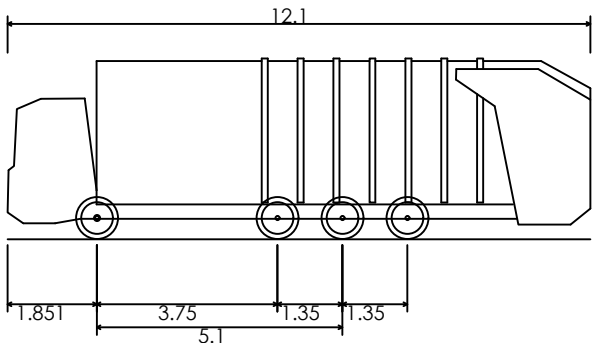
- 10.1.10 The assessments undertaken demonstrate that the proposed residential development would be served by safe and suitable access arrangements and would be highly accessible by a range of sustainable transport modes.
- 10.1.11 The forecast traffic associated with the development would not result in a material impact on the operation, capacity or safety of the local highway network. Furthermore, the proposed development would generate fewer daily vehicle movements than the lawful use of the site and would reduce the proportion of commercial and heavy vehicle traffic associated with existing operations.
- 10.1.12 The proposed access arrangements, internal layout, servicing strategy and parking provision have been designed in accordance with national and local transport planning policy and relevant highway design guidance. Appropriate measures are also proposed to enhance opportunities for walking, cycling and public transport use.
- 10.1.13 It is therefore concluded that there are no transport or highway-related reasons why planning permission should not be granted for the proposed development.

DRAWINGS



- Notes:**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless noted otherwise.
 3. All levels are in metres above ordnance datum (AOD).
 4. This drawing should be printed in colour.
 5. This drawing is to be read in conjunction with all other engineer's drawings.

- Key:**
- Site boundary
 - Highway boundary
 - Visibility splays
 - Tactile paving (buff)



12.1m Mercedes Econic (3233LL 8x4 chassis)
Overall Length 12.100m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

0 10 25
Scale Bar 1:250

P03	Updated Site Layout Plan	07.07.26	GE	SJ	CB
P02	Updated Site Layout Plan	16.06.26	GE	SJ	CB
P01	First Issue	21.04.26	GE	SJ	CB
Rev	Details	Date	By	Chkd	Appd

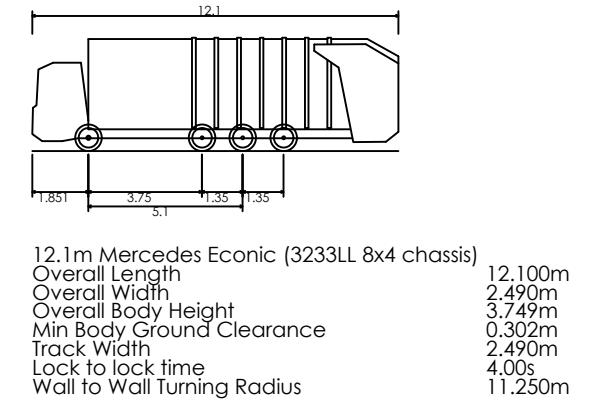
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Transport Planning and Infrastructure Design Consultants
Status: PLANNING

Client:
Howarth Contractors Ltd
Project:
Codicote Road
Welwyn
AL6 9TU
Drawing Title:
Proposed Access Arrangements

Scale @ A1:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	22/04/26	GE	SJ	SJ	CB
Project No:	Drawing No:	Revision:			
9154	CRW-RGP-XX-XX-DR-T-001	P03			



- Notes:
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 3. All levels are in metres above ordnance datum (AOD).
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P04	Updated Site Plan & swept paths	09.07.26	GE	SJ	CB
P03	Updated Site Plan	07.07.26	GE	SJ	CB
P02	Updated Site Plan	16.06.26	GE	SJ	CB
P01	First Issue	29.04.26	GE	SJ	CB
Rev	Details	Date	By	Chkd	Appd

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Transport Planning and Infrastructure Design Consultants



Status: **PLANNING**

Client:
Howarth Contractors Ltd

Project:
**Codicote Road
Welwyn
AL6 9TU**

Drawing Title:
**Swept Path Assessment
Refuse Vehicle**

Scale @ A3: 1:1000	Date: 29.04.26	Drawn: GE	Designed: SJ	Checked: SJ	Approved: CB
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Project No: 9154	Drawing No: CRW-RGP-XX-XX-DR-T-002	Revision: P04
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Notes:

- Do not scale from this drawing.
- All dimensions are in metres unless noted otherwise.
- All levels are in metres above ordnance datum (AOD).
- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.

Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

P02	Updated Site Plan	07.07.26	GE	SJ	CB
P01	First Issue	22.06.26	GE	SJ	CB
Rev	Details	Date	By	Chkd	Appd

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Status: **PLANNING**

Client:
Howarth Contractors Ltd

Project:
**Codicote Road
Welwyn
AL6 9TU**

Drawing Title:
**Swept Path Assessment
Fire Tender**

Scale @ A3: 1:1000	Date: 22.06.26	Drawn: GE	Designed: SJ	Checked: SJ	Approved: CB
Project No: 9154	Drawing No: CRW-RGP-XX-XX-DR-T-003	Revision: P02			



- Notes:**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless noted otherwise.
 3. All levels are in metres above ordnance datum (AOD).
 4. This drawing should be printed in colour.
 5. This drawing is to be read in conjunction with all other engineer's drawings.

- Key:**
- Site boundary
 - Highway boundary
 - Visibility splays
 - Tactile paving (buff)



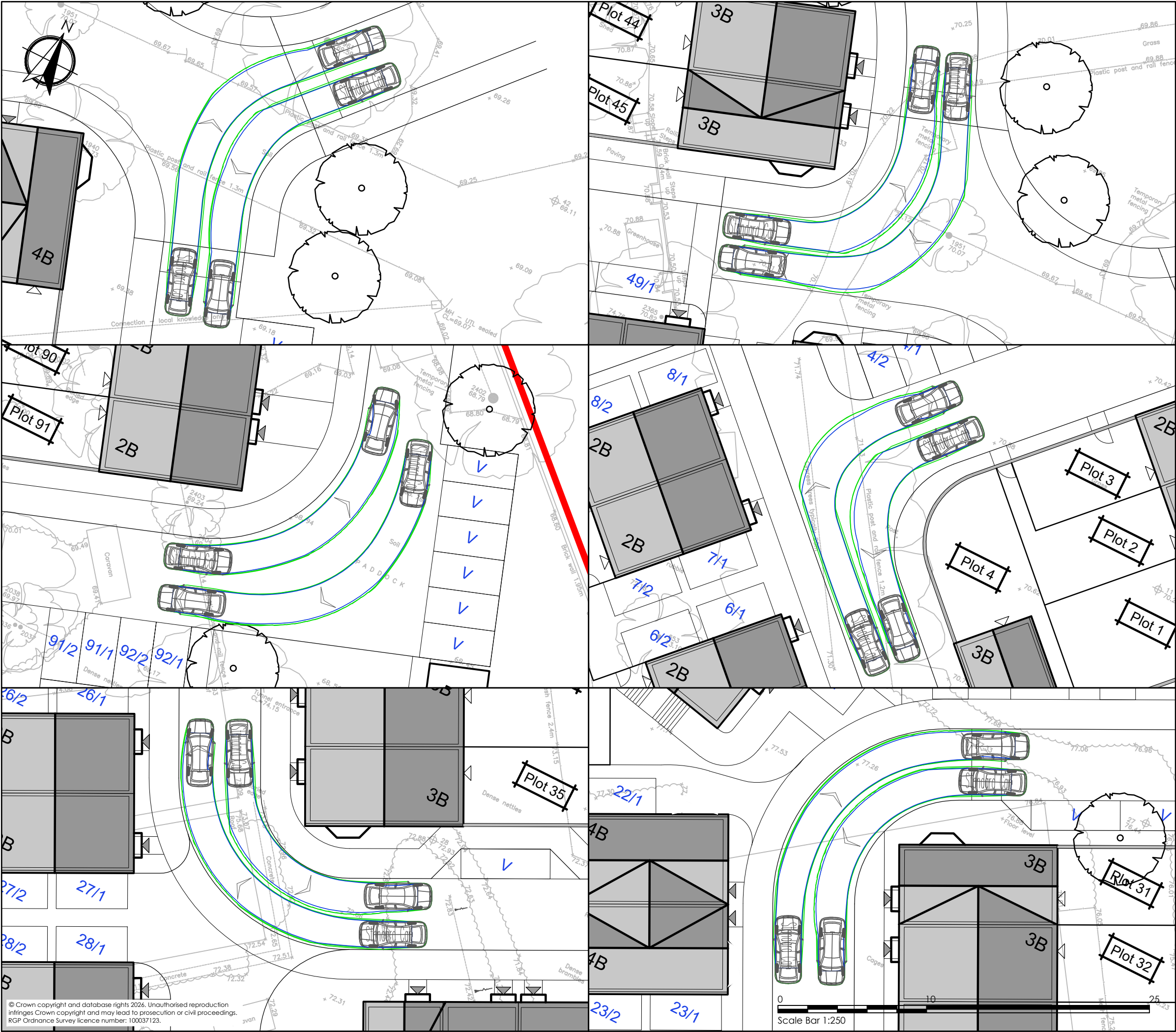
P01	First Issue	14.07.26	GE	SJ	CB
Rev	Details	Date	By	Chkd	Appd

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Status:



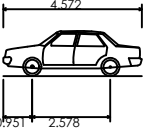
PLANNING
Client:
Howarth Contractors Ltd
Project:
Codicote Road
Welwyn
AL6 9TU
Drawing Title:
Pedestrian Crossing Visibility Splays

Scale @ A1: 1:250	Date: 14/07/26	Drawn: GE	Designed: SJ	Checked: SJ	Approved: CB
Project No: 9154	Drawing No: CRW-RGP-XX-XX-DR-T-004	Revision: P01			



Notes:

- Do not scale from this drawing.
- All dimensions are in metres unless noted otherwise.
- All levels are in metres above ordnance datum (AOD).
- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.



Standard Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.572m
1.769m
1.488m
0.249m
1.713m
4.00s
5.100m

P02	Updated Site Plan	07.07.26	GE	SJ	CB
P01	First Issue	01.07.26	GE	SJ	CB
Rev	Details	Date	By	Chkd	Appd

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Transport Planning and Infrastructure Design Consultants

Status: **PLANNING**

Client:
Howarth Contractors Ltd

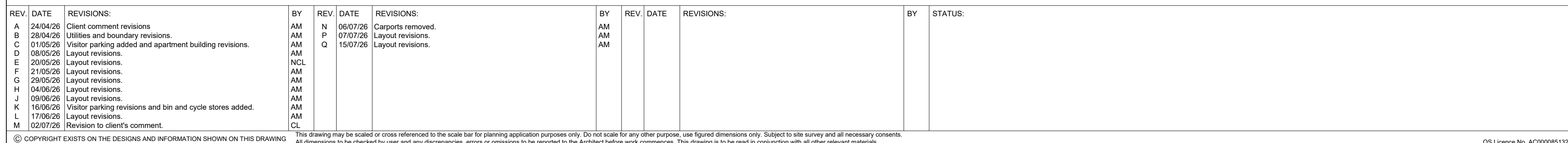
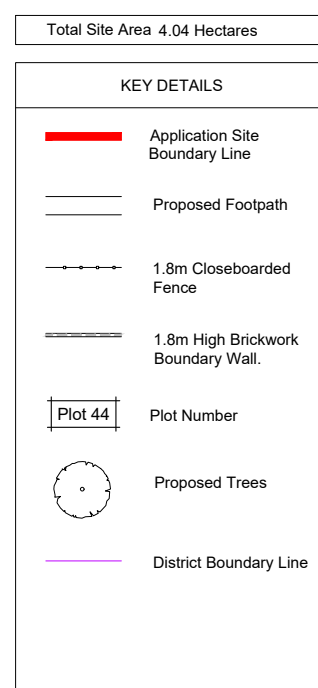
Project:
**Codicote Road
Welwyn
AL6 9TU**

Drawing Title:
**Swept Path Assessment
Standard Car**

Scale @ A3: 1:250	Date: 01.07.26	Drawn: GE	Designed: SJ	Checked: SJ	Approved: CB
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Project No: 9154	Drawing No: CRW-RGP-XX-XX-DR-T-004	Revision: P02
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APPENDIX A



CLIENT: Howarth Homes		PROJECT: Codicote Road, Welwyn	
SCALE: 1:500 (A1 ORIGINAL)		DRAWING: Proposed Site Layout	
DRAWN: AM DATE: 20/04/26	25025	P101	Q



APPENDIX B



Survey Type: Automatic Traffic Counter

Location: Codicote Road





SITE: ATC - Codicote Road (51.839868, -0.222883)

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axes=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axes=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axes=2		Medium
4	TB3	3	2	Three axle truck or Bus	axes=3 & groups=2		
5	T4	>3	2	Four axle truck	axes>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axes=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axes = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axes = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axes=6 & groups>2 or axes>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axes>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,5 & axes>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axes>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axes=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axes=2		

	Northbound	Southbound
Total	30149	30691
Mean Speed	34.8	36.2
85%	39.7	40.8



SITE: ATC - Codicote Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.839868, -0.222883

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

15 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0200	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0400	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0500	17	10	0	6	1	0	0	0	0	0	0	0	0	0	0	36.5	42.4
0600	68	53	0	12	1	0	0	0	0	0	0	0	0	2	0	38.4	44.9
0700	182	139	0	34	1	0	1	2	1	0	0	0	0	2	2	35	40.1
0800	227	201	1	23	0	1	0	0	0	0	0	0	0	0	1	36.1	40.4
0900	264	223	1	34	2	1	0	1	2	0	0	0	0	0	0	35.5	39.4
1000	239	205	0	30	0	0	0	0	0	1	0	0	0	3	0	34.3	38.7
1100	234	202	0	26	1	1	1	0	0	1	0	0	0	2	0	34.9	38.6
1200	255	225	0	26	2	0	0	0	1	0	0	0	0	1	0	34.1	38.4
1300	260	221	1	30	2	2	1	1	0	0	0	0	0	2	0	35.1	39.8
1400	313	268	0	35	0	1	1	1	1	0	0	0	0	3	3	34.7	39
1500	403	356	0	38	1	2	1	1	0	1	0	0	0	3	0	34.5	38.6
1600	605	542	2	55	1	2	0	0	0	1	0	1	0	0	1	34.8	38.5
1700	612	572	2	32	1	0	0	0	0	0	0	0	0	4	1	35.2	39.4
1800	378	354	0	19	0	0	0	0	0	1	0	0	0	3	1	36.8	41
1900	226	212	1	10	0	0	1	0	0	0	0	0	0	1	1	36.3	41
2000	137	131	0	4	0	0	0	0	0	0	0	0	0	2	0	35.8	42
2100	87	84	0	3	0	0	0	0	0	0	0	0	0	0	0	37.8	42.7
2200	79	78	0	0	0	0	0	0	0	0	0	0	0	1	0	36.3	42.6
2300	35	34	0	0	0	0	0	0	1	0	0	0	0	0	0	37.8	43.2
07-19	3972	3508	7	382	11	10	5	6	5	5	0	1	0	23	9	35.1	39.3
06-22	4490	3988	8	411	12	10	6	6	5	5	0	1	0	28	10	35.3	39.5
06-00	4604	4100	8	411	12	10	6	6	6	5	0	1	0	29	10	35.3	39.6
00-00	4651	4134	8	423	13	10	6	6	6	5	0	1	0	29	10	35.3	39.6

16 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	17	13	0	3	0	0	0	0	1	0	0	0	0	0	0	35.1	42.7
0100	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0200	4	2	0	1	0	0	0	0	0	1	0	0	0	0	0	32.5	-
0300	10	7	1	2	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0400	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	41.1	-
0500	16	11	0	4	1	0	0	0	0	0	0	0	0	0	0	40.1	45.8
0600	77	59	0	15	0	1	0	1	0	0	0	0	0	1	0	39	45.3
0700	175	153	0	18	1	0	0	0	0	1	0	0	0	1	1	35.7	40.3
0800	246	213	0	32	1	0	0	0	0	0	0	0	0	0	0	35.7	39.6
0900	236	203	1	30	1	0	0	0	0	0	0	0	0	1	0	35.5	39.8
1000	194	169	1	20	1	1	0	0	1	0	0	0	0	0	1	34.7	38.6
1100	261	208	4	44	0	0	0	0	1	1	0	0	0	1	2	33	38.3
1200	279	248	2	26	1	0	0	0	1	0	0	0	0	1	0	34.4	38.8
1300	278	243	1	31	0	1	0	0	0	1	0	0	0	1	0	34.8	39.7
1400	265	222	0	37	0	1	0	0	0	1	0	0	0	3	1	35.3	39.1
1500	516	465	0	43	3	1	0	0	0	0	0	0	0	3	1	30.7	38.2
1600	751	663	3	72	0	2	1	2	1	1	0	0	0	4	2	25.1	35.6
1700	710	654	1	46	1	1	1	0	0	0	0	0	0	2	4	32.8	37.9
1800	331	307	1	17	1	0	0	0	0	0	0	1	0	2	2	35.7	39.7
1900	234	220	2	9	0	0	0	1	0	0	0	0	0	1	1	35.4	40.2
2000	136	127	0	5	0	0	0	0	0	0	0	0	0	2	2	35.4	40.2
2100	103	97	1	5	0	0	0	0	0	0	0	0	0	0	0	34.9	40.8
2200	67	65	0	2	0	0	0	0	0	0	0	0	0	0	0	37.4	41.8
2300	47	44	0	2	0	0	0	0	0	1	0	0	0	0	0	36.8	40.3
07-19	4242	3748	14	416	10	7	2	2	4	5	0	1	0	19	14	32.4	38.5
06-22	4792	4251	17	450	10	8	2	4	4	5	0	1	0	23	17	32.8	38.8
06-00	4906	4360	17	454	10	8	2	4	4	6	0	1	0	23	17	32.9	38.8
00-00	4968	4405	18	466	12	8	2	4	5	7	0	1	0	23	17	32.9	38.9

17 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	42.9
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0200	13	8	0	4	0	0	0	0	0	1	0	0	0	0	0	37.1	43.8
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0400	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	39.5	50.6
0500	24	16	0	5	1	0	0	1	0	1	0	0	0	0	0	39.5	47.7
0600	64	52	0	10	0	1	0	0	0	0	0	0	0	1	0	38.8	44.3
0700	191	156	1	30	2	1	0	0	0	0	0	0	0	1	0	36.2	41.4
0800	256	221	1	28	1	1	1	0	1	0	0	1	0	0	1	35.6	39.2
0900	217	178	2	29	1	2	0	1	0	0	0	0	0	3	1	34.6	39.2
1000	239	206	1	20	2	1	0	3	0	1	0	0	0	3	2	35.3	39.7
1100	268	221	2	33	2	2	1	0	0	0	0	0	0	6	1	34.6	39.6
1200	266	232	0	27	1	2	1	0	0	1	0	0	0	1	1	34	38.1
1300	267	223	0	32	1	5	0	0	0	0	0	0	0	6	0	35.2	39
1400	269	230	2	30	0	3	0	0	0	0	0	0	0	4	0	35.5	39.8
1500	508	453	3	42	4	2	0	1	0	0	0	0	0	2	1	34	38.7
1600	591	533	2	50	0	1	1	1	0	0	0	0	0	3	0	34.6	38.9
1700	538	506	0	25	0	0	0	1	0	0	0	0	0	2	4	35.4	39.9
1800	329	302	1	18	0	0	0	0	0	0	0	0	0	5	3	34.7	39.8
1900	169	156	0	9	0	1	0	0	0	0	0	0	0	3	0	37.5	42.1
2000	113	110	0	1	0	0	0	0	0	0	0	0	0	1	1	35.6	41.3
2100	121	111	0	9	0	0	0	1	0	0	0	0	0	0	0	35.8	41.5
2200	68	63	0	3	0	0	0	0	0	1	0	0	0	1	0	36.2	40.8
2300	60	56	0	3	0	0	0	0	0	0	0	0	0	1	0	36.9	42.4
07-19	3939	3461	15	364	14	20	4	7	1	2	0	1	0	36	14	34.9	39.3
06-22	4406	3890	15	393	14	22	4	8	1	2	0	1	0	41	15	35.1	39.7
06-00	4534	4009	15	399	14	22	4	8	1	3	0	1	0	43	15	35.1	39.7
00-00	4609	4068	15	410	16	22	4	9	1	5	0	1	0	43	15	35.2	39.8

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	36.6	42.1
0100	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	41.2	46.1
0200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	47.3
0300	8	7	0	0	0	0	0	0	0	1	0	0	0	0	0	37.2 -	
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	43.8 -	
0500	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	39.7 -	
0600	33	25	0	4	0	1	0	2	0	0	0	0	0	0	1	40.3	47.4
0700	73	64	0	8	0	0	0	0	0	0	0	0	0	0	0	37.6	43.4
0800	129	110	0	15	0	0	0	0	0	0	0	0	0	0	0	35.4	41.5
0900	217	191	0	14	0	0	1	0	0	0	0	0	0	7	4	37	41.5
1000	265	243	1	14	0	1	0	1	0	0	0	0	0	3	2	35.8	40.2
1100	309	283	2	8	0	0	1	0	0	0	0	0	0	10	5	34.4	39.3
1200	296	271	1	15	0	1	0	0	0	0	0	0	0	5	3	34.7	38.6
1300	325	298	2	13	1	2	0	0	0	0	0	0	0	8	1	35.1	39.5
1400	302	283	0	11	0	1	0	0	0	0	0	0	0	6	1	36.5	41.1
1500	280	257	1	14	0	2	0	0	0	0	0	0	0	5	1	34.3	39.4
1600	265	239	1	15	1	0	0	1	0	0	0	0	0	7	1	34.1	39.3
1700	267	243	0	13	0	2	0	0	0	0	0	0	0	4	5	35.9	40.4
1800	227	218	0	4	0	0	0	1	0	0	0	0	0	4	0	35.3	40.2
1900	138	132	1	2	0	0	0	0	0	0	0	0	0	2	1	35.3	39.9
2000	117	107	1	3	0	0	0	0	0	0	0	0	0	6	0	36.2	41.2
2100	86	82	1	2	0	0	0	0	0	0	0	0	0	1	0	35.4	40.3
2200	85	80	0	2	0	0	0	2	0	0	0	0	0	1	0	35	39.7
2300	58	57	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	40.2
07-19	2955	2700	8	144	2	9	2	3	0	0	0	0	0	59	28	35.3	40
06-22	3329	3046	11	155	2	10	2	5	0	0	0	0	0	69	29	35.4	40.2
06-00	3472	3183	11	158	2	10	2	7	0	0	0	0	0	70	29	35.4	40.2
00-00	3560	3258	11	170	2	10	2	7	0	1	0	0	0	70	29	35.5	40.3

19 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	31	30	0	0	0	0	0	0	0	1	0	0	0	0	0	38.7	42.3
0100	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	37.1	42.8
0200	10	8	0	1	0	0	0	0	0	0	0	0	0	0	1	39.7	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0600	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	39.1	51.7
0700	38	31	0	7	0	0	0	0	0	0	0	0	0	0	0	38.4	43.5
0800	66	55	0	3	1	0	0	0	0	0	0	0	0	3	4	34.2	41.5
0900	160	139	1	6	0	0	0	0	0	0	0	0	0	9	5	36.2	41.2
1000	237	212	0	10	0	0	0	0	0	0	0	1	0	11	3	35.8	40.2
1100	275	245	0	7	0	3	0	0	1	0	1	0	1	15	2	35.6	40
1200	306	278	1	13	0	0	0	0	0	0	0	0	0	8	6	34.1	39
1300	282	268	0	6	0	1	0	0	0	0	0	0	0	6	1	34.6	39.2
1400	315	295	0	8	0	0	0	0	0	0	0	0	0	8	4	34.4	38.8
1500	257	240	1	4	0	0	0	1	0	0	0	0	0	11	0	35.7	40.8
1600	220	203	0	11	0	1	0	0	0	0	0	0	0	4	1	35.8	41.7
1700	183	167	1	6	1	3	0	0	0	0	0	0	0	3	2	37.1	41.2
1800	142	132	0	6	0	0	1	0	0	0	0	0	0	1	2	37.8	42.5
1900	142	127	2	8	0	0	0	0	0	1	0	0	0	1	3	35.6	40.2
2000	104	97	2	4	0	0	0	0	0	0	0	0	0	1	0	35.6	41.4
2100	61	59	1	0	0	0	0	0	0	0	0	0	0	1	0	37.9	43.7
2200	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	36.7	43.7
2300	16	13	0	2	0	0	0	1	0	0	0	0	0	0	0	37.3	43.9
07-19	2481	2265	4	87	2	8	1	1	1	0	1	1	1	79	30	35.5	40.3
06-22	2801	2560	9	99	2	8	1	1	1	1	1	1	1	82	34	35.6	40.4
06-00	2858	2613	9	102	2	8	1	2	1	1	1	1	1	82	34	35.6	40.4
00-00	2931	2682	10	103	2	8	1	2	1	2	1	1	1	82	35	35.7	40.5

20 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0200	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	33.6	-
0300	5	2	0	2	0	0	0	0	0	1	0	0	0	0	0	36.7	-
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0500	26	18	0	6	2	0	0	0	0	0	0	0	0	0	0	38.9	43.7
0600	102	86	0	13	1	0	0	2	0	0	0	0	0	0	0	38.2	43.9
0700	248	213	1	29	0	2	0	0	1	0	0	0	0	1	1	35.6	39.7
0800	254	217	1	30	3	1	2	0	0	0	0	0	0	0	0	35.5	39.6
0900	236	202	2	27	1	2	0	0	0	1	0	0	0	0	1	36.1	39.9
1000	258	224	1	23	1	2	0	2	0	0	0	0	0	2	3	35.4	39.8
1100	217	181	1	29	1	1	0	0	0	1	0	0	0	2	1	34.7	38.5
1200	297	263	0	29	0	0	0	1	0	1	0	0	0	1	2	34.4	38.5
1300	267	230	1	30	1	1	0	0	0	1	0	0	0	2	1	34.6	38.7
1400	274	241	1	24	1	5	0	0	0	0	0	0	0	2	0	35.3	39
1500	341	301	2	32	0	4	0	0	0	0	0	0	0	2	0	34.8	39.5
1600	478	430	1	39	1	1	0	0	0	1	0	0	0	4	1	34.6	38.3
1700	483	454	1	22	1	1	0	0	0	0	0	0	0	2	2	34.3	39.5
1800	302	269	2	18	1	2	1	1	0	0	0	0	0	6	2	35.6	40.3
1900	203	188	1	12	0	1	0	0	0	0	0	0	0	1	0	37.7	42.2
2000	134	123	1	8	0	0	0	0	0	0	0	0	0	1	1	35.1	41.6
2100	81	74	1	5	0	0	0	0	0	0	0	0	0	1	0	37.1	44.7
2200	56	55	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	46.1
2300	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	43.8
07-19	3655	3225	14	332	11	22	3	4	1	5	0	0	0	24	14	35	39.3
06-22	4175	3696	17	370	12	23	3	6	1	5	0	0	0	27	15	35.3	39.6
06-00	4256	3774	17	373	12	23	3	6	1	5	0	0	0	27	15	35.3	39.6
00-00	4310	3814	17	383	15	23	3	6	1	6	0	0	0	27	15	35.3	39.6

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0400	6	4	0	1	0	0	0	0	0	1	0	0	0	0	0	39.5	-
0500	24	19	0	5	0	0	0	0	0	0	0	0	0	0	0	40.9	49.1
0600	102	78	0	16	1	5	0	1	0	0	0	0	0	1	0	38.1	42.9
0700	223	184	1	26	0	9	0	1	0	0	0	0	0	1	1	36.6	40.8
0800	300	253	1	36	1	2	0	1	0	0	0	0	0	4	2	34.9	39.7
0900	262	232	0	25	1	2	0	0	0	1	0	0	0	0	1	34.9	39.1
1000	257	209	3	32	2	3	0	0	0	1	0	0	0	4	3	33.9	38.4
1100	249	216	2	24	3	1	0	0	1	0	0	0	0	1	1	33.9	39
1200	280	244	3	26	0	3	0	0	1	0	0	0	0	3	0	34.6	39
1300	282	244	0	27	1	2	0	2	0	1	0	0	0	3	2	34.3	38.8
1400	270	236	1	28	1	1	1	0	0	0	0	0	0	2	0	35.1	39
1500	411	355	2	45	0	3	0	1	1	0	0	0	0	4	0	34.7	38.8
1600	691	617	1	59	2	3	1	1	1	0	0	0	0	3	3	33.7	38.1
1700	726	670	1	46	0	0	2	0	0	1	0	0	0	5	1	31.5	37.8
1800	417	383	3	23	0	1	0	0	0	0	0	0	0	4	3	36.5	40.5
1900	226	210	0	11	0	0	0	0	0	0	0	0	0	3	2	36.9	41.7
2000	147	137	1	7	0	0	0	0	0	0	0	0	0	1	1	35.3	40.6
2100	102	97	0	4	0	0	0	0	0	0	0	0	0	1	0	36.6	41
2200	88	86	0	2	0	0	0	0	0	0	0	0	0	0	0	36.8	42
2300	31	28	0	3	0	0	0	0	0	0	0	0	0	0	0	38.6	44.2
07-19	4368	3843	18	397	11	30	4	6	4	4	0	0	0	34	17	34.2	39
06-22	4945	4365	19	435	12	35	4	7	4	4	0	0	0	40	20	34.5	39.3
06-00	5064	4479	19	440	12	35	4	7	4	4	0	0	0	40	20	34.6	39.4
00-00	5120	4524	19	450	12	35	4	7	4	5	0	0	0	40	20	34.6	39.5



SITE: ATC - Codicote Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.839868, -0.222883

DIRECTION: NORTHBOUND

SPEED LIMIT: 40

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Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	37.2	-
0100	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	42.3	-
0200	7	0	0	0	3	1	2	0	0	1	0	0	0	0	0	0	37.7	-
0300	5	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	42.6	-
0400	6	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	37.3	-
0500	17	0	0	1	2	5	7	2	0	0	0	0	0	0	0	0	36.5	42.4
0600	68	0	0	0	8	20	24	15	1	0	0	0	0	0	0	0	38.4	44.9
0700	182	0	2	1	34	87	45	10	3	0	0	0	0	0	0	0	35	40.1
0800	227	0	3	3	18	110	78	12	3	0	0	0	0	0	0	0	36.1	40.4
0900	264	0	0	3	32	142	77	9	0	1	0	0	0	0	0	0	35.5	39.4
1000	239	2	1	1	42	131	58	4	0	0	0	0	0	0	0	0	34.3	38.7
1100	234	0	0	3	36	125	64	5	1	0	0	0	0	0	0	0	34.9	38.6
1200	255	0	2	11	47	123	65	6	0	1	0	0	0	0	0	0	34.1	38.4
1300	260	0	5	1	36	136	66	15	1	0	0	0	0	0	0	0	35.1	39.8
1400	313	1	1	10	48	169	72	10	1	1	0	0	0	0	0	0	34.7	39
1500	403	0	0	6	72	219	95	10	1	0	0	0	0	0	0	0	34.5	38.6
1600	605	1	2	16	60	352	166	8	0	0	0	0	0	0	0	0	34.8	38.5
1700	612	1	1	4	89	305	193	18	0	0	1	0	0	0	0	0	35.2	39.4
1800	378	1	0	0	29	177	139	29	1	1	1	0	0	0	0	0	36.8	41
1900	226	0	1	2	28	108	61	23	2	1	0	0	0	0	0	0	36.3	41
2000	137	0	2	2	17	65	34	15	1	1	0	0	0	0	0	0	35.8	42
2100	87	0	0	0	9	32	34	8	3	1	0	0	0	0	0	0	37.8	42.7
2200	79	0	1	2	12	35	18	5	5	1	0	0	0	0	0	0	36.3	42.6
2300	35	0	0	0	2	14	13	6	0	0	0	0	0	0	0	0	37.8	43.2
07-19	3972	6	17	59	543	2076	1118	136	11	4	2	0	0	0	0	0	35.1	39.3
06-22	4490	6	20	63	605	2301	1271	197	18	7	2	0	0	0	0	0	35.3	39.5
06-00	4604	6	21	65	619	2350	1302	208	23	8	2	0	0	0	0	0	35.3	39.6
00-00	4651	6	21	66	626	2361	1321	215	24	9	2	0	0	0	0	0	35.3	39.6

16 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	17	0	0	0	3	9	3	2	0	0	0	0	0	0	0	0	35.1	42.7
0100	7	0	0	0	1	4	1	0	1	0	0	0	0	0	0	0	36.8	-
0200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	32.5	-
0300	10	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	39.3	-
0400	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	41.1	-
0500	16	0	0	0	1	4	5	6	0	0	0	0	0	0	0	0	40.1	45.8
0600	77	0	0	0	4	27	28	14	4	0	0	0	0	0	0	0	39	45.3
0700	175	0	2	3	15	91	55	7	2	0	0	0	0	0	0	0	35.7	40.3
0800	246	0	0	2	23	132	78	9	2	0	0	0	0	0	0	0	35.7	39.6
0900	236	0	0	2	38	112	72	11	0	1	0	0	0	0	0	0	35.5	39.8
1000	194	0	2	1	28	114	43	4	2	0	0	0	0	0	0	0	34.7	38.6
1100	261	2	5	13	57	128	51	4	0	1	0	0	0	0	0	0	33	38.3
1200	279	0	0	7	57	146	60	9	0	0	0	0	0	0	0	0	34.4	38.8
1300	278	0	0	15	44	129	78	9	2	0	1	0	0	0	0	0	34.8	39.7
1400	265	0	2	3	28	141	78	13	0	0	0	0	0	0	0	0	35.3	39.1
1500	516	33	47	36	72	208	100	18	2	0	0	0	0	0	0	0	30.7	38.2
1600	751	67	182	106	146	187	58	5	0	0	0	0	0	0	0	0	25.1	35.6
1700	710	11	18	42	133	351	145	7	3	0	0	0	0	0	0	0	32.8	37.9
1800	331	1	2	4	25	168	116	15	0	0	0	0	0	0	0	0	35.7	39.7
1900	234	0	1	4	37	101	73	16	2	0	0	0	0	0	0	0	35.4	40.2
2000	136	2	0	0	17	72	35	8	2	0	0	0	0	0	0	0	35.4	40.2
2100	103	0	1	1	21	45	30	5	0	0	0	0	0	0	0	0	34.9	40.8
2200	67	0	0	0	4	34	21	5	2	1	0	0	0	0	0	0	37.4	41.8
2300	47	0	0	0	6	20	17	3	1	0	0	0	0	0	0	0	36.8	40.3
07-19	4242	114	260	234	666	1907	934	111	13	2	1	0	0	0	0	0	32.4	38.5
06-22	4792	116	262	239	745	2152	1100	154	21	2	1	0	0	0	0	0	32.8	38.8
06-00	4906	116	262	239	755	2206	1138	162	24	3	1	0	0	0	0	0	32.9	38.8
00-00	4968	116	262	239	762	2230	1154	174	27	3	1	0	0	0	0	0	32.9	38.9

17 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	19	0	0	0	1	11	5	2	0	0	0	0	0	0	0	0	37.1	42.9
0100	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	38.6	-
0200	13	0	0	0	3	4	4	1	0	1	0	0	0	0	0	0	37.1	43.8
0300	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	39.9	-
0400	11	0	0	0	3	3	1	3	0	0	1	0	0	0	0	0	39.5	50.6
0500	24	0	0	0	4	5	10	3	1	1	0	0	0	0	0	0	39.5	47.7
0600	64	0	0	1	1	24	24	13	1	0	0	0	0	0	0	0	38.8	44.3
0700	191	0	0	2	29	77	62	19	2	0	0	0	0	0	0	0	36.2	41.4
0800	256	0	1	2	24	141	76	11	1	0	0	0	0	0	0	0	35.6	39.2
0900	217	0	1	5	34	106	66	5	0	0	0	0	0	0	0	0	34.6	39.2
1000	239	0	2	3	32	123	65	13	1	0	0	0	0	0	0	0	35.3	39.7
1100	268	1	3	3	46	135	71	7	1	0	1	0	0	0	0	0	34.6	39.6
1200	266	0	3	4	45	149	60	5	0	0	0	0	0	0	0	0	34	38.1
1300	267	0	0	2	40	144	71	9	1	0	0	0	0	0	0	0	35.2	39
1400	269	1	2	1	26	153	72	13	1	0	0	0	0	0	0	0	35.5	39.8
1500	508	3	4	23	92	249	121	15	0	1	0	0	0	0	0	0	34	38.7
1600	591	5	4	12	79	309	161	20	1	0	0	0	0	0	0	0	34.6	38.9
1700	538	2	8	3	71	249	177	28	0	0	0	0	0	0	0	0	35.4	39.9
1800	329	1	6	16	46	136	110	13	0	0	1	0	0	0	0	0	34.7	39.8
1900	169	0	0	0	8	84	58	15	3	0	1	0	0	0	0	0	37.5	42.1
2000	113	1	0	2	18	52	30	8	2	0	0	0	0	0	0	0	35.6	41.3
2100	121	0	0	1	23	46	44	7	0	0	0	0	0	0	0	0	35.8	41.5
2200	68	0	0	0	7	36	20	4	0	0	1	0	0	0	0	0	36.2	40.8
2300	60	0	0	0	10	24	20	4	2	0	0	0	0	0	0	0	36.9	42.4
07-19	3939	13	34	76	564	1971	1112	158	8	1	2	0	0	0	0	0	34.9	39.3
06-22	4406	14	34	80	614	2177	1268	201	14	1	3	0	0	0	0	0	35.1	39.7
06-00	4534	14	34	80	631	2237	1308	209	16	1	4	0	0	0	0	0	35.1	39.7
00-00	4609	14	34	80	642	2262	1333	219	17	3	5	0	0	0	0	0	35.2	39.8

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	33	0	1	2	0	13	14	3	0	0	0	0	0	0	0	0	36.6	42.1
0100	18	0	0	0	0	4	9	4	0	1	0	0	0	0	0	0	41.2	46.1
0200	13	0	0	0	2	4	5	1	1	0	0	0	0	0	0	0	38.1	47.3
0300	8	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	37.2 -	
0400	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	43.8 -	
0500	10	0	0	0	1	2	5	1	1	0	0	0	0	0	0	0	39.7 -	
0600	33	0	0	1	1	7	13	11	0	0	0	0	0	0	0	0	40.3	47.4
0700	73	0	1	1	5	27	28	9	1	0	1	0	0	0	0	0	37.6	43.4
0800	129	0	6	9	9	41	53	9	2	0	0	0	0	0	0	0	35.4	41.5
0900	217	1	3	0	8	112	75	14	1	2	0	0	0	0	1	0	37	41.5
1000	265	0	4	6	30	129	80	10	2	1	1	2	0	0	0	0	35.8	40.2
1100	309	1	12	9	34	158	79	14	1	1	0	0	0	0	0	0	34.4	39.3
1200	296	1	2	7	39	160	82	3	2	0	0	0	0	0	0	0	34.7	38.6
1300	325	0	3	9	46	164	91	9	3	0	0	0	0	0	0	0	35.1	39.5
1400	302	0	1	2	30	145	97	24	3	0	0	0	0	0	0	0	36.5	41.1
1500	280	0	6	6	49	136	75	7	1	0	0	0	0	0	0	0	34.3	39.4
1600	265	0	11	11	34	135	59	11	3	1	0	0	0	0	0	0	34.1	39.3
1700	267	2	3	2	29	120	91	19	1	0	0	0	0	0	0	0	35.9	40.4
1800	227	2	7	2	22	105	76	10	2	1	0	0	0	0	0	0	35.3	40.2
1900	138	1	1	1	23	62	41	7	2	0	0	0	0	0	0	0	35.3	39.9
2000	117	0	1	3	19	49	29	12	2	1	1	0	0	0	0	0	36.2	41.2
2100	86	0	0	3	15	35	23	9	1	0	0	0	0	0	0	0	35.4	40.3
2200	85	0	0	0	20	35	25	5	0	0	0	0	0	0	0	0	35	39.7
2300	58	0	0	0	12	31	9	6	0	0	0	0	0	0	0	0	34.9	40.2
07-19	2955	7	59	64	335	1432	886	139	22	6	2	2	0	0	1	0	35.3	40
06-22	3329	8	61	72	393	1585	992	178	27	7	3	2	0	0	1	0	35.4	40.2
06-00	3472	8	61	72	425	1651	1026	189	27	7	3	2	0	0	1	0	35.4	40.2
00-00	3560	8	62	74	429	1679	1062	202	30	8	3	2	0	0	1	0	35.5	40.3

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	31	0	0	0	1	11	16	2	0	1	0	0	0	0	0	0	38.7	42.3
0100	16	0	0	0	3	4	8	1	0	0	0	0	0	0	0	0	37.1	42.8
0200	10	0	0	0	0	3	5	1	1	0	0	0	0	0	0	0	39.7 -	
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	38.9 -	
0400	8	0	0	0	1	2	1	3	0	0	0	1	0	0	0	0	44.5 -	
0500	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	40.4 -	
0600	13	0	1	0	0	4	4	2	2	0	0	0	0	0	0	0	39.1	51.7
0700	38	0	0	0	1	17	14	4	2	0	0	0	0	0	0	0	38.4	43.5
0800	66	0	6	3	8	23	19	7	0	0	0	0	0	0	0	0	34.2	41.5
0900	160	0	5	0	7	88	45	11	3	1	0	0	0	0	0	0	36.2	41.2
1000	237	0	3	0	25	124	67	16	1	0	1	0	0	0	0	0	35.8	40.2
1100	275	1	2	6	24	152	79	7	0	3	1	0	0	0	0	0	35.6	40
1200	306	2	6	13	48	142	86	7	2	0	0	0	0	0	0	0	34.1	39
1300	282	1	4	3	62	123	73	13	2	1	0	0	0	0	0	0	34.6	39.2
1400	315	1	2	8	62	147	85	8	1	0	0	0	1	0	0	0	34.4	38.8
1500	257	0	1	3	43	114	80	15	0	0	0	1	0	0	0	0	35.7	40.8
1600	220	0	6	9	20	89	79	14	1	1	1	0	0	0	0	0	35.8	41.7
1700	183	0	2	0	8	86	71	13	3	0	0	0	0	0	0	0	37.1	41.2
1800	142	0	1	1	5	54	64	17	0	0	0	0	0	0	0	0	37.8	42.5
1900	142	2	2	2	13	60	55	7	0	1	0	0	0	0	0	0	35.6	40.2
2000	104	0	0	2	14	44	38	5	1	0	0	0	0	0	0	0	35.6	41.4
2100	61	0	0	0	6	29	15	7	2	2	0	0	0	0	0	0	37.9	43.7
2200	41	0	0	2	6	14	13	4	1	1	0	0	0	0	0	0	36.7	43.7
2300	16	0	0	0	2	6	5	2	0	1	0	0	0	0	0	0	37.3	43.9
07-19	2481	5	38	46	313	1159	762	132	15	6	3	1	1	0	0	0	35.5	40.3
06-22	2801	7	41	50	346	1296	874	153	20	9	3	1	1	0	0	0	35.6	40.4
06-00	2858	7	41	52	354	1316	892	159	21	11	3	1	1	0	0	0	35.6	40.4
00-00	2931	7	41	52	359	1338	927	167	22	12	3	2	1	0	0	0	35.7	40.5

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	1	3	2	1	0	1	0	1	0	0	0	0	42.3	-
0100	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	37.7	-
0200	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	33.6	-
0300	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	36.7	-
0400	7	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	41.2	-
0500	26	0	0	0	3	9	9	2	2	0	1	0	0	0	0	0	38.9	43.7
0600	102	0	0	0	5	43	37	14	2	1	0	0	0	0	0	0	38.2	43.9
0700	248	0	1	1	33	117	89	6	1	0	0	0	0	0	0	0	35.6	39.7
0800	254	0	0	1	35	124	83	10	1	0	0	0	0	0	0	0	35.5	39.6
0900	236	1	0	1	19	117	87	10	1	0	0	0	0	0	0	0	36.1	39.9
1000	258	2	1	0	27	151	57	15	5	0	0	0	0	0	0	0	35.4	39.8
1100	217	0	0	3	41	109	53	10	1	0	0	0	0	0	0	0	34.7	38.5
1200	297	1	1	9	38	166	78	3	1	0	0	0	0	0	0	0	34.4	38.5
1300	267	0	3	7	33	146	70	7	1	0	0	0	0	0	0	0	34.6	38.7
1400	274	0	1	2	37	147	78	9	0	0	0	0	0	0	0	0	35.3	39
1500	341	0	4	11	41	170	107	8	0	0	0	0	0	0	0	0	34.8	39.5
1600	478	1	0	7	73	267	123	6	1	0	0	0	0	0	0	0	34.6	38.3
1700	483	10	4	15	54	254	129	15	2	0	0	0	0	0	0	0	34.3	39.5
1800	302	1	8	7	23	133	112	16	2	0	0	0	0	0	0	0	35.6	40.3
1900	203	0	1	0	9	81	88	20	4	0	0	0	0	0	0	0	37.7	42.2
2000	134	2	4	3	21	50	40	11	1	2	0	0	0	0	0	0	35.1	41.6
2100	81	0	1	1	9	31	25	11	3	0	0	0	0	0	0	0	37.1	44.7
2200	56	1	1	1	5	27	12	2	5	1	0	0	0	1	0	0	37.4	46.1
2300	25	0	0	0	4	11	6	3	1	0	0	0	0	0	0	0	36.6	43.8
07-19	3655	16	23	64	454	1901	1066	115	16	0	0	0	0	0	0	0	35	39.3
06-22	4175	18	29	68	498	2106	1256	171	26	3	0	0	0	0	0	0	35.3	39.6
06-00	4256	19	30	69	507	2144	1274	176	32	4	0	0	0	1	0	0	35.3	39.6
00-00	4310	19	30	69	513	2166	1286	183	36	5	1	1	0	1	0	0	35.3	39.6

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	37.5	-
0100	8	0	0	0	2	1	3	0	1	1	0	0	0	0	0	0	40.4	-
0200	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	39.4	-
0300	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	39.4	-
0400	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	39.5	-
0500	24	0	0	0	2	6	7	8	1	0	0	0	0	0	0	0	40.9	49.1
0600	102	0	0	0	8	37	43	12	1	1	0	0	0	0	0	0	38.1	42.9
0700	223	0	1	0	14	100	95	12	1	0	0	0	0	0	0	0	36.6	40.8
0800	300	1	1	8	44	153	82	9	1	1	0	0	0	0	0	0	34.9	39.7
0900	262	2	1	1	37	140	73	6	2	0	0	0	0	0	0	0	34.9	39.1
1000	257	1	5	4	41	140	57	9	0	0	0	0	0	0	0	0	33.9	38.4
1100	249	0	3	11	52	112	62	7	1	0	1	0	0	0	0	0	33.9	39
1200	280	0	0	4	51	152	63	8	1	1	0	0	0	0	0	0	34.6	39
1300	282	1	2	1	59	142	68	7	2	0	0	0	0	0	0	0	34.3	38.8
1400	270	0	1	0	45	144	72	8	0	0	0	0	0	0	0	0	35.1	39
1500	411	0	0	10	63	222	101	15	0	0	0	0	0	0	0	0	34.7	38.8
1600	691	3	5	19	144	358	154	6	2	0	0	0	0	0	0	0	33.7	38.1
1700	726	23	46	57	119	334	139	7	1	0	0	0	0	0	0	0	31.5	37.8
1800	417	1	2	5	29	162	197	20	1	0	0	0	0	0	0	0	36.5	40.5
1900	226	1	0	2	23	89	91	16	3	1	0	0	0	0	0	0	36.9	41.7
2000	147	1	0	3	22	68	42	11	0	0	0	0	0	0	0	0	35.3	40.6
2100	102	0	0	0	11	50	32	8	0	0	1	0	0	0	0	0	36.6	41
2200	88	0	0	0	10	39	30	6	3	0	0	0	0	0	0	0	36.8	42
2300	31	0	0	0	2	9	14	5	1	0	0	0	0	0	0	0	38.6	44.2
07-19	4368	32	67	120	698	2159	1163	114	12	2	1	0	0	0	0	0	34.2	39
06-22	4945	34	67	125	762	2403	1371	161	16	4	2	0	0	0	0	0	34.5	39.3
06-00	5064	34	67	125	774	2451	1415	172	20	4	2	0	0	0	0	0	34.6	39.4
00-00	5120	34	67	125	778	2466	1437	184	22	5	2	0	0	0	0	0	34.6	39.5

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30149	204	517	705	4109	14502	8520	1344	178	45	17	5	1	1	1	0	34.8	39.7



SITE: ATC - Codicote Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.839868, -0.222883

DIRECTION: NORTHBOUND

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	15-Apr	16-Apr	17-Apr	18-Apr	19-Apr	20-Apr	21-Apr	1-5.	1-7.
Hour									
0000-0100	8	17	19	33	31	9	8	12.2	17.9
0100-0200	4	7	5	18	16	3	8	5.4	8.7
0200-0300	7	4	13	13	10	4	5	6.6	8
0300-0400	5	10	3	8	4	5	5	5.6	5.7
0400-0500	6	8	11	6	8	7	6	7.6	7.4
0500-0600	17	16	24	10	4	26	24	21.4	17.3
0600-0700	68	77	64	33	13	102	102	82.6	65.6
0700-0800	182	175	191	73	38	248	223	203.8	161.4
0800-0900	227	246	256	129	66	254	300	256.6	211.1
0900-1000	264	236	217	217	160	236	262	243	227.4
1000-1100	239	194	239	265	237	258	257	237.4	241.3
1100-1200	234	261	268	309	275	217	249	245.8	259
1200-1300	255	279	266	296	306	297	280	275.4	282.7
1300-1400	260	278	267	325	282	267	282	270.8	280.1
1400-1500	313	265	269	302	315	274	270	278.2	286.9
1500-1600	403	516	508	280	257	341	411	435.8	388
1600-1700	605	751	591	265	220	478	691	623.2	514.4
1700-1800	612	710	538	267	183	483	726	613.8	502.7
1800-1900	378	331	329	227	142	302	417	351.4	303.7
1900-2000	226	234	169	138	142	203	226	211.6	191.1
2000-2100	137	136	113	117	104	134	147	133.4	126.9
2100-2200	87	103	121	86	61	81	102	98.8	91.6
2200-2300	79	67	68	85	41	56	88	71.6	69.1
2300-2400	35	47	60	58	16	25	31	39.6	38.9
Totals									
07-19	3972	4242	3939	2955	2481	3655	4368	4035.2	3658.9
06-22	4490	4792	4406	3329	2801	4175	4945	4561.6	4134
06-00	4604	4906	4534	3472	2858	4256	5064	4672.8	4242
00-00	4651	4968	4609	3560	2931	4310	5120	4731.6	4307
AM Peak	900	1100	1100	1100	1100	1000	800		
	264	261	268	309	275	258	300		
PM Peak	1700	1600	1600	1300	1400	1700	1700		
	612	751	591	325	315	483	726		



SITE: ATC - Codicote Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.839868, -0.222883

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

15 April 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	6	0	1	0	1	0	0	0	0	0	0	0	0	0	33.8	-
0100	9	5	0	0	0	4	0	0	0	0	0	0	0	0	0	34.9	-
0200	7	5	0	1	0	1	0	0	0	0	0	0	0	0	0	45	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0400	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	43.6	55.2
0500	66	56	0	4	1	0	0	0	1	1	0	0	0	2	1	41.4	48.8
0600	306	263	1	33	2	2	0	1	0	0	0	0	0	3	1	37.9	42
0700	762	688	1	61	1	0	4	2	0	0	0	0	0	3	2	35	38.4
0800	644	573	5	60	1	0	2	1	1	1	0	0	0	0	0	35.3	38.9
0900	419	377	0	35	1	0	0	1	1	1	0	0	0	0	3	34.8	38.8
1000	306	263	1	36	4	0	0	0	0	0	0	0	0	1	1	35	39.6
1100	243	209	0	27	2	1	0	0	0	2	0	0	0	2	0	35.6	40.5
1200	251	216	0	28	1	1	0	0	0	3	0	0	0	1	1	33.7	38.8
1300	234	196	1	34	0	1	0	0	0	0	0	0	0	2	0	35.7	39.6
1400	286	234	1	39	2	6	0	2	0	0	0	0	0	1	1	35.5	40.6
1500	301	267	2	26	1	0	0	0	0	1	0	0	0	3	1	35.4	38.7
1600	264	240	1	22	0	0	0	0	0	0	0	0	0	1	0	36.3	40.4
1700	214	196	2	10	0	0	0	0	0	0	0	0	0	5	1	37.4	41.7
1800	221	203	1	13	0	1	0	0	0	0	0	0	0	2	1	37.8	42.8
1900	147	136	0	7	0	0	0	0	0	0	0	0	0	2	2	37.5	43.5
2000	89	81	0	5	0	1	0	0	0	0	0	0	0	1	1	35.3	40.8
2100	78	76	2	0	0	0	0	0	0	0	0	0	0	0	0	37.2	41.3
2200	41	37	0	3	0	1	0	0	0	0	0	0	0	0	0	37.7	41.2
2300	31	24	0	1	1	5	0	0	0	0	0	0	0	0	0	42.8	51.6
07-19	4145	3662	15	391	13	10	6	6	2	8	0	0	0	21	11	35.4	39.5
06-22	4765	4218	18	436	15	13	6	7	2	8	0	0	0	27	15	35.7	39.8
06-00	4837	4279	18	440	16	19	6	7	2	8	0	0	0	27	15	35.8	39.9
00-00	4950	4370	18	450	17	25	6	7	3	9	0	0	0	29	16	35.9	40.2

16 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	-
0200	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	42	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0400	17	12	0	4	1	0	0	0	0	0	0	0	0	0	0	42.6	53.3
0500	67	56	0	9	0	1	0	0	0	0	0	0	0	1	0	43.2	49.5
0600	292	232	1	52	2	2	0	0	0	0	0	0	0	1	2	39.1	43.6
0700	704	618	6	65	1	2	3	3	2	0	0	0	0	1	3	35.1	39.1
0800	546	490	4	39	3	1	0	3	2	1	0	0	0	0	3	35.5	39.4
0900	376	331	0	39	1	1	0	0	0	1	0	0	0	1	2	35	39.5
1000	272	238	1	25	0	1	0	2	0	0	0	0	0	3	2	35.8	39.5
1100	270	231	1	34	1	1	0	0	0	1	0	0	0	0	1	34.6	39.1
1200	231	196	3	28	1	0	0	0	1	0	0	0	0	2	0	35.2	39.3
1300	271	232	1	32	1	0	0	0	1	1	0	0	0	2	1	35.4	39.6
1400	269	229	0	34	1	1	0	1	0	2	0	0	0	1	0	35.1	39.7
1500	271	246	0	22	1	0	0	0	0	0	0	0	0	1	1	35.4	40.4
1600	215	195	2	14	0	0	0	0	0	2	0	0	0	0	2	34.8	39.7
1700	254	237	0	15	0	0	0	0	0	0	0	0	0	2	0	35.2	39.9
1800	189	181	0	5	0	0	0	0	0	0	0	0	0	3	0	37.4	42.3
1900	170	157	0	9	1	1	0	0	0	0	0	0	0	1	1	37.4	42.3
2000	103	95	0	4	0	0	0	0	0	0	0	0	0	2	2	38.1	42.7
2100	70	66	0	3	0	0	0	0	0	0	0	0	0	1	0	36.3	40.5
2200	58	48	0	5	0	4	0	0	0	1	0	0	0	0	0	38.7	46.3
2300	31	25	0	6	0	0	0	0	0	0	0	0	0	0	0	39.4	44.7
07-19	3868	3424	18	352	10	7	3	9	6	8	0	0	0	16	15	35.3	39.6
06-22	4503	3974	19	420	13	10	3	9	6	8	0	0	0	21	20	35.7	40.2
06-00	4592	4047	19	431	13	14	3	9	6	9	0	0	0	21	20	35.8	40.3
00-00	4700	4132	19	451	14	15	3	9	6	9	0	0	0	22	20	35.9	40.4

17 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	16	15	0	0	0	1	0	0	0	0	0	0	0	0	0	37.9	44.9
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49.2	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0400	16	13	0	2	1	0	0	0	0	0	0	0	0	0	0	44.4	53.7
0500	64	51	0	9	0	1	0	0	0	0	0	0	0	2	1	42.1	48.3
0600	231	193	1	31	0	1	0	0	0	0	0	0	0	3	2	38.9	44
0700	483	407	3	67	1	1	1	0	0	0	0	0	0	3	0	36.4	40.6
0800	445	404	3	33	1	0	0	0	0	0	0	0	0	1	3	35.9	39.7
0900	347	293	3	45	0	2	0	0	1	0	0	0	0	3	0	34.5	38.6
1000	281	232	2	35	5	2	0	1	1	0	0	0	0	1	2	35.2	39
1100	283	241	1	31	3	1	0	1	0	2	0	0	0	2	1	34.6	38.9
1200	275	238	1	31	2	1	0	1	0	0	0	0	0	0	1	35.7	39.8
1300	273	247	0	23	1	0	0	0	0	0	0	0	0	1	1	35.3	40
1400	301	262	1	27	2	3	1	0	1	0	0	0	0	1	3	34.8	39
1500	335	293	1	34	1	3	0	0	0	0	0	0	0	1	2	36.1	40.7
1600	280	259	1	14	0	0	0	0	0	0	0	0	0	5	1	35.8	40
1700	248	226	1	11	0	0	0	0	0	0	0	0	0	8	2	38.1	44.3
1800	221	204	0	14	0	0	0	0	0	0	0	0	0	2	1	36.8	41.8
1900	167	150	1	11	1	0	0	0	0	0	0	0	0	2	2	38	43.1
2000	99	91	0	4	0	0	0	0	0	1	0	0	0	2	1	36.6	41.8
2100	66	62	0	4	0	0	0	0	0	0	0	0	0	0	0	36.8	42.8
2200	56	47	0	5	1	3	0	0	0	0	0	0	0	0	0	37.6	45
2300	24	21	0	0	0	2	0	1	0	0	0	0	0	0	0	37.5	41.6
07-19	3772	3306	17	365	16	13	2	3	3	2	0	0	0	28	17	35.7	40.2
06-22	4335	3802	19	415	17	14	2	3	3	3	0	0	0	35	22	36	40.7
06-00	4415	3870	19	420	18	19	2	4	3	3	0	0	0	35	22	36.1	40.7
00-00	4523	3961	19	431	19	21	2	4	3	3	0	0	0	37	23	36.2	40.9

18 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	37	30	0	3	0	3	0	0	1	0	0	0	0	0	0	39.7	45.5
0100	17	13	0	1	0	2	0	0	0	1	0	0	0	0	0	39.8	46.5
0200	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0300	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0400	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	43.7	49.9
0500	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	45.3	53.5
0600	66	59	2	3	0	1	0	1	0	0	0	0	0	0	0	41.2	47.2
0700	105	91	0	8	0	2	0	2	0	0	0	0	0	2	0	40.1	45.5
0800	197	179	0	13	0	0	0	0	0	0	0	0	0	1	4	39.2	43.6
0900	282	252	0	21	0	2	0	1	0	0	0	0	0	2	4	37.4	41.3
1000	327	301	1	13	1	1	1	0	0	0	0	0	0	6	3	36.7	40.9
1100	309	288	2	15	0	0	0	0	0	0	0	0	0	0	4	36.6	41.2
1200	317	285	1	17	0	1	0	1	0	0	0	0	0	7	5	36.1	40.7
1300	307	282	1	11	0	1	0	0	0	0	0	0	0	10	2	35.4	40.5
1400	295	274	2	14	0	2	0	0	0	0	0	0	0	2	1	36.5	40.8
1500	277	247	0	12	0	1	0	0	0	0	0	0	0	16	1	35.8	40.3
1600	237	216	0	14	0	0	0	0	0	0	0	0	0	3	4	35.6	39.7
1700	226	214	0	6	0	1	0	0	0	0	0	0	0	3	2	36.3	41.7
1800	159	147	0	7	0	1	0	0	0	0	0	0	0	3	1	35.1	39.6
1900	143	136	1	5	0	0	0	0	0	0	0	0	0	1	0	36.6	41.6
2000	86	78	1	4	0	0	0	0	0	0	0	0	0	2	1	36.3	43.2
2100	76	73	1	2	0	0	0	0	0	0	0	0	0	0	0	35.8	39
2200	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	35.8	41.9
2300	32	28	0	1	0	1	0	0	0	2	0	0	0	0	0	38.4	44
07-19	3038	2776	7	151	1	12	1	4	0	0	0	0	0	55	31	36.5	41.3
06-22	3409	3122	12	165	1	13	1	5	0	0	0	0	0	58	32	36.6	41.5
06-00	3492	3198	12	169	1	14	1	5	0	2	0	0	0	58	32	36.6	41.5
00-00	3596	3283	13	180	1	19	1	5	1	3	0	0	0	58	32	36.8	41.7

19 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	43	37	0	0	0	1	0	0	1	3	0	0	0	1	0	39	44.1
0100	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	40.4	49.6
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5 -	
0300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	40 -	
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	50.6 -	
0500	9	6	0	2	1	0	0	0	0	0	0	0	0	0	0	49.3 -	
0600	32	27	0	2	0	0	1	0	0	0	0	0	0	1	1	42.2	54.3
0700	59	48	0	5	1	1	1	0	0	0	0	0	0	1	2	39.9	46
0800	137	128	0	8	0	0	0	0	0	0	0	0	0	1	0	39.6	45.4
0900	219	196	1	11	2	0	0	0	0	0	0	0	0	7	2	36.5	41.6
1000	297	275	0	12	0	1	0	0	0	0	0	0	0	6	3	36.7	40.4
1100	298	268	2	9	0	1	0	0	0	0	0	0	0	10	8	35.6	40.4
1200	322	287	1	16	0	2	0	0	0	0	0	0	0	8	8	35.6	39.9
1300	300	267	0	8	0	0	0	0	0	0	0	0	0	18	7	34.7	39
1400	246	228	0	4	0	1	0	0	0	0	0	0	0	10	3	35.9	40.3
1500	242	221	0	7	0	1	0	0	0	0	0	0	0	9	4	35.3	39.3
1600	232	215	2	4	0	1	0	0	0	1	0	0	0	8	1	36.2	40.4
1700	193	181	0	5	0	0	0	0	0	0	0	0	0	3	4	36.3	40.2
1800	156	141	0	7	0	0	0	0	0	0	0	0	0	6	2	38.8	44.9
1900	121	110	0	7	0	0	0	0	0	0	0	0	0	2	2	37.3	44.1
2000	77	71	0	2	0	0	0	0	0	0	0	0	0	4	0	36.2	41.8
2100	48	43	1	2	1	0	0	0	0	0	0	0	0	1	0	39.3	48
2200	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	50.3
2300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	39.4 -	
07-19	2701	2455	6	96	3	8	1	0	0	1	0	0	0	87	44	36.3	40.8
06-22	2979	2706	7	109	4	8	2	0	0	1	0	0	0	95	47	36.4	41.3
06-00	3017	2743	7	110	4	8	2	0	0	1	0	0	0	95	47	36.5	41.3
00-00	3102	2816	7	115	5	9	2	0	1	4	0	0	0	96	47	36.6	41.5

20 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	4	0	1	0	0	0	1	0	0	0	0	0	0	0	36	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0200	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0400	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	43.7	53.6
0500	73	63	0	5	1	1	0	0	0	0	0	0	0	2	1	40.7	45.4
0600	292	223	0	59	1	3	0	2	0	0	0	0	0	4	0	38.9	43.2
0700	710	617	3	80	2	1	2	0	0	0	0	0	0	3	2	36.5	40.1
0800	619	555	3	54	2	0	1	1	0	0	0	0	0	3	0	36.2	39.8
0900	428	376	2	42	1	1	1	0	0	0	0	1	0	1	3	36.1	40.1
1000	284	239	1	37	1	2	1	0	0	0	0	1	0	1	1	35.7	40.3
1100	251	222	1	23	1	0	0	0	2	0	0	0	0	0	2	35.7	40
1200	231	189	2	32	1	0	0	2	0	0	0	0	0	2	3	35.2	39.7
1300	244	209	2	25	2	0	0	2	0	1	0	0	0	1	2	35	40.5
1400	288	242	4	33	1	0	0	1	1	1	0	0	0	3	2	34.8	40.1
1500	302	270	0	24	2	3	0	0	0	0	0	0	0	3	0	35	38.8
1600	278	238	2	28	1	4	0	1	0	1	0	0	0	1	2	35.9	41
1700	238	219	0	16	0	0	0	0	0	0	0	0	0	3	0	37.6	42.7
1800	215	198	0	11	0	1	0	0	0	0	0	0	0	4	1	37.7	43.2
1900	185	164	0	9	2	1	0	0	0	0	0	0	0	7	2	37.4	42.7
2000	69	61	0	6	0	0	0	0	0	1	0	0	0	1	0	35.9	39.3
2100	48	43	1	3	1	0	0	0	0	0	0	0	0	0	0	36.5	40.9
2200	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	36.9	43.6
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
07-19	4088	3574	20	405	14	12	5	7	3	3	0	2	0	25	18	36	40.3
06-22	4682	4065	21	482	18	16	5	9	3	4	0	2	0	37	20	36.2	40.6
06-00	4720	4099	21	486	18	16	5	9	3	4	0	2	0	37	20	36.2	40.6
00-00	4831	4194	21	495	20	17	5	10	3	4	0	2	0	39	21	36.4	40.8

21 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0400	16	11	0	2	3	0	0	0	0	0	0	0	0	0	0	45.5	58.7
0500	78	63	0	6	5	2	0	1	0	0	0	0	0	0	1	41.3	48.1
0600	314	254	1	47	3	3	0	1	0	0	0	0	0	4	1	37.9	42.6
0700	662	583	2	61	1	5	2	2	0	1	0	0	0	3	2	36.8	40.6
0800	595	531	6	42	1	5	2	1	1	2	0	0	0	2	2	35.1	39.1
0900	394	345	5	32	2	3	0	1	0	2	0	0	0	1	3	35.5	40
1000	259	214	1	35	4	4	0	0	0	0	0	0	0	0	1	35.6	40.3
1100	281	231	1	36	3	4	0	0	0	0	0	0	0	3	3	33.8	39.5
1200	289	245	1	31	3	2	0	3	0	0	0	0	0	2	2	35.2	39.3
1300	283	248	1	29	1	2	0	0	1	0	0	0	0	0	1	35	39
1400	291	248	0	35	1	1	0	3	0	0	0	0	0	2	1	35.6	39.4
1500	300	262	0	33	2	2	0	0	0	0	0	0	0	0	1	35.7	39.7
1600	290	245	1	34	1	3	0	1	1	0	0	0	0	4	0	36.8	41.3
1700	274	244	3	16	1	0	0	0	0	0	0	1	0	6	3	36.2	40.6
1800	202	190	0	10	0	2	0	0	0	0	0	0	0	0	0	38.2	43.1
1900	210	197	0	11	0	0	0	0	0	0	0	0	0	0	2	36.4	41
2000	113	103	0	7	0	0	0	0	0	0	0	0	0	2	1	37.3	42.5
2100	53	51	0	2	0	0	0	0	0	0	0	0	0	0	0	38.6	46
2200	41	37	0	3	1	0	0	0	0	0	0	0	0	0	0	38.7	44.6
2300	19	18	0	0	1	0	0	0	0	0	0	0	0	0	0	38.2	44.5
07-19	4120	3586	21	394	20	33	4	11	3	5	0	1	0	23	19	35.8	40
06-22	4810	4191	22	461	23	36	4	12	3	5	0	1	0	29	23	36	40.4
06-00	4870	4246	22	464	25	36	4	12	3	5	0	1	0	29	23	36	40.4
00-00	4989	4343	22	474	33	38	4	13	3	5	0	1	0	29	24	36.2	40.6



SITE: ATC - Codicote Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.839868, -0.222883

DIRECTION: SOUTHBOUND

SPEED LIMIT: 40

15 April 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	33.8	-
0100	9	0	0	1	1	5	1	1	0	0	0	0	0	0	0	0	34.9	-
0200	7	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	45	-
0300	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	44.3	-
0400	17	0	0	0	1	3	6	3	2	2	0	0	0	0	0	0	43.6	55.2
0500	66	0	1	1	1	11	25	22	5	0	0	0	0	0	0	0	41.4	48.8
0600	306	0	2	1	6	119	138	35	5	0	0	0	0	0	0	0	37.9	42
0700	762	0	2	2	91	461	185	21	0	0	0	0	0	0	0	0	35	38.4
0800	644	0	1	0	61	391	171	19	1	0	0	0	0	0	0	0	35.3	38.9
0900	419	0	2	8	54	217	123	15	0	0	0	0	0	0	0	0	34.8	38.8
1000	306	3	1	2	40	161	89	9	1	0	0	0	0	0	0	0	35	39.6
1100	243	0	0	5	38	115	59	22	4	0	0	0	0	0	0	0	35.6	40.5
1200	251	1	5	10	53	120	55	7	0	0	0	0	0	0	0	0	33.7	38.8
1300	234	0	2	2	21	135	58	15	0	0	0	1	0	0	0	0	35.7	39.6
1400	286	2	0	2	41	139	79	21	1	1	0	0	0	0	0	0	35.5	40.6
1500	301	1	0	2	23	186	79	10	0	0	0	0	0	0	0	0	35.4	38.7
1600	264	0	0	1	27	132	86	13	5	0	0	0	0	0	0	0	36.3	40.4
1700	214	0	1	0	14	93	86	16	4	0	0	0	0	0	0	0	37.4	41.7
1800	221	0	1	3	17	72	96	27	3	0	2	0	0	0	0	0	37.8	42.8
1900	147	0	1	1	11	57	54	21	1	0	1	0	0	0	0	0	37.5	43.5
2000	89	0	1	2	9	50	19	7	0	1	0	0	0	0	0	0	35.3	40.8
2100	78	0	0	1	8	30	31	6	0	1	1	0	0	0	0	0	37.2	41.3
2200	41	0	0	0	6	13	17	1	2	2	0	0	0	0	0	0	37.7	41.2
2300	31	0	0	0	1	6	11	7	5	0	1	0	0	0	0	0	42.8	51.6
07-19	4145	7	15	37	480	2222	1166	195	19	1	2	1	0	0	0	0	35.4	39.5
06-22	4765	7	19	42	514	2478	1408	264	25	3	4	1	0	0	0	0	35.7	39.8
06-00	4837	7	19	42	521	2497	1436	272	32	5	5	1	0	0	0	0	35.8	39.9
00-00	4950	7	20	44	526	2524	1470	304	42	7	5	1	0	0	0	0	35.9	40.2

16 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	2	3	3	0	0	0	0	1	0	0	0	0	38.5	-
0100	4	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	45.9	-
0200	9	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	42	-
0300	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	42.5	-
0400	17	0	0	0	0	6	4	4	1	2	0	0	0	0	0	0	42.6	53.3
0500	67	0	0	0	1	9	29	19	6	2	0	1	0	0	0	0	43.2	49.5
0600	292	0	2	0	6	76	156	46	5	1	0	0	0	0	0	0	39.1	43.6
0700	704	0	14	10	78	383	193	23	3	0	0	0	0	0	0	0	35.1	39.1
0800	546	1	4	3	67	278	173	18	1	1	0	0	0	0	0	0	35.5	39.4
0900	376	0	2	15	42	192	109	15	1	0	0	0	0	0	0	0	35	39.5
1000	272	0	2	2	21	141	93	12	1	0	0	0	0	0	0	0	35.8	39.5
1100	270	1	0	5	47	139	65	12	1	0	0	0	0	0	0	0	34.6	39.1
1200	231	0	1	7	42	100	67	12	2	0	0	0	0	0	0	0	35.2	39.3
1300	271	0	2	3	29	148	78	10	1	0	0	0	0	0	0	0	35.4	39.6
1400	269	1	0	8	46	118	77	18	1	0	0	0	0	0	0	0	35.1	39.7
1500	271	2	1	8	29	131	81	19	0	0	0	0	0	0	0	0	35.4	40.4
1600	215	0	3	8	35	92	68	8	1	0	0	0	0	0	0	0	34.8	39.7
1700	254	0	5	10	19	135	69	14	2	0	0	0	0	0	0	0	35.2	39.9
1800	189	1	0	0	8	86	70	20	4	0	0	0	0	0	0	0	37.4	42.3
1900	170	0	0	1	19	60	71	16	3	0	0	0	0	0	0	0	37.4	42.3
2000	103	0	0	3	9	31	46	8	4	0	2	0	0	0	0	0	38.1	42.7
2100	70	0	1	0	12	34	16	4	1	2	0	0	0	0	0	0	36.3	40.5
2200	58	0	0	1	4	21	19	9	3	1	0	0	0	0	0	0	38.7	46.3
2300	31	0	0	0	0	13	12	3	2	1	0	0	0	0	0	0	39.4	44.7
07-19	3868	6	34	79	463	1943	1143	181	18	1	0	0	0	0	0	0	35.3	39.6
06-22	4503	6	37	83	509	2144	1432	255	31	4	2	0	0	0	0	0	35.7	40.2
06-00	4592	6	37	84	513	2178	1463	267	36	6	2	0	0	0	0	0	35.8	40.3
00-00	4700	6	37	84	516	2200	1502	295	45	11	2	2	0	0	0	0	35.9	40.4

17 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	1	6	7	2	0	0	0	0	0	0	0	0	37.9	44.9
0100	5	0	0	0	0	2	1	1	0	0	0	1	0	0	0	0	45.6	-
0200	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	49.2	-
0300	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	38.7	-
0400	16	0	0	0	0	2	6	4	2	2	0	0	0	0	0	0	44.4	53.7
0500	64	0	1	0	2	5	30	19	4	3	0	0	0	0	0	0	42.1	48.3
0600	231	1	1	2	7	62	114	42	1	1	0	0	0	0	0	0	38.9	44
0700	483	0	9	3	33	232	170	32	4	0	0	0	0	0	0	0	36.4	40.6
0800	445	0	2	2	32	242	148	17	1	1	0	0	0	0	0	0	35.9	39.7
0900	347	1	0	14	48	191	83	9	1	0	0	0	0	0	0	0	34.5	38.6
1000	281	2	1	1	23	170	73	8	2	0	0	1	0	0	0	0	35.2	39
1100	283	1	2	6	46	155	58	13	1	1	0	0	0	0	0	0	34.6	38.9
1200	275	0	0	4	27	149	76	17	2	0	0	0	0	0	0	0	35.7	39.8
1300	273	1	1	1	46	126	87	10	0	1	0	0	0	0	0	0	35.3	40
1400	301	2	1	4	46	156	84	6	1	1	0	0	0	0	0	0	34.8	39
1500	335	1	0	9	30	165	107	17	4	1	1	0	0	0	0	0	36.1	40.7
1600	280	0	0	6	36	137	82	15	3	1	0	0	0	0	0	0	35.8	40
1700	248	1	1	1	16	91	91	39	7	1	0	0	0	0	0	0	38.1	44.3
1800	221	0	1	5	15	98	82	17	3	0	0	0	0	0	0	0	36.8	41.8
1900	167	0	1	3	10	65	62	19	3	3	0	1	0	0	0	0	38	43.1
2000	99	0	1	2	8	42	35	9	0	1	0	1	0	0	0	0	36.6	41.8
2100	66	0	0	1	10	25	21	9	0	0	0	0	0	0	0	0	36.8	42.8
2200	56	0	0	0	6	23	17	8	2	0	0	0	0	0	0	0	37.6	45
2300	24	0	0	0	3	11	8	0	1	0	0	1	0	0	0	0	37.5	41.6
07-19	3772	9	18	56	398	1912	1141	200	29	7	1	1	0	0	0	0	35.7	40.2
06-22	4335	10	21	64	433	2106	1373	279	33	12	1	3	0	0	0	0	36	40.7
06-00	4415	10	21	64	442	2140	1398	287	36	12	1	4	0	0	0	0	36.1	40.7
00-00	4523	10	22	64	445	2157	1443	315	44	17	1	5	0	0	0	0	36.2	40.9

18 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	37	0	0	0	4	4	21	5	1	2	0	0	0	0	0	0	39.7	45.5
0100	17	0	0	0	2	5	4	5	1	0	0	0	0	0	0	0	39.8	46.5
0200	9	0	0	0	1	1	4	0	2	1	0	0	0	0	0	0	42.6	-
0300	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	37.7	-
0400	11	0	0	0	1	0	3	6	1	0	0	0	0	0	0	0	43.7	49.9
0500	24	0	0	0	0	2	7	10	3	1	1	0	0	0	0	0	45.3	53.5
0600	66	0	0	0	3	11	32	16	3	1	0	0	0	0	0	0	41.2	47.2
0700	105	0	0	0	5	16	54	25	5	0	0	0	0	0	0	0	40.1	45.5
0800	197	0	1	5	6	42	99	42	2	0	0	0	0	0	0	0	39.2	43.6
0900	282	0	1	4	12	134	103	16	9	2	1	0	0	0	0	0	37.4	41.3
1000	327	2	1	1	19	170	107	20	5	1	0	1	0	0	0	0	36.7	40.9
1100	309	1	3	5	20	128	132	15	4	0	1	0	0	0	0	0	36.6	41.2
1200	317	0	1	8	38	143	102	20	2	3	0	0	0	0	0	0	36.1	40.7
1300	307	2	7	2	39	139	102	10	6	0	0	0	0	0	0	0	35.4	40.5
1400	295	0	1	4	27	131	108	19	3	2	0	0	0	0	0	0	36.5	40.8
1500	277	0	0	3	37	129	93	12	3	0	0	0	0	0	0	0	35.8	40.3
1600	237	0	5	3	25	115	74	12	1	2	0	0	0	0	0	0	35.6	39.7
1700	226	0	1	2	30	95	75	21	2	0	0	0	0	0	0	0	36.3	41.7
1800	159	1	1	3	27	72	48	5	1	1	0	0	0	0	0	0	35.1	39.6
1900	143	0	0	2	15	64	51	7	4	0	0	0	0	0	0	0	36.6	41.6
2000	86	0	1	5	6	45	15	11	2	1	0	0	0	0	0	0	36.3	43.2
2100	76	0	0	1	9	39	20	5	1	1	0	0	0	0	0	0	35.8	39
2200	51	0	1	1	9	20	14	6	0	0	0	0	0	0	0	0	35.8	41.9
2300	32	0	0	0	2	13	9	8	0	0	0	0	0	0	0	0	38.4	44
07-19	3038	6	22	40	285	1314	1097	217	43	11	2	1	0	0	0	0	36.5	41.3
06-22	3409	6	23	48	318	1473	1215	256	53	14	2	1	0	0	0	0	36.6	41.5
06-00	3492	6	24	49	329	1506	1238	270	53	14	2	1	0	0	0	0	36.6	41.5
00-00	3596	6	24	49	337	1521	1280	296	61	18	3	1	0	0	0	0	36.8	41.7

19 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	43	1	0	0	2	9	23	6	2	0	0	0	0	0	0	0	39	44.1
0100	14	0	0	0	0	7	3	3	1	0	0	0	0	0	0	0	40.4	49.6
0200	8	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	39.5 -	
0300	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	40 -	
0400	5	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	50.6 -	
0500	9	0	0	0	0	0	3	2	1	3	0	0	0	0	0	0	49.3 -	
0600	32	0	0	1	1	3	14	8	3	2	0	0	0	0	0	0	42.2	54.3
0700	59	0	0	2	1	17	22	15	2	0	0	0	0	0	0	0	39.9	46
0800	137	0	0	1	4	40	63	23	4	2	0	0	0	0	0	0	39.6	45.4
0900	219	0	3	6	20	91	74	19	5	0	1	0	0	0	0	0	36.5	41.6
1000	297	0	0	3	19	128	133	12	1	1	0	0	0	0	0	0	36.7	40.4
1100	298	1	1	7	32	131	108	16	2	0	0	0	0	0	0	0	35.6	40.4
1200	322	1	3	10	27	153	112	13	2	1	0	0	0	0	0	0	35.6	39.9
1300	300	0	4	14	40	151	80	10	0	1	0	0	0	0	0	0	34.7	39
1400	246	1	2	2	29	116	75	19	1	1	0	0	0	0	0	0	35.9	40.3
1500	242	0	1	5	32	111	81	12	0	0	0	0	0	0	0	0	35.3	39.3
1600	232	0	2	1	26	113	67	19	3	0	0	1	0	0	0	0	36.2	40.4
1700	193	0	1	5	13	96	63	14	1	0	0	0	0	0	0	0	36.3	40.2
1800	156	0	0	0	11	49	66	22	7	1	0	0	0	0	0	0	38.8	44.9
1900	121	1	0	1	17	44	38	13	6	0	1	0	0	0	0	0	37.3	44.1
2000	77	0	0	3	10	35	21	4	2	2	0	0	0	0	0	0	36.2	41.8
2100	48	0	0	0	3	16	16	10	2	1	0	0	0	0	0	0	39.3	48
2200	28	0	0	0	3	9	6	6	3	1	0	0	0	0	0	0	40.1	50.3
2300	10	0	0	0	1	4	3	1	0	0	1	0	0	0	0	0	39.4 -	
07-19	2701	3	17	56	254	1196	944	194	28	7	1	1	0	0	0	0	36.3	40.8
06-22	2979	4	17	61	285	1294	1033	229	41	12	2	1	0	0	0	0	36.4	41.3
06-00	3017	4	17	61	289	1307	1042	236	44	13	3	1	0	0	0	0	36.5	41.3
00-00	3102	5	17	61	291	1326	1080	251	50	17	3	1	0	0	0	0	36.6	41.5

20 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	36 -	
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	38.7 -	
0200	5	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	34.8 -	
0300	5	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	46.3 -	
0400	18	0	0	0	1	3	4	7	1	1	1	0	0	0	0	0	43.7	53.6
0500	73	0	1	1	1	11	37	18	3	1	0	0	0	0	0	0	40.7	45.4
0600	292	0	0	0	2	100	144	39	6	1	0	0	0	0	0	0	38.9	43.2
0700	710	0	2	4	36	356	283	28	1	0	0	0	0	0	0	0	36.5	40.1
0800	619	0	0	1	66	296	226	26	3	0	1	0	0	0	0	0	36.2	39.8
0900	428	0	1	7	37	215	148	18	1	1	0	0	0	0	0	0	36.1	40.1
1000	284	2	0	1	40	133	91	17	0	0	0	0	0	0	0	0	35.7	40.3
1100	251	1	1	3	28	123	77	18	0	0	0	0	0	0	0	0	35.7	40
1200	231	2	0	5	38	106	69	6	5	0	0	0	0	0	0	0	35.2	39.7
1300	244	0	4	3	39	117	66	13	1	0	1	0	0	0	0	0	35	40.5
1400	288	1	3	8	48	144	67	14	1	1	1	0	0	0	0	0	34.8	40.1
1500	302	0	0	5	46	149	91	10	1	0	0	0	0	0	0	0	35	38.8
1600	278	0	0	3	34	132	87	20	1	1	0	0	0	0	0	0	35.9	41
1700	238	1	0	0	21	84	99	32	1	0	0	0	0	0	0	0	37.6	42.7
1800	215	0	1	3	12	85	80	30	4	0	0	0	0	0	0	0	37.7	43.2
1900	185	1	2	1	18	77	61	17	6	1	1	0	0	0	0	0	37.4	42.7
2000	69	0	1	1	6	37	18	5	1	0	0	0	0	0	0	0	35.9	39.3
2100	48	0	0	0	5	22	18	2	1	0	0	0	0	0	0	0	36.5	40.9
2200	30	0	0	1	3	14	7	4	1	0	0	0	0	0	0	0	36.9	43.6
2300	8	0	0	0	0	4	2	1	0	1	0	0	0	0	0	0	38.8 -	
07-19	4088	7	12	43	445	1940	1384	232	19	3	3	0	0	0	0	0	36	40.3
06-22	4682	8	15	45	476	2176	1625	295	33	5	4	0	0	0	0	0	36.2	40.6
06-00	4720	8	15	46	479	2194	1634	300	34	6	4	0	0	0	0	0	36.2	40.6
00-00	4831	8	16	47	485	2211	1683	328	39	9	5	0	0	0	0	0	36.4	40.8

21 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	2	1	3	0	2	0	0	0	0	0	0	45.3	-
0100	5	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	39.3	-
0200	9	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	39.3	-
0300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	40.7	-
0400	16	0	0	0	0	2	5	5	1	3	0	0	0	0	0	0	45.5	58.7
0500	78	0	2	0	0	16	32	21	7	0	0	0	0	0	0	0	41.3	48.1
0600	314	0	1	4	24	100	143	37	4	1	0	0	0	0	0	0	37.9	42.6
0700	662	0	3	4	20	338	254	41	0	2	0	0	0	0	0	0	36.8	40.6
0800	595	0	1	8	96	290	183	16	0	0	0	1	0	0	0	0	35.1	39.1
0900	394	1	2	4	44	204	125	10	4	0	0	0	0	0	0	0	35.5	40
1000	259	0	1	5	29	130	79	14	0	1	0	0	0	0	0	0	35.6	40.3
1100	281	2	6	15	52	120	73	13	0	0	0	0	0	0	0	0	33.8	39.5
1200	289	0	2	2	36	160	76	9	3	1	0	0	0	0	0	0	35.2	39.3
1300	283	0	1	5	36	150	77	14	0	0	0	0	0	0	0	0	35	39
1400	291	1	0	3	26	161	92	6	1	1	0	0	0	0	0	0	35.6	39.4
1500	300	0	0	1	32	156	96	15	0	0	0	0	0	0	0	0	35.7	39.7
1600	290	0	1	0	31	123	109	21	4	1	0	0	0	0	0	0	36.8	41.3
1700	274	1	4	8	20	114	105	20	1	0	0	0	1	0	0	0	36.2	40.6
1800	202	0	1	0	12	68	89	28	4	0	0	0	0	0	0	0	38.2	43.1
1900	210	0	0	4	22	89	80	15	0	0	0	0	0	0	0	0	36.4	41
2000	113	0	1	1	9	52	35	10	1	3	0	1	0	0	0	0	37.3	42.5
2100	53	0	0	1	7	15	20	6	3	0	0	1	0	0	0	0	38.6	46
2200	41	0	0	0	3	17	14	3	3	0	0	1	0	0	0	0	38.7	44.6
2300	19	0	0	0	3	6	6	2	2	0	0	0	0	0	0	0	38.2	44.5
07-19	4120	5	22	55	434	2014	1358	207	17	6	0	1	1	0	0	0	35.8	40
06-22	4810	5	24	65	496	2270	1636	275	25	10	0	3	1	0	0	0	36	40.4
06-00	4870	5	24	65	502	2293	1656	280	30	10	0	4	1	0	0	0	36	40.4
00-00	4989	5	26	65	504	2317	1700	313	39	15	0	4	1	0	0	0	36.2	40.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30691	47	162	414	3104	14256	10158	2102	320	94	19	14	1	0	0	0	36.2	40.8



SITE: ATC - Codicote Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.839868, -0.222883

DIRECTION: SOUTHBOUND

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	15-Apr	16-Apr	17-Apr	18-Apr	19-Apr	20-Apr	21-Apr	1-5.	1-7.
Hour									
0000-0100	8	9	16	37	43	6	8	9.4	18.1
0100-0200	9	4	5	17	14	4	5	5.4	8.3
0200-0300	7	9	3	9	8	5	9	6.6	7.1
0300-0400	6	2	4	6	6	5	3	4	4.6
0400-0500	17	17	16	11	5	18	16	16.8	14.3
0500-0600	66	67	64	24	9	73	78	69.6	54.4
0600-0700	306	292	231	66	32	292	314	287	219
0700-0800	762	704	483	105	59	710	662	664.2	497.9
0800-0900	644	546	445	197	137	619	595	569.8	454.7
0900-1000	419	376	347	282	219	428	394	392.8	352.1
1000-1100	306	272	281	327	297	284	259	280.4	289.4
1100-1200	243	270	283	309	298	251	281	265.6	276.4
1200-1300	251	231	275	317	322	231	289	255.4	273.7
1300-1400	234	271	273	307	300	244	283	261	273.1
1400-1500	286	269	301	295	246	288	291	287	282.3
1500-1600	301	271	335	277	242	302	300	301.8	289.7
1600-1700	264	215	280	237	232	278	290	265.4	256.6
1700-1800	214	254	248	226	193	238	274	245.6	235.3
1800-1900	221	189	221	159	156	215	202	209.6	194.7
1900-2000	147	170	167	143	121	185	210	175.8	163.3
2000-2100	89	103	99	86	77	69	113	94.6	90.9
2100-2200	78	70	66	76	48	48	53	63	62.7
2200-2300	41	58	56	51	28	30	41	45.2	43.6
2300-2400	31	31	24	32	10	8	19	22.6	22.1
Totals									
07-19	4145	3868	3772	3038	2701	4088	4120	3998.6	3676
06-22	4765	4503	4335	3409	2979	4682	4810	4619	4211.9
06-00	4837	4592	4415	3492	3017	4720	4870	4686.8	4277.6
00-00	4950	4700	4523	3596	3102	4831	4989	4798.6	4384.4
AM Peak	700	700	700	1000	1100	700	700		
	762	704	483	327	298	710	662		
PM Peak	1500	1500	1500	1200	1200	1500	1500		
	301	271	335	317	322	302	300		

APPENDIX C

Parameters:

Site Reference: HC-16-A-02 VEHICLES Site
Latitude/Longitude: 50.87064, -1.18564
Land Use Type: 16 - MIXED/A - MISCELLANEOUS
Region/Area: /HAMPSHIRE

Description: FARM SHOP & NURSERY
Street: A32
District: FAREHAM COMMON
Town: NEAR FAREHAM
Post Code:
Planning Authority:

Location: Free Standing
Location Sub Category: Out of Town
Use Class: E(a)

Population within 500m:
Population within 1 Mile: 10,001 to 15,000
Population within 5 Miles: 100,001 to 125,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions):

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900			
Monday-Friday	0700-1000			
Monday-Friday	1600-1900			
Saturday	0700-1900			
Sunday	0700-1900			

Is site associated with a travel plan: No
If not, are there any plans to implement
a Travel Plan in the future:
Is survey data available before the
implementation of the Travel Plan:
Is the location of the site hilly or flat
Urban Regeneration:
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Parking Spaces

No. of developments for this Site: 1
No. of survey Days for this Site: 2

Comments:

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : No

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Design features encouraging non-car modes

12. Pedestrians

13. Pedal cycles

14. Public transport

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	
Nearest Primary School	kilometres
Nearest Secondary School	kilometres
Nearest Local Shop/Corner Shop	kilometres
Nearest Main Supermarket	kilometres
Nearest Doctors Surgery	kilometres
Nearest Hospital with Minor Injuries/A & E	kilometres
Nearest Sports/Leisure Centre	kilometres

Census Data	
Year of Census	
Census Output Area/Data Zone	
Number of people employed within Census Output Area/Data Zone	
Number of households within Census Output Area/Data Zone	
Number of people living within Census Output Area/Data Zone	
Area of Census Output Area (hectares)	
Population density within Census Output Area (per hectare)	

APPENDIX D

WELLINGTON FARM SHOP - HOOK
Friday 16 March to Sunday 18 March 5am to 8pm

MODAL

modaldata.com



WELLINGTON FARM SHOP

Friday 16 March 2018 5am - 8pm

MODAL

modaldata.com

Time Period	LEFT IN 				RIGHT IN 				RIGHT OUT 				LEFT OUT 				ACCUM.
	CAR	LGV	HGV	TOTAL IN	CAR	LGV	HGV	TOTAL IN	CAR	LGV	HGV	TOTAL OUT	CAR	LGV	HGV	TOTAL OUT	
05.00 - 05.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.15 - 05.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.30 - 05.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.45 - 06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00 - 06.15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06.15 - 06.30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06.30 - 06.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06.45 - 07.00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07.00 - 07.15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
07.15 - 07.30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
07.30 - 07.45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	9
07.45 - 08.00	5	0	0	5	2	0	0	2	0	0	0	0	0	0	0	0	16
08.00 - 08.15	1	0	1	2	0	0	0	0	0	0	0	0	2	0	1	3	15
08.15 - 08.30	4	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	21
08.30 - 08.45	10	1	0	11	5	0	0	5	0	0	0	0	2	0	0	2	35
08.45 - 09.00	10	1	0	11	1	1	0	2	0	1	0	1	0	1	0	1	46
09.00 - 09.15	7	2	0	9	2	0	0	2	2	0	0	2	0	0	0	0	55
09.15 - 09.30	5	0	0	5	4	1	0	5	5	1	0	6	2	0	0	2	57
09.30 - 09.45	5	1	0	6	1	0	1	2	10	3	0	13	2	0	0	2	50
09.45 - 10.00	18	1	0	19	6	0	0	6	5	1	1	7	0	1	0	1	67
10.00 - 10.15	8	0	0	8	3	0	0	3	13	0	0	13	3	0	0	3	62
10.15 - 10.30	9	0	0	9	4	0	0	4	6	0	0	6	4	0	0	4	65
10.30 - 10.45	9	0	1	10	2	0	0	2	5	0	0	5	2	0	0	2	70
10.45 - 11.00	4	1	0	5	6	0	0	6	7	0	0	7	1	0	1	2	72
11.00 - 11.15	8	0	0	8	2	0	0	2	9	1	0	10	3	0	0	3	69
11.15 - 11.30	5	1	0	6	1	0	0	1	5	0	0	5	1	0	0	1	70
11.30 - 11.45	7	0	0	7	2	0	0	2	7	1	0	8	0	0	0	0	71
11.45 - 12.00	16	1	0	17	1	0	0	1	14	0	0	14	0	0	0	0	75
12.00 - 12.15	6	0	0	6	5	0	0	5	15	1	0	16	3	0	0	3	67
12.15 - 12.30	12	0	0	12	7	0	0	7	7	0	0	7	3	0	0	3	76
12.30 - 12.45	7	0	0	7	3	0	0	3	10	0	0	10	2	0	0	2	74
12.45 - 13.00	8	0	0	8	1	0	0	1	8	0	0	8	4	0	0	4	71
13.00 - 13.15	9	1	0	10	3	0	0	3	10	2	0	12	4	0	0	4	68
13.15 - 13.30	9	0	0	9	3	0	0	3	10	0	0	10	3	0	0	3	67
13.30 - 13.45	2	1	0	3	1	0	0	1	2	0	0	2	3	0	0	3	66
13.45 - 14.00	7	2	0	9	0	0	0	0	13	1	0	14	3	0	0	3	58
14.00 - 14.15	3	0	0	3	7	0	0	7	4	1	0	5	2	0	0	2	61
14.15 - 14.30	4	0	0	4	3	0	0	3	4	0	0	4	2	0	0	2	62
14.30 - 14.45	7	0	0	7	1	0	0	1	8	0	0	8	2	0	0	2	60
14.45 - 15.00	6	0	0	6	1	0	0	1	9	0	0	9	4	0	0	4	54
15.00 - 15.15	5	1	0	6	2	0	0	2	11	0	0	11	0	0	0	0	51
15.15 - 15.30	3	0	0	3	1	0	0	1	5	1	0	6	3	0	0	3	46
15.30 - 15.45	4	1	0	5	1	0	0	1	5	0	0	5	0	0	0	0	47
15.45 - 16.00	6	0	0	6	0	0	0	0	10	0	0	10	2	0	0	2	41
16.00 - 16.15	3	0	0	3	2	0	0	2	7	1	0	8	3	0	0	3	35
16.15 - 16.30	0	0	0	0	1	0	0	1	8	0	0	8	1	0	0	1	27
16.30 - 16.45	0	0	0	0	1	0	0	1	6	0	0	6	3	0	0	3	19
16.45 - 17.00	0	0	0	0	1	0	0	1	3	0	0	3	2	0	0	2	15
17.00 - 17.15	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	12
17.15 - 17.30	0	0	0	0	0	0	0	0	4	0	0	4	2	0	0	2	6
17.30 - 17.45	0	0	0	0	0	0	0	0	2	0	0	2	4	0	0	4	0
17.45 - 18.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.00 - 18.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.15 - 18.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.30 - 18.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.45 - 19.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.00 - 19.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15 - 19.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.30 - 19.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.45 - 20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 HOURLY	239	15	2	256	90	2	1	93	251	15	1	267	78	2	2	82	

WELLINGTON FARM SHOP

Friday 16 March 2018 5am - 8pm

MODAL

modaldata.com

Time Period	LEFT IN 				RIGHT IN 				RIGHT OUT 				LEFT OUT 				ACCUM.
	CAR	LGV	HGV	TOTAL IN	CAR	LGV	HGV	TOTAL IN	CAR	LGV	HGV	TOTAL OUT	CAR	LGV	HGV	TOTAL OUT	
05.00 - 05.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.15 - 05.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.30 - 05.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.45 - 06.00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06.00 - 06.15	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
06.15 - 06.30	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1	1
06.30 - 06.45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
06.45 - 07.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00 - 07.15	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0
07.15 - 07.30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07.30 - 07.45	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	4
07.45 - 08.00	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0	6
08.00 - 08.15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
08.15 - 08.30	3	0	0	3	2	0	0	2	1	0	0	1	0	0	0	0	11
08.30 - 08.45	3	0	0	3	1	1	0	2	1	1	0	2	1	0	0	1	13
08.45 - 09.00	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	20
09.00 - 09.15	7	1	0	8	5	0	0	5	4	0	0	4	1	0	0	1	28
09.15 - 09.30	9	0	0	9	2	0	0	2	4	0	0	4	1	0	0	1	34
09.30 - 09.45	8	0	0	8	2	1	0	3	4	0	0	4	0	0	0	0	41
09.45 - 10.00	9	1	0	10	2	0	0	2	8	1	0	9	0	0	0	0	44
10.00 - 10.15	11	0	0	11	2	0	0	2	15	2	0	17	2	0	0	2	38
10.15 - 10.30	13	0	0	13	0	0	0	0	5	0	0	5	2	0	0	2	44
10.30 - 10.45	12	0	0	12	1	1	0	2	10	1	0	11	3	0	0	3	44
10.45 - 11.00	11	0	0	11	0	0	0	0	7	0	0	7	4	0	0	4	44
11.00 - 11.15	13	0	0	13	1	0	0	1	9	1	0	10	1	0	0	1	47
11.15 - 11.30	15	0	0	15	3	0	0	3	12	0	0	12	4	0	0	4	49
11.30 - 11.45	9	0	0	9	2	0	0	2	9	0	0	9	4	0	0	4	47
11.45 - 12.00	11	0	0	11	2	0	0	2	10	0	0	10	5	0	0	5	45
12.00 - 12.15	14	0	0	14	2	0	0	2	5	0	0	5	0	0	0	0	56
12.15 - 12.30	9	0	0	9	2	2	1	5	12	0	0	12	5	0	0	5	53
12.30 - 12.45	6	1	0	7	4	0	0	4	10	1	0	11	5	0	0	5	48
12.45 - 13.00	13	0	0	13	0	1	0	1	7	0	0	7	3	0	0	3	52
13.00 - 13.15	4	0	0	4	2	0	0	2	18	0	0	18	3	0	0	3	37
13.15 - 13.30	7	1	0	8	3	0	0	3	5	2	0	7	1	0	0	1	40
13.30 - 13.45	9	0	0	9	2	0	0	2	10	0	1	11	2	1	0	3	37
13.45 - 14.00	10	1	0	11	0	0	0	0	6	0	0	6	2	1	0	3	39
14.00 - 14.15	6	0	0	6	1	1	0	2	9	0	0	9	3	0	0	3	35
14.15 - 14.30	12	0	0	12	3	0	0	3	6	1	0	7	1	0	0	1	42
14.30 - 14.45	6	1	0	7	0	0	0	0	7	0	0	7	4	0	0	4	38
14.45 - 15.00	8	0	0	8	0	0	0	0	7	0	0	7	4	0	0	4	35
15.00 - 15.15	4	0	0	4	1	0	0	1	10	0	0	10	0	0	0	0	30
15.15 - 15.30	2	0	0	2	1	0	0	1	2	1	0	3	3	0	0	3	27
15.30 - 15.45	7	0	0	7	0	0	0	0	3	0	0	3	1	0	0	1	30
15.45 - 16.00	5	0	0	5	0	0	0	0	5	0	0	5	1	0	0	1	29
16.00 - 16.15	7	1	0	8	1	0	0	1	8	1	0	9	0	0	0	0	29
16.15 - 16.30	5	0	0	5	0	0	0	0	9	0	0	9	3	0	0	3	22
16.30 - 16.45	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	4	14
16.45 - 17.00	5	0	0	5	0	0	0	0	6	0	0	6	0	0	0	0	13
17.00 - 17.15	3	0	0	3	0	0	0	0	3	0	0	3	4	0	0	4	9
17.15 - 17.30	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	7
17.30 - 17.45	0	0	0	0	0	0	0	0	5	0	0	5	2	0	0	2	0
17.45 - 18.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.00 - 18.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.15 - 18.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.30 - 18.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.45 - 19.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.00 - 19.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15 - 19.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.30 - 19.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.45 - 20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 HOURLY	290	8	0	298	51	8	1	60	261	13	1	275	80	3	0	83	

WELLINGTON FARM SHOP

Friday 16 March 2018 5am - 8pm

MODAL

modaldata.com

Time Period	LEFT IN 				RIGHT IN 				RIGHT OUT 				LEFT OUT 				ACCUM.
	CAR	LGV	HGV	TOTAL IN	CAR	LGV	HGV	TOTAL IN	CAR	LGV	HGV	TOTAL OUT	CAR	LGV	HGV	TOTAL OUT	
05.00 - 05.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.15 - 05.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.30 - 05.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.45 - 06.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00 - 06.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.15 - 06.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.30 - 06.45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
06.45 - 07.00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07.00 - 07.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.15 - 07.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.30 - 07.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07.45 - 08.00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08.00 - 08.15	2	0	0	2	1	0	0	1	2	0	0	2	1	0	0	1	2
08.15 - 08.30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
08.30 - 08.45	5	0	0	5	0	0	0	0	2	0	0	2	0	0	0	0	8
08.45 - 09.00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10
09.00 - 09.15	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	14
09.15 - 09.30	3	0	0	3	0	1	0	1	3	0	0	3	0	0	0	0	15
09.30 - 09.45	2	1	0	3	1	0	0	1	0	0	0	0	1	1	0	2	17
09.45 - 10.00	7	0	0	7	0	0	0	0	3	0	0	3	0	0	0	0	21
10.00 - 10.15	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	23
10.15 - 10.30	3	0	0	3	2	0	0	2	3	0	0	3	1	0	0	1	24
10.30 - 10.45	6	0	0	6	2	0	0	2	3	0	0	3	0	0	0	0	29
10.45 - 11.00	5	1	0	6	1	0	0	1	2	1	0	3	0	0	0	0	33
11.00 - 11.15	11	0	0	11	0	0	0	0	6	1	0	7	1	0	0	1	36
11.15 - 11.30	5	0	0	5	0	0	0	0	11	0	0	11	0	0	0	0	30
11.30 - 11.45	6	0	0	6	0	0	0	0	7	0	0	7	3	0	0	3	26
11.45 - 12.00	5	2	0	7	2	0	0	2	11	0	0	11	0	0	0	0	24
12.00 - 12.15	5	1	0	6	0	0	0	0	5	0	0	5	2	0	0	2	23
12.15 - 12.30	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	24
12.30 - 12.45	4	1	0	5	0	0	0	0	1	1	0	2	0	0	0	0	27
12.45 - 13.00	8	0	0	8	2	0	0	2	5	2	0	7	1	0	0	1	29
13.00 - 13.15	1	0	0	1	1	0	0	1	7	1	0	8	1	0	0	1	22
13.15 - 13.30	5	0	0	5	0	0	0	0	6	0	0	6	0	0	0	0	21
13.30 - 13.45	3	0	0	3	2	0	0	2	2	0	0	2	0	0	0	0	24
13.45 - 14.00	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	23
14.00 - 14.15	2	0	0	2	0	0	0	0	8	0	0	8	0	0	0	0	17
14.15 - 14.30	6	0	0	6	1	0	0	1	1	0	0	1	2	0	0	2	21
14.30 - 14.45	2	0	0	2	0	0	0	0	6	0	0	6	1	0	0	1	16
14.45 - 15.00	3	0	0	3	1	0	0	1	2	0	0	2	0	0	0	0	18
15.00 - 15.15	3	0	0	3	1	0	0	1	5	0	0	5	0	0	0	0	17
15.15 - 15.30	1	0	0	1	0	0	0	0	4	0	0	4	1	0	0	1	13
15.30 - 15.45	0	0	0	0	1	0	0	1	5	0	0	5	3	0	0	3	6
15.45 - 16.00	3	0	0	3	2	0	0	2	5	0	0	5	1	0	0	1	5
16.00 - 16.15	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4
16.15 - 16.30	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0
16.30 - 16.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.45 - 17.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.00 - 17.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.15 - 17.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.30 - 17.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.45 - 18.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.00 - 18.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.15 - 18.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.30 - 18.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.45 - 19.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.00 - 19.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.15 - 19.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.30 - 19.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.45 - 20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 HOURLY	128	6	0	134	21	2	0	23	128	7	0	135	21	1	0	22	

APPENDIX E

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
04	EAST ANGLIA	
	SF	SUFFOLK
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
		1 day

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	54 to 60 (units:DWELLS)
Range Selected by User:	50 to 150 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/03/90 to 30/04/25

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:

Friday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
--------------	--------

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	2 days
------------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days
----------------------------	--------

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Secondary Filtering Selection:

Use Class:

C3	2 surveys
----	-----------

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

Population within 500m Range:

284 - 1738

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
------------	-----------

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.

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
----	-----------

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	2 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

1	KS-03-B-01	MIXED HOUSES	KIRKLEES
WHITEACRE STREET HUDDERSFIELD DEIGHTON Edge of Town Residential Zone Number of dwellings: 54.00 DWELLS			
			Survey Type: Manual
2	SF-03-B-02	MIXED HOUSES & FLATS	SUFFOLK
OLD NORWICH ROAD IPSWICH WHITTON Edge of Town Residential Zone Number of dwellings: 60.00 DWELLS			
			Survey Type: Manual

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.053	0.184	0.237
08:00-09:00	2	57	0.184	0.465	0.649
09:00-10:00	2	57	0.307	0.316	0.623
10:00-11:00	2	57	0.184	0.211	0.395
11:00-12:00	2	57	0.088	0.096	0.184
12:00-13:00	2	57	0.149	0.132	0.281
13:00-14:00	2	57	0.132	0.088	0.220
14:00-15:00	2	57	0.202	0.132	0.334
15:00-16:00	2	57	0.246	0.158	0.404
16:00-17:00	2	57	0.272	0.158	0.430
17:00-18:00	2	57	0.167	0.088	0.255
18:00-19:00	2	57	0.140	0.096	0.236
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.124	2.124	4.248

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.070	0.342	0.412
08:00-09:00	2	57	0.281	1.228	1.509
09:00-10:00	2	57	0.500	0.596	1.096
10:00-11:00	2	57	0.368	0.430	0.798
11:00-12:00	2	57	0.158	0.193	0.351
12:00-13:00	2	57	0.316	0.289	0.605
13:00-14:00	2	57	0.219	0.158	0.377
14:00-15:00	2	57	0.456	0.237	0.693
15:00-16:00	2	57	0.719	0.333	1.052
16:00-17:00	2	57	0.632	0.307	0.939
17:00-18:00	2	57	0.447	0.140	0.587
18:00-19:00	2	57	0.272	0.211	0.483
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.438	4.464	8.902

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.000	0.000
08:00-09:00	2	57	0.009	0.070	0.079
09:00-10:00	2	57	0.026	0.018	0.044
10:00-11:00	2	57	0.009	0.009	0.018
11:00-12:00	2	57	0.009	0.009	0.018
12:00-13:00	2	57	0.009	0.018	0.027
13:00-14:00	2	57	0.000	0.000	0.000
14:00-15:00	2	57	0.018	0.000	0.018
15:00-16:00	2	57	0.044	0.000	0.044
16:00-17:00	2	57	0.018	0.009	0.027
17:00-18:00	2	57	0.018	0.009	0.027
18:00-19:00	2	57	0.018	0.009	0.027
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.178	0.151	0.329

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.000	0.000
08:00-09:00	2	57	0.000	0.000	0.000
09:00-10:00	2	57	0.000	0.000	0.000
10:00-11:00	2	57	0.000	0.000	0.000
11:00-12:00	2	57	0.000	0.000	0.000
12:00-13:00	2	57	0.000	0.000	0.000
13:00-14:00	2	57	0.000	0.000	0.000
14:00-15:00	2	57	0.000	0.000	0.000
15:00-16:00	2	57	0.000	0.000	0.000
16:00-17:00	2	57	0.000	0.000	0.000
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.000	0.000
08:00-09:00	2	57	0.000	0.000	0.000
09:00-10:00	2	57	0.000	0.000	0.000
10:00-11:00	2	57	0.009	0.000	0.009
11:00-12:00	2	57	0.000	0.009	0.009
12:00-13:00	2	57	0.000	0.000	0.000
13:00-14:00	2	57	0.009	0.000	0.009
14:00-15:00	2	57	0.000	0.009	0.009
15:00-16:00	2	57	0.000	0.000	0.000
16:00-17:00	2	57	0.000	0.000	0.000
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.018	0.018	0.036

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	08/11/2024 - 08/11/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.009	0.009	0.018
08:00-09:00	2	57	0.035	0.035	0.070
09:00-10:00	2	57	0.044	0.035	0.079
10:00-11:00	2	57	0.026	0.035	0.061
11:00-12:00	2	57	0.018	0.026	0.044
12:00-13:00	2	57	0.018	0.009	0.027
13:00-14:00	2	57	0.018	0.026	0.044
14:00-15:00	2	57	0.035	0.026	0.061
15:00-16:00	2	57	0.018	0.018	0.036
16:00-17:00	2	57	0.018	0.018	0.036
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.026	0.026	0.052
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.265	0.263	0.528

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.

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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.044	0.175	0.219
08:00-09:00	2	57	0.132	0.421	0.553
09:00-10:00	2	57	0.228	0.254	0.482
10:00-11:00	2	57	0.140	0.140	0.280
11:00-12:00	2	57	0.044	0.044	0.088
12:00-13:00	2	57	0.123	0.114	0.237
13:00-14:00	2	57	0.070	0.053	0.123
14:00-15:00	2	57	0.158	0.061	0.219
15:00-16:00	2	57	0.211	0.114	0.325
16:00-17:00	2	57	0.237	0.123	0.360
17:00-18:00	2	57	0.149	0.088	0.237
18:00-19:00	2	57	0.088	0.044	0.132
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.624	1.631	3.255

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.000	0.000
08:00-09:00	2	57	0.018	0.000	0.018
09:00-10:00	2	57	0.026	0.026	0.052
10:00-11:00	2	57	0.009	0.026	0.035
11:00-12:00	2	57	0.026	0.018	0.044
12:00-13:00	2	57	0.009	0.009	0.018
13:00-14:00	2	57	0.026	0.009	0.035
14:00-15:00	2	57	0.009	0.035	0.044
15:00-16:00	2	57	0.009	0.018	0.027
16:00-17:00	2	57	0.009	0.009	0.018
17:00-18:00	2	57	0.009	0.000	0.009
18:00-19:00	2	57	0.009	0.000	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.159	0.150	0.309

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.000	0.000
08:00-09:00	2	57	0.000	0.009	0.009
09:00-10:00	2	57	0.009	0.000	0.009
10:00-11:00	2	57	0.000	0.009	0.009
11:00-12:00	2	57	0.000	0.000	0.000
12:00-13:00	2	57	0.000	0.000	0.000
13:00-14:00	2	57	0.009	0.000	0.009
14:00-15:00	2	57	0.000	0.000	0.000
15:00-16:00	2	57	0.009	0.009	0.018
16:00-17:00	2	57	0.009	0.009	0.018
17:00-18:00	2	57	0.009	0.000	0.009
18:00-19:00	2	57	0.018	0.026	0.044
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.063	0.062	0.125

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.053	0.254	0.307
08:00-09:00	2	57	0.219	0.693	0.912
09:00-10:00	2	57	0.386	0.404	0.790
10:00-11:00	2	57	0.219	0.325	0.544
11:00-12:00	2	57	0.096	0.105	0.201
12:00-13:00	2	57	0.193	0.167	0.360
13:00-14:00	2	57	0.132	0.088	0.220
14:00-15:00	2	57	0.272	0.149	0.421
15:00-16:00	2	57	0.351	0.211	0.562
16:00-17:00	2	57	0.430	0.228	0.658
17:00-18:00	2	57	0.246	0.096	0.342
18:00-19:00	2	57	0.167	0.114	0.281
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.764	2.834	5.598

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.

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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.018	0.061	0.079
08:00-09:00	2	57	0.053	0.342	0.395
09:00-10:00	2	57	0.088	0.158	0.246
10:00-11:00	2	57	0.140	0.096	0.236
11:00-12:00	2	57	0.053	0.079	0.132
12:00-13:00	2	57	0.105	0.105	0.210
13:00-14:00	2	57	0.079	0.070	0.149
14:00-15:00	2	57	0.132	0.079	0.211
15:00-16:00	2	57	0.246	0.114	0.360
16:00-17:00	2	57	0.132	0.070	0.202
17:00-18:00	2	57	0.184	0.035	0.219
18:00-19:00	2	57	0.088	0.088	0.176
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.318	1.297	2.615

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	17/09/2013 - 08/11/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.026	0.026
08:00-09:00	2	57	0.000	0.123	0.123
09:00-10:00	2	57	0.000	0.018	0.018
10:00-11:00	2	57	0.000	0.000	0.000
11:00-12:00	2	57	0.000	0.000	0.000
12:00-13:00	2	57	0.009	0.000	0.009
13:00-14:00	2	57	0.009	0.000	0.009
14:00-15:00	2	57	0.035	0.009	0.044
15:00-16:00	2	57	0.079	0.009	0.088
16:00-17:00	2	57	0.053	0.000	0.053
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.185	0.185	0.370

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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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	08/11/2024 - 08/11/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.018	0.018
08:00-09:00	2	57	0.000	0.088	0.088
09:00-10:00	2	57	0.000	0.018	0.018
10:00-11:00	2	57	0.000	0.000	0.000
11:00-12:00	2	57	0.000	0.000	0.000
12:00-13:00	2	57	0.009	0.000	0.009
13:00-14:00	2	57	0.009	0.000	0.009
14:00-15:00	2	57	0.026	0.009	0.035
15:00-16:00	2	57	0.061	0.009	0.070
16:00-17:00	2	57	0.035	0.000	0.035
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.140	0.142	0.282

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.

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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	08/11/2024 - 08/11/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.000	0.000
08:00-09:00	2	57	0.000	0.000	0.000
09:00-10:00	2	57	0.000	0.000	0.000
10:00-11:00	2	57	0.000	0.000	0.000
11:00-12:00	2	57	0.000	0.000	0.000
12:00-13:00	2	57	0.000	0.000	0.000
13:00-14:00	2	57	0.000	0.000	0.000
14:00-15:00	2	57	0.000	0.000	0.000
15:00-16:00	2	57	0.000	0.000	0.000
16:00-17:00	2	57	0.000	0.000	0.000
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	2	57	0.000	0.009	0.009
08:00-09:00	2	57	0.000	0.035	0.035
09:00-10:00	2	57	0.000	0.000	0.000
10:00-11:00	2	57	0.000	0.000	0.000
11:00-12:00	2	57	0.000	0.000	0.000
12:00-13:00	2	57	0.000	0.000	0.000
13:00-14:00	2	57	0.000	0.000	0.000
14:00-15:00	2	57	0.009	0.000	0.009
15:00-16:00	2	57	0.018	0.000	0.018
16:00-17:00	2	57	0.018	0.000	0.018
17:00-18:00	2	57	0.000	0.000	0.000
18:00-19:00	2	57	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.045	0.044	0.089

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.

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Audit Code: eaa0935a-3d34-4657-bd20-4c6f14812214

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	08/11/2024 - 08/11/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ON	LUTON
		1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
		1 day

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

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	54 to 147 (units:DWELLS)
Range Selected by User:	50 to 150 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	09/07/91 to 10/11/25

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
Thursday	2 days

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

Selected survey types:	
Manual count	3
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	3 days

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	3 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	3 days

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Secondary Filtering Selection:

Use Class:

C3	3 surveys
----	-----------

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

Population within 500m Range:

1304 - 4800

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 surveys

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	3 surveys
------------	-----------

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.

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

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 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

1	KS-03-D-01	BLOCK OF FLATS	KIRKLEES
CARR STREET HECKMONDWIKE LIVERSEDGE Edge of Town Residential Zone Number of dwellings: 56.00 DWELLS			
			Survey Type: Unknown
2	ON-03-D-01	BLOCKS OF FLATS	LUTON
HANDCROSS ROAD LUTON SLAUGHTER'S WOOD Edge of Town Residential Zone Number of dwellings: 147.00 DWELLS			
			Survey Type: Unknown
3	WM-03-D-02	BLOCKS OF FLATS	WEST MIDLANDS
BRANCH ROAD BIRMINGHAM KINGS NORTON Edge of Town Residential Zone Number of dwellings: 84.00 DWELLS			
			Survey Type: Unknown

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	96	0.014	0.098	0.112
08:00-09:00	3	96	0.059	0.087	0.146
09:00-10:00	3	96	0.073	0.101	0.174
10:00-11:00	3	96	0.080	0.084	0.164
11:00-12:00	3	96	0.101	0.118	0.219
12:00-13:00	3	96	0.111	0.066	0.177
13:00-14:00	3	96	0.101	0.105	0.206
14:00-15:00	3	96	0.080	0.111	0.191
15:00-16:00	3	96	0.070	0.059	0.129
16:00-17:00	3	96	0.087	0.063	0.150
17:00-18:00	3	96	0.153	0.073	0.226
18:00-19:00	3	96	0.160	0.087	0.247
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.089	1.052	2.141

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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Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	07/03/2002 - 09/11/2015
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	96	0.000	0.000	0.000
08:00-09:00	3	96	0.000	0.007	0.007
09:00-10:00	3	96	0.000	0.000	0.000
10:00-11:00	3	96	0.003	0.000	0.003
11:00-12:00	3	96	0.000	0.000	0.000
12:00-13:00	3	96	0.003	0.000	0.003
13:00-14:00	3	96	0.000	0.000	0.000
14:00-15:00	3	96	0.000	0.000	0.000
15:00-16:00	3	96	0.000	0.000	0.000
16:00-17:00	3	96	0.000	0.000	0.000
17:00-18:00	3	96	0.000	0.000	0.000
18:00-19:00	3	96	0.003	0.000	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.007	0.016

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.

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Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	07/03/2002 - 07/03/2002
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	96	0.000	0.000	0.000
08:00-09:00	3	96	0.000	0.000	0.000
09:00-10:00	3	96	0.000	0.000	0.000
10:00-11:00	3	96	0.000	0.000	0.000
11:00-12:00	3	96	0.000	0.000	0.000
12:00-13:00	3	96	0.000	0.000	0.000
13:00-14:00	3	96	0.000	0.000	0.000
14:00-15:00	3	96	0.003	0.003	0.006
15:00-16:00	3	96	0.000	0.000	0.000
16:00-17:00	3	96	0.003	0.003	0.006
17:00-18:00	3	96	0.000	0.000	0.000
18:00-19:00	3	96	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.006	0.006	0.012

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.

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Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	01/05/2014 - 09/11/2015
Number of weekdays (Monday-Friday):	2
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.

Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	96	0.000	0.000	0.000
08:00-09:00	3	96	0.000	0.000	0.000
09:00-10:00	3	96	0.000	0.000	0.000
10:00-11:00	3	96	0.003	0.003	0.006
11:00-12:00	3	96	0.000	0.000	0.000
12:00-13:00	3	96	0.000	0.000	0.000
13:00-14:00	3	96	0.007	0.007	0.014
14:00-15:00	3	96	0.000	0.000	0.000
15:00-16:00	3	96	0.000	0.000	0.000
16:00-17:00	3	96	0.010	0.007	0.017
17:00-18:00	3	96	0.000	0.000	0.000
18:00-19:00	3	96	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.017	0.037

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.

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Audit Code: cab979d4-d0b4-42e1-ae9e-71b3f340b964

Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: DWELLS)
Survey date date range:	07/03/2002 - 09/11/2015
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

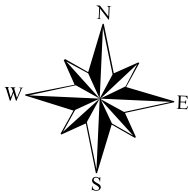
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APPENDIX F

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Hertfordshire County Council
Date: 27/02/2026



Codicote Road
WELWYN

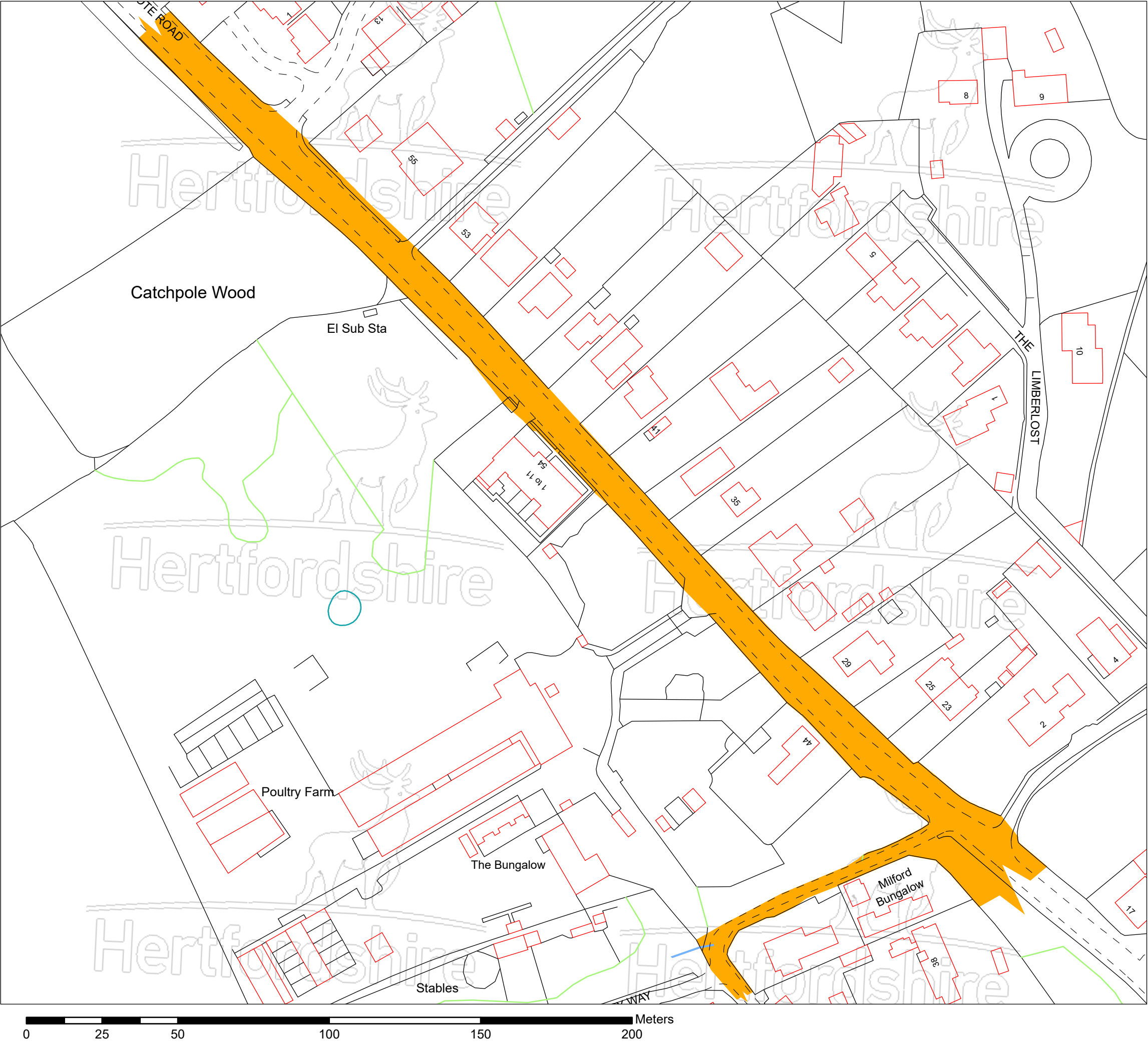


Scale at A3

1:1,250

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APPENDIX G



Former Big Cat Sanctuary, Codicote Road, Welwyn

ROAD SAFETY AUDIT RESPONSE REPORT

for Proposed Residential Development
on behalf of Howarth Homes

2026/9154/RSAR01

June 2026

AUDIT DETAILS

Audit Title:	Former Big Cat Sanctuary, Codicote Road, Welwyn
Audit Stage:	Stage 1
Date:	June 2026
Document Reference and Revision:	SB-MG-26-5233-RSA1
Prepared By:	The Safety Forum

AUTHORISATION SHEET

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Organisation:	RGP Consulting Engineers
Date:	01/07/2026
Approved by:	Overseeing Organisation
Name:	
Position:	
Signed:	
Organisation:	Hertfordshire County Council
Date:	

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Appendices

Appendix A	Stage 1 Road Safety Audit
------------	---------------------------

1 INTRODUCTION

Overview

This Road Safety Audit (RSA) Response Report has been prepared to inform the Stage 1 Road Safety Audit process in relation to the proposed residential development of the former Big Cat Sanctuary at 46-52 Codicote Road, Welwyn, Hertfordshire.

The site is situated between the villages and associated local centres of Codicote and Welwyn. The majority of the site boundary (red line) falls within the planning jurisdiction of North Hertfordshire District Council (NHDC), with the frontage of the site lying within Welwyn Hatfield Borough Council (WHBC). Notwithstanding this, the site in its entirety falls within the administrative area of Hertfordshire County Council (HCC), which acts as the County Highway Authority and statutory consultee in respect of highway matters.

The site has historically accommodated a variety of commercial uses, including a sanctuary for small wild cats, a poultry farm and a farm shop/retail use. The frontage land is also used for grazing. The proposals comprise the demolition of all existing buildings to construct a residential scheme of around 106 new homes.

The proposed development comprises the closure of the existing points of vehicular access and the formation of a new all-purpose access to facilitate the development. Improvements to the existing footway width and pedestrian crossing facilities are also proposed.

Stage 1 Road Safety Audit

To supplement the planning application submission an independent Stage 1 Road Safety Audit (RSA) has been commissioned. The RSA was carried out between 23rd and 29th June 2026 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project. A copy of the Stage 1 Road Safety Audit (Ref: SB-MG-25-5233-RSA1) is attached at **Appendix A**.

The Road Safety Audit Brief was supplied by RGP. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.

Scope of this RSA Response Report

RGP, appointed as transport consultant and Designer, has been commissioned by the Applicant to provide a Road Safety Audit Response Report to address the items raised within the Stage 1 Road Safety Audit. This Road Safety Audit Response Report has been prepared in accordance with the Design Manual for Roads and Bridges 'General Information' document GG 119 'Road Safety Audit'.

GG 119 confirms that:

"The objective of the road safety audit is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve safety. It is important to note that road safety audit is not intended to be a technical check of compliance with requirements".

RGP, as the Design Organisation, has therefore fully considered the problems and recommendations raised within the Stage 1 RSA report, mindful of the above paragraph.

This RSA Response Report includes all the problems raised and recommendations made by the Road Safety Audit Team and provides RGP's response to these issues.

2 ITEMS CONSIDERED

The following drawings and reference documents were supplied to the Audit Team and considered as part of the Audit review process.

Drawing/Report Number	Revision	Title
CRW-RGP-XX-XX-DR-T-001	P02	Proposed Access Arrangements
CRW-RGP-XX-XX-DR-T-002	P02	Proposed Site Layout
25025 P101	L	Swept Path Assessment – Refuse Vehicle
2026/9154/RSAB01	-	Stage 1 Road Safety Audit Brief

3 MATTERS ARISING FROM THE STAGE 1 ROAD SAFETY AUDIT

Problem 3.1

Location:	Proposed development access, Codicote Road.
Summary:	Existing street furniture may be vulnerable to vehicular strikes due to insufficient lateral clearance or may cause injury to pedestrians
Problem:	During the site visit, it was observed that a lamp column is currently positioned on the footway on the southern side of Codicote Road. From the details provided, it is unclear where this will end up being located. There is concern that the lamp column will be situated in the centre of the footway, potentially creating an unexpected obstruction for blind or partially sighted pedestrians. This may increase the risk of personal injury at this location. Further an inappropriately sited lamp column may be vulnerable to vehicular strikes due to insufficient lateral clearance.
Audit Team Recommendation:	The Audit Team recommend that street furniture is sited appropriately.

Design Team Response

Agreed. The existing lighting column is located within the footprint of the proposed access and will therefore require relocation. Drawing **CRW-RGP-XX-XX-DR-T-001** has been updated to include a note confirming this.

The position of all street lighting, street furniture and statutory undertakers' apparatus that may be affected by the proposed highway works will be reviewed as part of the detailed design process. Any affected assets will be removed, protected or relocated, as appropriate, in consultation with the relevant highway authority and statutory undertakers.

Problem 3.2

Location:	General, throughout the scheme extents.
Summary:	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.
Problem:	At this stage of audit drainage proposals have not been provided. At the time of the site visit, evidence of ponding was noted at the location of the proposed pedestrian crossing facility. Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians.
Audit Team Recommendation:	The Audit Team recommend that new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.

Design Team Response

Agreed. Detailed surface water drainage proposals do not form part of the Stage 1 Road Safety Audit process. The planning application will be supported by a Flood Risk Assessment and Drainage Strategy, which will set out the proposed drainage arrangements.

The detailed design of the surface water drainage system will be developed and reviewed during the subsequent detailed design stage.

Problem 3.3

Location:	General, throughout the scheme extents.
Summary:	Conspicuity of proposed measures during the hours of darkness.
Problem:	The site visit has established that there is currently street lighting within the scheme extents however, the current levels of lighting may not be sufficient for the proposed improvements. A lack of street lighting may increase the risk of dark collisions in the vicinity of the roundabout.
Audit Team Recommendation:	The Audit Team recommend that checks are undertaken to ensure the lighting levels throughout the scheme extents are sufficient and that appropriate lighting is included as part of the proposals.

Design Team Response

Agreed. Detailed lighting proposals do not form part of the Stage 1 Road Safety Audit process and are not required at the planning stage. The detailed design of the street lighting will be developed and reviewed during the subsequent detailed design stage.

Problem 3.4

Location:	Proposed development access, Codicote Road
Summary:	Reduced visibility splay may increase the risk of vehicle pull-out type collisions.
Problem:	The site visit has established that the achievable visibility splay to the left when exiting may be impacted upon by the presence of overhanging vegetation. A lack of visibility at the junction may increase the risk of pull out type collisions
Audit Team Recommendation:	The Audit Team recommend that the achievable visibility splays are not compromised.

Design Team Response

Agreed. All vegetation overhanging the public highway that might compromise visibility splays will be cut-back/removed. This is confirmed on drawing **CRW-RGP-XX-XX-DR-T-001**. This works would be agreed and undertaken at the detailed design stage. Following adoption of the highway works, any future maintenance of overhanging vegetation will be the ongoing responsibility of the Highway Authority.

Problem 3.5

Location:	Proposed uncontrolled crossing, Codicote Road
Summary:	Reduced pedestrian-to-driver intervisibility may result in vehicle-to-pedestrian collisions.
Problem:	The site visit has established that the pedestrian-to-driver intervisibility when looking to the right from the northern kerblines of Codicote Road may be impacted by the presence of existing vegetation. A lack of intervisibility may increase the risk of pedestrians crossing into the path of vehicles and sustaining injury.
Audit Team Recommendation:	The Audit Team recommend that adequate and compliant pedestrian-to-driver intervisibility splay is achieved for pedestrians waiting to cross Codicote Road.

Design Team Response

Agreed. All vegetation overhanging the public highway that might compromise visibility splays will be cut-back/removed. This is confirmed on drawing **CRW-RGP-XX-XX-DR-T-004**. This work would be agreed upon and undertaken at the detailed design stage.

Following adoption of the highway works, any future maintenance of overhanging vegetation will be the ongoing responsibility of the Highway Authority.

Problem 3.6

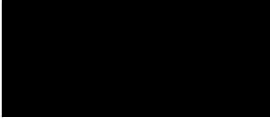
Location:	General, throughout the scheme extents.
Summary:	Insufficient carriageway widths may increase the risk of vehicle to vehicle side swipe type collisions.
Problem:	At this stage of Audit, whilst some vehicle swept paths have been provided for the tight 90 degree bends in the carriageway within the development site, vehicle swept paths have not been provided showing two vehicles passing each other at these locations. This may increase the risk of kerb strikes or footway overrun resulting in single vehicle loss of control or vehicle to pedestrian type collisions as well as side strike and head-on type collisions if the carriageway width is insufficient
Audit Team Recommendation:	The Audit Team recommend that recommend vehicle swept paths are carried out for all turning movements for Design Vehicles that are likely to be using the proposed development. The vehicle swept paths should be safely accommodated within the available carriageway area without overrunning adjacent footway areas. They should also demonstrate that U-turns can be undertaken where cul-de-sacs are proposed and that carriageway width around bends are adequate to enable two vehicles to pass each other safely within their own lanes.

Design Team Response

Agreed. The proposed carriageway widths throughout the development typically range between 4.8m and 5.5m, which are appropriate to accommodate two-way car movements. Drawing **CRW-RGP-XX-XX-DR-T-005** demonstrates that cars are able to pass one another throughout the internal road network. The layout is also expected to accommodate a car passing a delivery vehicle where necessary, although such occurrences are anticipated to be infrequent, particularly on the corners/bends.

Drawings **CRW-RGP-XX-XX-DR-T-002** and **CRW-RGP-XX-XX-DR-T-003** demonstrate that the proposed layout can accommodate the swept paths of a refuse vehicle and a fire appliance, respectively. In accordance with the guidance contained within *Manual for Streets*, it is not necessary to design the carriageway to enable cars to pass these larger vehicles at all locations, given the infrequent nature of their movements and the likelihood that such visits will generally occur during periods of lower traffic demand. Nevertheless, opportunities for vehicles to pass are available along the straighter sections of the internal road.

4 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Stuart Jones
Signed:	
Position:	Technical Director
Organisation:	RGP Consulting Engineers Limited
Date:	1 st July 2026

5 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

APPENDIX A



FORMER BIG CAT SANCTUARY CODICOTE ROAD, WELWYN

Proposed Access Arrangements

Stage 1 Road Safety Audit

June 2026

SB-MG-26-5233-RSA1

Report title:	Former Big Cat Sanctuary, Codicote, Welwyn – Proposed Access Arrangements - RSA 1
Date:	30/06/26
Document reference and revision:	SB-MG-26-5233-RSA1
Prepared by:	The Safety Forum
On behalf of:	Hertfordshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	S Bowie	M Gatti		30/06/26
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP	The Safety Forum Ltd
Old Mill Studios, Fry's Yard, 37-40 Bridge Street Godalming, GU7 1HP	Polygon Yard 39A Islington Road Bristol BS3 1QB
	Date: 30/06/26

TABLE OF CONTENTS

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3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.	6
4.0 AUDIT TEAM STATEMENT	9

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangement associated with the Former Big Cat Sanctuary.
- 1.2 The proposed development comprises the closure of the existing points of vehicular access and the formation of a new all-purpose access to facilitate the development. Improvements to the existing footway width and pedestrian crossing facilities are also proposed.
- 1.3 The Stage 1 RSA was carried out at the request of RGP.
- 1.4 The Road Safety Audit Brief was supplied by RGP. The overseeing organisation is Hertfordshire County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out between 23rd and 29th June 2026 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

S Bowie - Team Leader
IEng MICE FIHE MCIHT MSoRSA RSA Certificate of Competence

Mario Gatti – Team Member
MCIHT MSoRSA HE RSA Certificate of Competency

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 23rd June 2026, between 20:00 and 21:00 hours by all members of the Audit Team together. The weather was hot and sunny. The road surface was dry. Traffic conditions were light. No pedestrians and no cyclists were observed during the time of site inspections.
- 1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
CRW-RGP-XX-XX-DR-T-001	P02	Proposed Access Arrangements
25025 P101	L	Proposed Site Layout
CRW-RGP-XX-XX-DR-T-002	P02	Swept Path Assessment Refuse Vehicle

Document Filename	Rev/ Date	Title
2026/9154/RSA01	22.06.2026	Stage 1 Road Safety Audit Brief

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Proposed development access, Codicote Road.

SUMMARY: Existing street furniture may be vulnerable to vehicular strikes due to insufficient lateral clearance or may cause injury to pedestrians

During the site visit, it was observed that a lamp column is currently positioned on the footway on the southern side of Codicote Road. From the details provided, it is unclear where this will end up being located. There is concern that the lamp column will be situated in the centre of the footway, potentially creating an unexpected obstruction for blind or partially sighted pedestrians. This may increase the risk of personal injury at this location. Further an inappropriately sited lamp column may be vulnerable to vehicular strikes due to insufficient lateral clearance.

RECOMMENDATION

The Audit Team recommend that street furniture is sited appropriately.

3.2 PROBLEM

LOCATION: General, throughout the scheme extents.

SUMMARY: Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.

At this stage of audit drainage proposals have not been provided. At the time of the site visit, evidence of ponding was noted at the location of the proposed pedestrian crossing facility.

Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians.

RECOMMENDATION

The Audit Team recommend that new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.

3.3 PROBLEM

LOCATION: General, throughout the scheme extents.

SUMMARY: Conspicuity of proposed measures during the hours of darkness.

The site visit has established that there is currently street lighting within the scheme extents however, the current levels of lighting may not be sufficient for the proposed improvements.

A lack of street lighting may increase the risk of dark collisions in the vicinity of the roundabout.

RECOMMENDATION

The Audit Team recommend that checks are undertaken to ensure the lighting levels throughout the scheme extents are sufficient and that appropriate lighting is included as part of the proposals.

3.4 PROBLEM

LOCATION: Proposed development access, Codicote Road

SUMMARY: Reduced visibility splay may increase the risk of vehicle pull-out type collisions.

The site visit has established that the achievable visibility splay to the left when exiting may be impacted upon by the presence of overhanging vegetation.

A lack of visibility at the junction may increase the risk of pull out type collisions

RECOMMENDATION

The Audit Team recommend that the achievable visibility splays are not compromised.

3.5 PROBLEM

LOCATION: Proposed uncontrolled crossing, Codicote Road.

SUMMARY: Reduced pedestrian to driver intervisibility may result in vehicle to pedestrian type collisions.

The site visit has established that the pedestrian to driver intervisibility when looking to the right from the northern kerbline of Codicote Road may be impacted upon by the presence of existing vegetation.

A lack of intervisibility may increase the risk of pedestrians crossing into the path of vehicles and sustaining injury

RECOMMENDATION

The Audit Team recommend that adequate and compliant pedestrian to driver intervisibility splay is achieved for pedestrians waiting to cross Codicote Road.

3.6 PROBLEM

LOCATION: General, throughout the scheme extents.

SUMMARY: Insufficient carriageway widths may increase the risk of vehicle to vehicle side swipe type collisions.

At this stage of audit, whilst some vehicle swept paths have been provided for the tight 90 degree bends in the carriageway within the development site, vehicle swept paths have not been provided showing two vehicles passing each other at these locations.

This may increase the risk of kerb strikes or footway overrun resulting in single vehicle loss of control or vehicle to pedestrian type collisions as well as side strike and head-on type collisions if the carriageway width is insufficient

RECOMMENDATION

The Audit Team recommend that recommend vehicle swept paths are carried out for all turning movements for Design Vehicles that are likely to be using the proposed development. The vehicle swept paths should be safely accommodated within the available carriageway area without overrunning adjacent footway areas. They should also demonstrate that U-turns can be undertaken where cul-de-sacs are proposed and that carriageway width around bends are adequate to enable two vehicles to pass each other safely within their own lanes.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: Sarah Bowie
Position: Road Safety Auditor
The Safety Forum Ltd
Polygon Yard
39A Islington Road
Bristol
BS3 1QB

Signed: 

Date: 29.06.2026

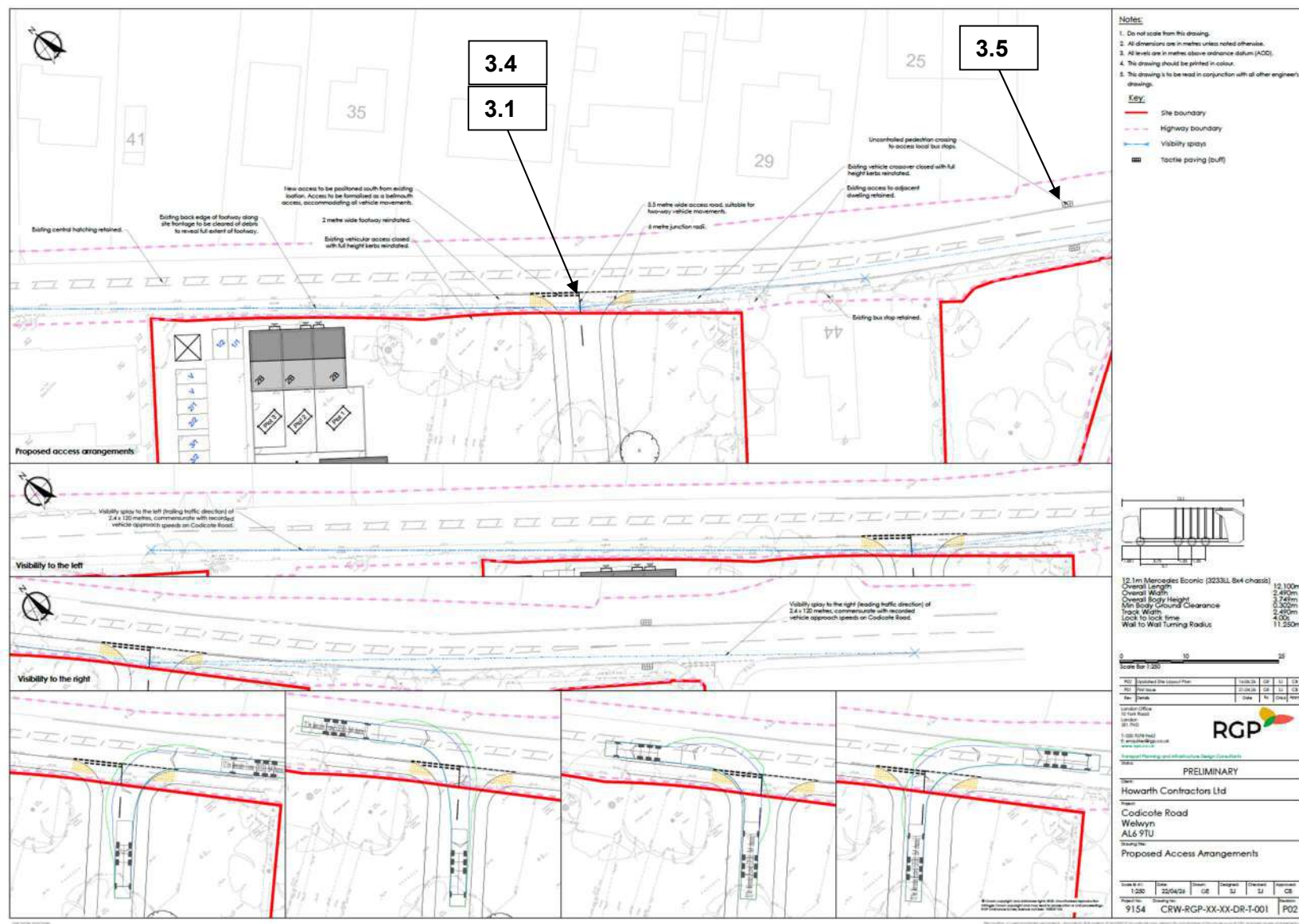
AUDIT TEAM MEMBER

Name: Mario Gatti
Position: Road Safety Auditor
The Safety Forum Ltd
Polygon Yard
39A Islington Road
Bristol
BS3 1QB

Signed: 

Date: 29.09.2026

APPENDIX A: LOCATION PLAN







RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

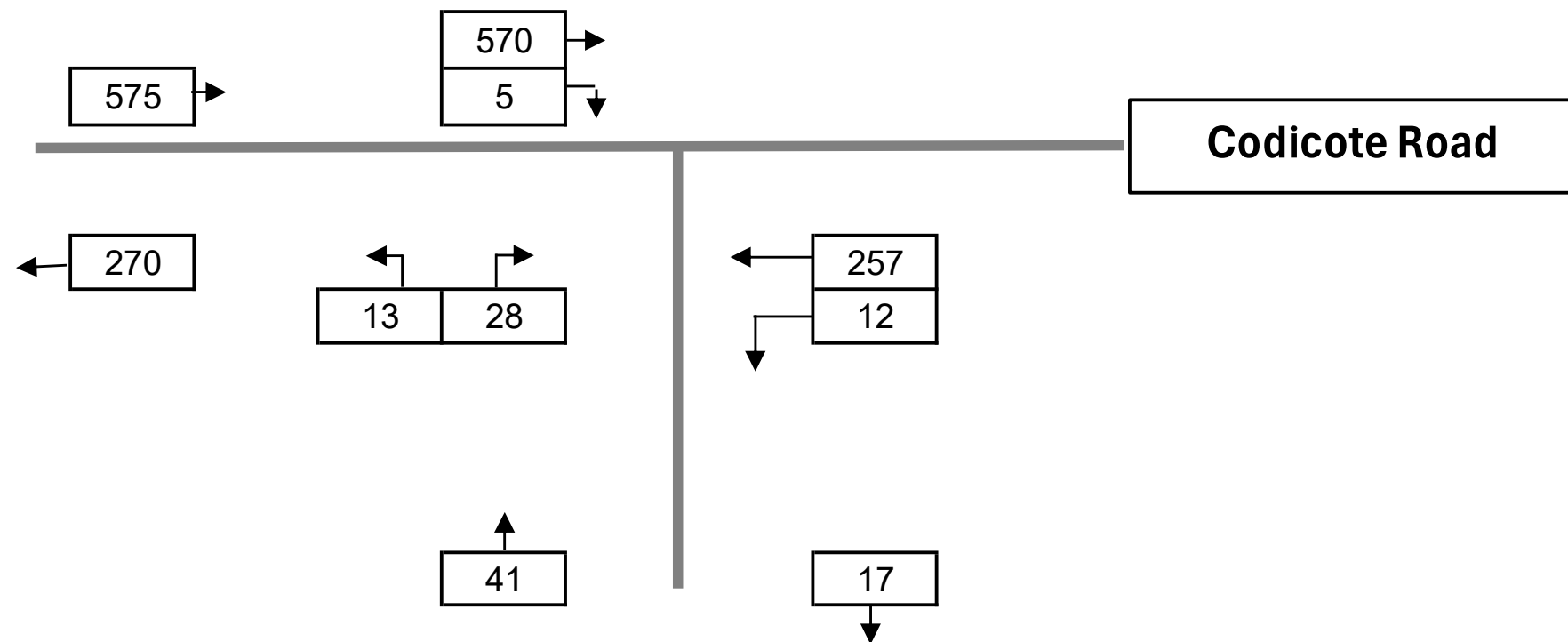
www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662



APPENDIX H



2026 Base AM

Drawn by:

WF

Job No.:

8154

Date:

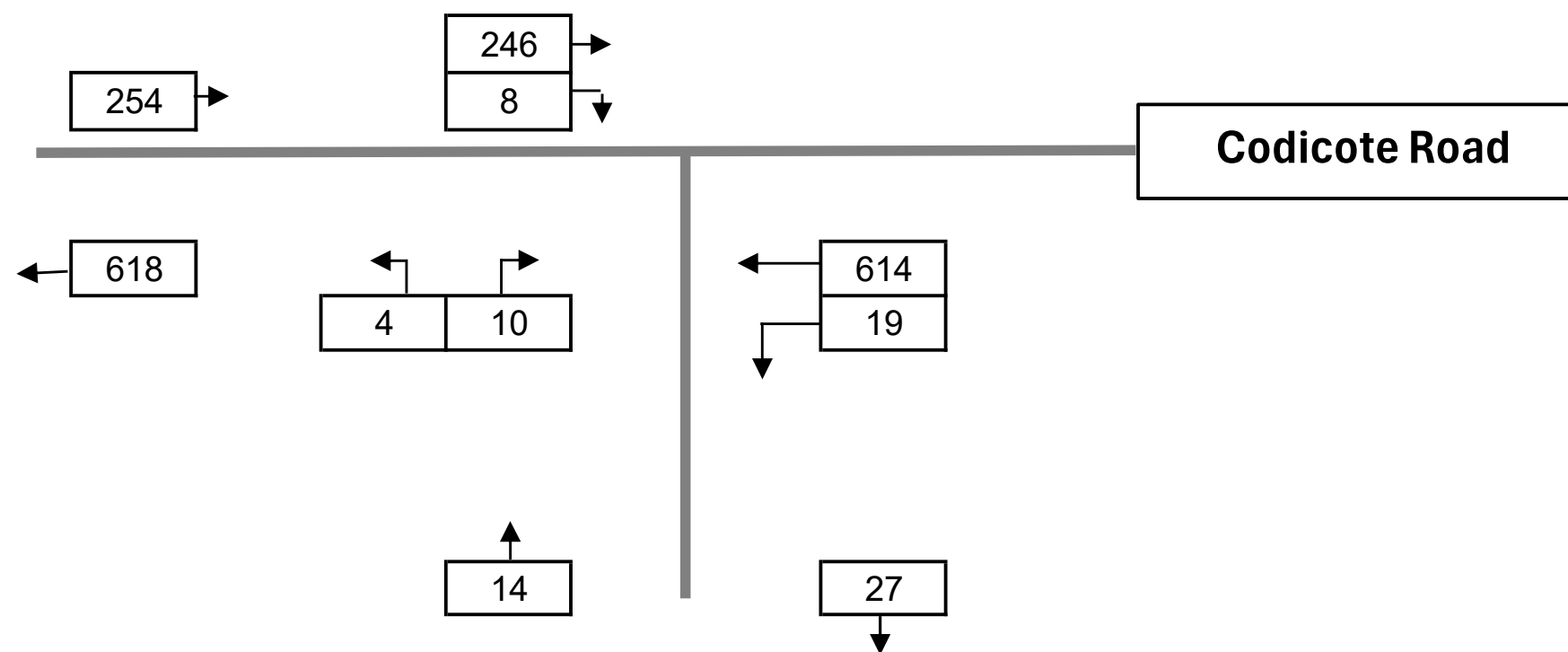
30/06/2026

Checked by:

WF

Approved by:

SJ



2026 Base PM

Drawn by:

WF

Job No.:

8154

Date:

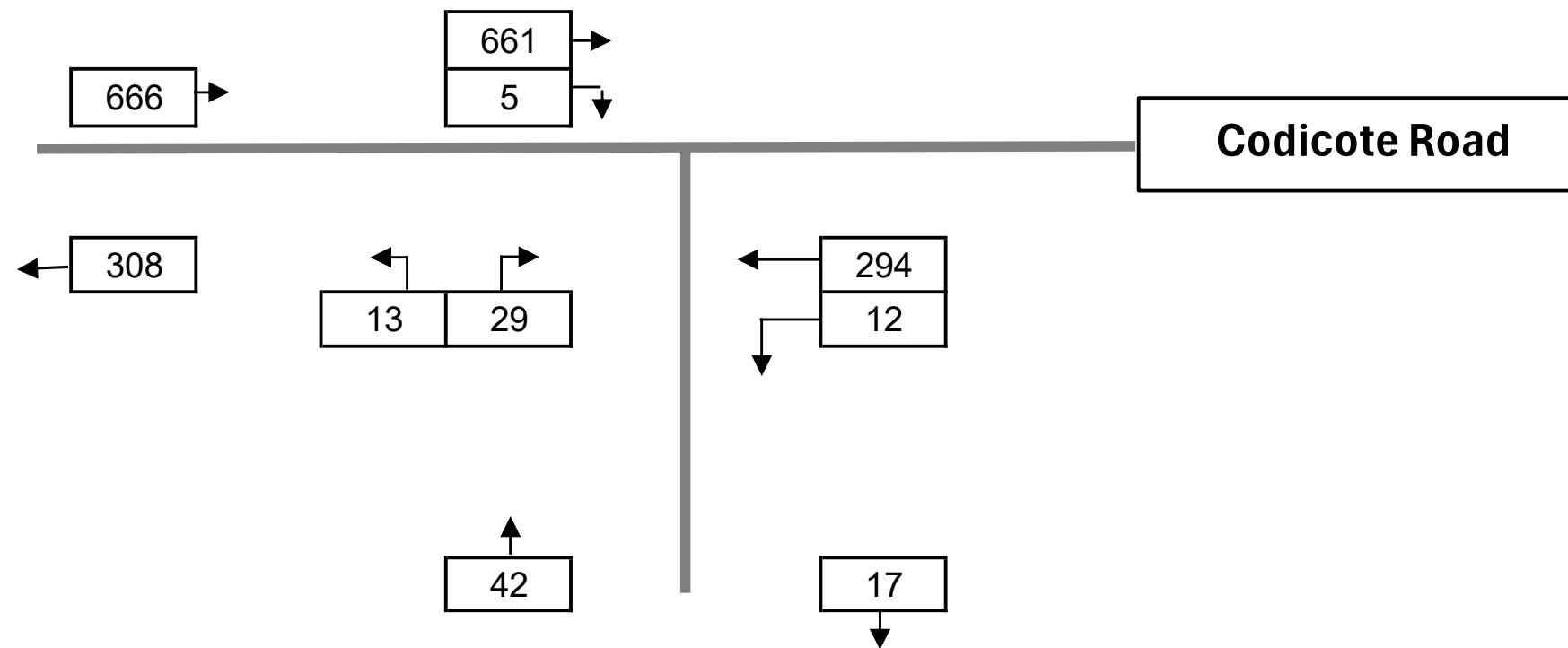
30/06/2026

Checked by:

WF

Approved by:

SJ



2029 Future Year AM

Drawn by:

WF

Job No.:

8154

Date:

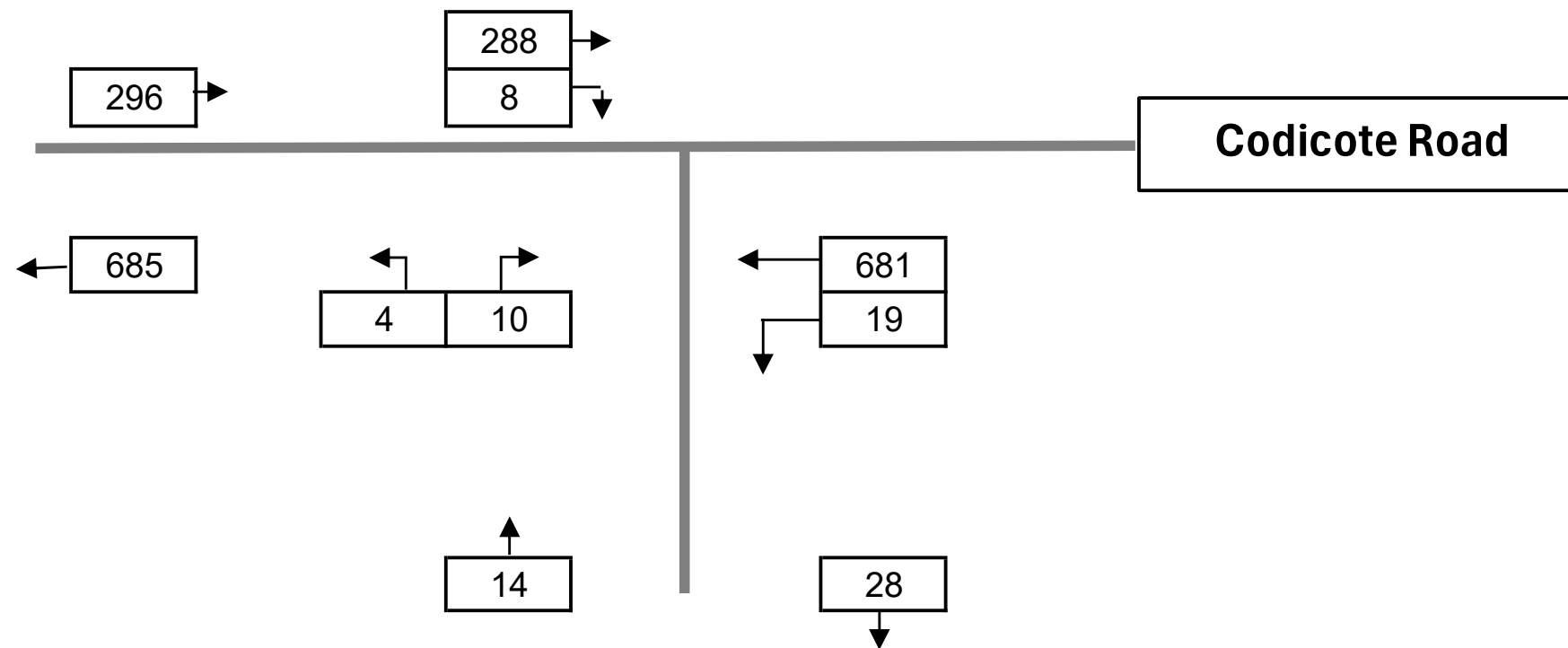
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Checked by:

WF

Approved by:

SJ



2029 Future Year PM

Drawn by:

WF

Job No.:

8154

Date:

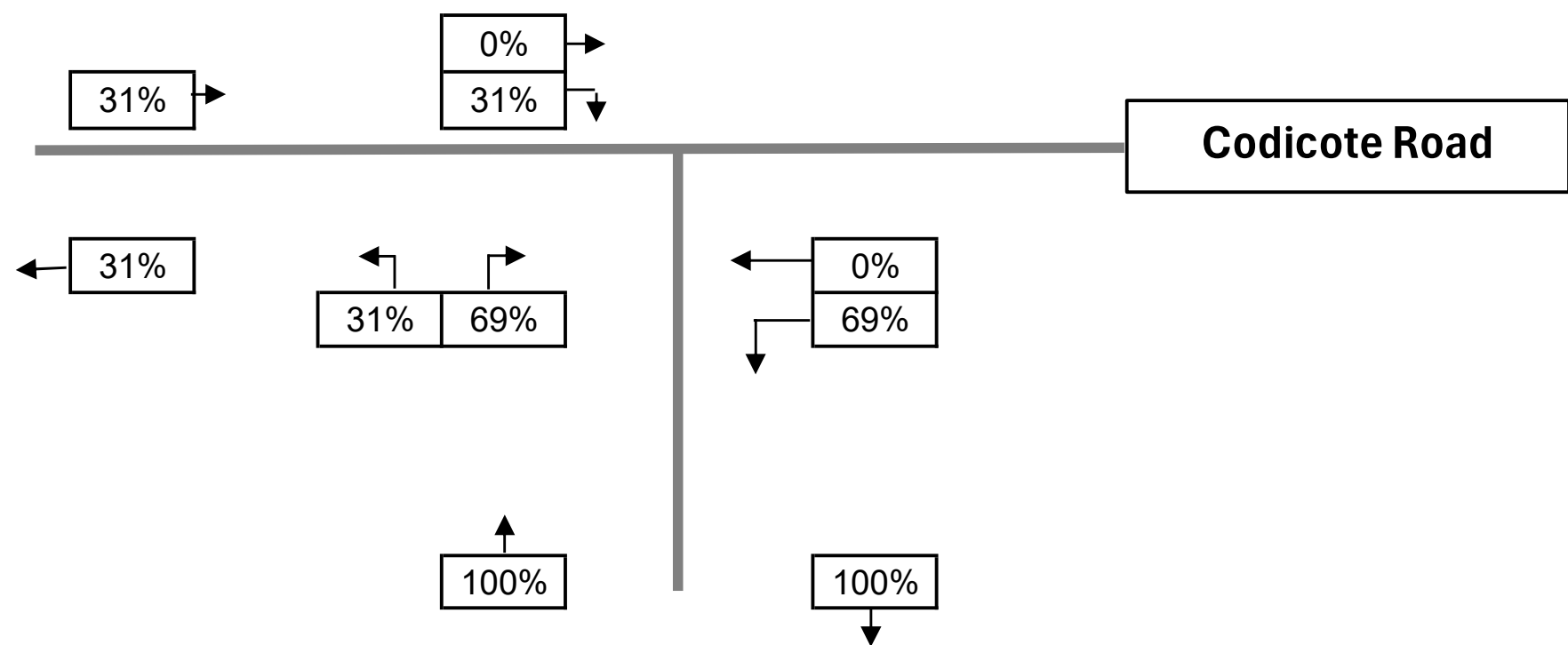
30/06/2026

Checked by:

WF

Approved by:

SJ



Development Distribution AM

Drawn by:

WF

Job No.:

8154

Date:

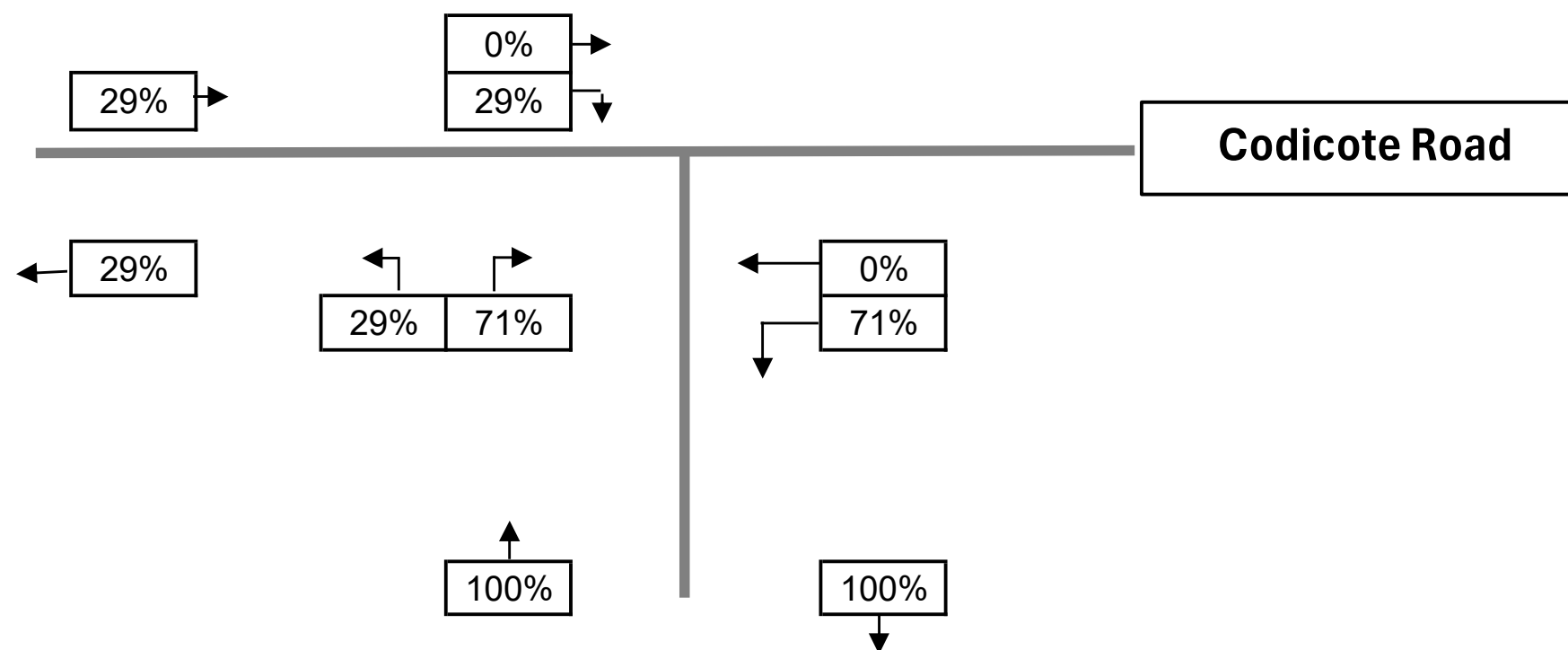
30/06/2026

Checked by:

WF

Approved by:

SJ



Development Distribution PM

Drawn by:

WF

Job No.:

8154

Date:

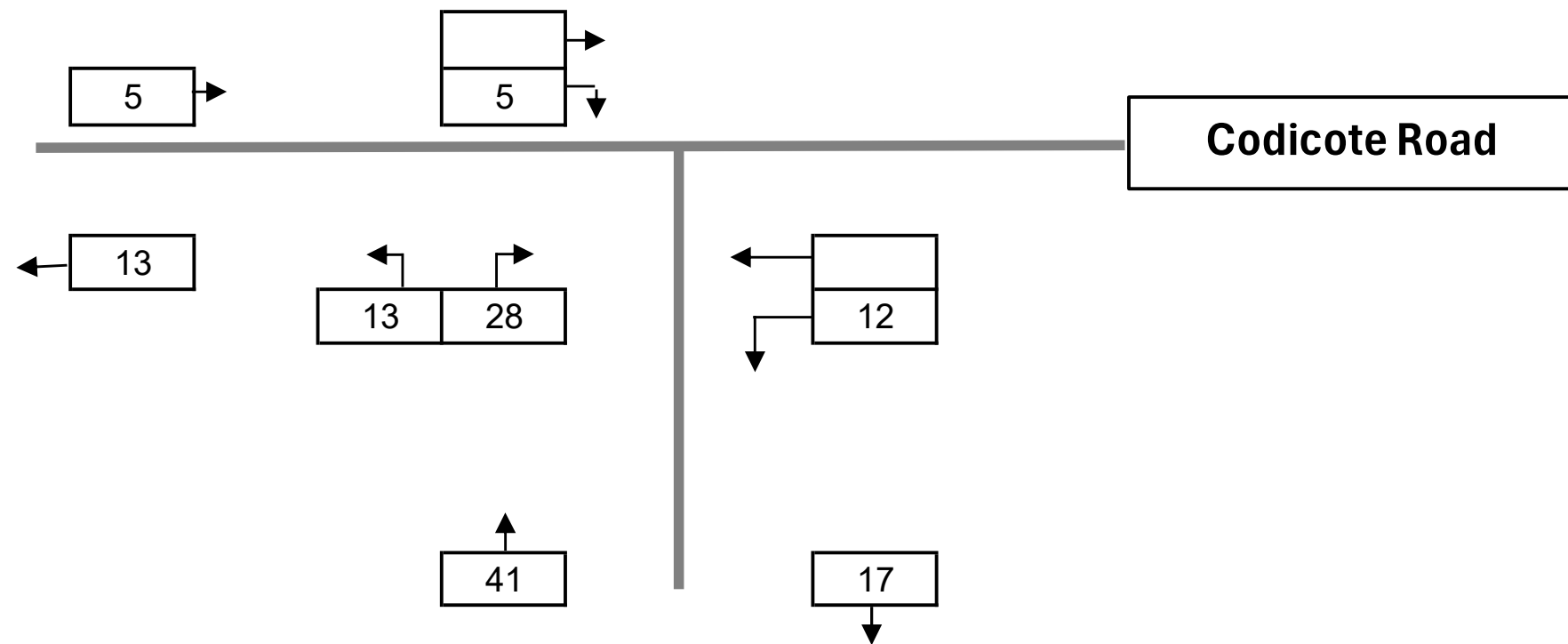
30/06/2026

Checked by:

WF

Approved by:

SJ



Development Trips AM

Drawn by:

WF

Job No.:

8154

Date:

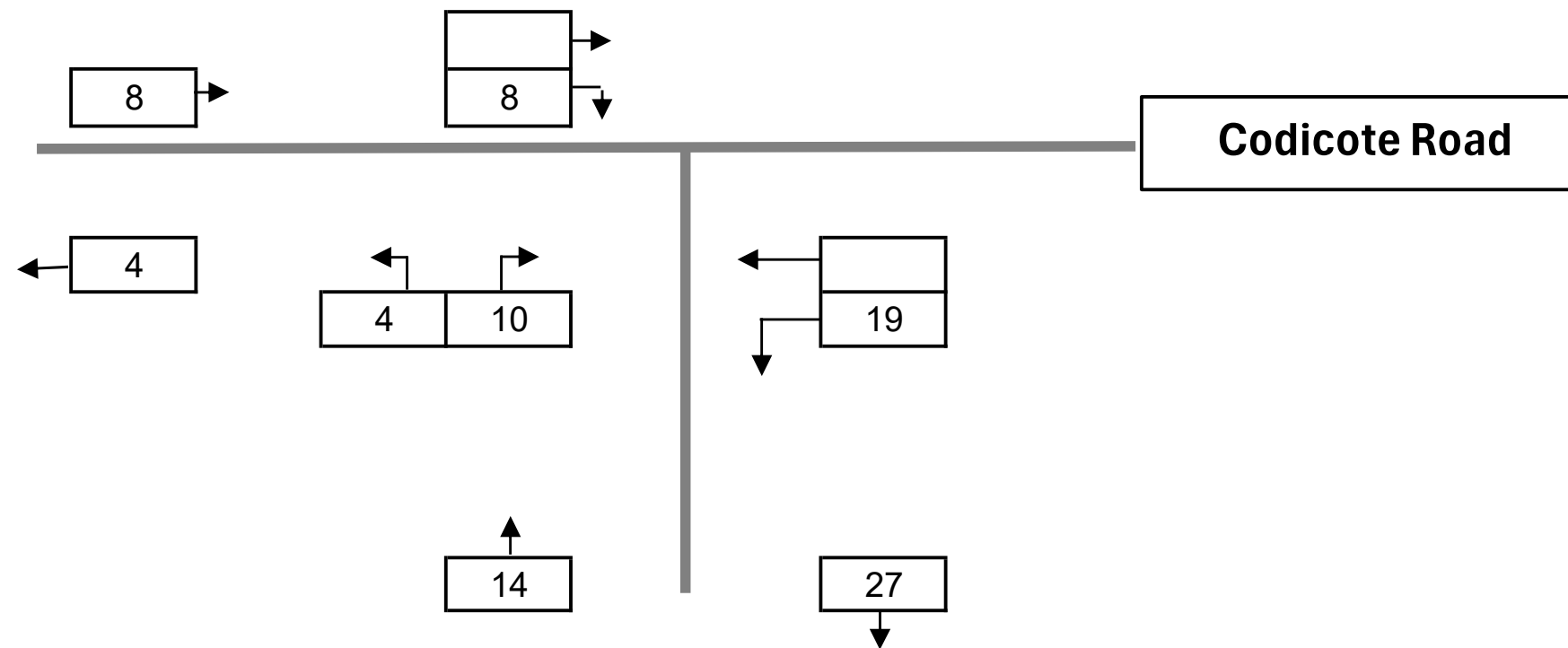
30/06/2026

Checked by:

WF

Approved by:

SJ



Development Trips AM

Drawn by:

WF

Job No.:

8154

Date:

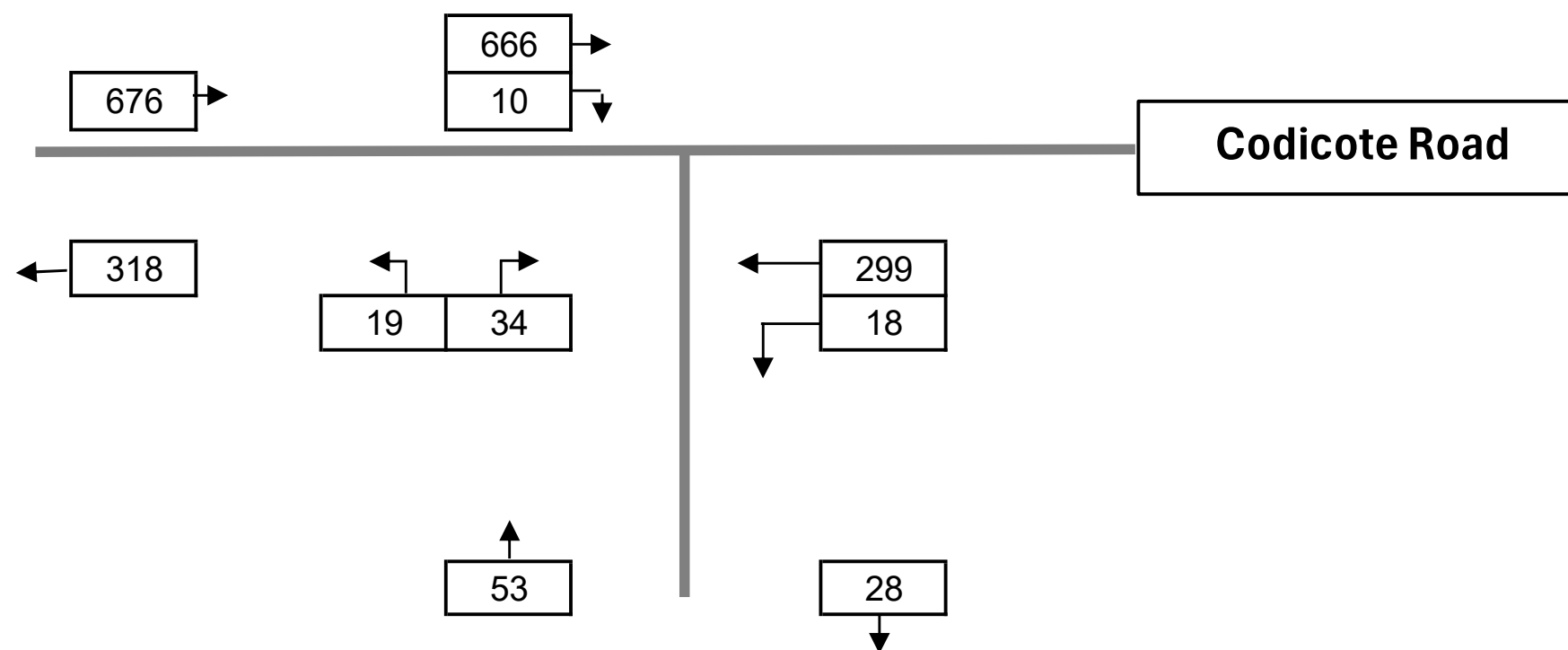
30/06/2026

Checked by:

WF

Approved by:

SJ



2029 FY + Development AM

Drawn by:

WF

Job No.:

8154

Date:

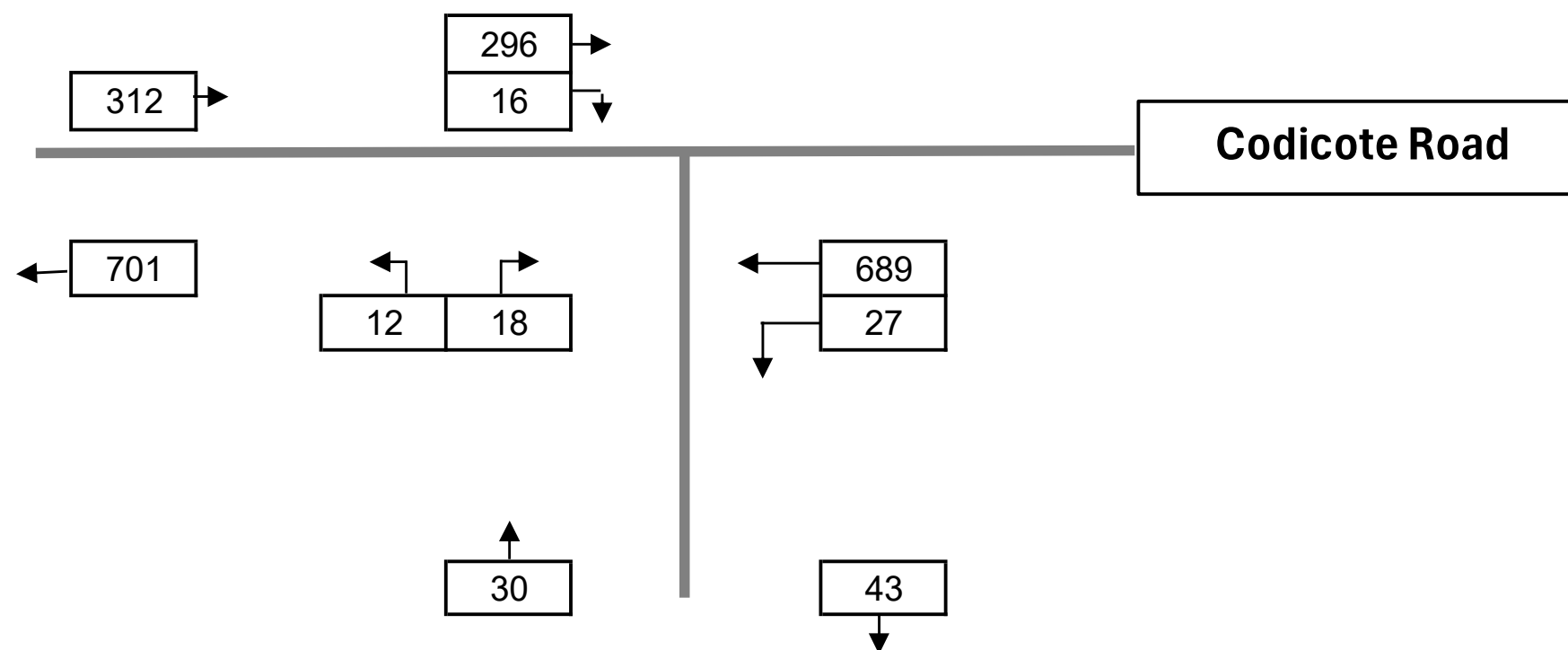
30/06/2026

Checked by:

WF

Approved by:

SJ



2029 FY + Development PM

Drawn by:

WF

Job No.:

8154

Date:

30/06/2026

Checked by:

WF

Approved by:

SJ

APPENDIX I

Junctions 11															
PICADY 11 - Priority Intersection Module															
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024															
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: Codicote Road_ Development Access.j11
Path: C:\Users\WilliamForster\RGP\Projects - Documents\2026 Projects (9136-9200)\9154 Codicote Road, Welwyn\01 Transport Planning\Technical Assessments\Junction Modelling
Report generation date: 01/07/2026 10:26:31

»D1 - 2029 | Future Year + CD + Development | AM
»D2 - 2029 | Future Year + CD + Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2029 - Future Year + CD + Development													
Stream B-AC	D1	0.2	9.63	0.14	A	0.59	94 % [Stream B-AC]	D2	0.1	10.54	0.09	B	0.45	75 % [Stream B-AC]
Stream C-AB		0.0	4.05	0.03	A				0.1	5.66	0.05	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

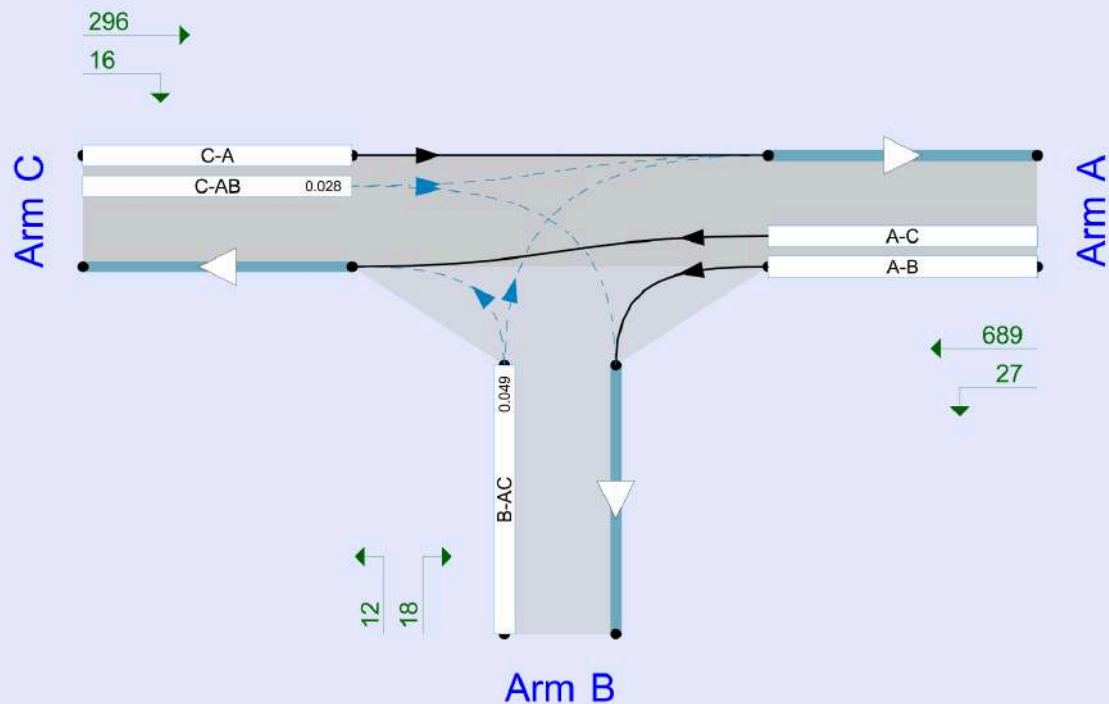
File summary

File Description

Title	9154 Codicote
Location	Codicote Road
Site number	
Date	01/07/2026
Version	1.0
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\WilliamForster
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029	Future Year + CD + Development	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029	Future Year + CD + Development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2029 | Future Year + CD + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	94	Stream B-AC	0.59	A

Arms

Arms

Arm	Name	Description	Arm type
A	Codicote Road (East)		Major
B	Development Access		Minor
C	Codicote Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20			80.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	590	0.106	0.269	0.169	0.384
B-C	713	0.108	0.274	-	-
C-B	620	0.238	0.238	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029	Future Year + CD + Development	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	317	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	676	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	18	299
	B	34	0	19
	C	666	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	9.63	0.2	A	49	73
C-AB	0.03	4.05	0.0	A	26	39
C-A					595	892
A-B					17	25
A-C					274	412

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	497	0.080	40	0.0	0.1	7.866	A
C-AB	17	4	0.00	906	0.019	17	0.0	0.0	4.047	A
C-A	492	123	0.00			492				
A-B	14	3	0.00			14				
A-C	225	56	0.00			225				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	470	0.101	48	0.1	0.1	8.518	A
C-AB	24	6	0.00	966	0.025	24	0.0	0.0	3.820	A
C-A	584	146	0.00			584				
A-B	16	4	0.00			16				
A-C	269	67	0.00			269				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	432	0.135	58	0.1	0.2	9.623	A
C-AB	37	9	0.00	1049	0.035	37	0.0	0.0	3.552	A
C-A	708	177	0.00			708				
A-B	20	5	0.00			20				
A-C	329	82	0.00			329				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	0.00	432	0.135	58	0.2	0.2	9.631	A
C-AB	37	9	0.00	1049	0.035	37	0.0	0.0	3.553	A
C-A	708	177	0.00			708				
A-B	20	5	0.00			20				
A-C	329	82	0.00			329				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	470	0.101	48	0.2	0.1	8.530	A
C-AB	24	6	0.00	966	0.025	24	0.0	0.0	3.823	A
C-A	584	146	0.00			584				
A-B	16	4	0.00			16				
A-C	269	67	0.00			269				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	497	0.080	40	0.1	0.1	7.882	A
C-AB	17	4	0.00	906	0.019	17	0.0	0.0	4.050	A
C-A	492	123	0.00			492				
A-B	14	3	0.00			14				
A-C	225	56	0.00			225				

D2 - 2029 | Future Year + CD + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	75	Stream B-AC	0.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029	Future Year + CD + Development	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	716	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	27	689
	B	18	0	12
	C	296	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	10.54	0.1	B	28	41
C-AB	0.05	5.66	0.1	A	25	38
C-A					261	391
A-B					25	37
A-C					632	948

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	458	0.049	22	0.0	0.1	8.256	A
C-AB	18	5	0.00	654	0.028	18	0.0	0.0	5.663	A
C-A	217	54	0.00			217				
A-B	20	5	0.00			20				
A-C	519	130	0.00			519				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	423	0.064	27	0.1	0.1	9.078	A
C-AB	24	6	0.00	664	0.036	24	0.0	0.0	5.624	A
C-A	256	64	0.00			256				
A-B	24	6	0.00			24				
A-C	619	155	0.00			619				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	375	0.088	33	0.1	0.1	10.531	B
C-AB	34	8	0.00	680	0.050	34	0.0	0.1	5.570	A
C-A	310	77	0.00			310				
A-B	30	7	0.00			30				
A-C	759	190	0.00			759				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	375	0.088	33	0.1	0.1	10.538	B
C-AB	34	8	0.00	680	0.050	34	0.1	0.1	5.574	A
C-A	310	77	0.00			310				
A-B	30	7	0.00			30				
A-C	759	190	0.00			759				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	423	0.064	27	0.1	0.1	9.086	A
C-AB	24	6	0.00	664	0.036	24	0.1	0.1	5.626	A
C-A	256	64	0.00			256				
A-B	24	6	0.00			24				
A-C	619	155	0.00			619				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	458	0.049	23	0.1	0.1	8.268	A
C-AB	18	5	0.00	654	0.028	18	0.1	0.0	5.665	A
C-A	217	54	0.00			217				
A-B	20	5	0.00			20				
A-C	519	130	0.00			519				

APPENDIX J

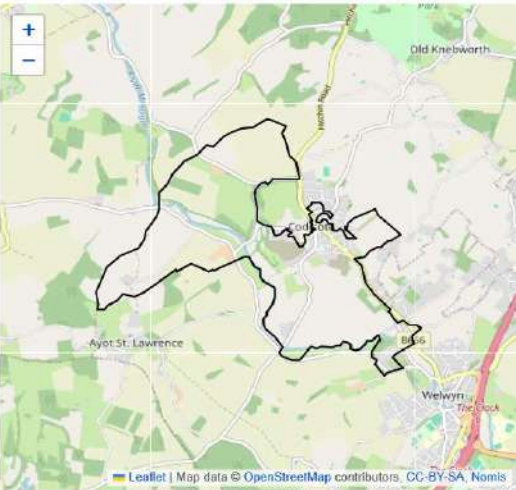
RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 June 2026]

population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01023595 : North Hertfordshire 015A
number of people aged 17 year Total

Number of cars or vans	Total	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
Total	697	619	78
No cars or vans in household	64	37	27
1 car or van in household	278	240	38
2 or more cars or vans in house	355	342	13

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.



RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 22 June 2026]

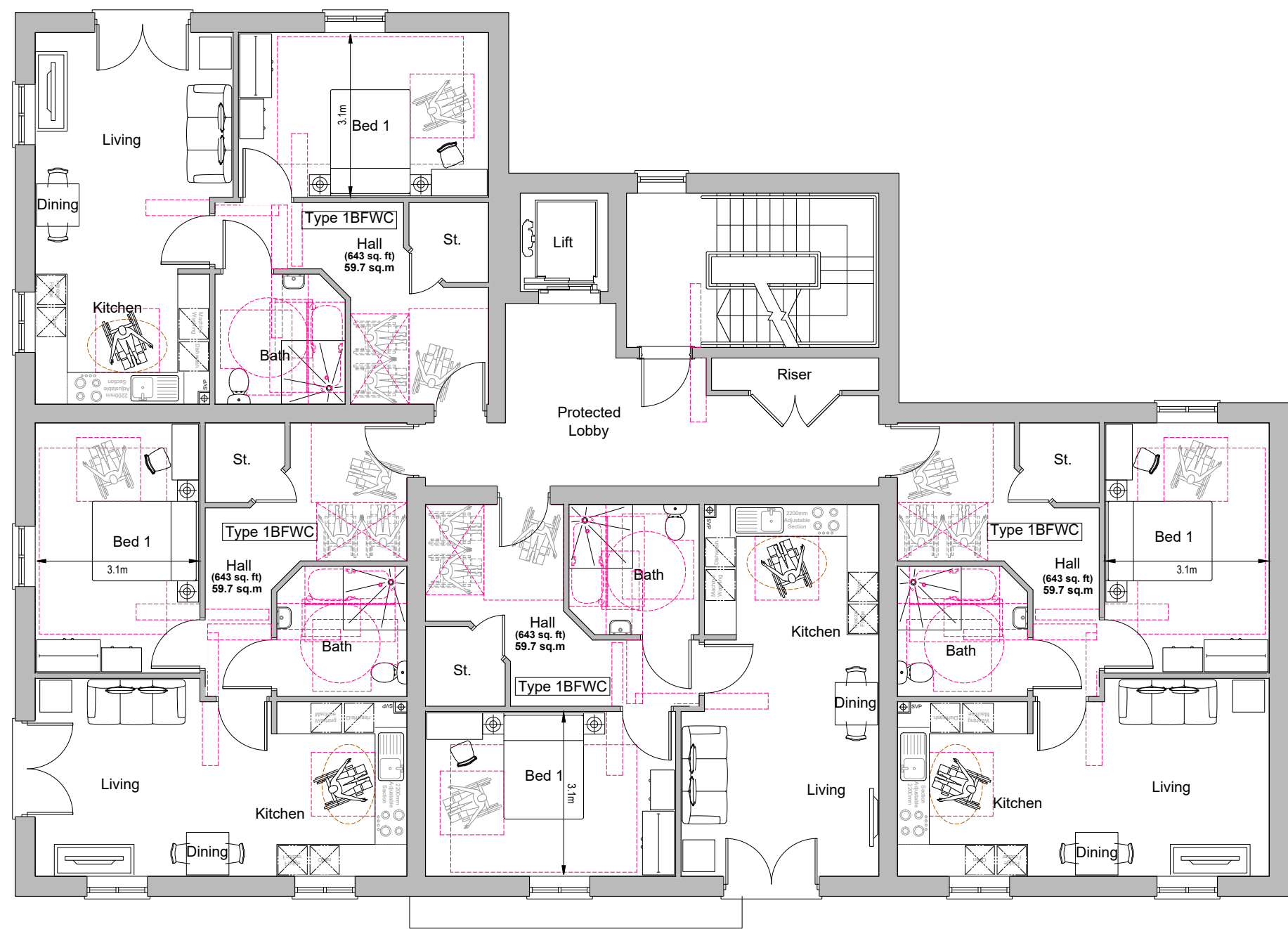
population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01023968 : Welwyn Hatfield 002B
number of people aged 17 year Total

Number of cars or vans	Total	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
Total	574	505	69
No cars or vans in household	44	35	9
1 car or van in household	185	145	40
2 or more cars or vans in house	345	325	20

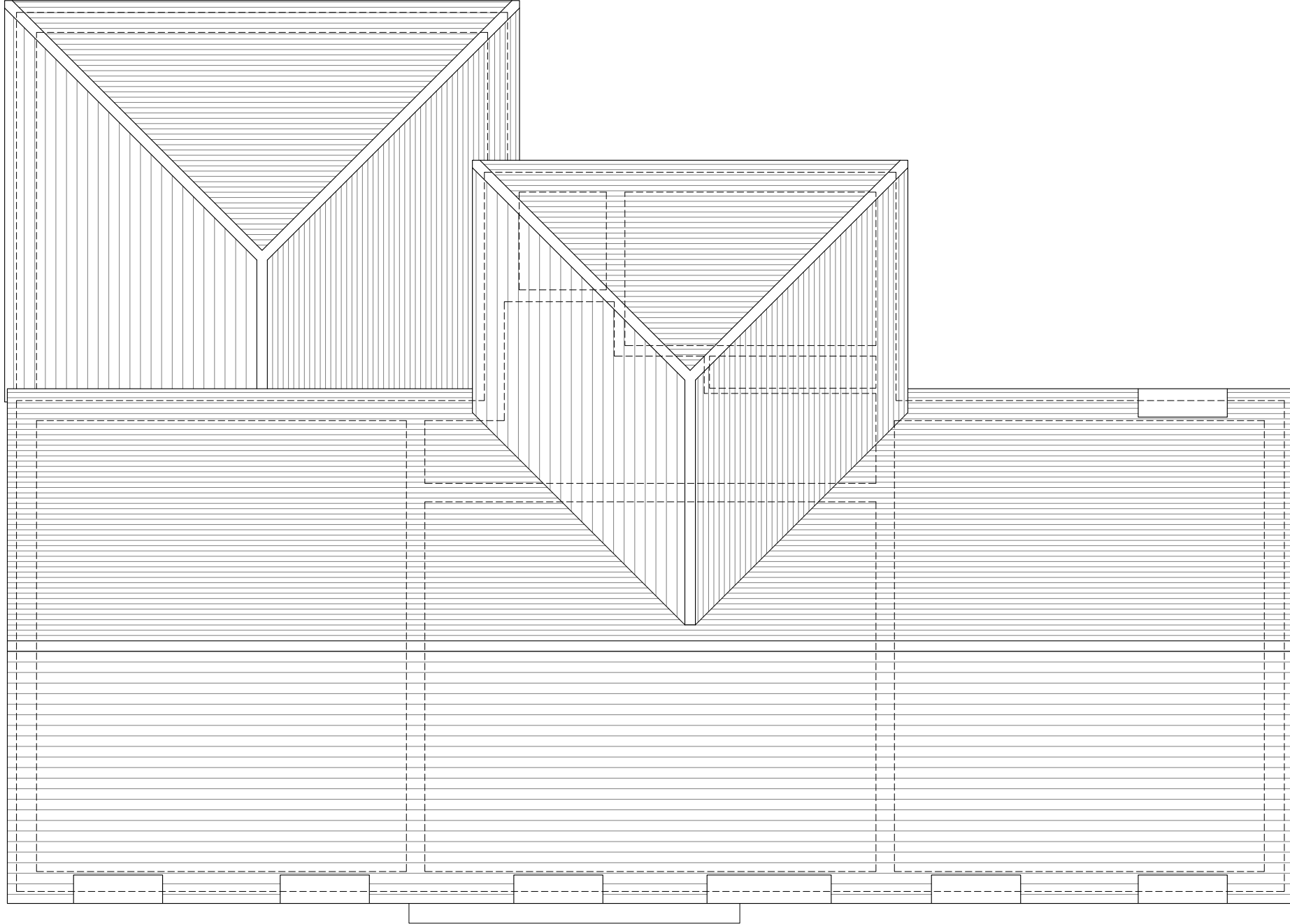
In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.



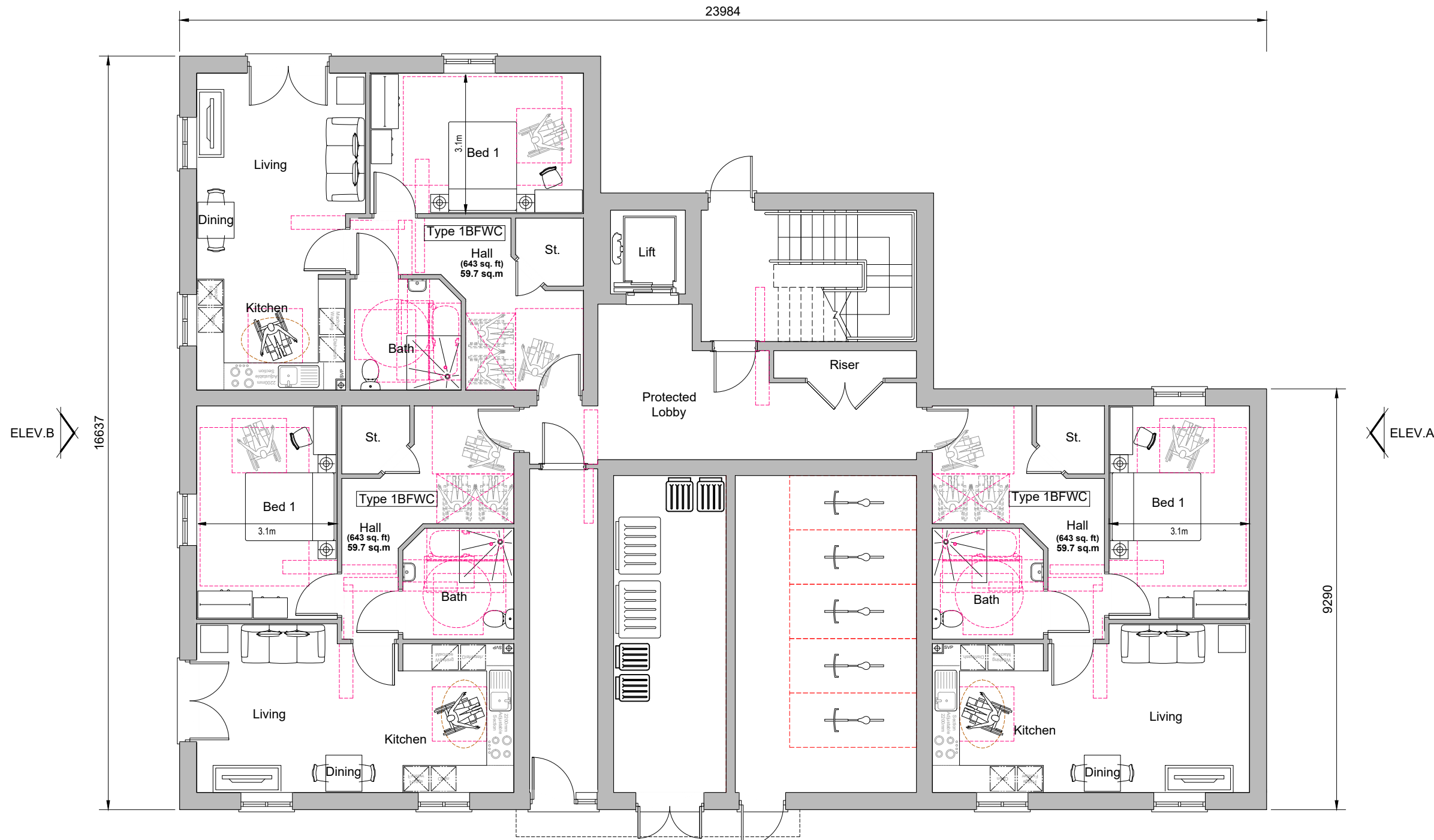
APPENDIX K



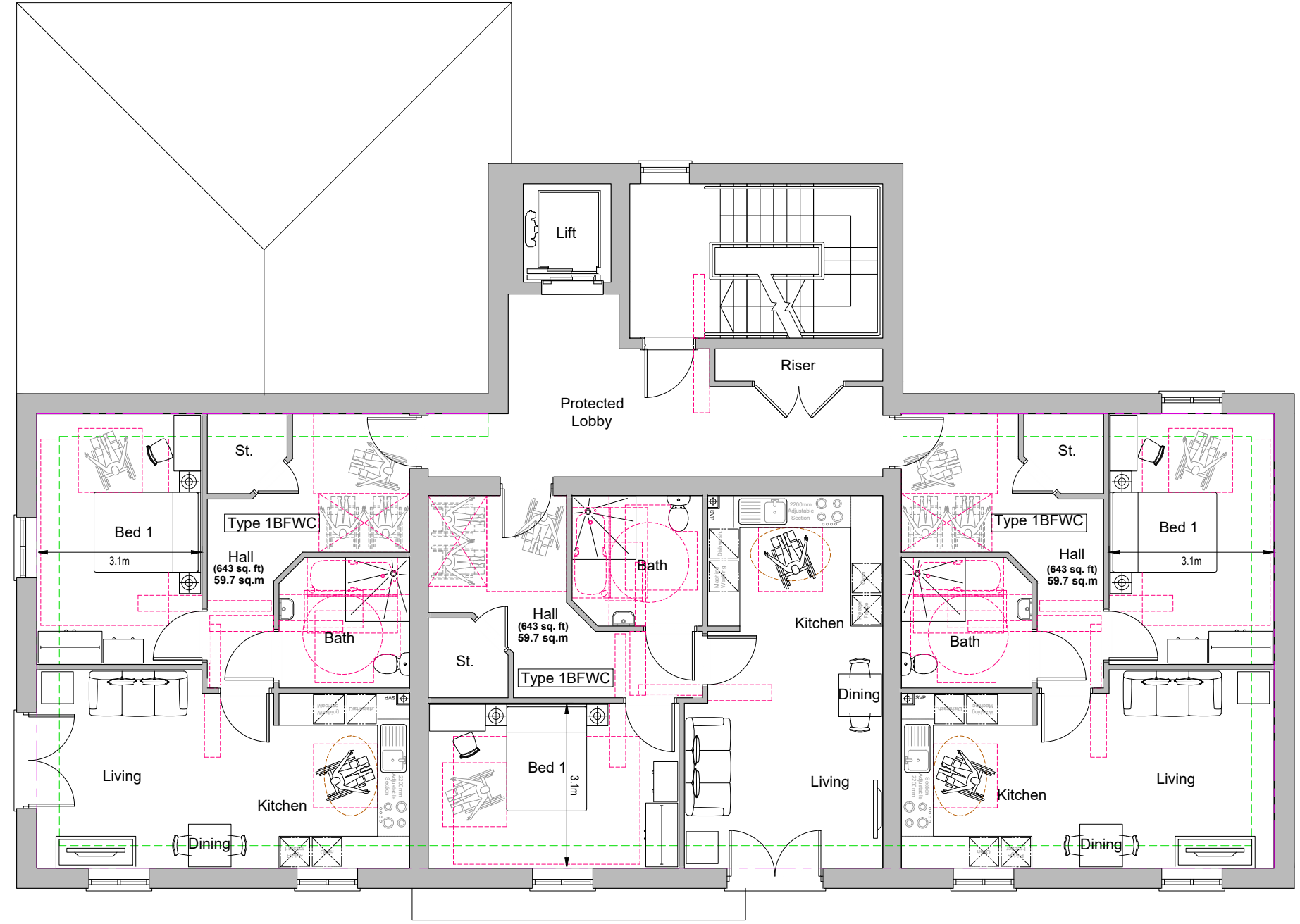
First Floor Plan



Roof Plan



Ground Floor Plan
Plots 65-74



Second Floor Plan

REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	STATUS:	CLIENT: Howarth Homes	PROJECT: Codicote Road, Welwyn	 Broadmeade House, Farnham Business Park, Weydon Lane, Farnham, Surrey GU9 8QT. info@osparchitecture.com www.osparchitecture.com Tel: 01252 267878
													SCALE: 1:100 (A1 ORIGINAL)	DRAWING: Apartment Building Plots 65-74 Proposed Floor Plans	
													DRAWN: AM	25025	P125
													DATE: 17/06/26		—

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