



Land South of Cowards Lane, Codicote

TRANSPORT STATEMENT

for Residential Development
on behalf of Hawridge Strategic Land Limited

2025/8549/TA01

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Hawridge Strategic Land Limited to provide transport and highways input in support of a proposed residential development at land south of Cowards Lane, Codicote ("the site").
- 1.1.2 The site currently comprises equestrian use accessed via a gated entrance from Cowards Lane. This gated entrance also provides access to two residential properties, located immediately east and west of the site entrance.
- 1.1.3 The proposals are for a new residential development comprising 30 dwellings, with vehicle access taken via an improved entrance from Cowards Lane. The planning application is in outline only but with access in detail. It is proposed that the development would comprise 50% affordable housing and with approximately half of these being 1 or 2-bedroom dwellings and half being 3-bedroom dwellings.
- 1.1.4 Hertfordshire County Council (HCC) and North Hertfordshire District Council (NHDC) are the respective Highway and Local Planning Authorities for the site.
- 1.1.5 As background, a public right of way (PROW) passes through the application site, the alignment of which would be entirely unaffected by the development. Improvements would be made to the surface quality, and the PROW would be suitably integrated to the proposals. A meeting was held with the local Access Projects Officer from Hertfordshire County Council's Countryside and Rights of Way team, Robert Lloyd, on 16th June 2025 to discuss the requirements. Overall, the discussion was positive and feedback supportive, with the requirements being suitably reflected in this application.

1.2 Planning Context

- 1.2.1 It is noted that there have been various recent residential planning applications that have been approved within the local area over recent years.
- 1.2.2 East of the site, an outline application was approved with conditions in November 2022 (ref. 17/01464/1). The application comprised of a residential development for up to 83 dwellings. The application involved junction modelling of the Cowards Lane / B656 priority junction, which has been considered within the scope of this report. In summary, the analysis showed this junction would be operating with substantial spare capacity.
- 1.2.3 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. RGP provided transport planning input, with highway matters having all been agreeable to Hertfordshire County Council.
- 1.2.4 The trip rates established within the 18/02722/FP planning application, as agreed with officers, have been re-applied to the proposals at Cowards Lane given the development type and location is very similar.

1.3 Report Structure

- 1.3.1 This Transport Statement (TA) has been prepared to provide an overview of the highways and transport implications of the proposals and therefore comprises of the following sections:
- **Section 2: Policy Context** – details the pertinent national and local policies and guidance under which the development proposals are framed;
 - **Section 3: Baseline Conditions** – provides an overview of the site in its current form, including the local highway network (including a review of the local collision history) and accessibility credentials;
 - **Section 4: Trip Generation** – 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 5: Parking** – overview of the locally adopted car parking standards with reference to a practical accumulation assessment for comparison. Details also into the proposed provisions for cycle parking;
 - **Section 6: Layout & Access** – review of the proposed layout of the development and means of access for vehicles and pedestrians; and
 - **Section 7: Summary & Conclusions** – provides a concise summary of the information presented and conclusion into the highways and transport implications of the proposals.
- 1.3.2 It is noted that RGP has additionally prepared a Travel Plan Statement (ref. 2025/8549/TP01) to support the planning application. This should be read alongside the Transport Statement.

2 POLICY CONTEXT

2.1 National Planning Policy Framework (December 2024)

- 2.1.1 The 'National Planning Policy Framework' (NPPF) details the government's planning policies for England and how these are expected to be applied.
- 2.1.2 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.'*
- 2.1.3 Paragraph 116 states "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."
- 2.1.4 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."*

2.2 Hertfordshire Local Transport Plan

2.2.1 The Hertfordshire Local Transport Plan 4 (LTP4) (2018–2031) sets out the County Council's long-term strategy for transport in Hertfordshire. It aims to address congestion, support economic development, and improve health and the environment by shifting travel habits towards more sustainable modes.

2.2.2 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 Codicote 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 North Hertfordshire Local Plan (2011-2031)

2.3.1 The North Hertfordshire Local Plan provides the statutory planning framework for development in Codicote 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

2.3.2 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

2.3.3 This policy ensures that the impact of new development on the transport network is properly assessed. A Transport Statement 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

2.3.4 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.

Codicote-Specific Considerations

2.3.5 Codicote is classified as a Category A village, earmarked for sustainable development that meets local needs while preserving the village character. The proposed residential scheme:

- Is appropriately located within walking distance of local amenities, including shops, schools, and public transport links.
- Balances car accessibility with strong support for active travel and public transport.
- Includes design elements that minimise traffic impacts and integrate sensitively with the surrounding road network, and sustainable transport environment.

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

- 3.1.1 The site is located on the outskirts of Codicote. The figure below illustrates the site location in context with the surrounding area including a sample of local amenities (within a 2km walk catchment).

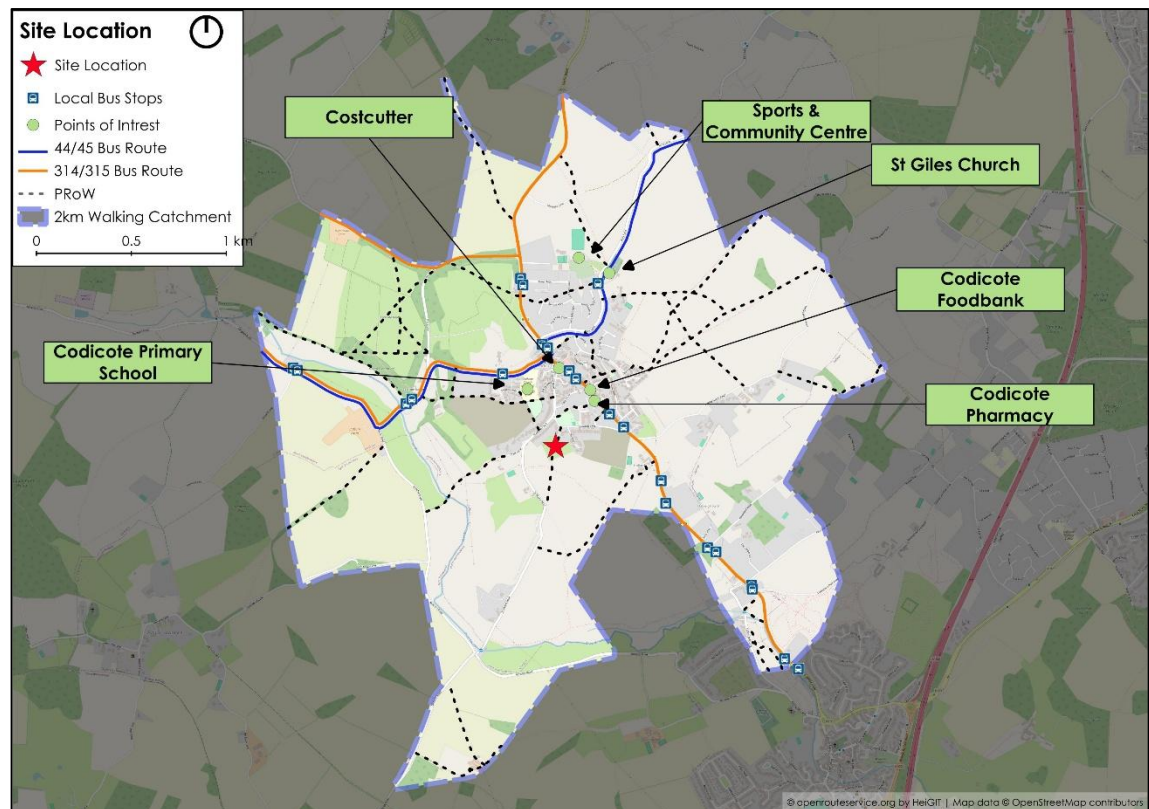


Figure 1. Site Location

- 3.1.2 To the northeast of the site lies Codicote's village centre, along the B656. As shown in the figure above there are multiple amenities and points of interest within a convenient walking distance of the site. This includes convenience stores, butchers, pubs, village hall, pharmacy, a bakery, restaurants and hair studios.
- 3.1.3 The photographs below show the existing gated entrance into the site, which comprises a main gate for vehicles and a secondary smaller gate for pedestrians, positioned immediately to the west.



Figure 2. Existing Site Entrance

- 3.1.4 The above access also serves adjacent residential dwellings immediately to the east and west of the site entrance. Both properties are outside of the application site and access would be retained via the shared site entrance.
- 3.1.5 The existing pedestrian gate serves the two existing properties as well as a public right of way (footpath number 23) which passes through the centre of the application site. As detailed later in this report, the footpath would be retained and enhanced in line with feedback from the Council's rights of way team.
- 3.1.6 Cowards Lane is a two-way single lane road running in an east-west alignment adjacent to the site and is subject to a posted 20mph speed limit along the site frontage (as illustrated below). Currently there are no footways provided along the road.



Figure 3. Speed Limit Signage

3.2 Highway Safety Appraisal

- 3.2.1 Local road traffic accident data has been obtained from HCC. The period for analysis covers the latest five years for which the data is available (Oct 2019 - Oct 24). The collisions are plotted in a schematic map attached hereto at **Appendix A** with accompanying collision reports also provided.
- 3.2.2 As shown within the schematic map below, there is one incident that occurred within the Cowards Lane catchment over the study period. This collision occurred along Cowards Lane near The Riddy priority junction. The incident occurred at night-time in August 2020, involving one vehicle impacting its nearside causing a slight collision due to an animal hazard in the carriageway. It is worth noting the speed limit at the time of the collision was recorded as being 30mph whereas the road now has a 20mph speed limit.
- 3.2.3 In summary, the distribution of collisions both geographically and temporally therefore indicates that there is not an inherent road safety issue within the vicinity of the site.

3.3 Accessibility Credentials

Walking

- 3.3.1 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.
- 3.3.2 Further guidance set of by CIHT 'Providing for Journeys on Foot' (2000) sets out the considered industry standard in relating to distances that are desirable, acceptable and preferred maximum. This is summarised below on relative journey distances.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 4. Desirable / Acceptable / Maximum Walking Distances (CHIT, 2000)

- 3.3.3 The figure below therefore outlines an indicative 2km walking catchment in the context of the site and the above guidance, reflecting all viable routes locally to the site including on-carriageway footways and footpath / bridleway routes.

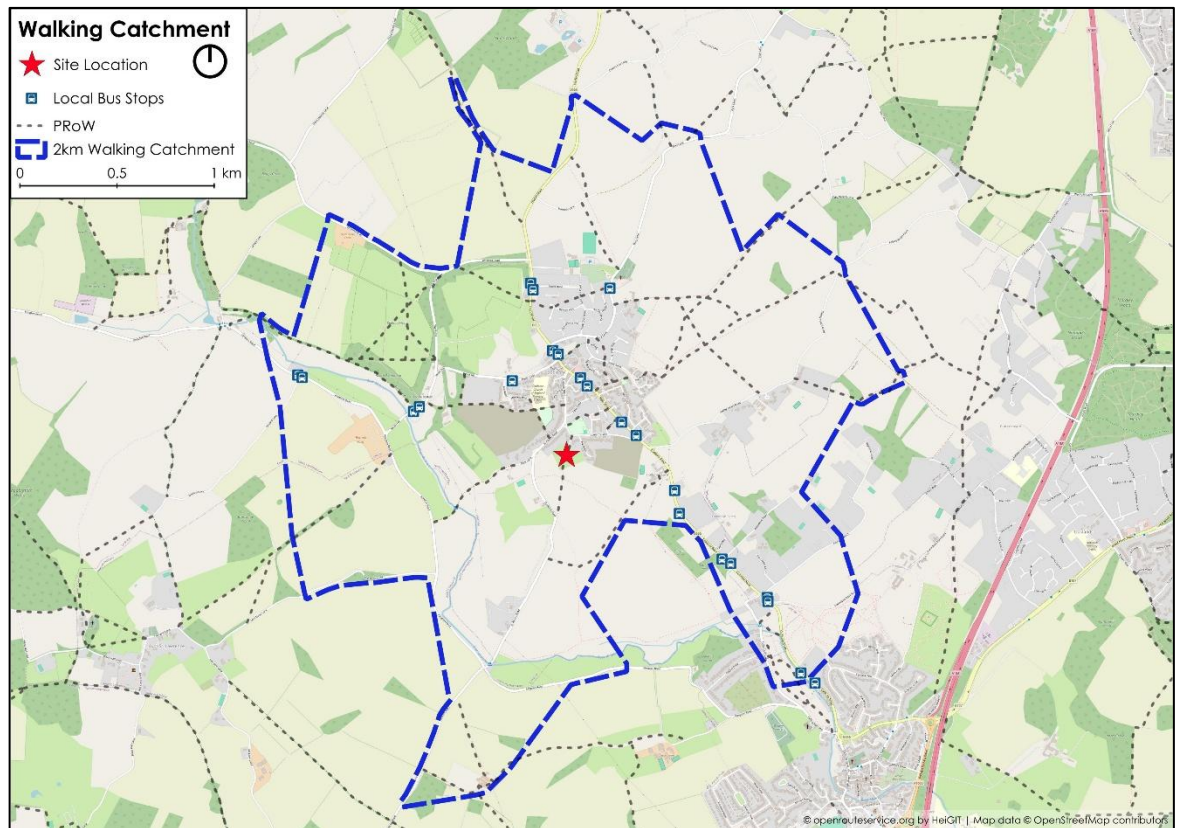


Figure 5. Walking Catchment

- 3.3.4 As shown above, Codicote is located within the 2km walking catchment from the site and it is therefore considered within a reasonable walking distance for most prospective residents.
- 3.3.5 As well as enhancing the existing public right of way, it is proposed to provide a new pedestrian footway from the site entrance to St Albans Road, along Cowards Lane. This is discussed more within **Section 6.2**.
- 3.3.6 It is therefore considered that appropriate wider onward connections for pedestrians are available on-foot from the site to key amenities and services within Codicote.

Cycling

- 3.3.7 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 3.3.8 Traditional DfT guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonable fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 3.3.9 The figure below illustrates an indicative 5km cycling catchment in the context of the site with reference to National Cycle Network routes running locally.

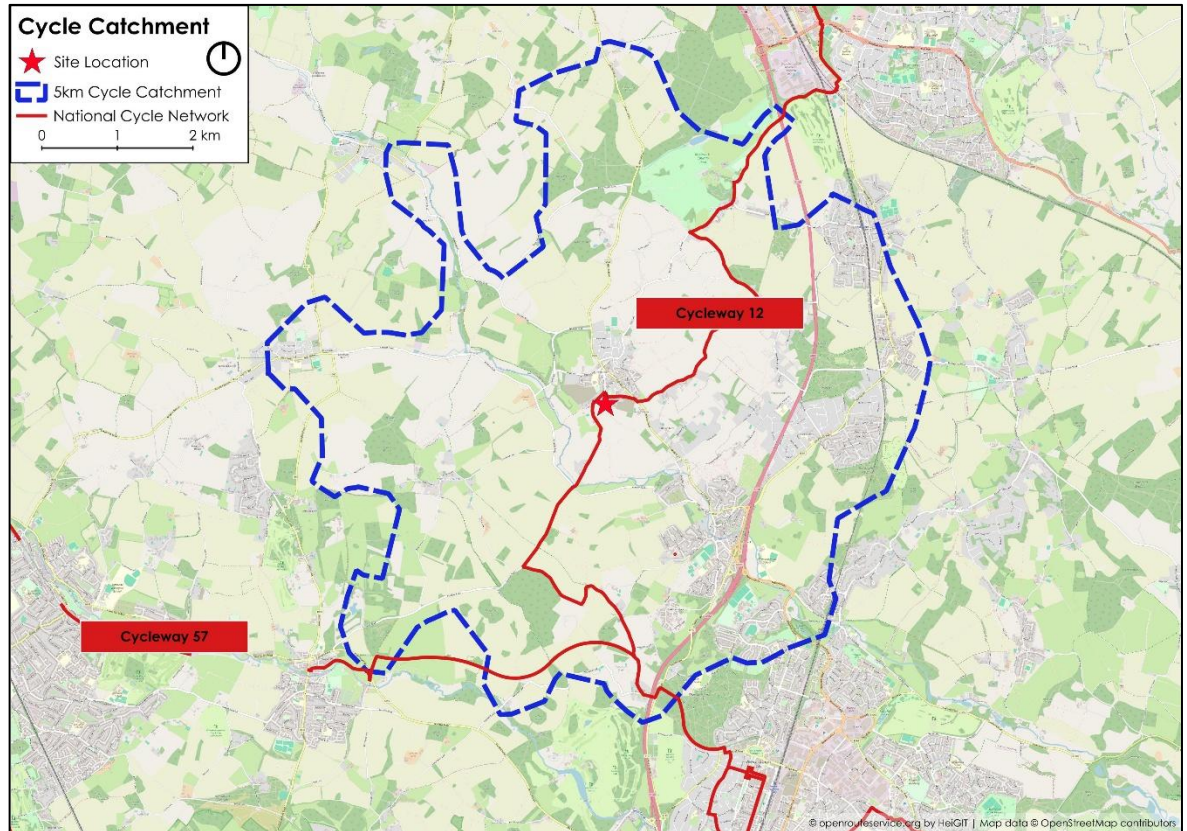


Figure 6. 5km Cycle Catchment

- 3.3.10 As illustrated, the 5km cycling catchment extends towards Welwyn Garden City to the south and Stevenage to the north. These can both be accessed via Cycleway 12, which forms part of the National Cycle Network. The general topography and surrounding cycleways therefore mean that the surrounding infrastructure could provide opportunities for travel by bicycle.

Public Transport

- 3.3.11 The closest bus stops to the site are located to the north and east along High Street. The Bell Inn, Peace Memorial Hall and New Town bus stops are all circa 400m (a 4-minute walk) from the site entrance. The services are summarised below. These bus stops are shown on the walking catchment plan included above.

Service	Peak Frequency	Weekday Hours	Terminal Destinations
314	1 per hour	06:18 – 19:15	Hitchin to Welwyn Garden City
315	1 per hour	06:50 – 17:52	Hitchin to Welwyn Garden City
44	1 per hour	07:50 – 17:17	Luton to Stevenage
45	1 per hour	07:50 – 17:17	Luton to Stevenage

Figure 7. Local Bus Service Summary

3.3.12 Additionally, Welwyn North rail station is located 5.2km southeast of the site. Both the 314 and 315 routes serve Welwyn North rail station, meaning it is a viable mode of transport from the site. Destinations from the railway station include London Kings Cross, Letchworth Garden City and Cambridge.

3.3.13 Public transport could therefore form a viable means of travel for prospective residents at the development for local and longer distance journeys.

3.4 Accessibility Summary

3.4.1 As demonstrated, the area of Codicote provides a range of key amenities, with these being highly accessible via active travel modes from the site.

3.4.2 Additionally, public transport services are within convenient distance, with a good frequency, and these would also be attractive to prospective residents at development.

3.4.3 It is noted that additionally to this Transport Statement a Travel Plan Statement (ref. 2025/8549/TP02) has been prepared and should be read in conjunction with this report.

4 TRIP GENERATION

4.1 Baseline Trip Generation

- 4.1.1 Although the site features an existing gated access and comprises an equestrian use, it is not considered that any associated vehicular trip attraction is intensive. Therefore, it has been considered in the forthcoming assessment that all trips to be generated by the proposed development would be 'new' to the local highway network.

4.2 Proposed Trip Generation

- 4.2.1 The proposed residential traffic has been established using the industry standard TRICS database, based on trip rates previously agreed with local highway officers for the nearby planning consent at Heath Lane, Codicote (reference 18/02722/FP).
- 4.2.2 The agreed trip rates were based on the TRICS category 'Mixed Private / Affordable Housing' since the proposal had a mix of private properties and rented / shared ownership. This is also applicable to the current application which would comprise 50% affordable units. The locational category was defined as edge of town or neighbourhood centre, comprising multi-modal surveys in the south-east on weekdays only.
- 4.2.3 The table below summarises the extracted weekday vehicle trip rates, with reference to the respective AM (08:00-09:00) and PM (17:00-18:00) peak hours on the highway network, alongside a daily trip attraction. A forecast of the trips associated with the proposed 30 dwellings is also provided for the key periods.

Time Period	Trip Rate (Per Dwelling)			Trip Generation (30 Dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.161	0.428	0.589	5	13	18
PM Peak	0.369	0.181	0.550	11	5	17
Daily	2.521	2.553	5.074	76	77	152

***Note.** There are some minor differences between the totals due to rounding

Figure 8. Proposed Vehicle Trip Rates and Trip Generation

- 4.2.4 As shown, the proposed development could generate in the order of 18 two-way trips across the AM Peak and 17 across the PM peak period, with a forecast of 152 trips across the course of a typical day.
- 4.2.5 The full Trip Rate Information Computer System output is attached hereto at **Appendix B**.
- 4.2.6 For completeness, an updated TRICS assessment has been carried out using the same key selection criteria (but including sites with a maximum of 100 dwellings only in order to reflect the scale of the proposals). The resultant trip rates are lower than the above, with a total daily trip rate of 4.333 two-way movements per dwelling and peak hour trip rates of less than 0.5 movements per dwelling. Therefore, the above trip rates (as previously agreed) are considered robust and have been applied to the current proposals. The latest TRICS outputs are attached hereto at **Appendix C** for reference.

4.3 Multi-Modal Trip Generation

4.3.1 The TRICS data attached hereto at **Appendix C** identifies the following mode split.

Method of Travel	% Share
Vehicles	77%
Public Transport	3%
Walk	18%
Cyclist	2%

Figure 9. Proposed Travel Mode Split

4.4 Junction Capacity

4.4.1 As discussed within Section 1.2 of this report there has previously been junction modelling that has taken place along Cowards Lane with the junction of the B656 and Cowards Lane. This is found within the Transport Assessment submitted in the application for a residential development of 83 dwellings (ref. 17/01464/1). Traffic modelling was completed for the junction between Cowards Lane and the B656 (300m east of the application site).

4.4.2 The table below shows a summary of the traffic modelling for the AM baseline + development scenario, which represents the maximum / worst case RFC results from their modelling work.

Stream	Max RFC	Max delay (seconds)	Max Queue (PCU)	Max LOS
B-C	0.01	6.36	0.0	A
B-A	0.15	12.60	0.2	B
C-AB	0.03	3.72	0.0	A

Figure 10. Results Summary extracted from TA (ref. 17/01464/1)

4.4.3 As illustrated above the maximum RFC (ratio of flow to capacity) within the models was 0.15. Typically, junctions are considered to be approaching their limit at an RFC of 0.85. This therefore demonstrates the junction would operate with significant spare capacity even when accounting for other nearby developments.

4.5 Distribution & Impact of the Development Traffic

4.5.1 When considering the arrivals and departures from the site, it is predicted there would be a 50/50 split between journeys from/to the east using Cowards Lane and from/to the west via St Albans Road. For example, major destinations to the east include Welwyn Garden City and the A1 (M), whilst destinations to the west include Luton and Wheathampstead.

4.5.2 On this basis, the proposed development would result in a maximum of 9 additional vehicle movements through in each direction on Cowards Lane during the conventional peak hours. This would have a negligible impact on junction capacity and would not materially affect the junction capacity results summarised above.

5 PARKING

5.1 Car Parking

- 5.1.1 North Hertfordshire's parking standards are detailed within 'Vehicle Parking at New Development Supplementary Planning Document' published in 2011. For 1 and 2+ bedroom dwellings the parking standards are shown below.

Dwelling Size	NHCC Car Parking Requirement
1	1 Space per dwelling Minimum
2+	2 spaces per dwelling Minimum

Figure 11. Local Car Parking Standards

- 5.1.2 Additionally, within the standards visitor/ unallocated parking is quoted as follows:

"Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage."

- 5.1.3 Whilst the current application is in outline only, the proposed development would incorporate car parking spaces in accordance with the NHCC guidance. The proposed layout would also accommodate several visitor spaces which would be available for use in addition to those for residents' use. This would therefore ensure that all car parking demands can be accommodated within the site curtilage and hence there would not be an exacerbation of local on-street parking stress as a result of the proposals.
- 5.1.4 Electric Vehicle Charging Points (EVCPs) would be provided at each dwelling in accordance with Building Regulations Guidance.

5.2 Cycle Parking

- 5.2.1 Cycle parking standards are additionally detailed within 'Vehicle Parking at New Development Supplementary Planning Document' stipulating that 1 secure covered space should be provided per dwelling. However, none are required if garage or a secure area is provided within curtilage of the dwelling.
- 5.2.2 Appropriate cycle parking provisions would be integrated into the development proposals in accordance with the above cycle parking requirements. Each dwelling would be afforded a private store within its curtilage for the storage of cycles by residents.

6 ACCESS & LAYOUT

6.1 Vehicle Access

- 6.1.1 As per the proposed site layout, the development would be served by a single vehicular access point with Coward's Lane at its northern boundary. This would reflect the existing vehicle entrance location but would be suitably upgraded.
- 6.1.2 The proposed access would take form of a priority junction as illustrated in the proposed arrangement in drawing **CLC-RGP-XX-XX-DR-T-001** attached hereto. This would measure 5.5m in width, with a 2m footway along the western side. The proposed access road would therefore cater for simultaneous car movements, as well as access by the Council's refuse collection vehicle and emergency services.
- 6.1.3 Access to the existing properties either side of the site entrance would also continue to be provided unimpeded. The proposed arrangements ensure that vehicles would continue to access those properties in a safe manner and would not impede the proposed site access road or footways.
- 6.1.4 Cowards Lane is subject to a posted speed limit of 20mph. Drawing **CLC-RGP-XX-XX-DR-T-001**, attached, illustrates that visibility splays in excess of 25m are provided from a 2.4m set-back at the proposed access to/from an approaching vehicle on Cowards Lane. This is based on the posted speed limit and Manual for Streets requirements. Additionally, forward visibility in excess of these minimum requirement would be provided to / from a vehicle waiting to turn right into the application site.
- 6.1.5 In addition, a week-long ATC survey has been undertaken directly outside the site access during a normal week in May 2025. The results are attached hereto at **Appendix D** and identify 85th percentile speeds of 15.7mph in a westbound and 14.0mph in an eastbound direction. This therefore demonstrates the visibility splays plotted on the accompanying drawing are robust as vehicles are travelling below the posted speed limit.

6.2 Road Safety Audit

- 6.2.1 A Stage 1 Road Safety Audit (RSA) was undertaken between the 20th and 23rd 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) associated with the residential development. The full RSA is attached hereto at **Appendix E**.
- 6.2.2 The RSA confirmed no safety issues for the access, or from a highways perspective, however a suggestion was made to add a further pedestrian crossing point over St Albans Road. This has subsequently been incorporated within the proposed plans in line with the Auditor feedback as shown within drawing **CLC-RGP-XX-XX-DR-T-001**.

6.3 Pedestrian Access

- 6.3.1 As illustrated in the proposed site plan, the pedestrian access to the site would continue to be provided immediately west of the vehicular entrance. This would retain and enhance the existing public right of way (footpath number 23) through the centre of the site in a north-south alignment, connecting out of the southern end of the site.
- 6.3.2 A meeting was held with the local Access Projects Officer from Hertfordshire County Council's Countryside and Rights of Way team, Robert Lloyd, on 16th June 2025 to discuss the requirements. The feedback was generally positive and supportive, with the following key points discussed and to be reflected:
- i. The PROW would maintain a 2m width and 1m buffer (except for where the roadway immediately abuts it, since this acts a buffer from vegetation). The alignment would not be subject to alteration, which is welcomed.
 - ii. A new footway link along Cowards Lane will enhance connections to the PROW, and removing the two sets of gates at the northern end of the site represents a further improvement.
 - iii. A sealed hard surface would be provided for the initial part of the PROW alongside the access road, with this changing to an unsealed permeable surface at an appropriate location within the site.
 - iv. At any points where the PROW crosses internal estate roads, priority should be given to pedestrians. It was recommended this would take the form of raised table crossings.
 - v. The rights of way team have no specific lighting requirements.
- 6.3.3 Overall, it is therefore considered that the proposals will have a positive impact on the public right of way.
- 6.3.4 Additionally, as illustrated within drawing **CLC-RGP-XX-XX-DR-T-001** the proposals include a new footway connection along Cowards Lane to the west of the site entrance. This would link the application site (and surrounding properties) to St Albans Road.
- 6.3.5 The proposed new footway on Cowards Lane would measure 2.0m in width. It would benefit from tactile paving and dropped kerbs where crossings are needed to link to the existing nearby footway provision. The proposed footway is fully within the extents of adopted public highway, as confirmed within the County Council's highway adoption plan attached hereto at **Appendix F**.
- 6.3.6 This would therefore ensure future residents are able to make journeys on foot in a safe manner and also provides a wider benefit since there is currently no footway provision on Cowards Lane.

6.4 Internal Layout

- 6.4.1 The internal layout of the site would be designed to encourage low vehicle speeds whilst still accommodating the necessary vehicle movements. As shown in the proposed layout plan, the site would feature a primary vehicle route through the central part of the site, with accompanying footways to segregate pedestrian movements. Smaller areas of shared surfacing (i.e. for the use of vehicles and pedestrians) would be provided, allowing for appropriate turning space and low vehicle volumes and speeds.
- 6.4.2 A circulation road would also be provided around the edge of the development serving each property and the various parking locations. This would ensure that emergency services access and refuse collections could serve the entire development, in line with maximum transfer distances.

6.5 Delivery and Servicing Arrangements

- 6.5.1 The largest vehicle that will typically require access to the site is a refuse vehicle, and this would access the site in an extension to the existing collection route along Cowards Lane from the residential areas to the north of the site.
- 6.5.2 As illustrated within drawing **CLC-RGP-XX-XX-DR-T-003** attached hereto, the site access junction would allow for the North Hertfordshire Refuse Vehicle to manoeuvre through the junction in both directions.
- 6.5.3 Deliveries to the site would be infrequent and typically from smaller vehicles, such as 7.5t panel vans for online food / parcel deliveries. The layout of the site ensures that appropriate access and turning space is available for such vehicles.
- 6.5.4 All plots to be delivered at the site should satisfy the maximum drag distance for two-wheeled bins (25m), as stipulated in Manual for Streets (MfS). It would additionally be ensured that all properties would be within the 45m maximum hose distance referred to Section 13 of 'The Building Regulations 2010 Approved Document B – Fire Safety Volume 1: Dwellings'.

7 WASTE

7.1 Guidance

- 7.1.1 Waste guidance is contained at East and North Herts Shared Waste Services 'Waste Storage & Collection Guidance For Developers' (2024).

7.2 Waste Collection Vehicle

- 7.2.1 Section 3.2 (Vehicle Dimensions) of the Guidance confirms maximum waste collection vehicle dimensions to comprise the following specification:
- Width – 2,500 millimetres (without mirrors).
 - Height – 3,400 millimetres (without hazard beacons).
 - Turning Circle – 22,800 millimetres.
 - Overall Length – 12,100 millimetres (from front to rear of bin lift).
- 7.2.2 The proposed development would be designed to accommodate a vehicle of the above specification to enable it to access in a forward gear, manoeuvre on site and egress in a forward gear.
- 7.2.3 It is anticipated this would be the largest vehicle to service the site; therefore, the development proposals would provide sufficient space for other servicing vehicle visits (i.e. light goods vehicles).

7.3 Waste Containers

- 7.3.1 The Guidance confirms standard residential properties are provided with the following waste containers, as summarised in the table below, reproduced from the Guidance. The proposals would allow for each of these as required.

Container	Material
23 litre	Food Waste
180 litre	Residual Waste
240 litre	Mixed Dry Recycling
240 litre	Fibre Paper and Card
240 litre	Garden Waste*

Figure 12. Waste Container Provision

**For reference, this is a chargeable opt in service.*

7.4 Collection Frequency

- 7.4.1 The Guidance confirms standard residential properties generate the following waste collection frequencies, as summarised in the table below, reproduced from the Guidance.

Container	Material	Material
23 litre	Food Waste	Weekly
180 litre	Residual Waste	Three Weekly
240 litre	Mixed Dry Recycling	Three Weely
240 litre	Fibre Paper and Card	Three Weekly
240 litre	Garden Waste*	Fortnightly*

Figure 13. Waste Collection Frequency

**For reference, this is a chargeable opt in service.*

7.5 Manual Handling

- 7.5.1 The Guidance confirms for residential properties waste collection is a kerbside service and that residents must be able to take their bins to the kerbside for emptying. Collection crews must be able to collect from the kerbside, without pulling distances.
- 7.5.2 The proposed development would be designed with consideration to the above requirement.

8 SUMMARY & CONCLUSIONS

8.1.1 RGP is commissioned by Hawridge Strategic Land Limited to provide transport and highways input in support of the proposed residential development at land south of Cowards Lane, Codicote ("the site").

8.1.2 In summary, this document makes the following key conclusions:

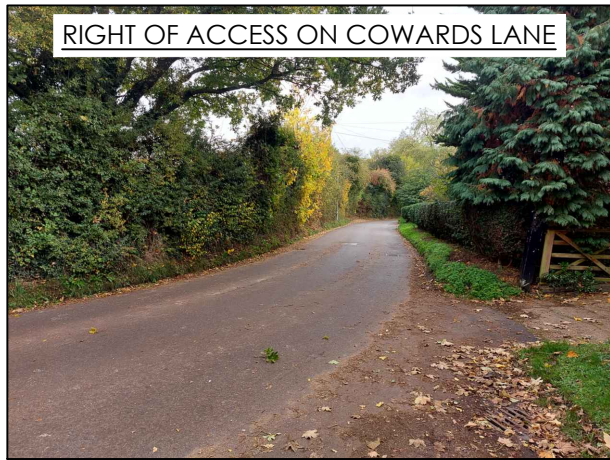
- The site is accessible via alternative modes of travel, including public transport services.
- The local infrastructure facilitates journeys on foot, including Codicote High Street where several amenities and services are located. Local pedestrian facilities would be enhanced to further support active travel modes, including the existing public right of way which runs through the site.
- The proposed development would not generate a significant level of traffic. This would all be accommodated within the local highway network without causing capacity issues.
- Safe and suitable site access arrangements would be provided, accommodating all necessary vehicle types and continuing to appropriately serve the two adjacent dwellings.
- Car and cycle parking would be provided with consideration to the standards contained at North Hertfordshire District Council 'Vehicle Parking at New Development Supplementary Planning Document' (2011).
- Internal streets would be designed to accommodate the North Hertfordshire District Council waste collection vehicle. Sufficient space would be given to the storage of waste containers within the curtilage of the dwellings.

8.1.3 In consideration of the assessments and information presented within this document, RGP consider the development proposals to be acceptable in highways and transport terms, with North Hertfordshire District Council respectfully requested to confirm this.

DRAWINGS



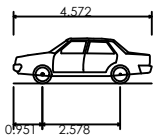
LEFT OF ACCESS ON COWARDS LANE



RIGHT OF ACCESS ON COWARDS LANE

- 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.

— SITE BOUNDARY
EXTENT OF PUBLIC HIGHWAY



Standard Car
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

EXISTING ROAD NAME
AND ROAD SIGN TO
BE RELOCATED.

PROPOSED UNCONTROLLED
PEDESTRIAN CROSSINGS LINKING
PROPOSED FOOTWAY WITH
PUBLIC FOOTPATH TO THE NORTH.

FORWARD VISIBILITY OF 25m
TO/FROM AN APPROACHING
VEHICLE ON COWARDS LANE.

EXISTING PROW SIGN AND
STREET LIGHTING NOT IMPACTED
BY NEW ARRANGEMENT.

PROPOSED 2m WIDE
FOOTWAY CONNECTION
ALONG COWARDS LANE.

VISIBILITY OF 2.4m x 25m IN BOTH
DIRECTIONS FROM PROPOSED
ACCESS ON COWARDS LANE.

RETAINED ACCESS TO
ADJACENT DRIVEWAY PARKING.

VEHICLE CROSSOVER FOR
CONTINUED DRIVEWAY /
GARAGE ACCESS.

SLIGHT DEVIATION IN ROAD
ALIGNMENT INTO SITE TO ASSIST
WITH TRAFFIC CALMING.

PEDESTRIAN TURNSTILE AND
VEHICLE GATE REMOVED TO
ENABLE UNIMPEDED ACCESS.

0 25 50
Scale Bar 1:500

STANDARD CAR SWEEP PATH

0 10 25
Scale Bar 1:250

P06	UPDATED SITE BOUNDARY	10/07/25	GE	JCS	PB
P05	UPDATED PEDESTRIAN CROSSING	26/06/25	GE	JCS	PB
P04	UPDATED VISIBILITY SPLAYS	12/06/25	GE	JCS	PB
P03	UPDATED ACCESS DESIGN	22/05/25	GE	JCS	PB
P02	UPDATED ACCESS DESIGN	14/05/25	GE	JCS	PB
P01	FIRST ISSUE	02/04/25	GE	PB	PB
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Shackleford Suite, Mill Pool House
Mill Lane, Godalming
GU7 1EY

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

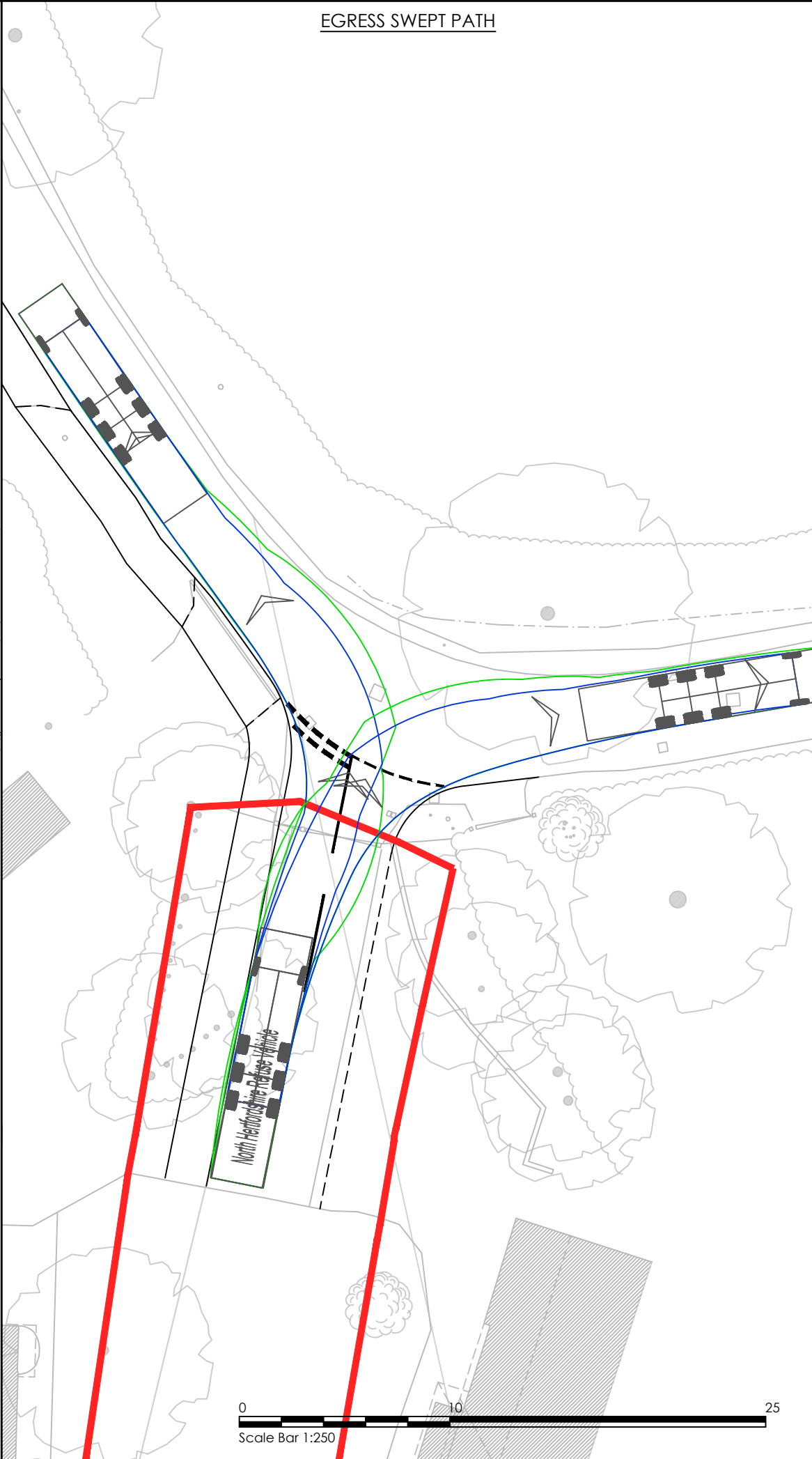
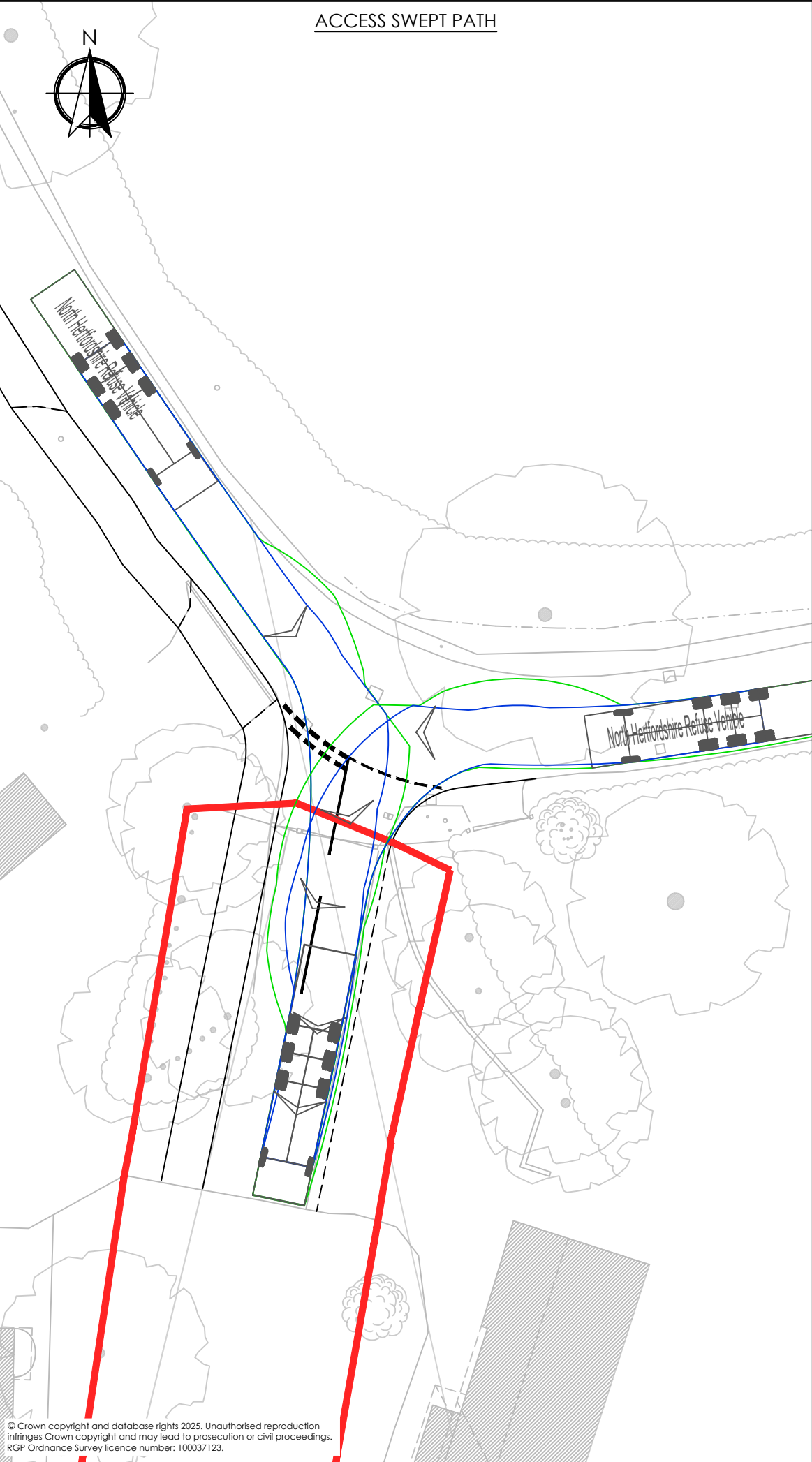
Status: PLANNING

Client: Hawridge Strategic Land Limited

Project: Cowards Lane, Codicote

Drawing Title: Proposed Access Arrangement

Scale @ A3: AS SHOWN	Date: 10/07/25	Drawn: GE	Designed: GE	Checked: JCS	Approved: PB
Project No: 8549	Drawing No: CLC-RGP-XX-XX-DR-T-001	Revision: P06			



Notes:

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- All dimensions are in metres unless noted otherwise.
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- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.

— SITE BOUNDARY

North Hertfordshire Refuse Vehicle	12.100m
Overall Length	2.500m
Overall Width	3.400m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	11.400m
Wall to Wall Turning Radius	

P03	UPDATED SITE BOUNDARY	10/07/25	GE	JCS	PB
P02	UPDATED SITE BOUNDARY	01/07/25	GE	JCS	PB
P01	FIRST ISSUE	14/05/25	GE	JCS	PB
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Shackleford Suite, Mill Pool House
Mill Lane, Godalming
GU7 1EY

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: PLANNING

Client:
Hawridge Strategic Land Limited

Project:
Cowards Lane, Codicote

Drawing Title:
Swept Path Analysis
Refuse Vehicle

Scale @ A3: 1:250	Date: 10/07/25	Drawn: GE	Designed: GE	Checked: JCS	Approved: PB
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Project No: 8549	Drawing No: CLC-RGP-XX-XX-DR-T-003	Revision: P03
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User Name: george ellenger

File Location: c:\users\georgeellenger\rgp\projects - documents\2025 projects [8501-8600]\8549 cowards lane, codicote\03 cad\drawings\8549-clc-rgp-xx-xx-dr-t-003 (p03) swept path analysis - refuse vehicle.dwg

APPENDIX A

Full Non Confidential Accident Report

Date Produced: 13-May-25

Set Name (if saved) : 27352

Set Total : 1

Accident Details:

Acc Ref:	2020-410992594	1st / 2nd Rd:	5U42/10 5U919/1	Jun Detail:	T	Weather:	Fine	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Darklit	Num Peds:	0
Date:	20/08/2020 22:30:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	1
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	Animal	C/way Type:	Single	Ped Xing:	Npernox
U42 Cowards Lane Codicote J/w U919 The Riddy								On Site:	Yes
Easting:	521642	Northing:	217915						

Casualty Details

Acc Ref:	2020-410992594	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	29	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	155160	Manoeuvre:	Ahead	Skidding:	Overturn	Impact Point:	Nearside	Driver Breath Test:	Negati	Driver Age:	29
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	E	Hit and Run:	Notthrun		
Veh Type:	Car	Junction:	Exit	Object off Cway	None	To:	W	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

Personal Injury Road Traffic Collisions Towards Lane, Codicote

Legend

CollisionsBySeverity

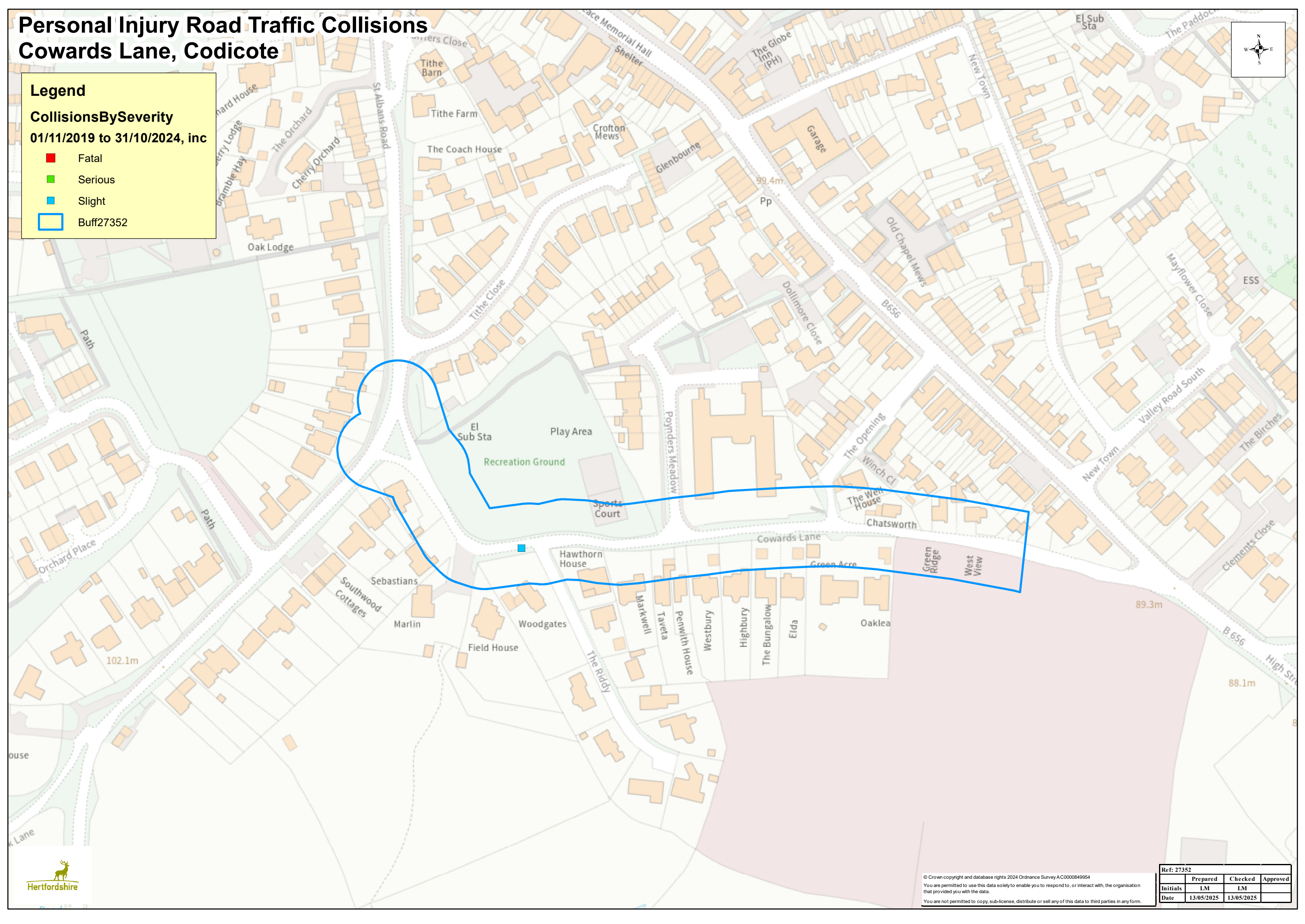
01/11/2019 to 31/10/2024, inc

Fatal

Serious

Slight

Buff27352



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Ref: 27352			
Prepared	Checked	Approved	
Initials	LM	LM	
Date	13/05/2025	13/05/2025	

APPENDIX B

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-180814-0802

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
ES	EAST SUSSEX	4 days
HC	HAMPSHIRE	2 days
WS	WEST SUSSEX	3 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 67 to 282 (units:)
 Range Selected by User: 50 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/03/18

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	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	7 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	1 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|--------------------------|---------------------|
| 1 | ES-03-M-05 | HOUSES & FLATS | EAST SUSSEX |
| | A26 CROWBOROUGH RD | | |
| | NEAR UCKFIELD | | |
| | FIVE ASH DOWN VILLAGE | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total Number of dwellings: | 138 | |
| | Survey date: MONDAY | 30/06/14 | Survey Type: MANUAL |
| 2 | ES-03-M-07 | MIXED HOUSING | EAST SUSSEX |
| | SOUTH COAST ROAD | | |
| | PEACEHAVEN | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 188 | |
| | Survey date: THURSDAY | 12/11/15 | Survey Type: MANUAL |
| 3 | ES-03-M-08 | MIXED HOUSES | EAST SUSSEX |
| | FIELD END | | |
| | MARESFIELD | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 80 | |
| | Survey date: TUESDAY | 10/05/16 | Survey Type: MANUAL |
| 4 | ES-03-M-10 | MIXED HOUSES & FLATS | EAST SUSSEX |
| | DITTONS ROAD | | |
| | POLEGATE | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 108 | |
| | Survey date: MONDAY | 11/07/16 | Survey Type: MANUAL |
| 5 | HC-03-M-04 | HOUSES & FLATS | HAMPSHIRE |
| | HUNTS POND ROAD | | |
| | NEAR FAREHAM | | |
| | TITCHFIELD | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 282 | |
| | Survey date: TUESDAY | 11/12/12 | Survey Type: MANUAL |
| 6 | HC-03-M-07 | MIXED HOUSES & FLATS | HAMPSHIRE |
| | ALDERMASTON ROAD | | |
| | BASINGSTOKE | | |
| | Edge of Town | | |
| | No Sub Category | | |
| | Total Number of dwellings: | 236 | |
| | Survey date: TUESDAY | 21/03/17 | Survey Type: MANUAL |
| 7 | WS-03-M-05 | MIXED HOUSING | WEST SUSSEX |
| | ELLIS ROAD | | |
| | WEST HORSHAM | | |
| | S BROADBRIDGE HEATH | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 92 | |
| | Survey date: THURSDAY | 23/10/14 | Survey Type: MANUAL |
| 8 | WS-03-M-06 | SEMI DETACHED / DETACHED | WEST SUSSEX |
| | SOUTHFIELDS CLOSE | | |
| | CHICHESTER | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 67 | |
| | Survey date: TUESDAY | 27/01/15 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.107	9	142	0.347	9	142	0.454
08:00 - 09:00	9	142	0.161	9	142	0.428	9	142	0.589
09:00 - 10:00	9	142	0.148	9	142	0.183	9	142	0.331
10:00 - 11:00	9	142	0.143	9	142	0.173	9	142	0.316
11:00 - 12:00	9	142	0.175	9	142	0.154	9	142	0.329
12:00 - 13:00	9	142	0.169	9	142	0.162	9	142	0.331
13:00 - 14:00	9	142	0.163	9	142	0.176	9	142	0.339
14:00 - 15:00	9	142	0.165	9	142	0.205	9	142	0.370
15:00 - 16:00	9	142	0.302	9	142	0.179	9	142	0.481
16:00 - 17:00	9	142	0.279	9	142	0.172	9	142	0.451
17:00 - 18:00	9	142	0.369	9	142	0.181	9	142	0.550
18:00 - 19:00	9	142	0.340	9	142	0.193	9	142	0.533
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.521			2.553			5.074

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

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

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Parameter summary

Trip rate parameter range selected:	67 - 282 (units:)
Survey date date range:	01/01/08 - 21/03/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.006	9	142	0.003	9	142	0.009
08:00 - 09:00	9	142	0.011	9	142	0.017	9	142	0.028
09:00 - 10:00	9	142	0.001	9	142	0.001	9	142	0.002
10:00 - 11:00	9	142	0.005	9	142	0.004	9	142	0.009
11:00 - 12:00	9	142	0.002	9	142	0.002	9	142	0.004
12:00 - 13:00	9	142	0.002	9	142	0.002	9	142	0.004
13:00 - 14:00	9	142	0.005	9	142	0.003	9	142	0.008
14:00 - 15:00	9	142	0.001	9	142	0.002	9	142	0.003
15:00 - 16:00	9	142	0.012	9	142	0.012	9	142	0.024
16:00 - 17:00	9	142	0.005	9	142	0.005	9	142	0.010
17:00 - 18:00	9	142	0.005	9	142	0.004	9	142	0.009
18:00 - 19:00	9	142	0.002	9	142	0.002	9	142	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.001	9	142	0.000	9	142	0.001
08:00 - 09:00	9	142	0.002	9	142	0.002	9	142	0.004
09:00 - 10:00	9	142	0.002	9	142	0.003	9	142	0.005
10:00 - 11:00	9	142	0.003	9	142	0.002	9	142	0.005
11:00 - 12:00	9	142	0.004	9	142	0.002	9	142	0.006
12:00 - 13:00	9	142	0.002	9	142	0.002	9	142	0.004
13:00 - 14:00	9	142	0.002	9	142	0.002	9	142	0.004
14:00 - 15:00	9	142	0.001	9	142	0.002	9	142	0.003
15:00 - 16:00	9	142	0.002	9	142	0.003	9	142	0.005
16:00 - 17:00	9	142	0.001	9	142	0.002	9	142	0.003
17:00 - 18:00	9	142	0.000	9	142	0.000	9	142	0.000
18:00 - 19:00	9	142	0.000	9	142	0.001	9	142	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.021			0.041

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.000	9	142	0.000	9	142	0.000
08:00 - 09:00	9	142	0.000	9	142	0.000	9	142	0.000
09:00 - 10:00	9	142	0.000	9	142	0.000	9	142	0.000
10:00 - 11:00	9	142	0.000	9	142	0.000	9	142	0.000
11:00 - 12:00	9	142	0.000	9	142	0.000	9	142	0.000
12:00 - 13:00	9	142	0.000	9	142	0.000	9	142	0.000
13:00 - 14:00	9	142	0.000	9	142	0.000	9	142	0.000
14:00 - 15:00	9	142	0.000	9	142	0.000	9	142	0.000
15:00 - 16:00	9	142	0.000	9	142	0.000	9	142	0.000
16:00 - 17:00	9	142	0.001	9	142	0.001	9	142	0.002
17:00 - 18:00	9	142	0.001	9	142	0.001	9	142	0.002
18:00 - 19:00	9	142	0.000	9	142	0.000	9	142	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.003	9	142	0.008	9	142	0.011
08:00 - 09:00	9	142	0.005	9	142	0.010	9	142	0.015
09:00 - 10:00	9	142	0.001	9	142	0.005	9	142	0.006
10:00 - 11:00	9	142	0.001	9	142	0.003	9	142	0.004
11:00 - 12:00	9	142	0.002	9	142	0.003	9	142	0.005
12:00 - 13:00	9	142	0.002	9	142	0.003	9	142	0.005
13:00 - 14:00	9	142	0.006	9	142	0.002	9	142	0.008
14:00 - 15:00	9	142	0.002	9	142	0.004	9	142	0.006
15:00 - 16:00	9	142	0.005	9	142	0.005	9	142	0.010
16:00 - 17:00	9	142	0.010	9	142	0.013	9	142	0.023
17:00 - 18:00	9	142	0.009	9	142	0.005	9	142	0.014
18:00 - 19:00	9	142	0.006	9	142	0.002	9	142	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.063			0.115

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.126	9	142	0.476	9	142	0.602
08:00 - 09:00	9	142	0.181	9	142	0.731	9	142	0.912
09:00 - 10:00	9	142	0.181	9	142	0.231	9	142	0.412
10:00 - 11:00	9	142	0.176	9	142	0.226	9	142	0.402
11:00 - 12:00	9	142	0.219	9	142	0.198	9	142	0.417
12:00 - 13:00	9	142	0.229	9	142	0.211	9	142	0.440
13:00 - 14:00	9	142	0.212	9	142	0.235	9	142	0.447
14:00 - 15:00	9	142	0.222	9	142	0.268	9	142	0.490
15:00 - 16:00	9	142	0.534	9	142	0.256	9	142	0.790
16:00 - 17:00	9	142	0.381	9	142	0.228	9	142	0.609
17:00 - 18:00	9	142	0.481	9	142	0.230	9	142	0.711
18:00 - 19:00	9	142	0.438	9	142	0.247	9	142	0.685
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.380			3.537			6.917

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.022	9	142	0.059	9	142	0.081
08:00 - 09:00	9	142	0.030	9	142	0.135	9	142	0.165
09:00 - 10:00	9	142	0.041	9	142	0.035	9	142	0.076
10:00 - 11:00	9	142	0.028	9	142	0.036	9	142	0.064
11:00 - 12:00	9	142	0.029	9	142	0.042	9	142	0.071
12:00 - 13:00	9	142	0.037	9	142	0.031	9	142	0.068
13:00 - 14:00	9	142	0.034	9	142	0.036	9	142	0.070
14:00 - 15:00	9	142	0.035	9	142	0.047	9	142	0.082
15:00 - 16:00	9	142	0.114	9	142	0.059	9	142	0.173
16:00 - 17:00	9	142	0.086	9	142	0.034	9	142	0.120
17:00 - 18:00	9	142	0.062	9	142	0.041	9	142	0.103
18:00 - 19:00	9	142	0.042	9	142	0.036	9	142	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.560			0.591			1.151

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.004	9	142	0.038	9	142	0.042
08:00 - 09:00	9	142	0.001	9	142	0.040	9	142	0.041
09:00 - 10:00	9	142	0.005	9	142	0.002	9	142	0.007
10:00 - 11:00	9	142	0.001	9	142	0.002	9	142	0.003
11:00 - 12:00	9	142	0.002	9	142	0.003	9	142	0.005
12:00 - 13:00	9	142	0.005	9	142	0.007	9	142	0.012
13:00 - 14:00	9	142	0.006	9	142	0.005	9	142	0.011
14:00 - 15:00	9	142	0.008	9	142	0.006	9	142	0.014
15:00 - 16:00	9	142	0.013	9	142	0.008	9	142	0.021
16:00 - 17:00	9	142	0.019	9	142	0.002	9	142	0.021
17:00 - 18:00	9	142	0.020	9	142	0.002	9	142	0.022
18:00 - 19:00	9	142	0.017	9	142	0.002	9	142	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.117			0.218

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.001	9	142	0.002	9	142	0.003
08:00 - 09:00	9	142	0.000	9	142	0.001	9	142	0.001
09:00 - 10:00	9	142	0.000	9	142	0.000	9	142	0.000
10:00 - 11:00	9	142	0.000	9	142	0.000	9	142	0.000
11:00 - 12:00	9	142	0.000	9	142	0.000	9	142	0.000
12:00 - 13:00	9	142	0.000	9	142	0.000	9	142	0.000
13:00 - 14:00	9	142	0.000	9	142	0.000	9	142	0.000
14:00 - 15:00	9	142	0.000	9	142	0.000	9	142	0.000
15:00 - 16:00	9	142	0.000	9	142	0.000	9	142	0.000
16:00 - 17:00	9	142	0.003	9	142	0.001	9	142	0.004
17:00 - 18:00	9	142	0.001	9	142	0.002	9	142	0.003
18:00 - 19:00	9	142	0.002	9	142	0.000	9	142	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.006			0.013

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.000	9	142	0.000	9	142	0.000
08:00 - 09:00	9	142	0.000	9	142	0.000	9	142	0.000
09:00 - 10:00	9	142	0.000	9	142	0.000	9	142	0.000
10:00 - 11:00	9	142	0.000	9	142	0.000	9	142	0.000
11:00 - 12:00	9	142	0.000	9	142	0.000	9	142	0.000
12:00 - 13:00	9	142	0.000	9	142	0.000	9	142	0.000
13:00 - 14:00	9	142	0.000	9	142	0.000	9	142	0.000
14:00 - 15:00	9	142	0.000	9	142	0.000	9	142	0.000
15:00 - 16:00	9	142	0.000	9	142	0.000	9	142	0.000
16:00 - 17:00	9	142	0.001	9	142	0.000	9	142	0.001
17:00 - 18:00	9	142	0.000	9	142	0.000	9	142	0.000
18:00 - 19:00	9	142	0.000	9	142	0.000	9	142	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.005	9	142	0.040	9	142	0.045
08:00 - 09:00	9	142	0.001	9	142	0.041	9	142	0.042
09:00 - 10:00	9	142	0.005	9	142	0.002	9	142	0.007
10:00 - 11:00	9	142	0.001	9	142	0.002	9	142	0.003
11:00 - 12:00	9	142	0.002	9	142	0.003	9	142	0.005
12:00 - 13:00	9	142	0.005	9	142	0.007	9	142	0.012
13:00 - 14:00	9	142	0.006	9	142	0.005	9	142	0.011
14:00 - 15:00	9	142	0.008	9	142	0.006	9	142	0.014
15:00 - 16:00	9	142	0.013	9	142	0.008	9	142	0.021
16:00 - 17:00	9	142	0.023	9	142	0.002	9	142	0.025
17:00 - 18:00	9	142	0.020	9	142	0.003	9	142	0.023
18:00 - 19:00	9	142	0.019	9	142	0.002	9	142	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.121			0.229

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	142	0.156	9	142	0.583	9	142	0.739
08:00 - 09:00	9	142	0.218	9	142	0.916	9	142	1.134
09:00 - 10:00	9	142	0.228	9	142	0.273	9	142	0.501
10:00 - 11:00	9	142	0.205	9	142	0.267	9	142	0.472
11:00 - 12:00	9	142	0.252	9	142	0.247	9	142	0.499
12:00 - 13:00	9	142	0.272	9	142	0.252	9	142	0.524
13:00 - 14:00	9	142	0.258	9	142	0.278	9	142	0.536
14:00 - 15:00	9	142	0.268	9	142	0.325	9	142	0.593
15:00 - 16:00	9	142	0.666	9	142	0.327	9	142	0.993
16:00 - 17:00	9	142	0.500	9	142	0.277	9	142	0.777
17:00 - 18:00	9	142	0.571	9	142	0.279	9	142	0.850
18:00 - 19:00	9	142	0.505	9	142	0.287	9	142	0.792
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.099			4.311			8.410

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.

APPENDIX C

Calculation Reference: AUDIT-728001-250611-0617

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	6 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	OX	OXFORDSHIRE	1 days
	WS	WEST SUSSEX	5 days

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

RGP Mill Pool House Godalming

Licence No: 728001

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 100 (units:)
Range Selected by User: 16 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 07/10/24

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	2 days
Tuesday	2 days
Wednesday	7 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	7

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	8
Village	7

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 days
----	---------

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

Population within 500m Range:

All Surveys Included

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	6 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	11 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	15 days
No	1 days

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

PTAL Rating:

No PTAL Present	16 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	BU-03-M-01 WYETH CLOSE TAPLOW	BLOCK OF FLATS	BUCKINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 60 Survey date: WEDNESDAY 06/09/23		Survey Type: MANUAL
2	CT-03-M-01 HITCHIN ROAD SHEFFORD	MIXED HOUSES & FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 75 Survey date: WEDNESDAY 28/06/23		Survey Type: MANUAL
3	ES-03-M-09 STATION ROAD NORTHAM	DETACHED / SEMI-DETACHED	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 16 Survey date: WEDNESDAY 17/05/17		Survey Type: MANUAL
4	ES-03-M-12 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 93 Survey date: THURSDAY 21/06/18		Survey Type: MANUAL
5	ES-03-M-15 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 80 Survey date: WEDNESDAY 13/03/19		Survey Type: MANUAL
6	ES-03-M-18 NORTH COMMON ROAD WIVELSFIELD GREEN	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 75 Survey date: TUESDAY 15/06/21		Survey Type: MANUAL
7	ES-03-M-20 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 Survey date: TUESDAY 05/10/21		Survey Type: MANUAL
8	ES-03-M-22 GOLDBRIDGE ROAD NEWICK	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 23 Survey date: MONDAY 07/10/24		Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-M-23 HEATH HOUSE LANE HEDGE END	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 43 Survey date: WEDNESDAY 20/09/23		Survey Type: MANUAL
10	HF-03-M-03 WEST ROAD SAWBRIDGEWORTH	TERRACED & DETACHED	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 80 Survey date: THURSDAY 03/11/22		Survey Type: MANUAL
11	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES	OXFORDSHIRE
	Edge of Town Industrial Zone Total No of Dwellings: 100 Survey date: THURSDAY 28/06/18		Survey Type: MANUAL
12	WS-03-M-21 CLAPPERS LANE BRACKLESHAM BAY	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: THURSDAY 14/11/19		Survey Type: MANUAL
13	WS-03-M-22 RUSPER ROAD CRAWLEY IFIELD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: MONDAY 19/10/20		Survey Type: MANUAL
14	WS-03-M-23 STANE STREET CHICHESTER WESTHAMPNETT Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	WEST SUSSEX
	Total No of Dwellings: 99 Survey date: WEDNESDAY 13/10/21		Survey Type: MANUAL
15	WS-03-M-24 COPTHORNE WAY NEAR CRAWLEY COPTHORNE Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	WEST SUSSEX
	Total No of Dwellings: 80 Survey date: FRIDAY 08/10/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16

WS-03-M-28

MIXED HOUSES & FLATS

WEST SUSSEX

STANE STREET

CHICHESTER

WESTHAMPNETT

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 99

Survey date: WEDNESDAY 11/10/23

Survey Type: MANUAL

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.077	16	70	0.253	16	70	0.330
08:00 - 09:00	16	70	0.129	16	70	0.329	16	70	0.458
09:00 - 10:00	16	70	0.168	16	70	0.153	16	70	0.321
10:00 - 11:00	16	70	0.133	16	70	0.148	16	70	0.281
11:00 - 12:00	16	70	0.131	16	70	0.159	16	70	0.290
12:00 - 13:00	16	70	0.157	16	70	0.146	16	70	0.303
13:00 - 14:00	16	70	0.149	16	70	0.148	16	70	0.297
14:00 - 15:00	16	70	0.151	16	70	0.177	16	70	0.328
15:00 - 16:00	16	70	0.255	16	70	0.191	16	70	0.446
16:00 - 17:00	16	70	0.270	16	70	0.153	16	70	0.423
17:00 - 18:00	16	70	0.296	16	70	0.182	16	70	0.478
18:00 - 19:00	16	70	0.229	16	70	0.149	16	70	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.145			2.188			4.333

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

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

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Parameter summary

Trip rate parameter range selected: 16 - 100 (units:)
 Survey date range: 01/01/16 - 07/10/24
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.002	16	70	0.002	16	70	0.004
08:00 - 09:00	16	70	0.001	16	70	0.001	16	70	0.002
09:00 - 10:00	16	70	0.001	16	70	0.001	16	70	0.002
10:00 - 11:00	16	70	0.001	16	70	0.001	16	70	0.002
11:00 - 12:00	16	70	0.001	16	70	0.000	16	70	0.001
12:00 - 13:00	16	70	0.001	16	70	0.001	16	70	0.002
13:00 - 14:00	16	70	0.002	16	70	0.002	16	70	0.004
14:00 - 15:00	16	70	0.003	16	70	0.002	16	70	0.005
15:00 - 16:00	16	70	0.000	16	70	0.001	16	70	0.001
16:00 - 17:00	16	70	0.003	16	70	0.003	16	70	0.006
17:00 - 18:00	16	70	0.000	16	70	0.001	16	70	0.001
18:00 - 19:00	16	70	0.000	16	70	0.000	16	70	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.001	16	70	0.013	16	70	0.014
08:00 - 09:00	16	70	0.003	16	70	0.008	16	70	0.011
09:00 - 10:00	16	70	0.000	16	70	0.004	16	70	0.004
10:00 - 11:00	16	70	0.002	16	70	0.002	16	70	0.004
11:00 - 12:00	16	70	0.002	16	70	0.002	16	70	0.004
12:00 - 13:00	16	70	0.003	16	70	0.002	16	70	0.005
13:00 - 14:00	16	70	0.002	16	70	0.003	16	70	0.005
14:00 - 15:00	16	70	0.002	16	70	0.003	16	70	0.005
15:00 - 16:00	16	70	0.007	16	70	0.001	16	70	0.008
16:00 - 17:00	16	70	0.004	16	70	0.001	16	70	0.005
17:00 - 18:00	16	70	0.007	16	70	0.004	16	70	0.011
18:00 - 19:00	16	70	0.013	16	70	0.006	16	70	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.049			0.095

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.020	16	70	0.046	16	70	0.066
08:00 - 09:00	16	70	0.054	16	70	0.138	16	70	0.192
09:00 - 10:00	16	70	0.027	16	70	0.024	16	70	0.051
10:00 - 11:00	16	70	0.026	16	70	0.030	16	70	0.056
11:00 - 12:00	16	70	0.030	16	70	0.041	16	70	0.071
12:00 - 13:00	16	70	0.029	16	70	0.022	16	70	0.051
13:00 - 14:00	16	70	0.030	16	70	0.028	16	70	0.058
14:00 - 15:00	16	70	0.030	16	70	0.065	16	70	0.095
15:00 - 16:00	16	70	0.125	16	70	0.045	16	70	0.170
16:00 - 17:00	16	70	0.046	16	70	0.030	16	70	0.076
17:00 - 18:00	16	70	0.035	16	70	0.040	16	70	0.075
18:00 - 19:00	16	70	0.041	16	70	0.034	16	70	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.493			0.543			1.036

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.000	16	70	0.024	16	70	0.024
08:00 - 09:00	16	70	0.000	16	70	0.026	16	70	0.026
09:00 - 10:00	16	70	0.001	16	70	0.006	16	70	0.007
10:00 - 11:00	16	70	0.001	16	70	0.005	16	70	0.006
11:00 - 12:00	16	70	0.006	16	70	0.004	16	70	0.010
12:00 - 13:00	16	70	0.005	16	70	0.010	16	70	0.015
13:00 - 14:00	16	70	0.006	16	70	0.004	16	70	0.010
14:00 - 15:00	16	70	0.002	16	70	0.004	16	70	0.006
15:00 - 16:00	16	70	0.017	16	70	0.004	16	70	0.021
16:00 - 17:00	16	70	0.018	16	70	0.006	16	70	0.024
17:00 - 18:00	16	70	0.021	16	70	0.003	16	70	0.024
18:00 - 19:00	16	70	0.005	16	70	0.006	16	70	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.102			0.184

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.106	16	70	0.403	16	70	0.509
08:00 - 09:00	16	70	0.197	16	70	0.657	16	70	0.854
09:00 - 10:00	16	70	0.220	16	70	0.228	16	70	0.448
10:00 - 11:00	16	70	0.193	16	70	0.229	16	70	0.422
11:00 - 12:00	16	70	0.206	16	70	0.249	16	70	0.455
12:00 - 13:00	16	70	0.228	16	70	0.219	16	70	0.447
13:00 - 14:00	16	70	0.229	16	70	0.225	16	70	0.454
14:00 - 15:00	16	70	0.237	16	70	0.287	16	70	0.524
15:00 - 16:00	16	70	0.549	16	70	0.283	16	70	0.832
16:00 - 17:00	16	70	0.456	16	70	0.252	16	70	0.708
17:00 - 18:00	16	70	0.448	16	70	0.305	16	70	0.753
18:00 - 19:00	16	70	0.359	16	70	0.250	16	70	0.609
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.428			3.587			7.015

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.064	16	70	0.220	16	70	0.284
08:00 - 09:00	16	70	0.099	16	70	0.294	16	70	0.393
09:00 - 10:00	16	70	0.138	16	70	0.128	16	70	0.266
10:00 - 11:00	16	70	0.109	16	70	0.124	16	70	0.233
11:00 - 12:00	16	70	0.101	16	70	0.123	16	70	0.224
12:00 - 13:00	16	70	0.128	16	70	0.122	16	70	0.250
13:00 - 14:00	16	70	0.125	16	70	0.117	16	70	0.242
14:00 - 15:00	16	70	0.123	16	70	0.154	16	70	0.277
15:00 - 16:00	16	70	0.206	16	70	0.152	16	70	0.358
16:00 - 17:00	16	70	0.225	16	70	0.124	16	70	0.349
17:00 - 18:00	16	70	0.265	16	70	0.155	16	70	0.420
18:00 - 19:00	16	70	0.207	16	70	0.133	16	70	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.790			1.846			3.636

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	70	0.005	16	70	0.022	16	70	0.027
08:00 - 09:00	16	70	0.022	16	70	0.025	16	70	0.047
09:00 - 10:00	16	70	0.025	16	70	0.021	16	70	0.046
10:00 - 11:00	16	70	0.021	16	70	0.020	16	70	0.041
11:00 - 12:00	16	70	0.027	16	70	0.033	16	70	0.060
12:00 - 13:00	16	70	0.024	16	70	0.021	16	70	0.045
13:00 - 14:00	16	70	0.017	16	70	0.021	16	70	0.038
14:00 - 15:00	16	70	0.021	16	70	0.020	16	70	0.041
15:00 - 16:00	16	70	0.038	16	70	0.028	16	70	0.066
16:00 - 17:00	16	70	0.036	16	70	0.022	16	70	0.058
17:00 - 18:00	16	70	0.026	16	70	0.022	16	70	0.048
18:00 - 19:00	16	70	0.018	16	70	0.015	16	70	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.280			0.270			0.550

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.

APPENDIX D

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

	Eastbound	Westbound
Total	3000	2844
Mean Speed	12.2	13.1
85%	14.1	15.7



SITE: ATC - Cowards Lane

LOCATION: Attached to lamppost

GRID REFERENCE: 51.846589, -0.235821

DIRECTION: EASTBOUND

SPEED LIMIT: 20

17 May 2025

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	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	14.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0700	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0800	15	11	0	1	0	0	0	0	0	0	0	0	0	0	3	10.9	13
0900	28	23	0	0	1	0	0	0	0	0	0	0	0	1	3	12.7	14.1
1000	30	27	0	0	0	1	0	0	0	0	0	0	0	0	2	11.3	12.5
1100	36	30	0	0	0	2	0	0	0	0	1	0	0	0	3	11.9	13.4
1200	27	24	0	0	1	1	0	0	0	0	0	0	0	0	1	12.5	14.9
1300	31	30	0	0	0	0	0	0	0	0	0	0	0	0	1	12.3	13.9
1400	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	11.7	13.4
1500	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14.8
1600	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	12.9
1700	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.3
1800	23	21	0	0	0	0	0	0	0	0	0	0	0	0	2	11.6	14.3
1900	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14.3
2000	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	11.8	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
07-19	284	258	0	1	2	4	0	0	0	0	1	0	0	1	17	11.9	13.5
06-22	313	282	0	2	2	4	0	0	0	0	1	0	0	2	20	11.9	13.5
06-00	320	289	0	2	2	4	0	0	0	0	1	0	0	2	20	12	13.6

00-00	325	293	0	3	2	4	0	0	0	0	1	0	0	2	20	12	13.7
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18 May 2025

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	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	12.2	-
0800	10	9	0	0	0	1	0	0	0	0	0	0	0	0	0	12.8	-
0900	15	13	0	0	0	2	0	0	0	0	0	0	0	0	0	13.8	14.8
1000	24	16	0	0	0	2	0	0	0	0	0	0	0	2	4	13.1	16.2
1100	29	24	0	1	0	0	0	0	0	0	0	0	0	0	4	12.9	15.2
1200	31	21	0	0	1	0	0	0	0	1	0	0	0	1	7	12.1	15.8
1300	28	25	1	2	0	0	0	0	0	0	0	0	0	0	0	11.8	13.6
1400	23	20	0	0	0	1	0	0	0	0	0	0	0	0	2	12.4	13.8
1500	27	25	0	0	0	0	0	0	0	0	0	0	0	0	2	11.6	12.9
1600	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	14.2
1700	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
1800	17	15	0	1	0	1	0	0	0	0	0	0	0	0	0	11.8	13.6
1900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
2100	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	12.9	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
2300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	13.4	-
07-19	238	201	1	4	1	7	0	0	0	1	0	0	0	4	19	12.3	14.7
06-22	260	222	1	4	1	7	0	0	0	1	0	0	0	4	20	12.3	14.6
06-00	267	228	1	5	1	7	0	0	0	1	0	0	0	4	20	12.3	14.6
00-00	272	233	1	5	1	7	0	0	0	1	0	0	0	4	20	12.4	14.7

19 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
0600	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	13.3	15.4
0700	102	91	0	11	0	0	0	0	0	0	0	0	0	0	0	12.2	13.9
0800	90	84	0	5	0	0	0	0	0	0	0	0	0	0	1	11.9	14.3
0900	42	40	0	1	1	0	0	0	0	0	0	0	0	0	0	12.1	13.5
1000	19	17	0	0	0	0	0	0	0	0	0	0	0	0	2	11.7	14.4
1100	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	11.9	13.8
1200	20	18	0	0	0	0	0	0	0	0	0	0	0	0	2	12.3	13.9
1300	26	21	0	2	0	1	0	0	0	0	0	0	0	0	2	11.6	13.7
1400	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	12	14.5
1500	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	11.6	13.2
1600	40	35	0	2	0	0	0	0	0	0	0	0	0	0	3	12.5	14.7
1700	31	28	0	1	1	0	0	0	0	0	0	0	0	0	1	11.8	13
1800	25	23	0	0	1	0	0	0	0	0	0	0	0	0	1	12.2	13.4
1900	17	13	0	1	0	0	0	0	0	0	0	0	0	0	3	11.7	14.6
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
07-19	453	411	0	24	3	1	0	0	0	0	0	0	0	2	12	12	13.7
06-22	501	453	0	26	3	1	0	0	0	0	0	0	0	2	16	12.1	14
06-00	507	459	0	26	3	1	0	0	0	0	0	0	0	2	16	12.1	14
00-00	513	464	0	26	4	1	0	0	0	0	0	0	0	2	16	12.1	14

20 May 2025

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	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	13.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
0500	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
0600	19	16	0	1	1	0	0	0	0	0	0	0	0	0	0	12.9	14.8
0700	101	92	0	7	1	1	0	0	0	0	0	0	0	0	0	12.6	14
0800	79	74	0	4	0	0	0	0	0	0	0	0	0	0	0	12.5	14.2
0900	31	26	0	2	1	0	0	0	0	0	0	0	0	0	0	11.8	13.4
1000	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	11.8	13.5
1100	37	33	0	1	0	1	0	0	0	0	0	0	0	0	0	11.3	13
1200	31	27	0	2	1	0	0	0	0	0	0	0	0	0	0	11.8	13.6
1300	23	21	0	1	0	0	0	0	0	0	0	0	0	0	0	11.8	13.5
1400	27	23	0	1	0	0	0	0	0	0	0	0	0	1	2	11.2	13.4
1500	29	26	0	1	0	0	0	0	1	0	0	0	0	0	1	12	13.7
1600	27	21	0	2	1	0	0	0	0	0	0	0	0	1	2	12.2	14.4
1700	26	23	0	0	1	0	0	0	0	0	0	0	0	0	2	12.1	14.8
1800	26	24	0	1	0	0	0	0	0	0	0	0	0	0	1	12.3	14
1900	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	12.4	14.8
2000	12	10	0	0	1	0	0	0	0	0	0	0	0	0	1	12.3	14.4
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
07-19	460	411	0	24	5	2	0	0	1	0	0	0	0	2	15	12.1	13.9
06-22	513	458	0	26	7	2	0	0	1	0	0	0	0	2	17	12.1	14
06-00	521	466	0	26	7	2	0	0	1	0	0	0	0	2	17	12.2	14
00-00	533	476	0	27	7	2	0	0	1	0	0	0	0	2	18	12.2	14

21 May 2025

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	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
0500	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	13.9	-
0600	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	12.9	14
0700	69	62	0	4	1	0	0	0	0	0	0	0	0	0	2	12.5	14.3
0800	62	59	0	2	1	0	0	0	0	0	0	0	0	0	0	12.2	13.4
0900	42	38	0	1	1	0	0	0	0	0	0	0	0	0	2	12.2	14.3
1000	25	21	0	3	1	0	0	0	0	0	0	0	0	0	0	12.1	14.3
1100	21	18	0	2	0	0	0	0	0	0	0	0	0	0	1	12.1	14.5
1200	24	21	0	1	0	0	0	0	0	0	0	0	0	0	2	11.6	12.5
1300	26	24	0	0	0	0	0	0	0	0	0	0	0	0	2	12.4	14.1
1400	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	11.3	12.9
1500	25	22	0	1	1	0	0	0	0	0	0	0	0	0	1	11.6	14.1
1600	32	30	0	1	0	0	0	0	0	0	0	0	0	0	1	11.8	13
1700	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	12.5	14.6
1800	20	19	0	0	0	0	0	0	0	0	0	0	0	0	1	12.7	15.6
1900	21	18	0	2	1	0	0	0	0	0	0	0	0	0	0	12.3	14.4
2000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	15.3
2100	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	13.2	-
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	382	346	0	18	5	0	0	0	0	0	0	0	0	0	13	12.2	14
06-22	443	402	0	21	6	0	0	0	0	0	0	0	0	0	14	12.2	14.1
06-00	449	408	0	21	6	0	0	0	0	0	0	0	0	0	14	12.3	14.1
00-00	458	415	0	21	7	0	0	0	0	0	0	0	0	0	15	12.3	14.1

22 May 2025

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	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	14.8	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	14.3	-
0500	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	14.3	-
0600	14	11	0	1	0	0	0	0	0	0	0	0	0	0	2	12.3	14.3
0700	42	40	0	1	0	0	0	0	0	0	0	0	0	1	0	12	13.2
0800	62	57	0	3	0	0	0	0	0	0	0	0	0	1	1	12.7	14
0900	43	37	0	3	0	1	0	0	0	0	0	0	0	0	2	12.1	13.5
1000	34	28	0	4	0	0	0	0	0	0	0	0	0	0	2	12.5	14.1
1100	35	32	0	1	1	0	0	0	0	0	0	0	0	0	1	12.3	14.8
1200	42	38	0	3	1	0	0	0	0	0	0	0	0	0	0	11.8	14.2
1300	20	17	0	1	0	0	0	0	0	0	0	0	0	0	2	10.5	12.7
1400	27	22	0	1	0	0	0	0	0	0	0	0	0	0	4	11.6	14.4
1500	71	67	0	1	1	1	0	1	0	0	0	0	0	0	0	11.9	13.9
1600	31	25	0	2	2	1	0	0	0	0	0	0	0	0	1	11.9	13.9
1700	38	33	0	3	0	0	0	0	0	0	0	0	0	1	1	12.4	15.5
1800	23	19	0	2	0	0	0	0	0	0	0	0	0	0	2	11.6	13.2
1900	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	12.5	15.1
2000	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	15.7
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
07-19	468	415	0	25	5	3	0	1	0	0	0	0	0	3	16	12	13.9
06-22	513	456	0	26	5	3	0	1	0	0	0	0	0	3	19	12.1	14
06-00	520	463	0	26	5	3	0	1	0	0	0	0	0	3	19	12.1	14
00-00	534	473	0	28	6	3	0	1	0	0	0	0	0	3	20	12.2	14.2

23 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
0600	18	17	0	0	1	0	0	0	0	0	0	0	0	0	0	12.5	14.1
0700	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	14.1
0800	31	29	0	1	0	0	0	0	0	0	0	0	0	0	1	11.8	13.3
0900	23	20	0	1	0	0	0	0	0	0	0	0	0	0	2	11.7	13.9
1000	25	20	0	2	0	2	0	0	0	0	0	0	0	0	1	12.1	14.5
1100	27	25	0	1	0	0	0	0	0	0	0	0	0	0	1	12.6	14.8
1200	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	11.9	13.9
1300	26	20	0	3	1	0	0	0	0	0	0	0	0	1	1	11.7	13.4
1400	24	21	0	1	0	0	0	0	0	0	0	0	0	0	2	12.9	15.8
1500	26	23	0	2	1	0	0	0	0	0	0	0	0	0	0	11.5	13.1
1600	33	29	0	2	0	0	0	0	0	0	0	0	0	0	2	11.7	13.5
1700	23	17	0	3	0	0	0	0	0	0	0	0	0	2	1	11.5	12.5
1800	24	22	0	0	0	0	0	0	0	0	0	0	0	1	1	12.2	15
1900	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	12.4	-
2000	12	10	0	0	0	0	0	0	0	1	0	0	0	0	1	12.9	14.9
2100	8	6	0	0	0	2	0	0	0	0	0	0	0	0	0	11.9	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	309	272	0	17	2	2	0	0	0	0	0	0	0	4	12	12	13.8
06-22	357	312	0	20	3	4	0	0	0	1	0	0	0	4	13	12	13.9
06-00	358	313	0	20	3	4	0	0	0	1	0	0	0	4	13	12	13.9
00-00	365	320	0	20	3	4	0	0	0	1	0	0	0	4	13	12.1	14

[illegible]

[illegible]

18 May 2025

[illegible]

19 May 2025

[illegible]

20 May 2025

[illegible]

21 May 2025

[illegible]

22 May 2025

[illegible]

23 May 2025

[illegible]

Grand Total

[illegible]



SITE: ATC - Cowards Lane

LOCATION: Attached to lamppost

GRID REFERENCE: 51.846589, -0.235821

DIRECTION: EASTBOUND

SPEED LIMIT: 20

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	17-May	18-May	19-May	20-May	21-May	22-May	23-May	1-5.	1-7.
Hour									
0000-0100	3	3	1	2	2	4	1	2	2.3
0100-0200	1	0	1	0	0	1	2	0.8	0.7
0200-0300	0	1	0	0	0	0	0	0	0.1
0300-0400	0	1	0	1	1	1	0	0.6	0.6
0400-0500	1	0	0	1	2	4	1	1.6	1.3
0500-0600	0	0	4	8	4	4	3	4.6	3.3
0600-0700	7	0	18	19	18	14	18	17.4	13.4
0700-0800	8	6	102	101	69	42	18	66.4	49.4
0800-0900	15	10	90	79	62	62	31	64.8	49.9
0900-1000	28	15	42	31	42	43	23	36.2	32
1000-1100	30	24	19	23	25	34	25	25.2	25.7
1100-1200	36	29	17	37	21	35	27	27.4	28.9
1200-1300	27	31	20	31	24	42	29	29.2	29.1
1300-1400	31	28	26	23	26	20	26	24.2	25.7
1400-1500	14	23	16	27	13	27	24	21.4	20.6
1500-1600	24	27	25	29	25	71	26	35.2	32.4
1600-1700	19	18	40	27	32	31	33	32.6	28.6
1700-1800	29	10	31	26	23	38	23	28.2	25.7
1800-1900	23	17	25	26	20	23	24	23.6	22.6
1900-2000	12	13	17	14	21	11	10	14.6	14
2000-2100	4	5	9	12	12	11	12	11.2	9.3
2100-2200	6	4	4	8	10	9	8	7.8	7
2200-2300	3	5	5	7	6	5	1	4.8	4.6
2300-2400	4	2	1	1	0	2	0	0.8	1.4
Totals									
0700-1900	284	238	453	460	382	468	309	414.4	370.6
0600-2200	313	260	501	513	443	513	357	465.4	414.3
0600-0000	320	267	507	521	449	520	358	471	420.3
0000-0000	325	272	513	533	458	534	365	480.6	428.6
AM Peak	1100	1100	700	700	700	800	800		
	36	29	102	101	69	62	31		
PM Peak	1300	1200	1600	1200	1600	1500	1600		
	31	31	40	31	32	71	33		



SITE: ATC - Cowards Lane

LOCATION: Attached to lamppost

GRID REFERENCE: 51.846589, -0.235821

DIRECTION: WESTBOUND

SPEED LIMIT: 20

17 May 2025

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
0700	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	12.4	-
0800	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	13.7	16.9
0900	33	11	0	0	0	5	0	0	0	1	0	0	0	1	15	11.4	13.3
1000	45	26	0	5	2	2	0	0	0	0	0	0	0	0	10	12.8	15.5
1100	44	28	0	1	0	6	0	0	0	0	0	0	0	0	9	12.9	15.1
1200	43	38	0	0	0	0	0	0	0	0	0	0	0	1	4	12.9	15.5
1300	29	25	0	1	0	0	0	0	0	0	0	0	0	0	3	12.8	15.4
1400	26	20	0	1	0	0	0	0	0	0	0	0	0	0	5	13.4	16.2
1500	23	18	0	0	1	1	0	0	0	0	0	0	0	1	2	13	15.2
1600	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	13.1	15
1700	28	25	0	2	0	0	0	0	0	0	0	0	0	1	0	12.3	14.2
1800	24	20	0	0	1	0	0	0	0	0	0	0	0	1	2	11.5	14.6
1900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	16.6
2000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	14.7
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
07-19	353	263	0	16	4	14	0	0	0	1	0	0	0	5	50	12.7	15.1
06-22	389	299	0	16	4	14	0	0	0	1	0	0	0	5	50	12.8	15.2
06-00	401	311	0	16	4	14	0	0	0	1	0	0	0	5	50	12.8	15.3
00-00	405	315	0	16	4	14	0	0	0	1	0	0	0	5	50	12.8	15.3

18 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	
0800	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14.4	-
0900	11	7	0	1	0	1	0	0	0	0	0	0	0	0	0	2	12.3	14.6
1000	22	13	0	0	0	1	0	0	0	1	0	1	0	0	6	12.4	15.1	
1100	37	30	0	0	0	3	0	0	0	1	0	0	0	0	3	12.9	15.6	
1200	39	29	0	1	0	1	0	0	0	0	0	1	0	0	7	12.5	14.7	
1300	41	37	0	1	0	1	0	0	0	0	1	0	0	0	1	13	15.1	
1400	23	14	1	0	0	1	0	0	0	0	0	0	0	1	6	12.3	15.4	
1500	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	13.4	15.3	
1600	28	24	0	1	0	0	0	0	0	0	0	0	0	0	3	12.5	14.5	
1700	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14.3	
1800	23	20	0	2	0	0	0	0	0	0	0	0	0	0	1	13.1	16.1	
1900	23	20	0	1	0	0	0	0	0	0	0	0	0	2	0	13	16.5	
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	14.5	18	
2100	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	14.2	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	
2300	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-	
07-19	273	218	1	9	0	8	0	0	0	2	1	2	0	1	31	12.8	15.1	
06-22	315	255	1	11	0	8	0	0	0	2	1	2	0	3	32	12.9	15.3	
06-00	321	260	1	11	1	8	0	0	0	2	1	2	0	3	32	12.9	15.3	
00-00	327	266	1	11	1	8	0	0	0	2	1	2	0	3	32	13	15.3	

19 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
0600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0700	34	29	0	4	0	0	0	0	0	0	0	0	0	0	1	13.1	15.7
0800	37	34	0	1	0	0	0	0	0	0	0	0	0	0	2	13	15.9
0900	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	13.9	17.4
1000	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	14	18.7
1100	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	12.1	14.8
1200	24	21	0	2	0	0	0	0	0	0	0	0	0	0	1	12	15.9
1300	22	17	0	2	0	0	0	0	0	0	0	0	0	0	3	13.4	16
1400	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	12.7	15.8
1500	39	34	0	4	0	1	0	0	0	0	0	0	0	0	0	13	15.3
1600	37	33	0	3	0	0	0	0	0	0	0	0	0	0	1	12.8	15.3
1700	31	28	0	0	0	0	0	0	0	0	0	0	0	0	3	13	16.5
1800	28	24	0	2	0	0	0	0	0	0	0	0	0	1	1	13.7	15.5
1900	20	19	0	0	0	0	0	0	0	0	0	0	0	0	1	12.4	15.4
2000	17	12	0	3	0	0	0	0	0	0	0	0	0	1	1	13.5	18.1
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	331	288	0	29	0	1	0	0	0	0	0	0	0	1	12	13	15.5
06-22	376	326	0	33	0	1	0	0	0	0	0	0	0	2	14	13	15.5
06-00	381	331	0	33	0	1	0	0	0	0	0	0	0	2	14	13.1	15.5
00-00	388	338	0	33	0	1	0	0	0	0	0	0	0	2	14	13.1	15.6

20 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-
0100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	16.3	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16	-
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14.9	-
0700	31	25	0	4	0	0	0	0	0	0	0	0	0	0	2	13.6	15.8
0800	33	30	0	2	0	0	0	0	0	0	0	0	0	0	1	13.4	15.8
0900	25	21	0	3	0	0	0	0	0	0	0	0	0	1	0	12.1	14.4
1000	24	19	0	4	0	1	0	0	0	0	0	0	0	0	0	13.4	15.5
1100	21	17	0	3	0	0	0	0	0	0	0	0	0	0	1	11.9	14.6
1200	25	19	0	4	0	1	0	0	0	0	0	0	0	0	1	12.3	14.5
1300	37	35	0	1	0	0	0	0	0	0	0	0	0	0	1	13	14.8
1400	30	25	0	3	0	1	0	0	0	0	0	0	0	0	1	12.7	14.9
1500	46	41	0	4	0	0	0	0	0	0	0	0	0	0	1	13.1	15.2
1600	20	16	0	4	0	0	0	0	0	0	0	0	0	0	0	13.4	14.7
1700	25	21	0	2	0	0	0	0	0	0	0	0	0	0	2	12.3	14.8
1800	31	25	0	3	0	0	0	0	0	0	0	0	0	1	2	13.9	17.5
1900	33	30	0	1	0	0	0	0	0	0	0	0	0	0	2	13.7	16.8
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	14	-
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-
07-19	348	294	0	37	0	3	0	0	0	0	0	0	0	2	12	13	15.2
06-22	401	342	0	40	0	3	0	0	0	0	0	0	0	2	14	13.1	15.5
06-00	410	351	0	40	0	3	0	0	0	0	0	0	0	2	14	13.2	15.5
00-00	418	357	0	41	1	3	0	0	0	0	0	0	0	2	14	13.2	15.7

21 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
0700	25	19	1	3	0	0	0	0	0	0	0	0	0	0	2	13.4	15.6
0800	47	45	0	0	1	0	0	0	0	0	0	0	0	0	1	13.8	16.7
0900	27	20	0	5	0	1	0	1	0	0	0	0	0	0	0	12.7	14.8
1000	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	12.7	16.1
1100	22	16	0	4	0	0	0	0	0	1	0	0	0	0	1	13.3	15.6
1200	21	17	0	1	0	0	0	0	0	0	0	0	0	0	3	12.7	15.3
1300	36	28	0	7	0	0	0	0	0	0	0	0	0	0	1	12.9	15.2
1400	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	13.8	16.6
1500	46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	16
1600	44	41	0	2	0	0	0	0	0	0	0	0	0	0	1	13.7	16.5
1700	27	23	0	2	0	0	0	0	0	0	0	0	0	0	2	13.2	15
1800	28	27	0	0	0	0	0	0	0	0	0	0	0	0	1	12.7	16.5
1900	25	20	0	2	0	0	0	0	0	0	0	0	0	1	2	13	16.4
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	382	336	1	29	1	1	0	1	0	1	0	0	0	0	12	13.3	15.9
06-22	421	370	1	31	1	1	0	1	0	1	0	0	0	1	14	13.3	15.9
06-00	425	374	1	31	1	1	0	1	0	1	0	0	0	1	14	13.3	15.9
00-00	428	377	1	31	1	1	0	1	0	1	0	0	0	1	14	13.4	16

22 May 2025

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6 -	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1 -	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3 -	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2 -	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3 -	
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4 -	
0700	29	26	0	2	0	0	0	0	0	0	0	0	0	0	1	13.7	17.1
0800	26	24	0	1	0	1	0	0	0	0	0	0	0	0	0	13.3	16
0900	23	19	0	2	0	1	0	0	0	0	0	0	0	0	1	13.1	16.2
1000	11	8	0	2	0	0	0	1	0	0	0	0	0	0	0	12.5	14.3
1100	19	14	0	3	0	2	0	0	0	0	0	0	0	0	0	12.7	15.9
1200	47	41	0	5	0	0	0	0	0	0	0	0	0	0	1	13	15.1
1300	19	12	0	3	0	0	0	0	0	0	0	0	0	1	3	13.4	17.6
1400	35	28	0	3	0	0	0	0	0	0	0	0	0	0	4	13	15.8
1500	72	63	0	8	1	0	0	0	0	0	0	0	0	0	0	12.5	14.4
1600	30	26	0	2	0	0	0	0	0	1	0	0	0	0	1	13.7	15.9
1700	24	19	0	0	0	0	0	0	0	0	0	0	0	1	4	12.4	15.2
1800	47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	16.2
1900	30	27	0	1	1	0	0	0	0	0	0	0	0	0	1	12.5	16.7
2000	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	14.5	16.8
2100	7	5	0	0	0	0	0	0	0	0	0	0	0	2	0	14.1 -	
2200	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	15.9 -	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4 -	
07-19	382	327	0	31	1	4	0	1	0	1	0	0	0	2	15	13	15.5
06-22	437	376	0	32	2	4	0	1	0	1	0	0	0	5	16	13.1	15.8
06-00	450	388	0	32	2	4	0	1	0	1	0	0	0	6	16	13.1	15.9
00-00	458	396	0	32	2	4	0	1	0	1	0	0	0	6	16	13.2	15.9

23 May 2025

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
0600	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	13.3	-
0700	20	18	0	1	0	0	0	0	0	0	0	0	0	0	1	13.9	16.2
0800	40	36	0	3	0	0	0	0	0	0	0	0	0	0	1	13.1	15.5
0900	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	12.9	15.1
1000	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	13.4	15.8
1100	32	20	0	2	0	1	0	0	0	0	0	0	0	1	8	12.8	15.6
1200	34	25	0	3	0	2	0	0	0	0	0	0	0	0	4	12.6	15.5
1300	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	13.6	16.4
1400	31	26	0	2	0	0	0	0	0	0	0	0	0	2	1	13.5	15.6
1500	41	36	0	2	0	0	0	0	0	0	0	0	0	0	3	13.1	15.2
1600	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	16.2
1700	47	41	0	2	0	0	0	0	0	0	0	0	0	1	3	13.3	16.4
1800	25	23	0	0	0	0	0	0	0	0	0	0	0	0	2	13.8	16.9
1900	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	12.8	16.9
2000	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	13.5	16.4
2100	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	13.7	-
2200	7	5	0	0	0	0	0	0	0	0	0	0	0	2	0	13.8	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-
07-19	360	307	0	23	0	3	0	0	0	0	0	0	0	4	23	13.2	15.5
06-22	407	346	0	29	0	3	0	0	0	0	0	0	0	5	24	13.2	15.7
06-00	416	353	0	29	0	3	0	0	0	0	0	0	0	7	24	13.2	15.7
00-00	420	357	0	29	0	3	0	0	0	0	0	0	0	7	24	13.3	15.7

[illegible]

[illegible]

18 May 2025

[illegible]

19 May 2025

[illegible]

20 May 2025

[illegible]

21 May 2025

[illegible]

22 May 2025

[illegible]

23 May 2025

[illegible]

Grand Total

[illegible]



SITE: ATC - Cowards Lane

LOCATION: Attached to lamppost

GRID REFERENCE: 51.846589, -0.235821

DIRECTION: WESTBOUND

SPEED LIMIT: 20

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	17-May	18-May	19-May	20-May	21-May	22-May	23-May	1-5.	1-7.
Hour									
0000-0100	2	1	1	1	1	1	0	0.8	1
0100-0200	1	2	0	2	0	2	0	0.8	1
0200-0300	0	0	0	1	0	1	2	0.8	0.6
0300-0400	0	1	0	0	0	1	0	0.2	0.3
0400-0500	0	2	1	0	0	0	0	0.2	0.4
0500-0600	1	0	5	4	2	3	2	3.2	2.4
0600-0700	4	0	4	2	1	2	6	3	2.7
0700-0800	4	4	34	31	25	29	20	27.8	21
0800-0900	16	8	37	33	47	26	40	36.6	29.6
0900-1000	33	11	24	25	27	23	19	23.6	23.1
1000-1100	45	22	15	24	28	11	21	19.8	23.7
1100-1200	44	37	18	21	22	19	32	22.4	27.6
1200-1300	43	39	24	25	21	47	34	30.2	33.3
1300-1400	29	41	22	37	36	19	26	28	30
1400-1500	26	23	22	30	31	35	31	29.8	28.3
1500-1600	23	16	39	46	46	72	41	48.8	40.4
1600-1700	38	28	37	20	44	30	24	31	31.6
1700-1800	28	21	31	25	27	24	47	30.8	29
1800-1900	24	23	28	31	28	47	25	31.8	29.4
1900-2000	15	23	20	33	25	30	20	25.6	23.7
2000-2100	12	12	17	9	8	16	11	12.2	12.1
2100-2200	5	7	4	9	5	7	10	7	6.7
2200-2300	7	1	5	7	4	9	7	6.4	5.7
2300-2400	5	5	0	2	0	4	2	1.6	2.6
Totals									
0700-1900	353	273	331	348	382	382	360	360.6	347
0600-2200	389	315	376	401	421	437	407	408.4	392.3
0600-0000	401	321	381	410	425	450	416	416.4	400.6
0000-0000	405	327	388	418	428	458	420	422.4	406.3
AM Peak	1000	1100	800	800	800	700	800		
	45	37	37	33	47	29	40		
PM Peak	1200	1300	1500	1500	1500	1500	1700		
	43	41	39	46	46	72	47		

APPENDIX E

LAND SOUTH OF COWARDS LANE, CODICOTE

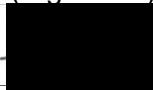
PROPOSED VEHICULAR ACCESS

Stage 1 Road Safety Audit

June 2025

SG-DG-25-4813-RSA1

Report title:	Land South of Cowards Lane, Codicote – RSA 1
Date:	24 June 2025
Document reference and revision:	SG-DG-25-4813-RSA1
Prepared by:	The Safety Forum
On behalf of:	RGP / Hertfordshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	S Gajia	D Gotch		24/06/25
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	Date: 24/06/2025

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APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the construction of a new vehicular access located on land to the south of Cowards Lane, Codicote, Hertfordshire.
- 1.2 The proposals are for a new residential development comprising 30 dwellings, with vehicular access taken via an improved entrance from Cowards Lane. The proposed access would take the form of a priority junction that measures 5.5m in width, with a 2m footway along the western side. Access to the existing properties either side of the site entrance would also continue to be provided unimpeded. Cowards Lane is subject to a posted speed limit of 20mph.
- 1.3 The Stage 1 RSA was carried out at the request of RGP, the design organisation. The Overseeing Organisation is Hertfordshire County Council.
- 1.4 A Road Safety Audit Brief incorporating relevant documentation was supplied by Timothy King of RGP and was accepted by the RSA Team as sufficient for the completion of a Stage 1 RSA.
- 1.5 The Audit was carried out between the 20th and 23rd June 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is independent of the project design team, has had no prior involvement with the project.

The Auditors were:

Team Leader: Siraj Gajia
BA (Hons), MCIHT, MSoRSA, HE RSA Cert Comp

Team Member: Darren Gotch
MCIHT, MSoRSA, Certificate of Competence RSA

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit, DMRB.
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on Friday 20th June 2025, between 15:00 and 15:30 hours by all members of the Audit Team together. The weather was sunny and dry; the road surface was damp. Traffic conditions were moderate and free-flowing.
- 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.

-
- 1.9 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.
- 1.10 Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.
- 1.11 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.
- 1.12 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.
- 1.13 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.
- 1.14 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.

Document Filename	Rev/ Date	Title
8549/RSA01	13/06/2025	Road Safety Audit Brief Stage 1
Drawing No.	Rev	Title
CLC-RGP-XX-XX-DR-T-001	P04	Proposed Access Arrangement

- 2.2 No departure from standards or other information was submitted to the Audit Team.
- 2.3 This is a Stage 1 Road Safety Audit, and it has been noted that details of drainage, street lighting, site clearance, signs and line marking schedules, kerb details and carriageway surfacing are not included in the information provided to the Audit Team. This information will be required at the Detailed Design Stage 2.
- 2.4 It was noted during site inspection that at the location of the proposed footway on the splitter island section, there is a large tree with low hanging tree branches. Ensure the removal of these branches are included in the Site Clearance drawing to be submitted at the next stage of design (RSA 2).

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 PROBLEM

LOCATION: Codicote Lane / St Albans Road

SUMMARY: Connectivity and continuity of footway provision

The scheme proposals include the provision of a footway to connect the development site with existing footway provision to the north. A dropped crossing has been provided to connect to the eastern footway but there is also likely to be a desire for pedestrians to access the western footway along St Albans Road where no such connection has been provided. A lack of connectivity/continuity of footway in line with expected pedestrian desire lines may result in footway users crossing at locations where motorists may not expect them. This may increase the risk of vehicle to pedestrian type collisions.

RECOMMENDATION

The Audit Team recommends that an additional uncontrolled crossing is provided north of the proposed access to connect to the western footway along St Albans Road.

4.0 AUDIT TEAM STATEMENT

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

AUDIT TEAM LEADER

Name: Siraj Gajia

Position: Independent Road Safety Consultant

On behalf of:

The Safety Forum Ltd

PO Box 831

Godalming

Surrey

GU7 9HT

Signed:

Date: 23rd June 2025

AUDIT TEAM MEMBER

Name: Darren Gotch

Position: Independent Road Safety Consultant

On behalf of:

The Safety Forum Ltd

PO Box 831

Godalming

Surrey

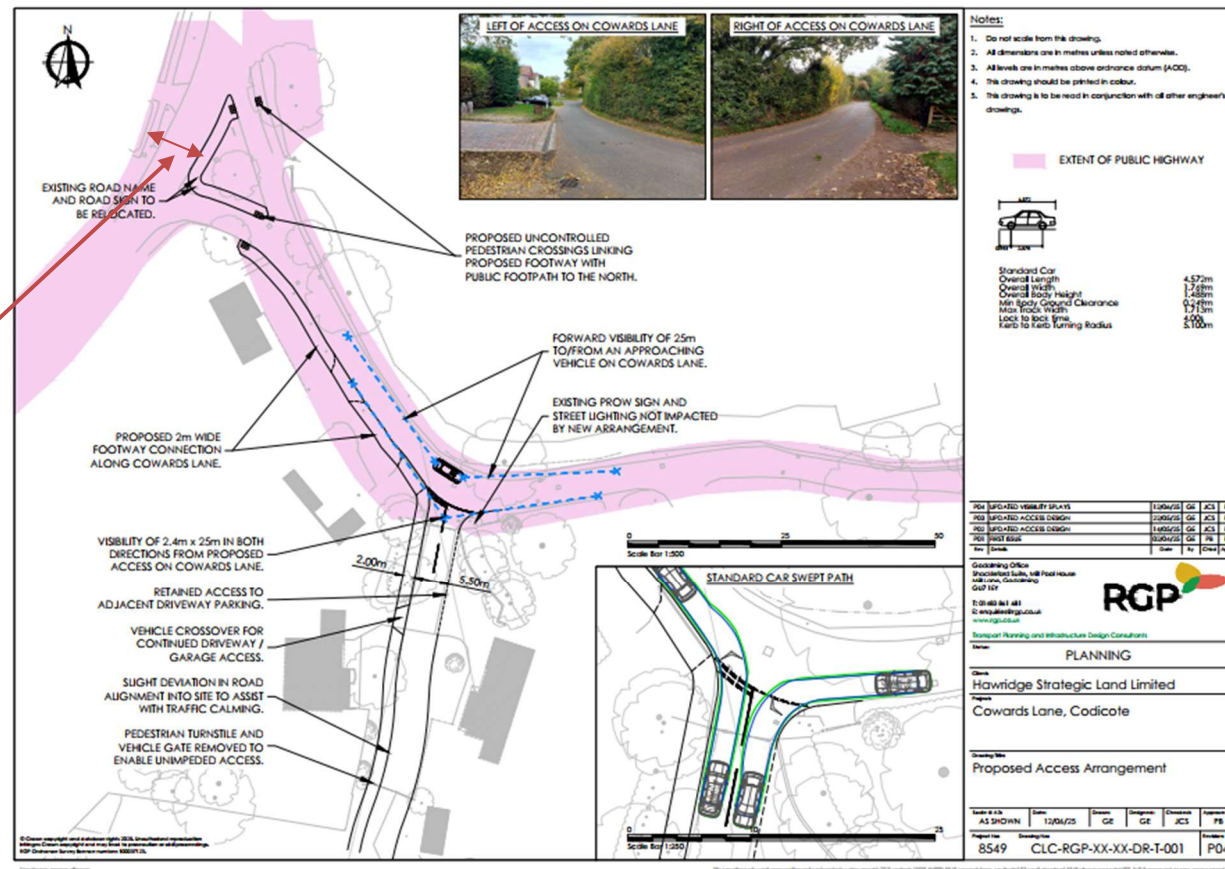
GU7 9HT

Signed:

Date: 23rd June 2025

APPENDIX A: LOCATION OF PROBLEMS PLAN

3.1



APPENDIX F



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

Surrey Office Shackleford Suite, Mill Pool House, Godalming, Surrey GU7 1EY
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662

