

rappor



# Pound Far, St Ippolysts

David Fisk

Transport Statement  
May 2026





## Document Control

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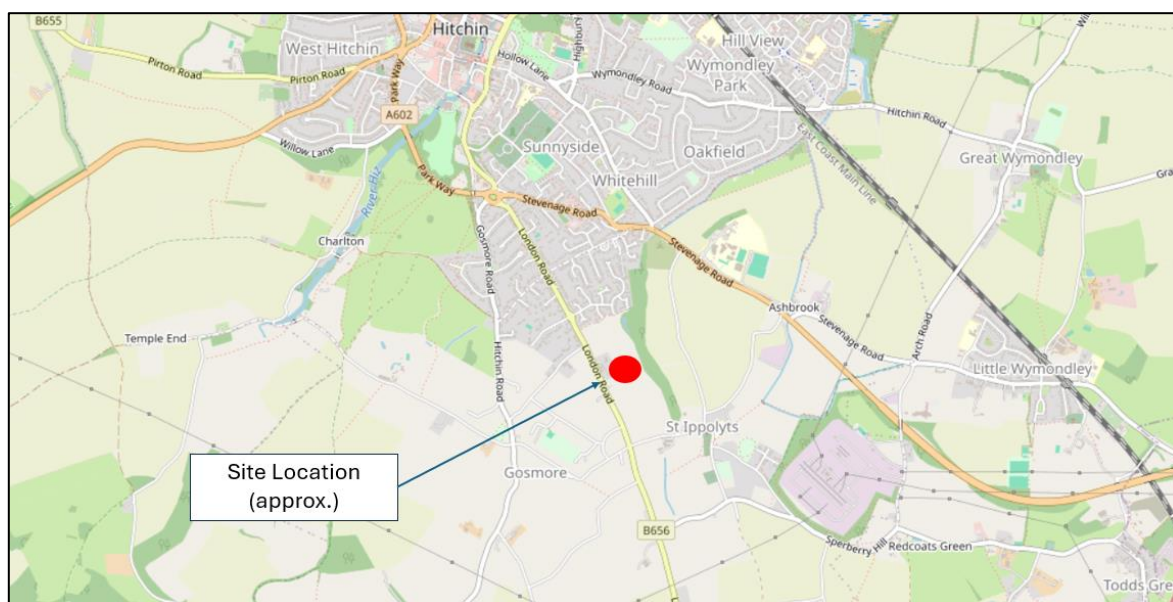
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# 1 Introduction

## General

- 1.1 Rappor Consultants Ltd (Rappor) has been instructed by Mr David Fisk to provide highways and transport advice in support of a full planning application for proposed residential development on land at Pound Farm, St Ippolyts.
- 1.2 The site is situated within Hertfordshire, with Hertfordshire County Council (HCC) operating as the Local Highway Authority (LHA) whilst North Hertfordshire District Council (NHDC) act as the Local Planning Authority (LPA).
- 1.3 St Ippolyts is a small village in Hertfordshire, which lies approximately 2.5km to the southeast of Hitchin town centre, 5.5km to the northwest of Stevenage and 11km to the northeast of Luton.
- 1.4 At present the site comprises of a stable block and associated auxiliary buildings, which can be accessed by a vehicular crossover with London Road; the existing access is situated to the southwestern boundary of the site. The site is bound to the north and east by Pound Farm, which is under the applicant's ownership, to the west by London Road, and to the south by undeveloped land.
- 1.5 The general location of the site is shown in **Figure 1.1** below.



**Figure 1.1** Site Location Plan

(Source : <https://www.openstreetmap.org/>)

- 1.6 This Transport Statement (TS) is submitted as a supporting document to a full planning application and should be read alongside other application documents including the Design & Access Statement prepared by TAS Architects.
- 1.7 This TS will demonstrate that the site can be considered a sustainable location and that safe and suitable access can be provided that meets appropriate design guidance. As such,



there are no transport reasons why the proposed development should not be granted planning permission.

## Pre-Application Consultation

- 1.8 The pre-application consultation (**25/01543/PRE**) response is attached at **Appendix A**, whilst the Highways and Transport comments of the application are reproduced below. However it is to be noted that the pre-application response from NHDC did not elaborate considerably to matters regarding Highways and Transport, but instead noted that '*Highway matters will be dealt with by the County Council's Highway Authority should an application be submitted*'.
- 1.9 Although a previous iteration of the proposed site plan was submitted as part of this application with seven residential dwellings rather than the now proposed nine, It was noted that the proposed two allocated parking spaces would benefit each residential dwelling, the same provision as the submitted plans.

## Report Structure

- 1.10 The remainder of this report is structured as follows:
  - a) Section Two- Existing Conditions;
  - b) Section Three – Proposed Development
  - c) Section Four- Trip Generation; and
  - d) Section Five- Summary and Conclusions.

## 2 Existing Conditions

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### Site Context

- 2.1 The application site is located to the east of London Road and is located to the northern extent of the village of St Ippolyts and to the south of Hitchin. As such London Road forms the western boundary of the site, whilst undeveloped land binds the south of the site, to the north and east the site is bound by Pound Farm, which is under the applicant's ownership.
- 2.2 Vehicular access is currently provided via a vehicular cross-over with London Road at the southwestern boundary of the applicant site.
- 2.3 The site is currently operating as a stable block for horses and therefore acts as a trip attracter.

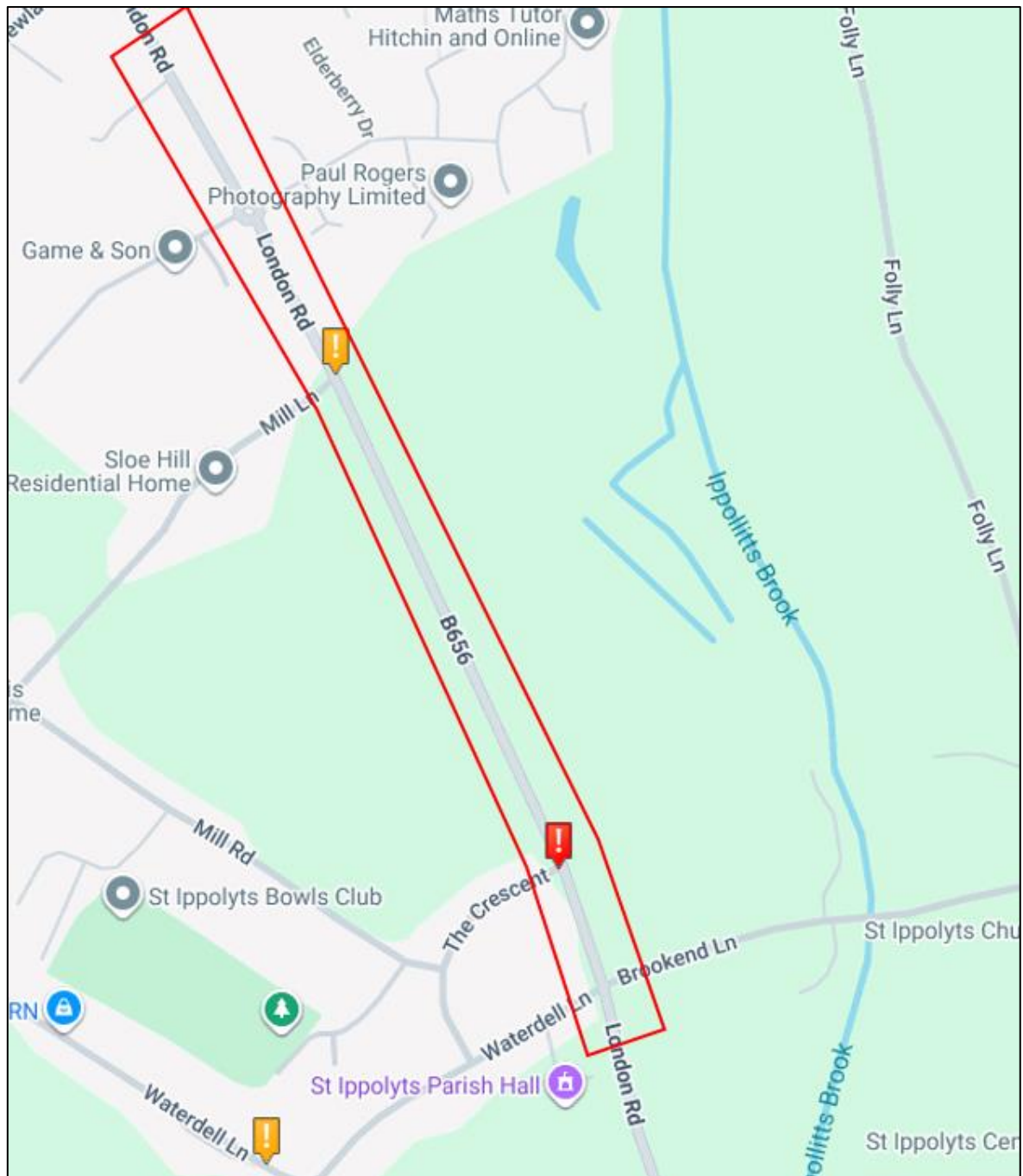
### Local Highway Network

#### London Road

- 2.4 London Road (B656) runs generally in a north-south alignment between Hitchin, at its northern extent, and Codicote at its southern extent.
- 2.5 In the vicinity of the site London Road has a carriageway width of approximately 7m wide and is subject to a 30mph speed limit. On the eastern side of the carriageway there is an approximately 1.2m wide footway which runs along continuously along this section of carriageway, connecting Hitchin to the London Road / Little Almshoe Road junction, situated to the south of the site.
- 2.6 To the north, the footway links into the existing network of footways which provide pedestrian links around Hitchin, uncontrolled crossing points and dropped kerbs are present along this section of the carriageway which continue towards Hitchin Rail station.

### Highway Safety

- 2.7 Personal Injury Collision (PIC) data has been obtained from the CrashMap website for the highway network in the vicinity of the site for the most recent five year period available (2020 – 2024).
- 2.8 The search area includes the extent of London Road along the sites frontage, this is shown within the red boundary on the extract provided at **Figure 2.1**.



**Figure 2.1** Extract from CrashMap

(Source:Crashmap.co.uk)

- 2.9 **Figure 2.1** indicates that there were two PIC's within the vicinity of the site, one was categorised as slight in regards to severity, which occurred to the north of the site at the London Road / Mill Lane junction; whilst the remaining PIC occurred to the south of the site at The Crescent / London Road junction – this was categorised as serious in regards to severity.
- 2.10 Significantly no PICs have occurred along the site's frontage, nor within the vicinity of the sites proposed access arrangements.
- 2.11 Overall, the low number of recorded PICs across the five-year review period indicates that there are no inherent highway safety concerns within the local highway network that could

be exacerbated by the proposed development. Furthermore, with the low forecast development traffic (as confirmed in **Section 4**) in real terms, this is expected to continue.

## Public Transport

### Bus Services

- 2.12 The '*London Road Crossroads*' bus stops are the nearest bus stops to the site and are located on London Road to the south of the site, the stops provide a northbound and southbound service, with them being located approximately 300m and 390m to the south of the centre of the site retrospectively.
- 2.13 The northbound stop provides sheltered seating, a pole and timetabled information whilst the southbound stop is in the form of a pole.
- 2.14 These bus stops can be reached via a signalised crossing or an uncontrolled crossing across London Road.
- 2.15 Further bus stops can be found to the north of the site, also located on London Road – these are located approximately 700m north of the centre of the site.
- 2.16 Both bus stops are served by the 304, 314 and 315 bus services. The summarised services below are calling at the '*London Road Crossroads*' bus stops.
- 2.17 The 304 service provides services between Hitchin and St Albans every other hour. Southbound, towards St Albans, the service runs service between 07:06 and 18:27 Monday – Friday, on a Saturday the route runs a limited service, with five services throughout the day, with an approximately 2-hourly frequency between 08:47 and 16:17.
- 2.18 Northbound, towards Hitchin, the route serves the stop from 08:04 with the last stop calling at the bus stop at 18:08. On Saturdays the service begins serving the site at 09:29 and runs approximately every other hour until 18:04. Both the northbound and southbound services are served by an additional service in the am and pm peak between Monday – Friday term times to better serve local schools. This service does not call at the neither of the respective stops which serve the site on a Sunday or public holidays.
- 2.19 The 314 and 315 bus services provide an hourly service between Hitchin and Welwyn Garden City Monday – Saturday; towards Hitchin between Monday – Friday these service serves the stop from 08:09 until 18:04, whilst on a Saturday the route runs between 08:39 and 17:59. Routing towards Welwyn Garden City, the services begin at 07:23 and continue until 18:27 Monday – Friday, and run between 08:19 – 17:19 on a Saturday. Both the north and southbound services are served by an additional service in term times before school start times and after school finish times. There is no service on Sundays or public holidays.

### Rail Services

- 2.20 The closest railway station to the site is located approximately 3.2km to the north of the site and can be reached in an approximately 12 minute cycle, or via bus service 314 in 28 minutes.
- 2.21 The station is situated on the East Coast Mainline and is served by Great Northern and Thameslink services, the typical off-peak service in trains per hour (tph) is:

- a) 2tph to London King's Cross;
- b) 2tph to Brighton via Central London and Gatwick;
- c) 2tph to Horsham via Central London and Gatwick;
- d) 3tph to Cambridge;
- e) 2tp to Peterborough; and
- f) 1 tph to Letchworth Garden City.

2.22 Additional services serve the station during peak hours.

## Existing Traffic Data

2.23 In order to establish the existing traffic conditions on London Road, a seven-day ATC survey was undertaken by Charge Surveys, an independent traffic surveyor, carried out between Saturday 7<sup>th</sup> February 2026 and Friday 13<sup>th</sup> February 2026. The ATC was situated to the north of the south of the site access, with its location shown below in **Figure 2.2**.



**Figure 2.2** Location of ATC on Bedford Road



- 2.24 The recorded 85th percentile speed of vehicles approaching the site access from the north was 39.3mph, while the 85th percentile speed approaching from the south was 37.3mph.
- 2.25 Bedford Road had average weekday traffic flows of 3,264 vehicles southbound and 3,572 vehicles northbound, with an average two-way weekday traffic flow of 6,836 two-way vehicle movements.
- 2.26 The full ATC data is presented at **Appendix B**.

### 3 Proposed Development

#### General

- 3.1 The proposals are for the demolition of the existing stable block and associated buildings and to redevelop the site to provide nine residential units.
- 3.2 The proposed accommodation schedule comprises of the following:
  - a) Three x 3 bedroom dwellings; and
  - b) Six x 4 bedroom dwellings.
- 3.3 A copy of the architect's layout is provided at **Appendix C** with an extract provided below in **Figure 3.1**.



**Figure 3.1** Proposed Site Plan

#### Site Access Arrangements

- 3.4 The existing access to the site will be upgraded to provide a full priority junction. This junction will have a width of 5.5m, with 8m kerb radii at the junction with London Road. The access will be provided via a shared space, this is in accordance with HCC's Place & Movement Planning and Design Guidance for Hertfordshire which states that cul-de-sacs for motorised traffic serving up to 25 dwelling are able to be served by shared surface layouts.
- 3.5 The proposed site access arrangements are shown on **Rappor Drawing 260209-TP-3200** and are enclosed in **Appendix D**.

#### Visibility Assessment

- 3.6 In order to demonstrate that suitable visibility splays can be achieved from the site access in both directions along London Road, a review of the achievable visibility splays have been undertaken.

- 3.7 The visibility splays at the site access junction correspond to actual speeds on London Road that were recorded by a speed survey undertaken in February 2026. An Automatic Traffic Counter (ATC) was located on London Road to the south of the site access.
- 3.8 The recorded 85th percentile speed of vehicles approaching the site access from the north was 39.3mph while the 85th percentile speed approaching from the south was 37.9mph. Based on the results of the speed survey, visibility splays of 2.4m x 105.2m are required to the south of the site access, and visibility splays of 100.8m are required to the north of the site access. These visibility splays can be provided within the site and / or existing adopted highway. These visibility splays will be kept clear of obstructions, including vegetation.
- 3.9 The visibility assessment is enclosed at **Appendix D in Rappor Drawing 260209-TP-3200** which shows the proposed site access can achieve the necessary visibility requirements

### Car and Cycle Parking Provision

- 3.10 As the proposed site illustrates, the proposed layout provides a minimum of two allocated car parking spaces per dwelling; the car parking bays will measure 3.0m x 5.2m.
- 3.11 Parking arrangements by plot are as follows:
- Plot 1-6 - Two parking spaces are provided directly to the front of each dwelling; and
  - Plot 7-9 - One parking space is provided to the front of each dwelling, with the second space accommodated along the north-western site boundary as an allocated roadside space.
- 3.12 In accordance with the requirements of Building Regulations, each dwelling will be provided with an electric vehicle charging point.
- 3.13 All plots benefit from a garage, while the garages do not form part of the site's proposed parking provision, they will provide additional parking capacity if required.
- 3.14 The proposed parking provision at the site complies with NHDC SPD 2011's parking standards which are shown below in **Figure 3.2**.

| Class Use<br>C3 | Car Parking Standard             | Minimum Cycle parking<br>Standard                                                                         |
|-----------------|----------------------------------|-----------------------------------------------------------------------------------------------------------|
| 1 bedroom       | 1 Space per dwelling<br>Minimum  | 1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling. |
| 2+bedrooms      | 2 spaces per dwelling<br>Minimum |                                                                                                           |

**Figure 3.2** NHDC Parking Provision (2011)

- 3.15 NHDC parking standards require 0.25 – 0.75 visitor spaces per dwelling, to accord with these standards the site will provide three unallocated parking spaces to the south of the site.
- 3.16 NHDC cycle parking requirements are set out in **Figure 3.2** and it is shown that one secure space is required per dwelling.



3.17 Cycle parking for each dwelling will be accommodated for within the respective garages.

### **Refuse, Emergency and Service Vehicle Access**

3.18 To ensure refuse, emergency and service vehicles can access the site, vehicle swept path analysis has been undertaken as is presented at **Appendix E**.

3.19 This demonstrates that both a 12.205m refuse vehicle and a fire tender can satisfactorily enter and exit the site in forward gear, turning in appropriate locations.

## 4 Development Trip Generation and Distribution

### Existing Stables Use

- 4.1 At present the site comprises of a stable block, which therefore generates a quantum of trips given its use and the necessary visitation required by the horse's owners. At this stage, this has not been quantified, however it is anticipated that use of the stables would be generate a number of regular vehicle movements each day, including the potential for horseboxes associated with the movement of horses to and from the site.

### Trip Generation

- 4.2 To assess the trip generation associated with the proposed development of up to nine dwellings, residential sites with similar characteristics have been identified in the TRICS database (*version 8.25.12*) and average total person trip rates have been obtained.
- 4.3 Available 'Residential – Private House' TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria, a robust assessment has been undertaken which has not considered any element of affordable housing. The full TRICS report is provided at **Appendix F**.
- 4.4 Sites located in England, Scotland, Ireland and Wales which fulfil the following requirements:
- a) Sites located in an Edge of Town and Suburban Locations;
  - b) Between 4 – 25 dwellings;
  - c) Sites with a population of less than 100,000 within 5 miles;
  - d) Sites with a population of less than 10,000 within 1 mile; and
  - e) Car ownership within 5 miles of less than 1.5.

| Time Period              | Trip Rates (per dwelling) |            |       | Trip Generation (9 Houses) |            |       |
|--------------------------|---------------------------|------------|-------|----------------------------|------------|-------|
|                          | Arrivals                  | Departures | Total | Arrivals                   | Departures | Total |
| AM Peak<br>(08:00-09:00) | 0.171                     | 0.414      | 0.585 | 2                          | 4          | 5     |
| PM Peak<br>(17:00-18:00) | 0.394                     | 0.201      | 0.595 | 4                          | 2          | 5     |
| Daily<br>(07:00-19:00)   | 3.294                     | 3.339      | 6.339 | 30                         | 30         | 60    |

**Table 4.1** Trip Rates and Forecast Trip Generation

*(Subject to cumulative rounding)*

- 4.5 **Table 4.1** demonstrates that the proposed nine dwellings are estimated to generate a total of five two-way vehicular trip in both the AM and PM peaks, with 60 two-vehicle trips across the day.



- 4.6 This level of vehicle trips will not have any adverse impact on the surrounding highway network. This number of vehicle movements generated would be imperceptible to existing road users since they would likely be within the existing daily variation in traffic flows.

## 5 Summary and Conclusions

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### Summary

- 5.1 Rappor Consultants Ltd (Rappor) has been appointed by Mr David Fisk to provide transport and highways advice in support of the proposed development of land at Pound Farm, St Ippolyts.
- 5.2 The site currently functions as a stable block for equestrian purposes, and it is proposed to demolish the stables and redevelop the site to provide nine residential dwellings.
- 5.3 This Transport Statement has demonstrated the following:
  - a) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highway network;
  - b) The existing site access is safe and suitable to accommodate the proposed development;
  - c) The internal layout is suitable to accommodate the forecast vehicular traffic which will be associated with the development;
  - d) Forecast trip generation, based on similar sites within the TRICS database, indicates that the proposed development would result in five two-way trips on the local highway network in the AM and PM peak hours; and
  - e) This level of increase indicates that the proposals will not have a significant impact on highway safety and the residual cumulative impacts cannot be considered severe in relation to Paragraph 116 of the NPPF.

### Conclusions

- 5.4 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets most of the policy requirements as set out in paragraph 115 of the NPPF as:
  - a) Safe and suitable access to the site can be achieved;
  - b) The design of the access and parking areas reflects current national guidance; and
  - c) There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.
- 5.5 The development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. Therefore, the development proposal should not be refused on highways grounds as it satisfies the requirements of paragraph 117 of the NPPF.



## Appendix A – Pre-Application Comments from NHDC

Aitchison Rafferty

Our Ref : 25/01543/PRE

King House, 55 Victoria Street, St  
Albans, AL1 3ER

Contact : Alex Howard  
Direct Line : 01462 474608  
Email : [alex.howard@north-herts.gov.uk](mailto:alex.howard@north-herts.gov.uk)  
Date : 31st July 2025

FAO: Hayden Todd

Dear Sir / Madam,

**Pre-Application Advice: Construction of seven dwellings with associated landscaping and access.**

**Land On The East Side Of, London Road, St Ippolyts, Hertfordshire.**

I refer to your request for pre-application advice regarding the aforementioned site; I am writing to you following an assessment of the supporting documents submitted and a site visit.

I would emphasise that this document does not constitute a formal determination and is without prejudice to any subsequent planning application.

For your information the relevant government guidance and policies from the development plan are as follows:

**North Hertfordshire Local Plan 2011 - 2031 (Adopted)**

Policy SP1 Sustainable Development in North Hertfordshire  
Policy SP2 Settlement Hierarchy and Spatial Distribution  
Policy SP5 Countryside and Green Belt  
Policy SP6 Sustainable Transport  
Policy SP8 Housing  
Policy SP9 Design and Sustainability  
Policy SP12 Green Infrastructure, landscape and biodiversity  
Policy SP13 Historic Environment  
Policy T1 Assessment of transport matters  
Policy T2 Parking  
Policy HS3 Housing mix  
Policy D1 Sustainable Design  
Policy D3 Protecting living conditions  
Policy D4 Air Quality  
Policy NE2 Landscape  
Policy HE1 Designated heritage assets  
Policy HE4 Archaeology

## **National Planning Policy Framework (generally and specifically)**

Section 2 – Achieving sustainable development

Section 5 – Delivering a sufficient supply of homes

Section 9 - Promoting sustainable transport

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

Section 13 - Protecting Green Belt land

Section 16 - Conserving and enhancing the historic environment

## **Vehicle Parking at New Developments SPD - November 2011**

## **Design SPD - July 2011**

## **Developer Contributions Supplementary Planning Document January 2023**

### **Site**

The site is an established equestrian complex and associated field located on the east side of London Road, St Ippolyts. The site comprises an existing access off London Road in the south-east corner leading to an area of hardstanding and a single 'L' shaped stable building, with various ancillary structures and paraphernalia, and several fences dividing the fields into smaller areas. There are existing trees and hedgerows across all boundaries including the frontage with London Road. The site is largely on a lower ground level compared with the roadway/footway.

To the north of the site, an access leads to a water pumping station, beyond which lies Pound Farmhouse - a Grade II Listed Building that forms part of a larger cluster of residential dwellings in this part of St Ippolyts. Further north, a new residential development is under construction. To the east is a pumping station, fields, and Ippollitts Brook. To the south lie fields, St Ippolyts Primary School and Church, along with residential properties. To the west, on the opposite side of the road, is Flint House, while to the southwest, a built-up area includes the Parish Hall, village store, and residential properties.

The site is outside the defined settlement boundary of St Ippolyts and is within the Green Belt.

### **Proposal**

Pre-application advice is sought for the erection of seven dwellings with associated landscaping and access. The application has been submitted with a Planning Statement and Design and Access Statement,

### **Consultation Responses**

#### **North Herts Ecologist:**

*"Thank you for consulting me on the above application. Having looked at the submitted documents there would be no ecological objection to the proposal."*

*The development would be subject to mandatory Biodiversity Net Gain, as such a 10% uplift in biodiversity units will be required. Any future application will need to be accompanied by a Biodiversity Metric calculation and also a Preliminary Ecological Appraisal which would serve to inform the Metric and determine any impact on protected species that may be using the site.*

*The Small Sites Metric could be used in this case if desired. The Metric calculation will determine the biodiversity baseline value of the site and therefore the number of units the development will be required to deliver. Information can be found on the North Herts Council website Biodiversity Net Gain North Herts Council ([north-herts.gov.uk](http://north-herts.gov.uk)).*

*The existing site appears to be heavily grazed grassland with limited tree / hedgerow within the red line boundary so the proposal to introduce an orchard and create enhanced wildlife areas, bird nesting areas is welcomed and would be in line with North Herts Local Plan policy NE4.*

*The pre-application document makes a suggestion of green roofs which is a positive but in design terms, the image in 6.1, is misleading as the standard slope for a green roof is no more than 20°, the 40° shown would require additional anchoring and support”.*

Conservation Officer:

Provided comments in a Conservation Surgery session which will be summarised in the principle section of this response.

**Principle of Development**

The site is outside of the defined settlement boundary of St Ippolyts, a Category A village. As such, the site is designated within the Green Belt, which is covered by Policy SP5 of the Local Plan and Section 13 of the NPPF.

The supporting Planning Statement considers that the site would comprise Previously Developed Land for the purposes of paragraph 154(g) of the NPPF, which states that “limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt” would not constitute inappropriate development.

The rationale for this argument is based on an appeal decision from Oxfordshire District Council under appeal ref: APP/D3125/W/19/3235474, where an Inspector considered that the paddocks associated with an established equestrian use were an integral part of the equine use and would also be considered PDL alongside the associated buildings/hardstanding areas/ménage. I have considered the details of this appeal decision and whilst it does appear as though the Inspector considered the whole of that site to be PDL when allowing that appeal, I do not believe the same conclusion can be so easily drawn on this scheme. The site subject of this pre-application submission comprises a modest stable building and area of hardstanding relative to the size of the remaining fields/paddocks which, divided or not, does not appear to reflect the purpose or spirit of the PDL definition in the NPPF in my view. I would feel uncomfortable suggesting at this point that the site definitively

comprises PDL off the back of a single appeal decision in a faraway District, and I would not advocate for this to the fundamental argument moving forward, should that be the case.

The supporting Planning Statement with this pre-application also suggests that the site is considered to be 'Grey Belt'. This matter will be considered in detail at this stage.

Grey Belt is defined in the NPPF as *"For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development"*.

The first step is to consider whether the site has a strong contribution towards purposes (a), (b) and (d) of the Green Belt, which are:

*a) to check the unrestricted sprawl of large built-up areas;*

The site is within St Ippolyts, which is a Category A Village and therefore not a large built up area, and the site is outside of Hitchin which ensures it will not result in the unrestricted sprawl of large built up areas. The PPG guidance on purpose a) is clear on these matters where sites have to be clear of any existing development and have features that could restrict development. Moreover, a recent appeal decision in the district at Wandon End for a Solar Panel development saw the Inspector effectively give very little weight to the Councils 2016/2018 Green Belt Review documents, regardless of their findings, favouring the more recent guidance of the PPG.

*b) to prevent neighbouring towns merging into one another;*

The site is outside the town of Hitchin and St Ippolyts is not a Town, so development of the site would not result in the merging of neighbouring towns.

*d) to preserve the setting and special character of historic towns;*

St Ippolyts is not a historic town. Therefore, the site does preserve the setting of special character of historic towns.

In respect of Footnote 7 of the NPPF, the only matter that I would bring to your attention at this stage is the possible impact of development on Pound Farmhouse, a grade II listed designated heritage asset. The Councils Conservation Officer (CO) provided me with the following comments in a surgery session to revert back to you on this matter:

- The CO noted that little detail and justification, in the form of a Heritage Statement, has been provided assessing the proposal on its impact on the neighbouring Grade II listed building, so it is very difficult at this stage to give an indication on what level of harm, if any, would be attributed.
- The CO noted that the site is not a built-up area, it is rural and open. Whilst the site is not within the immediate setting of the listed building, farmhouses are typically set in open rural areas surrounded by open land which has a contribution to that historical significance and wider setting.

- The space around the farmhouse is agrarian/rural making a positive contribution to its significance, which would be detrimentally impacted by the proposal.
- Unable to give a definitive comment on the level of harm to the listed building on the less than substantial harm continuum, but there may well be heritage harm.
- Robust justification would be required in any subsequent submission.

Should the proposal not result in any conflict with Footnote 7 to the point where there would be a strong reason for refusing or restricting development, the next step is to consider whether it would be inappropriate development under the parameters of paragraph 155 of the NPPF. This states as follows:

*155. The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:*

*a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*

The remaining purposes of the Green Belt are c) *to assist in safeguarding the countryside from encroachment* and e) *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land*. In my view, there is no conflict with purpose e) but there would be some conflict with purpose c), as this is an open site largely comprising paddocks which does contribute to the countryside. However, for the purposes of paragraph 155, given the size of the site relative to the remaining Green Belt across the area of the plan and the fact that there is existing residential within relatively close proximity to the site, including a development of 84 dwellings, the development would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan in my view.

*b. There is a demonstrable unmet need for the type of development proposed;*

The Council does not have a 5-year supply of deliverable housing land (5YHL). The current published position is 3.9 years supply. Therefore, there is a demonstrable unmet need for residential development.

*c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and*

The site is located between Hitchin and St Ippolyts, which are a main town and Category A village respectively, on London Road which benefits from a footpath and a bus stop a short distance away. There are other services and amenities within walking distance including a school, church, and local shop. For the purposes of Grey Belt, I would consider that this site is in a sustainable location.

Given that the site is for 7 dwellings and is stated to be 0.49ha in size, the proposal would not constitute major development and does not need to comply with the golden rules as set out under paragraph 156 of the NPPF.

Overall, it is considered that the site could meet the definitional criteria to be considered Grey Belt, subject to the aforementioned matters concerning the possible impact of development

on the wider setting and significance of the Grade II listed Pound Farmhouse. This will be crucial in determining whether the impact of the scheme on this designated heritage asset provides a strong reason for refusal, and if it does then the site may not be considered Grey Belt. Should the proposal not provide a strong reason for refusal, then I would consider that the development would comply with the relevant criteria under paragraph 155 of the NPPF.

### **Layout and Design**

The scheme would see the erection of 7 dwellings, a mixture of 3-bed and 4-bed, to be located around a communal garden/courtyard, with private amenity gardens facing south and east. A new vehicular and pedestrian access is proposed off London Road, further north than the existing access to the site which is to be retained for the remaining field access. The dwellings would be laid out in a curve. A Design and Access Statement has been submitted which speaks to the design evolution of this proposal. It gives an indication of the two house types for the 3-bed/4-bed dwellings, the kind of form, scale and materiality to be expected which seeks to respect local context, and the position of the dwellings on the lower ground level to London Road with suitable set back to minimise their prominence. The scheme would also see new landscaping along the frontage.

In design terms, I would have no objection to the indicative layout of the scheme which seeks to site the dwellings in a curve around the central communal garden area. The site is on a lower ground level compared to London Road which means that those dwellings closest to the highway (1-3 which appear to be the smaller 3-bed dwellings) will have a reduced visual impact, with the dwellings further away from the highway (4-7 which appear to be the larger 4-bed dwellings) sited such a distance from the road that they will also have a reduced visual impact. The general form, scale and materiality of the dwellings as set out in the DAS is a mixture of traditional and contemporary, which is high quality and acceptable, but there may well be some merit in seeking to utilise the sites existing context as an equestrian facility in the proposal, by proposing roof forms, footprint shapes, and materials associated with barns/stables for example. This could be said to respond well to the sites local context, in line with Policy D1 of the Local Plan.

Given the significant changes in ground levels, it would be helpful to see section plans for the proposal should a subsequent application be submitted, in order to understand the visual impact of the scheme from London Road.

### **Access, Parking and Highways**

The site would be served via a new vehicular and pedestrian access onto London Road, whilst retaining the existing access to the site for the retained fields in the eastern side. Whilst the matters relating to the access points, visibility splays, gradients, pedestrian footway provision, and general Highway matters will be dealt with by the County Council's Highway Authority should an application be submitted, you may wish to make use of the Highway Authorities own pre-application service prior to submission of any planning application to ensure the proposal does not lead to highway safety issues. I note from my site visit that the drop in ground level is quite significant at this part of the site and London Road, so gradient considerations may be crucial to ensure the access is suitable. This

consideration will also be important when considering refuse/emergency vehicles entering and leaving the site.

In terms of parking, all dwellings would benefit from 2 private parking spaces and there would be 7 visitor spaces, which would meet and exceed the requirements of the Councils Vehicular Parking SPD respectively.

### **Amenity of Future Occupiers/Neighbours**

It is not anticipated that the proposal would result in any level of harm to neighbour amenity, given the distance between the site/dwellings and neighbouring properties.

In terms of future occupiers, all dwellings must meet or exceed the nationally prescribed space standards, have suitable levels of natural light to habitable rooms, and have suitable sized private amenity space. It would appear that this can be achieved.

### **Landscaping/BNG**

Details of landscaping should be provided in any subsequent submission, given the dense trees/vegetation that exist on the site's boundaries and the amount of new soft planting or hard landscaping, such as in the two communal garden areas and fences/walls etc, which would be provided as part of this development. I am aware that one of the large trees on the frontage of the site may need to be removed for the proposed access but also because it looks to be in bad health at present.

The Councils Ecologist has given comprehensive advice on the matters relating to BNG and Ecology generally, which should be followed in any subsequent submission.

### **Other Matters**

Details of bin stores and locations should also be provided in any subsequent submission.

### **Climate Change Emergency**

On 21 May 2019, the Council passed a Climate Emergency motion which pledged to do everything within the Council's power achieve zero carbon emissions in North Hertfordshire by 2030. As one of the first councils to pass this motion, NHDC is leading the way on climate action. This declaration asserted the Council's commitment toward Climate Action beyond current government targets and international agreements. Climate action has been a long-term corporate priority area for the Council, and has been pursued through our objective to Prosper and Protect North Hertfordshire:

This objective informs our commitments to:

- ☐ Green space provision.
- ☐ Representing the Climate Change interests of North Hertfordshire residents on county and regional plans, policies and aspirations.
- ☐ Supporting initiatives that increase the energy efficiency of residents' homes, reduce resource waste, and increase our sustainability for the longer term.
- ☐ Protecting our physical heritage.

- Finding environmentally sustainable solutions to the challenges.

Your DAS sets out considerations regarding sustainable measures at 5.2, which speaks to maximising solar gain, cross ventilation, well insulated construction as well as using solar panels and heat pumps. It is also noted that green roofs are to be considered. These are all positive measures and should be incorporated into the scheme where appropriate. Please consider the Councils' Sustainability SPD to understand how you can meet our high standards for sustainability.

### **Required Documentation**

Any subsequent planning application should be supported by the following documentation in my view (not exhaustive):

- Planning Statement
- Design and Access Statement
- Heritage Statement
- Landscape/BNG Strategy and Metric
- Sustainability Strategy
- Transport Statement

### **Conclusion**

Overall, it is my opinion that the whilst the existing stable building and modest hardstanding areas would constitute PDL, the associated paddocks would not also be covered by that definition such that the proposed scheme would not accord with paragraph 154 (g) of the NPPF. I do not believe that this single referenced appeal decision can so easily be used as an argument for this site, when this area is so clearly free from development in the majority.

However, subject to the consideration of the impact of any proposal on the setting and significance of the Grade II listed Pound Farmhouse against Footnote 7 policies, this site may well constitute Grey Belt in a definitional sense and be in accordance with paragraph 155 of the NPPF. However, if the considered harm to the designated heritage asset is such that it warrants a strong reason for refusing development, then the proposal may not be considered Grey Belt. This will depend on the justification put forward as set out by the Conservation Team

The general indicative layout and design is considered acceptable, notwithstanding the above, and you may look to consider utilising the sites existing equestrian use to influence the design of the scheme.

The Highway Authority will be crucial to determining whether the proposed access will be suitable in the location shown.

Any advice given by Council Officers for pre-application enquiries does not constitute formal response or decision of the Council with regards to future planning permission or consents.

Kind regards

**Alex Howard**

**Senior Planning Officer**

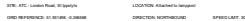
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## Appendix B – ATC Survey Results

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

|            | Northbound | Southbound |
|------------|------------|------------|
| Total      | 21781      | 20173      |
| Mean Speed | 33         | 34.1       |
| 85%        | 37.9       | 39.3       |

[illegible]

| February 2020 |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Year          | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar |
| 1999          | 1   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  |
| 2000          | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  |
| 2001          | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
| 2002          | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  |
| 2003          | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  |
| 2004          | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  |
| 2005          | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  |
| 2006          | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  |
| 2007          | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  |
| 2008          | 10  | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  |
| 2009          | 11  | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  |
| 2010          | 12  | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  |
| 2011          | 13  | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  |
| 2012          | 14  | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  |
| 2013          | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  |
| 2014          | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  |
| 2015          | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  |
| 2016          | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  |
| 2017          | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  |
| 2018          | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  |
| 2019          | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  |
| 2020          | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  |
| 2021          | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  |
| 2022          | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  |
| 2023          | 25  | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  |
| 2024          | 26  | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  |
| 2025          | 27  | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  |
| 2026          | 28  | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  |
| 2027          | 29  | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  |
| 2028          | 30  | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  |
| 2029          | 31  | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  |
| 2030          | 32  | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  |
| 2031          | 33  | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  |
| 2032          | 34  | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  |
| 2033          | 35  | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  |
| 2034          | 36  | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  |
| 2035          | 37  | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  |
| 2036          | 38  | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  |
| 2037          | 39  | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  |
| 2038          | 40  | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  |
| 2039          | 41  | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  |
| 2040          | 42  | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  |
| 2041          | 43  | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  |
| 2042          | 44  | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  |
| 2043          | 45  | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  |
| 2044          | 46  | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  |
| 2045          | 47  | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  |
| 2046          | 48  | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  |
| 2047          | 49  | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  |
| 2048          | 50  | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  |
| 2049          | 51  | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  |
| 2050          | 52  | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  |
| 2051          | 53  | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  |
| 2052          | 54  | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  |
| 2053          | 55  | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  |
| 2054          | 56  | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  |
| 2055          | 57  | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  |
| 2056          | 58  | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  |
| 2057          | 59  | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  |
| 2058          | 60  | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  |
| 2059          | 61  | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  |
| 2060          | 62  | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  |
| 2061          | 63  | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  |
| 2062          | 64  | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  |
| 2063          | 65  | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  |
| 2064          | 66  | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  |
| 2065          | 67  | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  |
| 2066          | 68  | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  |
| 2067          | 69  | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  |
| 2068          | 70  | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  |
| 2069          | 71  | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  |
| 2070          | 72  | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  |
| 2071          | 73  | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  |
| 2072          | 74  | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  |
| 2073          | 75  | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  |
| 2074          | 76  | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  |
| 2075          | 77  | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  |
| 2076          | 78  | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  |
| 2077          | 79  | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  |
| 2078          | 80  | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  |
| 2079          | 81  | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  |
| 2080          | 82  | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  |
| 2081          | 83  | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  |
| 2082          | 84  | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  |
| 2083          | 85  | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  |
| 2084          | 86  | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  |
| 2085          | 87  | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 |
| 2086          | 88  | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 |
| 2087          | 89  | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 |
| 2088          | 90  | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 |
| 2089          | 91  | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 |
| 2090          | 92  | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 |
| 2091          | 93  | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 |
| 2092          | 94  | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 |
| 2093          | 95  | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 |
| 2094          | 96  | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 |
| 2095          | 97  | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| 2096          | 98  | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 |
| 2097          | 99  | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 |
| 2098          | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 |
| 2099          | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 |
| 2100          | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 |

[illegible][illegible]





SITE: ATC - London Road, St Ippolyts

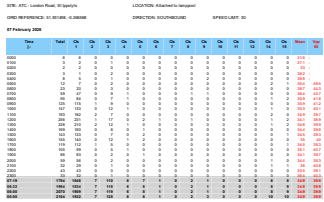
LOCATION: Attached to lamppost

GRID REFERENCE: 51.931498, -0.266568

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

|           | Sat    | Sun    | Mon    | Tue    | Wed    | Thu    | Fri    | Averages |        |
|-----------|--------|--------|--------|--------|--------|--------|--------|----------|--------|
|           | 07-Feb | 08-Feb | 09-Feb | 10-Feb | 11-Feb | 12-Feb | 13-Feb | 1-5.     | 1-7.   |
| Hour      |        |        |        |        |        |        |        |          |        |
| 0000-0100 | 8      | 17     | 3      | 3      | 18     | 16     | 0      | 8        | 9.3    |
| 0100-0200 | 1      | 9      | 2      | 1      | 11     | 7      | 1      | 4.4      | 4.6    |
| 0200-0300 | 2      | 5      | 5      | 1      | 9      | 4      | 1      | 4        | 3.9    |
| 0300-0400 | 4      | 4      | 3      | 3      | 3      | 1      | 2      | 2.4      | 2.9    |
| 0400-0500 | 6      | 4      | 14     | 8      | 7      | 8      | 8      | 9        | 7.9    |
| 0500-0600 | 9      | 10     | 11     | 16     | 20     | 23     | 20     | 18       | 15.6   |
| 0600-0700 | 24     | 10     | 55     | 56     | 56     | 59     | 57     | 56.6     | 45.3   |
| 0700-0800 | 55     | 26     | 139    | 162    | 174    | 167    | 133    | 155      | 122.3  |
| 0800-0900 | 99     | 53     | 318    | 334    | 321    | 320    | 304    | 319.4    | 249.9  |
| 0900-1000 | 176    | 103    | 174    | 180    | 174    | 206    | 184    | 183.6    | 171    |
| 1000-1100 | 194    | 146    | 150    | 169    | 190    | 154    | 175    | 167.6    | 168.3  |
| 1100-1200 | 215    | 152    | 150    | 166    | 132    | 164    | 207    | 163.8    | 169.4  |
| 1200-1300 | 212    | 206    | 168    | 172    | 167    | 175    | 185    | 173.4    | 183.6  |
| 1300-1400 | 171    | 169    | 147    | 162    | 202    | 193    | 210    | 182.8    | 179.1  |
| 1400-1500 | 164    | 163    | 174    | 203    | 215    | 197    | 240    | 205.8    | 193.7  |
| 1500-1600 | 166    | 183    | 295    | 327    | 347    | 397    | 415    | 356.2    | 304.3  |
| 1600-1700 | 160    | 161    | 508    | 557    | 530    | 546    | 476    | 523.4    | 419.7  |
| 1700-1800 | 134    | 102    | 500    | 511    | 523    | 544    | 394    | 494.4    | 386.9  |
| 1800-1900 | 110    | 79     | 242    | 309    | 247    | 258    | 202    | 251.6    | 206.7  |
| 1900-2000 | 68     | 72     | 113    | 106    | 175    | 98     | 104    | 119.2    | 105.1  |
| 2000-2100 | 43     | 50     | 51     | 55     | 85     | 60     | 67     | 63.6     | 58.7   |
| 2100-2200 | 40     | 19     | 37     | 29     | 80     | 53     | 49     | 49.6     | 43.9   |
| 2200-2300 | 62     | 16     | 15     | 29     | 108    | 19     | 33     | 40.8     | 40.3   |
| 2300-2400 | 34     | 6      | 4      | 43     | 19     | 6      | 24     | 19.2     | 19.4   |
| Totals    |        |        |        |        |        |        |        |          |        |
| 0700-1900 | 1856   | 1543   | 2965   | 3252   | 3222   | 3321   | 3125   | 3177     | 2754.9 |
| 0600-2200 | 2031   | 1694   | 3221   | 3498   | 3618   | 3591   | 3402   | 3466     | 3007.9 |
| 0600-0000 | 2127   | 1716   | 3240   | 3570   | 3745   | 3616   | 3459   | 3526     | 3067.6 |
| 0000-0000 | 2157   | 1765   | 3278   | 3602   | 3813   | 3675   | 3491   | 3571.8   | 3111.6 |
| AM Peak   | 1100   | 1100   | 800    | 800    | 800    | 800    | 800    |          |        |
|           | 215    | 152    | 318    | 334    | 321    | 320    | 304    |          |        |
| PM Peak   | 1200   | 1200   | 1600   | 1600   | 1600   | 1600   | 1600   |          |        |
|           | 212    | 206    | 508    | 557    | 530    | 546    | 476    |          |        |

[illegible][illegible][illegible]

[illegible]

| 15 February 2020 |      |
|------------------|------|
| Time             | Temp |
| 0000             | 10.0 |
| 0100             | 10.0 |
| 0200             | 10.0 |
| 0300             | 10.0 |
| 0400             | 10.0 |
| 0500             | 10.0 |
| 0600             | 10.0 |
| 0700             | 10.0 |
| 0800             | 10.0 |
| 0900             | 10.0 |
| 1000             | 10.0 |
| 1100             | 10.0 |
| 1200             | 10.0 |
| 1300             | 10.0 |
| 1400             | 10.0 |
| 1500             | 10.0 |
| 1600             | 10.0 |
| 1700             | 10.0 |
| 1800             | 10.0 |
| 1900             | 10.0 |
| 2000             | 10.0 |
| 2100             | 10.0 |
| 2200             | 10.0 |
| 2300             | 10.0 |
| 2400             | 10.0 |
| 2500             | 10.0 |
| 2600             | 10.0 |
| 2700             | 10.0 |
| 2800             | 10.0 |
| 2900             | 10.0 |
| 3000             | 10.0 |
| 3100             | 10.0 |
| 3200             | 10.0 |
| 3300             | 10.0 |
| 3400             | 10.0 |
| 3500             | 10.0 |
| 3600             | 10.0 |
| 3700             | 10.0 |
| 3800             | 10.0 |
| 3900             | 10.0 |
| 4000             | 10.0 |
| 4100             | 10.0 |
| 4200             | 10.0 |
| 4300             | 10.0 |
| 4400             | 10.0 |
| 4500             | 10.0 |
| 4600             | 10.0 |
| 4700             | 10.0 |
| 4800             | 10.0 |
| 4900             | 10.0 |
| 5000             | 10.0 |
| 5100             | 10.0 |
| 5200             | 10.0 |
| 5300             | 10.0 |
| 5400             | 10.0 |
| 5500             | 10.0 |
| 5600             | 10.0 |
| 5700             | 10.0 |
| 5800             | 10.0 |
| 5900             | 10.0 |
| 6000             | 10.0 |
| 6100             | 10.0 |
| 6200             | 10.0 |
| 6300             | 10.0 |
| 6400             | 10.0 |
| 6500             | 10.0 |
| 6600             | 10.0 |
| 6700             | 10.0 |
| 6800             | 10.0 |
| 6900             | 10.0 |
| 7000             | 10.0 |
| 7100             | 10.0 |
| 7200             | 10.0 |
| 7300             | 10.0 |
| 7400             | 10.0 |
| 7500             | 10.0 |
| 7600             | 10.0 |
| 7700             | 10.0 |
| 7800             | 10.0 |
| 7900             | 10.0 |
| 8000             | 10.0 |
| 8100             | 10.0 |
| 8200             | 10.0 |
| 8300             | 10.0 |
| 8400             | 10.0 |
| 8500             | 10.0 |
| 8600             | 10.0 |
| 8700             | 10.0 |
| 8800             | 10.0 |
| 8900             | 10.0 |
| 9000             | 10.0 |
| 9100             | 10.0 |
| 9200             | 10.0 |
| 9300             | 10.0 |
| 9400             | 10.0 |
| 9500             | 10.0 |
| 9600             | 10.0 |
| 9700             | 10.0 |
| 9800             | 10.0 |
| 9900             | 10.0 |
| 10000            | 10.0 |

| Table 1. Continued |      |
|--------------------|------|
| Year               | Age  |
| 1990               | 1990 |
| 1991               | 1991 |
| 1992               | 1992 |
| 1993               | 1993 |
| 1994               | 1994 |
| 1995               | 1995 |
| 1996               | 1996 |
| 1997               | 1997 |
| 1998               | 1998 |
| 1999               | 1999 |
| 2000               | 2000 |
| 2001               | 2001 |
| 2002               | 2002 |
| 2003               | 2003 |
| 2004               | 2004 |
| 2005               | 2005 |
| 2006               | 2006 |
| 2007               | 2007 |
| 2008               | 2008 |
| 2009               | 2009 |
| 2010               | 2010 |
| 2011               | 2011 |
| 2012               | 2012 |
| 2013               | 2013 |
| 2014               | 2014 |
| 2015               | 2015 |
| 2016               | 2016 |
| 2017               | 2017 |
| 2018               | 2018 |
| 2019               | 2019 |
| 2020               | 2020 |
| 2021               | 2021 |
| 2022               | 2022 |
| 2023               | 2023 |
| 2024               | 2024 |
| 2025               | 2025 |
| 2026               | 2026 |
| 2027               | 2027 |
| 2028               | 2028 |
| 2029               | 2029 |
| 2030               | 2030 |
| 2031               | 2031 |
| 2032               | 2032 |
| 2033               | 2033 |
| 2034               | 2034 |
| 2035               | 2035 |
| 2036               | 2036 |
| 2037               | 2037 |
| 2038               | 2038 |
| 2039               | 2039 |
| 2040               | 2040 |
| 2041               | 2041 |
| 2042               | 2042 |
| 2043               | 2043 |
| 2044               | 2044 |
| 2045               | 2045 |
| 2046               | 2046 |
| 2047               | 2047 |
| 2048               | 2048 |
| 2049               | 2049 |
| 2050               | 2050 |
| 2051               | 2051 |
| 2052               | 2052 |
| 2053               | 2053 |
| 2054               | 2054 |
| 2055               | 2055 |
| 2056               | 2056 |
| 2057               | 2057 |
| 2058               | 2058 |
| 2059               | 2059 |
| 2060               | 2060 |
| 2061               | 2061 |
| 2062               | 2062 |
| 2063               | 2063 |
| 2064               | 2064 |
| 2065               | 2065 |
| 2066               | 2066 |
| 2067               | 2067 |
| 2068               | 2068 |
| 2069               | 2069 |
| 2070               | 2070 |
| 2071               | 2071 |
| 2072               | 2072 |
| 2073               | 2073 |
| 2074               | 2074 |
| 2075               | 2075 |
| 2076               | 2076 |
| 2077               | 2077 |
| 2078               | 2078 |
| 2079               | 2079 |
| 2080               | 2080 |
| 2081               | 2081 |
| 2082               | 2082 |
| 2083               | 2083 |
| 2084               | 2084 |
| 2085               | 2085 |
| 2086               | 2086 |
| 2087               | 2087 |
| 2088               | 2088 |
| 2089               | 2089 |
| 2090               | 2090 |
| 2091               | 2091 |
| 2092               | 2092 |
| 2093               | 2093 |
| 2094               | 2094 |
| 2095               | 2095 |
| 2096               | 2096 |
| 2097               | 2097 |
| 2098               | 2098 |
| 2099               | 2099 |
| 2100               | 2100 |
| 2101               | 2101 |
| 2102               | 2102 |
| 2103               | 2103 |
| 2104               | 2104 |
| 2105               | 2105 |
| 2106               | 2106 |
| 2107               | 2107 |
| 2108               | 2108 |
| 2109               | 2109 |
| 2110               | 2110 |
| 2111               | 2111 |
| 2112               | 2112 |
| 2113               | 2113 |
| 2114               | 2114 |
| 2115               | 2115 |
| 2116               | 2116 |
| 2117               | 2117 |
| 2118               | 2118 |
| 2119               | 2119 |
| 2120               | 2120 |
| 2121               | 2121 |
| 2122               | 2122 |
| 2123               | 2123 |
| 2124               | 2124 |
| 2125               | 2125 |
| 2126               | 2126 |
| 2127               | 2127 |
| 2128               | 2128 |
| 2129               | 2129 |
| 2130               | 2130 |
| 2131               | 2131 |
| 2132               | 2132 |
| 2133               | 2133 |
| 2134               | 2134 |
| 2135               | 2135 |
| 2136               | 2136 |
| 2137               | 2137 |
| 2138               | 2138 |
| 2139               | 2139 |
| 2140               | 2140 |
| 2141               | 2141 |
| 2142               | 2142 |
| 2143               | 2143 |
| 2144               | 2144 |
| 2145               | 2145 |
| 2146               | 2146 |
| 2147               | 2147 |
| 2148               | 2148 |
| 2149               | 2149 |
| 2150               | 2150 |
| 2151               | 2151 |
| 2152               | 2152 |
| 2153               | 2153 |
| 2154               | 2154 |
| 2155               | 2155 |
| 2156               | 2156 |
| 2157               | 2157 |
| 2158               | 2158 |
| 2159               | 2159 |
| 2160               | 2160 |
| 2161               | 2161 |
| 2162               | 2162 |
| 2163               | 2163 |
| 2164               | 2164 |
| 2165               |      |

| Table 1. Demographic characteristics of the study population |           |            |           |            |           |            |           |            |           |            |           |            |
|--------------------------------------------------------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| Variable                                                     | Frequency | Percentage | Frequency | Percentage | Frequency | Percentage | Frequency | Percentage | Frequency | Percentage | Frequency | Percentage |
| Age                                                          |           |            |           |            |           |            |           |            |           |            |           |            |
| 18-24                                                        | 10        | 10.0       | 10        | 10.0       | 10        | 10.0       | 10        | 10.0       | 10        | 10.0       | 10        | 10.0       |
| 25-34                                                        | 15        | 15.0       | 15        | 15.0       | 15        | 15.0       | 15        | 15.0       | 15        | 15.0       | 15        | 15.0       |
| 35-44                                                        | 20        | 20.0       | 20        | 20.0       | 20        | 20.0       | 20        | 20.0       | 20        | 20.0       | 20        | 20.0       |
| 45-54                                                        | 25        | 25.0       | 25        | 25.0       | 25        | 25.0       | 25        | 25.0       | 25        | 25.0       | 25        | 25.0       |
| 55-64                                                        | 30        | 30.0       | 30        | 30.0       | 30        | 30.0       | 30        | 30.0       | 30        | 30.0       | 30        | 30.0       |
| 65-74                                                        | 35        | 35.0       | 35        | 35.0       | 35        | 35.0       | 35        | 35.0       | 35        | 35.0       | 35        | 35.0       |
| 75-84                                                        | 40        | 40.0       | 40        | 40.0       | 40        | 40.0       | 40        | 40.0       | 40        | 40.0       | 40        | 40.0       |
| 85-94                                                        | 45        | 45.0       | 45        | 45.0       | 45        | 45.0       | 45        | 45.0       | 45        | 45.0       | 45        | 45.0       |
| 95-104                                                       | 50        | 50.0       | 50        | 50.0       | 50        | 50.0       | 50        | 50.0       | 50        | 50.0       | 50        | 50.0       |
| 105-114                                                      | 55        | 55.0       | 55        | 55.0       | 55        | 55.0       | 55        | 55.0       | 55        | 55.0       | 55        | 55.0       |
| 115-124                                                      | 60        | 60.0       | 60        | 60.0       | 60        | 60.0       | 60        | 60.0       | 60        | 60.0       | 60        | 60.0       |
| 125-134                                                      | 65        | 65.0       | 65        | 65.0       | 65        | 65.0       | 65        | 65.0       | 65        | 65.0       | 65        | 65.0       |
| 135-144                                                      | 70        | 70.0       | 70        | 70.0       | 70        | 70.0       | 70        | 70.0       | 70        | 70.0       | 70        | 70.0       |
| 145-154                                                      | 75        | 75.0       | 75        | 75.0       | 75        | 75.0       | 75        | 75.0       | 75        | 75.0       | 75        | 75.0       |
| 155-164                                                      | 80        | 80.0       | 80        | 80.0       | 80        | 80.0       | 80        | 80.0       | 80        | 80.0       | 80        | 80.0       |
| 165-174                                                      | 85        | 85.0       | 85        | 85.0       | 85        | 85.0       | 85        | 85.0       | 85        | 85.0       | 85        | 85.0       |
| 175-184                                                      | 90        | 90.0       | 90        | 90.0       | 90        | 90.0       | 90        | 90.0       | 90        | 90.0       | 90        | 90.0       |
| 185-194                                                      | 95        | 95.0       | 95        | 95.0       | 95        | 95.0       | 95        | 95.0       | 95        | 95.0       | 95        | 95.0       |
| 195-204                                                      | 100       | 100.0      | 100       | 100.0      | 100       | 100.0      | 100       | 100.0      | 100       | 100.0      | 100       | 100.0      |
| 205-214                                                      | 105       | 105.0      | 105       | 105.0      | 105       | 105.0      | 105       | 105.0      | 105       | 105.0      | 105       | 105.0      |
| 215-224                                                      | 110       | 110.0      | 110       | 110.0      | 110       | 110.0      | 110       | 110.0      | 110       | 110.0      | 110       | 110.0      |
| 225-234                                                      | 115       | 115.0      | 115       | 115.0      | 115       | 115.0      | 115       | 115.0      | 115       | 115.0      | 115       | 115.0      |
| 235-244                                                      | 120       | 120.0      | 120       | 120.0      | 120       | 120.0      | 120       | 120.0      | 120       | 120.0      | 120       | 120.0      |
| 245-254                                                      | 125       | 125.0      | 125       | 125.0      | 125       | 125.0      | 125       | 125.0      | 125       | 125.0      | 125       | 125.0      |
| 255-264                                                      | 130       | 130.0      | 130       | 130.0      | 130       | 130.0      | 130       | 130.0      | 130       | 130.0      | 130       | 130.0      |
| 265-274                                                      | 135       | 135.0      | 135       | 135.0      | 135       | 135.0      | 135       | 135.0      | 135       | 135.0      | 135       | 135.0      |
| 275-284                                                      | 140       | 140.0      | 140       | 140.0      | 140       | 140.0      | 140       | 140.0      | 140       | 140.0      | 140       | 140.0      |
| 285-294                                                      | 145       | 145.0      | 145       | 145.0      | 145       | 145.0      | 145       | 145.0      | 145       | 145.0      | 145       | 145.0      |
| 295-304                                                      | 150       | 150.0      | 150       | 150.0      | 150       | 150.0      | 150       | 150.0      | 150       | 150.0      | 150       | 150.0      |
| 305-314                                                      | 155       | 155.0      | 155       | 155.0      | 155       | 155.0      | 155       | 155.0      | 155       | 155.0      | 155       | 155.0      |
| 315-324                                                      | 160       | 160.0      | 160       | 160.0      | 160       | 160.0      | 160       | 160.0      | 160       | 160.0      | 160       | 160.0      |
| 325-334                                                      | 165       | 165.0      | 165       | 165.0      | 165       | 165.0      | 165       | 165.0      | 165       | 165.0      | 165       | 165.0      |
| 335-344                                                      | 170       | 170.0      | 170       | 170.0      | 170       | 170.0      | 170       | 170.0      | 170       | 170.0      | 170       | 170.0      |
| 345-354                                                      | 175       | 175.0      | 175       | 175.0      | 175       | 175.0      | 175       | 175.0      | 175       | 175.0      | 175       | 175.0      |
| 355-364                                                      | 180       | 180.0      | 180       | 180.0      | 180       | 180.0      | 180       | 180.0      | 180       | 180.0      | 180       | 180.0      |
| 365-374                                                      | 185       | 185.0      | 185       | 185.0      | 185       | 185.0      | 185       | 185.0      | 185       | 185.0      | 185       | 185.0      |
| 375-384                                                      | 190       | 190.0      | 190       | 190.0      | 190       | 190.0      | 190       | 190.0      | 190       | 190.0      | 190       | 190.0      |
| 385-394                                                      | 195       | 195.0      | 195       | 195.0      | 195       | 195.0      | 195       | 195.0      | 195       | 195.0      | 195       | 195.0      |
| 395-404                                                      | 200       | 200.0      | 200       | 200.0      | 200       | 200.0      | 200       | 200.0      | 200       | 200.0      | 200       | 200.0      |
| 405-414                                                      | 205       | 205.0      | 205       | 205.0      | 205       | 205.0      | 205       | 205.0      | 205       | 205.0      | 205       | 205.0      |
| 415-424                                                      | 210       | 210.0      | 210       | 210.0      | 210       | 210.0      | 210       | 210.0      | 210       | 210.0      | 210       | 210.0      |
| 425-434                                                      | 215       | 215.0      | 215       | 215.0      | 215       | 215.0      | 215       | 215.0      | 215       | 215.0      | 215       | 215.0      |
| 435-444                                                      | 220       | 220.0      | 220       | 220.0      | 220       | 220.0      | 220       | 220.0      | 220       | 220.0      | 220       | 220.0      |
| 445-454                                                      | 225       | 225.0      | 225       | 225.0      | 225       | 225.0      | 225       | 225.0      | 225       | 225.0      | 225       | 225.0      |
| 455-464                                                      | 230       | 230.0      | 230       | 230.0      | 230       | 230.0      | 230       | 230.0      | 230       | 230.0      | 230       | 230.0      |
| 465-474                                                      | 235       | 235.0      | 235       | 235.0      | 235       | 235.0      | 235       | 235.0      | 235       | 235.0      | 235       | 235.0      |
| 475-484                                                      | 240       | 240.0      | 240       | 240.0      | 240       | 240.0      | 240       | 240.0      | 240       | 240.0      | 240       | 240.0      |
| 485-494                                                      | 245       | 245.0      | 245       | 245.0      | 245       | 245.0      | 245       | 245.0      | 245       | 245.0      | 245       | 245.0      |
| 495-504                                                      | 250       | 250.0      | 250       | 250.0      | 250       | 250.0      | 250       | 250.0      | 250       | 250.0      | 250       | 250.0      |
| 505-514                                                      | 255       | 255.0      | 255       | 255.0      | 255       | 255.0      | 255       | 255.0      | 255       | 255.0      | 255       | 255.0      |
| 515-524                                                      | 260       | 260.0      | 260       | 260.0      | 260       | 260.0      | 260       | 260.0      | 260       | 260.0      | 260       | 260.0      |
| 525-534                                                      | 265       | 265.0      | 265       | 265.0      | 265       | 265.0      | 265       | 265.0      | 265       | 265.0      | 265       | 265.0      |
| 535-544                                                      | 270       | 270.0      | 270       | 270.0      | 270       | 270.0      | 270       | 270.0      | 270       | 270.0      | 270       | 270.0      |
| 545-554                                                      | 275       | 275.0      | 275       | 275.0      | 275       | 275.0      | 275       | 275.0      | 275       | 275.0      | 275       | 275.0      |
| 555-564                                                      | 280       | 280.0      | 280       | 280.0      | 280       | 280.0      | 280       | 280.0      | 280       | 280.0      | 280       | 280.0      |
| 565-574                                                      | 285       | 285.0      | 285       | 285.0      | 285       | 285.0      | 285       | 285.0      | 285       | 285.0      | 285       | 285.0      |
| 575-584                                                      | 290       | 290.0      | 290       | 290.0      | 290       | 290.0      | 290       | 290.0      | 290       | 290.0      | 290       | 290.0      |
| 585-594                                                      | 295       | 295.0      | 295       | 295.0      | 295       | 295.0      | 295       | 295.0      | 295       | 295.0      | 295       | 295.0      |
| 595-604                                                      | 300       | 300.0      | 300       | 300.0      | 300       | 300.0      | 300       | 300.0      | 300       | 300.0      | 300       | 300.0      |
| 605-614                                                      | 305       | 305.0      | 305       | 305.0      | 305       | 305.0      | 305       | 305.0      | 305       | 305.0      | 305       | 305.0      |
| 615-624                                                      | 310       | 310.0      | 310       | 310.0      | 310       | 310.0      | 310       | 310.0      | 310       | 310.0      | 310       | 310.0      |
| 625-634                                                      | 315       | 315.0      | 315       | 315.0      | 315       | 315.0      | 315       | 315.0      | 315       | 315.0      | 315       | 315.0      |
| 635-644                                                      | 320       | 320.0      | 320       | 320.0      | 320       | 320.0      | 320       | 320.0      | 320       | 320.0      | 320       | 320.0      |
| 645-654                                                      | 325       | 325.0      | 325       | 325.0      | 325       | 325.0      | 325       | 325.0      | 325       | 325.0      | 325       | 325.0      |
| 655-664                                                      | 330       | 330.0      | 330       | 330.0      | 330       | 330.0      | 330       | 330.0      | 330       | 330.0      | 330       | 330.0      |
| 665-674                                                      | 335       | 335.0      | 335       | 335.0      | 335       | 335.0      | 335       | 335.0      | 335       | 335.0      | 335       | 335.0      |
| 675-684                                                      | 340       | 340.0      | 340       | 340.0      | 340       | 340.0      | 340       | 340.0      | 340       | 340.0      | 340       | 340.0      |
| 685-694                                                      | 345       | 345.0      | 345       | 345.0      | 345       | 345.0      | 345       | 345.0      | 345       | 345.0      | 345       | 345.0      |
| 695-704                                                      | 350       | 350.0      | 350       | 350.0      | 350       | 350.0      | 350       | 350.0      | 350       | 350.0      | 350       | 350.0      |
| 705-714                                                      | 355       | 355.0      | 355       | 355.0      | 355       | 355.0      | 355       | 355.0      | 355       | 355.0      | 355       | 355.0      |
| 715-724                                                      | 360       | 360.0      | 360       | 360.0      | 360       | 360.0      | 360       | 360.0      | 360       | 360.0      | 360       | 360.0      |
| 725-734                                                      | 365       | 365.0      | 365       | 365.0      | 365       | 365.0      | 365       | 365.0      | 365       | 365.0      | 365       | 365.0      |
| 735-744                                                      | 370       | 370.0      | 370       | 370.0      | 370       | 370.0      | 370       | 370.0      | 370       | 370.0      | 370       | 370.0      |
| 745-754                                                      | 375       | 375.0      | 375       | 375.0      | 375       | 375.0      | 375       | 375.0      | 375       | 375.0      | 375       | 375.0      |
| 755-764                                                      | 380       | 380.0      | 380       | 380.0      | 380       | 380.0      | 380       | 380.0      | 380       | 380.0      | 380       | 380.0      |
| 765-774                                                      | 385       | 385.0      | 385       | 385.0      | 385       | 385.0      | 385       | 385.0      | 385       | 385.0      | 385       | 385.0      |
| 775-784                                                      | 390       | 390.0      | 390       | 390.0      | 390       | 390.0      | 390       | 390.0      | 390       | 390.0      | 390       | 390.0      |
| 785-794                                                      | 395       | 395.0      | 395       | 395.0      | 395       | 395.0      | 395       | 395.0      | 395       | 395.0      | 395       | 395.0      |
| 795-804                                                      | 400       | 400.0      | 400       | 400.0      | 400       | 400.0      | 400       | 400.0      | 400       | 400.0      | 400       | 400.0      |
| 805-814                                                      | 405       | 405.0      | 405       | 405.0      | 405       | 405.0      | 405       | 405.0      | 405       | 405.0      | 405       | 405.0      |
| 815-824                                                      | 410       | 410.0      | 410       | 410.0      | 410       | 410.0      | 410       | 410.0      | 410       | 410.0      | 410       | 410.0      |
| 825-834                                                      | 415       | 415.0      | 415       | 415.0      | 415       | 415.0      | 415       | 415.0      | 415       | 415.0      | 415       | 415.0      |
| 835-844                                                      | 420       | 420.0      | 420       | 420.0      | 420       | 420.0      | 420       | 420.0      | 420       | 420.0      | 420       | 420.0      |
| 845-854                                                      | 425       | 425.0      | 425       | 425.0      | 425       | 425.0      | 425       | 425.0      | 425       | 425.0      | 425       | 425.0      |
| 855-864                                                      | 430       | 430.0      | 430       | 430.0      | 430       | 430.0      | 430       | 430.0      | 430       | 430.0      | 430       | 430.0      |
| 865-874                                                      | 435       | 435.0      | 435       | 435.0      | 435       | 435.0      | 435       | 435.0      | 435       | 435.0      | 435       | 435.0      |
| 875-884                                                      | 440       | 440.0      | 440       | 440.0      | 440       | 440.0      | 440       | 440.0      | 440       | 440.0      | 440       | 440.0      |
| 885-894                                                      | 445       | 445.0      | 445       | 445.0      | 445       | 445.0      | 445       | 445.0      | 445       | 445.0      | 445       | 445.0      |
| 895-904                                                      | 450       | 450.0      | 450       | 450.0      | 450       | 450.0      | 450       | 450.0      | 450       | 450.0      | 450       | 450.0      |
| 905-914                                                      | 455       | 455.0      | 455       | 455.0      | 455       | 455.0      | 455       | 455.0      | 455       | 455.0      | 455       | 455.0      |
| 915-924                                                      | 460       | 460.0      | 460       | 460.0      | 460       | 460.0      | 460       | 460.0      | 460       | 460.0      | 460       | 460.0      |
| 925-934                                                      | 465       | 465.0      | 465       | 465.0      | 465       | 465.0      | 465       | 465.0      | 465       | 465.0      | 465       | 465.0      |
| 935-944                                                      | 470       | 470.0      | 470       | 470.0      | 470       | 470.0      | 470       | 470.0      | 470       | 470.0      | 470       | 470.0      |
| 945-954                                                      | 475       | 475.0      | 475       | 475.0      | 475       | 475.0      | 475       | 475.0      | 475       | 475.0      | 475       | 475.0      |
| 955-964                                                      | 480       | 480.0      | 480       | 480.0      | 480       | 480.0      | 480       | 480.0      | 480       | 480.0      | 480       | 480.0      |
| 965-974                                                      | 485       | 485.0      | 485       | 485.0      | 485       | 485.0      | 485       | 485.0      | 485       | 485.0      | 485       | 485.0      |
| 975-984                                                      | 490       | 490.0      | 490       | 490.0      | 490       | 490.0      | 490       | 490.0      | 490       | 490.0      | 490       | 490.0      |
| 985-994                                                      | 495       | 495.0      | 495       | 495.0      | 495       | 495.0      | 495       | 495.0      | 495       | 495.0      | 495       | 495.0      |
| 995-1004                                                     | 500       | 500.0      | 500       | 500.0      | 500       | 500.0      | 500       | 500.0      | 500       | 500.0      | 500       | 500.0      |
| 1005-1014                                                    | 505       | 505.0      | 505       | 505.0      | 505       | 505.0      | 505       | 505.0      | 505       | 505.0      | 505       | 505.0      |
| 1015-1024                                                    | 510       | 510.0      | 510       | 510.       |           |            |           |            |           |            |           |            |

[illegible]

| 15 February 2020 |      |      |          |           |       |     |        |         |          |        |            |            |
|------------------|------|------|----------|-----------|-------|-----|--------|---------|----------|--------|------------|------------|
| Time             | Temp | Wind | Wind Dir | Wind Gust | Cloud | Vis | Bar    | Rel Hum | Wet Bulb | Dew Pt | Heat Index | Wind Chill |
| 0000             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0100             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0200             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0300             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0400             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0500             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0600             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0700             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0800             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 0900             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1000             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1100             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1200             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1300             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1400             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1500             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1600             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1700             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1800             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 1900             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2000             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2100             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2200             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2300             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2400             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2500             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2600             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2700             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2800             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 2900             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 3000             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 3100             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 3200             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 3300             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |
| 3400             | 22.0 | 10   | 100      | 15        | 000   | 10  | 1013.2 | 75      | 18.0     | 14.0   | 22.0       | 10.0       |

| 15 February 2020 |      |      |      |          |           |       |     |          |          |     |      |          |
|------------------|------|------|------|----------|-----------|-------|-----|----------|----------|-----|------|----------|
|                  | Time | Temp | Wind | Wind Dir | Wind Gust | Cloud | Vis | Pressure | Humidity | Sea | Wave | Wave Dir |
| 0000             | 0000 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0100             | 0100 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0200             | 0200 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0300             | 0300 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0400             | 0400 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0500             | 0500 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0600             | 0600 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0700             | 0700 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0800             | 0800 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 0900             | 0900 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1000             | 1000 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1100             | 1100 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1200             | 1200 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1300             | 1300 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1400             | 1400 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1500             | 1500 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1600             | 1600 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1700             | 1700 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1800             | 1800 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 1900             | 1900 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2000             | 2000 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2100             | 2100 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2200             | 2200 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2300             | 2300 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2400             | 2400 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2500             | 2500 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2600             | 2600 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2700             | 2700 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2800             | 2800 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 2900             | 2900 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3000             | 3000 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3100             | 3100 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3200             | 3200 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3300             | 3300 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3400             | 3400 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3500             | 3500 | 10.0 | 10   | 100      | 15        | 000   | 10  | 1013.2   | 75       | 1   | 1.0  | 100      |
| 3600             | 3600 | 10.0 |      |          |           |       |     |          |          |     |      |          |

[illegible]



SITE: ATC - London Road, St Ippolyts

LOCATION: Attached to lamppost

GRID REFERENCE: 51.931498, -0.266568

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

|           | Sat    | Sun    | Mon    | Tue    | Wed    | Thu    | Fri    | Averages |        |
|-----------|--------|--------|--------|--------|--------|--------|--------|----------|--------|
|           | 07-Feb | 08-Feb | 09-Feb | 10-Feb | 11-Feb | 12-Feb | 13-Feb | 1-5.     | 1-7.   |
| Hour      |        |        |        |        |        |        |        |          |        |
| 0000-0100 | 6      | 18     | 3      | 2      | 12     | 6      | 0      | 4.6      | 6.7    |
| 0100-0200 | 3      | 13     | 1      | 0      | 7      | 5      | 0      | 2.6      | 4.1    |
| 0200-0300 | 2      | 5      | 3      | 0      | 5      | 2      | 1      | 2.2      | 2.6    |
| 0300-0400 | 3      | 5      | 7      | 1      | 2      | 2      | 2      | 2.8      | 3.1    |
| 0400-0500 | 8      | 5      | 5      | 10     | 4      | 4      | 7      | 6        | 6.1    |
| 0500-0600 | 12     | 6      | 26     | 37     | 30     | 31     | 25     | 29.8     | 23.9   |
| 0600-0700 | 23     | 13     | 234    | 288    | 255    | 241    | 170    | 237.6    | 174.9  |
| 0700-0800 | 59     | 28     | 538    | 557    | 563    | 496    | 304    | 491.6    | 363.6  |
| 0800-0900 | 95     | 55     | 436    | 522    | 466    | 462    | 303    | 437.8    | 334.1  |
| 0900-1000 | 125    | 79     | 221    | 218    | 202    | 181    | 196    | 203.6    | 174.6  |
| 1000-1100 | 147    | 171    | 158    | 148    | 157    | 164    | 157    | 156.8    | 157.4  |
| 1100-1200 | 193    | 159    | 156    | 171    | 150    | 151    | 178    | 161.2    | 165.4  |
| 1200-1300 | 256    | 183    | 178    | 189    | 175    | 156    | 208    | 181.2    | 192.1  |
| 1300-1400 | 228    | 171    | 152    | 148    | 170    | 143    | 200    | 162.6    | 173.1  |
| 1400-1500 | 169    | 160    | 163    | 165    | 167    | 172    | 199    | 173.2    | 170.7  |
| 1500-1600 | 143    | 169    | 214    | 219    | 218    | 248    | 241    | 228      | 207.4  |
| 1600-1700 | 155    | 171    | 262    | 201    | 195    | 238    | 242    | 227.6    | 209.1  |
| 1700-1800 | 119    | 96     | 157    | 168    | 164    | 179    | 168    | 167.2    | 150.1  |
| 1800-1900 | 105    | 70     | 148    | 151    | 152    | 130    | 143    | 144.8    | 128.4  |
| 1900-2000 | 86     | 72     | 89     | 92     | 108    | 111    | 101    | 100.2    | 94.1   |
| 2000-2100 | 59     | 54     | 58     | 60     | 67     | 65     | 73     | 64.6     | 62.3   |
| 2100-2200 | 32     | 23     | 28     | 18     | 43     | 27     | 51     | 33.4     | 31.7   |
| 2200-2300 | 43     | 16     | 13     | 18     | 60     | 11     | 50     | 30.4     | 30.1   |
| 2300-2400 | 33     | 7      | 0      | 21     | 10     | 3      | 37     | 14.2     | 15.9   |
| Totals    |        |        |        |        |        |        |        |          |        |
| 0700-1900 | 1794   | 1512   | 2783   | 2857   | 2779   | 2720   | 2539   | 2735.6   | 2426.3 |
| 0600-2200 | 1994   | 1674   | 3192   | 3315   | 3252   | 3164   | 2934   | 3171.4   | 2789.3 |
| 0600-0000 | 2070   | 1697   | 3205   | 3354   | 3322   | 3178   | 3021   | 3216     | 2835.3 |
| 0000-0000 | 2104   | 1749   | 3250   | 3404   | 3382   | 3228   | 3056   | 3264     | 2881.9 |
| AM Peak   | 1100   | 1000   | 700    | 700    | 700    | 700    | 700    |          |        |
|           | 193    | 171    | 538    | 557    | 563    | 496    | 304    |          |        |
| PM Peak   | 1200   | 1200   | 1600   | 1500   | 1500   | 1500   | 1600   |          |        |
|           | 256    | 183    | 262    | 219    | 218    | 248    | 242    |          |        |



Survey Type: Automatic Traffic Counter

Location: London Rd, St Ippolyts





## Appendix C – Architect's Site Layout



**SITE PLAN - PROPOSED**  
1 : 500

N

SCALE 1:500 @ A2

0m

5.0m

10.0m

15.0m

20.0m

25.0m

NOTES:

KEY PLAN:

REVISION:

| DATE     | REVISION | DESCRIPTION                   |
|----------|----------|-------------------------------|
| 15.12.25 | S1       | RED LINE BOUNDARY UPDATED     |
| 16.01.26 | S2       | SITE PLAN UPDATED             |
| 04.02.26 | S3       | SITE PLAN UPDATED             |
| 12.03.26 | S4       | SITE PLAN UPDATED             |
| 27.03.26 | S5       | ISSUED TO HERITAGE CONSULTANT |
| 24.04.26 | S6       | ISSUED TO DRAINAGE CONSULTANT |
| 06.05.26 | S7       | ISSUED TO KDK                 |
| 20.05.26 | P1       | PLANNING SUBMISSION           |

Positions or details of windows, doors, or building fabric to adjoining properties are indicative only. They may not have been surveyed accurately due to limited access.

TAS

ARCHITECTS

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PROJECT ADDRESS:

Pound Farm, London Road, St Ippolyts, SG4 7NE

CLIENT:

Dave Fisk

DRAWING NAME:

SITE PLAN - PROPOSED

PURPOSE:

PLANNING

DRAWING NO.:

P394\_SP\_0.01

P1

ISSUE NO.:

SCALE:

1 : 500 @ A2



## Appendix D - Site Access Arrangements and Visibility Assessment



Proposed Access Arrangements



Junction Visibility Splays

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by TAS Architects, drawing number P394\_SP\_0.01 S7, dated 06.05.2026
3. This topographical drawing was received from Baseline Surveys, drawing number BSP25\_1126\_11-01, dated 26/09/25.
4. Highway boundary information has been provided by Hertfordshire County Council on 06/02/2026 and has been overlaid by Rappor onto the OS Mapping on a best fit basis. Rappor will not accept any liability for any inaccuracies in the highway boundary.
5. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

-  Adopted Highway Boundary
-  2.4m x 105.2m Visibility Splay (Based on MfS 2 Parameters and southbound 85th percentile speeds of 39.3mph.)
-  2.4m x 100.8m Visibility Splay (Based on MfS 2 Parameters and northbound speeds of 37.9mph.)

| Rev | Date | Details | By | Chkd |
|-----|------|---------|----|------|
| -   | -    | -       | -  | -    |

rappor



CLIENT: David Fisk

PROJECT: Pound Farm  
St Ippolyts

TITLE: Proposed Access Arrangement  
& Visibility Aessment

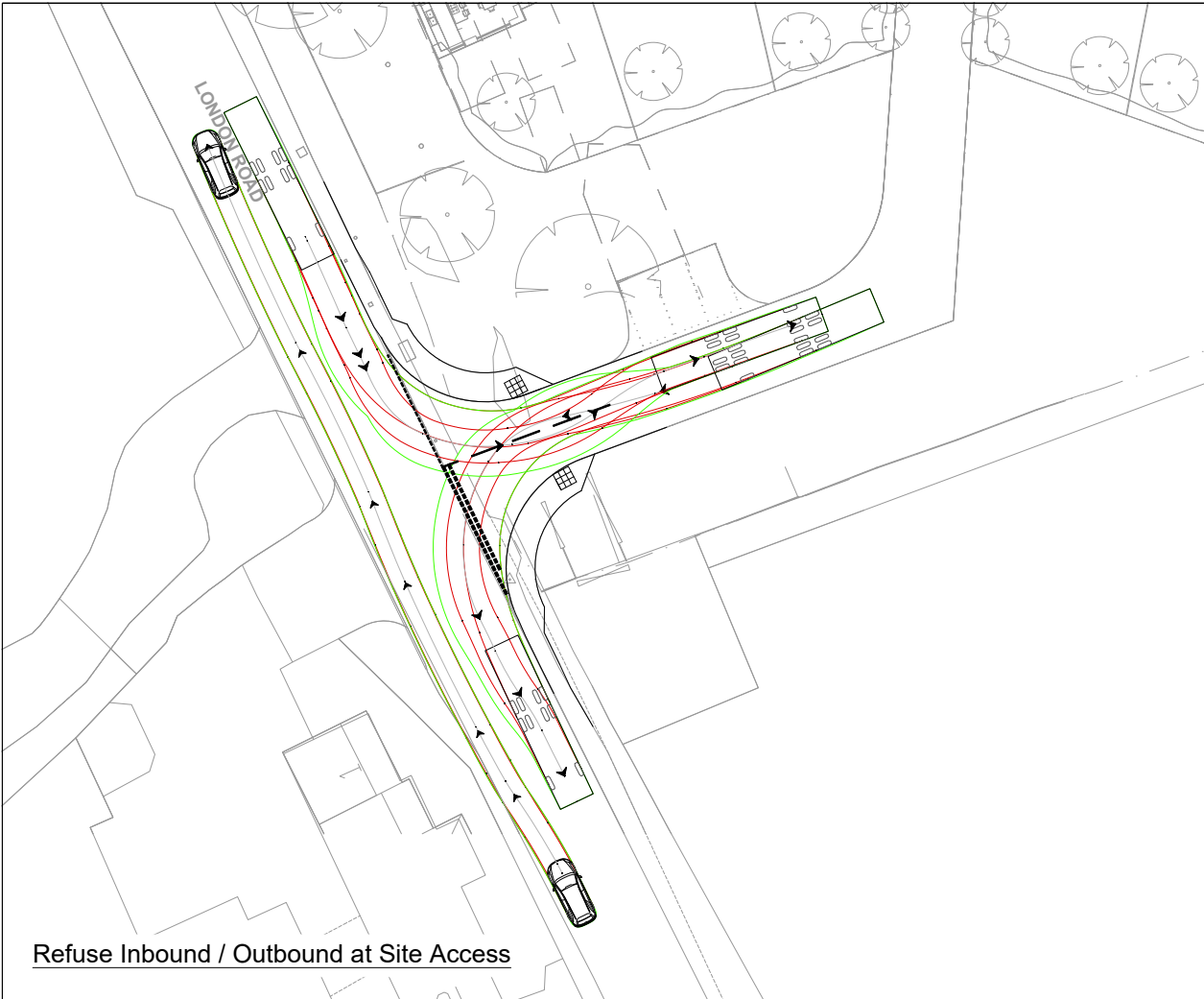
| SCALE @ A3: | DATE:    | DRAWN: | CHECKED: | APPROVED: |
|-------------|----------|--------|----------|-----------|
| As Shown    | 12.05.26 | LA     | CE       | CE        |

STATUS: INFORMATION

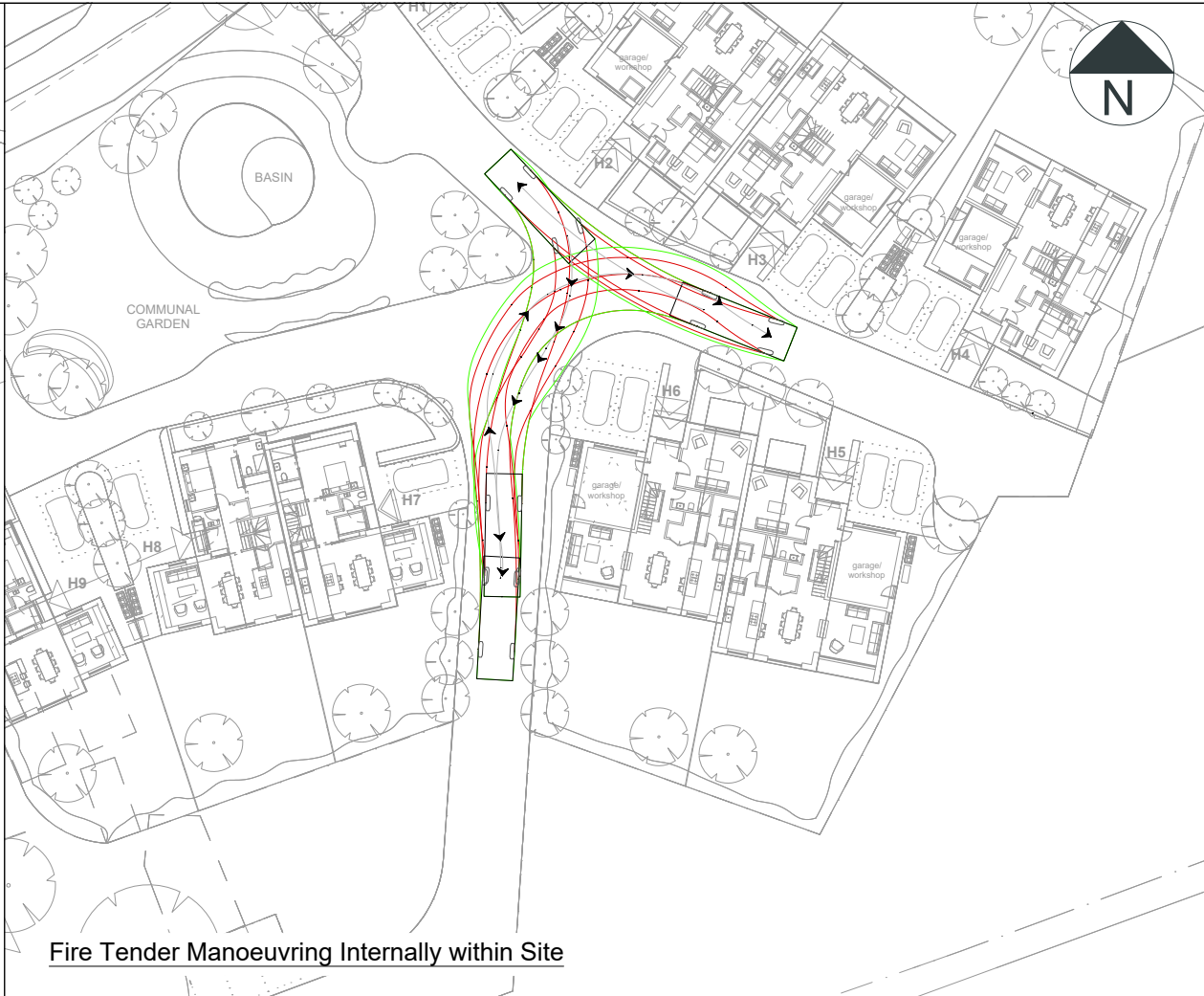
| DRAWING NO:                 | REVISION: |
|-----------------------------|-----------|
| 260209-RAP-XX-XX-DR-TP-3200 | -         |



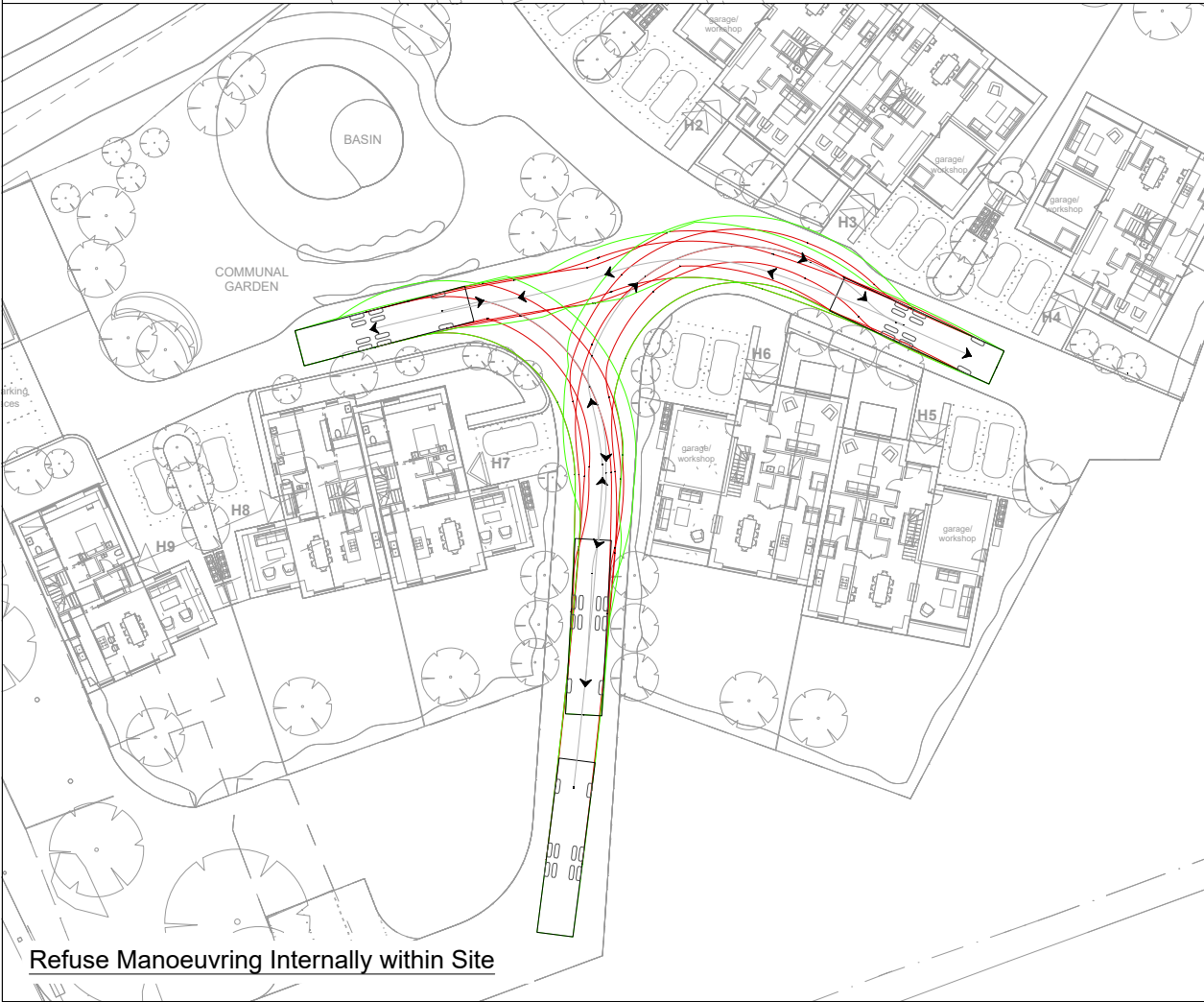
## Appendix E – Swept Path Analysis: Refuse Vehicle and Fire Tender



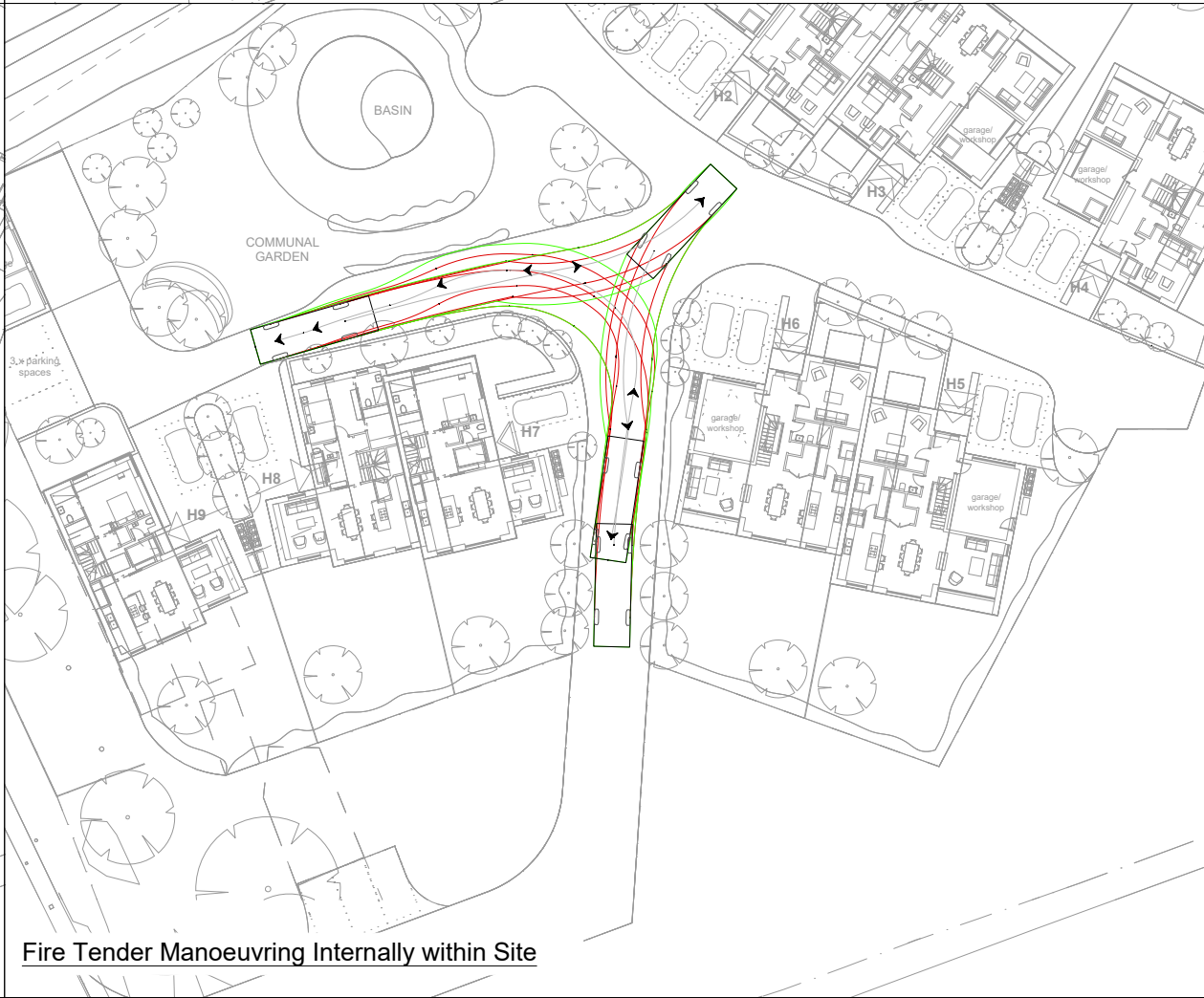
Refuse Inbound / Outbound at Site Access



Fire Tender Manoeuvring Internally within Site



Refuse Manoeuvring Internally within Site



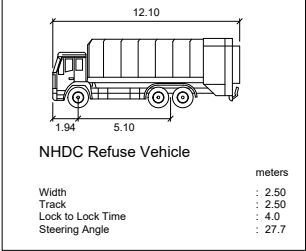
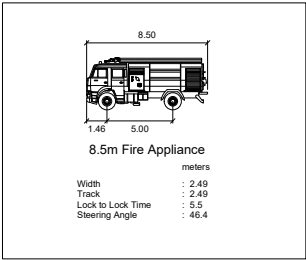
Fire Tender Manoeuvring Internally within Site

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by TAS Architects, drawing number P394\_SP\_0.01 S7, dated 06.05.2026
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

Vehicle Profiles



| Rev | Date | Details | By | Chkd |
|-----|------|---------|----|------|
| -   | -    | -       | -  | -    |

rappor



CLIENT: David Fisk

PROJECT: Pound Farm  
St Ippolys

TITLE: Swept Path Analysis:  
NHDC Refuse & Fire Tender

| SCALE @ A3: | DATE:    | DRAWN: | CHECKED: | APPROVED: |
|-------------|----------|--------|----------|-----------|
| 1:500       | 12.05.26 | LA     | CE       | CE        |

STATUS: INFORMATION

| DRAWING NO:                 | REVISION: |
|-----------------------------|-----------|
| 260209-RAP-XX-XX-DR-TP-3200 | -         |



## Appendix F – TRICS Report

Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |                                           |                         |
|----|-------------------------------------------|-------------------------|
| 03 | <b>SOUTH WEST</b>                         |                         |
|    | CW                                        | CORNWALL                |
|    | DC                                        | DORSET                  |
|    | GS                                        | GLOUCESTERSHIRE         |
| 04 | <b>EAST ANGLIA</b>                        |                         |
|    | NF                                        | NORFOLK                 |
|    | PB                                        | PETERBOROUGH            |
|    | SF                                        | SUFFOLK                 |
| 05 | <b>EAST MIDLANDS</b>                      |                         |
|    | LE                                        | LEICESTERSHIRE          |
|    | LN                                        | LINCOLNSHIRE            |
| 06 | <b>WEST MIDLANDS</b>                      |                         |
|    | SH                                        | SHROPSHIRE              |
|    | WK                                        | WARWICKSHIRE            |
|    | WO                                        | WORCESTERSHIRE          |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                         |
|    | NY                                        | NORTH YORKSHIRE         |
|    | YO                                        | YORK                    |
| 08 | <b>NORTH WEST</b>                         |                         |
|    | AC                                        | CHESHIRE WEST & CHESTER |
|    | EC                                        | CHESHIRE EAST           |
|    | LC                                        | LANCASHIRE              |
| 10 | <b>WALES</b>                              |                         |
|    | VG                                        | VALE OF GLAMORGAN       |
| 11 | <b>SCOTLAND</b>                           |                         |
|    | AG                                        | ANGUS                   |
|    | HI                                        | HIGHLAND                |
| 12 | <b>CONNAUGHT</b>                          |                         |
|    | GA                                        | GALWAY                  |
|    | RO                                        | ROSCOMMON               |
| 14 | <b>LEINSTER</b>                           |                         |
|    | CC                                        | CARLOW                  |
| 16 | <b>ULSTER (REPUBLIC OF IRELAND)</b>       |                         |
|    | DN                                        | DONEGAL                 |

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

Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

#### Primary Filtering Selection:

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

|                         |                        |
|-------------------------|------------------------|
| Parameter:              | DWELLS                 |
| Actual Range:           | 4 to 25 (units:DWELLS) |
| Range Selected by User: | 4 to 25 (units:DWELLS) |
| Parking Spaces Range:   | 6 - 2824               |

#### Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 05/05/87 to 30/06/25 |

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

#### Selected survey days:

|           |         |
|-----------|---------|
| Friday    | 3 days  |
| Monday    | 3 days  |
| Thursday  | 8 days  |
| Tuesday   | 11 days |
| Wednesday | 8 days  |

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

#### Selected survey types:

|                     |    |
|---------------------|----|
| Manual count        | 30 |
| Direction ATC Count | 3  |

*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  | 19 days |
| Suburban Area | 14 days |

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

#### Selected Location Sub Categories:

|                  |         |
|------------------|---------|
| Built-Up Zone    | 1 days  |
| Industrial Zone  | 1 days  |
| No Sub Category  | 4 days  |
| Residential Zone | 27 days |

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

#### Inclusion of Servicing Vehicle Counts:

|                             |         |
|-----------------------------|---------|
| Servicing vehicles Excluded | 2 days  |
| Servicing vehicles Included | 2 days  |
| Servicing vehicles Unknown  | 29 days |

Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

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Secondary Filtering Selection:

Use Class:

|    |            |
|----|------------|
| C3 | 33 surveys |
|----|------------|

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

Population within 500m Range:

250 - 15312

Population within 1 mile:

|                  |            |
|------------------|------------|
| 1,001 to 5,000   | 6 surveys  |
| 10,001 to 15,000 | 11 surveys |
| 15,001 to 20,000 | 7 surveys  |
| 20,001 to 25,000 | 2 surveys  |
| 25,001 to 50,000 | 3 surveys  |
| 5,001 to 10,000  | 4 surveys  |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 100,001 to 125,000 | 2 surveys |
| 125,001 to 250,000 | 6 surveys |
| 25,001 to 50,000   | 6 surveys |
| 5,000 or Less      | 2 surveys |
| 5,001 to 25,000    | 3 surveys |
| 50,001 to 75,000   | 7 surveys |
| 75,001 to 100,000  | 7 surveys |

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

Car ownership within 5 miles:

|            |            |
|------------|------------|
| 0.6 to 1.0 | 12 surveys |
| 1.1 to 1.5 | 21 surveys |

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

Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

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Petrol filling station:

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

Travel Plan:

No 33 surveys

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

PTAL Rating:

No PTAL Present 33 surveys

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

COVID-19 Restrictions:

No

**Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac**

|                                                                                                                                                                         |                   |                               |                                    |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------------------|------------------------------------|---------------------|
| <b>1</b><br>WHITCHURCH ROAD<br>CHESTER<br>BOUGHTON HEATH<br>Suburban Area<br>Residential Zone<br>Site area: 0.47999998927116394 hect<br>Survey date: Tuesday 22/05/2012 | <b>AC-03-A-02</b> | <b>DETACHED</b>               | <b>CHESHIRE WEST &amp; CHESTER</b> | Survey Type: Manual |
| <b>2</b><br>LONDON ROAD<br>NORTHWICH<br>LEFTWICH<br>Suburban Area<br>Residential Zone<br>Site area: 0.5 hect<br>Survey date: Thursday 06/06/2019                        | <b>AC-03-A-04</b> | <b>TOWN HOUSES</b>            | <b>CHESHIRE WEST &amp; CHESTER</b> | Survey Type: Manual |
| <b>3</b><br>KEPTIE ROAD<br>ARBROATH<br>Suburban Area<br>Residential Zone<br>Site area: 0.6800000071525574 hect<br>Survey date: Tuesday 22/05/2012                       | <b>AG-03-A-01</b> | <b>BUNGALOWS/DET.</b>         | <b>ANGUS</b>                       | Survey Type: Manual |
| <b>4</b><br>R417 ANTHY ROAD<br>CARLOW<br>Edge of Town<br>Residential Zone<br>Site area: 1.4500000476837158 hect<br>Survey date: Wednesday 25/05/2016                    | <b>CC-03-A-01</b> | <b>DETACHED HOUSES</b>        | <b>CARLOW</b>                      | Survey Type: Manual |
| <b>5</b><br>ALVERTON ROAD<br>PENZANCE<br>Suburban Area<br>Residential Zone<br>Site area: 0.20000000298023224 hect<br>Survey date: Thursday 30/06/2005                   | <b>CW-03-A-01</b> | <b>TERRACED</b>               | <b>CORNWALL</b>                    | Survey Type: Manual |
| <b>6</b><br>RYLANDS AVENUE<br>WEYMOUTH<br>WYKE REGIS<br>Suburban Area<br>Residential Zone<br>Site area: 0.82 hect<br>Survey date: Tuesday 06/05/2025                    | <b>DC-03-A-12</b> | <b>PRIVATELY OWNED HOUSES</b> | <b>DORSET</b>                      | Survey Type: Manual |
| <b>7</b><br>GLENFIN ROAD<br>BALLYBOFEY<br>Edge of Town<br>Residential Zone<br>Site area: 1.0199999809265137 hect<br>Survey date: Wednesday 10/10/2018                   | <b>DN-03-A-06</b> | <b>DETACHED HOUSING</b>       | <b>DONEGAL</b>                     | Survey Type: Manual |
| <b>8</b><br>SYDNEY ROAD<br>CREWE<br>SYDNEY                                                                                                                              | <b>EC-03-A-04</b> | <b>DETACHED</b>               | <b>CHESHIRE EAST</b>               |                     |



Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

|                                                                                                                                                                                  |            |                        |                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------|-----------------|
| Edge of Town<br>Residential Zone<br>Site area: 0.8399999737739563 hect<br>Survey date: Tuesday 14/10/2008<br>Survey Type: Manual                                                 |            |                        |                 |
| 9                                                                                                                                                                                | EC-03-A-06 | TERRACED HOUSES        | CHESHIRE EAST   |
| GREYSTOKE ROAD<br>MACCLESFIELD<br>HURDSFIELD<br>Edge of Town<br>Residential Zone<br>Site area: 0.7300000190734863 hect<br>Survey date:<br>Survey Type: Manual                    |            |                        |                 |
| 10                                                                                                                                                                               | GA-03-A-03 | SEMI DET./TERRACED     | GALWAY          |
| MONEENEGEISHA ROAD<br>GALWAY<br>WELLPARK<br>Suburban Area<br>Built-Up Zone<br>Site area: 0.8999999761581421 hect<br>Survey date: Wednesday 20/09/2006<br>Survey Type: Manual     |            |                        |                 |
| 11                                                                                                                                                                               | GS-03-A-03 | PRIVATLEY OWNED HOUSES | GLOUCESTERSHIRE |
| GREEN LANE<br>TEWKESBURY<br>Suburban Area<br>Residential Zone<br>Site area: 1 hect<br>Survey date: Thursday 10/10/2024<br>Survey Type: Manual                                    |            |                        |                 |
| 12                                                                                                                                                                               | HI-03-A-06 | BUNGALOWS              | HIGHLAND        |
| NESS WAY<br>FORTROSE<br>Edge of Town<br>Residential Zone<br>Site area: 1.100000023841858 hect<br>Survey date: Thursday 03/12/1998<br>Survey Type: Manual                         |            |                        |                 |
| 13                                                                                                                                                                               | HI-03-A-10 | BUNGALOWS              | HIGHLAND        |
| BOSWELL ROAD<br>INVERNESS<br>CASTLE HEATHER<br>Edge of Town<br>Residential Zone<br>Site area: 0.800000011920929 hect<br>Survey date: Wednesday 02/12/1998<br>Survey Type: Manual |            |                        |                 |
| 14                                                                                                                                                                               | HI-03-A-12 | DETACHED/SEMI D.       | HIGHLAND        |
| OLD PERTH ROAD<br>INVERNESS<br>CULCABOCK<br>Edge of Town<br>Residential Zone<br>Site area: 0.5 hect<br>Survey date: Tuesday 01/12/1998<br>Survey Type: Manual                    |            |                        |                 |
| 15                                                                                                                                                                               | HI-03-A-13 | HOUSING                | HIGHLAND        |
| KINGSMILLS ROAD<br>INVERNESS<br>Edge of Town<br>Residential Zone<br>Site area: 0.47999998927116394 hect                                                                          |            |                        |                 |



Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

Survey date: Thursday 21/05/2009

Survey Type: Manual

|                                                                                                                                                                    |                   |                 |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-------------------|
| <b>16</b><br>CHORLEY ROAD<br>PRESTON<br>WALTON-LE-DALE<br>Edge of Town<br>No Sub Category<br>Site area: 0.800000011920929 hect<br>Survey date: Thursday 26/03/1998 | <b>LC-03-A-16</b> | <b>DETACHED</b> | <b>LANCASHIRE</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-------------------|

Survey Type: Manual

|                                                                                                                                                                  |                   |                 |                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-------------------|
| <b>17</b><br>KILNHOUSE LANE<br>BLACKPOOL<br>ST ANNES<br>Edge of Town<br>Industrial Zone<br>Site area: 0.4000000059604645 hect<br>Survey date: Tuesday 13/06/1995 | <b>LC-03-A-20</b> | <b>TERRACED</b> | <b>LANCASHIRE</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-------------------|

Survey Type: Manual

|                                                                                                                                                            |                   |                 |                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-----------------------|
| <b>18</b><br>REDWOOD AVENUE<br>MELTON MOWBRAY<br>Edge of Town<br>Residential Zone<br>Site area: 0.4000000059604645 hect<br>Survey date: Tuesday 03/05/2005 | <b>LE-03-A-01</b> | <b>DETACHED</b> | <b>LEICESTERSHIRE</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-----------------------|

Survey Type: Manual

|                                                                                                                                                                |                   |                      |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------|---------------------|
| <b>19</b><br>ROOKERY LANE<br>LINCOLN<br>BOULTHAM<br>Suburban Area<br>Residential Zone<br>Site area: 0.7699999809265137 hect<br>Survey date: Tuesday 18/09/2012 | <b>LN-03-A-03</b> | <b>SEMI DETACHED</b> | <b>LINCOLNSHIRE</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------|---------------------|

Survey Type: Manual

|                                                                                                                                                    |                   |                        |                |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|----------------|
| <b>20</b><br>HALING WAY<br>THETFORD<br>Edge of Town<br>Residential Zone<br>Site area: 0.6299999952316284 hect<br>Survey date: Wednesday 16/09/2015 | <b>NF-03-A-03</b> | <b>DETACHED HOUSES</b> | <b>NORFOLK</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|----------------|

Survey Type: Manual

|                                                                                                                                                      |                   |                                 |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------|------------------------|
| <b>21</b><br>CRAVEN WAY<br>BOROUGHBRIDGE<br>Edge of Town<br>No Sub Category<br>Site area: 0.7699999809265137 hect<br>Survey date: Tuesday 18/10/2011 | <b>NY-03-A-07</b> | <b>DETACHED &amp; SEMI DET.</b> | <b>NORTH YORKSHIRE</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------|------------------------|

Survey Type: Manual

|                                                                                                                                                        |                   |                        |                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|------------------------|
| <b>22</b><br>HORSEFAIR<br>BOROUGHBRIDGE<br>Edge of Town<br>Residential Zone<br>Site area: 1.7899999618530273 hect<br>Survey date: Wednesday 18/09/2013 | <b>NY-03-A-11</b> | <b>PRIVATE HOUSING</b> | <b>NORTH YORKSHIRE</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|------------------------|

Survey Type: Manual

|                             |                   |                        |                        |
|-----------------------------|-------------------|------------------------|------------------------|
| <b>23</b><br>CATTERICK ROAD | <b>NY-03-A-13</b> | <b>TERRACED HOUSES</b> | <b>NORTH YORKSHIRE</b> |
|-----------------------------|-------------------|------------------------|------------------------|

Audit Code: 65cbe0fd-f63f-4738-a35f-9a74bf1afeac

CATTERICK GARRISON  
OLD HOSPITAL COMPOUND

Suburban Area

Residential Zone

Site area: 0.30000001192092896 hect

Survey date: Wednesday 10/05/2017

Survey Type: Manual

|                                     |                   |                 |                     |
|-------------------------------------|-------------------|-----------------|---------------------|
| <b>24</b>                           | <b>PB-03-A-03</b> | <b>DETACHED</b> | <b>PETERBOROUGH</b> |
| PETERBOROUGH                        |                   |                 |                     |
| THORPE PARK ROAD                    |                   |                 |                     |
| Suburban Area                       |                   |                 |                     |
| Residential Zone                    |                   |                 |                     |
| Site area: 0.47999998927116394 hect |                   |                 |                     |
| Survey date: Tuesday 18/10/2011     |                   |                 |                     |

Survey Type: Manual

|                                   |                   |                        |                  |
|-----------------------------------|-------------------|------------------------|------------------|
| <b>25</b>                         | <b>RO-03-A-03</b> | <b>DETACHED HOUSES</b> | <b>ROSCOMMON</b> |
| N61                               |                   |                        |                  |
| BOYLE                             |                   |                        |                  |
| GREATMEADOW                       |                   |                        |                  |
| Edge of Town                      |                   |                        |                  |
| No Sub Category                   |                   |                        |                  |
| Site area: 4.079999923706055 hect |                   |                        |                  |
| Survey date: Thursday 25/09/2014  |                   |                        |                  |

Survey Type: Manual

|                                    |                   |                                 |                |
|------------------------------------|-------------------|---------------------------------|----------------|
| <b>26</b>                          | <b>SF-03-A-04</b> | <b>DETACHED &amp; BUNGALOWS</b> | <b>SUFFOLK</b> |
| NORMANSTON DRIVE                   |                   |                                 |                |
| LOWESTOFT                          |                   |                                 |                |
| Suburban Area                      |                   |                                 |                |
| Residential Zone                   |                   |                                 |                |
| Site area: 0.5899999737739563 hect |                   |                                 |                |
| Survey date: Tuesday 23/10/2012    |                   |                                 |                |

Survey Type: Manual

|                                   |                   |                        |                |
|-----------------------------------|-------------------|------------------------|----------------|
| <b>27</b>                         | <b>SF-03-A-05</b> | <b>DETACHED HOUSES</b> | <b>SUFFOLK</b> |
| VALE LANE                         |                   |                        |                |
| BURY ST EDMUNDS                   |                   |                        |                |
| Edge of Town                      |                   |                        |                |
| Residential Zone                  |                   |                        |                |
| Site area: 1.149999976158142 hect |                   |                        |                |
| Survey date: Wednesday 09/09/2015 |                   |                        |                |

Survey Type: Manual

|                                    |                   |                 |                   |
|------------------------------------|-------------------|-----------------|-------------------|
| <b>28</b>                          | <b>SH-03-A-03</b> | <b>DETACHED</b> | <b>SHROPSHIRE</b> |
| SOMERBY DRIVE                      |                   |                 |                   |
| SHREWSBURY                         |                   |                 |                   |
| BICTON HEATH                       |                   |                 |                   |
| Edge of Town                       |                   |                 |                   |
| No Sub Category                    |                   |                 |                   |
| Site area: 0.5099999904632568 hect |                   |                 |                   |
| Survey date: Friday 26/06/2009     |                   |                 |                   |

Survey Type: Manual

|                                   |                   |                  |                   |
|-----------------------------------|-------------------|------------------|-------------------|
| <b>29</b>                         | <b>SH-03-A-06</b> | <b>BUNGALOWS</b> | <b>SHROPSHIRE</b> |
| ELLESMERE ROAD                    |                   |                  |                   |
| SHREWSBURY                        |                   |                  |                   |
| Edge of Town                      |                   |                  |                   |
| Residential Zone                  |                   |                  |                   |
| Site area: 0.800000011920929 hect |                   |                  |                   |
| Survey date: Thursday 22/05/2014  |                   |                  |                   |

Survey Type: Manual

|                                     |                   |                                     |                          |
|-------------------------------------|-------------------|-------------------------------------|--------------------------|
| <b>30</b>                           | <b>VG-03-A-01</b> | <b>SEMI-DETACHED &amp; TERRACED</b> | <b>VALE OF GLAMORGAN</b> |
| ARTHUR STREET                       |                   |                                     |                          |
| BARRY                               |                   |                                     |                          |
| Edge of Town                        |                   |                                     |                          |
| Residential Zone                    |                   |                                     |                          |
| Site area: 0.20999999344348907 hect |                   |                                     |                          |



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Survey date:

Survey Type: Manual

**31** **WK-03-A-01** **TERRACED/SEMI/DET.** **WARWICKSHIRE**  
ARLINGTON AVENUE  
LEAMINGTON SPA  
Suburban Area  
Residential Zone  
Site area: 0.10000000149011612 hect  
Survey date: Friday 21/10/2011

Survey Type: Manual

**32** **WO-03-A-01** **DETACHED** **WORCESTERSHIRE**  
MARLBOROUGH AVENUE  
BROMSGROVE  
ASTON FIELDS  
Suburban Area  
Residential Zone  
Site area: 1 hect  
Survey date: Thursday 23/06/2005

Survey Type: Manual

**33** **YO-03-A-01** **TERRACED HOUSES** **YORK**  
NICHOLAS STREET  
YORK  
Suburban Area  
Residential Zone  
Site area: 0.15000000596046448 hect  
Survey date:

Survey Type: Manual

#### DESELECTED SURVEYS

| Site Ref              | Survey Date | Reason for Deselection |
|-----------------------|-------------|------------------------|
| ES-03-A-20 06-11-2024 | 06-11-2024  | Covid                  |
| HF-03-A-05 05-06-2023 | 05-06-2023  | Covid                  |
| KC-03-A-09 09-06-2021 | 09-06-2021  | Flats                  |
| MW-03-A-02 06-06-2022 | 06-06-2022  | Covid                  |
| NF-03-A-10 12-09-2018 | 12-09-2018  | Covid                  |

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

Total Vehicles

Calculation factor: 1 DWELLS

*\*BOLD print indicates peak (busiest) period*

| Time Range          | No. Days | Ave. DWELLS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         | 3        | 10          | 0.000    | 0.034      | 0.034  |
| 01:00-02:00         | 3        | 10          | 0.000    | 0.000      | 0.000  |
| 02:00-03:00         | 3        | 10          | 0.000    | 0.000      | 0.000  |
| 03:00-04:00         | 3        | 10          | 0.034    | 0.000      | 0.034  |
| 04:00-05:00         | 3        | 10          | 0.069    | 0.069      | 0.138  |
| 05:00-06:00         | 3        | 10          | 0.000    | 0.034      | 0.034  |
| 06:00-07:00         | 3        | 10          | 0.000    | 0.034      | 0.034  |
| 07:00-08:00         | 33       | 15          | 0.082    | 0.277      | 0.359  |
| 08:00-09:00         | 33       | 15          | 0.171    | 0.414      | 0.585  |
| 09:00-10:00         | 33       | 15          | 0.163    | 0.229      | 0.392  |
| 10:00-11:00         | 33       | 15          | 0.161    | 0.179      | 0.340  |
| 11:00-12:00         | 33       | 15          | 0.147    | 0.147      | 0.294  |
| 12:00-13:00         | 33       | 15          | 0.197    | 0.189      | 0.386  |
| 13:00-14:00         | 33       | 15          | 0.195    | 0.203      | 0.398  |
| 14:00-15:00         | 33       | 15          | 0.229    | 0.239      | 0.468  |
| 15:00-16:00         | 33       | 15          | 0.277    | 0.251      | 0.528  |
| 16:00-17:00         | 33       | 15          | 0.325    | 0.217      | 0.542  |
| 17:00-18:00         | 33       | 15          | 0.394    | 0.201      | 0.595  |
| 18:00-19:00         | 33       | 15          | 0.231    | 0.175      | 0.406  |
| 19:00-20:00         | 3        | 10          | 0.310    | 0.172      | 0.482  |
| 20:00-21:00         | 3        | 10          | 0.172    | 0.241      | 0.413  |
| 21:00-22:00         | 3        | 10          | 0.069    | 0.000      | 0.069  |
| 22:00-23:00         | 3        | 10          | 0.034    | 0.034      | 0.068  |
| 23:00-00:00         | 3        | 10          | 0.034    | 0.000      | 0.034  |
| <b>Total Rates:</b> |          |             | 3.294    | 3.339      | 6.633  |

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:           | 4 - 25 (units: DWELLS)  |
| Survey date date range:                       | 13/06/1995 - 06/05/2025 |
| Number of weekdays (Monday-Friday):           | 33                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 18                      |
| Surveys manually removed from selection:      | 0                       |

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

# rappor



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