

# 45 Bury Mead Road, Hitchin

## Highways Response Note Addendum

Client: Hitchin Mosque

Date: 24 March 2026

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Job No 328985

Approved by: JW

### 1. Executive Summary

- 1.1.1 This Executive Summary provides a clear and evidence-based response to the Highway Authority's objection to the proposed development at 45 Bury Mead Road.
- 1.1.2 The Highway Authority asserts that the site is unsuitable for a congregation-based use due to its industrial context and that the development would result in unacceptable highway safety impacts. However, this position is not supported by the technical evidence presented.
- 1.1.3 A comprehensive assessment has been undertaken, including an Independent Road Safety Assessment (RSA), site observations, traffic analysis, and parking surveys. The RSA identifies no high or unacceptable safety risks, with all risks assessed as low to medium and reducing to low following mitigation. This provides robust, independent evidence that the development can operate safely within the existing highway environment.
- 1.1.4 The site is located within a mixed-use commercial area that already accommodates a range of uses generating regular pedestrian activity, including a nursery, gym, café, and retail premises. It is not an isolated or hostile industrial environment. The presence of continuous footways, separation from traffic, and established pedestrian routes demonstrates that safe and suitable access is already achieved.
- 1.1.5 Travel behaviour is strongly localised, with the majority of users residing within walking distance. Survey data confirms a high proportion of trips are undertaken on foot, driven by proximity rather than parking controls. Sensitivity testing demonstrates that even under more robust assumptions with increased car use, the development would not result in material impacts on the operation of the highway network.
- 1.1.6 Parking demand has been robustly assessed, with sufficient capacity identified both on-site and within the surrounding highway network. A Parking Management Strategy will be implemented to actively manage parking demand and ensure that the network continues to operate safely and efficiently, particularly during peak periods.

- 1.1.7 In policy terms, Paragraph 116 of the National Planning Policy Framework (NPPF) establishes that development should only be refused on highways grounds where impacts are unacceptable or severe. The evidence presented demonstrates that neither of these thresholds is met.
- 1.1.8 The proposed development, therefore, accords with national and local transport policy. There is no evidence-based justification to sustain a refusal on highway grounds, and the development is acceptable in transport terms.

## 2. Introduction

### 2.1 Overview

- 2.1.1 This Technical Note (TN) Addendum has been prepared by mode transport planning (mode) on behalf of Hitchin Mosque in relation to the planning application (ref: 25/02092/FP) submitted in September 2025 for:

*A proposed change of use application from existing offices (Use Class E(g)(i)) at 45 Bury Mead Road to a new mosque (Use Class F1(f)). The renovation of existing buildings to create a mosque space of approximately 1,817sqm. The removal of buildings to the rear to allow for a landscaped garden, as well as the connection of the remaining buildings to provide a shared space. Appropriate car parking spaces, cycle parking and a refuse storage area will also be provided.*

- 2.1.2 Hertfordshire County Council (HCC), as the local highway authority, provided comments on the application in October 2025, followed by the submission of a Highways Response Note in November 2025. Further comments were issued by HCC in December 2025. Both sets of HCC comments are included in **Appendix A**. A meeting was also undertaken with HCC Highways Officers on Thursday, 15 January 2026.

- 2.1.3 The comments raised by HCC are summarised below and are addressed within this TN.

- **Site Layout** – Further review and clarification of the proposed cycle and car parking layout to demonstrate full compliance with relevant design standards and to ensure safe manoeuvring and pedestrian visibility.
- **Pedestrian infrastructure on Bury Mead Road** – Demonstration that pedestrian routes to and from the site provide a safe and suitable environment, particularly within the industrial context. Further assessment is requested to evidence how pedestrian safety is accommodated.
- **Industrial Context and On-Street Parking Activity** – The site's industrial setting and existing on-street parking activity require careful consideration in relation to peak worship periods. Clarification is sought on how potential pedestrian-vehicle interaction and kerbside activity can be managed.

- **Travel Survey** – To ensure the travel survey and associated trip generation assumptions clearly reflect the characteristics of the proposed site location. Further justification and contextual analysis are sought to demonstrate that modal split and parking demand forecasts are robust.

## 2.2 Document Purpose

- 2.2.1 The purpose of this document is to provide the relevant additional information/clarification in response to the comments raised by HCC and demonstrate that the development proposals meet National and Local Policy and are acceptable in transport terms.
- 2.2.2 This TN presents robust, evidence-based analysis regarding site location suitability and pedestrian safety along Bury Mead Road through an Independent RSA, a site visit, and a traffic survey. This note also sets out management and mitigation measures that ensure the development can operate safely within the surrounding highway environment.
- 2.2.3 This TN Addendum demonstrates that the Highway Authority's concerns regarding highway safety, site suitability, and transport impacts are not supported by the available evidence. The assessments presented confirm that the development would not result in an unacceptable impact on highway safety, nor give rise to severe residual cumulative impacts, in accordance with the NPPF.

## 2.3 Document Structure

- 2.3.1 The remainder of this document is structured as follows:
- **Section 3** – Policy Context
  - **Section 4** – Site Layout
  - **Section 5** – Site Context, Accessibility, and Highway Safety
  - **Section 6** – Baseline Traffic Conditions and HGV Activity
  - **Section 7** – Amended Travel Survey Methodology
  - **Section 8** – Trip Generation and Parking Demand Assessment
  - **Section 9** – Mitigation and Parking Management Measures
  - **Section 10** – Summary and Conclusions

## 3. Policy Context

### 3.1 Overview

3.1.1 It is noted that within HCC's response note, several references were made to the National Planning NPPF and Hertfordshire Local Transport Plan 4 (LTP4). This section considers the proposal against the relevant National and Local transport policy and frames the proposals against the policy approaches.

3.1.2 The prevailing direction of policy is to support sustainable transport and to adopt a vision-led transport approach to new development. A vision-led approach is defined within the National Planning Policy Framework (NPPF) as:

*“an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’).”*

3.1.3 As such, throughout the design development of the proposals, regard has been given to promoting sustainable transport as far as reasonably possible, taking advantage of the sustainable transport options (as detailed within the Transport Statement (TS) and highway response notes) in the vicinity of the site, as well as reflecting the inherently sustainable travel patterns of the congregation.

3.1.4 Furthermore, measures have been implemented to ensure car use is kept to a minimum, including:

- Provision of on-site car parking at a level to encourage sustainable travel.
- Provision of on-site cycle parking facilities.
- Improvements to the existing pedestrian infrastructure in the vicinity of the site, accounting for recommendations within the RSA.
- Implementation of Travel Planning measures with clear monitoring strategies, including travel surveys of users as well as parking surveys.
- Mitigation and measures to avoid indiscriminate or excessive parking on surrounding roads.

### 3.2 National Planning Policy Framework (NPPF)

3.2.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

- 3.2.2 HCC has raised concerns that the proposed development conflicts with Paragraph 110, which relates to the sustainable location of development. HCC considers that the proposed mosque use represents a significant trip generator, which may not be appropriate within an industrial environment. Paragraph 110 of the NPPF states that patterns of growth should be actively managed to support sustainable transport objectives. It indicates that significant development should be focused on locations that are, or can be made, sustainable through offering a choice of transport modes.
- 3.2.3 In response to the comments raised by HCC, the assessment presented demonstrates that the development is consistent with the objectives of Paragraph 110. This site is located within the urban area of Hitchin and is well-connected to surrounding residential neighbourhoods within walking and cycling distance. Bus services are accessible via the nearby “Strathmore School” and “Stormont Road” bus stops. The proposals include measures to support sustainable travel, such as on-site cycle parking. The surrounding area already accommodates pedestrian activity associated with existing employment and provides an established walking environment. Furthermore, the development represents the reuse of an existing building, where visitors can utilise the transport infrastructure already in place.
- 3.2.4 Paragraph 116 of the NPPF establishes that development should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. As such, this establishes a high bar for refusal on highways grounds.
- 3.2.5 An Independent RSA has been undertaken to review Bury Mead Road and the surrounding highway environment. This assessment did not identify severe safety issues associated with the development proposals and identified potential measures to further enhance the existing infrastructure to support the proposals.
- 3.2.6 The Independent RSA and supporting analysis presented within this Addendum provide clear evidence that the development does not give rise to an unacceptable impact on highway safety, nor does it result in severe residual cumulative impacts. As such, the proposal does not meet the threshold for refusal on highway grounds as set out within Paragraph 116.
- 3.2.7 Vehicle movements generated by the proposed use are expected to occur over short periods and at a scale that can be accommodated by the local highway network. Analysis of existing traffic conditions and HGV activity, as detailed further in [Section 6](#), indicates that Bury Mead Road already accommodates cyclist activity, with relatively low levels of total vehicle and HGV movements during the time at which the mosque will be busiest. On this basis, the development is not anticipated to result in severe cumulative highway impacts.

3.2.8 Paragraph 109 of the NPPF requires development proposals to consider transport impacts and to promote sustainable transport opportunities where possible. In response to comments raised by HCC, a revised travel behaviour survey of existing mosque users has been analysed, considering adjusted distances to the proposed location of the mosque. This approach provides a realistic assessment of likely travel patterns for the congregation.

### 3.3 Hertfordshire Local Transport Plan 4 (LTP4)

3.3.1 HCC also noted that the proposals may conflict with the objectives of Hertfordshire's LTP4, particularly in relation to promoting sustainable travel and the reduction of private car use. LTP4 forms the strategic transport policy framework for Hertfordshire and sets out the County Council's objectives for creating a safe, accessible and sustainable transport network. The plan promotes measures that encourage active travel, improve accessibility for all users, and manage transport demand.

3.3.2 As noted, the site benefits from an established transport network and close proximity to surrounding residential areas. The assessment presented in this note demonstrates that safe pedestrian access is available via the existing footway along Bury Mead Road, while on-site cycle parking supports active travel. In addition, travel patterns, peak vehicle trips and baseline HGV activity on Bury Mead Road have been assessed, alongside the availability of off-site parking capacity. A parking management strategy will also be implemented to ensure parking demand is appropriately controlled, as well as TP measures to provide continuous monitoring.

## 4. Site Layout

### 4.1 Overview

4.1.1 HCC considers that the current cycle parking layout requires further clarification and dimensional detail to demonstrate compliance with national cycle design guidance and to ensure convenient, safe, and practical access for users. HCC has also recommended a review of manoeuvring space, pedestrian visibility and car parking bay confirmation. HCC notes that the car parking arrangement would benefit from further refinement to improve pedestrian safety and compliance with relevant design standards.

4.1.2 In response to HCC's comments, the site layout has been revised to address the comments raised. The amended layout, provided in [Appendix B](#), incorporates adjustments to cycle parking dimensions, manoeuvring space, and car parking arrangements to ensure compliance with relevant design guidance and to ensure safety and accessibility for all users, which is further considered below.

## 4.2 Parking Layout and Cycle Facilities

4.2.1 The car parking layout has been refined with the following changes:

- End bay aisles now include at least 1m additional depth to facilitate safe manoeuvring.
- Bay locations have been adjusted to maintain clear pedestrian access, including the relocation of Bay 8 northwards to avoid pedestrian route obstruction.
- The disabled parking bay has been moved to the front of the site for improved accessibility.
- The eastern passageway remains unobstructed to ensure emergency access is maintained.
- The waste storage has been relocated to the front of the site to enhance accessibility and improve vehicle manoeuvrability.
- EV charging points are proposed for Bays 3 and 4.

4.2.2 The cycle parking has been relocated to the front of the site for practicality and ease of access. It will comprise four Sheffield stands, designed in accordance with the dimensional requirements set out in LTN 1/20. Each stand has a bay width of 2m, with 1.2m spacing between the stands, 0.6m clearance from the wall, and adequate clearance in front of the stands to allow safe and convenient use.

4.2.3 Vehicle tracking has been carried out to ensure safe manoeuvring across the site, and the number of car parking spaces has been reduced to allow additional space for turning. The car parking bays have been designed in accordance with HCC's Place & Movement Planning and Design Guidance for Hertfordshire (2024), with the standard bays measuring 6m x 2.5m and the disabled bay measuring 6.5m x 3.9m. A turning area is available at the rear of the site, and **mode drawing J32-8985-A01** and **A02**, provided in **Appendix C**, demonstrate that an estate car can manoeuvre in and out of all parking bays.

4.2.4 The layout also allows for typical variations in parking behaviour and does not rely on vehicles being positioned with absolute precision.

4.2.5 In total, there are 9 car parking bays on site, including one disabled bay, which is demonstrated to be sufficient for typical weekly use, given the anticipated demand of 7-25 people at any one time. Additionally, parking Bay 6 has been designated for the mortuary area. When the mortuary area is in use, the car parking bays will be managed appropriately to accommodate access. For assessments within this TN, available on-site parking spaces have been recorded as 8 spaces, accounting for the mortuary parking bay, which will not be in frequent use.

4.2.6 With regard to pedestrian visibility, parking bays are located to afford the necessary pedestrian visibility from doorways. Given the lightly trafficked and low speed environment on-site, pedestrian and vehicles can be suitably managed.

- 4.2.7 On the basis of the above, the amendments to the site layout achieve an accessible layout that accords with the relevant guidance and design principles.

## 5. Site Context, Accessibility and Highway Safety

### 5.1 Overview

- 5.1.1 The Highway Authority's primary concern is that the site is unsuitable for a congregation-based use due to its industrial context. However, this position is not supported by the available evidence or national policy.
- 5.1.2 The relevant test under the NPPF is whether safe and suitable access can be achieved, and whether the development would result in unacceptable safety impacts. This section demonstrates that these tests are satisfied.
- 5.1.3 When considering the proposals at this location, it is important to note that the Highway Authority has previously accepted Bury Mead Road (27 Bury Mead Road) as a suitable location in planning terms for a mosque (planning ref: 13/02916). This is useful in providing contextual background for the scheme.
- 5.1.4 Notwithstanding the above, a comprehensive review of the local highway environment has been undertaken to assess the suitability of the site location in highway safety terms. This has included an independent RSA and additional site visits, including examining pedestrian routes from nearby bus stops to the site, as well as the walking route between the existing mosque and the proposed location to demonstrate that safe and suitable access can be achieved.
- 5.1.5 Overall, the pedestrian environment along Bury Mead Road is consistent with a typical urban street where pedestrian and vehicular movements coexist. The existing infrastructure provides sufficient width, separation, and continuity to safely accommodate the level of pedestrian activity associated with the proposed development.

### 5.2 Independent Road Safety Assessment

- 5.2.1 A personal injury collision (PIC) assessment was originally included within the TS submitted in support of the application (ref: 25/02092/FP) submitted in September 2025. This assessment reviewed the highway safety record within the immediate vicinity of the site, covering the most recent five-year period (2019-2024). Following the review, there were no recorded collisions around the site access and along the extent of Bury Mead Road.

- 5.2.2 To further assess the safety in the vicinity of the site, an independent RSA has been undertaken, which is included in [Appendix D](#). The RSA evaluates the potential safety implications arising from additional trips on Bury Mead Road. The assessment considers existing baseline conditions together with the anticipated operational effects associated with the proposed mosque.
- 5.2.3 This assessment includes a detailed review of the pedestrian environment and provides a risk matrix which identifies three categories of 'low risk', 'medium risk', and 'high risk'.
- 5.2.4 When considering the contents of the report, it is noted that all risks identified fall within the 'low risk' and 'medium risk' thresholds. No hazards identified were very high or otherwise an unacceptable risk. A review of each risk and associated mitigation has been undertaken, with a designer's response provided in [Appendix D](#).
- 5.2.5 A number of potential mitigation measures were identified, including:
- Special event marshalling measures for specific annual events that may bring additional surges of local activity.
  - Improved uncontrolled crossing points where no dropped kerbs or tactile paving are currently provided.
  - Advance warning signage indicating the presence of pedestrians crossing access junctions and private crossovers.
  - Travel planning guidance for worshippers to inform of localised parking and access / egress routes.
  - Enforcement of injudicious parking to ensure access is free from obstruction on Bury Mead Road.
- 5.2.6 Following the implementation of the mitigation measures identified within the risk matrix, the residual risks are assessed as 'low' and considered acceptable So Far As Is Reasonably Practicable (SFAIRP).
- 5.2.7 When considering mitigation to improve road safety on Bury Mead Road, these are only recommendations, and it is important to note that they are not required to facilitate future development at the site. Notwithstanding this, the Applicant is willing to commit to measures to improve road safety on Bury Mead Road, and this is discussed further in [Section 9](#).
- 5.2.8 Importantly, the safety review concludes:

*"...the introduction of the proposed additional movements on Bury Mead Road would not give rise to what can be considered, unacceptable highway safety risks.*

*The identified existing, proposed and residual risks are predominantly assessed within the range of Low to Medium, therefore being considered both acceptable and tolerable consistent with the normal operation of a mixed use area such as Bury Mead Road."*

- 5.2.9 Considering the above assessment, the proposed development would not exacerbate highway safety conditions on Bury Mead Road and is therefore acceptable in highways safety perspective. As previously noted, the identified mitigation measures are not required to make the development acceptable, rather, they are proposed as enhancements intended to further improve existing highway safety conditions on Bury Mead Road.
- 5.2.10 Crucially, the findings of the Independent RSA directly contradict the Highway Authority's assertion that the development would result in an unacceptable highway safety impact, which forms the basis of the objection. No high or unacceptable risks have been identified, and all residual risks are assessed as low following mitigation.
- 5.2.11 This provides clear and robust independent evidence that the development can operate safely within the existing highway environment.
- 5.2.12 Notwithstanding the above, a further review of the current site conditions with respect to vulnerable road users is also provided below, following a site visit.

### 5.3 Existing Conditions – Site Review

- 5.3.1 To further supplement the independent RSA, a site visit was undertaken on Friday 13<sup>th</sup> February 2026 between the hours of 11:30-13:45. The site visit was conducted on this date and time to understand the existing conditions at the time of the mosque's Friday service. Weather conditions during the assessment were overcast, with a brief period of light drizzle at the start of the site visit, after which conditions remained dry for the duration of the assessment.
- 5.3.2 This site visit involved assessing the existing Jaami Masjid & Islamic Centre located on Florence Street, as well as the proposed mosque on Bury Mead Road. The route from the existing mosque to the proposed mosque was assessed on foot, alongside the routes from nearby bus stops, with Point of View (POV) photographs being taken of the locality surrounding the site. The assessment was carried out with consideration for pedestrian perceptions and safety.
- 5.3.3 The observations confirm that pedestrian movement within and around Bury Mead Road already occurs safely within the existing environment and would not be materially altered by the proposed development.

## 5.4 Bury Mead Road

- 5.4.1 Site observations confirm that Bury Mead Road accommodates a mix of commercial and community uses, including office premises, a number of gyms and personal training facilities, a nursery, a motorcycle clothing retailer incorporating a café, and North Hertfordshire's Museum Service Resource Centre. The range of uses on Bury Mead Road demonstrates that pedestrian activity is an established and accepted characteristic of the area.
- 5.4.2 While HCC has stated that smaller-scale uses do not justify the introduction of a larger trip-generating use, it is important to consider the scale and operation of the proposed development. The proposed mosque would generate short, time-limited peaks rather than high continuous footfall, with typical weekly attendance generally between 7 to 25 people at any one time.
- 5.4.3 Bury Mead Road benefits from a continuous footway along one side of the carriageway. At the beginning of the road, the footway exceeds 3 metres in width before the introduction of a grass verge that separates the carriageway from the pedestrian route. Beyond this point, the footway maintains a width of approximately 2.3 metres, with a grass verge of approximately 2.4 metres. The grass verge towards the beginning of Bury Mead Road also benefits from bollards, providing additional segregation and enhancing pedestrian safety. Dropped kerbs are present at crossing points along the road, and tactile paving is provided at the 'Euraqua UK' access, facilitating accessible pedestrian movement.
- 5.4.4 **Figure 5.1** presents photographs of the southern section of Bury Mead Road.

Figure 5.1 Existing Conditions at Southern End of Bury Mead Road



5.4.5 The footway observed in this portion of Bury Mead Road was of high quality and facilitated two-way pedestrian movement. Further along Bury Mead Road, the footway width varies, with the narrowest point located after the 'Hitchin Car Valeting LTD', which recorded a width of 1.8 metres, supplemented by a 1.8 metre grass verge.

5.4.6 **Figure 5.2** presents photographs from the middle section of Bury Mead Road.

Figure 5.2 Existing Conditions Along the Middle Section of Bury Mead Road



- 5.4.7 The middle section of Bury Mead Road has a footway which facilitates two-way pedestrian movement, separated from the carriageway by a grass verge.
- 5.4.8 Towards the northern end of Bury Mead Road, the footway widens to approximately 2-metres, continuing to the end of the road, where it further increases to approximately 3-metres.
- 5.4.9 **Figure 5.3** presents photographs of the northern section of Bury Mead Road, illustrating the widened footway.

Figure 5.3 Existing Conditions at the Northern Section of Bury Mead Road



5.4.10 Towards the northern end of Bury Mead Road, the footways remain of sufficient width to accommodate two-way pedestrian movements. A connecting footpath is provided at the end of the road, offering direct access to The Mead and the wider pedestrian network. This footpath is for pedestrian use only and does not allow vehicle access, thereby supporting safe and convenient pedestrian movement.

5.4.11 Overall, the pedestrian environment along Bury Mead Road is of good quality. Continuous street lighting is provided throughout, and the footway surface is in good condition, making it suitable for safe and convenient pedestrian use.

## 5.5 Florence Street

5.5.1 The existing highway environment in the vicinity of the Jaami' Masjid & Islamic Centre on Florence Street was reviewed as part of the site assessment to provide additional context of the conditions at the location of the current mosque. Florence Street provides footways on both sides of the carriageway extending south from its junction with Nightingale Road. These footways are approximately 1.7 metres in width.

5.5.2 Approximately 50 metres south of the Jaami' Masjid & Islamic Centre, the footway provision becomes limited to the eastern side of the carriageway only, with a reduced width of approximately 1.6 metres. This narrows further to approximately 1.2 metres immediately adjacent to the existing mosque. **Figure 5.4** shows images of the footway outside the Jaami' Masjid & Islamic Centre.

**Figure 5.4 Florence Street Footway**

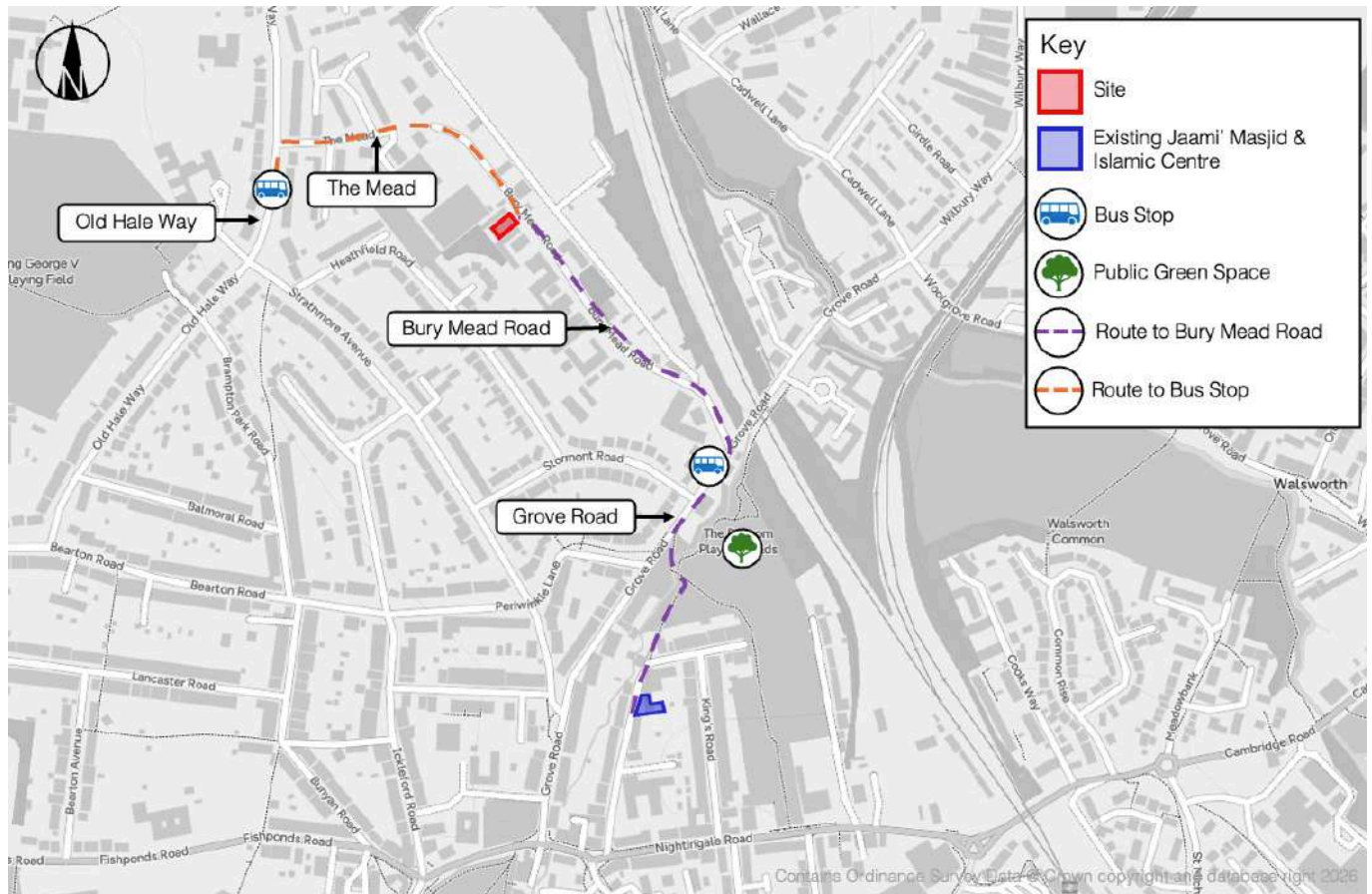


5.5.3 **Figure 4.4** illustrates the narrow footway immediately outside the existing mosque on Florence Street. This footway is not suitable for two-way movement and may present accessibility concerns. In addition, sharp bends at nearby corners restrict visibility for both drivers and pedestrians.

5.5.4 Notwithstanding the above, an assessment of key routes to the location of the new mosque on Bury Mead Road is provided below. This considers the route from the existing mosque to the proposed mosque as well as other key routes in the area that congregants are likely to use.

5.5.5 A key route plan is provided in **Figure 5.5**.

Figure 5.5 Key Route Plan



5.5.6 A review of congregants' places of residence indicates that, while some live to the west of Hitchin Station and near Nightingale Road/ Grove Road, larger clusters are located within Walsworth and around Strathmore Avenue. Consequently, the majority of congregants already reside to the north of the existing Jaami' Masjid & Islamic Centre. It is therefore anticipated that congregants will primarily use The Mead and Grove Road to access the proposed mosque on Bury Mead Road.

## 5.6 Route 1: Florence Street to Bury Mead Road

5.6.1 The route to the proposed mosque at Bury Mead Road from Florence Street is approximately a 10-minute walk. This route utilises the shared pedestrian and cycle path located at the northern end of Florence Street, which passes through Ransoms Recreational Park and connects to Grove Road. The shared use path is of sufficient width to accommodate both cyclists and pedestrians and benefits from a pleasant green space setting. Figure 5.6 provides photographs of the footpath through Ransoms Recreational Park.

Figure 5.6 Footpath via Ransoms Recreational Park



5.6.2 Grove Road provides a safe and attractive pedestrian environment, with wide footways on both sides of the carriageway and a dedicated cycleway. A signalised pedestrian crossing facility is located on Grove Road, incorporating tactile paving and dropped kerbs. This enables pedestrians to safely cross to the opposite footway before continuing along Grove Road, then turning onto Bury Mead Road to access the site.

5.6.3 **Figure 5.7** presents photographs illustrating the crossing points along Grove Road to access Bury Mead Road.

Figure 5.7 Crossing points at Grove Road



5.6.4 Footway provision along Route 1 is generally of good quality and well-maintained throughout. Grove Road benefits from footways on both sides of the carriageway, which are of sufficient width to accommodate pedestrian movements. Street lighting is provided along the entirety of Grove Road and on Bury Mead Road, contributing to a safe pedestrian environment.

## 5.7 Route 2 'Stormont Road' Bus Stop to Bury Mead Road

5.7.1 As set out in the TS, the site is situated in a sustainable location due to its accessibility by public transport and integration with pedestrian infrastructure. Bury Mead Road has direct connections to nearby bus stops "Strathmore School" and "Stormont Road", which both can be accessed within a 7-minute walk or 2-minute cycle.

5.7.2 The "Stormont Road" bus stop is located on Grove Road and provides services in both directions. **Figure 5.8** presents photographs of the two bus stops, which offer multi-directional services.

Figure 5.8 “Stormont Road” Bus Stops



5.7.3 The pedestrian route between the ‘Stormont Road’ bus stops and Bury Mead Road is of good quality and provides a safe connection to the site. The bus stop located on the western footway of Grove Road is situated approximately 35 metres from the junction with Bury Mead Road. Passengers alighting at this stop are not required to cross any roads or junctions to access Bury Mead Road.

5.7.4 For passengers using the bus stop on the eastern side of Grove Road, access to Bury Mead Road is achieved by walking north along Grove Road, crossing the ‘Kingdom Hall’ site access where dropped kerbs are provided, and using the signalised pedestrian crossing at the Grove Road/ Bury Mead Road junction. This crossing facility includes tactile paving and dropped kerbs, ensuring safe access.

## 5.8 Route 3 ‘Strathmore School’ Bus Stop to Bury Mead Road

5.8.1 The ‘Strathmore School’ bus stop is located 300-metres west of the site and is accessed via a shared foot/cycle path to the north of Bury Mead Road, which connects to the adjacent road, The Mead.

5.8.2 Passengers alighting from the bus stop will travel approximately 50 metres southwards along Old Hale Way to reach a formal pedestrian crossing. This crossing provides dropped kerbs, tactile paving and a central island. Following the crossing, pedestrians can proceed northwards along Old Hale Way before turning into Mead Road and accessing Bury Mead Road.

5.8.3 This route benefits from wide footway provision along both Old Hale Way and Mead Road, in addition to sufficient street lighting throughout, providing a safe and convenient pedestrian environment.

5.8.4 **Figure 5.9** shows the route from Bury Mead Road to “Strathmore School” bus stop.

**Figure 5.9 Route to ‘Strathmore School’ Bus Stop**



## 5.9 Summary

5.9.1 Overall, the pedestrian and public transport connections to the proposed mosque at Bury Mead Road are of good quality and provide safe, convenient, and accessible travel options. These routes demonstrate that the site is well connected to the surrounding pedestrian network and public transport infrastructure.

5.9.2 Indeed, Bury Mead Road is noted to already accommodate pedestrian and cycle activity and is therefore appropriate to serve the mosque, which also supports the conclusions reached in the Independent RSA.

## 6. Baseline Traffic Conditions and HGV Activity

### 6.1 Overview

- 6.1.1 HCC has raised concerns about the compatibility of the proposed use with the industrial character of the surrounding area, particularly in relation to pedestrian activity and interactions with HGV traffic. Therefore, HCC considers that additional mitigation and justification are required to demonstrate that the site can safely accommodate the proposed use.
- 6.1.2 To understand the current traffic flows along Bury Mead Road, Automated Traffic Count (ATC) surveys were undertaken over a continuous 7-day period between 23<sup>rd</sup> February 2026 - 1<sup>st</sup> March 2026. The surveys recorded all vehicle movements on Bury Mead Road, including HGVs.
- 6.1.3 The full survey results are provided in [Appendix E](#).

### 6.2 Traffic Flows

- 6.2.1 ATCs were installed to record hourly two-way vehicle flows, including HGVs and cyclists. [Table 6.1](#) presents the calculated five-day average flows for the AM peak hour, PM peak hour and the midday period.

**Table 6.1 Five-day Average Flows on Bury Mead Road**

|             | 5-Day Average (2-Way) |           |             |
|-------------|-----------------------|-----------|-------------|
|             | Total Vehicular Flows | HGV Flows | Cycle Flows |
| 08:00-09:00 | 225                   | 20        | 8           |
| 12:00-13:00 | 151                   | 29        | 2           |
| 13:00-14:00 | 142                   | 27        | 2           |
| 17:00-18:00 | 206                   | 10        | 7           |

- 6.2.2 As shown in [Table 6.1](#), the AM peak hour records an average of 20 two-way HGV movements travelling along Bury Mead Road. During the PM peak hour, 10 two-way HGV movements were recorded. Additionally, 29 two-way HGV movements were recorded between 12:00-13:00.
- 6.2.3 In terms of cycle activity, the AM peak hour recorded 8 two-way cycle trips. A similar level of activity was recorded during the PM peak hour, with 7 two-way cycle movements recorded.

- 6.2.4 Across the five-day survey average, a total of 47 cycle trips were recorded along Bury Mead Road. This demonstrates that the route is already used for active travel and demonstrates that existing HGV activity along the road does not deter cyclists from using the corridor.
- 6.2.5 When considering the above, it is important to note that relatively low traffic volumes were recorded and are consistent with a local access road rather than a heavily trafficked industrial route, where vehicle speeds are low, and pedestrian movements can be accommodated. With regard to speeds, the ATC recorded 5-day mean speeds of 19.7mph, which represents a relatively slow speed environment. As noted, no PIC's have been recorded in the vicinity of the site for the last five years, further supporting that Bury Mead Road is not subject to inherent safety concerns.
- 6.2.6 In addition, it is noted that further evidence is provided in [Section 8](#) regarding HGV access on Bury Mead Road, in the form of vehicle tracking. The vehicle tracking demonstrates that HGV access is accommodated on Bury Mead Road, with the presence of car parking on the road.
- 6.2.7 Further, whilst HGVs utilise Bury Mead Road, as demonstrated above, Bury Mead Road benefits from good quality footway provision, which provides separation via grass verges from vehicular traffic. In addition, the Independent RSA also concludes that the environment is not inherently unsafe for pedestrian activity.
- 6.2.8 On this basis, the traffic survey data indicate that HGV movements are relatively low during the periods of peak mosque activity. Furthermore, peak demand occurs over short, defined periods, limiting the duration of any interaction between pedestrians and commercial vehicles. As such, the potential for conflict is limited and does not give rise to unacceptable safety risks.

## 7. Amended Travel Survey Methodology

### 7.1 Overview

- 7.1.1 HCC has provided comments on the methodology and applicability of the submitted travel survey, noting that it may not fully reflect the characteristics of the proposed location due to greater distances from residential areas and the absence of CPZ restrictions. It therefore considers that the evidence may underestimate future car use and overestimate the potential for sustainable modes.
- 7.1.2 HCC's comments are noted regarding the contextual differences between the existing mosque and the proposed site at Bury Mead Road. It is recognised that the proposed location is situated within a mixed-use industrial environment and that travel behaviour is influenced by distance, route quality, perceived safety, and local infrastructure.

- 7.1.3 An additional survey has therefore been undertaken on Friday 27<sup>th</sup> February 2026 between 12:15-13:15, comprising 39 participants. The survey was conducted during Ramadan to provide an additional sample group and to allow the results to be evaluated against previous findings. In response to HCC's comments regarding the potential for leading questions within earlier surveys, the wording of the original travel survey has been revised.
- 7.1.4 Furthermore, to address HCC's concerns, the results of the additional survey have been analysed in greater detail to assess travel time and distance-based mode share.
- 7.1.5 The full travel survey, along with the results are provided in [Appendix F](#). Participant postcodes have been removed from the appendix to ensure confidentiality.

## 7.2 Reported Travel Behaviour

- 7.2.1 Following analysis of the survey results, the results have been summarised below to present the mode share of congregants travelling to the existing site. The findings indicate that 84.21% of respondents currently walk to the mosque, 13.16% drive, and 2.63% travel as a passenger in a car.
- 7.2.2 It should be noted that car-based trips have been separated into car (driver) and car (passenger). Previous travel surveys categorised these trips as car (private) and car (shared ride), which did not clearly distinguish between drivers and passengers, and therefore tended to overstate the proportion of car trips. This updated travel survey allows for a more accurate representation of car driver mode share, which has been used in this assessment.
- 7.2.3 Respondents were also asked which factors most influenced their choice of travel to the mosque. The majority identified convenience and travel time as the primary factors affecting their behaviour. When asked which changes may influence their travel choice in the future, respondents most identified travel time, the availability of walking/ cycling routes and personal circumstances.
- 7.2.4 When asked how they would most likely travel to a mosque located on Bury Mead Road, respondents indicated the following:
- 87% stated they would walk.
  - 5% indicated that they would drive.
  - 3% reported that they may either walk or drive.
  - 3% stated that they would either drive or travel as a passenger in a car.
  - 3% indicated that they may cycle, walk, or drive.

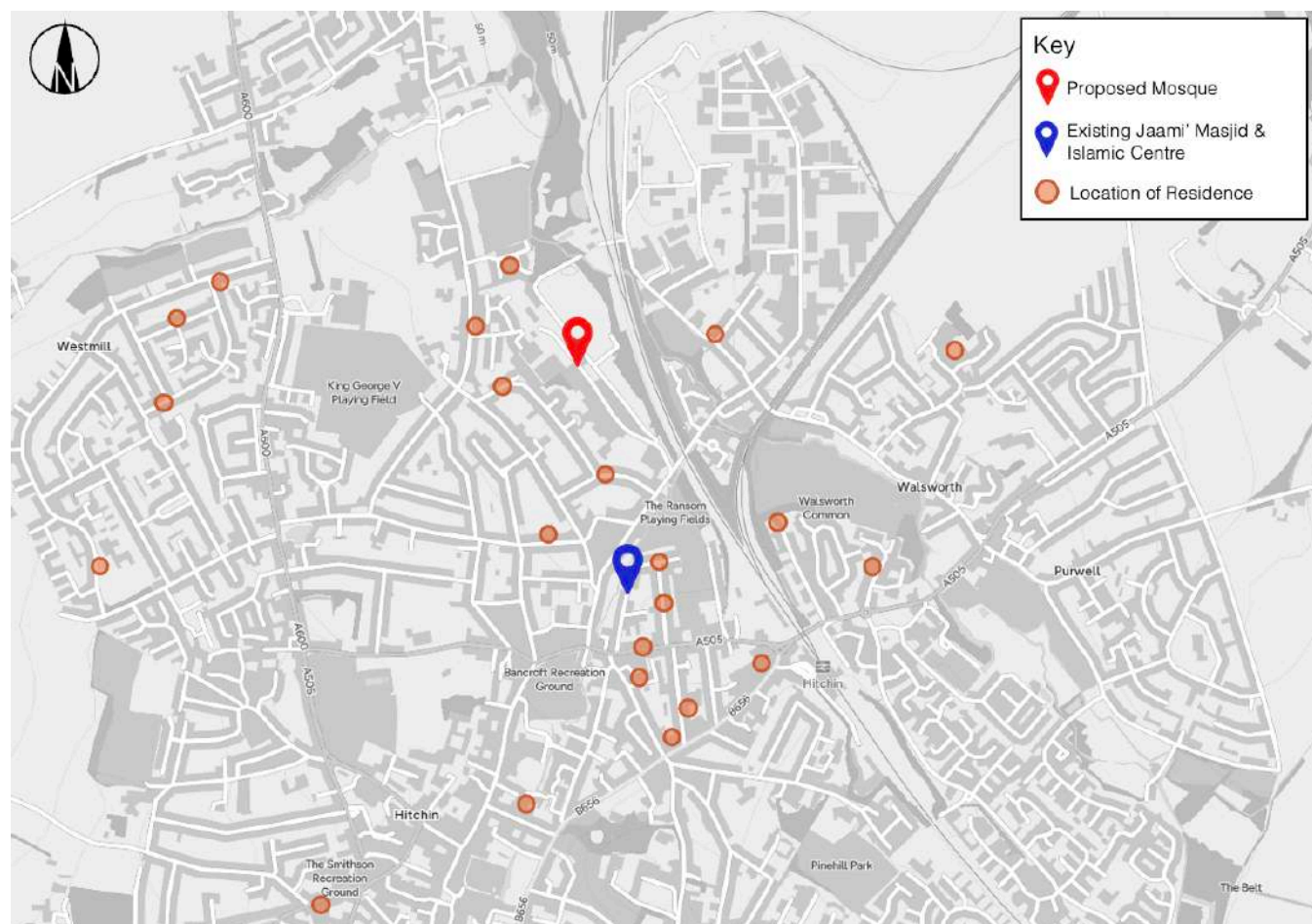
- 7.2.5 These results are broadly consistent with the findings presented within the previous TN, which surveyed 87 participants. The earlier survey indicated that 78.2% of respondents would likely travel to the mosque using active modes of transport. In comparison, 14.9% stated they would travel by car (private) and 5.7% indicated they would travel by car (shared ride). The findings of the additional survey, therefore, reinforce the previously identified trend of a strong preference for walking and other active modes.
- 7.2.6 Furthermore, the previous survey analysed the residential locations of existing visitors to the Jaami' Masjid & Islamic Centre. This demonstrated that 70.1% of participants live within one mile of the existing mosque, indicating a high concentration of congregants in close proximity to the site. A further 20.7% of visitors were found to reside within Hitchin town, further supporting the likelihood of short-distance journeys.
- 7.2.7 Overall, the results of both surveys demonstrate consistent travel patterns, with the majority of congregants likely to travel to the mosque on foot rather than single-occupancy car trips. The additional survey taken during Ramadan, therefore, supports and reinforces the conclusions previously presented within the TN.
- 7.2.8 Further, as noted, HCC has suggested that the absence of CPZ controls will increase car use. However, the survey evidence demonstrates that travel behaviour is primarily driven by proximity rather than parking restrictions, with a strong propensity for walking due to the localised catchment.
- 7.2.9 This underlying behaviour is expected to remain consistent at the new mosque location on Bury Mead Road. Notwithstanding this, a Parking Management Strategy will be implemented to actively manage demand and discourage inappropriate/indiscriminate parking.

### 7.3 Distance-Based Mode Share

- 7.3.1 The survey results have been further reviewed and contextualised to provide additional analysis that considers journey distance and walking times in the calculation of proposed mode share.
- 7.3.2 To determine the distance and walking time between congregants' place of residence and both the existing Jaami' Masjid & Islamic Centre and the proposed mosque at Bury Mead Road, respondent postcodes were analysed. This analysis was undertaken to understand how the spatial shift between the existing and proposed sites may influence travel behaviour. Respondent postcodes were mapped and assigned to distance bands relative to each site in order to identify any change in proximity to the mosque.

7.3.3 **Figure 7.1** illustrates the approximate locations of the postcodes collected in the survey, representing respondents' places of residence. Duplicate postcodes are shown only once. Two postcodes are not displayed due to the map scale; these are located to the north, in Letchworth Garden City.

**Figure 7.1 Location of Respondents' Residences**



7.3.4 **Table 7.1** presents the proportion of respondents within each distance band relative to both the existing and the proposed mosque. Walking times have been calculated using an average speed of 4.8km/h.

**Table 7.1 Comparison of Respondent Distance Bands – Existing and Proposed Mosque**

| Band | Distance and Approximate Walk Times | Percentage of Respondents |                 |
|------|-------------------------------------|---------------------------|-----------------|
|      |                                     | Existing Mosque           | Proposed Mosque |
| A    | <500m (<6.25min walk)               | 21%                       | 3%              |
| B    | <1km (<12.5min walk)                | 34%                       | 34%             |
| C    | 1-2km (12.5min – 25min walk)        | 21%                       | 55%             |
| D    | 2-5km (25min – 62.5min walk)        | 18%                       | 3%              |
| E    | >5km (>62.5min walk)                | 5%                        | 5%              |

- 7.3.5 The comparison indicates that the proposed mosque may result in a redistribution of respondents across the defined distance bands. Guidance from the Department for Transport (DfT) in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly to those under 2km. This distance broadly equates to a walking time of approximately 25 minutes, indicating that a significant proportion of respondents (92%) would be located within a reasonable walking catchment of the proposed site.
- 7.3.6 For this sample of visitors, those located within 500m of the site decrease from 21% to 3%, representing those living within approximately a 6-min walk of the mosque. However, this reduction is largely offset by a significant increase in respondents located within the 1-2km distance band, which increases from 21% to 55%, equivalent to an approximate 12.5-25min walk. This indicates that while fewer congregants would live within an immediate 6-min walking distance of the proposed site, a substantially larger proportion would remain within an acceptable walking distance.
- 7.3.7 Furthermore, the proportion of recorded respondents located between 2-5km decreases substantially from 18% to 3%. This suggests that the proposed site would reduce the number of longer distance trips that would otherwise involve walking times of approximately 25-60mins, indicating a potential reduction in longer journeys.
- 7.3.8 In addition, observed travel behaviour has been analysed by distance band using the respondent postcode data. Mode share assumptions have been assigned to each distance band, enabling the development of distance-based mode share assumptions derived from observed travel patterns at the existing mosque.

7.3.9 **Table 7.2** presents the observed mode share by distance band at the existing mosque. These results form the basis for the development of weighted mode share assumptions for the proposed site.

**Table 7.2 Observed Mode Share by Existing Distance Band**

| Band | Walk | Cycle | Bus or Train | Car (driver) | Car (passenger) | Taxi or Ride-Share | Other |
|------|------|-------|--------------|--------------|-----------------|--------------------|-------|
| A    | 100% | 0%    | 0%           | 0%           | 0%              | 0%                 | 0%    |
| B    | 100% | 0%    | 0%           | 0%           | 0%              | 0%                 | 0%    |
| C    | 75%  | 0%    | 0%           | 12.5%        | 12.5%           | 0%                 | 0%    |
| D    | 71%  | 0%    | 0%           | 29%          | 0%              | 0%                 | 0%    |
| E    | 0%   | 0%    | 0%           | 100%         | 0%              | 0%                 | 0%    |

7.3.10 The change in the proportion of residents within each distance band for the proposed mosque has been applied to the observed mode share for each band to estimate the overall mode share for the proposed mosque.

7.3.11 **Table 7.3** presents the weighted mode share for both the existing and proposed mosque, with the resulting change in mode share reflecting the redistribution of respondents across the distance bands.

**Table 7.3 Weighted Mode Share for Existing Site**

| Method of Travel | Mode Share                   |                              |
|------------------|------------------------------|------------------------------|
|                  | Baseline Existing (Weighted) | Baseline Proposed (Weighted) |
| Walk             | 84%                          | 80%                          |
| Car (driver)     | 13%                          | 13%                          |
| Car (passenger)  | 3%                           | 7%                           |

7.3.12 **Table 7.3** shows that the existing weighted mode share is approximately 84% walking, 13% car driver, and 3% car passenger.

- 7.3.13 For the proposed mosque at Bury Mead Road, the weighted mode share adjusts to approximately 80% walking, 13% car driver, and 7% car passenger. This reflects the altered walking catchment, with fewer attendees within very short walking distance of 6-mins (<500m), but a greater proportion within the moderate walking distance band 12.5-25-mins (1-2km).
- 7.3.14 The analysis demonstrates that walking remains the dominant mode of transport. Car trips are very minimal, with 13% car drivers. This mode share is based on the observed mode share and is amended based on altered distance bands.
- 7.3.15 Furthermore, as outlined in [Section 5](#), the quality of the walking routes to the proposed mosque has been assessed. The assessment concludes that the walking routes surrounding Bury Mead Road and the route between the existing site and Bury Mead Road are of good quality, with pedestrian crossing facilities available to support safe movement. In addition, the RSA identified no hazards classified as high or presenting an unacceptable level of risk. On this basis, it can be inferred that the quality of walking routes will not be adversely affected and is therefore unlikely to alter the existing proportion of congregants who travel on foot.
- 7.3.16 Overall, adjusting mode share based on distance provides a realistic assessment of likely travel patterns, based on observed behaviour at the existing mosque, while accounting for the new location. The survey results have been considered alongside the differing site context.
- 7.3.17 On this basis, the previous mode shares applied are supported by the revised travel survey and, as such, support the conclusion that the majority of congregants will walk to the mosque.

## 8. Trip Generation and Parking Demand Assessment

### 8.1 Trip Generation

- 8.1.1 The expected trip generation is generally low throughout the week, with 7 to 25 people attending at any one time. On this basis, a maximum of 50 two-way person movements will be expected at any one time on a typical day. Based on the 25 people attending the site, and the distance-adjusted car driver mode share of 13%, this results in 4 vehicles, which can be accommodated on-site.
- 8.1.2 The mosque's highest level of activity is anticipated during Friday lunchtime prayers, with up to 210 attendees across two prayer sessions. These prayer sessions do not occur at the same time and are spread out. Based on this peak congregation size, and the distance-adjusted car driver mode share 13%, this would generate approximately 28 vehicles, 8 of which can be accommodated on-site, with 20 vehicles requiring off-site parking.

- 8.1.3 The mode share results, as detailed within the previous TN, recorded a 20.6% future car mode share, which would be expected to generate 44 vehicles. It should be noted that this was likely an over-assumption of car driver mode share, as the travel survey categorised these trips as car (private) and car (shared ride), which did not clearly distinguish between drivers and passengers.
- 8.1.4 When considering the below, it is important to note that for most times during the week, there will be very limited activity associated with the mosque and only concentrated peaks on Friday. This is important context when reviewing potential impacts of the proposals.

## 8.2 Off-Site Parking Availability

- 8.2.1 In response to comments from HCC regarding the acceptability of the Lambeth Transport Parking Survey methodology in a mixed-use industrial area, this parking beat survey was undertaken on July 11<sup>th</sup> 2025 between the hours of 10:00-15:00. While the Lambeth methodology is usually applied to residential streets, it has been adopted here as an industry-standard approach for structured, consistent data collection. The methodology provides a robust framework for assessing occupancy, turnover, and stress, which is applicable to mixed-use or industrial context when the survey is targeted at peak activity periods.
- 8.2.2 As stated in the previous TN, parking occupancy was recorded with a 500m cordon of the site, identifying a total of 195 spaces. The peak observed parking stress was 43%, indicating that approximately 84 spaces are occupied and 111 spaces remained available.
- 8.2.3 Based on the additional travel survey, a peak vehicle trip generation of 28 vehicles has been identified, compared with the previously calculated 44 vehicles. Considering the provision of 8 on-site parking spaces, the resulting off-site demand is estimated at 20 vehicles and 36 vehicles, respectively. This demand has been assessed against the parking availability within a 500m cordon of the site, and parking stress levels have been calculated for each scenario.
- 8.2.4 An additional sensitivity assessment has also been provided for a further robust worst-case assessment, which assumes a 39% mode share. This is considered to be very unlikely based on the travel survey responses collated to date and the analysis presented above. This demonstrates that the conclusions of the assessment are not dependent on a single set of assumptions and remain valid even in a more car-dominant scenario.
- 8.2.5 **Table 8.1** presents the off-site parking demand associated with the mosque, together with the total parking demand, which includes the 84 vehicles recorded during the parking beat survey. The table also sets out corresponding parking stress levels.

**Table 8.1 Vehicle Parking Demand and Parking Stress**

| Survey Date               | Vehicle Mode Share | Mosque Parking Demand | Total Demand | Parking Stress |
|---------------------------|--------------------|-----------------------|--------------|----------------|
| 27.02.2026                | 13%                | 20 vehicles           | 104 vehicles | 53%            |
| 17.10.2025,<br>24.10.2025 | 20.6%              | 36 vehicles           | 120 vehicles | 62%            |
| Sensitivity               | 39%                | 82 vehicles           | 166 vehicles | 85%            |

8.2.6 **Table 8.1** indicates that there is sufficient spare capacity within the 500m study area to accommodate the anticipated demand. An off-site demand of 20 vehicles would result in a parking stress level of 53%, while a demand of 36 vehicles, based on the previous survey, would increase parking stress to 62%.

8.2.7 A maximum parking stress threshold of 85% within the 500m study area would only be reached with a total mosque-related parking demand of 82 vehicles. Based on a peak attendance of 210 visitors, this would equate to a car driver mode share of approximately 39%. This level of demand is not anticipated, given the high proportion of trips expected to be made by active travel modes. Furthermore, peak vehicle activity is limited to one day per week, and 210 visitors would be distributed across two prayer sessions, therefore reducing the overall impact on the local highway network.

8.2.8 On the basis of the above, these levels of parking stress remain well within typical operational thresholds and do not indicate conditions that would give rise to highway safety concerns.

8.2.9 To further assess the safety and operational performance of Bury Mead Road, tracking for a 16.5m articulated vehicle is illustrated on **mode drawing J32-8985-AT-A04** in **Appendix G**. The parked vehicles shown on the drawing reflect the parking conditions observed during the parking beat survey at the peak survey time of 11:00. The drawing illustrates the arrangement of parked vehicles along the road and shows unoccupied spaces.

8.2.10 The vehicle tracking undertaken demonstrates that HGV movements can be accommodated with vehicles parked on Bury Mead Road. The slight increase in parking demands on Bury Mead Road as a result of the proposals would not adversely impact HGV movements and would maintain access.

## 9. Mitigation and Management Measures

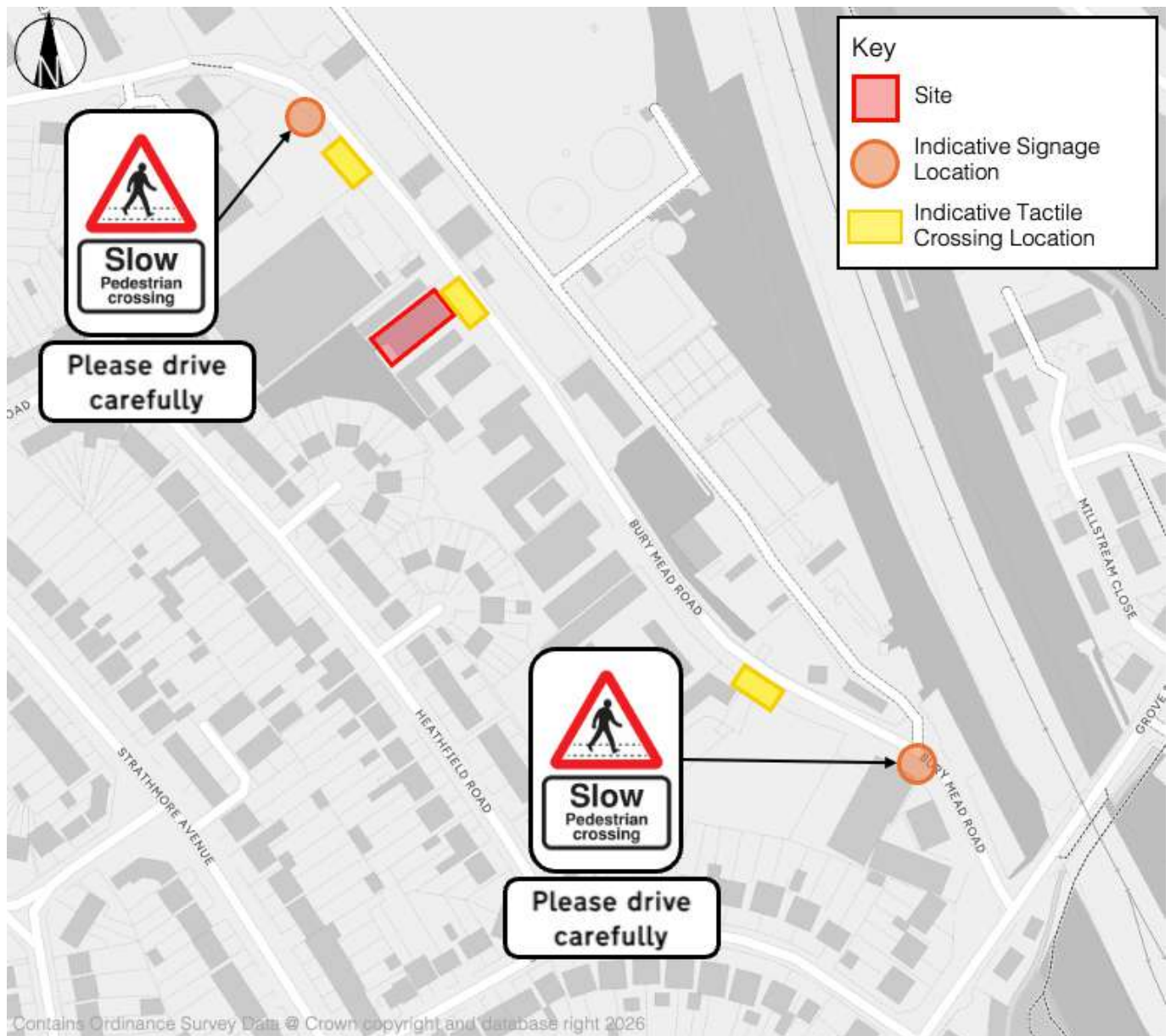
### 9.1 Overview

- 9.1.1 HCC acknowledges the proposed parking measures but considers that reliance on operational controls alone may not fully address potential parking and safety issues during peak periods. It therefore seeks further evidence of how these measures would operate effectively in practice.
- 9.1.2 These measures are not required to make the development acceptable, but are proposed as enhancements to further improve existing conditions, and are therefore not relied upon to demonstrate compliance with policy.

### 9.2 Road Safety Assessment Control Measures

- 9.2.1 The Independent RSA, as outlined in [Section 5](#), identified a number of potential hazards associated with pedestrian activity, parking behaviour and peak arrival periods associated with mosque attendance. In response, a range of potential control measures have been explored to minimise any potential risk and ensure that pedestrian safety is maintained.
- 9.2.2 These measures primarily focus on improving pedestrian awareness, managing vehicle movements during peak attendance periods and ensuring that visitors are informed of potential travel arrangements.
- 9.2.3 Potential measures include:
- Improvements to pedestrian crossing points along Bury Mead Road, where appropriate, including the provision of tactile paving, subject to discussions with the Highway Authority. Tactile crossing provision is currently proposed at the access points to Bury Mead Resource Centre and Ransom Naturals, where dropped kerbs create breaks in the footway. Additional tactile paving is also proposed outside the site access. Elsewhere along Bury Mead Road, the footway remains continuous, and additional crossing provision is not considered necessary.
  - The provision of signage at the start and end of Bury Mead Road to alert drivers to pedestrian activity associated with the site. This will act as a gateway feature and encourage sensible driver behaviour, as well as noting pedestrians are in the area on Bury Mead Road. Signage is to be confirmed with HCC.
  - Maintaining existing visibility splays at the site access points to ensure visibility between drivers and pedestrians.
- 9.2.4 For reference, [Figure 9.1](#) illustrates the locations of indicative signage and tactile paving that are proposed along Bury Mead Road.

Figure 9.1 Indicative Location of Proposed Measures on Bury Mead Road



9.2.5 The nature and extent of any physical measures would be in consultation with the Highway Authority and would be proportionate to the scale of development, the characteristics of the existing highway environment and the infrequent nature of peak attendance events.

9.2.6 However, the Applicant is committed to providing improvements to facilitate the development, despite the above assessment concluding that the existing conditions are suitable to facilitate pedestrian movements. The Independent RSA also reaches the same conclusion.

## 9.3 Travel Planning Guidance & Arrival Management

- 9.3.1 Travel planning guidance and arrival management measures form a key part of the strategy to reduce potential traffic associated with mosque attendance. These measures will reduce the potential for congestion, convoy arrivals and unsafe manoeuvres during peak periods.
- 9.3.2 Information regarding travel arrangements will be communicated to visitors through mosque noticeboards, community messaging groups and pre-event communications to provide guidance on parking availability, preferred arrival routes, and general road safety awareness.
- 9.3.3 An element of staggered arrival and departure is already in place during Friday midday prayers, which take place across two separate prayer sessions. This naturally distributes arrival and departure movements over a longer time and reduces peak traffic demand. Where possible, opportunities to further enhance this approach will be explored, particularly during larger events, including the use of multiple prayer sittings where appropriate.
- 9.3.4 Additional travel planning initiatives include:
- Encouraging car sharing and walking from nearby areas.
  - Providing clear guidance on pedestrian routes to and from the site.
  - Reminding visitors of safe crossing locations and road safety considerations along Bury Mead Road.
  - Providing advance information on parking arrangements and visitor management procedures during events.
- 9.3.5 These measures will help ensure that visitors are aware of appropriate travel behaviour along Bury Mead Road.
- 9.3.6 In addition, monitoring will be implemented through travel and parking surveys. This will enable results to be reported to HCC, and if issues are identified, further remedial measures can be explored.

## 9.4 Parking Management

- 9.4.1 Parking management measures will be implemented during periods of higher attendance, such as Friday midday prayer, to minimise the potential for congestion on the local highway network. During these periods, volunteer traffic marshals will assist in managing vehicle movements and parking activity within the vicinity of the site.

#### 9.4.2 Traffic marshals will:

- Guide vehicles into designated parking areas.
- Discourage inappropriate or obstructive parking behaviour.
- Ensure that parking along Bury Mead Road occurs in an orderly manner, and where necessary, limit parking to one side of the carriageway to maintain sufficient width for passing vehicles.
- Use temporary cones or barriers where required to organise vehicle movements and maintain clear access routes.
- Ensure that site entrances and emergency access routes always remain unobstructed.

9.4.3 Visitors travelling by car will also be encouraged to utilise alternative parking locations in the surrounding area where appropriate, rather than concentrating parking activity along Bury Mead Road.

9.4.4 These measures will ensure that vehicle movements remain controlled and that the surrounding highway network can continue to operate safely during peak attendance periods.

## 9.5 Summary

9.5.1 The travel planning, arrival management and parking management measures outlined above directly address the potential hazards identified within the independent RSA. These measures are consistent with the mitigation measures identified within the RSA risk matrix and provide a practical approach to managing pedestrian activity, vehicle movements and parking demand associated with the mosque.

9.5.2 Therefore, as stated in the RSA, following implementation of the mitigation measures, the residual risks are assessed as Low and considered acceptable SFAIRP. Additionally, the overall conclusions reached within the RSA are appropriate, which state:

*“...with the recommended mitigation measures in place, the proposed increase in multi-modal access and egress movements does not give rise to unacceptable highway safety risks and is acceptable and low risk in highway safety terms.”*

9.5.3 On this basis, it is considered that the potential risks identified within the RSA can be appropriately mitigated through the implementation of these measures and that the development can operate safely within the existing highway environment.

## 10. Summary and Conclusions

### 10.1 Summary

- 10.1.1 This TN Addendum demonstrates that the proposed development would not result in an unacceptable impact on highway safety, nor would it give rise to severe residual cumulative impacts on the highway network.
- 10.1.2 The Independent RSA confirms that all identified risks are low and acceptable, directly addressing the Highway Authority's concerns regarding safety.
- 10.1.3 The site benefits from established pedestrian infrastructure and is located within a mixed-use environment where pedestrian activity already occurs safely. The scale and nature of the proposed use are compatible with this context.
- 10.1.4 Travel behaviour is predominantly local and sustainable, with a strong propensity for walking. Sensitivity testing demonstrates that even under more robust assumptions, the development would not result in material impacts on parking or highway operation.
- 10.1.5 Sufficient parking capacity exists both on-site and within the surrounding highway network, and a comprehensive management strategy will ensure that parking demand is appropriately controlled.
- 10.1.6 When assessed against the requirements of the NPPF and LTP4, there is no evidence to support refusal on highway grounds. The development accords with policy and is acceptable in transport terms.
- 10.1.7 The Highway Authority's objection is therefore not supported by proportionate or evidence-based assessment and therefore should not be sustained.

# APPENDICES

# APPENDIX A

## HCC Comments



Mark Youngman  
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SG1 2ST

**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**Director of Planning**

North Hertfordshire Council  
Council Offices  
Gernon Road  
Letchworth Garden City  
Hertfordshire  
SG6 3JF

District ref: 25/02092/FP  
HCC ref: NH/26398/2025  
HCC received: 13 November 2025  
Area manager: Manjinder Sehmi  
Case officer: Senober Khan

**Location**

45 Bury Mead Road, Hitchin, Hertfordshire, SG5 1RX

**Application type**

Full Application

**Proposal**

**AMENDED PROPOSAL**

Full Planning Permission : Change of use from Class E (g)(office and light industrial) to Class F.1(Mosque) including enlargement (Alterations to roof and the addition of domes) and alterations to the building form of both buildings (including external cladding) and fenestration. Provision of 16 parking spaces, cycle store and bin storage following demolition of existing two outbuildings

**Recommendation**

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The HA cannot support the application as submitted because the development presents an unacceptable risk to highway safety, fails to demonstrate a policy-led approach to safe and sustainable access for all users, and does not meet the required standards for approval. The proposal is contrary to NPPF and LTP4 and presents an unacceptable risk to highway safety. Objection maintained.

The proposal systematically fails to meet policy expectations to:

- Facilitate and prioritise sustainable and active travel
- Provide a safe, accessible, and inclusive environment for all users
- Avoid undue reliance on private vehicles, especially on a site lacking proper transport controls and connectivity

These policy breaches support refusal on strategic transport and highway safety grounds.

### **Highways comments:**

In response to the Highway Authority's (HA) comments dated 1 October 2025, the applicant has submitted a Highways Response Note (HRN). The HA has reviewed this submission and provides the following comments, structured in accordance with the order presented in the HRN:

#### **Cycle Parking Design**

The proposed cycle storage access remains impractical, and no dimensions have been shown. The clearance area in front of the stands does not appear to meet the minimum requirements set out in LTN 1/20 (Cycle Infrastructure Design) and Manual for Streets for clear space in front of cycle stands for manoeuvring and unobstructed access to allow users to enter and exit safely.

In any submission, the applicant should provide detailed plans cross-referenced against the dimensional requirements set out in LTN 1/20 to clearly demonstrate compliance with cycle parking guidance.

#### **Car Parking Layout**

Bays 9 and 10: Insufficient aisle depth for vehicles to enter and leave in forward gear without multiple turns, contrary to Manual for Streets and DM standards.

Bay 8: Protrudes in front of a door, creating a risk of obstruction. No physical measures are proposed to prevent inconsiderate parking that could block pedestrian access.

Pedestrian Visibility: No visibility splays at entrance doors. Vehicles reversing or moving forward could conflict with pedestrians exiting the building. Guidance requires pedestrian visibility zones to reduce collision risk.

Aisle Depth: End bays (e.g., Bay 3) require at least 1m additional depth for safe manoeuvring to access end bays.

For highway safety reasons, vehicles should egress perpendicular to the public highway. Due to forecourt constraints, vehicles parked in bays 1, 2, and 3 would exit at an acute angle, which is unacceptable given the nature of the use and the expected high pedestrian movements, particularly during peak times.

Overall, the proposed layout is overly constrained and relies on vehicles being parked with absolute precision. In practice, vehicles are rarely positioned exactly within bay markings, and the design provides no margin for error, something particularly important and relevant given the site-specific constraints. As a result, the layout fails to demonstrate compliance with Design Manual (DM) standards, Manual for Streets, or Inclusive Mobility principles. A comprehensive redesign is required to ensure adequate manoeuvring space, safe pedestrian visibility, and full adherence to national guidance.

The HA will not review continue to review the layout especially bay-by-bay. The onus is on the applicant and their consultant to ensure the design meets all relevant standards for:

- Practicality (vehicles can enter/exit in forward gear).
- Safety (pedestrian visibility, unobstructed access).
- Compliance with national and local guidance.

**HA Position:** The current layout fails to demonstrate compliance with these standards and poses risks to both pedestrians and drivers. A full redesign is required to ensure safe, practical, and policy-compliant access.

### Unreliable and Misleading Travel Survey Evidence

The applicant's updated travel survey assumes similar travel behaviour to the existing residential site and ignores key contextual differences, greater distance from residential areas, poor pedestrian infrastructure, absence of CPZ controls, and industrial traffic hazards, likely increasing car use and unmanaged parking. The question "How will you travel to the new mosque?" is leading and does not reflect real-world conditions.

### Travel Survey and Trip Generation: Methodological and Applicability Concerns

The HA acknowledges the applicant's effort to expand the survey; however, its design, sampling frame, and inference are not fit for the decision-critical purpose.

The survey was conducted among congregants of the existing mosque which is embedded within residential areas and benefits from established controls and a familiar walking catchment.

Asking "How would you travel to new mosque in Bury Mead Road?" to respondents who are currently closer to the existing site inevitably weights responses toward optimistic non-car modes and understates the friction of traveling to an industrial estate.

The residential proximity statistics (e.g. 70% within 1 mile and 90.8% within Hitchin and immediate area) reflect the current site's context, not the proposed site's context. Proximity to the existing site cannot be assumed transferable when the proposed site is further from residential streets, further from bus stops, and in a less walkable environment.

Travel behaviour changes with context. An industrial estate with no on-street controls and high HGV activity tends to deter walking and encourage short-notice kerbside stopping, leading to more car trips and more informal parking, especially at peak prayer times.

The proposition that future patterns can be "accurately determined" from a single question posed to a residentially biased sample overstates certainty and does not account for route quality, personal safety perceptions, kerbside pressures, and enforcement absence.

Two survey snapshots on two Fridays (13:00–14:00) with 87 respondents do not capture wider peaks (e.g., evening prayers, Ramadan, Eid), seasonal variation, women's/children's attendance patterns, or special events, all of which can significantly elevate pedestrian activity and car trips.

The stated weighted average approach does not resolve the core external validity problem: the new site's industrial conditions are materially different, so inference from the current, residential context is not robust.

**HA position:** The updated survey is not reliable evidence for predicting actual future mode share at Bury Mead Road. It underestimates car use, overstates walk/cycle/public transport viability, and does not reflect industrial estate risk dynamics.

### Car Parking Restrictions

The existing Florence Street site benefits from a Controlled Parking Zone (CPZ), which regulates kerbside activity and limits congestion. Bury Mead Road has no parking controls, meaning unmanaged kerbside parking will occur, creating safety hazards and obstructing HGV movements. The absence of restrictions will encourage car use, not replicate CPZ behaviour.

Increased visitor traffic would exacerbate congestion, obstruct visibility splays, and compromise access for emergency and service vehicles.

While bus stops are located approximately 450- 500m away, the route to them is not pedestrian-friendly and does not provide a safe or attractive alternative to car travel.

The proposal fails to demonstrate measures to reduce car dependency or encourage sustainable travel modes, contrary to local and national policy objectives.

Travel Behaviour Will Change: The assumption that travel patterns will remain unchanged ignores key differences:

- The new site is further from residential areas and bus stops.
- Walking routes are through an industrial environment, lacking safe footways and crossings.
- Industrial traffic and poor pedestrian infrastructure will deter walking and cycling, increasing car dependency.

Survey Evidence Flawed: Asking “How will you travel to the new mosque?” to respondents near the current site overstates non-car modes and fails to account for real-world deterrents such as lack of CPZ, longer walking distances, and industrial hazards.

The application does not align with Hertfordshire’s Local Transport Plan 4 (LTP4), which emphasizes safety, accessibility, and sustainable transport. It also conflicts with the National Planning Policy Framework (NPPF) principles of sustainable development, which require developments to be safe and inclusive for all users.

Policy Conflict: NPPF and LTP4 require major trip generators to be located where sustainable modes are viable and safe. An industrial estate does not meet these criteria and cannot provide inclusive access for all users.

Parking Management Strategy Insufficient: Operational measures cannot overcome structural issues, uncontrolled parking, peak demand during Friday prayers, and conflicts with HGV operations remain unresolved.

**HA Position:** Objection maintained. The site’s industrial context, lack of parking controls, and inability to support safe, sustainable travel make it fundamentally unsuitable for a place of worship, contrary to LTP4 and NPPF. The cumulative effect of high pedestrian activity, unmanaged parking, and industrial traffic movements presents an unacceptable risk to highway safety. The development fails to meet the required standards for approval and cannot be supported in its current form.

#### Extant Use Trip Generation

The applicant notes that the extant office use has been long-vacant, implying a net increase in trips for any new development. The HA agrees.

Extant Use Carries No Weight: The site currently generates zero trips. While the lawful office/industrial use could theoretically resume, the HA would have no concerns given that would be an appropriate use in an industrial estate, consistent with its design and safety context. This is fundamentally different from introducing a high-pedestrian congregation-based use, which creates concentrated arrival/departure peaks and pedestrian clustering—conditions the estate was never designed to accommodate.

Historic office use would have produced dispersed trips throughout the day, primarily by employee’s familiar with the industrial environment.

A place of worship generates intense peaks (e.g., Friday prayers, religious events) with large numbers of pedestrians and vehicles arriving and leaving in short windows, creating conflict with HGVs and loading operations.

NPPF and LTP4 require developments to be located where safe and sustainable access is achievable. Comparing the proposal to an extant industrial use does not justify its suitability. The HA assesses current and future safety impacts, not hypothetical historic trip rates.

**HA Position:** The extant use argument is irrelevant to determining highway safety for the proposed change of use. The site's industrial context cannot safely accommodate the congregation-based activity, and the proposal remains contrary to LTP4 and NPPF objectives.

#### Proposed Trip Generation

A place of worship is a peak generator of concentrated arrivals/departures, with short, intense windows of activity and significant pedestrian congregation near the entrance and surrounding area.

While the applicant emphasises low weekday attendance, the analysis underplays the intense peaks during Friday prayers and religious events, when up to 210 or more attendees and 87 two-way vehicle trips (under estimated given no on-street controls/distance and environment) are expected. These concentrated movements create and compound significant conflict with HGV traffic and loading operations in an industrial estate environment, regardless of whether they occur outside traditional AM/PM peaks.

The assumed 20.6% car mode share is derived from a biased survey of congregants near the existing residential site. It fails to account for:

- Longer walking distances to the new site.
- Poor pedestrian infrastructure and unattractive industrial routes.
- Absence of CPZ controls, which will encourage car use and kerbside parking.
- Actual car dependency is likely to be much higher, increasing unmanaged parking and safety risks.

The site provides 12 spaces, yet peak demand is estimated at 44 spaces (potentially more), leaving 32 vehicles to park off-site in an uncontrolled industrial street. This will lead to:

- Obstruction of visibility splays.
- Increased risk of collisions with pedestrians exiting the building.
- Blockage of HGV access and emergency routes.

NPPF and LTP4 require developments to minimize car dependency, prioritize sustainable modes, and ensure safe access for all users. The proposed layout and location fail to meet these objectives and cannot be made safe through operational measures.

**HA Position:** Objection maintained. The trip generation and parking analysis underestimates real-world impacts and does not address the fundamental safety and accessibility issues inherent to the site. In an industrial street with HGVs and kerbside loading, these peaks increase conflict and compound safety hazards, especially with no parking controls and limited pedestrian facilities.

#### Suitability of Site Location

The site is located within an active industrial estate designed for HGV movements, loading operations, and commercial traffic, not congregation-based activity. Introducing a pedestrian-oriented use here creates unavoidable conflict between vulnerable road users and large vehicles, especially during peak worship times.

While footways exist, they are basic and not designed for high-footfall congregation use. There are no formal crossings, limited lighting, and no measures to segregate pedestrians from industrial traffic. Dropped kerbs and tactile paving do not compensate for the lack of safe, continuous routes suitable for families, children, and mobility-impaired users.

NPPF and LTP4 require developments to be located where safe and convenient walking and cycling routes already exist and where sustainable modes are realistic.

Industrial estates are inherently hazardous environments and fail to provide inclusive access for all users. The presence of other small-scale uses (nursery, gym, shops) does not justify introducing a major trip generator like a mosque, which will attract significantly higher concentrated pedestrian and vehicle movements.

The absence of recorded collisions does not indicate suitability. Risk is assessed based on future conditions, and the proposed use will substantially increase pedestrian activity in an environment not designed for it.

Bringing a vacant building back into use cannot outweigh the requirement for safe and sustainable access. Policy prioritizes safety and sustainable travel over site reuse.

**HA Position:** The site cannot provide a safe, inclusive environment for a place of worship. It fails to meet NPPF and LTP4 objectives for sustainable transport and highway safety. Objection maintained.

#### Off-Site Parking Availability

While the applicant has revised the parking beat survey to exclude double parking and impractical spaces, the assessment still assumes that all identified spaces are available and usable during peak mosque activity, which is unrealistic. Parking availability is dynamic and influenced by existing demand from local businesses, residents, and visitors. A one-day snapshot cannot guarantee future capacity.

The claim that 111 spaces exist within a 500m radius does not reflect real-world user behavior. Worshippers are likely to seek parking as close as possible to the site, concentrating demand on Bury Mead Road and adjacent streets. This will lead to kerbside congestion, obstruction of visibility plays, and increased risk of conflict with HGVs and industrial traffic.

Even if theoretical capacity exists, unmanaged on-street parking during Friday prayers will:

- Reduce carriageway width, compromising HGV movements and emergency access.
- Increase pedestrian-vehicle conflict, especially with people crossing informally between parked cars.
- Create visibility hazards at junctions and site access points.

NPPF and LTP4 require developments to minimize car dependency and ensure safe, inclusive access. Reliance on uncontrolled on-street parking in an industrial estate fails to meet these objectives and introduces unacceptable highway safety risks.

Operational measures do not change the fact that 32 vehicles (contested level) will need to park off-site during peak periods, in an environment not designed for congregation-based activity.

**HA Position:** The revised parking survey does not alter the Highway Authority's objection. The site remains fundamentally unsuitable for a place of worship due to unmanaged parking, industrial traffic conflicts, and failure to provide safe and sustainable access.

#### Off-Site Parking Availability

The Lambeth methodology was developed to appraise spare parking capacity in controlled urban residential zones, where kerbside space is regulated, turnover is predictable, and enforcement largely is in place. It is not intended/suitable for industrial or commercial areas, where daytime parking demand is high and dynamic due to business operations, deliveries, staff and visitor parking.

Industrial estates experience peak daytime demand from multiple sources such as employees, visitors, and goods vehicles. These conditions differ significantly from residential streets, where demand is more stable and predictable. Applying Lambeth methodology here overstates available capacity and ignores operational conflicts.

The methodology focuses on capacity counting, not on whether parking is safe or practical in context. In an industrial estate:

- Whether parking reduces carriageway width and obstructs HGV movements.
- Informal parking near junctions and site entrances creates visibility hazards.
- Pedestrian safety is compromised by vehicles reversing and when crossing between parked vehicles in an industrial setting.

A single-day survey cannot capture:

- Variability in industrial traffic and loading schedules.
- Overlapping demand from nearby businesses.
- Seasonal or event-based peaks (e.g., Ramadan, Eid).

NPPF and LTP4 require developments to minimize car dependency and ensure safe, inclusive access. Demonstrating theoretical kerbside capacity does not meet these objectives or mitigate structural safety risks.

**HA Position:** Lambeth methodology is not suitable for assessing parking impacts in industrial estates with uncontrolled kerbside activity and high HGV movements. Reliance on this approach does not address the fundamental safety, operational, and policy concerns.

#### Parking Management Strategy - Limitations

The strategy depends on congregants following instructions and marshals enforcing informal rules. In practice, compliance cannot be guaranteed, especially during peak periods when demand is high and arrivals are concentrated. Without formal enforcement powers or legal restrictions, inconsiderate parking and congestion will still occur.

The industrial estate layout is designed for HGV movements and loading operations, not congregation-based activity. Even with marshals:

- Kerbside parking will reduce carriageway width, obstructing HGV and emergency access.
- Pedestrians will still cross informally between parked vehicles, increasing collision risk.
- Visibility splays at site access and junctions will remain compromised.

Deploying marshals for every Friday prayer and major event is resource-intensive and unreliable. If marshals are absent or ineffective, unmanaged parking will immediately return, creating safety hazards.

NPPF and LTP4 require developments to minimize car dependency and provide safe, inclusive access. Reliance on informal management does not meet these objectives and does not change the fact that 32 vehicles will need to park off-site during peak periods in an uncontrolled industrial environment.

While encouraging walking and cycling is positive, the site's industrial context, with poor pedestrian infrastructure and HGV traffic, makes active travel unattractive and unsafe. Cycle parking provision does not mitigate the fundamental location problem.

**HA Position:** The proposed Parking Management Strategy is not a substitute for formal, enforceable controls or safe infrastructure. It cannot overcome the structural safety and operational issues inherent to the site. The Highway Authority therefore maintains its objection.

**Conclusion:**

The HA does not agree that the proposals accord with national and local policy or that highway concerns have been addressed. The HRN fails to overcome the following fundamental issues:

**Unsuitable Location**

The site is within an active industrial estate designed for HGV movements and loading operations, not congregation-based activity. This environment cannot provide safe, inclusive access for vulnerable road users, contrary to NPPF (paras 110, 112) and LTP4 objectives.

**Pedestrian Safety Risks Remain**

While footways exist, they are basic and lack formal crossings, lighting, and segregation. The industrial context creates unavoidable conflict between pedestrians and large vehicles, especially during peak worship times.

**Survey and Mode Share Assumptions Are Flawed**

The travel survey is based on the existing residential site and assumes similar behaviour at the new industrial location. It ignores longer walking distances, poor pedestrian infrastructure, and absence of parking controls—all factors likely to increase car dependency.

**Parking and Trip Generation Risks Underestimated**

Reliance on theoretical kerbside capacity and informal management measures does not address unmanaged parking, obstruction of HGV routes, and visibility hazards. The Lambeth methodology is designed for residential CPZ areas and is not suitable for assessing parking impacts in industrial estates with high daytime commercial demand.

**Parking Management Strategy Ineffective**

Measures such as marshals and communication rely on voluntary compliance and cannot mitigate structural safety risks or guarantee enforcement. Operational fixes do not substitute for formal controls or safe infrastructure.

**Policy Non-Compliance**

The proposal fails to:

- Minimize car dependency or prioritize sustainable modes (LTP4).
- Locate major trip generators where safe and convenient access by walking, cycling, and public transport is achievable (NPPF para 111-113).
- Ensure safe and suitable access for all users (NPPF para 110).

**Recommendation:**

The HA cannot support the application as submitted because the development presents an unacceptable risk to highway safety, fails to demonstrate a policy-led approach to safe and sustainable access for all users, and does not meet the required standards for approval. The proposal is contrary to NPPF and LTP4 and presents an unacceptable risk to highway safety. Objection maintained.

The proposal systematically fails to meet policy expectations to:

- Facilitate and prioritise sustainable and active travel
- Provide a safe, accessible, and inclusive environment for all users

- Avoid undue reliance on private vehicles, especially on a site lacking proper transport controls and connectivity

These policy breaches support refusal on strategic transport and highway safety grounds.

**Signed**

Senober Khan

15 December 2025



Mark Youngman  
Development Management Group Manager  
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Stevenage  
SG1 2ST

**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**Director of Planning**

North Hertfordshire Council  
Council Offices  
Gernon Road  
Letchworth Garden City  
Hertfordshire  
SG6 3JF

District ref: 25/02092/FP  
HCC ref: NH/26398/2025  
HCC received: 9 September 2025  
Area manager: Manjinder Sehmi  
Case officer: Senober Khan

**Location**

45 Bury Mead Road, Hitchin, Hertfordshire, SG5 1RX

**Application type**

Full Application

**Proposal**

Full Planning Permission : Change of use from Class E (g)(office and light industrial) to Class F.1(Mosque) including enlargement (Alterations to roof and the addition of domes) and alterations to the building form of both buildings (including external cladding) and fenestration. Provision of 16 parking spaces, cycle store and bin storage following demolition of existing two outbuildings

**Recommendation**

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The HA objects to the proposed development in its current form due to the following concerns:

- Insufficient and poorly designed on-site parking, which fails to meet operational and safety standards.
- Unrepresentative travel survey data, based on a limited sample from a location with different parking controls and travel behaviour.
- Inadequate assessment of parking stress and trip generation, particularly during peak periods.
- Safety risks associated with the internal layout, including obstructed access routes, substandard bay dimensions, and poor cycle storage design.
- Safety risks arising from the proposed location within an industrial area, which is unsuitable for high pedestrian activity due to frequent HGV movements, lack of pedestrian infrastructure, and erratic on-street parking.

Given these issues, the HA cannot support the application as submitted. The proposal fails to demonstrate a satisfactory, policy-led approach to delivering a safe and accessible development for all users. It does not adequately discourage car dependency or promote sustainable travel, contrary to the objectives of Hertfordshire's Local Transport Plan 4 (LTP4) and the principles of sustainable development outlined in the National Planning Policy Framework (NPPF). As such, the development presents an unacceptable risk to highway safety and does not meet the required standards for approval.

#### **Highways comments:**

The application seeks a change of use from Class E(g) (office/light industrial) to Class F.1 (place of worship – mosque), including demolition of two outbuildings and construction of a new facility accommodating up to 210 worshippers during peak Friday prayers (1pm–2pm). The proposal includes:

- 16 on-site car parking spaces (including 2 blue badge bays and 1 EV bay)
- 6 cycle parking spaces
- Bin storage provision

The Highway Authority (HA) has reviewed the Transport Statement (TS) dated August 2025 and has the following comments to make:

#### **Parking Provision and Management**

While the Local Planning Authority (LPA) is responsible for determining the adequacy of parking provision, the HA must ensure that parking is managed safely and efficiently to avoid adverse impacts on the local highway network.

The TS states that the proposed development will provide 16 on-site car parking spaces and places strong emphasis on promoting active and sustainable travel modes. It also notes that pre-application advice from North Herts Council (LPA) was supportive of a reduced parking provision, subject to further justification.

However, the HA considers the proposed on-site car parking provision to be significantly below the expected standard for a development of this nature and scale. This concern is further compounded by the impractical and unsafe design of the parking layout, which may reduce the effective number of usable spaces and compromise safe manoeuvring.

While the TS acknowledges that peak demand particularly during Friday prayers will result in overspill parking onto Bury Mead Road, the HA is concerned that this could lead to:

- Increased parking stress on Bury Mead Road and surrounding streets, causing nuisance and stress for local users
- Obstruction of access routes, including emergency and service vehicle access
- Inconsiderate or illegal parking on the highway (potentially on both sides of Bury Mead Road carriageway)
- Safety risks and concerns for pedestrians and other road users both near the site access and within the internal layout

#### **Sustainable Location and Accessibility**

The TS asserts that the site is in a sustainable location, citing access to public transport and active travel routes, and notes that pre-application advice was obtained from North Herts Council (LPA). However, no pre-application engagement was undertaken with the HA. Had such consultation taken place, the HA would have raised significant concerns regarding the suitability of the proposed use within an industrial area. This location is characterised by frequent car, van and HGV movements,

limited pedestrian infrastructure, and substantial on-street parking activity. These conditions present inherent safety risks and make the site unsuitable for a high-footfall, pedestrian-oriented use such as a place of worship. These concerns are expanded upon in the sections below.

The proposed development introduces a significant volume of pedestrian activity during its peak use, regardless of it occurring one afternoon a week, into an industrial area primarily designed for trade and commercial vehicle operations. Such areas typically experience frequent HGV movements, constrained manoeuvring space, and limited visibility, making them inherently unsuitable for high-footfall public use. Vulnerable road users, including children, elderly individuals, and those with mobility impairments, would be exposed to increased safety risks due to:

- Lack of segregated pedestrian routes, compounded by footway and inconsiderate parking
- Absence of formal crossing points
- Congested and erratic parking patterns along Bury Mead Road
- A tendency for visitors to park as close to the site as possible, resulting in heavy parking along both sides of the carriageway, exacerbated by drop-offs and instances of illegal or inconsiderate parking.

These conditions present a serious and unacceptable risk to pedestrian safety and conflict with the principles of safe and inclusive access promoted by both Hertfordshire's Local Transport Plan (LTP4) and the National Planning Policy Framework (NPPF).

As mentioned above, the proposal conflicts with both local and national transport and planning policies:

Hertfordshire County Council's Local Transport Plan 4 (LTP4) – Policy 1 prioritises walking and cycling at the top of the transport hierarchy and requires developments to demonstrate safe and accessible pedestrian provision. The current proposal fails to meet these standards.

National Planning Policy Framework (NPPF) – Paragraphs 104–106 require developments to:

- Provide safe and suitable access for all users
- Avoid conflicts between transport modes
- Promote healthy and inclusive communities

The proposed location and layout do not align with these principles and introduce avoidable safety risks.

#### Trip Generation and Survey Limitations

The TS relies on a travel survey of 32 congregants from the existing mosque, which is located within a Controlled Parking Zone (CPZ) and within a heavily residential area. This naturally restricts car use and encourages walking or drop-offs. The proposed site lacks such controls, which makes the use of this survey data unrepresentative of expected travel behaviour that can be expected at the proposed site, to clarify:

- The existing mosque is in a residential area, while the proposed site is in an industrial zone
- Visitors living south of the existing mosque will have a longer journey to the new site
- The lack of parking controls is likely to encourage more car trips than currently observed
- Assessment should be based on class of use as well as faith-specific patterns. However, it is acknowledged that places of worship and in this case peak mosque activity, occur outside traditional AM/PM peak hours, reducing impact on the wider highway network.

#### Parking Survey Accuracy

The TS claims there are 139 available spaces on Bury Mead Road and 521 within 500m. However:

- The parking survey covered spaces on both sides of the Bury Mead Road carriageway; however vehicles park on one side of the carriageway only, therefore the actual acceptable and usable capacity may be significantly lower than stated.

- Google Maps imagery shows high level of parking along the northern side of the road fronting the site

#### Comparison with Extant Use

The TA compares mosque trip generation (97 daily two-way trips) with the previous office use (140 trips). However:

- The proposed site appears to have been vacant for some time
- No evidence has been provided on when the sites existing class of uses ceased operation
- The comparison is not meaningful, as the current baseline trip generation is negligible
- Given the site's current inactivity and the nature of the proposed use, the extant use cannot be relied upon as a valid comparator for trip generation. The assessment should instead focus on the real-world impact of the proposed development, including its peak-time activity, pedestrian safety risks, and compatibility with the surrounding industrial environment.

#### Internal Layout Concerns

The HA has serious concerns on the internal car parking layout for the following reasons:

- Several parking bays (e.g., bays 5–8 and 12 and 13) are undersized and should be 6m long to allow safe manoeuvring
- The entry/exit door is located between bays 15 and 16, posing a safety risk for visitors egressing the building, especially for children
- Bay 6 obstructs the emergency exit route and must be removed or relocated
- Doors must be kept clear of any obstruction, to ensure unhindered path for pedestrians, people with disabilities in case of emergencies.
- Swept path analysis is required to demonstrate safe access to all bays
- Cycle storage is poorly located and inaccessible given the proximity of parking bay no.13 opposite

#### Other Considerations

- The applicant will be responsible for the cost of reinstating the redundant vehicle crossover to footway/verge
- A car parking management plan should have been provided on how the car parking during main events would be managed, controlled and restricted to ensure ease and safe accessibility by pedestrians, cyclists, vehicle traffic etc within and outside of the development on the public highway.

The planning process seeks/provides the opportunity to improve conditions for both development and highway safety by applying current higher standards of policies, design, accessibility, and safety to new developments, and not to retain and/or continue with past obsolete standards or expectations.

#### Recommendation

The HA objects to the proposed development in its current form due to the following concerns:

- Insufficient and poorly designed on-site parking, which fails to meet operational and safety standards.
- Unrepresentative travel survey data, based on a limited sample from a location with different parking controls and travel behaviour.
- Inadequate assessment of parking stress and trip generation, particularly during peak periods.
- Safety risks associated with the internal layout, including obstructed access routes, substandard bay dimensions, and poor cycle storage design.

- Safety risks arising from the proposed location within an industrial area, which is unsuitable for high pedestrian activity due to frequent HGV movements, lack of pedestrian infrastructure, and erratic on-street parking.

Given these issues, the HA cannot support the application as submitted. The proposal fails to demonstrate a satisfactory, policy-led approach to delivering a safe and accessible development for all users. It does not adequately discourage car dependency or promote sustainable travel, contrary to the objectives of Hertfordshire's Local Transport Plan 4 (LTP4) and the principles of sustainable development outlined in the National Planning Policy Framework (NPPF). As such, the development presents an unacceptable risk to highway safety and does not meet the required standards for approval.

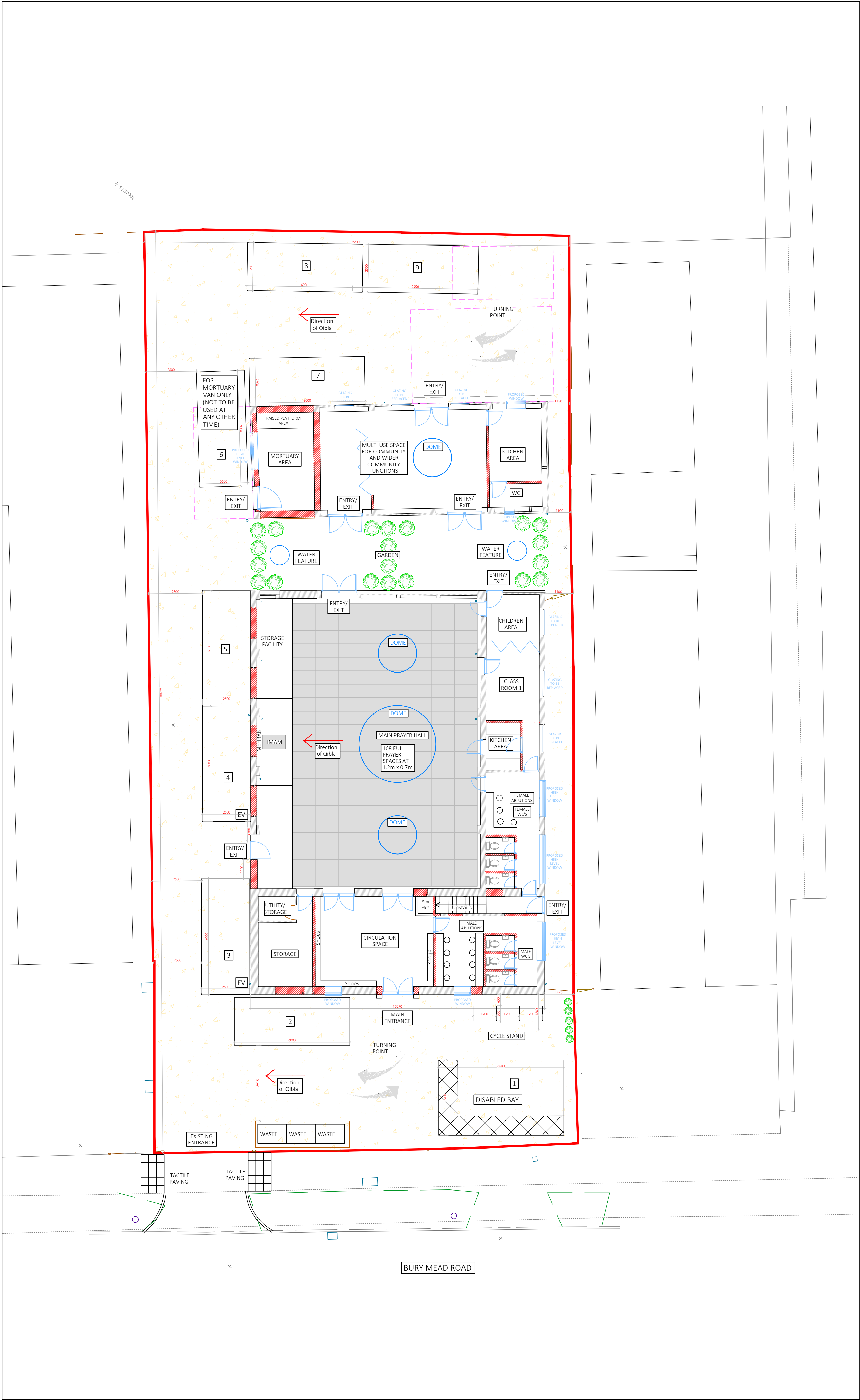
**Signed**

Senober Khan

1 October 2025

# APPENDIX B

## Site Layout



PROPOSED GROUND FLOOR PLAN - SCALE1:100

- Notes :
1. These drawings must not be scaled without reference to the accompanying scale bar.
  2. These drawings serve to illustrate design intent and are produced using information available at the time of design. Any decisions made based on these drawings should allow for potential variations and/or new information that may emerge during the design development and construction stages.
  3. These drawings are intended for use only. We shall not be held liable for any losses, damages or delays resulting from their use for any purpose other than described.
  4. These drawings are to be read in conjunction with all other drawings, relevant specifications, and preliminary/general conditions associated with the project. All structural information is to be taken from the Structural Engineers' drawings and specifications.
  5. While every effort has been made to ensure accuracy, discrepancies may exist between these drawings and actual conditions. All dimensions are to be checked on-site by the contractor before ordering materials or carrying out any work. Any discrepancies or drawing omissions are to be reported to Rejig Homes Ltd.
  6. Dimensions for windows, doors, structural supports/steelwork and kitchens are to be verified onsite by the contractor before ordering.
  7. All materials and workmanship must comply with relevant British Standards and Building Regulations requirements.
  8. These drawings are protected under copyright and shall not be copied, lent or used by any third party without written permission from Rejig Homes Ltd.



|              |          |                                       |
|--------------|----------|---------------------------------------|
| B            | 10.11.25 | Amendments to external parking spaces |
| REV          | DATE     | NOTE                                  |
| INTENDED USE |          |                                       |

PL-PLANNING



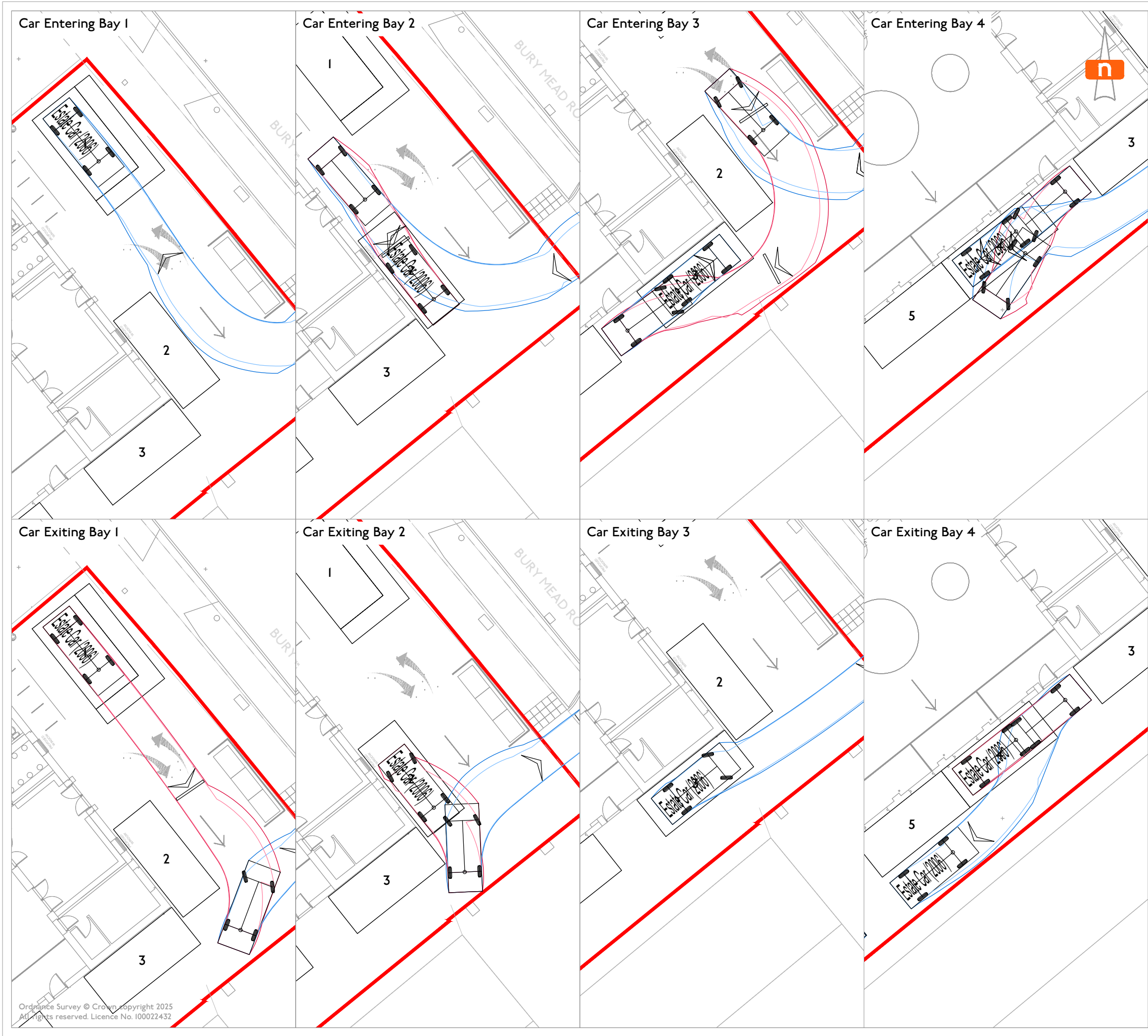
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|---------------------------------------|--|
| CLIENT                                |  |
| HITCHIN MOSQUE                        |  |
| PROJECT                               |  |
| 45 BURY MEAD ROAD, HITCHIN<br>SG5 1RX |  |
| DRAWING TITLE                         |  |
| PROPOSED GROUND FLOOR LAYOUT          |  |

|            |            |                |        |
|------------|------------|----------------|--------|
| SCALE      | N.T.S @ A1 | DRAWING NUMBER | REVISI |
| DATE       | APR 2025   | PL-600-B       | B      |
| DRAWN      | AHS        |                |        |
| JOB NUMBER | 250308     | CHECKED        | AS     |



# APPENDIX C

mode Drawings Site Layout



- Note:
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
  2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
  3. Do not scale from this drawing. Work from figured dimensions only.
  4. All dimensions are shown in metres unless noted otherwise.
  5. Layout based on Hitchin Mosque drawing: 45 Bury Mead.
  6. Dry Steering has been used.

Existing layout

Architect's layout

Site boundary

Proposed parking bay

Estate Car (2006)

Forward Gear

Reverse Gear

Overall Length: 4.710m

Overall Width: 1.804m

Overall Body Height: 1.442m

Min Body Ground Clearance: 0.207m

Max Track Width: 1.756m

Lock to lock time: 4.00s

Kerb to Kerb Turning Radius: 5.950m

|     |            |                        |
|-----|------------|------------------------|
| D   | 23.03.2026 | Parking layout updated |
| C   | 09.03.2026 | Parking layout updated |
| B   | 10.11.2025 | Parking layout updated |
| A   | 04.11.2025 | Parking layout updated |
| -   | 31.10.2025 | Initial Issue          |
| REV | DATE       | REMARKS                |

CLIENT

Hitchin Mosque

JOB TITLE

45 Bury Mead Road, Hitchin

DRAWING TITLE

Swept Path Analysis -  
Estate Car

DRAWING NO.

J32-8985-AT-A01

DRAWN RM

CHECKED JW

CREATED OCT '25

SCALE 1:200 at A3

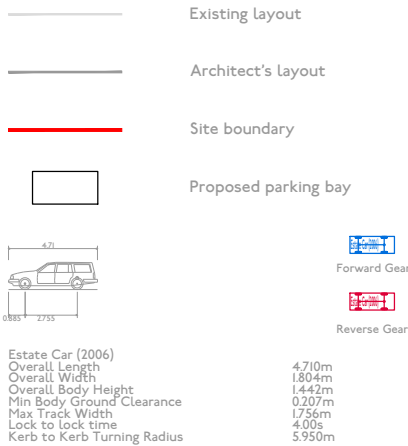
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- Note:
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  2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
  3. Do not scale from this drawing. Work from figured dimensions only.
  4. All dimensions are shown in metres unless noted otherwise.
  5. Layout based on Hitchin Mosque drawing: 45 Bury Mead.
  6. Dry Steering has been used.



|     |            |                        |
|-----|------------|------------------------|
| E   | 23.03.2026 | Parking layout updated |
| D   | 09.03.2026 | Parking layout updated |
| C   | 10.11.2025 | Swept path updated     |
| B   | 10.11.2025 | Parking layout updated |
| A   | 04.11.2025 | Parking layout updated |
| -   | 31.10.2025 | Initial Issue          |
| REV | DATE       | REMARKS                |

CLIENT

Hitchin Mosque

JOB TITLE

45 Bury Mead Road, Hitchin

DRAWING TITLE

Swept Path Analysis -  
Estate Car

DRAWING NO.

J32-8985-AT-A02

|         |         |         |             |
|---------|---------|---------|-------------|
| DRAWN   | RM      | CHECKED | JW          |
| CREATED | OCT '25 | SCALE   | 1:200 at A3 |

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# APPENDIX D

## Road Safety Assessment



## ROAD SAFETY RISK ASSESSMENT

45 Bury Mead Road, Hitchin

**Mode Transport**

AKT Project No. 00083

Prepared by: **AKT Consulting Ltd**

5 March 2026

Revision 02

## Revision Record

| Revision | Date                   | Prepared By   | Checked By  | Authorised By |
|----------|------------------------|---------------|-------------|---------------|
| 01       | 23 February 2026       | Alastair Pike | James Werby | Alastair Pike |
| 02       | 5 March 2026           | Alastair Pike | James Werby | Alastair Pike |
|          | Click to enter a date. |               |             |               |
|          | Click to enter a date. |               |             |               |
|          | Click to enter a date. |               |             |               |

## Basis of Report

This document has been prepared by AKT Consulting Ltd with the appropriate skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Mode Transport (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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## CONTENTS

|   |                                          |    |
|---|------------------------------------------|----|
| 1 | Introduction                             | 4  |
| 2 | Safety Risk Assessment Process           | 5  |
| 3 | Development Proposals                    | 7  |
| 4 | Safety Risk Assessment Scope             | 11 |
| 5 | Site Visit                               | 13 |
| 6 | 45 Bury Mead Road Risk Assessment Matrix | 21 |
| 7 | Summary Recommendations and Conclusion   | 22 |

## Appendices

**Appendix A**      **Risk Matrix**

**Appendix B**      **Submitted Documents**

## Acronyms and Abbreviations

|        |                                     |
|--------|-------------------------------------|
| RSA    | Road Safety Audit                   |
| NMU    | Non-Motorised Road Users            |
| SRA    | Safety Risk Assessment              |
| DMRB   | Design Manual for Roads and Bridges |
| MfS    | Manual for Streets                  |
| PIC    | Personal Injury Collisions          |
| DfS    | Departures from Standards           |
| SPA    | Swept Path Analysis                 |
| HGV    | Heavy Goods Vehicle                 |
| LGV    | Light Goods Vehicle                 |
| SFAIRP | So Far As Is Reasonably Practicable |

## 1.0 Introduction

- 1.1 This Road Safety Risk Assessment has been produced by AKT Consulting Ltd on behalf of Mode Transport Planning. The SRA has been commissioned to examine any potential impacts to road safety in connection with proposals to develop an existing office site into a mosque for public use at 45 Bury Road, Hitchin.
- 1.2 A planning application was previously met with highways objections on a range of points that are shown in the Technical Note submitted by Mode Transport. This report was completed on 11<sup>th</sup> November 2025. The document supports a revised planning application that seeks to change the use of a site from existing offices, (Use Class E(g)(i)) at 45 Bury Mead Road to a new mosque (Use Class F1(f)).
- 1.3 The Mode Technical Note also contains the following appended documents.
- HCC Highways Response – 9th September 2025
  - Site Layout Plan
  - Mode Drawings J32-8985-AT-A01, J32-8985-AT-A02
  - Traffic Survey Dataset
  - Parking Beat Survey
- 1.4 A thorough review of these submitted documents has been undertaken by the Assessment Team. A complete list of the documents and drawings submitted for this Safety Risk Assessment can be found in **Appendix B**.
- 1.5 Any mitigation or control measures listed within this assessment may be applied where reasonably required to reduce or mitigate a potential road safety risk SFAIRP. Any recommendations contained within this report are in no way mandatory, there may be equally satisfactory alternatives available and any remedial design decisions should be recorded throughout the project lifecycle.

## 2.0 Safety Risk Assessment Process

### Hazard Identification and Analysis

- 2.1 All reasonably foreseeable hazards associated with a particular activity shall be identified and all identified hazards shall be documented. The identified hazards shall be analysed to understand the resulting safety risks and all reasonably foreseeable consequences should those risks be realised.

### Analysis of Safety Risks

- 2.2 The analysis of the safety risks for each population type shall include an assessment of the likelihood of the risk being realised and the most common potential severity of the consequences of an event occurring. These values are then multiplied together to determine a 'risk rating' value. These values will then fit into one of three risk categories. These categories can be found in **Table 1 below**.

**Table 1 - Risk Matrix Ratings**

| Estimated Level of Risk (Based on Risk Rating) – (R) |                                                                                                                                                          |              |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Low Risk (1-9)                                       | Ensure assumed control measures are maintained and reviewed, as necessary.                                                                               | Acceptable   |
| Medium Risk (10-19)                                  | Additional control measures needed to reduce risk rating to a level which is equivalent to a test of "reasonably required" for the population concerned. | Tolerable    |
| High Risk (20-25)                                    | Activity not permitted. Hazard to be avoided or risk to be reduced to a tolerable level.                                                                 | Unacceptable |

Risk Rating will apply to both likelihood and severity and then multiplied together to give actual Risk Rating of a particular hazard.

- 2.3 The analysis of the safety risk for each population may use a range of evidence sources including;
- Quantitative data; and
  - Qualitative data including;
    - 1) Previous experience
    - 2) Expert opinion
    - 3) Research

### Evaluation of Safety Risks

- 2.4 Outputs from SRA analysis shall show the level of the safety risk associated with the activity. Outputs from SRA analysis shall be compared to the safety baseline and safety objectives set for the activity.
- 2.5 To demonstrate that a proposed control measure or mitigation is reasonably required, all suitable potential mitigations to reduce safety risks are assessed. Where the cost of a measure

identified in the assessment is, in the reasonable opinion of those carrying out the assessment, proportionate to the benefit derived, that measure can be deemed as reasonably required.

### **Safety Risk Mitigations**

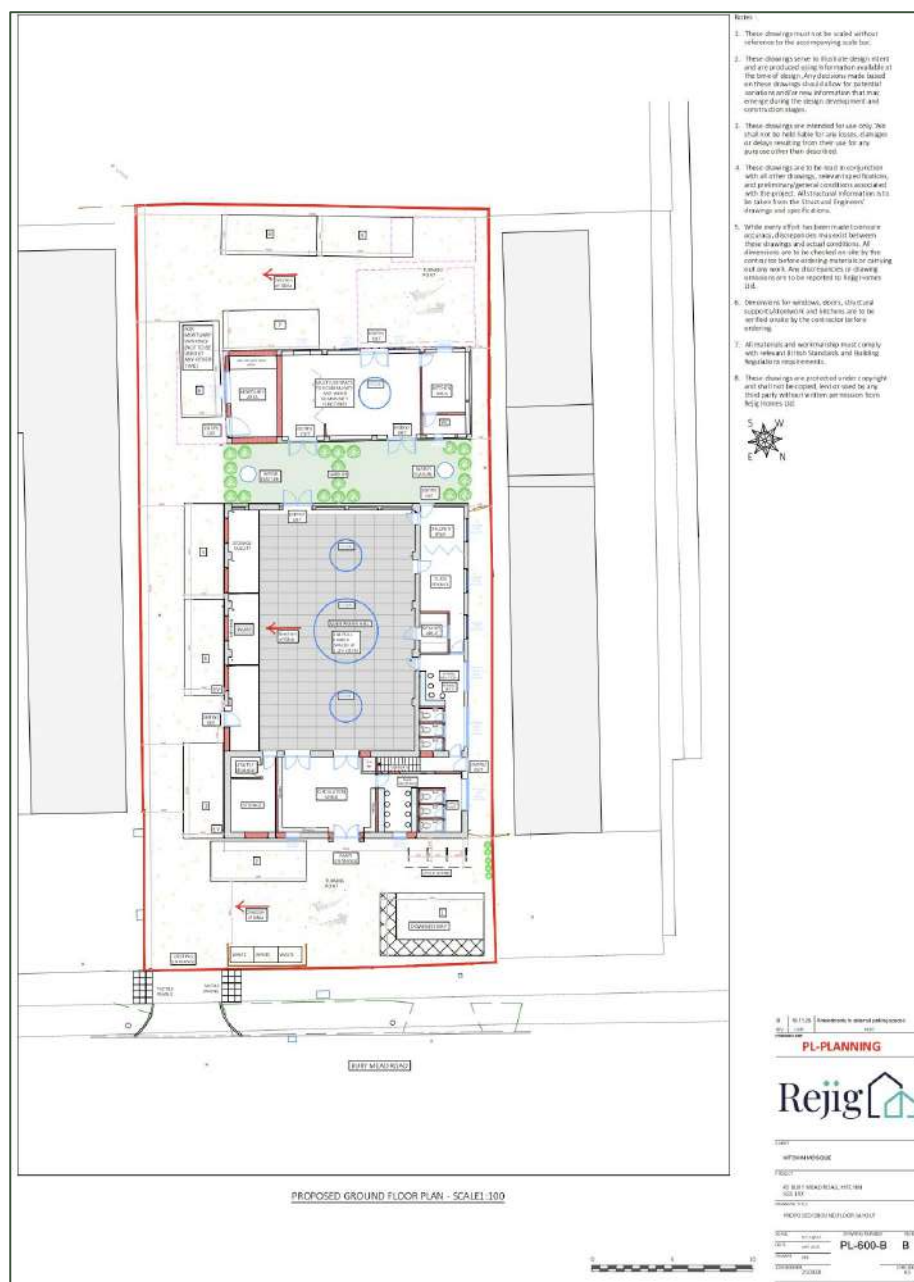
- 2.6 Where the outcome of the SRA evaluation for an option being assessed is within the list below, safety risk mitigations / control measures shall be provided and explored.
- 2.7 These measures are considered for any risk that falls within the tolerable or unacceptable categories.
- Shows a safety risk dis-benefit from the safety baseline.
  - It does not meet the safety objective.
  - Does not accord with 'so far as is reasonably possible' (SFAIRP).
  - Is less than what is deemed reasonably required.
- 2.8 Each hazard includes:
- Receptors (who is at risk: pedestrians, drivers, emergency services)
  - Consequences (collision, injury, obstruction)
  - Severity and likelihood (pre- and post-mitigation)
  - Initial and residual risk ratings
- 2.9 This satisfies GG104 guidance by quantifying risks, allowing decision-makers to understand which hazards are high-priority and which are mitigated to acceptable levels.

## 3.0 Development Proposals

### Site Access Proposals

- 3.1 The proposals to change the existing use of an office facility into a new mosque. Proposals seek the renovation of existing office buildings to create a mosque space of approximately 1,817sqm. The removal of buildings to the rear of the development site will allow for a landscaped garden, as well as the connection of the remaining buildings to provide a shared space. Appropriate car parking spaces, cycle parking and a refuse storage area will also be provided.
- 3.2 A view of the proposed development on the southwestern side of Bury Mead Road can be found in **Figure 1** below.

**Figure 1 – Plan showing the proposed development at 45 Bury Mead Road**



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### **Trip Generation**

- 3.3 The submitted Technical Note from Mode Transport Planning provides existing and proposed trip distribution and surveyed estimates for all modal movements associated with the proposed development
- 3.4 Submitted documents show that there has been an update to previously undertaken analysis. This update aims to accord with local Highway Authority responses to the initial application
- 3.5 For the proposed mosque on Bury Mead Road, the mode share is expected to remain broadly consistent with the current patterns. Exceptions include a proposed 2.3% increase in cycling and 1.1% increase in car sharing, and a 3.4% decrease in private vehicle trips. The decrease in private vehicle use is likely due to the new mosque's proximity to a wider range of residential areas and congregants' place of residence, resulting in altered travel behaviours and shorter journey distances.
- 3.6 The data demonstrates that congregants predominantly travel by walking, often in family groups, rather than by single-occupancy car trips. Travel patterns are therefore expected to remain largely consistent at the new site, as many congregants are local, and the new mosque will serve the same community.

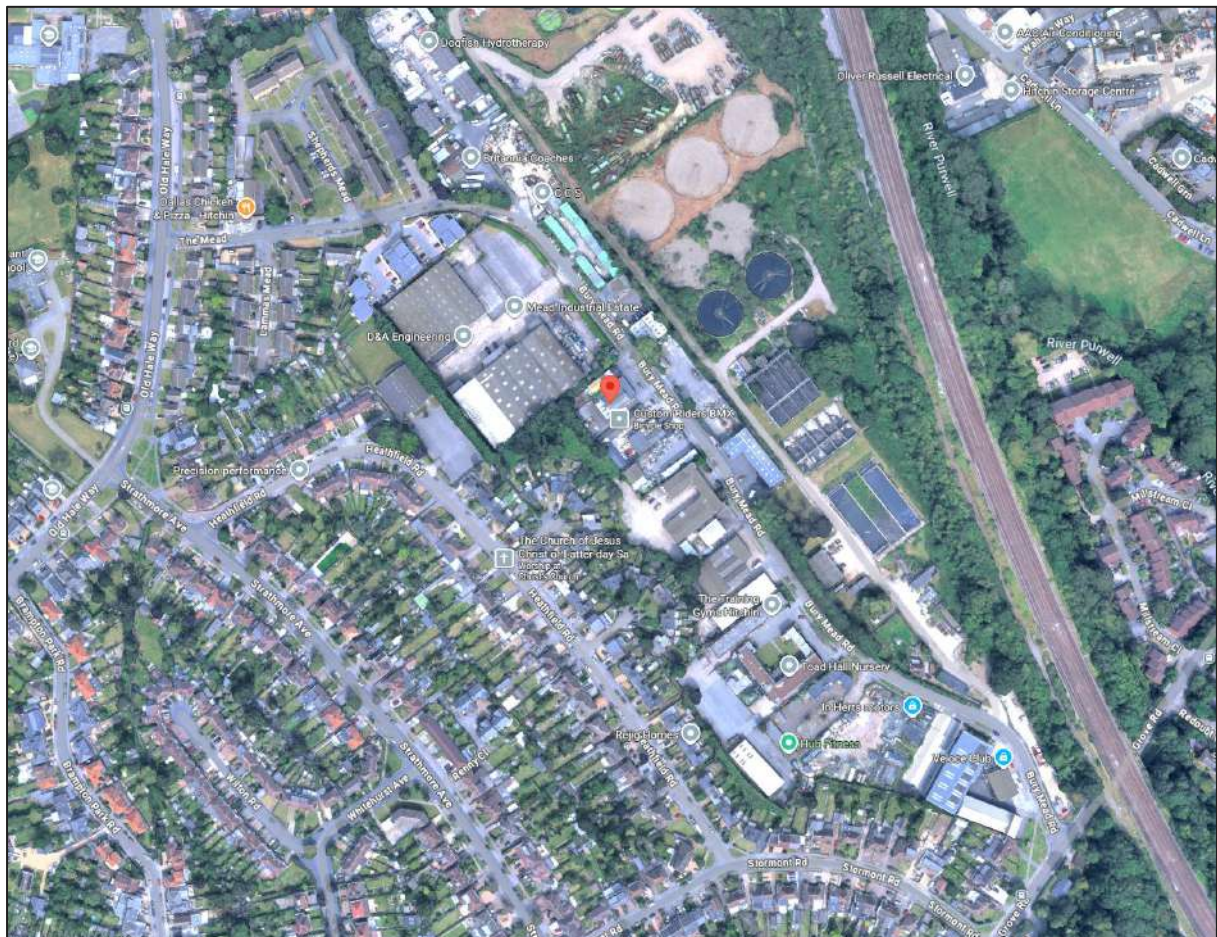
### **Existing Conditions**

- 3.7 The proposed development site at 45 Bury Mead Road is located on a predominantly industrial estate setting on the fringe of Hitchin town. The area comprises mixed industrial, commercial buildings and private businesses and is connected by local routes such as the priority controlled junction of Old Hale Way / The Mead to the northwest, and the signalised junction of Grove Road to the southeast.
- 3.8 The Mead and Bury Mead Road are subject to a 30mph speed limit.
- 3.9 The existing road layout of Bury Mead Road within the 0.75km Assessment area comprises a 2 lane single carriageway with a footway on the southwestern side of the road. This footway is generally between 1.8m and 2m+ wide facilitating 2-way pedestrian movements throughout.
- 3.10 The Mead to the northwest and Bury Mead Road to the Southeast do not facilitate through movement of vehicular traffic, with a section of the road defining a residential area to the west, and the commercial area to the east by means of reduced width carriageway, and bollards to prevent vehicular access.
- 3.11 There are various businesses located on Bury Mead Road. The existing footway provisions currently cross these existing access points 'at grade' without the requirement for formalised uncontrolled crossings comprising dropped kerbs and tactile paving. Pedestrian movements are currently prioritised over these access points and are generally arranged as private crossover provisions.
- 3.12 General highway design guidance in the UK recommends footways at least 2m wide where possible, particularly where pedestrian activity is expected to be moderate to high. The existing pedestrian infrastructure along Bury Mead Road supports two-way pedestrian movement and therefore reflects current Inclusive Mobility guidance.

**Existing pedestrian infrastructure:**

- 3.13 Continuous footways exist on the main connecting streets related to 45 Bury Mead Road. These paths are separated from the main vehicular carriageway by a dedicated highway verge throughout. Current footways provide a good baseline for pedestrian movement within the estate.
- 3.14 However, as noted, there may be locations where footways could be improved with better tactile paving at crossing points, additional signage, and more defined pedestrian desire lines where informal crossing points exist.
- 3.15 A site location plan can be found in **Figure 2** below.

**Figure 2 – Site Location Plan 45 Bury Mead Road, Hitchin**



### 3.16 Existing Estimated Widths (Southern Footways)

| Section                                    | Typical Provision (Estimated) | Comment                                                                                                                                                                                                                                                                                    |
|--------------------------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bury Mead Road(near site)</b>           | 1.8m – 2.0m+                  | Estate roads here typically have footways around this width, sufficient for two way pedestrian flow and occasional passing but without informal stepping spaces. It should be noted there are numerous stepping spaces along the route with widened sections and verge adjacent to footway |
| <b>Bury Mead Road closer to Grove Road</b> | 1.8m – 2.0m+                  | Slight widening near junctions; residual space for passing movements and occasional street furniture or lighting columns.                                                                                                                                                                  |
| <b>Grove Road towards industrial area</b>  | 1.8m – 2.0m+                  | On the more urban link roads, footway widths tend to be wider where adjacent to industrial units/parking.                                                                                                                                                                                  |
| <b>Approach to Old Hale Way/The Mead</b>   | 1.8m – 2.0m+                  | Varies depending on the side of the road you are on, especially around side road crossings and minor estate links. Uncontrolled crossings do not provide tactile paving or dropped kerbs.                                                                                                  |

3.32 Because the surrounding area is predominantly industrial, there are existing HGV and commercial vehicle movement that pedestrians currently share space with — particularly where footways are adjacent to active loading/unloading areas adjacent to Bury Mead Road or Old Hale Way.

3.33 For the purposes of this Safety Risk Assessment, we will consider the potential impact of additional multi modal trips associated with the development proposals on Bury Mead Road.

3.34 The Assessment Area will cover a distance of approximately 0.75km from the priority controlled junction of Old Hale Way / The Mead to the northwest, and the signal controlled junction of Bury Mead Road / Grove Road to the southeast.

## 4.0 Safety Risk Assessment Scope

### Safety Baseline and Safety Objective

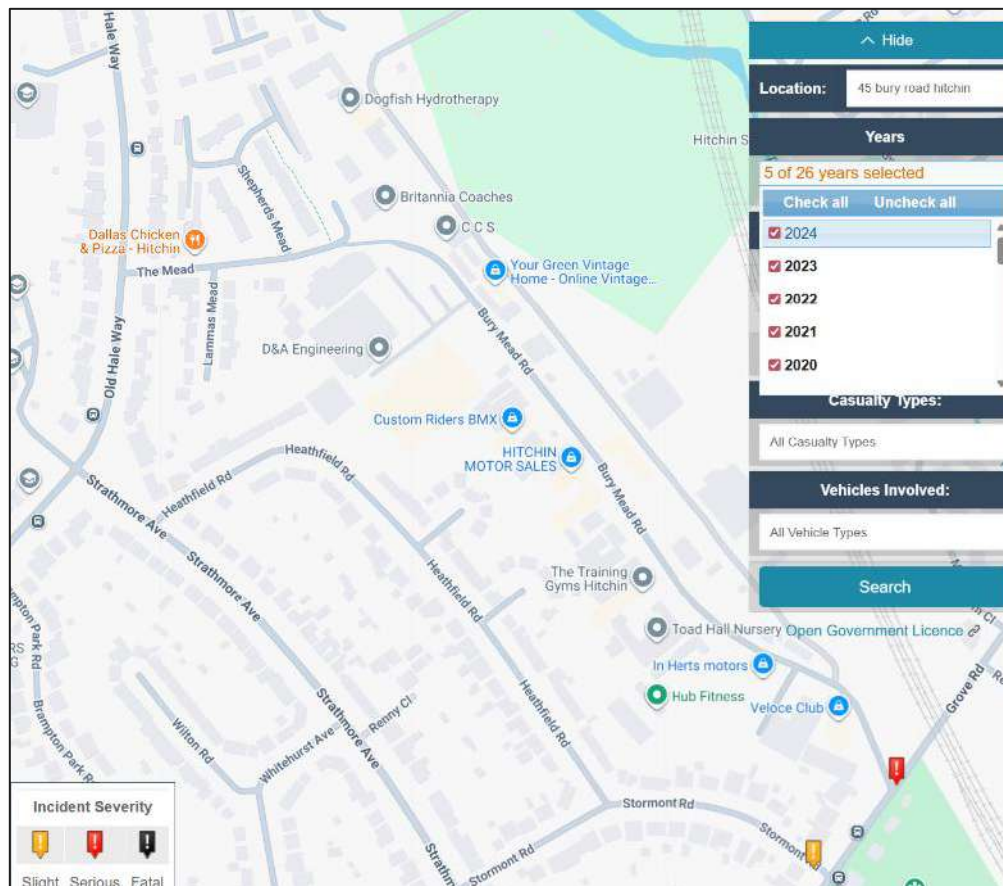
#### Safety Baseline

- 4.1 The safety baseline will be determined by the existing collision and proposed vehicle and pedestrian trip data in the immediate vicinity of the proposed development site. The safety baseline will consider all populations affected by the proposed development and increased pedestrian and vehicular trips associated with the proposals.
- 4.2 It is clear the safety baseline of Bury Mead Road may be affected in terms of additional vehicular and pedestrian trips and therefore the potential for an increase in conflict may arise as a statistical result. The baseline for the assessment is set as a net-zero increase of collisions as a result of the proposed change of use development.

#### Collision Data Analysis

- 4.3 Collision data has been obtained from the online Crashmap Database covering a 5-year study period from 2020-2024. For the purposes of this SRA only collisions occurring on the 0.75km Bury Mead Road and within the immediate vicinity of its junctions with Old Hale Way to the northwest and Grove Road to the southeast, will be considered.
- 4.4 A view of the PIC study area can be found in **Figure 3** below.

**Figure 3 – Personal Injury Collision Study Area**



- 
- 4.5 A complete analysis of this PIC data has been undertaken as part of this SRA. There was 1 collision recorded within the assessment area within the time period. This collision resulted in a serious casualty.
- 4.6 The serious collision occurred at the junction of Bury Mead Road and Grove Road on Wednesday 3<sup>rd</sup> January 2024 at 12:10pm. The carriageway was recorded as being wet or damp. From the causation factors provided it is noted that the collision involved 2 private vehicles, 1 in the act of turning right was struck on the offside by the front of a vehicle passing. It appears that a right turning vehicle entered the path of oncoming traffic and was struck in the side.
- 4.7 Cognisance of this collision investigation will be paid when completing the risk assessment matrix and any recorded information deemed relevant will be included within the hazard analysis and subsequent mitigation control measures provided within this report.
- 4.8 From the recorded PIC data, it can be concluded that there are no pre-existing Road Safety related issues with the design geometry and operation of the existing location.

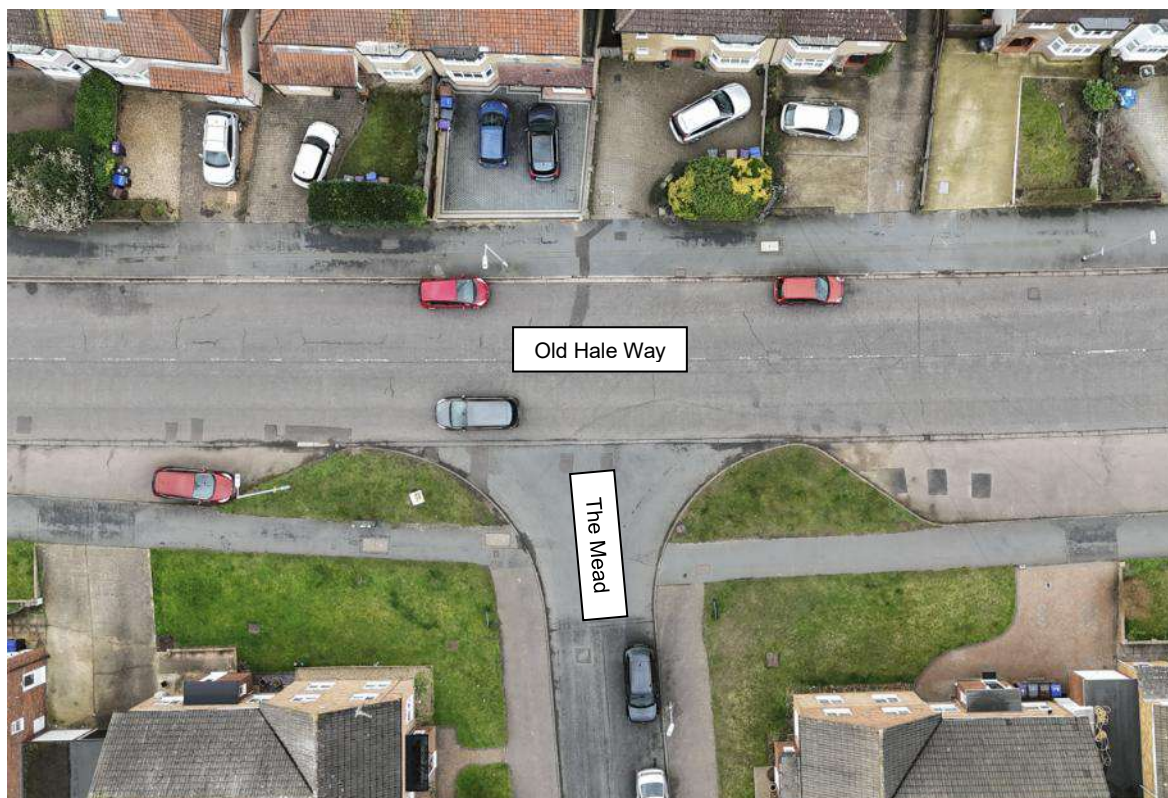
### **Safety Objective**

- 4.9 Key concerns specific to Road Safety arising from the proposed change of use are;
- Increased footfall and vehicle trips to the mosque, especially during peak prayer times or during special annual events.
  - Increased on-street parking pressures on a primarily industrial road.
  - Interaction between pedestrians and industrial vehicles.
  - Potential queuing at junctions and associated road safety issues.
- 4.10 The safety objective in this instance is to ensure that any additional trips by all road users on Bury Mead Road, that may be associated with the redevelopment of an existing office site into a mosque, will not create new hazards, nor contribute to the elevation of any existing hazards, to an 'unacceptable' level above the safety baseline.
- 4.11 Any hazards identified will be scored appropriately, where required any identified mitigation or control measures listed within this Assessment may be applied where reasonably required to further reduce or mitigate a potential road safety risk.
- 4.12 The resultant safety objective of the site will therefore be maintained in line with the principle to manage any associated risks to a level 'so far as is reasonably practicable'. This 'SFAIRP' principle intends to identify, manage and mitigate all risks to users / workers relating to the proposed scheme.

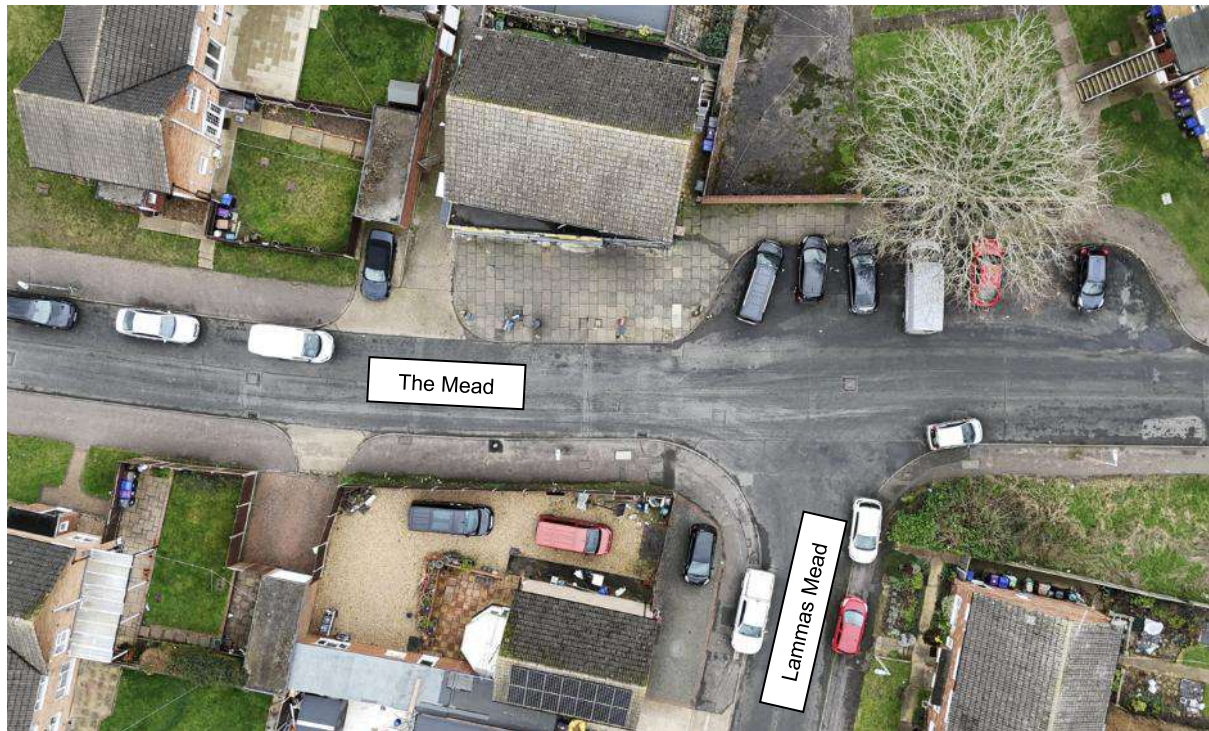
## 5.0 Site Visit

- 5.1 A site visit was undertaken on Tuesday 10<sup>th</sup> February 2026 between the hours of 12:00pm and 14:00pm. The weather was overcast and the carriageway surface damp in places. A photographic walking record and drone survey was undertaken in both directions of the Assessment Area.
- 5.2 These recordings cover the 0.75km Assessment Area from its priority controlled junction with Old Hale way to the northwest and signal controlled junction of Grove Road to the southeast. Light levels of vehicular traffic consisting of mostly private vehicles and some HGV access and egress was observed during this time.
- 5.3 There were numerous active travel movements observed comprising individuals in a range of contexts including general pedestrians, parents or guardians with prams, runners on the footway and cyclists on the carriageway. Drivers were all observed to adhere to the speed limits and drive sensibly for the conditions and road layout.
- 5.4 No conflicts were observed during the site visit. On street parking was observed however no access points were blocked during this time. No visibility constraints at any junctions were observed.
- 5.5 The pedestrian route to the southwest of Bury Mead Road crossed several private business access points to the east and some residential access points to the west. The majority of these access points are arranged currently as prioritised pedestrian movements across private vehicular crossovers, therefore there are no tactile paving or drop kerbs provided.
- 5.6 A view of the Old Hale Way / Bury Mead Road can be found in **Figure 4** below.

**Figure 4 – Old Hale Road / The Mead**



**Figure 5 – The Mead – W/E**



**Figure 6 – The Mead – W/E**



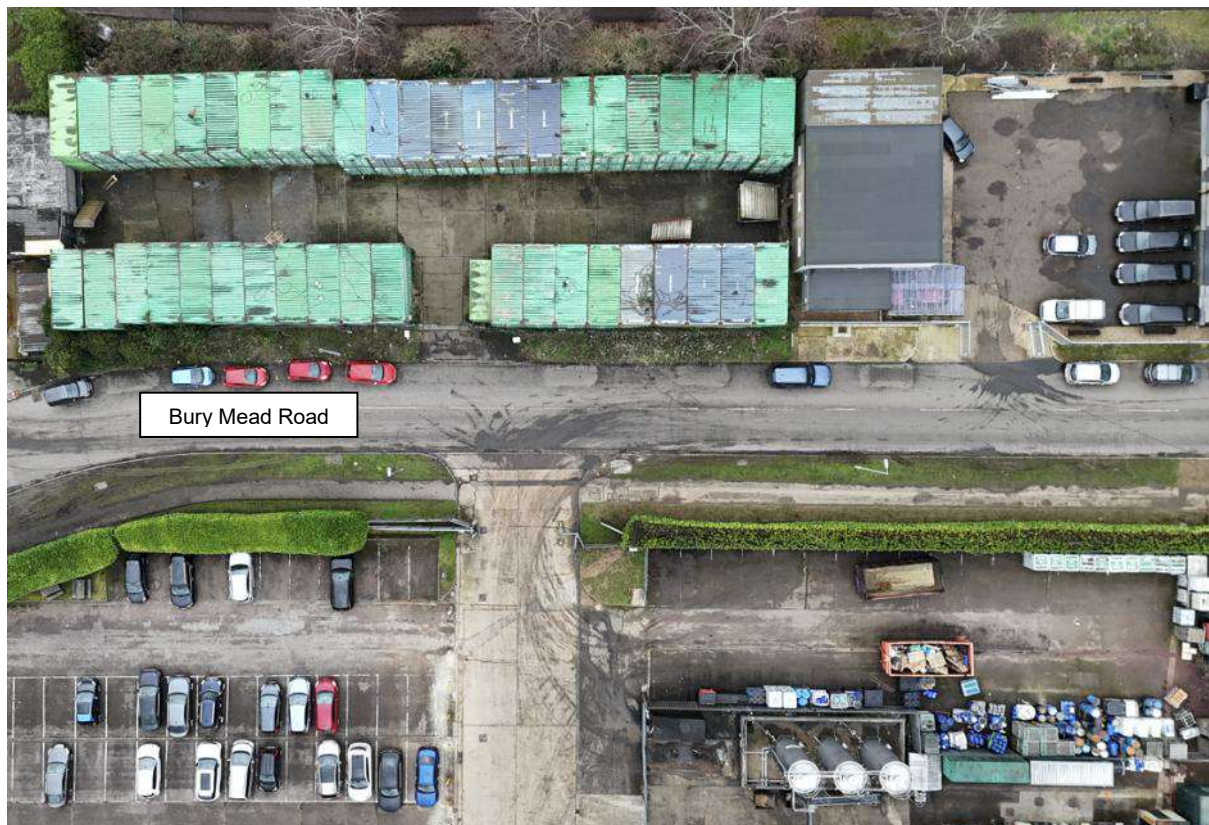
**Figure 7 – The Mead – W/E to end of through route.**



**Figure 8 – Bury Mead Road – W/E**



**Figure 9 – Bury Mead Road – NW/SE**



**Figure 10 – Bury Mead Road – NW/SE**



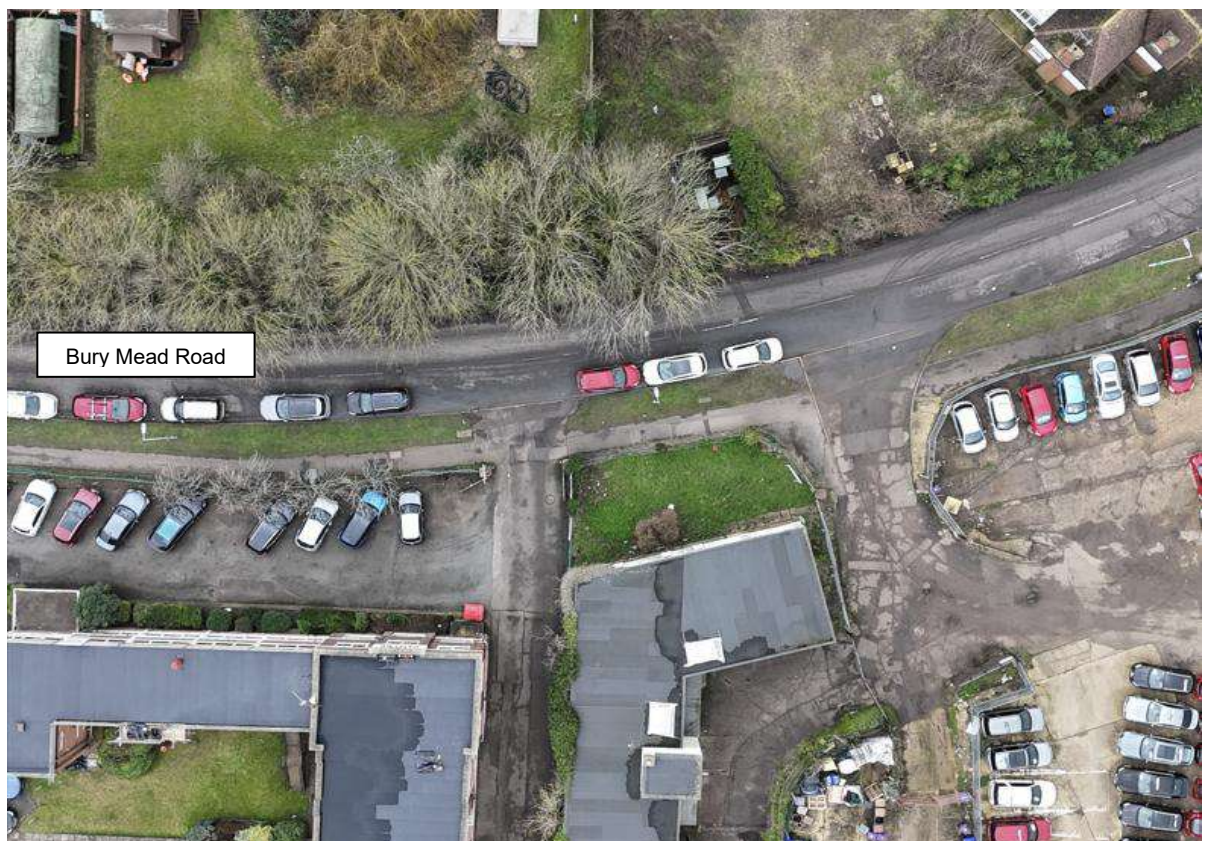
An aerial photograph of an industrial area. A red-outlined rectangular area in the lower-left quadrant is labeled 'Proposed Development Site'. To the right of this area, a road is labeled 'Bury Mead Road'. The image shows various industrial buildings, parking lots with cars and trucks, and a large pile of scrap metal or debris on the right side.

An aerial photograph of an industrial site. A large, L-shaped building with a blue corrugated metal roof is the central feature. To its left is a waste transfer station with a large pile of trash and a yellow forklift. A road, labeled 'Bury Mead Road' in a white box, runs horizontally across the middle. Below the road are various industrial buildings, some with corrugated metal roofs, and a large area filled with stacks of materials. To the right of the main building is a parking lot with several cars and a large area of tall grass and trees.

**Figure 13 – Bury Mead Road – NW/SE**



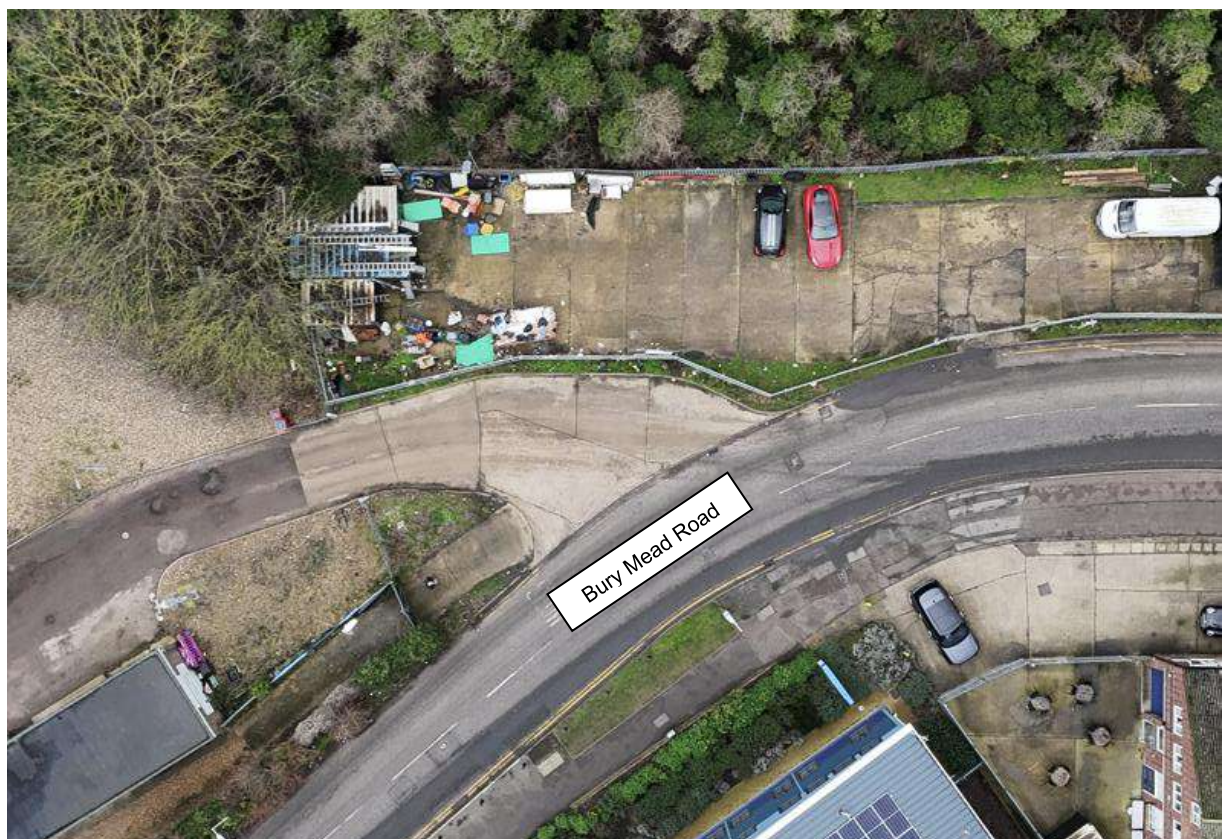
**Figure 14 – Bury Mead Road – NW/SE**



**Figure 15 – Bury Mead Road – NW/SE**



**Figure 16 – Bury Mead Road – N/S**



**Figure 17 – Grove Road / Bury Mead Road signal controlled junction - SW/NE**



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## 6.0 45 Bury Mead Road, Hitchin Safety Risk Assessment Matrix

- 6.1 The Safety Risk Assessment will consider the implications for the existing operation of Bury Mead Road resulting from the forecast increase in vehicular movements associated with the proposed change of use development at 45 Bury Mead Road, Hitchin.
- 6.2 The existing road layout and development proposals have been subject to a detailed analysis in order to identify any relevant hazards relating to the proposed increase in highway activities. Any resultant risks related to these activities have then been quantified and where reasonable further mitigated to reduce any residual risk factors.
- 6.3 A risk matrix in accordance with Table D1 and Table D2 of SRA guidance document GG104 has been completed to demonstrate any identified hazards and their resultant risk factors. These risks have been quantified and where necessary following the principles of SFAIRP, additional control measures have been provided to reduce the resultant risks.
- 6.4 The Risk Matrix can be found in **Appendix A** below.

## 7.0 Summary, Recommendations and Conclusion

### Summary

- 7.1 A Road Safety Risk Assessment (SRA) has been undertaken in accordance with GG104 to evaluate the potential safety implications arising from additional trips on Bury Mead Road, a two-lane single carriageway forming part of the local highway network. The Assessment considers existing baseline conditions together with the anticipated operational effects associated with the forecast increase in vehicular (including HGV) and pedestrian activity.
- 7.2 The SRA has identified potential hazards associated with the proposed development and assessed the resultant risks. Where appropriate, proportionate mitigation measures have been recommended in order to reduce risks to a level that is So Far As Is Reasonably Practicable (SFAIRP).

### Summary of Key Findings

- 7.3 The SRA identifies a range of potential hazards associated with increased pedestrian and vehicular trips. These relate principally to vehicle / vulnerable road user interaction, localised carriageway parking constraints, and potential operational friction during busy periods on junctions and site accesses. There were no fundamental geometric or design deficiencies identified. No hazards were assessed as falling within a very high or otherwise unacceptable risk category.
- 7.4 With implementation of the recommended mitigation measures, all identified risks can be reduced to Low or Medium residual levels, consistent with the safety performance typically expected of a mixed use environment.
- 7.5 The 5-year collision history for the surrounding network does not indicate any existing pattern of road safety concerns that would be materially exacerbated by the proposed development.

### Pedestrian Environment

- 7.6 Certain locations along the south-western side of Bury Mead Road would benefit from refreshment and upgrading of existing pedestrian / vehicle signage and infrastructure as part of good practice network management.
- 7.7 Along the route between Old Hale Way and Grove Road within the Assessment Area, pedestrian infrastructure is considered capable of accommodating both existing, and proposed two-way pedestrian flows, with additional informal passing opportunities available throughout. Pedestrians are generally afforded priority; however, tactile paving is not currently provided and private vehicle crossovers result in localised interruptions to route continuity only occasionally.

### Mitigation and Residual Risk

- 7.8 The following mitigation measures have been identified within this SRA process.
- 7.9 Following implementation of the mitigation measures identified within the risk matrix, the residual risks are assessed as Low and considered acceptable SFAIRP. No intrusive or significant engineering interventions are considered reasonably practicable or proportionate to the scale and context of the development at this stage.

- Special event marshalling measures for specific annual events that may bring additional surges of local activity.
- Improved uncontrolled crossing points where no dropped kerbs or tactile paving are currently provided.
- Advanced warning signage indicating the presence of pedestrians crossing access junctions and private crossovers.
- Travel planning guidance for worshippers to inform of localised parking and access / egress routes etc.
- Enforcement of injudicious parking to ensure access is free from obstruction on Bury Mead Road.

7.10 Whilst specific mitigation measures have been recommended, alternative measures that achieve an equivalent level of risk reduction may be considered subject to agreement with the relevant highway authority.

### **Overall Conclusion**

- 7.11 The GG 104 Safety Risk Assessment concludes that the introduction of the proposed additional movements on Bury Mead Road would not give rise to what can be considered, unacceptable highway safety risks.
- 7.12 The identified existing, proposed and residual risks are predominantly assessed within the range of Low to Medium, therefore being considered both acceptable and tolerable consistent with the normal operational of a mixed use area such as Bury Mead Road. The existing safety performance and PIC data support these considerations.
- 7.13 It is therefore concluded that, with the recommended mitigation measures in place, the proposed increase in multi-modal access and egress movements does not give rise to unacceptable highway safety risks and is acceptable and low risk in highway safety terms.
- 7.14 All recommended mitigation and approaches applied demonstrate compliance with the principles of GG 104 and GG 119, and achieves risk reduction So Far As Is Reasonably Practicable (SFAIRP). This document is intended to act as a 'live report' to be updated throughout project lifecycle where appropriate to Road Safety.



## Appendix A      Risk Matrix

### ROAD SAFETY RISK ASSESSMENT 45 Bury Mead Road, Hitchin

**Mode Transport Planning**

AKT Project No. 00083

Prepared by: **AKT Consulting Ltd**

5 March 2026

Revision 02



|                                                                             |                            |                  |              |
|-----------------------------------------------------------------------------|----------------------------|------------------|--------------|
| Location                                                                    | 45 Bury Mead Road, Hitchin |                  |              |
| Date:                                                                       | 23-Feb-26                  |                  |              |
| Severity of Outcome – (S)                                                   | Rating Given               | Likelihood – (L) | Rating Given |
| <b>Minor Harm:</b> Minor damage or loss no injury.                          | 1                          | Very Unlikely    | 1            |
| <b>Moderate Harm:</b> Slight injury or illness, moderate damage or loss.    | 2                          | Unlikely         | 2            |
| <b>Serious Harm:</b> Serious injury or illness, substantial damage or loss. | 3                          | May Happen       | 3            |
| <b>Major Harm:</b> Fatal injury, major damage or loss.                      | 4                          | Likely           | 4            |
| <b>Extrema Harm:</b> Multiple fatalities extreme loss or damage.            | 5                          | Almost Certain   | 5            |

Rating will apply to both likelihood and severity multiplied to give hazard risk rating

| Hazard                                                                    | Risk / Affected                                                                                                                                         | S | L | R  | Control Measures                                                                                                                                                                            | S | L | R | Residual Risk                         |
|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---------------------------------------|
| 1) Periodic high-intensity arrival/departure peaks (Friday prayer / Eid)  | Risk of additional right turning movements at junctions either end of the Assessment Area potentially leading to shunt type collisions between vehicles | 3 | 3 | 9  | Travel planing guidance & arrival time spreading, staggered event times, signage for drivers. Maintain existing visibility splays, signage, clear road markings                             | 3 | 2 | 6 | Low – residual risk acceptable SFAIRP |
| 2) Existing and additional pedestrian flows in industrial estate location | Pedestrians unfamiliar with site, HGV drivers, delivery drivers Vehicle-pedestrian collision                                                            | 4 | 3 | 12 | Appropriate warning signage to demonstrate pedestrians in the area, pedestrian awareness campaigns, route segregation, Travel planning guidance for worshippers                             | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 3) Existing and event overflow parking on carriageway                     | Passing vehicles, parking attendees, delivery HGVs Side-swipe collisions                                                                                | 4 | 3 | 12 | Stewarded parking management, temporary barriers for events, regular enforcement of no-parking zones                                                                                        | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 4) Injudicious crossing of adjacent private site access points            | Pedestrians (all ages), staff, visitors staff, visitors Pedestrian struck by vehicle                                                                    | 4 | 3 | 12 | Improved crossing points, high-visibility markings, improved crossings, warning signage, marshalled crossing during events                                                                  | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 5) Convoy arrivals before prayer times                                    | Drivers (cars & buses), local traffic Sudden braking shunt collision                                                                                    | 3 | 3 | 9  | Advance directional signage, convoy management, traffic marshals for major events                                                                                                           | 3 | 2 | 6 | Low – residual risk acceptable SFAIRP |
| 6) Walking from remote parking                                            | Pedestrians, including elderly and children, cyclists Walking in carriageway collisions                                                                 | 4 | 3 | 12 | Defined crossing points, high-visibility markings, improved crossings, warning signage, marshalled crossing during events                                                                   | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 7) Drop-off manoeuvres at entrance                                        | Vehicles, passengers, children, elderly pedestrians Reversing collision                                                                                 | 4 | 3 | 12 | Travel planning guidance & arrival time spreading, staggered event times, temporary traffic control, signage for drivers. Maintain existing visibility splays, signage, clear road markings | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 8) Children present at weekends/evenings                                  | Young pedestrians, school-age children, accompanying adults Injury collision                                                                            | 4 | 3 | 12 | Managed crossing point, marshals during events, temporary pedestrian barriers, pedestrian awareness campaigns                                                                               | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |

|                                            |                                                                                |   |   |    |                                                                                                                                                                  |   |   |   |                                       |
|--------------------------------------------|--------------------------------------------------------------------------------|---|---|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---------------------------------------|
| 9) Dark winter prayer times                | Pedestrians, late-night visitors, HGV drivers<br>Reduced conspicuity collision | 4 | 3 | 12 | Improved existing uncontrolled crossings, with appropriate tactile and dropped kerbs, Travel planning guidance for worshippers                                   | 2 | 3 | 6 | Low – residual risk acceptable SFAIRP |
| 10) Visitors unfamiliar with HGV movements | Pedestrians, delivery drivers, contractors<br>Turning HGV conflict             | 4 | 3 | 12 | Ensure segregated pedestrian routes are clear, audible alarms on reversing vehicles, Travel planning guidance for worshippers                                    | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 11) Increased turning at access            | Through traffic, site visitors<br>Right-turn collision, shunt / side swipe     | 3 | 3 | 9  | Travel planning guidance & arrival time spreading, staggered event times, signage for drivers. Maintain existing visibility splays, signage, clear road markings | 3 | 2 | 6 | Low – residual risk acceptable SFAIRP |
| 12) Queuing during events                  | Network users, site traffic, nearby residents<br>Junction blocking shunt       | 3 | 3 | 9  | Event traffic marshals, temporary holding areas, pre-event communication with attendees, dynamic signage                                                         | 3 | 2 | 6 | Low – residual risk acceptable SFAIRP |
| 13) Early morning arrivals                 | Cyclists, car drivers, delivery vehicles<br>Expectancy-related collision       | 4 | 3 | 12 | Travel planning guidance, staggered arrivals, signage, awareness campaigns                                                                                       | 4 | 2 | 8 | Low – residual risk acceptable SFAIRP |
| 14) Emergency vehicle obstruction          | Emergency services (ambulance, fire, police)<br>Delayed response risk          | 4 | 2 | 8  | Managed emergency route, clear signage, parking enforcement, coordination with local emergency services                                                          | 3 | 2 | 6 | Low – residual risk acceptable SFAIRP |



## Appendix B Submitted Documents

### ROAD SAFETY RISK ASSESSMENT

45 Bury Mead Road, Hitchin

**Mode Transport Planning**

AKT Project No. 00083

Prepared by: **AKT Consulting Ltd**

5 March 2026

Revision 02

## Submitted Documents

| Document            | Document Title                                                                                                              |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------|
| Mode Transport Note |  251111 328985 Highways Response Note V1.1 |
| Crashmap Report     |  Report-2024411411976                      |



## 45 Bury Mead Road, Hitchin

### Designers Response

| Hazard                                                                    | Risk / Affected                                                                                                                                         | Control Measures                                                                                                                                                                            | Designer's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1) Periodic high-intensity arrival/departure peaks (Friday prayer / Eid)  | Risk of additional right turning movements at junctions either end of the Assessment Area potentially leading to shunt type collisions between vehicles | Travel planning guidance & arrival time spreading, staggered event times, signage for drivers. Maintain existing visibility splays, signage, clear road markings                            | The mosque's highest levels of activity are anticipated during Friday lunchtime prayers, with up to 210 attendees. Attendance is naturally distributed across two separate prayer sessions, thereby spreading arrival and departure movements and reducing peak traffic demand. Travel planning measures will include communication via mosque noticeboards and community messaging groups to encourage staggered arrival times and responsible travel behaviour. A signage strategy will be implemented at either side of Bury Mead Road to encourage reduced vehicle speeds and highlight the presence of pedestrian crossing activity at access points. Existing visibility splays from the access will be maintained. |
| 2) Existing and additional pedestrian flows in industrial estate location | Pedestrians unfamiliar with site, HGV drivers, delivery drivers Vehicle-pedestrian collision                                                            | Appropriate warning signage to demonstrate pedestrians in the area, pedestrian awareness campaigns, route segregation, Travel planning guidance for worshippers                             | Appropriate warning signage is proposed at the start and end of Bury Mead Road to alert drivers to the presence of pedestrians in the area. Through the travel plan guidance and arrival management strategy, visitors will be provided with clear guidance on preferred walking routes and safe access arrangements. Pre-event communications will also advise visitors of travel options and encourage safe pedestrian behaviour, helping minimise the risk of pedestrian-vehicle conflict.                                                                                                                                                                                                                             |
| 3) Existing and event overflow parking on carriageway                     | Passing vehicles, parking attendees, delivery HGVs Side-swipe collisions                                                                                | Stewarded parking management, temporary barriers for events, regular enforcement of no-parking zones                                                                                        | Parking management measures will be implemented during peak periods to reduce the potential for congestion. Traffic marshalls will guide vehicles into designated parking areas. Temporary cones or barriers may be used where necessary to organise vehicle movements and maintain clear access routes. Travel planning guidance will be implemented to encourage car sharing and reduced single-occupancy vehicle trips, helping limit parking pressure within the surrounding area.                                                                                                                                                                                                                                    |
| 4) Injudicious crossing of adjacent private site access points            | Pedestrians (all ages), staff, visitors staff, visitors Pedestrian struck by vehicle                                                                    | Improved crossing points, high-visibility markings, improved crossings, warning signage, marshalled crossing during events                                                                  | Pedestrian crossings along Bury Mead Road will be enhanced where appropriate with tactile paving, subject to discussion with the Highways Authority. Warning signage will be provided at the start and end of Bury Mead Road to raise driver awareness of pedestrian activity. During peak event days, traffic marshals will assist in managing pedestrian movements and vehicle flows to ensure pedestrians can cross the road safely.                                                                                                                                                                                                                                                                                   |
| 5) Convoy arrivals before prayer times                                    | Drivers (cars & buses), local traffic Sudden braking shunt collision                                                                                    | Advance directional signage, convoy management, traffic marshals for major events                                                                                                           | Visitors will receive pre-event communication outlining recommended arrival routes, parking arrangements, and travel guidance to reduce the likelihood of vehicle convoys. The existing operational pattern already provides an element of staggered arrivals, as Friday midday prayers take place across two separate sessions, which helps distribute traffic movements. Traffic marshals will be present during larger events to manage vehicle movements and maintain safe traffic conditions. Visitors will also be encouraged to utilise on-site and surrounding parking areas to avoid concentration of vehicles on Bury Mead Road.                                                                                |
| 6) Walking from remote parking                                            | Pedestrians, including elderly and children, cyclists Walking in carriageway collisions                                                                 | Defined crossing points, high-visibility markings, improved crossings, warning signage, marshalled crossing during events                                                                   | Visitors walking from remote parking areas will be encouraged to follow designated pedestrian routes and safe crossing locations. Pedestrian crossing facilities along Bury Mead Road may be improved with tactile paving where necessary, subject to agreement with the Highway Authority. Parents and guardians will be encouraged to supervise children when travelling to and from the site. During larger events, traffic marshals will assist in managing pedestrian crossings and vehicle movements to maintain safe conditions.                                                                                                                                                                                   |
| 7) Drop-off manoeuvres at entrance                                        | Vehicles, passengers, children, elderly pedestrians Reversing collision                                                                                 | Travel planning guidance & arrival time spreading, staggered event times, temporary traffic control, signage for drivers. Maintain existing visibility splays, signage, clear road markings | Visitors will receive advance information via mosque noticeboards, community messaging groups and pre-event communications regarding parking availability, travel arrangements, and preferred arrival times. This communication, alongside staggered prayer sessions, will help distribute arrivals and reduce the potential for short-term congestion at the site entrance. Warning signage along Bury Mead Road will also alert drivers to pedestrian activity and site access movements.                                                                                                                                                                                                                               |
| 8) Children present at weekends/evenings                                  | Young pedestrians, school-age children, accompanying adults Injury collision                                                                            | Managed crossing point, marshals during events, temporary pedestrian barriers, pedestrian awareness campaigns                                                                               | Where appropriate, pedestrian crossing points will be enhanced with tactile paving, subject to agreement with the Highway Authority. Travel planning measures will include pre-event communications, reminding visitors of parking arrangements, arrival routes, and general road safety awareness, helping to ensure that visitors remain alert to potential vehicle movements in the area.                                                                                                                                                                                                                                                                                                                              |
| 9) Dark winter prayer times                                               | Pedestrians, late-night visitors, HGV drivers Reduced conspicuity collision                                                                             | Improved existing uncontrolled crossings, with appropriate tactile and dropped kerbs, Travel planning guidance for worshippers                                                              | Pedestrian crossings along Bury Mead Road will be improved with tactile paving where necessary, with discussion with the Highways Authority. Travel planning measures will include pre-event communication reminding visitors of parking arrangements and arrival routes. Visitors and members of the mosque will be made aware of safety aspects of Bury Mead Road.                                                                                                                                                                                                                                                                                                                                                      |
| 10) Visitors unfamiliar with HGV movements                                | Pedestrians, delivery drivers, contractors Turning HGV conflict                                                                                         | Ensure segregated pedestrian routes are clear, audible alarms on reversing vehicles, Travel planning guidance for worshippers                                                               | Visitors to the mosque will be provided with guidance on safe pedestrian routes and general road safety awareness. Travel planning guidance will encourage pedestrians to remain vigilant around access points and vehicle manoeuvring areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11) Increased turning at access                                           | Through traffic, site visitors Right-turn collision, shunt / side swipe                                                                                 | Travel planning guidance & arrival time spreading, staggered event times, signage for drivers. Maintain existing visibility splays, signage, clear road markings                            | The potential for increased turning movements will be mitigated through the existing staggered arrival pattern, with Friday midday prayers occurring across two separate sessions that help to distribute traffic flows. Travel planning guidance and advance communication will encourage visitors to arrive across a broader time window. Warning signage will also be provided at either end of Bury Mead Road to alert drivers to site access activity and pedestrian presence.                                                                                                                                                                                                                                       |
| 12) Queuing during events                                                 | Network users, site traffic, nearby residents Junction blocking shunt                                                                                   | Event traffic marshals, temporary holding areas, pre-event communication with attendees, dynamic signage                                                                                    | Information will be provided to visitors via mosque noticeboards, community messaging groups and pre-event communication to advise of travel arrangements and parking availability. During larger events, traffic marshals will manage parking activity and vehicle movements to ensure that parking occurs in a controlled manner and that access routes remain unobstructed. Where necessary, parking may be limited to one side of Bury Mead Road to maintain safe vehicle access.                                                                                                                                                                                                                                     |
| 13) Early morning arrivals                                                | Cyclists, car drivers, delivery vehicles Expectancy-related collision                                                                                   | Travel planning guidance, staggered arrivals, signage, awareness campaigns                                                                                                                  | Early morning arrivals are expected to be minimal. During typical weekday periods, it is anticipated that no more than 7-25 people are likely to attend the mosque at any one time. Given these low activity levels, traffic impacts are expected to be negligible. Travel planning guidance will remind visitors to remain aware of road safety considerations when arriving or departing from the site.                                                                                                                                                                                                                                                                                                                 |
| 14) Emergency vehicle obstruction                                         | Emergency services (ambulance, fire, police) Delayed response risk                                                                                      | Managed emergency route, clear signage, parking enforcement, coordination with local emergency services                                                                                     | During busier event days, traffic marshals will manage parking activity to ensure vehicles do not obstruct access routes or block site entrances. Temporary cones may be used where necessary to maintain clear vehicle routes and ensure that emergency access is available at all times. These measures will help to ensure that emergency services can access the area without delay if required.                                                                                                                                                                                                                                                                                                                      |

# APPENDIX E

## ATC Survey Results

Section 16

Site 1a  
Site Name  
Description  
Direction

Monday 23 February 2026

| Time      | Hourly Totals | 00-15 | 15 Minute Bin Drops 15-30 30-45 | 45-60 | Cycles | Motor Cycles | Car Van | Car Van Toways | 2 A/c Van | Number Vehicle Classes | ARX Scheme | 4 A/c Artic | 5 A/c Artic | 6 A/c Artic | Double Road Train | Triple Road Train | MPH 8 <10mph | MPH 9 10 <15mph | MPH 10 15 <20mph | MPH 15 20 <25mph | MPH 20 25 <30mph | MPH 25 30 <35mph | MPH 30 35 <40mph | MPH 35 40 <45mph | MPH 40 45 <45mph | MPH 45 50 <50mph | MPH 50 55 <55mph | MPH 55 60 <60mph | MPH 60 65 <65mph | P-Tile 85% | Average Speed | Standard Deviation |      |      |      |
|-----------|---------------|-------|---------------------------------|-------|--------|--------------|---------|----------------|-----------|------------------------|------------|-------------|-------------|-------------|-------------------|-------------------|--------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------|---------------|--------------------|------|------|------|
| 0000-0100 | 1             | 0     | 0                               | 0     | 1      | 0            | 0       | 0              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 16.9               | -    |      |      |
| 0100-0200 | 1             | 0     | 0                               | 0     | 1      | 0            | 0       | 0              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 17.0               | 7.8  |      |      |
| 0200-0300 | 2             | 0     | 0                               | 0     | 1      | 0            | 0       | 0              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 17.1               | 1.2  |      |      |
| 0300-0400 | 2             | 0     | 0                               | 0     | 1      | 0            | 0       | 0              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 17.2               | 3.8  |      |      |
| 0400-0500 | 3             | 0     | 0                               | 0     | 1      | 0            | 0       | 0              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 17.3               | 1.2  |      |      |
| 0500-0600 | 23            | 1     | 4                               | 6     | 22     | 0            | 0       | 0              | 32        | 0                      | 1          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 20.4               | 23   |      |      |
| 0600-0700 | 45            | 1     | 10                              | 9     | 23     | 0            | 0       | 0              | 41        | 0                      | 1          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 20.7               | 31.3 |      |      |
| 0700-0800 | 119           | 44    | 31                              | 33    | 35     | 4            | 1       | 1              | 128       | 5                      | 11         | 1           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.3               | 21   |      |      |
| 0800-0900 | 139           | 41    | 31                              | 27    | 37     | 4            | 1       | 1              | 128       | 0                      | 5          | 1           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 23.2               | 19.9 |      |      |
| 0900-1000 | 85            | 18    | 18                              | 29    | 18     | 0            | 0       | 0              | 82        | 0                      | 29         | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.6               | 22.3 |      |      |
| 1000-1100 | 81            | 13    | 20                              | 11    | 17     | 0            | 0       | 0              | 82        | 0                      | 11         | 2           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.3               | 20.6 |      |      |
| 1100-1200 | 87            | 11    | 18                              | 8     | 48     | 0            | 0       | 0              | 57        | 1                      | 10         | 3           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 23.8               | 19.7 |      |      |
| 1200-1300 | 81            | 17    | 22                              | 22    | 17     | 4            | 2       | 57             | 11        | 15                     | 3          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.2               | 20.5 |      |      |
| 1300-1400 | 80            | 24    | 15                              | 12    | 19     | 1            | 0       | 0              | 46        | 1                      | 10         | 3           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.7               | 20.5 |      |      |
| 1400-1500 | 44            | 14    | 10                              | 10    | 10     | 0            | 1       | 35             | 0         | 7                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.7               | 20.5 |      |      |
| 1500-1600 | 70            | 12    | 12                              | 12    | 34     | 0            | 1       | 80             | 1         | 6                      | 2          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.7               | 21.2 |      |      |
| 1600-1700 | 91            | 26    | 21                              | 32    | 19     | 7            | 2       | 78             | 0         | 9                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.6               | 20.2 |      |      |
| 1700-1800 | 24            | 8     | 8                               | 4     | 4      | 2            | 0       | 0              | 19        | 1                      | 1          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 24.9               | 20.2 |      |      |
| 1800-1900 | 5             | 1     | 2                               | 2     | 0      | 0            | 0       | 0              | 4         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 15.1               | 1.8  |      |      |
| 1900-2000 | 3             | 1     | 0                               | 0     | 2      | 0            | 0       | 2              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 13.1               | 5.6  |      |      |
| 2000-2100 | 4             | 0     | 1                               | 0     | 3      | 0            | 2       | 1              | 0         | 0                      | 0          | 1           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 21.8               | 7.7  |      |      |
| 2100-2200 | 2             | 0     | 0                               | 0     | 0      | 1            | 0       | 0              | 0         | 0                      | 0          | 0           | 0           | 0           | 0                 | 0                 | 0            | 0               | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 15.9               | 4.7  |      |      |
| 0700-1900 | 961           | 222   | 196                             | 289   | 274    | 20           | 9       | 738            | 4         | 88                     | 17         | 3           | 0           | 0           | 1                 | 0                 | 0            | 9               | 79               | 289              | 433              | 65               | 8                | 2                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 0                  | 24.3 | 20.5 |      |
| 0800-2200 | 967           | 228   | 198                             | 321   | 308    | 24           | 9       | 806            | 8         | 4                      | 8          | 1           | 2           | 1           | 0                 | 0                 | 0            | 11              | 79               | 387              | 483              | 95               | 8                | 0                | 0                | 0                | 0                | 0                | 0                | 0          | 0             | 0                  | 0    | 24.4 | 20.5 |
| 0900-0000 | 963           | 238   | 209                             | 291   | 303    | 25           | 11      | 846            | 4         | 38                     | 19         | 3           | 0           | 1           | 2                 | 1                 | 0            | 0               | 11               | 88               | 310              | 455              | 97               | 8                | 2                | 0                | 0                | 0                | 0                | 0          | 0             | 0                  | 0    | 24.4 | 20.5 |
| 0000-0000 | 1004          | 231   | 213                             | 328   | 338    | 25           | 11      | 846            | 4         | 38                     | 19         | 3           | 0           | 1           | 2                 | 1                 | 0            | 0               | 11               | 88               | 310              | 459              | 104              | 16               | 2                | 0                | 0                | 0                | 0                | 0          | 0             | 0                  | 0    | 24.4 | 20.5 |

Tuesday 24 February 2026

| Time      | Hourly Totals | 15 Minute Bin Drops |       |       |       | Cycles | Motor Cycles | Car Van | Car Van Toways | 2 A/c Van | Number Vehicle Classes ARX Scheme |             |             |             |                   |                   |                  |                  |                  |                  | MPH 8 <10mph | MPH 9 10 <15mph | MPH 10 15 <20mph | MPH 15 20 <25mph | MPH 20 25 <30mph | Vehicle Speed |   |   |   | MPH 45 50 <50mph | MPH 50 55 <55mph | MPH 55 60 <60mph | MPH 60 65 <65mph | P-Tile 85% | Average Speed | Standard Deviation |
|-----------|---------------|---------------------|-------|-------|-------|--------|--------------|---------|----------------|-----------|-----------------------------------|-------------|-------------|-------------|-------------------|-------------------|------------------|------------------|------------------|------------------|--------------|-----------------|------------------|------------------|------------------|---------------|---|---|---|------------------|------------------|------------------|------------------|------------|---------------|--------------------|
|           |               | 00-15               | 15-30 | 30-45 | 45-60 |        |              |         |                |           | 3 A/c Artic                       | 4 A/c Artic | 5 A/c Artic | 6 A/c Artic | Double Road Train | Triple Road Train | MPH 30 35 <35mph | MPH 35 40 <40mph | MPH 40 45 <45mph | MPH 45 50 <50mph |              |                 |                  |                  |                  |               |   |   |   |                  |                  |                  |                  |            |               |                    |
| 0000-0100 | 0             | 0                   | 0     | 0     | 0     | 0      | 0            | 0       | 0              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 16.9             | -          |               |                    |
| 0100-0200 | 0             | 0                   | 0     | 0     | 0     | 0      | 0            | 0       | 0              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 17.0             | -          |               |                    |
| 0200-0300 | 2             | 1                   | 0     | 0     | 1     | 0      | 0            | 0       | 0              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 17.0             | -          |               |                    |
| 0300-0400 | 2             | 0                   | 0     | 0     | 1     | 0      | 0            | 0       | 0              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 17.1             | 0.9        |               |                    |
| 0400-0500 | 4             | 0                   | 1     | 2     | 1     | 0      | 0            | 0       | 3              | 0         | 1                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 20.3             | 13.3       |               |                    |
| 0500-0600 | 36            | 3                   | 3     | 8     | 16    | 0      | 0            | 0       | 36             | 1         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 25.6             | 23         | 3.8           |                    |
| 0600-0700 | 57            | 4                   | 10    | 11    | 32    | 0      | 0            | 0       | 49             | 0         | 3                                 | 1           | 0           | 0           | 1                 | 2                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24               | 27.4       | 3.8           |                    |
| 0700-0800 | 102           | 40                  | 32    | 31    | 53    | 0      | 0            | 0       | 109            | 6         | 10                                | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.7             | 21.2       | 3.1           |                    |
| 0800-0900 | 145           | 44                  | 32    | 31    | 38    | 3      | 0            | 0       | 129            | 1         | 9                                 | 2           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 23.7             | 20.2       | 4.1           |                    |
| 0900-1000 | 82            | 22                  | 21    | 24    | 19    | 1      | 0            | 0       | 85             | 0         | 10                                | 3           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.4             | 20.5       | 3.9           |                    |
| 1000-1100 | 80            | 16                  | 12    | 13    | 19    | 5      | 1            | 47      | 0              | 9         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 23.9             | 20.5       | 4.5           |                    |
| 1100-1200 | 80            | 16                  | 15    | 18    | 17    | 0      | 0            | 0       | 56             | 10        | 12                                | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.7             | 20.7       | 4.7           |                    |
| 1200-1300 | 89            | 16                  | 15    | 15    | 23    | 2      | 2            | 53      | 0              | 11        | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.4             | 20.3       | 4.1           |                    |
| 1300-1400 | 81            | 14                  | 12    | 12    | 19    | 0      | 1            | 46      | 1              | 10        | 3                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.7             | 20.5       | 4.8           |                    |
| 1400-1500 | 91            | 16                  | 11    | 14    | 10    | 1      | 2            | 38      | 0              | 6         | 2                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 26.7             | 21         | 4.7           |                    |
| 1500-1600 | 86            | 14                  | 12    | 14    | 9     | 26     | 1            | 0       | 34             | 0         | 5                                 | 1           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.4             | 21.3       | 3.8           |                    |
| 1600-1700 | 81            | 12                  | 14    | 9     | 26    | 1      | 0            | 0       | 34             | 0         | 5                                 | 1           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.4             | 21.3       | 3.8           |                    |
| 1700-1800 | 81            | 12                  | 14    | 9     | 26    | 1      | 0            | 0       | 34             | 0         | 5                                 | 1           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 24.4             | 21.3       | 3.8           |                    |
| 1800-1900 | 24            | 8                   | 8     | 4     | 4     | 2      | 0            | 0       | 19             | 1         | 1                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 25.9             | 21.2       | 4.9           |                    |
| 1900-2000 | 9             | 1                   | 2     | 2     | 0     | 0      | 0            | 0       | 4              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 21.3             | 5.7        |               |                    |
| 2000-2100 | 3             | 0                   | 1     | 0     | 3     | 0      | 0            | 2       | 1              | 0         | 0                                 | 1           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 18.9             | 0.9        |               |                    |
| 2100-2200 | 4             | 0                   | 0     | 0     | 1     | 0      | 0            | 0       | 0              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 21.8             | 7.7        |               |                    |
| 2200-2300 | 2             | 0                   | 0     | 0     | 1     | 0      | 0            | 0       | 0              | 0         | 0                                 | 0           | 0           | 0           | 0                 | 0                 | 0                | 0                | 0                | 0                | 0            | 0               | 0                | 0                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 15.9             | 4.7        |               |                    |
| 0700-1900 | 861           | 222                 | 196   | 289   | 274   | 20     | 9            | 738     | 4              | 88        | 17                                | 3           | 0           | 0           | 1                 | 0                 | 0                | 9                | 79               | 289              | 433          | 65              | 8                | 2                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 0                | 24.3       | 20.6          | 4.0                |
| 0800-2200 | 861           | 222                 | 196   | 289   | 274   | 20     | 9            | 738     | 4              | 88        | 17                                | 3           | 0           | 0           | 1                 | 0                 | 0                | 9                | 79               | 289              | 433          | 65              | 8                | 2                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 0                | 24.3       | 20.6          | 4.0                |
| 0900-2300 | 861           | 222                 | 196   | 289   | 274   | 20     | 9            | 738     | 4              | 88        | 17                                | 3           | 0           | 0           | 1                 | 0                 | 0                | 9                | 79               | 289              | 433          | 65              | 8                | 2                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 0                | 24.3       | 20.6          | 4.0                |
| 1900-2300 | 1005          | 242                 | 226   | 329   | 328   | 28     | 10           | 815     | 8              | 108       | 19                                | 2           | 0           | 0           | 0                 | 0                 | 0                | 13               | 68               | 281              | 512          | 99              | 11               | 1                | 0                | 0             | 0 | 0 | 0 | 0                | 0                | 0                | 0                | 24.3       | 20.6          | 4.0                |

Virtual Day (7.00)Virtual Week (1.0)

Section 16

Site 1a  
Site Name  
Description  
Direction

Monday 23 February 2026

| Time      | Hourly Totals | 00-15 | 15 Minute Bin Drops |       | 45-60 | Cycles | Motor Cyclists | Car Van | Car Van Toways | 2 A/c Van Lowry | Number Vehicle Classes ARX Scheme |            |            |             |             |             |             |                   |                   |              | Vehicle Speed |             |             |             |              |              |              |              |              |              | P-Tile 85% | Average Speed | Standard Deviation |              |              |
|-----------|---------------|-------|---------------------|-------|-------|--------|----------------|---------|----------------|-----------------|-----------------------------------|------------|------------|-------------|-------------|-------------|-------------|-------------------|-------------------|--------------|---------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|--------------------|--------------|--------------|
|           |               |       | 00-15               | 15-30 |       |        |                |         |                |                 | 30-45                             | 3 A/c Road | 4 A/c Road | 3 A/c Artic | 4 A/c Artic | 5 A/c Artic | 6 A/c Artic | Double Road Train | Triple Road Train | MPH 5 <10mph | MPH 6 10-15   | MPH 7 15-20 | MPH 8 20-25 | MPH 9 25-30 | MPH 10 30-35 | MPH 11 35-40 | MPH 12 40-45 | MPH 13 45-50 | MPH 14 50-55 | MPH 15 55-60 |            |               |                    | MPH 16 60-65 | MPH 17 65-70 |
| 0000-0100 | 1             | 0     | 1                   | 0     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 22            | 1                  |              |              |
| 0100-0200 | 1             | 0     | 1                   | 0     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 22            | 1                  |              |              |
| 0200-0300 | 2             | 0     | 2                   | 0     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 23            | 6                  |              |              |
| 0300-0400 | 2             | 0     | 0                   | 0     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 23            | 1                  |              |              |
| 0400-0500 | 2             | 0     | 0                   | 0     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 23            | 1                  |              |              |
| 0500-0600 | 6             | 1     | 0                   | 3     | 3     | 1      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 0600-0700 | 25            | 3     | 4                   | 13    | 3     | 1      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 0700-0800 | 35            | 30    | 27                  | 17    | 16    | 2      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 0800-0900 | 55            | 45    | 39                  | 9     | 16    | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 0900-1000 | 74            | 23    | 14                  | 22    | 15    | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1000-1100 | 100           | 23    | 14                  | 22    | 15    | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1100-1200 | 72            | 28    | 12                  | 15    | 17    | 1      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1200-1300 | 73            | 27    | 30                  | 14    | 11    | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1300-1400 | 65            | 29    | 13                  | 16    | 12    | 1      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1400-1500 | 73            | 27    | 30                  | 14    | 11    | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1500-1600 | 65            | 29    | 13                  | 16    | 12    | 1      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1600-1700 | 73            | 27    | 9                   | 26    | 20    | 1      | 1              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1700-1800 | 139           | 44    | 33                  | 31    | 31    | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1800-1900 | 54            | 36    | 13                  | 4     | 7     | 1      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 1900-2000 | 20            | 13    | 5                   | 2     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 2000-2100 | 15            | 9     | 1                   | 4     | 1     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 2100-2200 | 7             | 1     | 4                   | 1     | 1     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 2200-2300 | 1             | 0     | 0                   | 0     | 0     | 0      | 0              | 0       | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 21            | 6                  |              |              |
| 0700-1900 | 869           | 268   | 186                 | 185   | 200   | 14     | 7              | 731     | 1              | 67              | 21                                | 4          | 0          | 0           | 2           | 2           | 0           | 0                 | 0                 | 14           | 137           | 410         | 278         | 26          | 1            | 3            | 0            | 0            | 0            | 0            | 0          | 0             | 22                 | 8            |              |
| 0800-2200 | 953           | 323   | 199                 | 196   | 215   | 17     | 9              | 864     | 84             | 1               | 67                                | 21         | 4          | 1           | 0           | 3           | 2           | 0                 | 0                 | 14           | 148           | 437         | 364         | 28          | 1            | 3            | 0            | 0            | 0            | 0            | 0          | 0             | 22                 | 8            |              |
| 0900-0000 | 956           | 324   | 200                 | 198   | 216   | 17     | 9              | 865     | 1              | 67              | 21                                | 4          | 1          | 0           | 3           | 2           | 0           | 0                 | 0                 | 14           | 148           | 438         | 365         | 29          | 1            | 3            | 0            | 0            | 0            | 0            | 0          | 0             | 22                 | 8            |              |
| 0000-0000 | 960           | 326   | 204                 | 199   | 220   | 18     | 9              | 873     | 1              | 68              | 20                                | 4          | 0          | 0           | 3           | 2           | 0           | 0                 | 0                 | 14           | 148           | 442         | 371         | 30          | 1            | 3            | 0            | 0            | 0            | 0            | 0          | 0             | 22                 | 8            |              |

Tuesday 24 February 2026

| Time      | Hourly Totals | 00-15 | 15 Minute Bin Drops |       | 45-60 | Cycles | Cycles | Van  | Car Van Toways | 2 A/c Van Lowry | Number Vehicle Classes ARX Scheme |            |            |             |             |             |             |                   |                   |              | Vehicle Speed |             |             |             |              |              |              |              |              |              | P-Tile 85% | Average Speed | Standard Deviation |              |              |
|-----------|---------------|-------|---------------------|-------|-------|--------|--------|------|----------------|-----------------|-----------------------------------|------------|------------|-------------|-------------|-------------|-------------|-------------------|-------------------|--------------|---------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|---------------|--------------------|--------------|--------------|
|           |               |       | 00-15               | 15-30 |       |        |        |      |                |                 | 30-45                             | 3 A/c Road | 4 A/c Road | 3 A/c Artic | 4 A/c Artic | 5 A/c Artic | 6 A/c Artic | Double Road Train | Triple Road Train | MPH 5 <10mph | MPH 6 10-15   | MPH 7 15-20 | MPH 8 20-25 | MPH 9 25-30 | MPH 10 30-35 | MPH 11 35-40 | MPH 12 40-45 | MPH 13 45-50 | MPH 14 50-55 | MPH 15 55-60 |            |               |                    | MPH 16 60-65 | MPH 17 65-70 |
| 0000-0100 | 0             | 0     | 0                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0100-0200 | 0             | 0     | 0                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0200-0300 | 2             | 1     | 1                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0300-0400 | 2             | 0     | 1                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0400-0500 | 2             | 0     | 0                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0500-0600 | 5             | 0     | 0                   | 3     | 3     | 1      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0600-0700 | 19            | 9     | 7                   | 3     | 9     | 4      | 1      | 14   | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0700-0800 | 48            | 16    | 11                  | 11    | 11    | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0800-0900 | 99            | 42    | 26                  | 19    | 12    | 5      | 1      | 89   | 0              | 2               | 2                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0900-1000 | 126           | 48    | 12                  | 11    | 12    | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1000-1100 | 60            | 11    | 11                  | 10    | 28    | 3      | 0      | 47   | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1100-1200 | 78            | 12    | 12                  | 20    | 18    | 0      | 0      | 1    | 2              | 44              | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1200-1300 | 73            | 22    | 12                  | 20    | 18    | 0      | 0      | 1    | 54             | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1300-1400 | 73            | 22    | 12                  | 20    | 18    | 0      | 0      | 1    | 54             | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1400-1500 | 55            | 13    | 13                  | 15    | 14    | 0      | 0      | 0    | 0              | 45              | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1500-1600 | 61            | 28    | 17                  | 26    | 10    | 2      | 0      | 2    | 69             | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1600-1700 | 134           | 44    | 29                  | 35    | 36    | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1700-1800 | 55            | 13    | 13                  | 15    | 14    | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 1800-1900 | 20            | 13    | 5                   | 2     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            |              |
| 1900-2000 | 15            | 9     | 1                   | 4     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            |              |
| 2000-2100 | 17            | 6     | 2                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            |              |
| 2100-2200 | 8             | 0     | 0                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            |              |
| 2200-2300 | 2             | 0     | 0                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            |              |
| 2300-0000 | 0             | 0     | 0                   | 0     | 0     | 0      | 0      | 0    | 0              | 0               | 0                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            |              |
| 0000-0100 | 180           | 260   | 210                 | 227   | 221   | 23     | 11     | 744  | 0              | 79              | 18                                | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0100-0200 | 90            | 128   | 128                 | 135   | 128   | 10     | 8      | 380  | 0              | 8               | 8                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0200-0300 | 260           | 290   | 290                 | 290   | 290   | 29     | 29     | 1144 | 0              | 29              | 29                                | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0300-0400 | 950           | 260   | 211                 | 217   | 235   | 28     | 12     | 880  | 0              | 88              | 8                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |
| 0400-0500 | 964           | 260   | 211                 | 217   | 235   | 28     | 12     | 880  | 0              | 88              | 8                                 | 0          | 0          | 0           | 0           | 0           | 0           | 0                 | 0                 | 0            | 0             | 0           | 0           | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0             | 0                  | 0            | 0            |



# APPENDIX F

## Amended Travel Survey

| Date of survey |            |               | Time of survey |       |              |              |                 | How did you travel to the mosque today? |       |   |   |   | If you drove by car, how many passengers were in the car? |    |             |             |                      | Which factors influenced how you travel today? |         |                     |       |       |                      |        | How often do you typically visit the mosque? |            |                      |                         |                           | Which types of changes might influence your travel choice? |                        |       |             |        | If the mosque were located at Bury Mead Road, how likely would you be to attend? |               |        |      |       | If attending a mosque at Bury Mead Road, how would you most likely travel? |              |                 |                    |       |  |  |
|----------------|------------|---------------|----------------|-------|--------------|--------------|-----------------|-----------------------------------------|-------|---|---|---|-----------------------------------------------------------|----|-------------|-------------|----------------------|------------------------------------------------|---------|---------------------|-------|-------|----------------------|--------|----------------------------------------------|------------|----------------------|-------------------------|---------------------------|------------------------------------------------------------|------------------------|-------|-------------|--------|----------------------------------------------------------------------------------|---------------|--------|------|-------|----------------------------------------------------------------------------|--------------|-----------------|--------------------|-------|--|--|
| Participants   |            |               | Walk           | Cycle | Bus or Train | Car - Driver | Car - Passenger | Taxi or ride-share                      | Other | 1 | 2 | 3 | 4                                                         | 5+ | Travel time | Convenience | Parking availability | Cost                                           | Weather | Accessibility needs | Other | Daily | Several times a week | Weekly | Monthly                                      | Less often | Parking availability | Public transport access | Walking or cycling routes | Travel time                                                | Personal circumstances | Other | Very likely | Likely | Unlikely                                                                         | Very unlikely | Unsure | Walk | Cycle | Bus or train                                                               | Car - driver | Car - passenger | Taxi or ride-share | Other |  |  |
| AS             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    | 1           | 1           |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             | 1      |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| SI             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| TH             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| MA             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AA             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             | 1           | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           | 1                                                          |                        |       |             |        |                                                                                  |               |        | 1    |       |                                                                            | 1            |                 |                    |       |  |  |
| SI             | 27/02/2006 | 12:15 - 13:15 |                |       |              |              | 1               |                                         |       |   | 1 |   |                                                           |    |             | 1           | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       |                                                                            |              | 1               |                    |       |  |  |
| MM             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AM             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| HF             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      | 1     |                                                                            |              |                 |                    |       |  |  |
| AR             | 27/02/2006 | 12:15 - 13:15 |                |       |              |              |                 | 1                                       |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      | 1     |                                                                            |              |                 |                    |       |  |  |
| FS             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             | 1           |                      |                                                |         | 1                   |       |       |                      |        |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      | 1     |                                                                            |              |                 |                    |       |  |  |
| SR             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AR             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| MU             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| LV             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| JH             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             | 1           | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AR             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| SA             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| KA             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AS             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AA             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AI             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             | 1           |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AK             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| RK             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| LK             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| TH             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| MAK            | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| ST             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| TR             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AR             | 27/02/2006 | 12:15 - 13:15 |                |       |              |              | 1               |                                         |       |   |   |   |                                                           |    | 1           |             |                      |                                                |         |                     |       |       |                      |        | 1                                            |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AW             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AH             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| NB             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| TS             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| GK             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| AS             | 27/02/2006 | 12:15 - 13:15 |                |       |              |              | 1               |                                         |       |   | 1 |   |                                                           |    |             |             | 1                    |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| MA             | 27/02/2006 | 12:15 - 13:15 | 1              |       |              |              |                 |                                         |       |   |   |   |                                                           |    |             |             |                      |                                                |         |                     |       |       |                      | 1      |                                              |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| BK             | 27/02/2006 | 12:15 - 13:15 |                |       |              |              | 1               |                                         |       |   |   |   | 1                                                         |    |             |             |                      |                                                |         |                     |       |       |                      |        | 1                                            |            |                      |                         |                           |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       | 1                                                                          |              |                 |                    |       |  |  |
| HA             | 27/02/2006 | 12:15 - 13:15 |                |       |              |              | 1               |                                         |       |   |   |   | 1                                                         |    |             |             | 1                    |                                                |         |                     |       |       |                      |        | 1                                            |            |                      |                         | 1                         |                                                            | 1                      |       |             |        |                                                                                  |               |        |      |       |                                                                            | 1            |                 |                    |       |  |  |

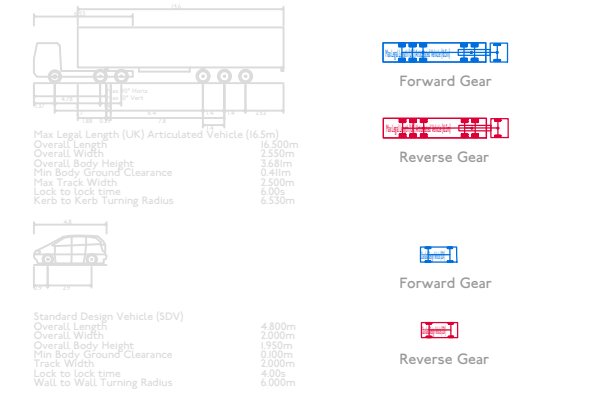
# APPENDIX G

mode Drawings Bury Mead Road



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- Note:
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
  2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
  3. Do not scale from this drawing. Work from figured dimensions only.
  4. All dimensions are shown in metres unless noted otherwise.



|     |            |               |
|-----|------------|---------------|
| -   | 20.02.2026 | Initial Issue |
| REV | DATE       | REMARKS       |

CLIENT

Hitchin Mosque

JOB TITLE

45 Bury Mead Road, Hitchin

DRAWING TITLE

Swept Path Analysis -  
Parking Beat Survey 11:00

DRAWING NO.

J32-8985-AT-A04

|         |         |         |              |
|---------|---------|---------|--------------|
| DRAWN   | CD      | CHECKED | JW           |
| CREATED | Feb '26 | SCALE   | 1:1000 at A3 |

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