



Transportation
Consultancy

VALUE EXCEED TRUST EXCELLENCE CLARITY

Transport Statement

Client: Kain Miller

Project: Princes Mews, Royston

Date: August 2026



Document Control Form

Client: Kain Miller
 Project Title: Princes Mews

Document type: Transport Statement
 Document Date: August 2026

Project No/Ref: 211596-01
 Document Status: REV A

Doc Ref: 211596 Land at Princes Mews, Royston

Document Approval

Prepared by	Anthony Lyczkowski
Project Manager	Connor Read
Technical Review/Audit	Adrian Simms

Document Issue

Issue Date and History	Draft	21 st July 2026
	Final	14 th August 2026
	Rev A	27 th August 2026
Distribution	External	Kain Miller
	Internal	File

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of The Transportation Consultancy Ltd being obtained. The Transportation Consultancy Ltd accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purpose for which it was commissioned. The Transportation Consultancy Ltd accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

1.	Introduction	5
1.1	Overview	5
1.2	Purpose of the Report	5
1.3	Structure of Report	6
2.	Existing Situation	7
2.1	Overview	7
2.2	Site Location & Context	7
2.3	Extant Car Park Usage	7
2.4	Local Highway Network	8
	Princes Mews	8
	Baldock Street	8
2.5	Sustainable Transport Connectivity	9
	Walking Guidance	9
	Cycling Guidance	10
	Accessibility by Foot	10
	Accessibility by Bicycle	11
	Accessibility by Public Transport - Bus Services	12
	Accessibility by Public Transport - Rail Services	13
2.6	Access to Local Services & Facilities	14
2.7	DfT Connectivity Tool	15
2.8	Highway Safety Review	17
2.9	Summary	18
3.	Policy Context.....	19
3.1	Overview	19
3.2	National Policy	19
	National Planning Policy Framework (August 2026)	19
	National Planning Policy Guidance (2014)	20
3.3	Local Policy	20
	Hertfordshire's Local Transport Plan (LTP4, adopted 2018)	20
	North Hertfordshire Local Plan 2011-2031	21
	Hertfordshire Place and Movement Planning and Design Guidance	21
	North Central Hertfordshire Growth and Transport Plan (NCGTP)	21
	North Herts Vehicle Parking at New Development Supplementary Planning Document	21
4.	Proposed Development	23
4.1	Overview	23
4.2	Development Description	23
4.3	Access Arrangements	23
4.4	Parking Standards	24

4.5	Servicing Arrangements	25
	Refuse Collection	25
	Fire Appliances	25
5.	Trip Generation & Impact	26
5.1	Overview	26
5.2	Trip Generation	26
5.3	Traffic Impact	27
6.	Summary & Conclusion	28
6.1	Summary	28
6.2	Conclusion	28
Table 2.1	Bus Service Summary	13
Table 2.2	Summary of Train Services – Royston Station	14
Table 2.3	Recommended Accessibility Thresholds	15
Table 2.4	Site Proximity to Local Services and Amenities	15
Table 4.1	NHDC Parking Standards (taken from NHDC Parking SPD, Sept. 2011)	24
Table 5.1	Vehicle Trip Rates and Vehicle Trip Generation – Residential Dwellings	26
Figure 1.1	Strategic Site Location	5
Figure 2.1	Site Context	7
Figure 2.2	Site Access Locations / Restrictions	9
Figure 2.3	Accessibility by Foot – Walking Isochrone	11
Figure 2.4	Accessibility by Bicycle – Cycling Isochrone	12
Figure 2.5	Accessibility by Public Transport - Isochrone	14
Figure 2.6	Extract of DfT Connectivity Tool – Overall Score (as a Residential Destination)	16
Figure 2.7	Highway Safety Results – 2020 to 2024	17
Figure 4.1	Proposed Site Access Arrangements	24
Figure 4.2	Servicing Arrangements	25
Appendix A	Proposed Site Layout	
Appendix B	Drawing Package	
Appendix C	TRICS Report	

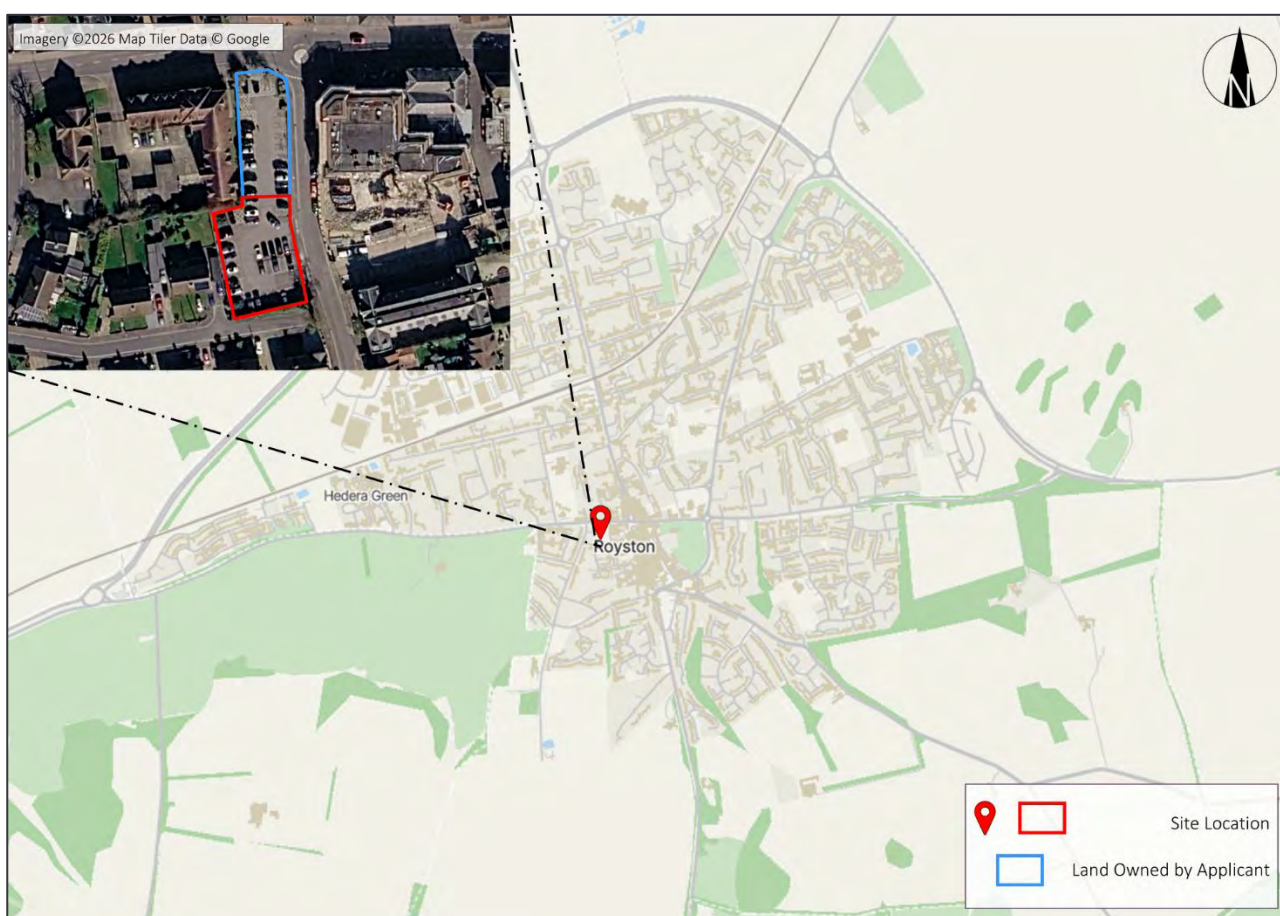
1. Introduction

1.1 Overview

This Transport Statement (TS) has been prepared by TTC on behalf of Kain Miller to support a planning application for six residential dwellings on part of a former pay-and-display car park located off Princes Mews, Royston, Hertfordshire, SG8 5AY.

The strategic location of the site is displayed in **Figure 1.1**

Figure 1.1 Strategic Site Location



1.2 Purpose of the Report

This TS accompanies a planning application and has been produced to outline the likely traffic and highway implications of the development proposal. The TS has been prepared in response to the scale of development and demonstrates that the proposal would not result in an unacceptable impact on highway safety or give rise to residual cumulative impacts on the local transport network that could be considered severe, in accordance with Policy TR6(4) of the National Planning Policy Framework (NPPF).

This report considers the existing conditions in the vicinity of the site, the proposed access arrangements, alignment with national and local policy, forecast traffic generation and the likely impact on the local road network.

1.3 Structure of Report

This TS is structured as follows:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and reviews the existing highway safety records within the vicinity of the site;
- **Chapter 3:** Determines the Local and National Policy context in relation to the proposed development;
- **Chapter 4:** Describes the proposed development including access arrangements, parking and servicing arrangements;
- **Chapter 5:** Considers the proposed travel demand of the development and impact on the local highway network; and,
- **Chapter 6:** Summarises the findings of the report.

2. Existing Situation

2.1 Overview

This section of the TS outlines the existing conditions within proximity to the site, including the local road network, sustainable transport options and a review of highway safety records.

2.2 Site Location & Context

The proposed development site is located on the western edge of Royston town centre. The site is bound to the east by Princes Mews, off which access would be provided. It is bound to the north by the retained section of the former car park and Philips Court, to the south by Earls Hill Gardens, and to the west by residential dwellings.

Figure 2.1 illustrates the site in a local context and outlines the planning application red-line boundary.

Figure 2.1 Site Context



2.3 Extant Car Park Usage

The proposed development is situated on part of a former pay-and-display car park which has ceased operation. The wider car park previously provided approximately 60 spaces, including 10 accessible spaces.

The car park operated with two points of access from Princes Mews. The southernmost access accommodated inbound vehicle movements, while the northern access accommodated outbound movements, as illustrated in **Figure 2.2**.

The car park has been closed for a number of months. The proposed development would occupy part of the former car park, while 22 public parking spaces would be retained within the adjoining land.

2.4 Local Highway Network

Within the vicinity of the proposed development, the local highway network is managed by Hertfordshire County Council (HCC) in their capacity as the Local Highway Authority (LHA).

Princes Mews

Princes Mews is a two-way, single-carriageway, no-through road measuring approximately 6m wide, which runs in a north–south alignment along the eastern boundary of the proposed development. At its northern extent, Princes Mews forms a three-arm mini roundabout with Baldock Street at the northeastern corner of the proposed development, while at its southern extent it serves a number of residential dwellings. Parking restrictions in the form of single yellow lines are provided along both sides of the carriageway between 8:30 and 18:30. A 30mph speed limit is in place along Princes Mews.

Pedestrian footways measuring approximately 2m wide are provided along the full extent of Princes Mews on both sides of the carriageway, with tactile paving and dropped-kerb crossings provided along its length.

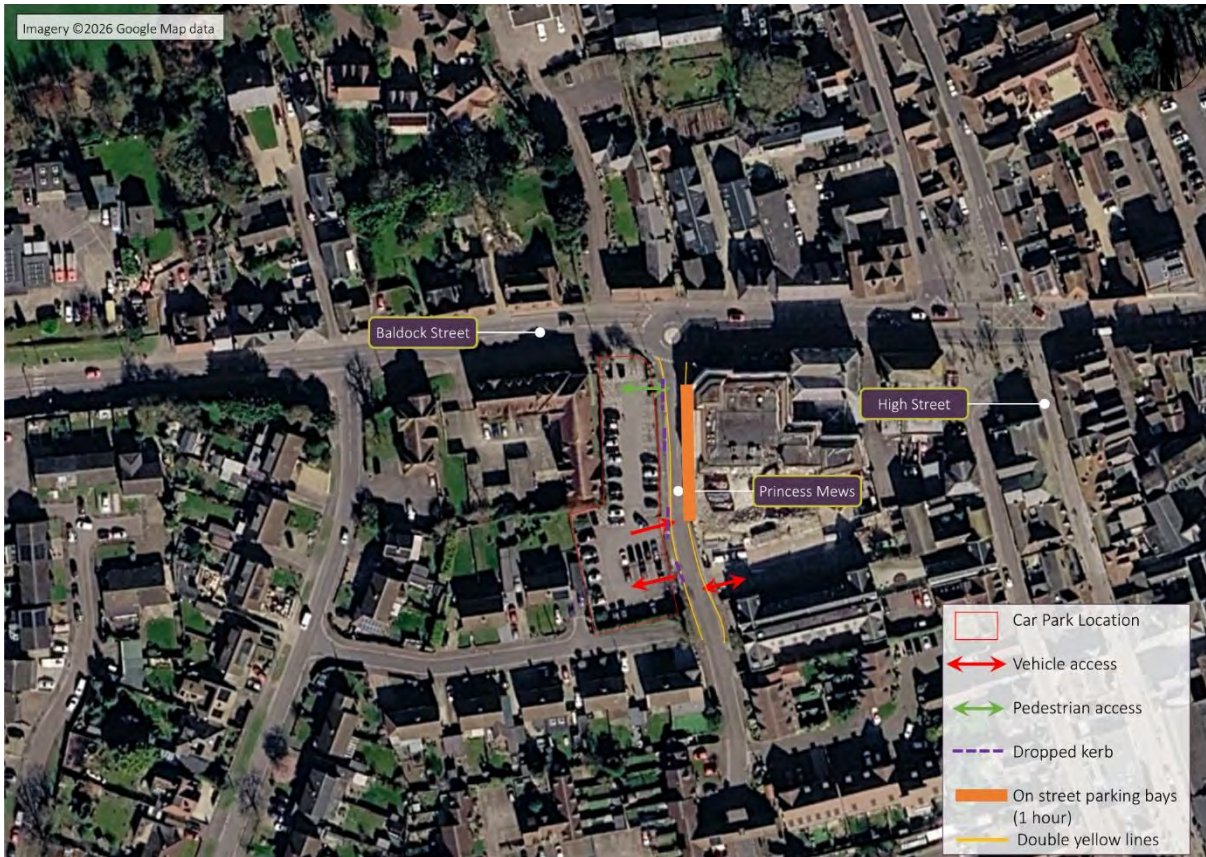
Baldock Street

Baldock Street is a two-way, single-carriageway road measuring approximately 8.5m wide, which runs in an east–west alignment along the northern boundary of the proposed development. At its eastern extent, Baldock Street forms a four-arm roundabout with Melbourn Road and Newmarket Road, while at its western extent it forms a three-arm roundabout with the A505. Within the vicinity of the proposed development a 30mph speed limit is in place.

Pedestrian footways measuring approximately 2m wide are provided along both sides of Baldock Street footways provisions also benefit from tactile paving with dropped kerb crossing points.

Figure 2.2 indicates the site accesses and restrictions in the local vicinity of the site, prior to the pay & display car park being closed.

Figure 2.2 Site Access Locations / Restrictions



2.5 Sustainable Transport Connectivity

The following section has been prepared with reference to the following best practice and guidance documents:

- CIHT (2000) Providing Journeys on Foot;
- CIHT (2014) Planning for Cycling;
- CIHT (2015) Planning for Walking;
- CIHT (2018) Buses in Urban Developments;
- DCLG (2007) Manual for Streets; and,
- DfT (2020) Local Transport Note 1/20: Cycle Infrastructure Design

Walking Guidance

Walking and cycling form sustainable modes of transport which not only provide benefits but help to reduce the amount of congestion and pollution within the area.

Accessibility guidance provided by the Institution of Highways and Transportation (IHT) in their publication *'Guidelines for Providing for Journeys on Foot'* (2000) suggests that in terms of commuting, walking to school and recreational journeys; walk distances of up to 2,000m can be considered as a preferred maximum with 'desirable' and 'acceptable' distances being 500 and 1,000m respectively. It should however be noted that journeys of a longer length are often undertaken.

Manual for Streets (MfS) reinforces this advice, stating “walkable neighbourhoods” should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as an upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, in particular those under 2km.

Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs) from the Department for Transport (DfT) suggests that typically, walking trips are up to 2km.

Table NTS0303 of the National Travel Survey indicates that the average walking-trip distance in 2024 was 1.5 miles or 2.41km.

As such, it is reasonable to assume that the average person will walk between 800m and 2.41km to a defined destination (such as local facilities).

Cycling Guidance

Guidance documents, policies and data sources including LTN 1/20, and the NTS consider an appropriate cycling distance of 5km, although it is noted that journeys of a longer length may be undertaken.

The Sustrans Information Sheet FF11 or ‘Cycle Friendly Employers’ Information Sheet’ states that “a five mile journey can be comfortably cycled by an adult in 30 minutes”, resulting in an average cycling speed of 4.4m/s.

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

‘The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).’

In respect of acceptable cycle distances, *Local Transport Note 1/20: Cycle Infrastructure Design* published by DfT, states that “two out of every three personal trips are less than five miles [8km] in length – which is an achievable distance to cycle for most people”.

Table NTS0303 of the National Travel Survey indicates that the average cycle-trip distance in 2024 was 3.3 miles or 5.31km.

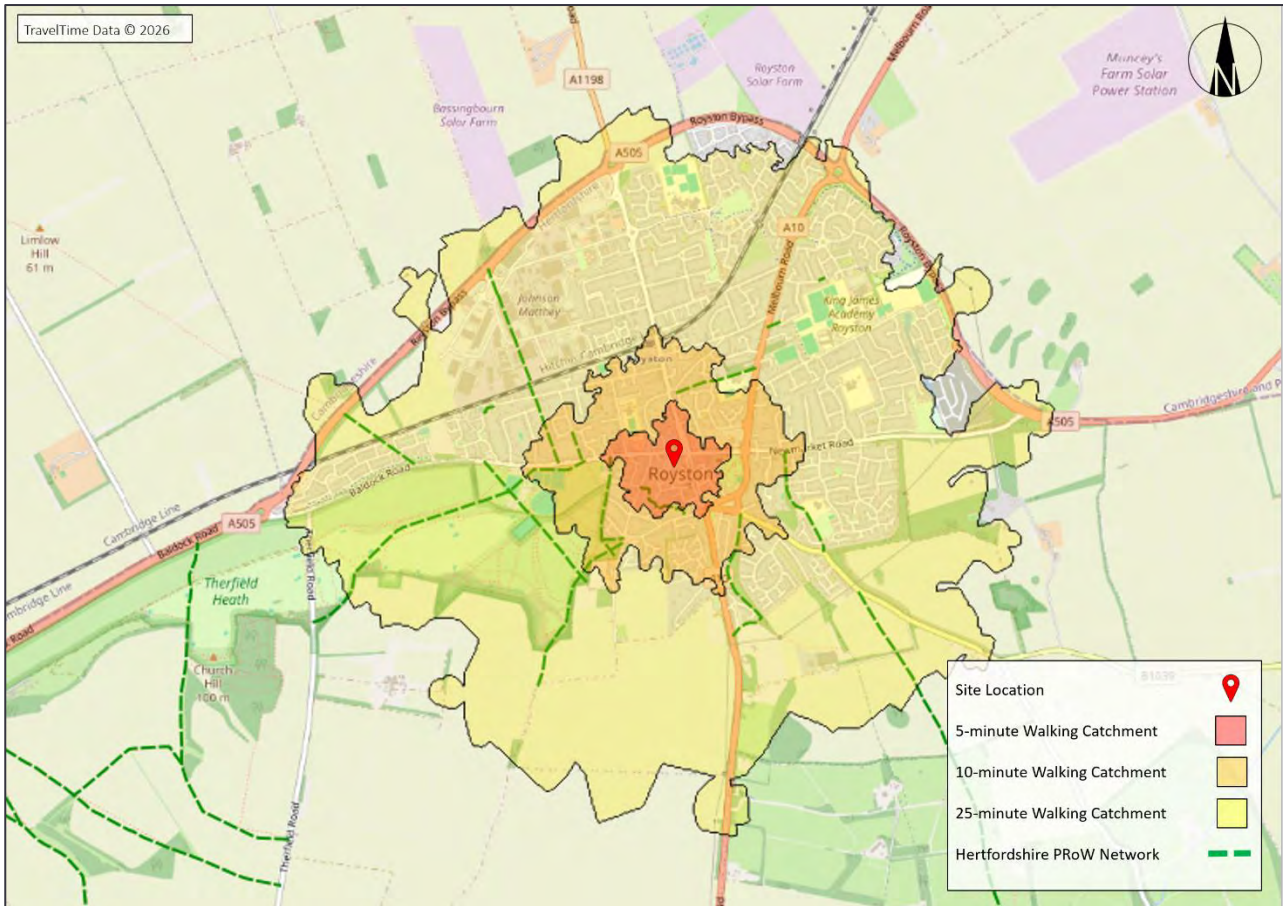
The available guidance and national travel data indicate that destinations within approximately 5km are generally within a reasonable cycling distance, while journeys of up to approximately 8km may also be achievable for many people.

Accessibility by Foot

With regard to walking, the local environment surrounding the site has a network of permeable footways, which provide convenient and safe access to and from the site. The footways are contiguous, hard surfaced and generally in good condition. Dropped kerbs are available along the full extent of Princes Mews. The footway network provides pedestrian access to existing provision on Baldock Street which latterly provides a connection towards Royston town centre and beyond including services such as Royston Railway Station and nearby primary and secondary schools.

An illustration of the 5-minute, 10-minute and 25-minute walking isochrones is illustrated within **Figure 2.3** below. **Figure 2.3** additionally outlines the local PRowS in the vicinity of the proposed site.

Figure 2.3 Accessibility by Foot – Walking Isochrone

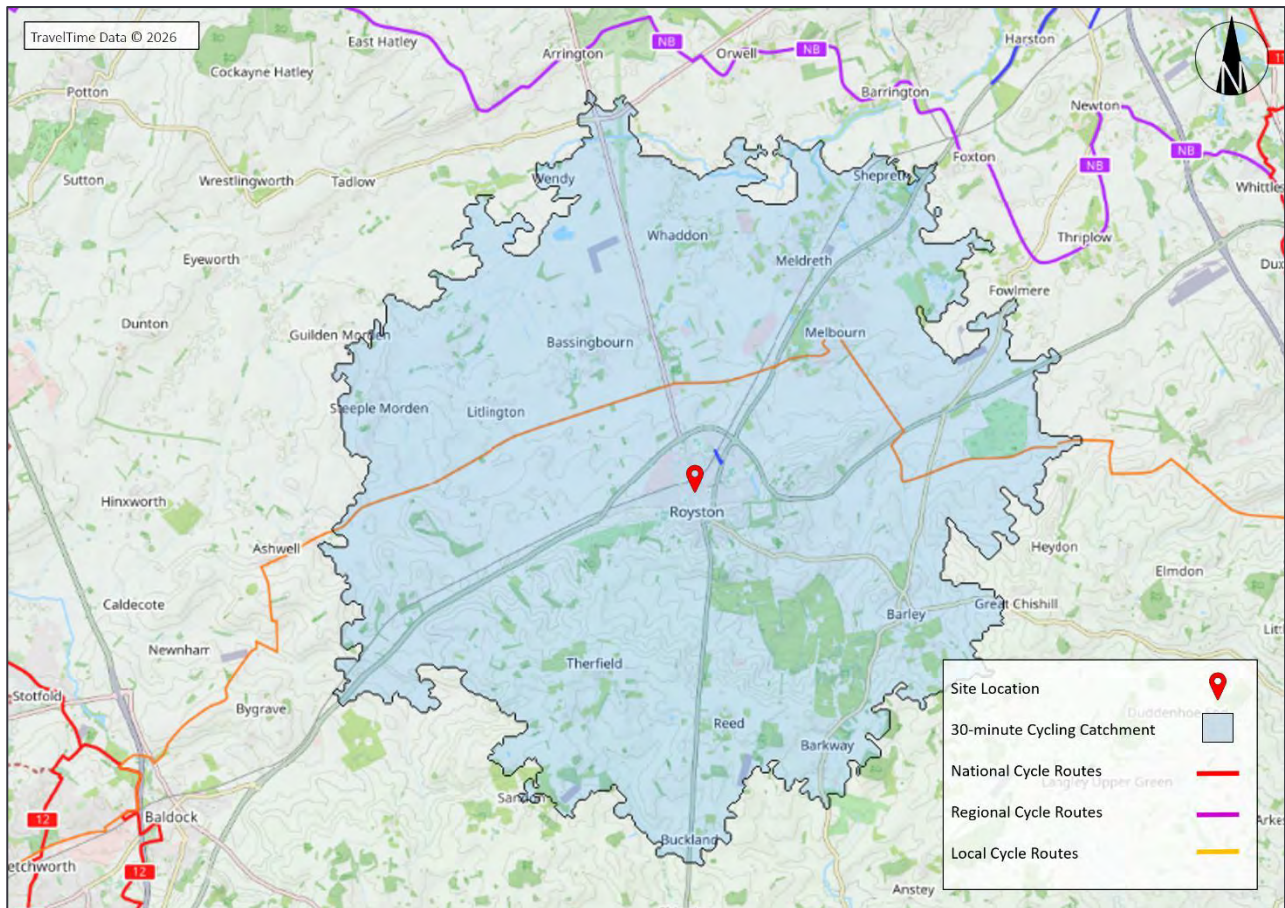


As can be seen in **Figure 2.3**, the 25-minute walking isochrone demonstrates that the site is well positioned for access on foot, with much of Royston located within a comfortable walking distance. This includes local services, amenities, including Royston Town Centre and Railway Station.

Accessibility by Bicycle

Although the site lacks any direct access to any defined cycle routes, the site is well situated to make use of the surrounding local highway network to reach the site from local destinations. In terms of cycling, **Figure 2.4** below illustrates the 30-minute cycling catchment from the proposed development, as well as outlining the site proximity to local, regional and national cycling infrastructure.

Figure 2.4 Accessibility by Bicycle – Cycling Isochrone



Accessibility by Public Transport - Bus Services

A variety of bus stops are situated within a 400m walking catchment of the proposed development, offering a range of services with varying frequencies and destinations.

The closest stops to the site are the Princes Mews stops, located approximately 80m–90m away (approx. 1-minute walk), and the Royston Fire Station stop, located approximately 200m away (approx. 3-minute walk). The westbound Princes Mews stop benefits from a shelter, flag and pole, as well as an interactive digital bus timetable that can be used to plan routes and check scheduling.

A further two bus stops are located at Royston Town Hall (Ashlawn Road), approximately 300m away (approx. 4-minute walk), serving the eastbound and westbound directions respectively. Both stops are equipped with bus flags and timetable information, with the eastbound stop additionally benefiting from a shelter.

A summary of the bus services operating from the stops referenced above is provided in **Table 2.1** below.

Table 2.1 Bus Service Summary

Bus Stop	Service No.	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
Royston, adj Princes Mews	16	Burns Road/Tesco – Burns Road/Tesco	Hourly (06:57-18:12)	Hourly (08:29-17:28)	No Service
Royston, adj Princes Mews	17	Barley/Guilden – Royston – Cambridge	Five times per day (08:50, 10:46, 12:33, 14:58, 16:58)	Four times per day (10:46, 12:33, 14:58, 16:58)	No Service
Royston, adj Princes Mews	24	Royston – Town Circle	Twice per day Monday and Wednesday (11:17, 12:49)	No Service	No Service
Royston, adj Princes Mews	91	Royston – Letchworth	Hourly (07:26 – 18:18)	Hourly (07:26 – 18:18)	No Service
Royston, Opp Princes Mews		Letchworth – Royston	Hourly (07:01-18:50)	Hourly (07:01-18:50)	No Service
Royston, adj Princes Mews	901	Royston Schools to John Henry Newman School	Once per day (07:42)	No Service	No Service

Source: www.bustimes.org

As shown in **Table 2.1** the site is served by five services which operate within Royston and the surrounding area.

Accessibility by Public Transport - Rail Services

The nearest railway station is Royston, located approximately 700m to the north of the site. The station is situated well within the acceptable walking and cycling distance equating to c.9-minute walk or a c.3-minute cycle.

The station is operated by Great Northern Rail and offers frequent services towards London Kings Cross, Cambridge and Brighton.

The station benefits from 178 no. bicycle spaces all of which are covered by CCTV and sheltered. In addition to the bicycle spaces the station benefits from 517 no. car parking spaces. **Table 2.2** provides a summary of the train services available from Royston Station.

Table 2.2 Summary of Train Services – Royston Station

Destination	Peak Frequency	Approx. Journey Time	Hours of Operation (Weekday)
London Kings Cross	4 per hour	38 to 45 minutes	05:12-00:12
London St Pancras	2 per hour	50 to 58 minutes	05:28-23:30
Cambridge	4 per hour	14 to 19 minutes	05:30- 23:59

Figure 2.5 below illustrates the 45-minute indicative public transport isochrone from the site. Measurements are extracted from GIS database and therefore there may be some inaccuracies if compared directly with Google Maps journey planner functions.

Figure 2.5 Accessibility by Public Transport - Isochrone

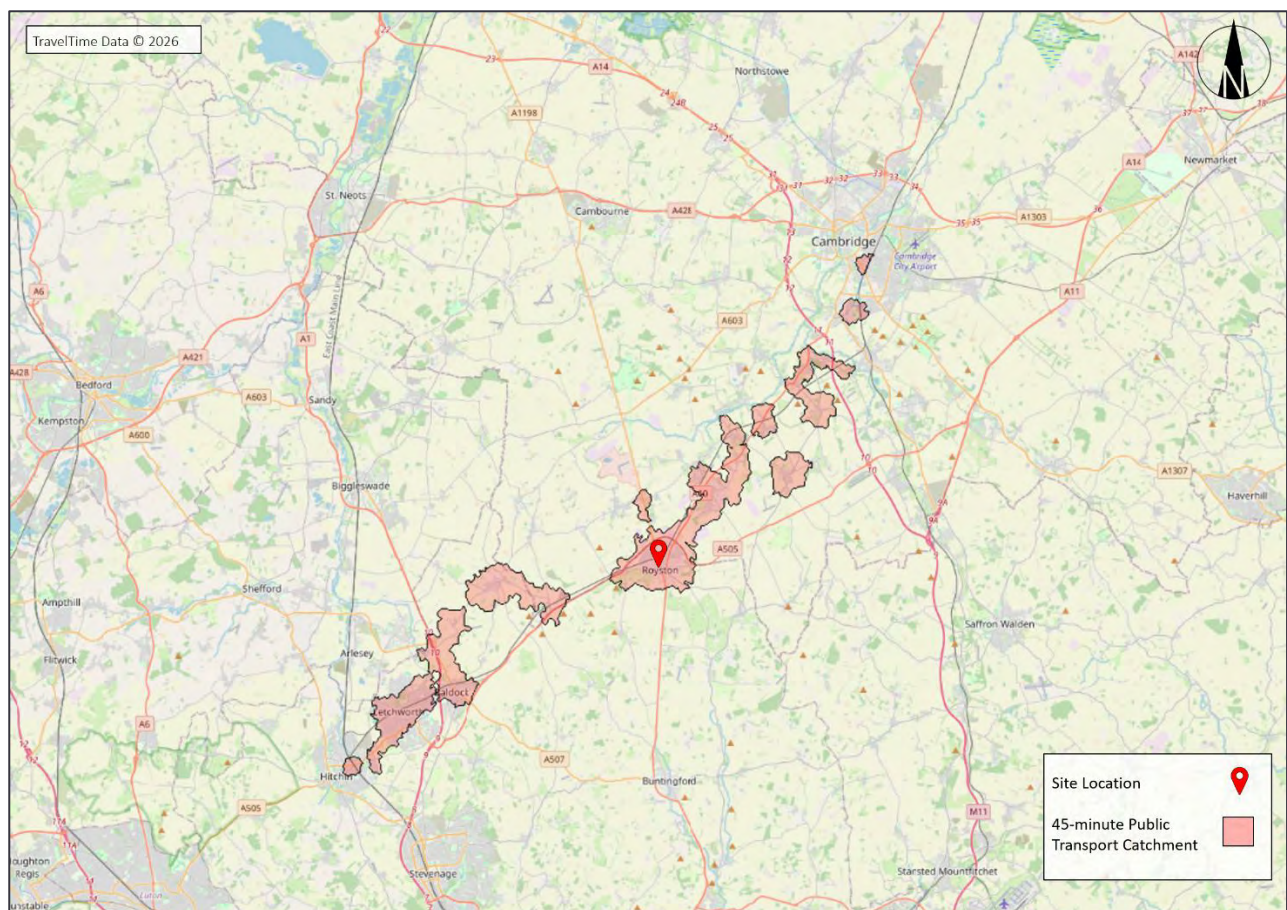


Table 2.3 Recommended Accessibility Thresholds

Threshold Classification	Town Centre	Community / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: IHT (2000), *Guidelines for Providing Journeys on Foot*, IHT, London

The key local services and facilities within the vicinity of the site are outlined within **Table 2.4**, alongside their respective distances from the centre of the site. These distances are compared with the recommended accessibility thresholds detailed within **Table 2.3**.

Table 2.4 Site Proximity to Local Services and Amenities

Service/Amenity	Distance	Walk Time	Threshold Classification
Services and Amenities located along Royston High Street	220m to 400m	3-5 minutes	Desirable/Acceptable
Tannery Drift First School	450m	6 minutes	Desirable
Royston Day Nursery	600m	8 minutes	Acceptable
Royston Railway Station	700m	9 minutes	Acceptable
St Mary's Primary School	750m	10 minutes	Acceptable
Johnson Matthey Ltd	1,400m	18 minutes	Preferred Maximum
King James Academy Royston	1,400m	19 minutes	Preferred Maximum

Table 2.4 indicates there are several local facilities within a 'Desirable' walking distance of the proposed development, including a primary, local shops and amenities within Royston Town Centre. This will ensure future residents are not as likely to be dependent on using a private vehicle for everyday needs and reinforces the MfS "*walkable neighbourhoods*".

2.7 DfT Connectivity Tool

The DfT 'Connectivity Tool Lite' is a publicly accessible, nationally consistent platform that measures the connectivity of any location in England and Wales. The tool generates a connectivity score for every location across England and Wales at a resolution of 100x100m squares, measuring people's ability to reach employment, services and social engagements using walking, cycling and public transport. The tool has been extensively tested with over 40 local authorities and key stakeholders to ensure it is fit for purpose and applicable in real-world policy making and decision-taking.

The Connectivity metric measures someone's ability to get where they want to go. It measures the opportunity to travel to employment, services and for social reasons, weighted by people's overall proclivity to take those options. Connectivity scores are assessed across four modes of transport: walking, cycling, public transport, and driving. The default overall score excludes driving to represent sustainable modes of transportation.

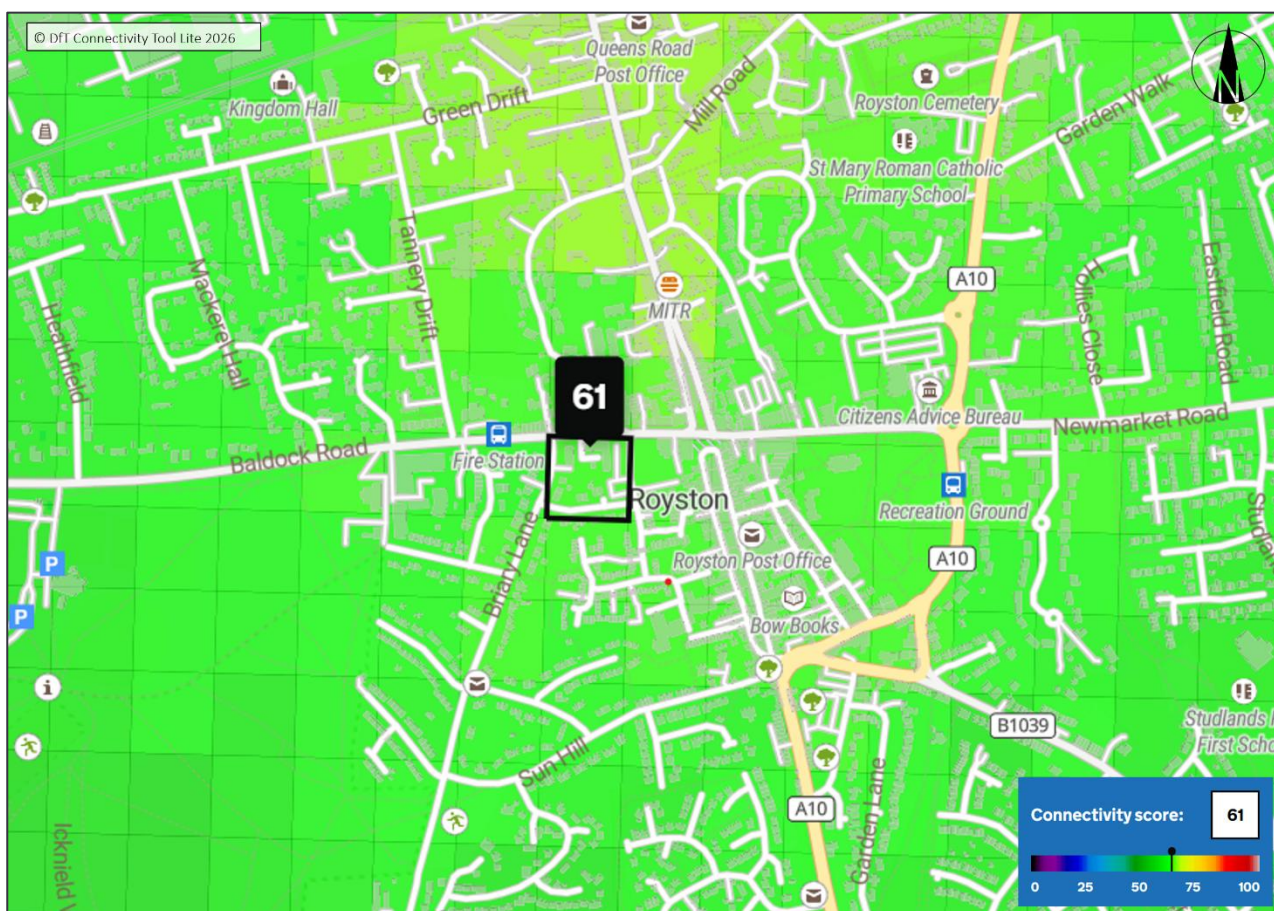
The Connectivity Tool Lite was applied to the proposed development site for residential development and returned an overall connectivity score of 61 placing it in the 'above average' relative to all locations across England and Wales. The site also scores the following for each sustainable mode of travel:

- Public Transport – 59
- Walking – 64
- Cycling – 58

The connectivity assessment demonstrates that the proposed development is situated in a sustainable location. The above-average overall connectivity score confirms that future residents will have meaningful access to key destinations by walking, cycling and public transport, supporting a reduction in car dependency in line with the objectives of national planning policy and the sustainable transport agenda advanced by Active Travel England (ATE), the DfT and the Ministry of Housing, Communities and Local Government.

An extract of the Connectivity Tool is provided in **Figure 2.6**.

Figure 2.6 Extract of DfT Connectivity Tool – Overall Score (as a Residential Destination)



2.8 Highway Safety Review

Personal Injury Accident (PIA) data has been extracted from Crashmap (<https://www.crashmap.co.uk/>), the data is collected by the police and is approved by the National Statistics Authority (NSA) and audited by the Department for Transport (DfT) each year.

The purpose of assessing recorded PIAs is to determine whether there is history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injury sustained. Three groups are usually differentiated as follows:

- **Fatal:** any death occurs within 30 days from causes arising out of the accident.
- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The assessment considers key links and junctions within the search cordon illustrated in **Figure 2.7** between 2020-2024. Data for 2025 is yet to be released and published on the Crashmap database.

Figure 2.7 Highway Safety Results – 2020 to 2024



A review of the CrashMap database identified no recorded personal-injury collisions within the search cordon during the assessed five-year period. There is therefore no evidence of an existing collision pattern within the immediate vicinity of the site that would be expected to be materially affected by the limited traffic generated by the proposed development.

2.9 Summary

Following a review of the existing site conditions, it can be concluded that the site is:

- Well connected to the surrounding highway, footway and cycle network;
- Situated close to existing bus stops which provide regular access to local and regional destinations;
- Based on the Department for Transport's Connectivity Tool, the site is above the national average as a residential destination with an overall score of 61.
- Situated within proximity to a wide variety of local services and facilities within recommended walking distances, which will cater for day-to-day requirements; and,
- Not expected to exacerbate highway safety concerns where a low collision rate is evidenced over a five-year period.

3. Policy Context

3.1 Overview

This chapter of the TS outlines the relevant national and local policy guidelines that the proposed development contributes to.

The policies are as follows:

- National Planning Policy Framework, August 2026;
- National Planning Policy Guidance (2014);
- North Hertfordshire Local Plan 2011–2031;
- Hertfordshire Local Transport Plan 4, adopted 2018;
- Hertfordshire Place and Movement Planning and Design Guidance, adopted 2024;
- North Central Hertfordshire Growth and Transport Plan; and
- North Herts Vehicle Parking at New Development SPD, adopted 2011.

3.2 National Policy

National Planning Policy Framework (August 2026)

The National Planning Policy Framework (NPPF) sets out the Government's policies for plan-making and decision-making in England and is a material consideration in determining planning applications. The August 2026 NPPF replaces the previous version published in December 2024.

The NPPF distinguishes between plan-making policies and national decision-making policies. The policies most relevant to the proposed development are DP3, TR3, TR4 and TR6.

Policy DP3 establishes the key principles for well-designed places. In relation to movement, Policy DP3(2)(d) states that development should:

“Provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport.”

Policy TR3 relates to locating development in sustainable locations. It requires development proposals to support sustainable patterns of movement, provide good accessibility for different users and make effective use of existing and proposed transport infrastructure. It also requires significant adverse impacts on the transport network or highway safety to be mitigated to an acceptable degree using a vision-led approach. The policy confirms that the Government's Connectivity Tool should be used alongside other relevant quantitative and qualitative evidence when assessing the connectivity of a proposed development location.

Policy TR4 relates to street design, access and parking. It requires transport considerations to form an integral part of development design, including by:

- Prioritising walking, wheeling and cycling movements and facilitating access to public transport;
- Providing safe, inclusive and attractive routes for all users;

- Minimising conflict between pedestrians, cyclists and vehicles;
- Accommodating servicing and emergency access without compromising place-making principles; and
- Providing a suitable level of parking having regard to the location, nature and connectivity of the development and relevant locally adopted standards.

Policy TR6 relates to the assessment of transport impacts and requires Transport Statements and Transport Assessments to be proportionate to the nature and scale of development. Policy TR6(4) states that:

“Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”

The proposed development comprises six dwellings on previously developed land within Royston. As demonstrated within this TS, the site is accessible by walking, cycling and public transport; the proposed access, parking and servicing arrangements are suitable; and the limited traffic generated can be accommodated without an unacceptable impact on highway safety or a severe adverse impact on the transport network. The development therefore accords with the relevant transport-related provisions of the NPPF.

National Planning Policy Guidance (2014)

The NPPG sets out to describe typically what a TS is and what information should be included within it. It also sets out why TS's are important. Focusing on key issues such as encouraging sustainable travel, creating inclusive, accessible and connected communities and improving road safety; all of which contribute to reducing carbon emissions and climate impacts and help to improve health outcomes and quality of life.

The NPPG advises that TS's should be:

- *Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

3.3 Local Policy

Hertfordshire's Local Transport Plan (LTP4, adopted 2018)

LTP4 establishes the framework for transport planning and investment across Hertfordshire. It prioritises sustainable and active travel while seeking to manage demand for travel by private car. The principles of LTP4 have informed the assessment of the site's accessibility and the proposed access and parking arrangements.

North Hertfordshire Local Plan 2011-2031

The North Hertfordshire Local Plan 2011–2031 was adopted in November 2022. Policy SP6 seeks to deliver accessibility improvements and promote sustainable modes of travel where reasonable and practicable.

Policy T1 requires development to be designed and located to reduce the need to travel by private car and to provide safe and convenient access for pedestrians, cyclists and public-transport users. It also requires development proposals to avoid unacceptable impacts on highway safety and the operation of the highway network.

Policy T2 requires development proposals to provide an appropriate level of vehicle and cycle parking, having regard to the Council's adopted parking standards. The proposed development's compliance with the relevant standards is considered in Chapter 4.

Hertfordshire Place and Movement Planning and Design Guidance

Hertfordshire's Place and Movement Planning and Design Guidance was adopted in March 2024 and replaced the former Roads in Hertfordshire Highway Design Guide. The guidance establishes the design principles applicable to new accesses, streets, parking areas and pedestrian infrastructure. The proposed access arrangements have been considered with regard to this guidance.

North Central Hertfordshire Growth and Transport Plan (NCGTP)

Prepared jointly by Hertfordshire County Council (HCC) and North Hertfordshire District Council NHDC, the NC GTP translates the objectives of LTP4 into a delivery plan for North Hertfordshire, including Royston, identifying local transport challenges and interventions relevant to the wider highway network within which the site is located.

North Herts Vehicle Parking at New Development Supplementary Planning Document

Parking standards for C3 residential development are set out within North Hertfordshire District Council's adopted Vehicle Parking at New Development Supplementary Planning Document (September 2011).

The SPD requires residential developments comprising dwellings with two or more bedrooms to provide a minimum of two parking spaces per dwelling. The proposed development would provide 12 allocated spaces, equating to two spaces for each of the six dwellings, and would therefore meet the residential parking requirement in full.

As no garages are proposed, the lower visitor-parking standard of 0.25 spaces per dwelling applies. This results in a requirement for two visitor/unallocated spaces when rounded up to the nearest whole number.

The SPD allows reductions in visitor-parking provision where alternative publicly available off-street parking is located within a two-minute walk of the site or where visitor demand associated with a small-scale infill development can be accommodated without compromising highway safety or the amenity of existing residents.

No dedicated visitor spaces are proposed within the residential layout. Visitor demand is instead expected to be accommodated within the neighbouring public parking areas, including the 22-space car park immediately adjoining the site. This provision is located within a short walk of the proposed dwellings and would be readily available to visitors.

Given the small scale of the development, the intermittent and generally short-stay nature of residential visitor demand, and the availability of neighbouring public parking, the omission of two dedicated visitor spaces is considered appropriate and consistent with the flexibility provided by the SPD. All resident parking demand

would be accommodated within the site, and the proposals would not be expected to result in inappropriate parking or adversely affect highway safety or the operation of Princes Mews.

The SPD also requires one secure and covered cycle-parking space per dwelling where no garage or secure storage area is provided. This requirement would be met through cycle storage within the curtilage of each dwelling.

4. Proposed Development

4.1 Overview

This chapter of the TS describes the proposed development quantum, outlines the parking standards and provision, gives detail of the access arrangements and servicing requirements of the site.

4.2 Development Description

The development proposals comprise:

- Construction of six three-bedroom residential dwellings within Use Class C3;
- Provision of 12 allocated residential parking spaces;
- Secure, covered cycle-storage provision;
- Active electric-vehicle charging provision;
- Refuse-storage and collection arrangements; and
- Associated access works, landscaping and infrastructure.

The proposal would result in the removal of part of the former public car park. A total of 22 public parking spaces would be retained within the adjoining land.

A plan illustrating the proposed layout is provided in **Appendix A**. Vehicle crossovers would be provided from Princes Mews to serve the residential parking spaces.

4.3 Access Arrangements

Vehicular and pedestrian access to the proposed residential dwellings would be provided directly from Princes Mews.

The 12 allocated residential parking spaces would be arranged in pairs along the site frontage and accessed by individual or shared vehicle crossovers. Pedestrian access would be provided from the existing footway along Princes Mews.

Figure 4.1 Proposed Site Access Arrangements



The drawing package showing the proposed access arrangements, including visibility splays and swept path analysis of a private car vehicle, is contained within **Appendix B**.

4.4 Parking Standards

Parking standards in the area are set out in NHDC Vehicle Parking At New Development SPD, with new developments being required to provide vehicle and cycle parking in compliance with the following standards outlined in **Table 4.1**.

Table 4.1 NHDC Parking Standards (taken from NHDC Parking SPD, Sept. 2011)

Dwelling House (C3)	Car Parking Standard (minimum)	Proposed Vehicle Parking	Cycle Standards (minimum)	Proposed Cycle Parking
2+ Bedrooms	2 spaces per dwelling	12 spaces (with active EV charging provision)	1 secure covered space per dwelling in the absence of garage or secure area.	One secure and covered cycle-parking space within the curtilage of each dwelling.
Visitor Parking	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage.	No dedicated visitor spaces are proposed within the residential layout. Visitor demand is assumed to be accommodated within neighbouring public parking areas.	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per dwelling for visitors	Within curtilage of dwellings

Based on the adopted standards, the six three-bedroom dwellings require a minimum of 12 allocated residential parking spaces. The proposed layout provides two spaces per dwelling and therefore meets the residential parking standard.

Applying the lower visitor-parking standard of 0.25 spaces per dwelling results in a requirement for two visitor/unallocated spaces. These spaces would not be separately allocated within the residential layout, but visitor demand is assumed to be accommodated within neighbouring public parking areas.

Given the small scale of the development, the expected infrequent and short-stay nature of visitor demand, and the availability of neighbouring parking areas, this arrangement is considered appropriate and would avoid an unnecessary increase in hardstanding within the residential site.

Cycle parking would comprise at least one secure and covered space per dwelling, provided within the curtilage of each property.

4.5 Servicing Arrangements

Refuse Collection

Refuse collection for the proposed development will be carried out via a kerbside bin collection point located between the parking for units one and two of Princes Mews. See **Figure 4.2**.

Figure 4.2 Servicing Arrangements



Fire Appliances

Given the proximity of the proposed dwellings to the carriageway the fire appliance as used by Hertfordshire Fire and Rescue can achieve access within 45m of all parts of a dwelling in accordance with Building Regulations Approved Document B.

5. Trip Generation & Impact

5.1 Overview

This chapter of the TS sets out the anticipated traffic generation and likely impact of the development proposal on the local road network.

5.2 Trip Generation

To determine the traffic movements that could be generated from the proposed development, a vehicle trip rate assessment has been undertaken using the industry standard TRICS (Trip Rate Information Computer System) database. TRICS is a nationally recognised database of traffic surveys covering a multitude of different development types and land uses.

Using TRICS database, an assessment of similar sites to determine trip rates for the proposed development has been undertaken; sites were selected for “Residential – Houses Privately Owned”. The characteristics of the area have also been examined including:

- Surveys conducted in United Kingdom only;
- Surveys conducted of 4 to 50 dwellings;
- Surveys conducted in Town Centre Locations; and,
- Weekday only.

Full and detailed TRICS outputs are provided in **Appendix C** with a summary of vehicle trip rates and forecast vehicle trip generation resulting from the development proposals outlined in **Table 5.1** below:

Table 5.1 Vehicle Trip Rates and Vehicle Trip Generation – Residential Dwellings

Time Range	Arrivals	Departures	Two-way
Trip Rate (per dwelling)			
AM Peak (assumed 08:00-09:00)	0.246	0.429	0.675
PM Peak (assumed 17:00-18:00)	0.388	0.264	0.652
Daily (24 hour)	4.251	4.092	8.343
Proposed Trip Generation (6 dwellings) (rounded up to next whole number of vehicles)			
AM Peak (08:00-09:00)	2	3	5
PM Peak (17:00-18:00)	3	2	5
Daily (24 hour)	26	25	51

Table 5.1 demonstrates that the proposed development could generate up to 5 two-way trips within the AM and PM peak hours, and up to 51 two-way daily trips over a 24 hour period.

5.3 Traffic Impact

The vehicle trips identified are considered a robust assessment of the proposed development's forecast estimated impact on the local highway network.

With regards to impacts on the local highways, Policy TR6(4) of the NPPF, states:

"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion".

It is considered that the development proposal will be immaterial and will not have a "severe" or detrimental impact upon the local road network and therefore accords with NPPF policy.

6. Summary & Conclusion

6.1 Summary

This TS has been prepared by TTC on behalf of Kain Miller to support a planning application for six residential dwellings on a former pay and display car park which has ceased use off Princes Mews, Royston Hertfordshire, SG8 5AY.

The information presented within this report demonstrates that:

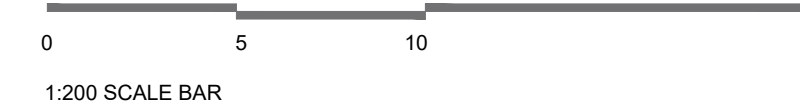
- The proposed development site is situated within proximity to existing public transport arrangements and pedestrian which can enhance the propensity of active travel journeys. These in turn provide access to nearby local services and facilities;
- Local roads are conducive to safe walking and cycling, encouraging journeys using methods other than a private car;
- The site is located within proximity of good public transport services, affording onwards travel towards London and Cambridge;
- There are no pre-existing highway safety issues on the local road network that the proposed development would be anticipated to exacerbate;
- The proposed development could generate up to 5 two-way trips within the AM and PM peak hours, and up to 51 two-way daily trips;
- The likely traffic generated by the proposed development is in keeping with the existing profile of the surrounding highway network, which is already established for use by vehicles;
- The likely traffic generation is not considered to result in 'severe' impact and not discernible on the local road network; and,
- The level of onsite parking is considered suitable and in-line with local prescribed standards.

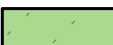
6.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Policy TR6(4) of the NPPF, which states "*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.*"

Appendix A Proposed Site Layout



KEY			
	Site Boundary		Proposed New Trees
	Adjacent Owned Land Boundary		Proposed Lawn
	Existing brick boundary wall		ACO Rain Water Gardens / New Landscaping
	1.8M Timber Close boarded fence		Marshalls Permeable Block Paving - Pennant Grey
	Front access to dwelling		Marshalls Permeable Block Paving - Traditional
	Rear / Side access to dwelling		Paving to pedestrian area / patios
	Existing trees to be retained		



SITE PLAN
AS PROPOSED
1:200 @ A2

PROJECT NUMBER	DRAWING NUMBER	REVISION
0205	03_002	/

Notes

Copyright in this drawing remains the property of Kain Miller LTD.

Limited access available to North and West elevations, as a result all dimensions to be checked on site prior to manufacture, procurement or any site works. Client & Architect to be instructed immediately (prior to the above) of any discrepancies.

This drawing has been completed to support a full planning application only.

Prior to any works on site Client to appoint Structural Engineer independently of architectural appointment. Drawings to be read in conjunction with Structural Information, Design and Details issued under separate cover.

All works and specifications to be agreed between Contractor, Client to the satisfaction of the Building Control Officer prior to any work commencing on site.

CDM 2015: Drawing / Design Phase - Under CDM 2015 Regulations, the architect has not been appointed as Principal Designer and has been appointed to produce planning and Building Regulation drawings only. Upon submission of the Building Regulations application the architects appointment will terminate.

Construction Phase - Under CDM 2015 Regulations the architect is not administrating / running the build process, the CDM 2015 Principal Contractor and Client duties will be part of the Main Contractors responsibility and not the initial Principal Designer.

KainMiller

ARCHITECTURE + DESIGN

PROJECT

6 New 3-Bedroom Townhouses
Princes Mews, Royston
Kain Miller Ltd

DRAWING TITLE

SITE PLAN
As Proposed

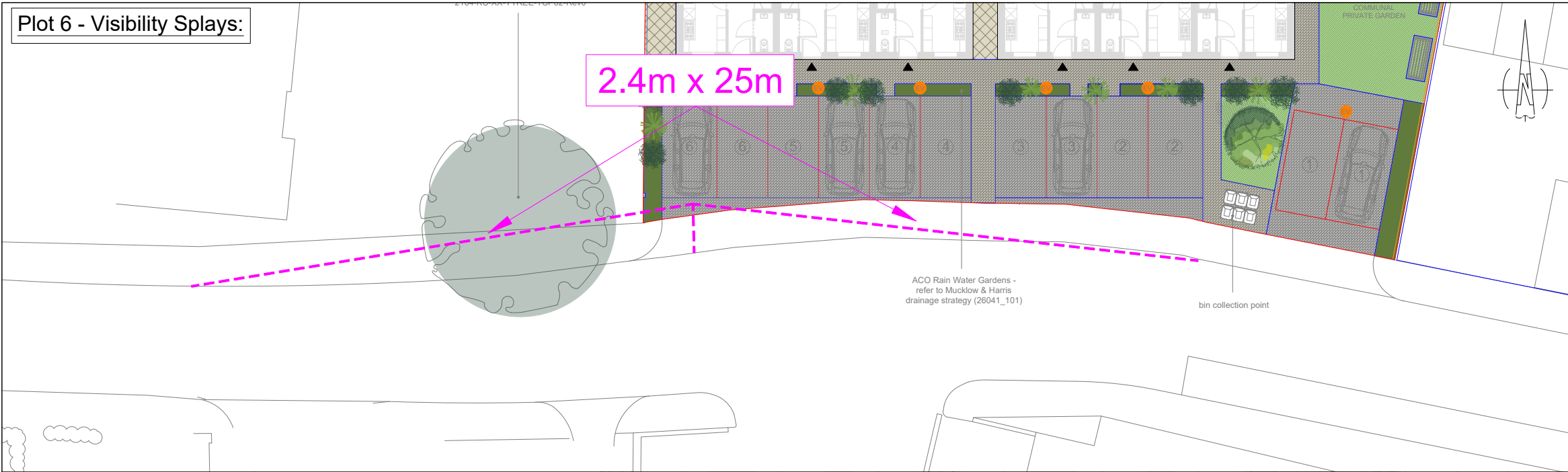
DRAWN BY	CHECKED BY
VG	DK
SCALE	DATE
1:200 @ A2	August 2026

PROJECT NUMBER	DRAWING NUMBER
0205	03_002

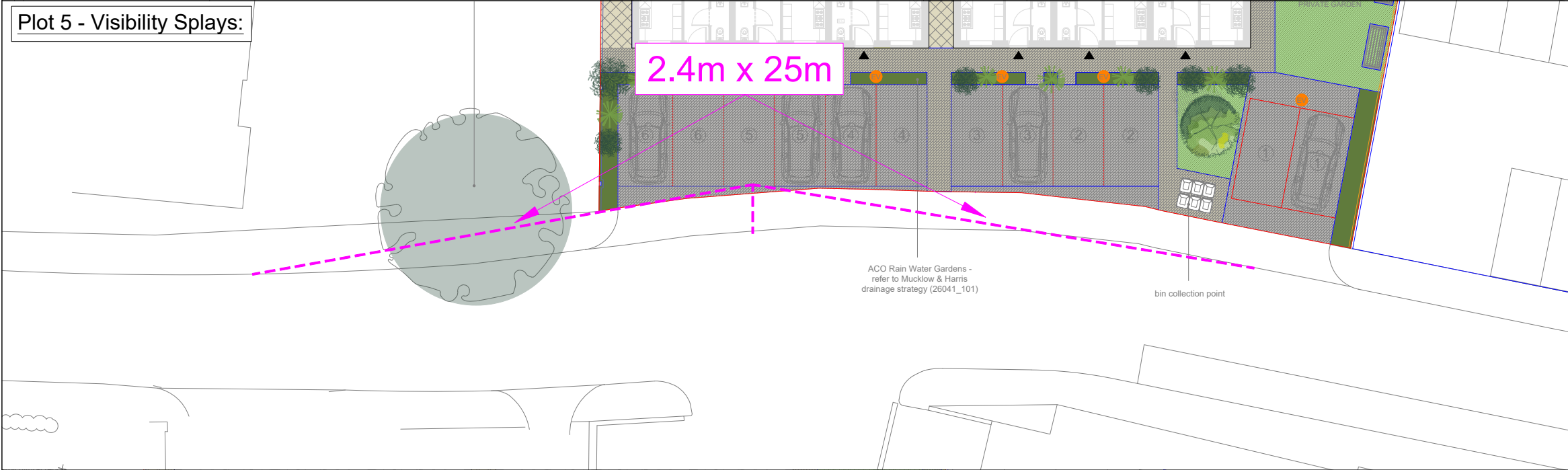


Appendix B Drawing Package

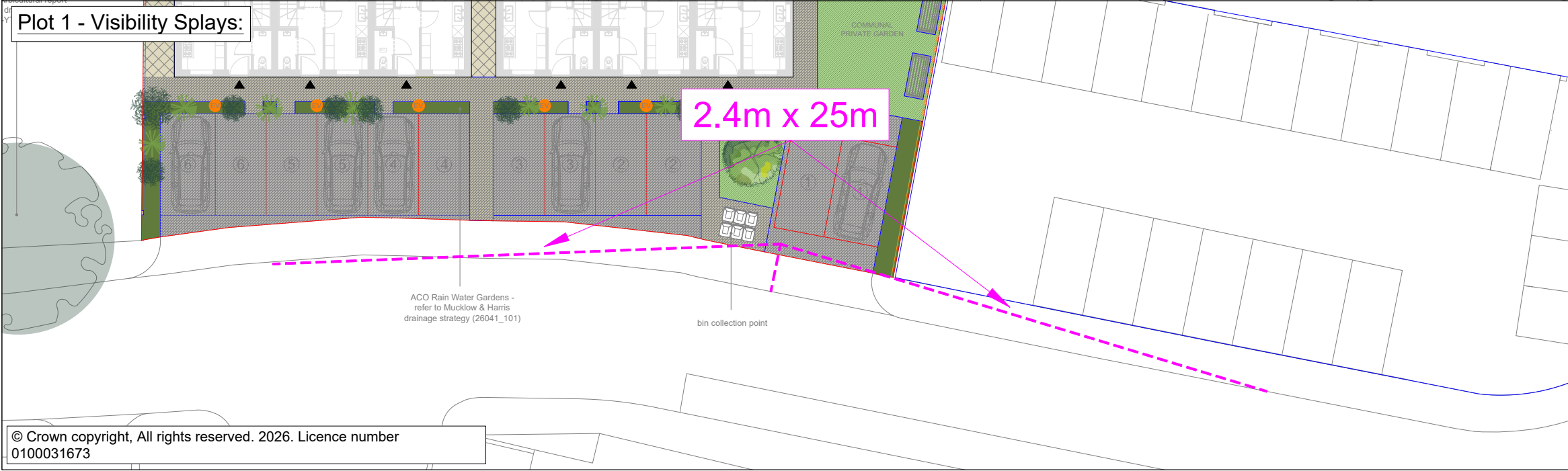
Plot 6 - Visibility Splays:



Plot 5 - Visibility Splays:



Plot 1 - Visibility Splays:



Date of 1st Issue
21/07/26

Description
First Issue

Drawn by
OH

Checked by
AP

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	26/08/26	AP

Key:

Site Boundary

Architect Layout

Visibility Splays (2.4m x 25m)

Notes:

1. Drawing units are in metres unless specified otherwise.

2. Drawing is based on architectural layout produced by Kain Miller Architecture and Design.

3. Visibility splays based on design speed requirements taken from Manual for Streets 2 (MfS 2) document, which states that for a 20mph road splays to 2.4m x 25m are required.

A3 SCALE
1:250

Drawing Title
Princes Mews, Royston
Design Package
Visibility Splays

Client
Kain Miller

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

ttc

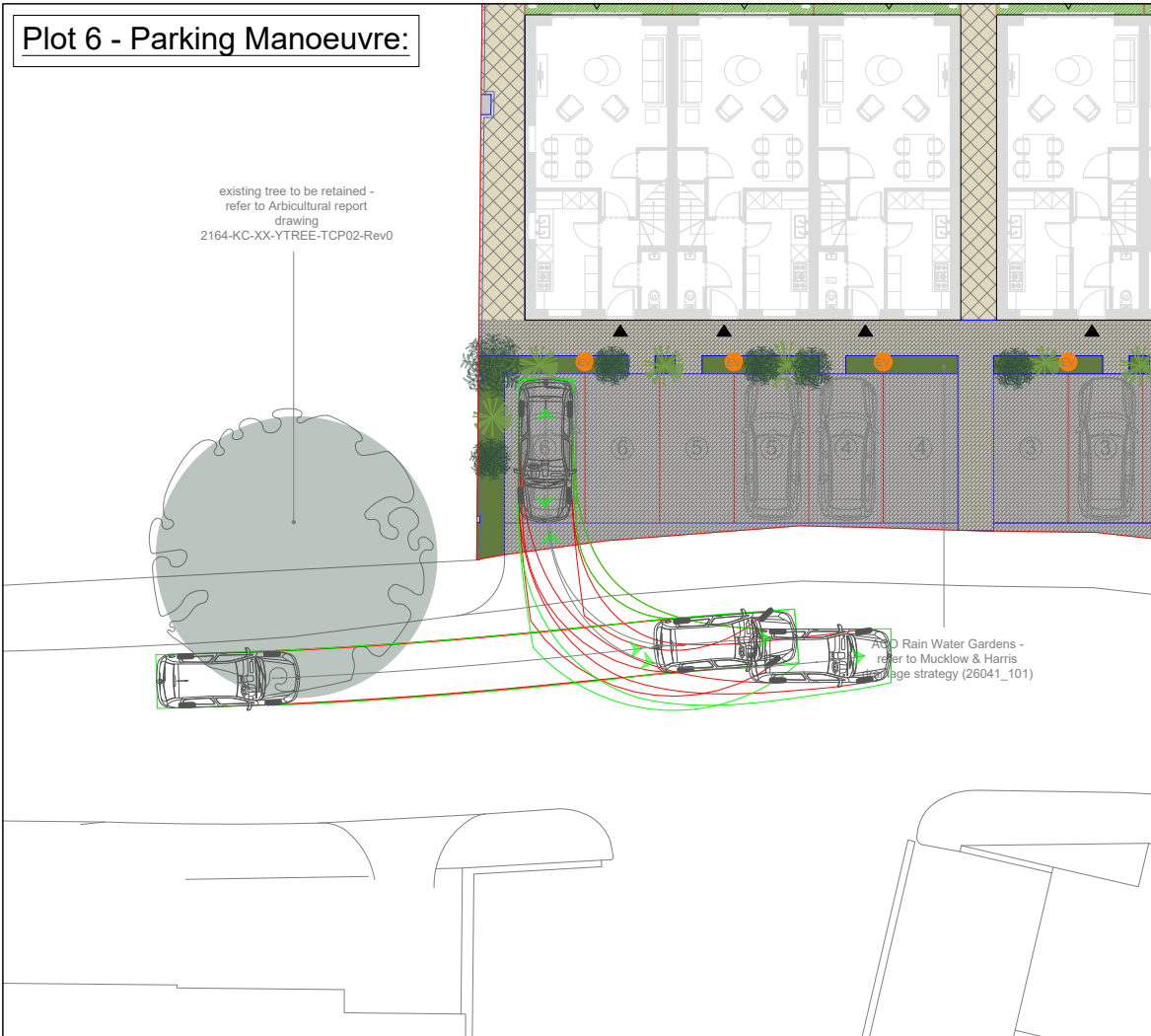
Transportation
Consultancy

VALUE EXCEED TRUST EXCELLENCE CLARITY

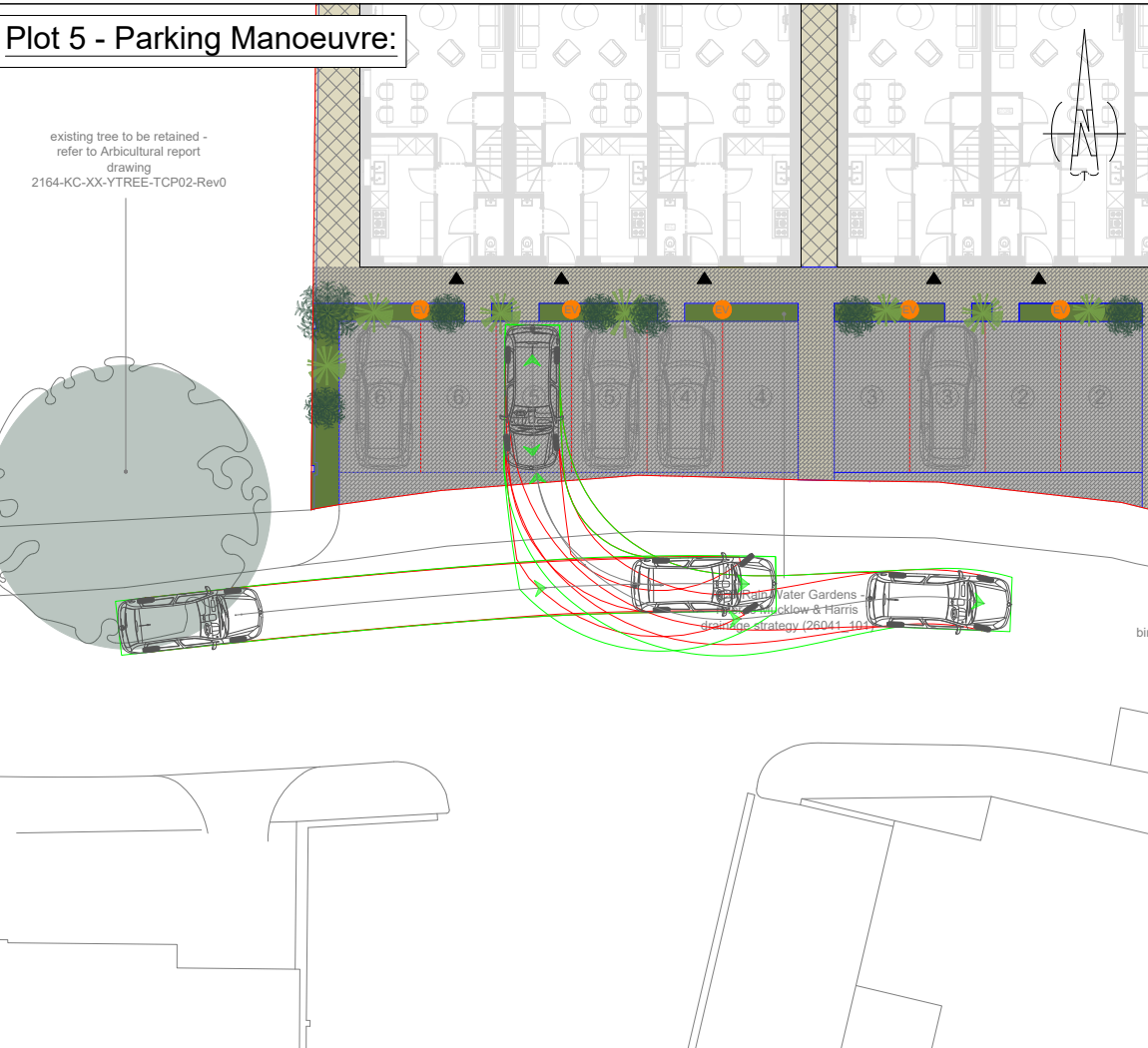
Drawing Number
211596-101

Revision
-

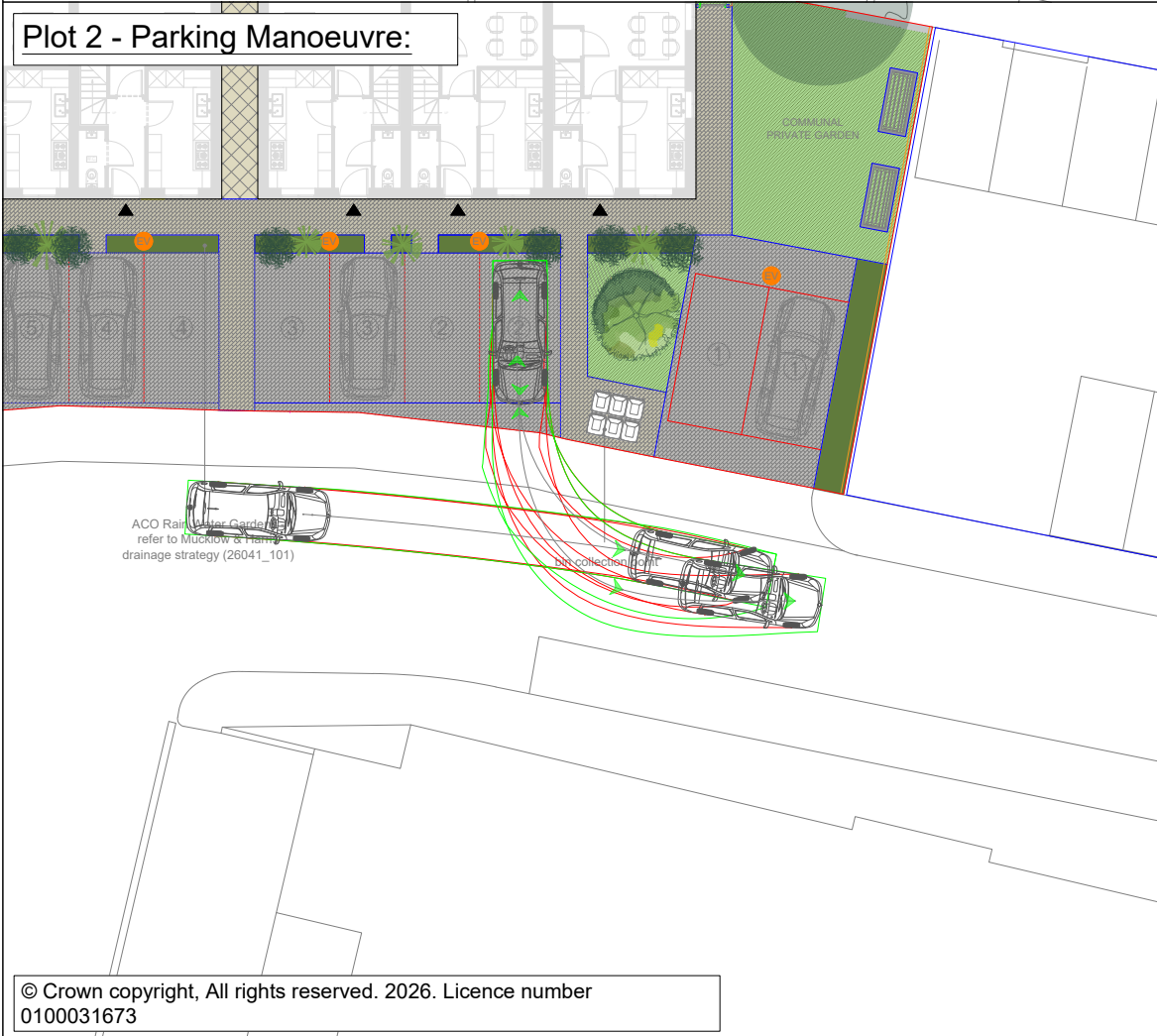
Plot 6 - Parking Manoeuvre:



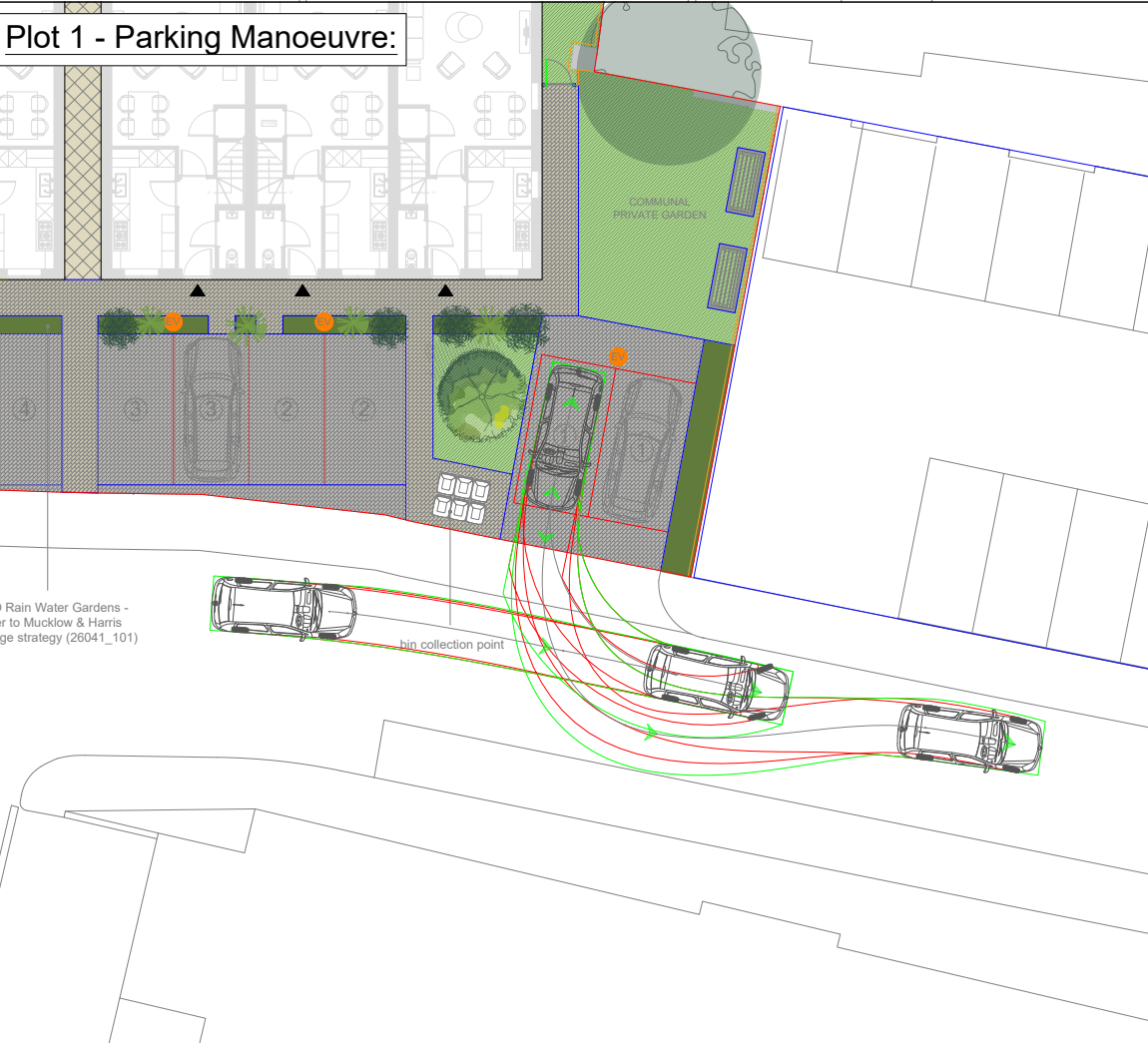
Plot 5 - Parking Manoeuvre:



Plot 2 - Parking Manoeuvre:



Plot 1 - Parking Manoeuvre:



Date of 1st Issue 21/07/26	Description First Issue	Drawn by OH	Checked by AP
-------------------------------	----------------------------	----------------	------------------

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated Site Layout	AL	26/08/26	AP

Key:

Site Boundary

Architect Layout

Vehicle Body

Wheel Base

Notes:

1. Drawing units are in metres unless specified otherwise.

2. Drawing is based on architectural layout produced by Kain Mille Architecture and Design.

4.80

0.902.90

SDV

Width

Track

Lock to Lock Time

Steering Angle

1.80

1.80

6.0

37.8

metres

A3 SCALE
1:250

Drawing Title
Princes Mews, Royston
Design Package
Vehicle Tracking Assessment
Car Parking Manoeuvres

Client
Kain Miller

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

Drawing Number
211596-102

Revision
-



Appendix C TRICS Report



Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: A - HOUSES PRIVATELY OWNED
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
03	SOUTH WEST		
	CW	CORNWALL	1 day
	GS	GLOUCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day
10	WALES		
	CP	CAERPHILLY	1 day
	PS	POWYS	2 days
11	SCOTLAND		
	AG	ANGUS	1 day
	HI	HIGHLAND	1 day
	PK	PERTH & KINROSS	1 day
12	CONNAUGHT		
	CS	SLIGO	2 days
	GA	GALWAY	1 day
	LT	LEITRIM	1 day
14	LEINSTER		
	WC	WICKLOW	1 day
	WX	WEXFORD	1 day

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

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	5 to 50 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 24/03/26

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

Selected survey days:	
Monday	6 days
Tuesday	4 days
Wednesday	2 days
Thursday	6 days

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

Selected survey types:	
Manual count	17
Direction ATC Count	1

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

Selected Locations:	
Edge of Town Centre	9 days
Suburban Area	9 days

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

Selected Location Sub Categories:	
No Sub Category	4 days
Residential Zone	14 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	15 days

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

Secondary Filtering Selection:

Use Class:

C3	18 surveys
----	------------

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

Population within 500m Range:

0 - 4300

Population within 1 mile:

1,001 to 5,000	4 surveys
5,001 to 10,000	5 surveys
10,001 to 15,000	6 surveys
15,001 to 20,000	3 surveys

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

Population within 5 miles:

5,001 to 25,000	12 surveys
25,001 to 50,000	6 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	12 surveys
1.6 to 2.0	1 surveys

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

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

Petrol filling station:

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

Travel Plan:

No	17 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	18 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

1 KEPTIE ROAD ARBROATH Suburban Area Residential Zone Number of dwellings: 7.00 DWELLS Survey date: Tuesday 22/05/2012	AG-03-A-01	BUNGALOWS/DET.	ANGUS Survey Type: Manual
2 THE RISE PENGAM Suburban Area No Sub Category Number of dwellings: 41.00 DWELLS Survey date: Monday 05/09/2005	CP-03-A-02	SEMI DETACHED	CAERPHILLY Survey Type: Manual
3 CIRCULAR ROAD SLIGO Edge of Town Centre No Sub Category Number of dwellings: 46.00 DWELLS Survey date: Thursday 14/06/2007	CS-03-A-01	TERRACED	SLIGO Survey Type: Manual
4 CHURCH HILL SLIGO Suburban Area No Sub Category Number of dwellings: 35.00 DWELLS Survey date: Thursday 14/06/2007	CS-03-A-02	DETACHED	SLIGO Survey Type: Manual
5 ALVERTON ROAD PENZANCE Suburban Area Residential Zone Number of dwellings: 13.00 DWELLS Survey date: Thursday 30/06/2005	CW-03-A-01	TERRACED	CORNWALL Survey Type: Manual
6 MACADAM WAY PENRITH Edge of Town Centre Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Tuesday 21/06/2016	FU-03-A-02	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS Survey Type: Manual
7 R347 CAHEROYN ROAD ATHENRY Edge of Town Centre Residential Zone Number of dwellings: 21.00 DWELLS Survey date: Tuesday 09/10/2012	GA-03-A-04	SEMI DET. & BUNGALOWS	GALWAY Survey Type: Manual

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

8 GREEN LANE TEWKESBURY Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 10/10/2024	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual
9 CANADA WAY LIPHOOK Suburban Area Residential Zone Number of dwellings: 36.00 DWELLS Survey date: Thursday 12/11/2015	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
10 THE ORCHARD (PART OF) FORTROSE Edge of Town Centre Residential Zone Number of dwellings: 5.00 DWELLS Survey date: Wednesday 09/12/1998	HI-03-A-07	BUNGALOWS	HIGHLAND	Survey Type: Manual
11 ARD ÁLAINN CARRICK-ON-SHANNON GALLOW'S HILL Edge of Town Centre Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Monday 22/05/2017	LT-03-A-02	BUNGALOWS	LEITRIM	Survey Type: Manual
12 NEW ROW BOROUGHBRIDGE Edge of Town Centre Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Monday 15/09/2008	NY-03-A-03	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
13 RACECOURSE LANE NORTHALLERTON Edge of Town Centre Residential Zone Number of dwellings: 47.00 DWELLS Survey date: Tuesday 27/09/2016	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE	Survey Type: Manual
14 TULLYLUMB TERRACE PERTH CORNHILL Suburban Area Residential Zone Number of dwellings: 36.00 DWELLS Survey date: Wednesday 11/05/2011	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS	Survey Type: Manual

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

15 BRYN GLAS WELSHPOOL Edge of Town Centre Residential Zone Number of dwellings: 16.00 DWELLS Survey date: Monday 11/05/2015	PS-03-A-01	MIXED HOUSES	POWYS	Survey Type: Manual
16 GUNROG ROAD WELSHPOOL Suburban Area Residential Zone Number of dwellings: 28.00 DWELLS Survey date: Monday 11/05/2015	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS	Survey Type: Manual
17 MARLTON ROAD WICKLOW FRIARSHILL Edge of Town Centre Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Monday 28/05/2018	WC-03-A-02	DETACHED HOUSES	WICKLOW	Survey Type: Manual
18 CLONARD ROAD WEXFORD Suburban Area No Sub Category Number of dwellings: 34.00 DWELLS Survey date: Thursday 25/09/2014	WX-03-A-01	SEMI-DETACHED	WEXFORD	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-03-A-07	29-05-2019	UK Only
DN-03-A-08	30-09-2020	UK Only
DN-03-A-09	09-03-2026	UK Only
HI-03-A-07	03-12-1998	Removed: Most Recent HI-03-A-07 09-12-1998
HI-03-A-07	04-12-1998	Removed: Most Recent HI-03-A-07 09-12-1998
HI-03-A-07	07-12-1998	Removed: Most Recent HI-03-A-07 09-12-1998
MA-03-A-02	15-09-2021	UK Only
RO-03-A-02	14-07-2011	UK Only
RO-03-A-04	26-09-2014	UK Only

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	1	5	0.000	0.000	0.000
01:00-02:00	1	5	0.000	0.000	0.000
02:00-03:00	1	5	0.000	0.000	0.000
03:00-04:00	1	5	0.000	0.000	0.000
04:00-05:00	1	5	0.000	0.000	0.000
05:00-06:00	1	5	0.000	0.000	0.000
06:00-07:00	1	5	0.000	0.000	0.000
07:00-08:00	18	28	0.085	0.244	0.329
08:00-09:00	18	28	0.246	0.429	0.675
09:00-10:00	18	28	0.197	0.203	0.400
10:00-11:00	18	28	0.144	0.173	0.317
11:00-12:00	18	28	0.142	0.187	0.329
12:00-13:00	18	28	0.220	0.197	0.417
13:00-14:00	18	28	0.238	0.258	0.496
14:00-15:00	18	28	0.262	0.283	0.545
15:00-16:00	18	28	0.260	0.215	0.475
16:00-17:00	18	28	0.374	0.232	0.606
17:00-18:00	18	28	0.388	0.264	0.652
18:00-19:00	18	28	0.295	0.207	0.502
19:00-20:00	1	5	0.600	0.400	1.000
20:00-21:00	1	5	0.600	0.600	1.200
21:00-22:00	1	5	0.200	0.200	0.400
22:00-23:00	1	5	0.000	0.000	0.000
23:00-00:00	1	5	0.000	0.000	0.000
Total Rates:			4.251	4.092	8.343

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: ce7d456c-8f54-454b-91ac-f30a55b192b2

Parameter Summary:

Trip rate parameter range selected:	4 - 50 (units: DWELLS)
Survey date date range:	09/12/1998 - 10/10/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	0

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