

Transport Assessment

Land off Echo Hill,
Royston,
Hertfordshire,
SG8 9BB



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Document Control

Issue	Issue date	Compiled	Checked	Authorised
1	June 2025	RW	RS	LS

Executive Summary

GTA Civils & Transport Ltd has been commissioned to prepare a Transport Assessment (TS) in connection with a proposed development of 84 residential dwellings on land to the south of Echo Hill, Royston.

This Transport Assessment summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by North Hertfordshire District Council and are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework 2024 (NPPF).

The site can be accessed by sustainable forms of transport such as walking, cycling, bus and rail. The town centre shops are available within an 11minute walk and bus services are available throughout the day to local destinations. The Royston railway station is available within a short cycle ride where cycle and car parking is available at the station.

Vehicular access for the site will be via Echo Hill with an access provided in place of No 24 Echo Hill, which will be demolished.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development. The scheme is forecast to generate the following vehicle trips in a typical weekday peak hour which is a negligible impact on the highway network:

- 37 two-way vehicle trips in the morning peak hour (0800-0900);
- 38 two-way vehicle trips in the evening peak hour (1700-1800).

The scheme will not result in a highway impact that could be considered as severe in relation to the requirements of the National Planning Policy Framework.

The development would be supportive of improvements to footway infrastructure and travel plan measures to incentivise first dwelling occupants to consider non-car modes of travel where possible

A Framework Travel Plan is submitted with this application. A full Travel Plan will be provided at Reserved Matters stage and secured by condition or Section 106 obligation. The Travel Plan would encourage sustainable travel to all site users by promoting a range of sustainable travel measures. The Travel Plan will be monitored over at least 5 years with the aim of achieving a set of agreed targets over the period.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Assessment has been prepared by GTA Civils Ltd for Gladman Developments Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by Gladman Developments Ltd to prepare a Transport Assessment to support an outline planning application for a proposed development at the land off Echo Hill, Royston, Hertfordshire, SG8 9BB. The proposed development is for up to 84 residential dwellings within North Hertfordshire District Council.
- 1.3 The development will have access from Echo Hill and associated infrastructure including retained hedges, trees and new greenspace incorporating habitat creation, sustainable drainage features, woodland planting, play and recreation space and new pedestrian and cycle connections. Access to the site will require the demolition of No. 24 Echo Hill with an access road to be built in its place.
- 1.4 This Transport Assessment details the impact of the proposed development on both the local highway network and surrounding strategic highway network.

Previous Applications

- 1.5 There was a previous application submitted to North Hertfordshire Council for a residential development of up to 120 dwellings and associated open space and green infrastructure in 2018 (18/00747/OP). That application was refused in January 2019 for a variety of reasons including landscape and use of Briary Lane.
- 1.6 This report assesses the proposed access, which is now proposed from Echo Hill, rather than Briary Lane.
- 1.7 In respect of highway impact comments provided by Hertfordshire County Council, an objection to the application was given, citing:
DfT's Inclusive Mobility, HCC's Passenger Transport in New Developments, The Chartered Institution of Highways Transportation (CIHT) guidance 'Buses in Urban Developments' published in January 2018 and the 'Roads in Hertfordshire Design Guide' (3rd Edition January 2011) state that development layouts should be designed such that all occupied areas are no more than 400m walking distance from a bus stop. There are no bus stops within 400m of the proposed development and to be considered sustainable any new or re-routed service to the proposed housing must have a good chance of being commercially viable after developer pump-priming contributions have been exhausted. The Highway Authority has examined the options for servicing the development route by route in order to establish the viability of the public transport options in the longer term. It has concluded that it is unlikely that a satisfactory route would be available in the longer term. Accordingly, it is considered

that the proposed development would be unlikely to benefit from a satisfactory bus service beyond the short term with residents being denied access to high quality public transport contrary to the aims of the NPPF, Policy T1 (assessment of transport matters) of the Emerging Local Plan and HCC's Local Transport Plan 4.

- 1.8 The objection reasoning appears to have been based upon the site being in excess of the 400metre distance to the nearest bus stop, and on this basis the site was determined as not being 'sustainable'.
- 1.9 However, this is not a reasonable reason upon which to base an objection to a planning application. The CIHT guidance 'Buses in Urban Developments', 2018, promotes the 400-metre criteria as an **aim** by which to shift mode share from car to bus. By way of another example, Transport for London **aims** to have over 99% of London's population within 600 metres of a bus stop. In residential areas, TfL **aims** to have a bus network within 400 metres of homes where demand justifies a service.
- 1.10 Therefore, provision of a bus service or proximity to a bus stop cannot qualify an area as instantly 'sustainable' and other factors such as walking and cycling accessibility to local shops and services is also key.
- 1.11 The NPPF paragraph 117 states:
'Within this context, applications for development should:
*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and **second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use***
- 1.12 An application for 99 dwellings (20/00744/OP) was refused in April 2021 but was not refused on transportation grounds.

Scope of Report

- 1.13 The Transport Assessment includes the following scope of work:
 - Review the existing transport network – including accessibility assessment of the site for all transport modes and access to local shops and services;
 - Review existing local highway incident data – by reviewing the last 5 years of recorded incidents on the crashmap website;
 - Trip Generation exercise – forecast vehicle trip rates based on the TRICS database of developments;
 - Set out the proposed site access and visibility splays;

- Review of the swept path analysis for the site access, including for the largest refuse collection vehicle in accordance with local standards;
- Set out the impact of the development traffic and consider any mitigation requirements;

Policy Context

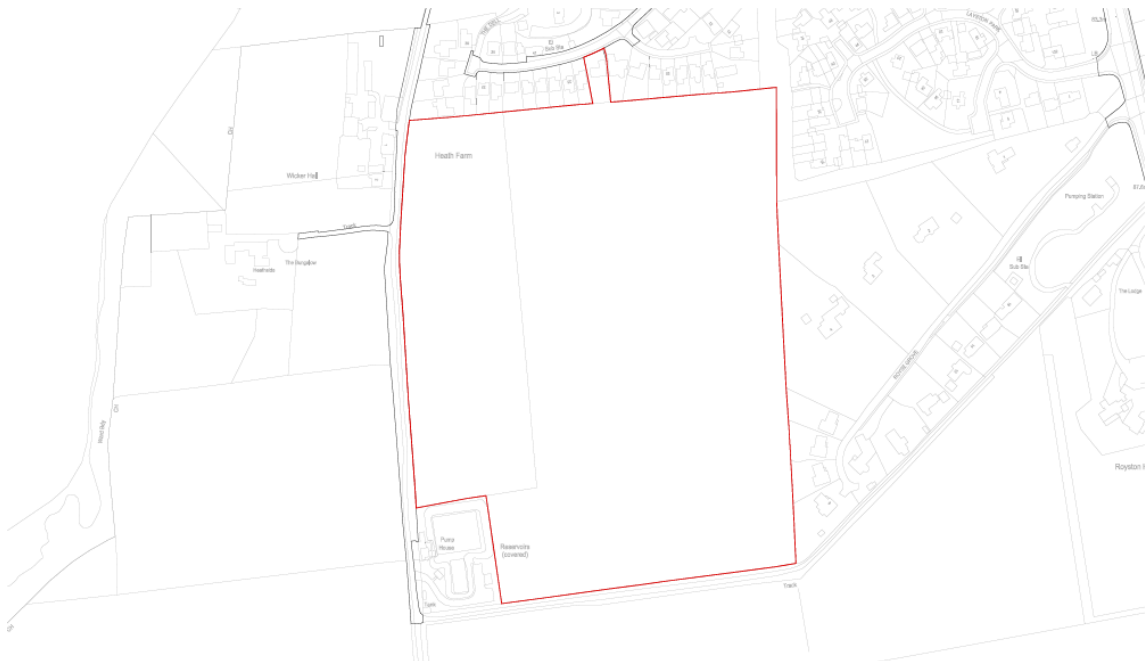
1.14 This Transport Assessment has been written with reference to the following policies and guidance documents:

- National Planning Policy Framework (NPPF, 2025);
- Manual for Streets 1 & 2;
- Hertfordshire's Local Transport Plan LTP4: 2018-2031 (Adopted May 2018);
- Hertfordshire's Place & Movement Planning and Design Guidance for Hertfordshire Contents;
- North Hertfordshire Design Supplementary Planning Document (July 2011);
- North Hertfordshire District Council Vehicle Parking at New Development Supplementary Planning Document (September 2011);

2 The Site

- 2.1 The development is located on land south of Echo Hill, to the east of Briary Lane, Royston, Hertfordshire. The site is presently an agricultural field land and one existing residential property.
- 2.2 The proposed vehicle access requires the demolition of 24 Echo Hill. Echo Hill and the surrounding residential streets have a system of street lighting and footways throughout and are subject to a speed limit of 30mph.
- 2.3 Briary Lane forms the western boundary of the site, which is a public bridleway (013) and access for motor vehicles is not permitted.
- 2.4 The location of the site is shown below in **Figure 2.1**, highlighting the red line boundary of the site. An indicative site plan is in **Appendix A**.

Figure 2.1 Site Location & red line boundary

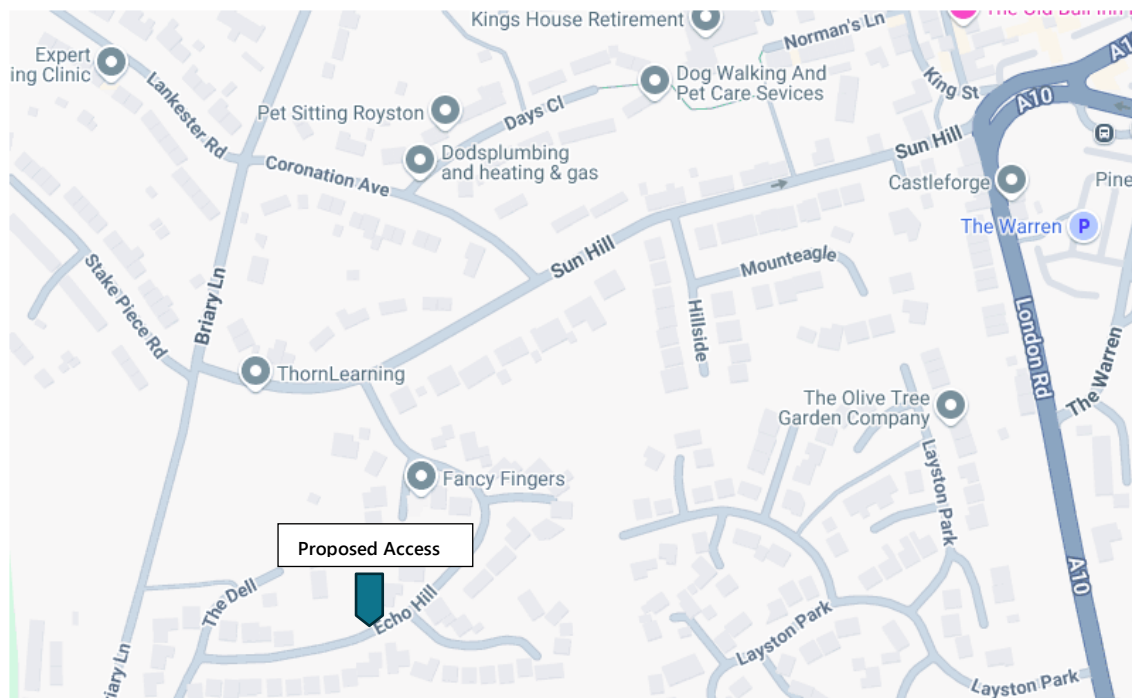


Local Highway Incident Data

- 2.5 The local highway incident data for the site area has been reviewed for the last available 5-year period of data between 2019-2023, using Crashmap.co.uk. CrashMap uses data collected by the police relating to road traffic accidents occurring on British roads involving personal injury, which is then compiled into an accessible format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

2.6 There are no recorded incidents within the vicinity of the site.

Figure 2.2 – Recorded Highway Incidents (2019-2023)



Source: Crashmap.co.uk

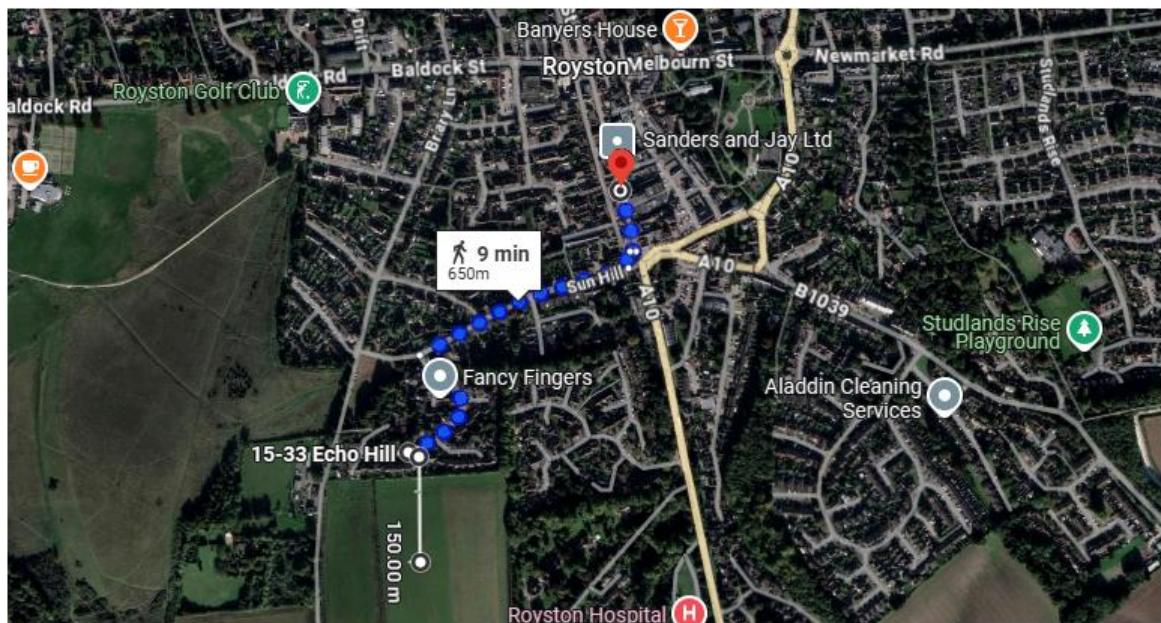
3 Site Accessibility and Modal Choices

- 3.1 In general, the site is located in a highly accessible area, close to a range of key daily services and facilities, public transport services, and is bordered by residential dwellings to the north and east.
- 3.2 Manual for Streets defines the 'walkable neighbourhood' whereby 800metres can be considered a comfortable walking distance (paragraph 4.4.1) for reaching key facilities. MfS also states, 800metres is not the upper limit and walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 3.3 Whilst superseded by the NPPF, the former PPG13 Transport document sets out guidance related to suitable walking and cycling distances:
- "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)
 - "Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Paragraph 77).
- 3.4 The paragraphs below, demonstrate the site is within reasonable walking and cycling distances, in relation to the guide distances above.

Walking and Cycling

- 3.5 The town centre shops and the bus station at London Road are around a 10minute walk, therefore the site is well located within a short walking distance for most people to access various shops and services. The example route shown below is from the centre of the site to the town centre shops.
- 3.6 The streets in the area all have good quality footways with street lighting. Echo Hill and Sun Hill are both pleasant streets to use on foot, with a system of street lighting and footways both sides.

Figure 3.1 – Walking route to the town centre shops



Source: Googlemaps

- 3.7 The walking isochrones from the site, in 500metre intervals to 2000metres, are provided below for illustrative purposes.

Figure 3.2 – 2km Walking Isochrone

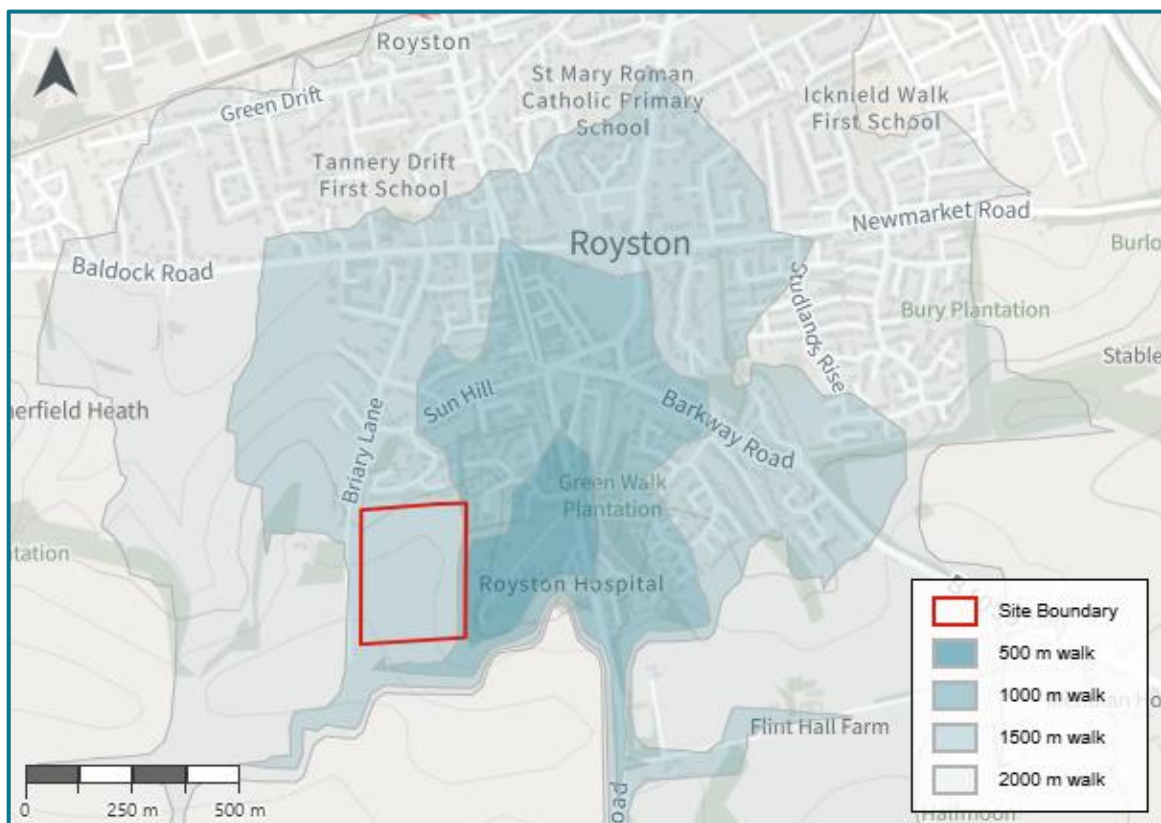
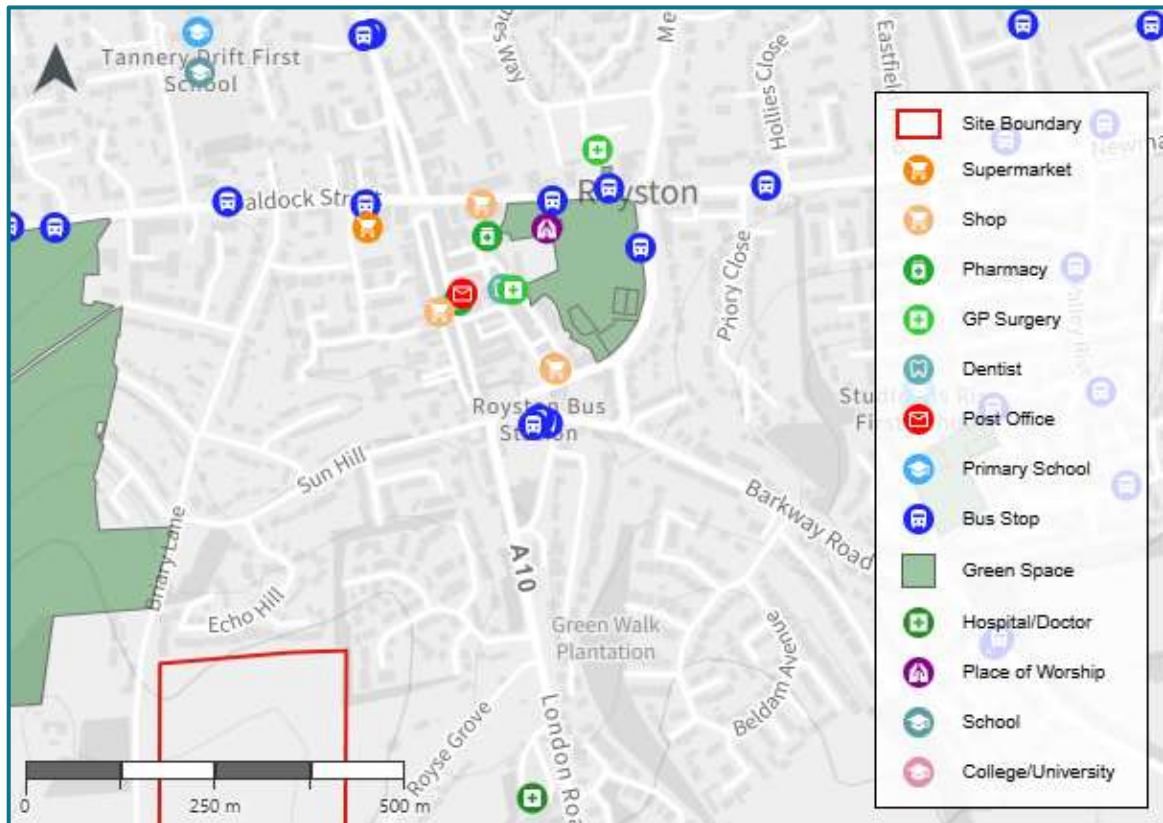


Figure 3.3 – Local Amenities Nearby Site

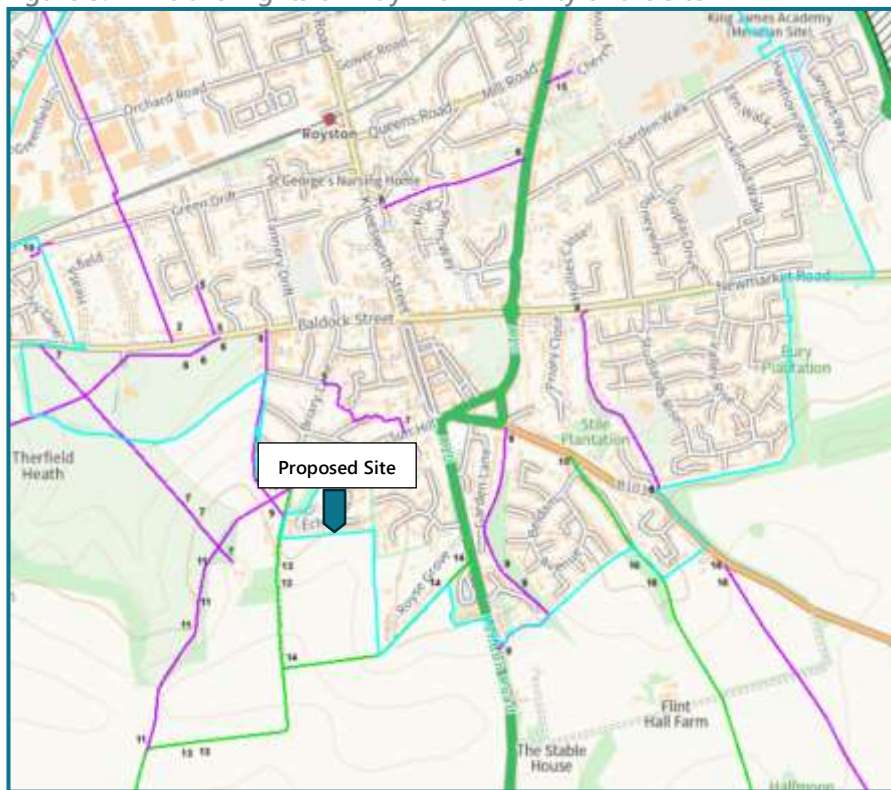


3.8 Figure 3.3 above displays a range of facilities and services, around 1000metres from the site, in relation to the key daily needs, bus stops, schools, supermarkets, health services and a variety of Royston pubs and restaurants, all within walking distance of the site.

Public Rights of Way

- 3.9 The public rights of way network local to the site is shown in Figure 3.4 below, taken from the HCC website.
- 3.10 Public Bridleways 13, run along the west boundary of the site and bridleway 14 runs along the southern boundary. Both paths offer the potential for encouraging cycling as well as walking trips from the site and onward to locations in Royston.

Figure 3.4 – Public Rights of Way within vicinity of the site

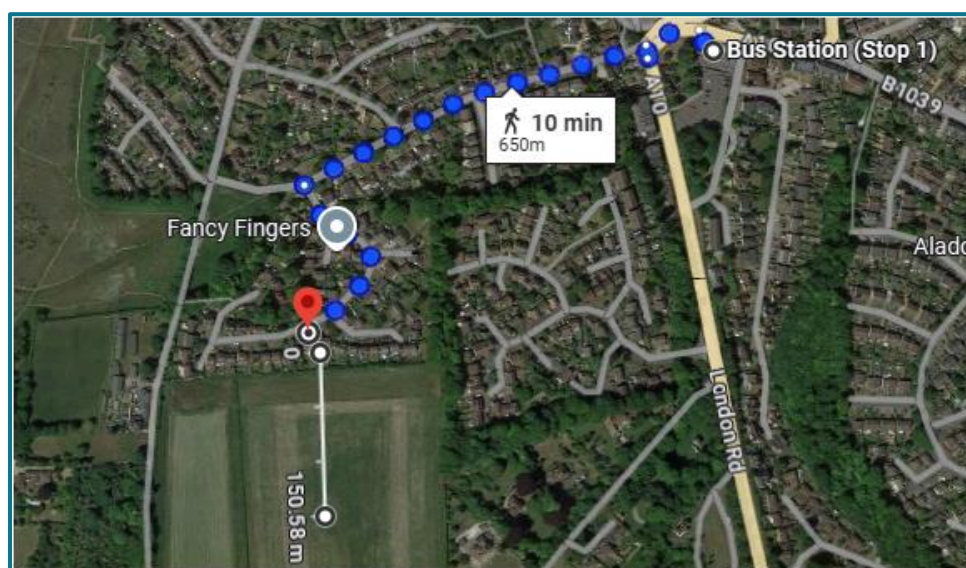


Source: HCC

Bus Services

- 3.10 There are a range of bus services to key facilities and destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a sustainable modal choice for residents of the site.
- 3.11 Royston bus station is on Barkway Street. There are two stops with waiting shelters, timetable information and seating.
- 3.12 The walking route and distance between the site and the bus station is shown below, using the Google Streetview walking time facility. When an additional allowance of 150metres is included to the centre of the site, it is approximately 800metres or a 10minute walk. The walking environment to the bus station, along Echo Hill and Sun Hill is a pleasant route, lightly trafficked, with footways and street lighting, with a noted though reasonable gradient and overall a 10 minute walk would be acceptable.
- 3.13 Some improvements to the footways, such as tactile paving and dropped kerbs would be supportive of the walking route to the bus station. However, the site is well located close to the town centre to not be reliant on bus services.
- 3.14 With reference to paragraphs 1.7 to 1.11 of this report, the proposed development would not be of a scale to necessitate to support a new service or reroute an additional service.

Figure 3.4 – Walking route to the bus station



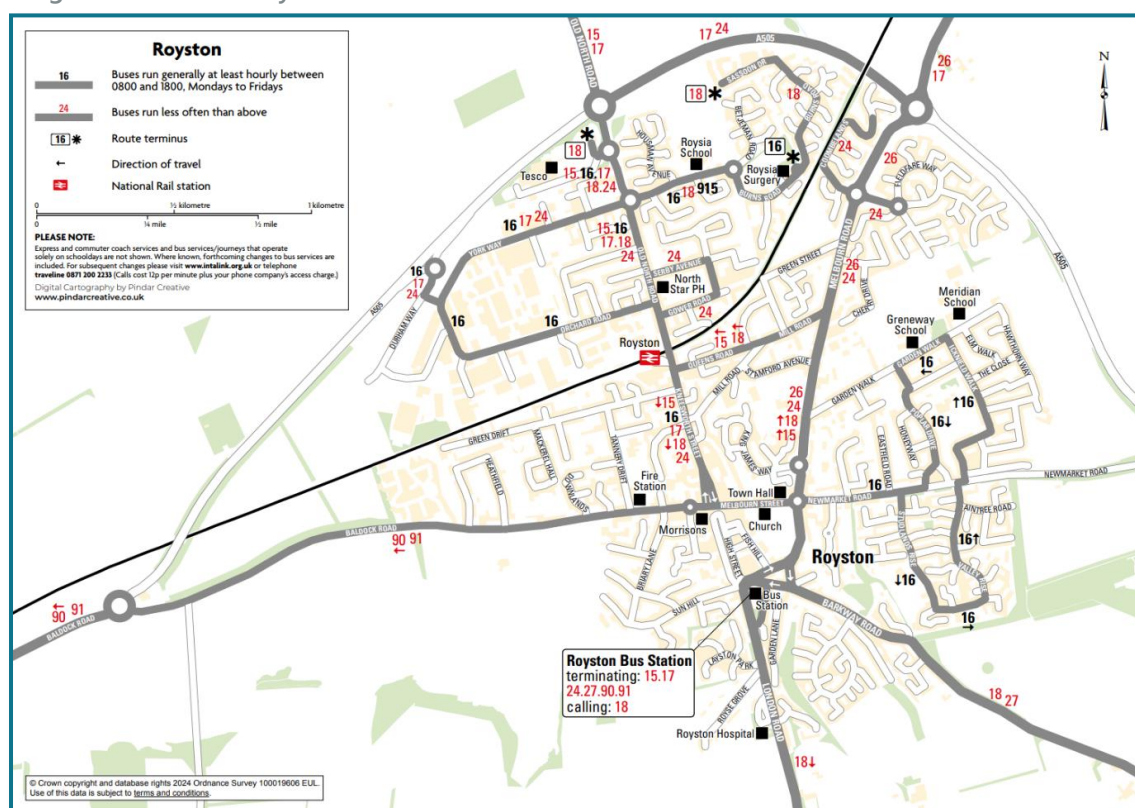
- 3.15 **Table 3.1** below indicates the route destinations and approximate frequencies of the bus routes near the site.

Table 3.1 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Bus Station	17	Guilden Morden - Royston	5 per day	4 per day	No service
Bus Station	17	Royston - Guilden Morden	5 per day	4 per day	No service
Bus Station	24	Royston – Tesco Circular	1 per day, Mon & Wed only	No service	No service
Bus Station (from 30 th June 2025)	26	Royston - Cambridge	6 per day	4 per day	No service

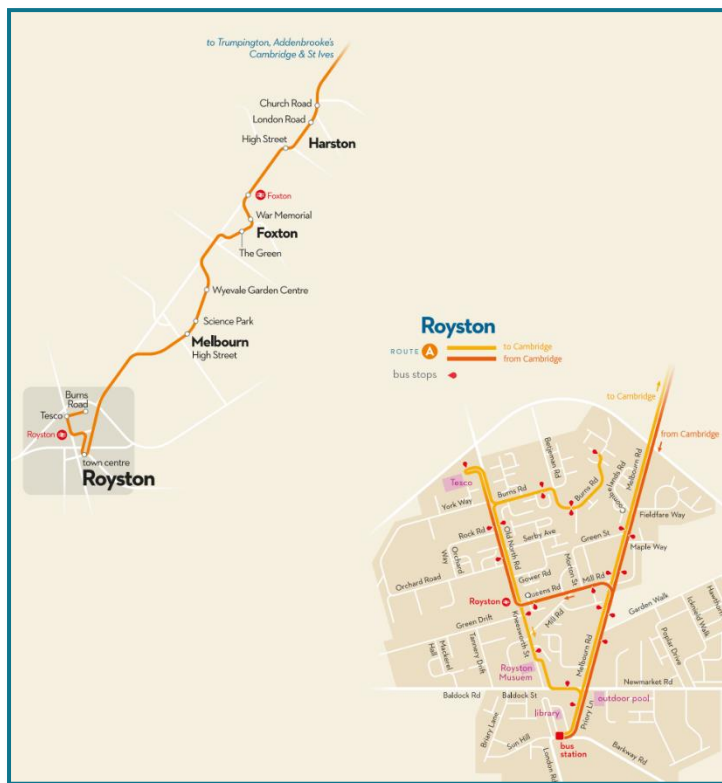
3.16 The figure below shows the local bus network in Royston.

Figure 3.5 – Local Royston Bus Services



3.17 The new service 26, from 30th June 2025 to Cambridge, routes via Tesco and is shown below for information.

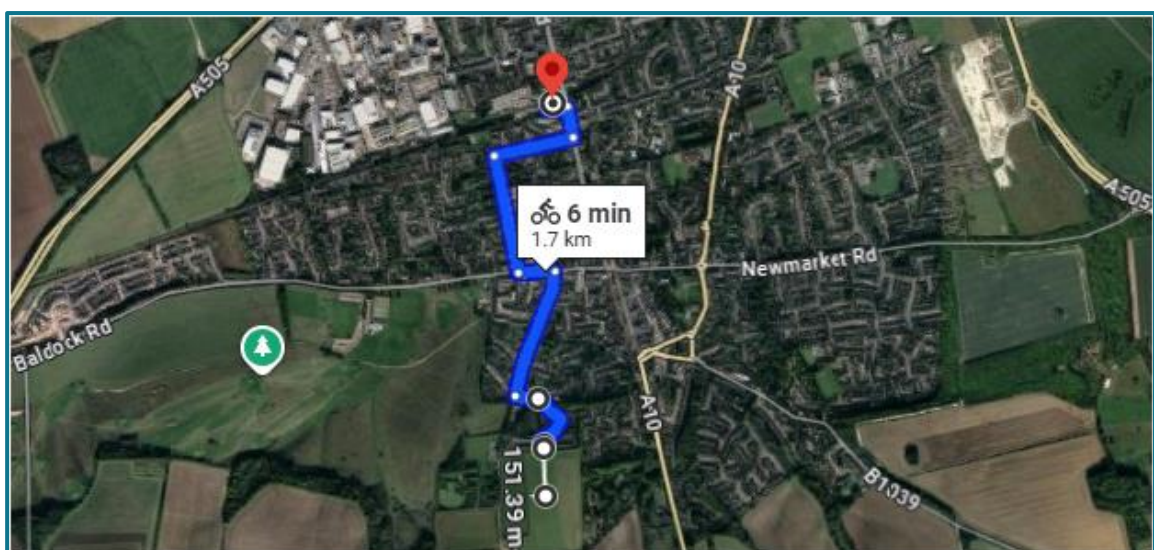
Figure 3.6 Route map of the new 26 bus service



Rail Services

- 3.18 The nearest railway station is Royston, located approximately 1.7km from the site. This equates to a 20-minute walk or a 6-minute cycle.

Figure 3.7 Cycle route to Royston Station



3.19 Trains from this station are operated by Great Northern Railway and have access towards destinations such as London and Cambridge. According to the National Rail website, the station facilities include:

- 178 cycle parking spaces in sheltered stores with CCTV
- 517 car parking spaces, including 9 accessible spaces
- Impaired mobility set down/pick up points
- Step-free access to the platforms
- Toilets, waiting rooms and seating.

3.20 The journey times and service frequencies are set out below.

Table 3.2 – Local Rail Services

Station	Destination	Frequency	Journey Time
Royston	Cambridge	5 / hour	14 mins
Royston	London Kings Cross	3 / hour	37 mins
Royston	London St Pancras	2 / hour	51 mins
Royston	Farringdon	2 / hour	55 mins

Summary

3.21 In summary the site has a good level of accessibility and can be categorised as a 'walkable neighbourhood', being within 800metres of various key daily shops and services. Public transport services are accessible within a short walk to the bus station or a cycle ride to the railway station. This is consistent with NPPF paragraph 110, which states '*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.*'

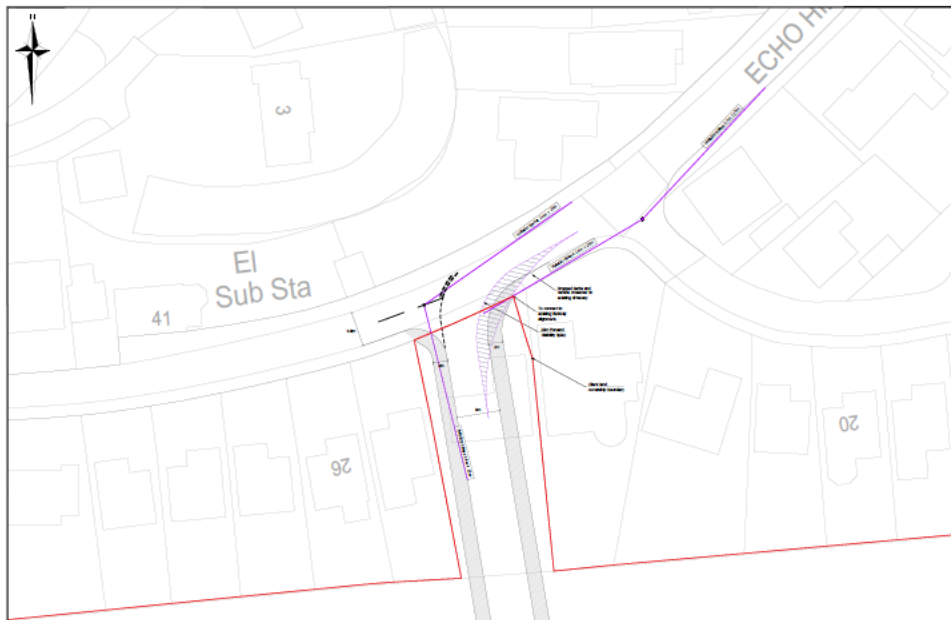
4 Proposed Development

- 4.1 The proposed development is for 84 residential dwellings, to be submitted as part of an Outline Planning Application. Layout details including parking provision would be submitted in a subsequent reserved matters application.

Access Arrangements

- 4.2 Vehicle access to the site will require the demolition of No. 24 Echo Hill. The site access road is proposed to connect with Echo Hill at this location with an altered priority to serve the proposed development.
- 4.3 The western spur of Echo Hill, leading to The Dell serves access to around 23 properties and the proposed scheme is for 84 dwellings. Therefore, the dominant traffic flow will favour the proposed access road and the minor flow arm would become the remainder of Echo Hill and The Dell, requiring to 'Give Way'. A Stage 1 Road Safety Audit has been undertaken on this new junction layout proposal as detailed below.
- 4.4 Therefore, the dwellings to the west of the new access that form the remainder of Echo Hill and The Dell will form a priority junction. An access plan is shown in [Appendix A](#), in addition to a vehicle swept paths drawing demonstrating two-way flows and a sketch is provided below.

Figure 4.1 Proposed site access and link with Echo Hill



- 4.5 Visibility splays are shown at 2.4metres x 25metres and 2metre footways are provided both sides of the access, compliant with the HCC Highway Design Guide, 3rd edition, Table 4.1.1.1.

- 4.6 Table 4.1.1.1 references a Minor Access, serves up to 100 dwellings, and it is considered that the proposed scheme would be compatible with this criteria of street and therefore the applicable forward visibility splay and sight stopping distances to 25metres are shown on the drawings.

Stage 1 Road Safety Audit (RSA1)

- 4.7 A Stage 1 Road Safety Audit was undertaken on the access to serve the residential development, by EC Road Safety Limited on Friday 30th May 2025. The RSA1 has been included in **Appendix C** of this report.
- 4.8 The carriageway surface was dry. Traffic flows were low and vehicle speeds were observed as low to moderate. Low pedestrian volumes and no cyclist movements were observed during the time of the site visit.
- 4.9 The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.
- 4.10 A summary of the points raised in the safety audit are provided below. Two points were raised, which have been resolved via design amendment through the designer's response listed below.

Table 4.1 Points raised, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response
4.1	New Access Road	Risk of pedestrian trips and falls.	It is recommended that suitable dropped kerbs and tactile paving is installed to assist pedestrians crossing at the location.	Agreed and would expect to be provided as part of a S278 highways agreement.
4.2	New Access Road	Insufficient forward visibility may lead to head-on collisions between vehicles, or collisions with pedestrians in the carriageway	It is recommended that suitable forward visibility (stopping site distance) is provided at the bend, and that the visibility splays should be adopted for control by the Highway Authority or that Covenants should be in place to ensure that no structures or planting is allowed to block visibility	Visibility splays are demonstrated, compliant with the likely 20mph speed of traffic in this location. The splays fall within land under the applicant's ownership and which has the potential to be adopted under the control of the Highway Authority

Emergency and Refuse Vehicle Access

- 4.11 Refuse collection guidance is provided by North Hertford Council within their guidance document 'Waste Storage & Collection Guidance For Developers'.
- 4.12 The guidance requires vehicle tracking should ensure that refuse vehicles can access the site safely without encroaching on parking bays or footways. Typical refuse vehicle dimensions are:
- turning circle of up to 22.3 metres
 - width of 2.5metres
 - length 12.1metres
- 4.13 A refuse vehicle swept path drawing is provided on the plans in **Appendix B**.
- 4.14 Emergency vehicles would make use of the proposed access which is consistent with previous requirements from the council.
- 4.15 In a previous planning application for 99 dwellings, under planning application reference 20/00744/OP, a separate emergency access from Briary Lane was not required. Paragraph 8.1 of the Hertfordshire County Council Highway Authority officer response stated:
- The LPA has requested that Briary Lane is not promoted as an emergency access. HCC highways has confirmed to the applicant that the proposed development does not need an emergency access and some local residents have expressed concern that Briary Lane traffic may increase if misused by residents.*

Proposed Vehicle and Cycle Parking

- 4.16 The proposal is seeking outline planning consent and therefore matters concerning the internal site layout is not part of this application. Car parking standards for residential uses are noted as provided in Appendix 4 of the North Hertfordshire Local Plan 2011-2031.

Hertfordshire County Council Parking Guidance

Use Class	Description	Car parking standards	Cycle parking standards
C3 Residential	a) General housing (including retirement and sheltered elderly persons accommodation, and similar non-C2 uses) Please note: In all cases where a new vehicle crossover is required, the approval of the Highway Authority is required. Further design guidance on crossovers can be found in Hertfordshire County Council's 'Roads in Hertfordshire: Highway Design Guide'.	1 bedroom dwellings (including studios): 1.5 spaces (either 1.5 unallocated, or 1 allocated and 0.5 unallocated) 2 bedroom dwellings: either 2 spaces (either 2 unallocated or 1 allocated and 1 unallocated) or 2.5 spaces (2 allocated and 0.5 unallocated) 3 bedroom dwellings 2.5 spaces (2 allocated and 0.5 unallocated) 4 bedroom dwelling: 3.5 spaces (3 allocated and 0.5 unallocated) Zone 1 (i.e. all St Albans District except Zone 2): applicants will be encouraged to meet existing standards; Zone 2 (i.e. St Albans city centre and adjoining areas, including part of Fleetville; Harpenden town centre): schemes below the standards may be accepted, but sufficient spaces to meet likely parking demand will be sought. Maps showing the zone boundaries can be found using SADC's Local Information Service public GIS.	1 l/t space per unit if no garage or shed provided. 1 s/t space per 3 units plus 1 l/t space per 5 units

5 Trip Generation & Impact

- 5.1 Vehicle trip generations for the proposed development of 84 dwellings have been derived from the TRICS database.
- 5.2 The TRICS database has been examined for appropriate matches in relation to the residential development, with the following main parameters applied:
- Post 2015 surveys;
 - All regions of England, excluding Greater London;
 - Weekdays only;
 - Suburban Area (Out of Centre) and Edge of Town location types;
 - Populations of 5,001 to 75,000 within 5 miles;
 - Car ownership 1.1 to 2.0 per household;
 - Number of units (57 to 197 units – Average 118);
- 5.3 The full details of the TRICS assessment can be seen in [Appendix D](#). Table 5.1 below provides vehicle trip rates and trips, based on the site selection criteria.

Table 5.1 – Privately Owned Houses – Weekday Vehicle Trips & Trip Rate

Time Period	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
Mode	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicle Trip Rate	0.141	0.305	0.446	0.306	0.151	0.457	2.052	2.079	4.131
Vehicles	12	26	38	26	13	39	172	175	347

- 5.4 A residential development of 84 dwellings will generate the following weekday peak hour vehicle trips of:
- 38 two-way vehicle trips in the morning peak hour (0800-0900);
 - 39 two-way vehicle trips in the evening peak hour (1700-1800);
- 5.5 This would represent just over 1 additional car trip every 2 minutes at peak network travel periods and therefore this cannot be considered as representing a significant or severe impact in relation to the NPPF. Therefore, no further assessment is necessary.

6 Mitigation Measures

- 6.1 The site has a good level of accessibility and can be categorised as a walkable neighbourhood, being within 800metres of various key daily shops and services. Public transport services are accessible within a short walk to the bus station or a cycle ride to the railway station.
- 6.2 Some improvements to the footways, such as tactile paving and dropped kerbs would be supportive.
- 6.3 The bus station is located around an 11minute walk or around 800metres from the site and therefore there is no requirement to route a bus into the proposed site, nor would the scale of development justify this. This reasoning for not requiring additional bus service provision is considered in paragraphs 1.8 to 1.11. In addition, Royston has sufficient facilities to provide for daily needs.

Residential Travel Plan criteria

- 6.4 The Hertfordshire County Council Travel Plan Guidance (Page 18) states a travel plan is required for residential schemes over 80 dwellings.
- 6.5 Therefore, for the purposes of supporting the outline planning application, a Travel Plan Framework has been provided as a separate document to indicate the general content of the travel plan, alongside the travel welcome pack and associated travel incentives for new dwelling occupants.

Travel Welcome Pack

- 6.6 A residential travel welcome pack should be provided for first occupants, providing local travel information and details of travel incentives or public transport discounts.
- 6.7 Travel incentives or discounts should be worth at least £150 per dwelling and could be exchanged for one of the following:
- a season ticket for the local bus service network;
 - a rail season ticket or network card;
 - a contribution towards the purchase of a new bicycle and/or equipment
- 6.8 The Travel Packs would include information showing local footways, cycle routes and bus stops and bus services and information on any travel incentives and offers
- 6.9 A programme of monitoring and review will be carried out to a timetable agreed with the local authority.

Construction Management

- 6.10 A Construction Management Plan is likely to be a condition of planning permission to manage vehicular activity in and around the site. This will cover matters such as a contractor's compound, lorry routes to and from the site, contractors parking, hours of operation and other matters.
- 6.11 Loading and unloading of materials will take place on site, minimising obstruction on the highway and to road users and pedestrians. A designated area will be set up for materials storage, all materials will be stored in a safe and secure manner.
- 6.12 Local directional signing will be agreed with the Highway Authority. Delivery drivers will be briefed to use the approved lorry routing to avoid inappropriate roads, areas or sensitive locations, such as schools, where possible.

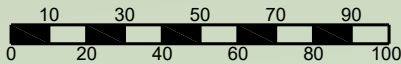
7 Conclusions

- 7.1 This Transport Assessment has been produced to support an 'Outline application (with all matters reserved except for access) for the erection of up to 84 dwellings with associated infrastructure, engineering works, and open space.
- 7.2 The development will have access from Echo Hill and associated infrastructure including retained hedges, trees and new greenspace incorporating habitat creation, sustainable drainage features, woodland planting, play and recreation space. Access to the site will require the demolition of No. 24 Echo Hill with an access road to be built in its place.
- 7.3 Finalisation of car parking provision and the location of car parking spaces will be determined at reserved matters planning stages. Electric vehicle charging points would be required at all residential dwellings.
- 7.4 The site has a good level of accessibility and can be categorised as a walkable neighbourhood, being within 800metres of various key daily shops and services in Royston. Public transport services are accessible within a short walk to the bus station or a cycle ride to the railway station.
- 7.5 The proposed scheme is likely to result in the following vehicle trips over the course of a weekday, which could easily be accommodate on the local highway network:
- 37 two-way vehicle trips in the morning peak hour (0800-0900);
 - 38 two-way vehicle trips in the evening peak hour (1700-1800).
- 7.6 The development would be supportive of improvements to footway infrastructure and travel plan measures to incentivise first dwelling occupants to consider non-car modes of travel where possible.
- 7.7 It can be concluded that the development proposals pose a minimal impact upon the local highway network. The development should not be refused on highway grounds.

- End of Report -

Appendix A

Indicative Site Plan



Proposals

- Site boundary: 8.97ha
- Proposed residential development: 3.01ha (84 dwellings @ 28dph)
- Proposed green infrastructure: 5.96ha

Movement

- Bridleway
- Public Footpath
- Proposed primary street
- Proposed secondary streets
- Proposed private drives and courts
- Proposed recreational routes
- Proposed key spaces

Landscape

- SSSI: Therfield Heath
- Existing vegetation
- Proposed native woodland
- Proposed native thicket
- Proposed trees
- Proposed meadows
- Proposed drainage features/wetland
- Proposed children's play area
- Proposed focal seating areas



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PROJECT
Land off Echo Hill, Royston

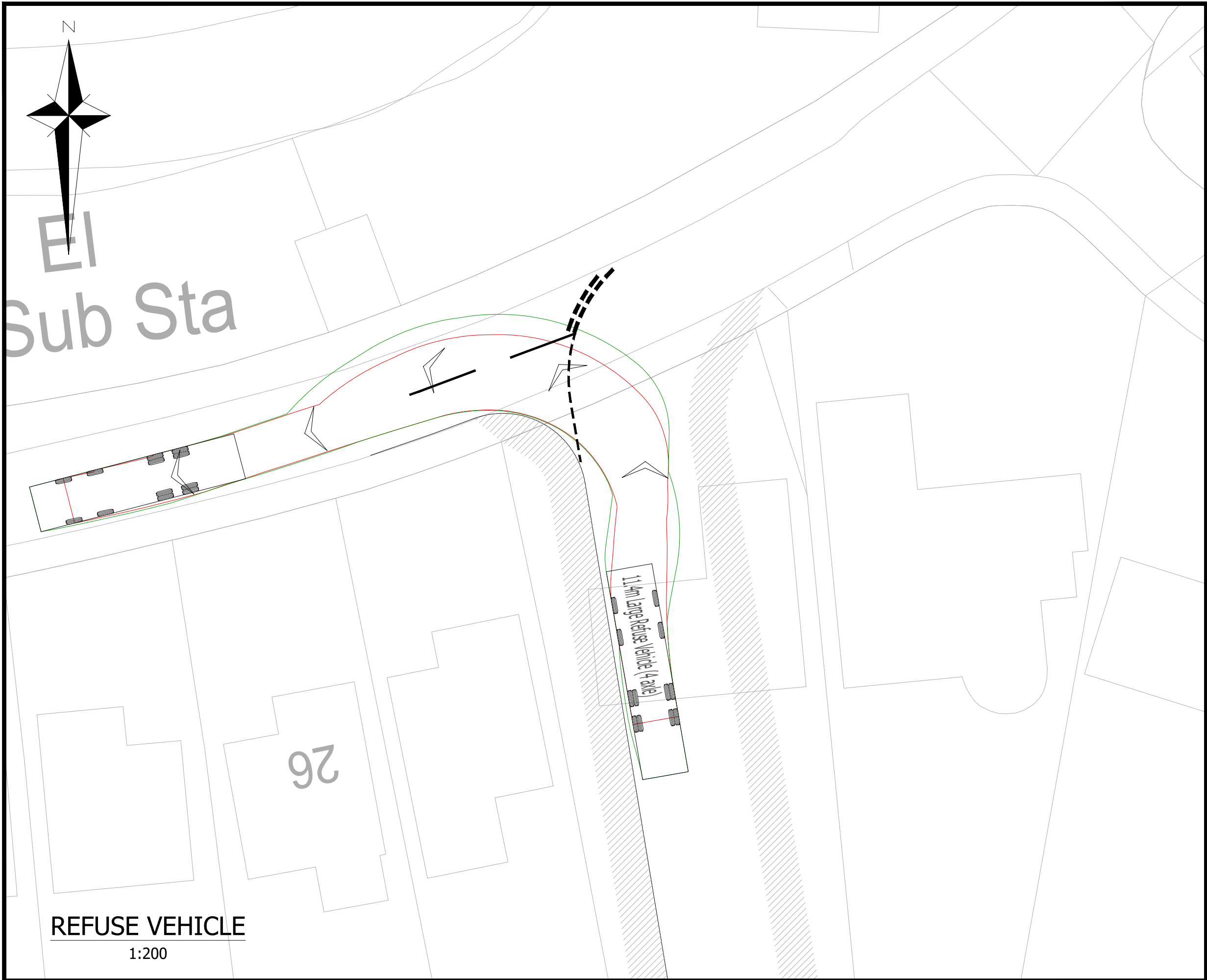
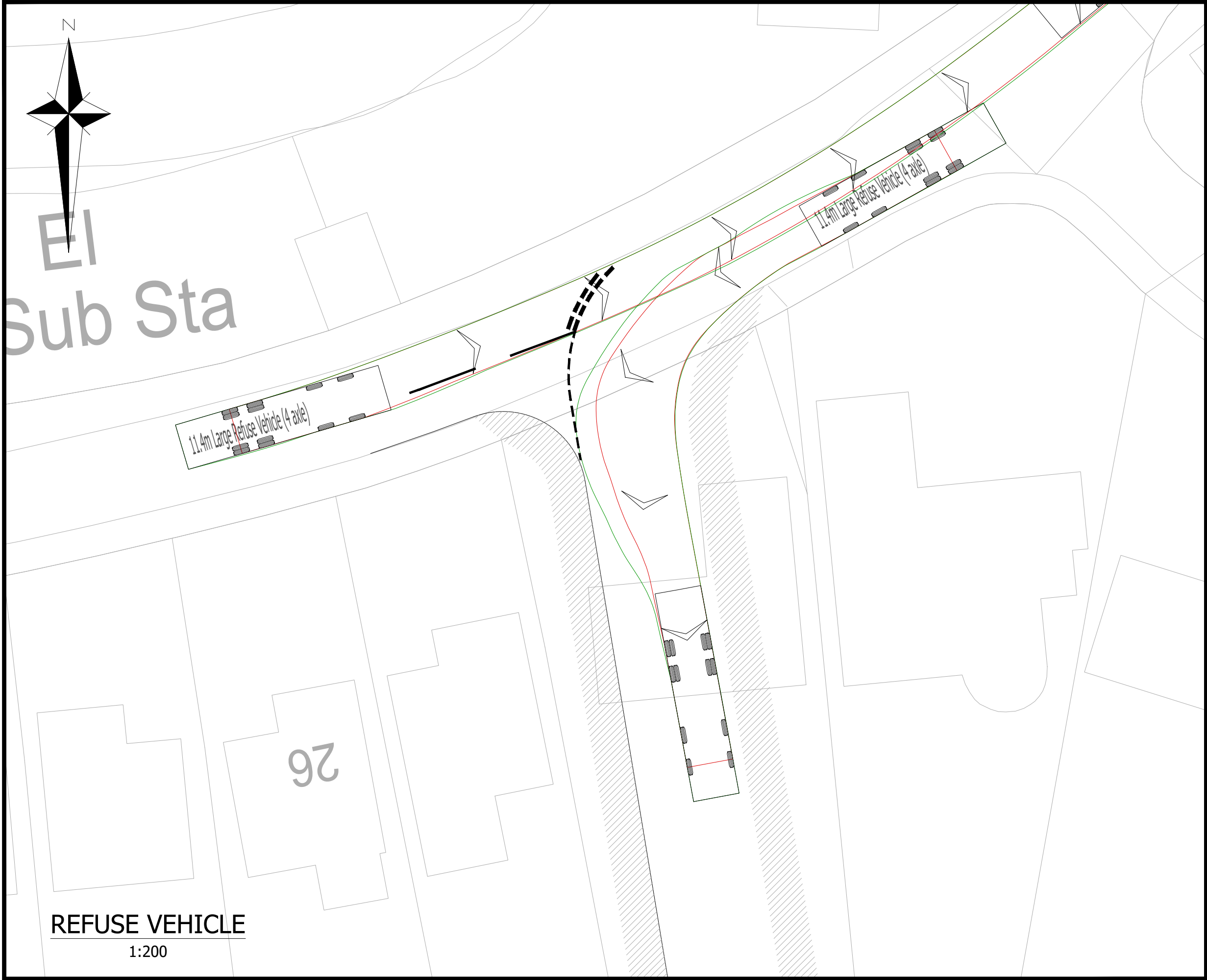
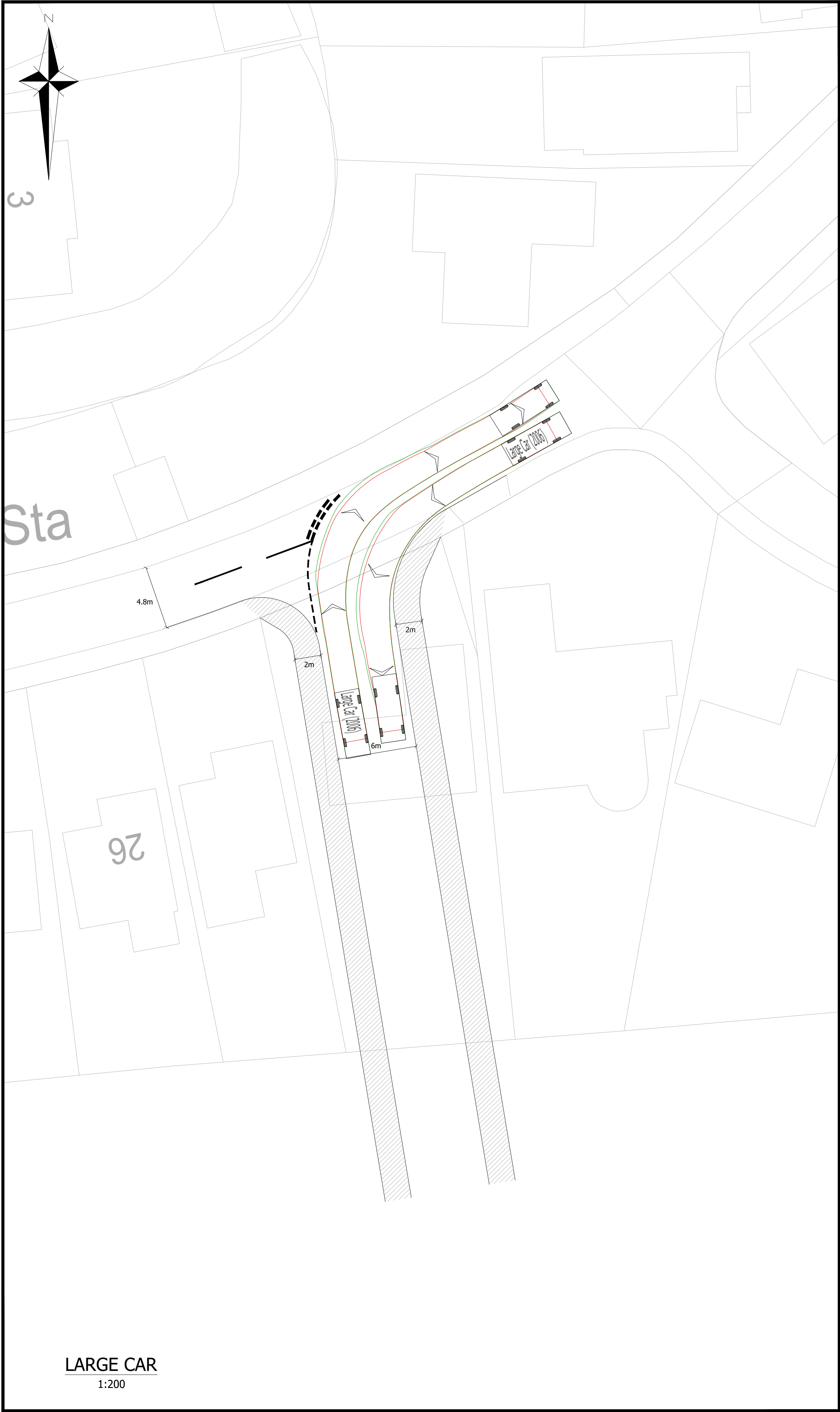
TITLE
Development Framework Plan

DRAWN BY	CHECKED BY		
MP	SG		
SCALE @ A3	DATE		
1:2,500	10.06.2025		
PROJECT NO.	DRAWING NO.	REV.	
I000619	DL_101	E	

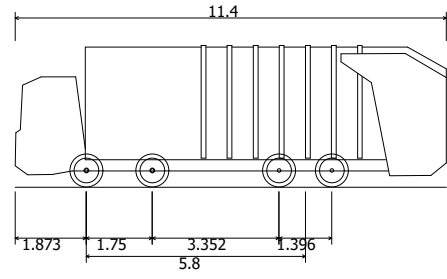
iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

Appendix B

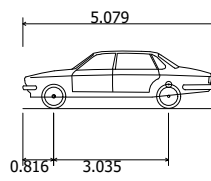
Access Drawing



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



11.4m Large Refuse Vehicle (4 axle)
Overall Length 11.400m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.530m

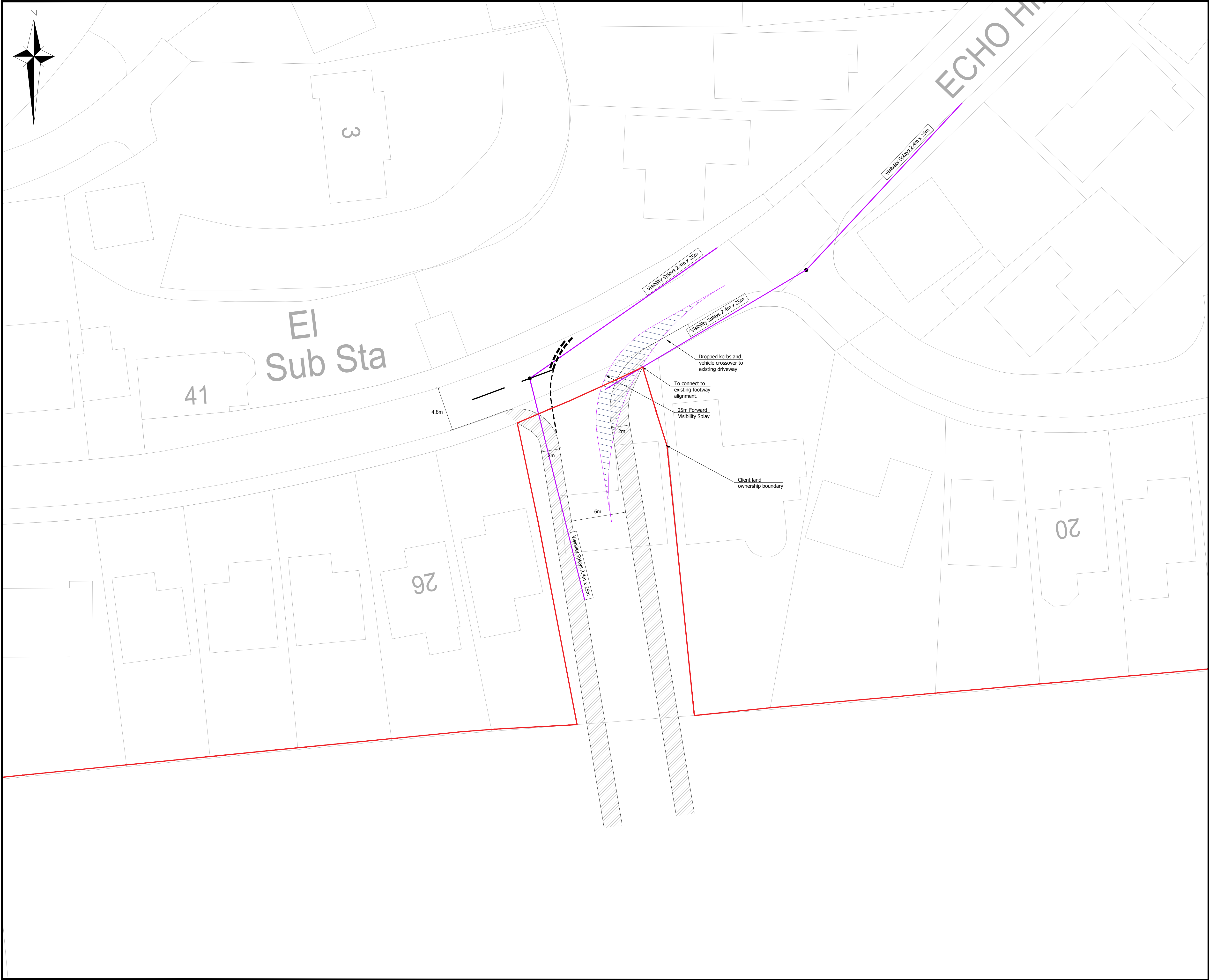


Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Vehicle wheels outline

Vehicle Body envelope

P1	INITIAL ISSUE		11.06.2025	ART	RW
Rev	Amendments		Date	Dsn	Chk
Status					
PRELIMINARY					
Client					
GLADMAN DEVELOPMENTS LTD					
Architect					
Project					
LAND OFF ECHO HILL					
Title					
ACCESS PLAN					
SWEEP PATH ANALYSIS					
Date	NOVEMBER 2024		Scale @ A1	1:200	
Clients Ref.			Project Ref.	13378	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number			Rev.		
13378/2102			P1		



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

P2	REVISED TO LAND OWNERSHIP BOUNDARY		11.06.2025	ART	RW
P1	INITIAL ISSUE		15.11.2024	JMW	RW
Rev	Amendments		Date	Dsn	Chk
Status					
PRELIMINARY					
Client					
GLADMAN DEVELOPMENTS LTD					
Architect					
Project					
LAND OFF ECHO HILL					
Title					
ACCESS PLAN					
GENERAL ARRANGEMENT					
Date		NOVEMBER 2024		Scale @ A1	
Clients Ref.		Project Ref.		1:200	
				13378	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
13378/2101				P2	

Appendix C

Stage 1 Road Safety Audit



EC ROAD SAFETY LIMITED
audits@ecroadsafety.co.uk
www.ecroadsafety.co.uk

**Briary Lane
Royston
Hertfordshire**

New Development Access

Stage 1 Road Safety Audit

Report No. EC/2025/06/GTA2

June 2025



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation Hertfordshire County Council
Design Organisation: GTA Civils & Transport Limited
Project: New Development Access
Address: Briary Lane
Royston
Hertfordshire

PREPARED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 06 June 2025

AGREED BY

Name: Vinny Rey
Position: Road Safety Auditor
Date: 10 June 2025

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 10 June 2025

DISTRIBUTION

Organsiation	Contact	Date	Copies
GTA Civils & Transport	Richard Wells	10/06/2025	ecopy

1 INTRODUCTION

1.1 General

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport to undertake a Stage 1 Road Safety Audit on the New Development Access at Briary Lane, Royston, Hertfordshire. The site will be accessed from Echo Hill and form part of a proposed development consisting of 99 dwellings. The access to the site will require the demolition of 24 Echo Hill.

1.1.2 The Road Safety Audit was produced for Richard Wells, GTA Civils & Transport on behalf of (overseeing organisation): Hertfordshire County Council. The Design Organisation for the scheme is GTA Civils & Transport.

1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Paul Nevard Road Safety Auditor – EC Road Safety Limited
MCIHT, MSoRSA, NH RSA Cert. Competency

Audit Team Member

Vinny Rey Road Safety Auditor – EC Road Safety Limited
MCIHT, MSoRSA, NH RSA Cert. Competency

1.1.4 The Audit Team was approved by Richard Wells of GTA Civils & Transport.

1.1.5 The Audit took place at the offices of EC Road Safety between 29th May and 10th June 2025 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with the email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.

1.1.6 The Audit Team visited the site together on Friday 30th May 2025 between 11.00am and 11.30am. The weather during the site visit was dry and bright. The carriageway surface was dry. Traffic flows were low, and vehicle speeds observed to be low to moderate. Low pedestrian volumes and no cyclist movements were observed during the time of the site visit.

1.1.7 No details of collisions, levels, drainage, street lighting or strategic signing have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.

1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.

1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions regarding Road Safety Audit comments raised within this report.

1.1.10 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function

on these proposals. It is assumed that the Design Organisation is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2. ITEMS CONSIDERED

2.1 Scheme Proposals

2.1.1 The works consist of the following elements:

- Demolition of a property to form a new access for the residential development.
- Change of priority and give way arrangement to Echo Hill.
- Footway link to the new development.
- Visibility splays of 2.4m x 43m for the new give way arrangement on Echo Hill.
- 6m wide carriageway for the new development access road.

2.1.2 The scope of the audit relates to the New Development Access at Briary Lane, Royston, Hertfordshire.

2.1.3 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

2.2.1 The purpose of the scheme is to provide a New Development Access at Briary Lane, Royston, Hertfordshire.

2.3 Departures from Standards (Design)

2.3.1 The Audit Team has not been advised of any design departures from standards.

2.4 Departures from Standards (Audit)

2.4.1 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by Hertfordshire District Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

3. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team are not aware of any previous road safety audits having been carried out on this, or any similar, scheme design.

4. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

4.1 PROBLEM

Location: New Access Road

Summary: Risk of pedestrian trips and falls

Detail: The new development will provide a footway link onto Echo Hill. The plans do not show any pedestrian dropped kerbs and tactile paving to assist pedestrians crossing Echo Hill or the new development access road. As there is no footway on the northern side of the road, pedestrians using Echo Hill travelling east or west will cross the new development access road and the lack of an informal crossing would have a negative impact on pedestrians, especially vulnerable road users, partially sighted, blind pedestrians or those pushing prams or in wheelchairs attempting to access full height kerbs, with a consequent risk of injury.

RECOMMENDATION

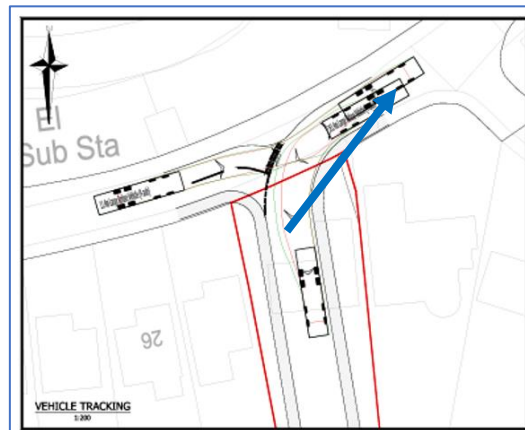
It is recommended that suitable dropped kerbs and tactile paving is installed to assist pedestrians crossing at the location.

4.2 PROBLEM

Location: New Access Road

Summary: Insufficient forward visibility may lead to head-on collisions between vehicles, or collisions with pedestrians in the carriageway.

Detail: Forward visibility splays have not been illustrated on the drawings submitted. Even with low traffic speeds, inadequate stopping site distance around the bend leading in to and out of the development may lead to drivers not perceiving hazards in the road ahead such as other traffic or pedestrians.



RECOMMENDATION

It is recommended that suitable forward visibility (stopping site distance) is provided at the bend, and that the visibility splays should be adopted for control by the Highway Authority or that Covenants should be in place to ensure that no structures or planting is allowed to block visibility.

End of Safety Comments

5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed: 

Date: 10th June 2025

Audit Team Member

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Auditor

Signed: 

Date: 10th June 2025

EC Road Safety Limited

Tall Trees
Downe Road,
Keston,
Kent
BR2 6AD
United Kingdom

Tel: 07508 76 76 96

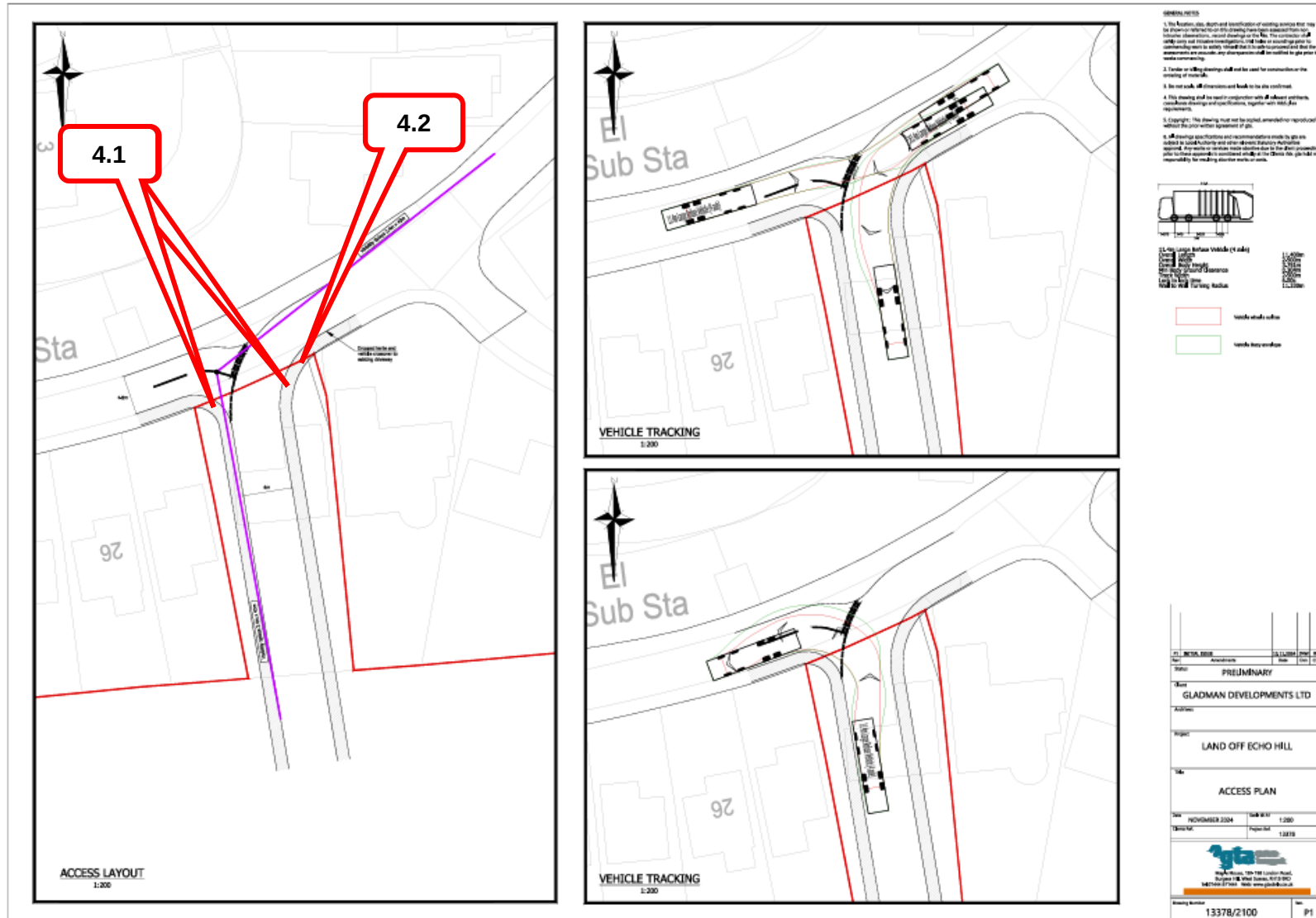
APPENDIX A
INFORMATION PROVIDED

List of information provided:

Drawing Reference Number	Revision	Title
13378/2100	-	Access Plan

Document Reference Number	Revision	Title
13378 Transport Statement Scoping Note - Land off Echo Hill, Royston, Hertfordshire, SG8 9BB	-	Initial Transport Assessment

APPENDIX B PROBLEM LOCATION PLAN



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

Report Title:	RSA Stage:
Location:	Date:
Prepared by:	Document Reference:
On Behalf of:	

Original RSA Report Ref:	Date:
Compiled by: Paul Nevard and Vinny Rey	
On behalf of: EC Road Safety Limited	

Key Personnel

Overseeing Organisation:
RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey
Design Organisation:

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
	Location: Summary:				
	Location: Summary:				
	Location: Summary:				

Appendix D

TRICS Output Data

Calculation Reference: AUDIT-349901-241210-1240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	7 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 57 to 197 (units:)
Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/05/24

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

Selected survey days:

Monday	1 days
Tuesday	9 days
Wednesday	3 days
Thursday	9 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	3 days

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

Selected Locations:

Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	9

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

Selected Location Sub Categories:

Residential Zone	10
Village	9
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	66 days - Selected

Secondary Filtering selection:

Use Class:

C3	22 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	9 days
5,001 to 10,000	10 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	10 days
50,001 to 75,000	5 days

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

Car ownership within 5 miles:

1.1 to 1.5	16 days
1.6 to 2.0	6 days

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

Travel Plan:

Yes	19 days
No	3 days

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

PTAL Rating:

No PTAL Present	22 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-08 GIDDING ROAD SAWTRY	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 Survey date: THURSDAY 13/10/22		Survey Type: MANUAL
2	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 31/10/23		Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
4	ES-03-A-11 BISHOPS LANE RINGMER	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
5	ES-03-A-12 HOREBEECH LANE HORAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 123 Survey date: TUESDAY 03/10/23		Survey Type: MANUAL
6	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL
7	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
8	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 Survey date: TUESDAY 22/05/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	106		
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL	
10	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone Total No of Dwellings:	186		
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL	
11	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	85		
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL	
12	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	91		
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT	
13	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	93		
	Survey date: THURSDAY	16/09/21	Survey Type: MANUAL	
14	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	164		
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT	
15	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
17	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
18	NF-03-A-48 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		181	
	Survey date: THURSDAY		19/09/19	Survey Type: DIRECTIONAL ATC COUNT
19	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		136	
	Survey date: TUESDAY		24/05/22	Survey Type: MANUAL
20	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		57	
	Survey date: THURSDAY		19/10/17	Survey Type: MANUAL
21	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI-DETACHED		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		58	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
22	WS-03-A-23 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		197	
	Survey date: TUESDAY		14/05/24	Survey Type: MANUAL

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

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	22	118	0.075	22	118	0.290	22	118	0.365
08:00 - 09:00	22	118	0.141	22	118	0.305	22	118	0.446
09:00 - 10:00	22	118	0.138	22	118	0.146	22	118	0.284
10:00 - 11:00	22	118	0.116	22	118	0.145	22	118	0.261
11:00 - 12:00	22	118	0.121	22	118	0.130	22	118	0.251
12:00 - 13:00	22	118	0.130	22	118	0.137	22	118	0.267
13:00 - 14:00	22	118	0.148	22	118	0.145	22	118	0.293
14:00 - 15:00	22	118	0.148	22	118	0.160	22	118	0.308
15:00 - 16:00	22	118	0.240	22	118	0.153	22	118	0.393
16:00 - 17:00	22	118	0.232	22	118	0.164	22	118	0.396
17:00 - 18:00	22	118	0.306	22	118	0.151	22	118	0.457
18:00 - 19:00	22	118	0.257	22	118	0.153	22	118	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.052			2.079			4.131

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

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

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

57 - 197 (units:)
 01/01/16 - 14/05/24
 26
 0
 0
 6
 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.



Civil Engineering - Transport Planning - Flood Risk

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