



**MEC**  
Consulting Group

# TRANSPORT



**Milksey Lane, Graveley - Phase 2**  
Transport Statement  
February 2025

Report Ref: 29161-TRAN-0801 Revision A

# Milksey Lane, Graveley - Phase 2

## Transport Statement

### February 2025

**REPORT REF: 29161-TRAN-0801 Revision A**

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#### REGISTRATION OF AMENDMENTS

| Date          | Rev | Comment            | Prepared By                                                                      | Checked By                                                                          | Approved By                                                                   |
|---------------|-----|--------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| December 2024 | -   | First issue        | <b>Laura Gregson</b><br><b>BSc (Hons) GradCIHT</b><br>Graduate Transport Planner | <b>Chris Heaney</b><br><b>BSc (Hons)</b><br><b>MCIHT MTPS</b><br>Associate Director | <b>Tim Rose</b><br><b>BA (Hons)</b><br><b>MCIHT MTPS</b><br>Regional Director |
| February 2025 | A   | Final for planning | <b>Laura Gregson</b><br><b>BSc (Hons) GradCIHT</b><br>Graduate Transport Planner | <b>Chris Heaney</b><br><b>BSc (Hons)</b><br><b>MCIHT MTPS</b><br>Associate Director | <b>Tim Rose</b><br><b>BA (Hons)</b><br><b>MCIHT MTPS</b><br>Regional Director |

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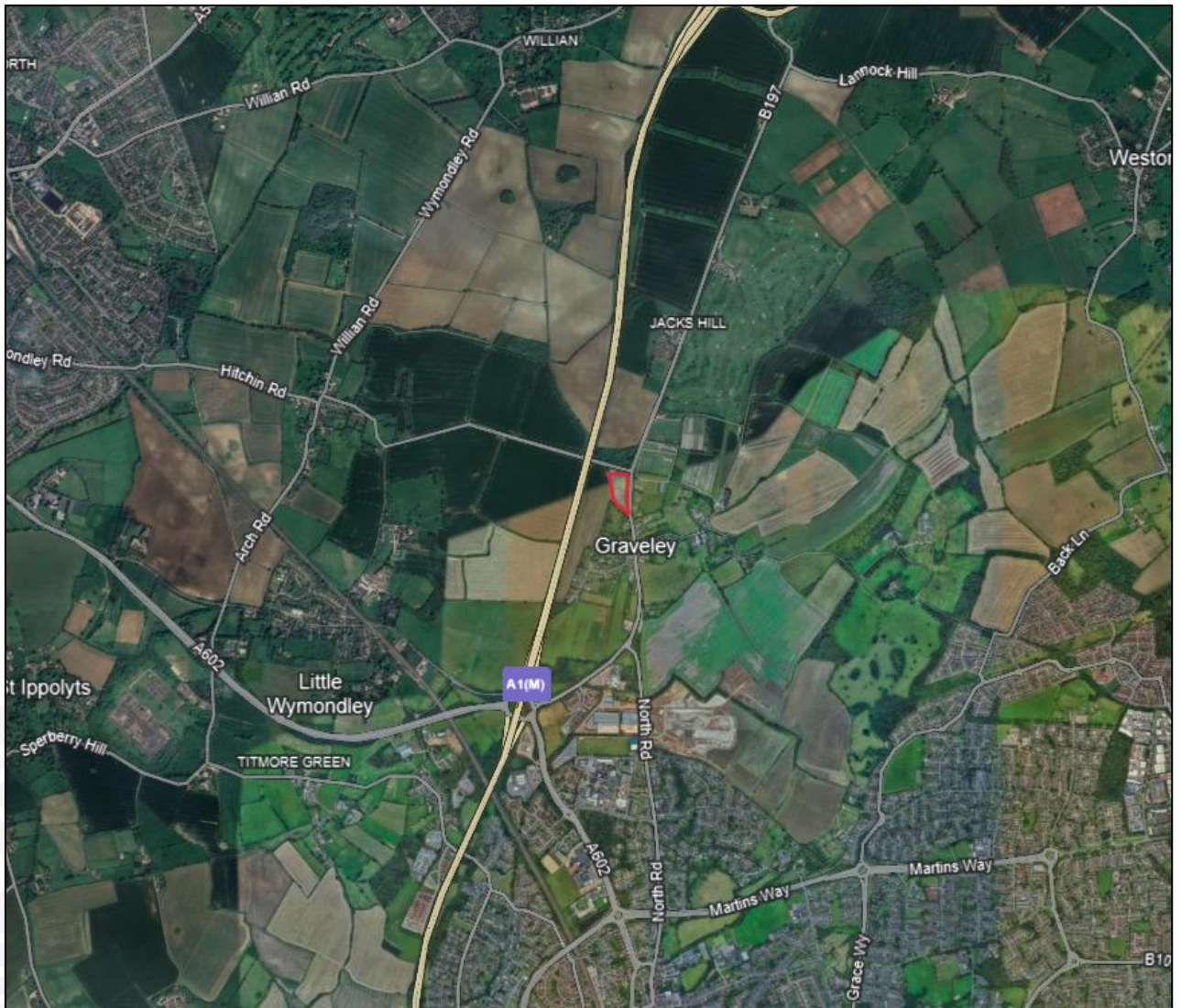
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## 1.0 INTRODUCTION

- 1.1 MEC Consulting Group Ltd (MEC) has been commissioned by Gade Homes Ltd (also referred to as 'the Client') to prepare a Transport Statement in support of a full planning application for a 24 No. dwelling residential development at Milksey Lane, Graveley (hereafter referred to as 'the Site') in North Hertfordshire.
- 1.2 A Proposed Site Layout Plan is contained in **Appendix A.7**
- 1.3 The site is located north of Milksey Lane on the northern settlement boundary of Graveley, as shown on **Figure 1.1**.

**Figure 1.1: Site Location**



Source: Google Earth

- 1.4 The site is located within the local authority area of North Hertfordshire District Council (NHDC), who act as the Local Planning Authority. Hertfordshire County Council (HCC) act as the Local Highway Authority.

## Methodology

- 1.5 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF) and seeks to demonstrate that:
- Safe and suitable access to the site can be achieved for all users; and
  - Sustainable travel both into the site and to local amenities is plausible and a genuine alternative to private car journeys.
- 1.6 Furthermore, this report has been prepared with reference to the following national and local policy / guidance documents:
- National Planning Policy Framework (December 2024);
  - National Planning Practice Guidance (NPPG) (November 2016);
  - 'Guidelines for Providing for Journeys on Foot' (CIHT, 2000);
  - PPG13 – 'A Guide to Better Practice' (March 2001);
  - Manual for Streets / Manual for Streets 2;
  - LTN 1/20 – Cycle Infrastructure Design; and
  - 'Place & Movement Planning and Design Guidance for Hertfordshire Part 3' (March 2024).
- 1.7 The report has reviewed the existing and proposed highway elements, providing appropriate conclusions to assess the impact of proposed development upon the local highway network. The structure of this report is as follows:
- Section 1.0: Introduction;
  - Section 2.0: Existing Transport Conditions;
  - Section 3.0: Development Proposals and Access Strategy;
  - Section 4.0: Vehicular Trip Generation; and
  - Section 5.0: Summary and Conclusions.

## Disclaimer

- 1.8 MEC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from MEC.
- 1.9 MEC accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
  - b) The issue of this document to any third party with whom approval for use has not been agreed.

## 2.0 EXISTING TRANSPORT CONDITIONS

2.1 This section reviews the existing use of the site, the current pedestrian, cyclist, public transport and road networks in its vicinity, its accessibility to nearby amenities, and the most recent 5-year road safety record of the adjacent highway network.

### Site Location and Land Use

- 2.2 The site lies approximately 0.3km north of Graveley village centre and on the edge of its settlement boundary, and comprises all land shown within the red line in **Figure 2.1**.
- 2.3 It is located in close proximity to a number of major settlements nearby, including Letchworth Garden City approximately 4.0km to the north-east as well as Hitchin and Stevenage that lie approximately 4.5km and 4.3km to the north-west and south respectively.
- 2.4 The existing use of the site is for agricultural use, with the site bound by the B197 High Street to the east, Milksey Lane to the south and west, and an agricultural unit to the north.
- 2.5 All land within the red line is controlled by the Client.

**Figure 2.1: Site Location**

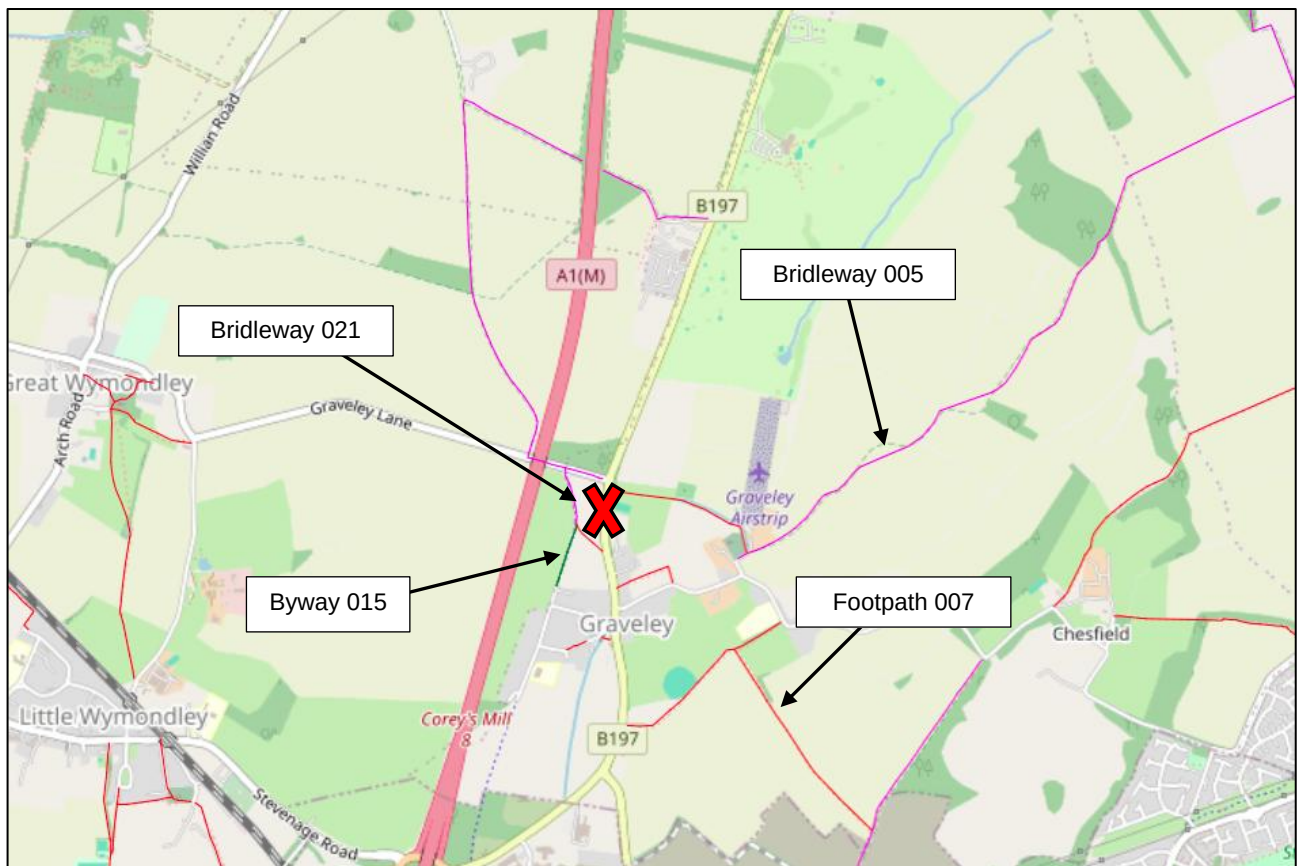


Source: Google Earth

### Existing Pedestrian Network

- 2.6 The Chartered Institution of Highways and Transportation (CIHT) “Guidelines for Providing for Journeys on Foot” (2000) notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1600m). In transport planning terms, the most suitable sites for development are those that generate fewest unsustainable car trips, which is achieved by enabling a greater proportion of walking, cycling and using public transport.
- 2.7 The following distance thresholds are recommended by the CIHT which vary according to trip purpose:
- Maximum – 800m to town / retail centres, 2000m for work, education / leisure, and 1200m elsewhere;
  - Acceptable – 400m to town / retail centres, 1000m for work, education / leisure, and 1200m elsewhere;
  - Desirable – 400m to town / retail centres, 800m for work, education and leisure, and 800m for elsewhere.
- 2.8 The existing pedestrian network in the vicinity of the site comprises:
- A 1.5m-width footway that runs along the site’s eastern side boundary along the B197 High Street. This is illuminated by street-lighting and widens to approximately 2.0m in width further south towards the built-up area of Graveley;
  - A number of local Public Rights of Way (PRoW) that form part of HCC’s maintained network in the area that will provide attractive leisure routes for residents living at the site. This includes:
    - Milksey Lane – a designated footpath providing access the Byway 015 and Bridleways 021 west of the site;
    - Footpath 007 – which provides a leisure route into north Stevenage from Graveley, to the south-east of the site; and
    - Bridleway 005 – which provides a direct link between Graveley and Weston top the north-east of the site.
- 2.9 The existing PRoW network in the vicinity of the site is shown on **Figure 2.2**.

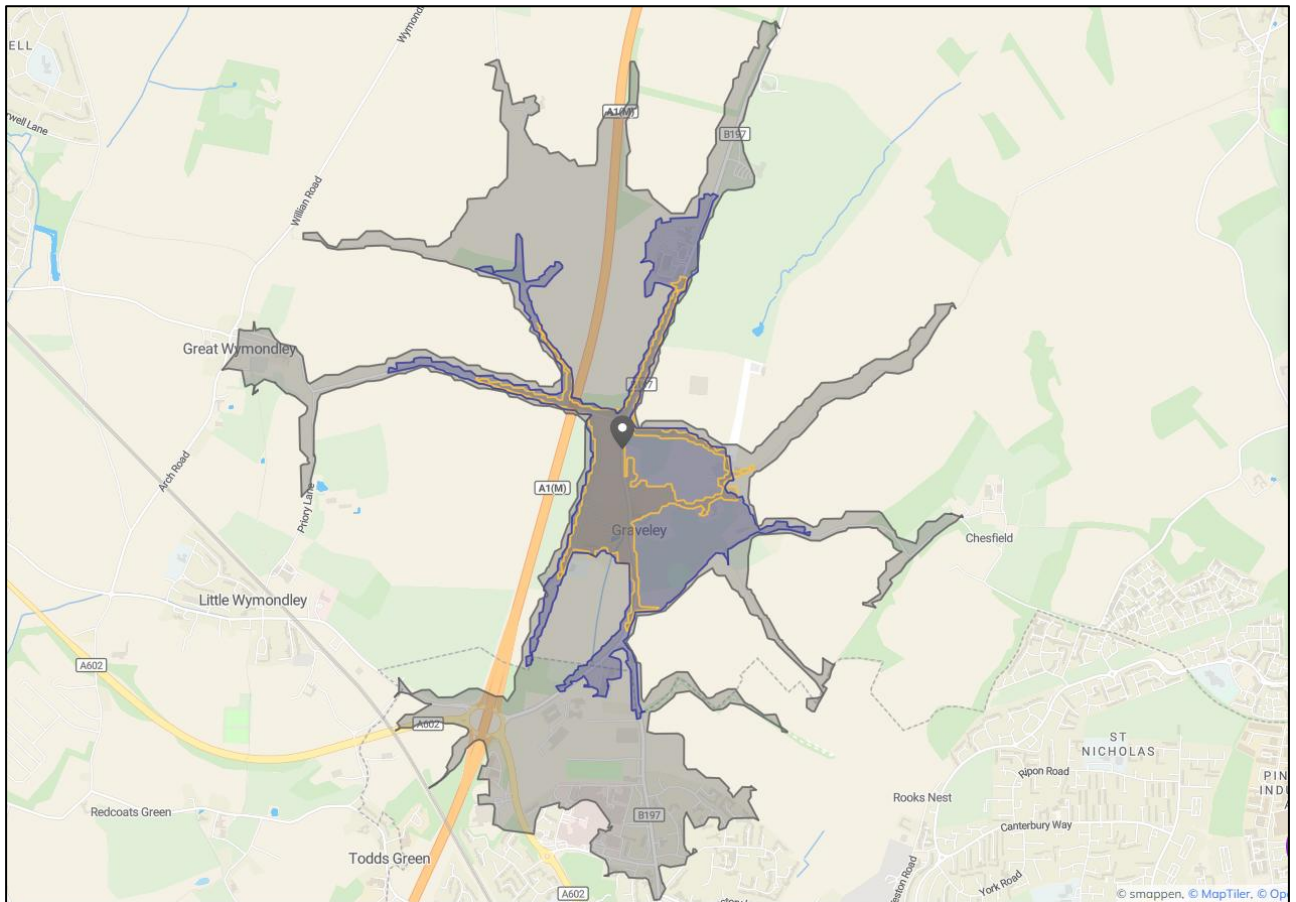
**Figure 2.2: PRoW in Site Vicinity**



Source: [footpathmap.co.uk](http://footpathmap.co.uk)

- 2.10 Further review of the areas within the site vicinity accessible on foot to CIHT distance thresholds are reviewed on **Figure 2.3**. This review is illustrative, having been based on existing infrastructure and journey times output by online mapping software.

**Figure 2.3: Existing Site Accessibility on Foot (800m, 1200m and 2.0km Isochrones)**



Source: Smappen.com

2.11 This demonstrates that:

- Graveley can be accessed within a 800m (dark grey) and 1.2km (blue) walking distance and within CIHT guidance; and
- The northern edge of Stevenage to the south and the village of Great Wymondley to the west can be accessed within 2.0km.

2.12 It is concluded that the site is located within acceptable walking distance of a number of nearby settlements that will encourage journeys to / from the site on foot.

### Existing Cycling Network

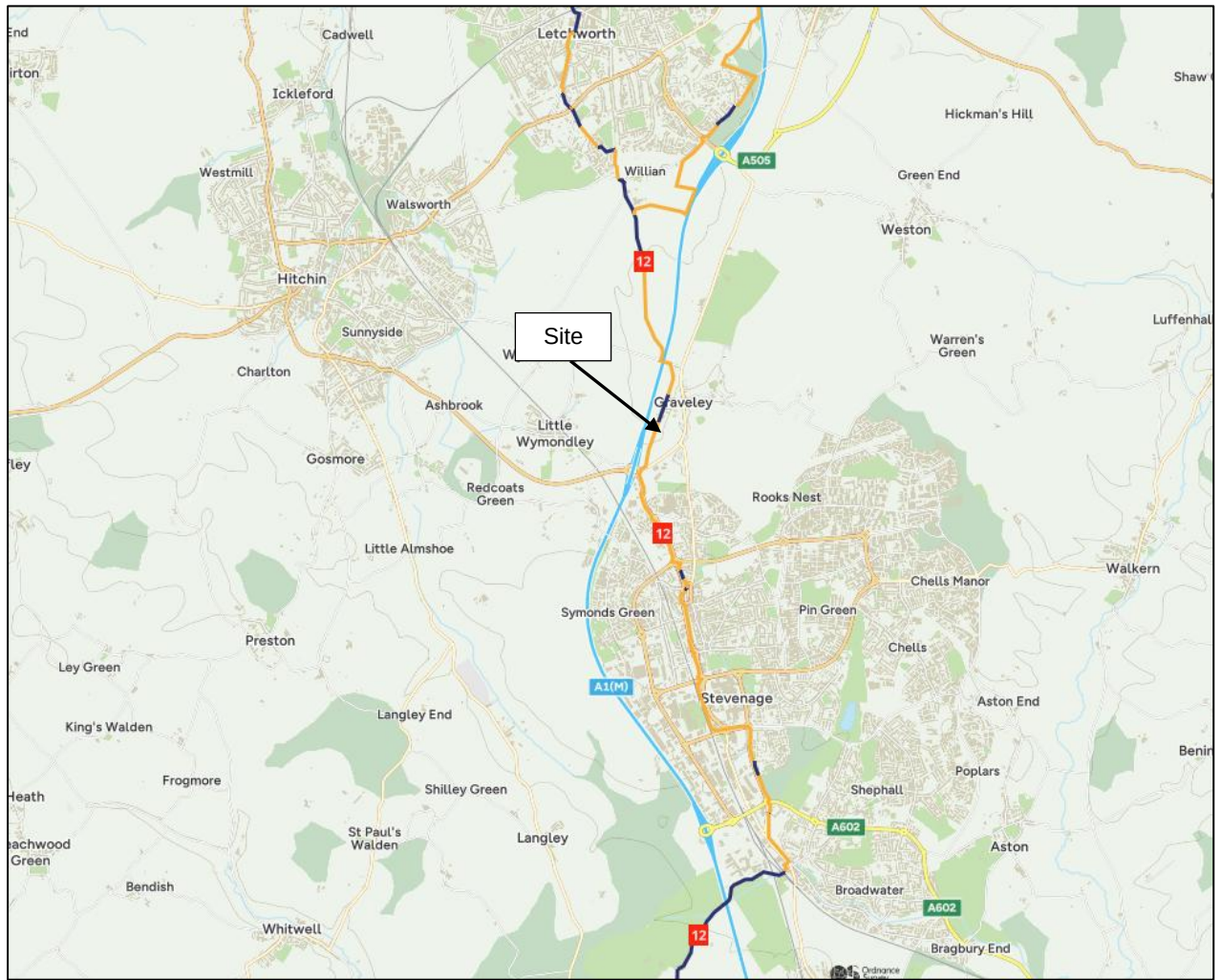
- 2.13 The Department for the Environment publication ‘PPG13 – A Guide to Better Practice’ (March 2001) states that the bicycle is the ideal mode of transport for journeys under 8km and that cycling “*has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport*”.
- 2.14 A range of local roads and lanes in the vicinity of the site are used by cyclists, as shown on **Figure 2.4**.

**Figure 2.4: Local Cycle Network (Strava heatmapping data)**



Source: Strava.com

- 2.15 This demonstrates that:
- Cycling along the B197 High Street adjacent to the site is commonplace into Graveley as well as north-west and beneath the A1(M) towards Graveley Lane;
  - Church Lane and North Road are also well-used by cyclists; and
  - A section of the national cycle network (NCN) – route 12 – passes directly along the western edge of the site.
- 2.16 Further review of the strategic cycle network in the vicinity is shown on **Figure 2.5**.

**Figure 2.5: Strategic Cycle Network in Site Vicinity**

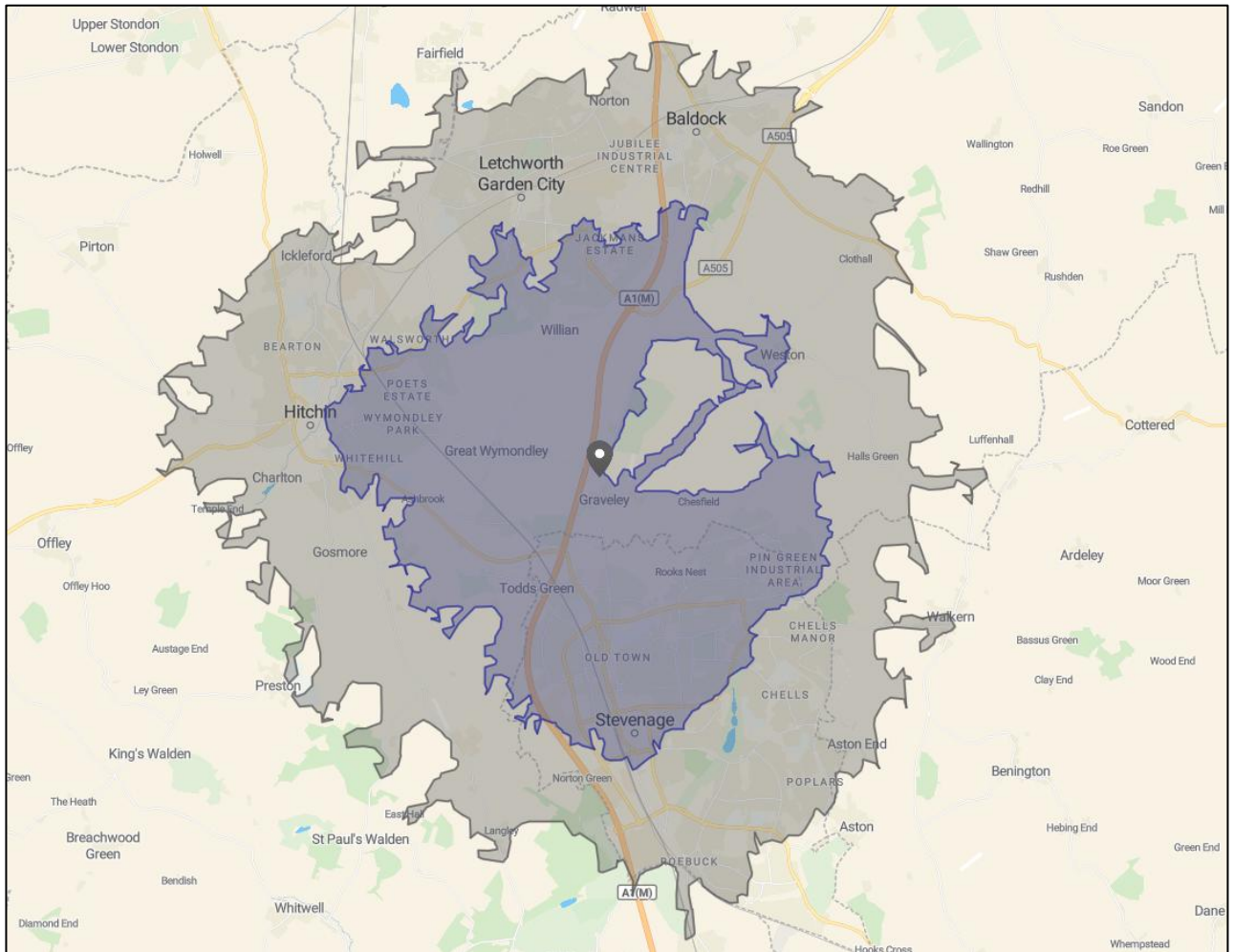
Source: Sustrans.org.uk

2.17 This confirms that:

- NCN Route 12 passes directly along the western edge of the site, and will provide attractive and continuous routes into the centre of Letchworth to the north-west and Stevenage to the south;
- Stevenage rail station will also be accessible by bicycle for residents living at the site. This journey may take approximately 16 minutes (4.3km) and, in accordance with CIHT guidance, is considered an attractive cycling distance.

2.18 Further review of the areas within the site vicinity accessible by bicycle to CIHT distance thresholds (5.0km and 8.0km) are reviewed on **Figure 2.6**. This review is illustrative, having been based on existing infrastructure and journey times output by online mapping software.

**Figure 2.6: Cycling Accessibility Isochrones (5.0km and 8.0km)**



Source: Smappen.com

2.19 This demonstrates that:

- Graveley is accessible well within a 5.0km cycling distance (blue area) of the site, as well as a Range of nearby villages – including Great Wymondley, Todds Green, Ashbrook, Willian, and the centre of Stevenage;
- All of Hitchin and the southern side of Stevenage can be accessed within an 8.0km cycle distance, as well as Letchworth Garden City further north and a range of other destinations.

2.20 It is concluded that the site is located within acceptable and attractive cycling distance of nearby settlements that will encourage journeys to / from the site by bicycle.

## Existing Public Transport Network

### Bus Facilities

- 2.21 The site is located approximately 350m from the bus stops on the B197 High Street (the ‘The Waggon and Horses PH’ bus stops), as measured from the proposed location of the site access. These can be accessed via existing footways connecting to the site.
- 2.22 Both stops are equipped with flagpoles, timetable information and a shelter at the southbound stop.
- 2.23 A summary of the existing services, frequency and routing that stop at these locations is shown in **Table 2.1**.

**Table 2.1: Bus Service Summary**

| Service | Operating Days | First Bus | Frequency (Minutes) |        |         | Last Bus | Route                  | Provider               |
|---------|----------------|-----------|---------------------|--------|---------|----------|------------------------|------------------------|
|         |                |           | Morning             | Midday | Evening |          |                        |                        |
| 55      | Mon - Fri      | 07:06     | 25 / 30             | 30     | 20 / 30 | 19:06    | Stevenage – Letchworth | Arriva Herts and Essex |
|         | Saturday       | 08:17     | 30                  | 30     | 60      | 19:06    |                        |                        |
|         | Sunday         | 10:19     | 120                 | 120    | 120     | 18:19    |                        |                        |
| 391     | Mon - Fri      | -         | -                   | -      | -       | -        | Weston - Stevenage     | Centrebus              |
|         | Saturday       | 09:40     | 90                  | 120    | -       | 15:10    |                        |                        |
|         | Sunday         | -         | -                   | -      | -       | -        |                        |                        |

Source: Traveline.info \* correct as of time of issue

- 2.24 It is concluded the site is located within acceptable walking distance of 2 No. bus stops providing frequent connections via the Route 55 towards Stevenage, Letchworth and a range of other destinations via the Arriva Service. The Centrebus service is somewhat less frequent but does offer additional connections to Stevenage also as well as to Weston.

### Rail Facilities

- 2.25 The site is located approximately 5.0km from Hitchin Rail Station, with Stevenage Rail Station around 5.3km from the site. Both Stations provide access to National Rail Services on the East Coast Main Line and are managed by Great Northern.
- 2.26 Stevenage Rail Station is considered particularly accessible by sustainable mode, including by public transport (Route 55 or taxi) as well as cycling, being located within acceptable distance via NCN 12.
- 2.27 Stevenage provides approximately 266 No. sheltered stands for cyclists which are covered by CCTV, and a range of northbound and southbound services, including:
- 1 half-hourly service to London Moorgate;
  - 1 train per hour (tph) during weekday peak hours between London King’s Cross and Peterborough;
  - 2 tph to London King’s Cross managed by Thameslink;
  - 2 tph to Brighton, via London Bridge and Gatwick Airport managed by Thameslink;
  - 2 tph to Horsham via London Bridge, Redhill and Gatwick Airport managed by Thameslink;
  - 2 tph to Peterborough managed by Thameslink;
  - 2 tph to Letchworth Garden City, of which 1 continues to Cambridge managed by Thameslink;
  - 2 tph to Cambridge managed by Thameslink;

- 1 tph between London King's Cross and Leeds managed by London North Eastern Railway;
- Early morning and evening services to Newcastle and Edinburgh Waverley managed by London North Eastern Railway; and
- 1 Sunday northbound service to Hull and 2 southbound services to London King's Cross managed by Hull Trains.

## Highway Network

### *Milksey Road*

- 2.28 Milksey Road is a rural lane that runs to the south and west of the site boundary, and currently provides a vehicular access to the site via an internal track. The carriageway measures approximately 3.0m in width, is gravel-surfaced, abutted by hedgerows and forms a Simple Priority Junction with the B197 High Street. No streetlighting is currently provided. It is subject to a 30mph speed limit.

### *B197 High Street*

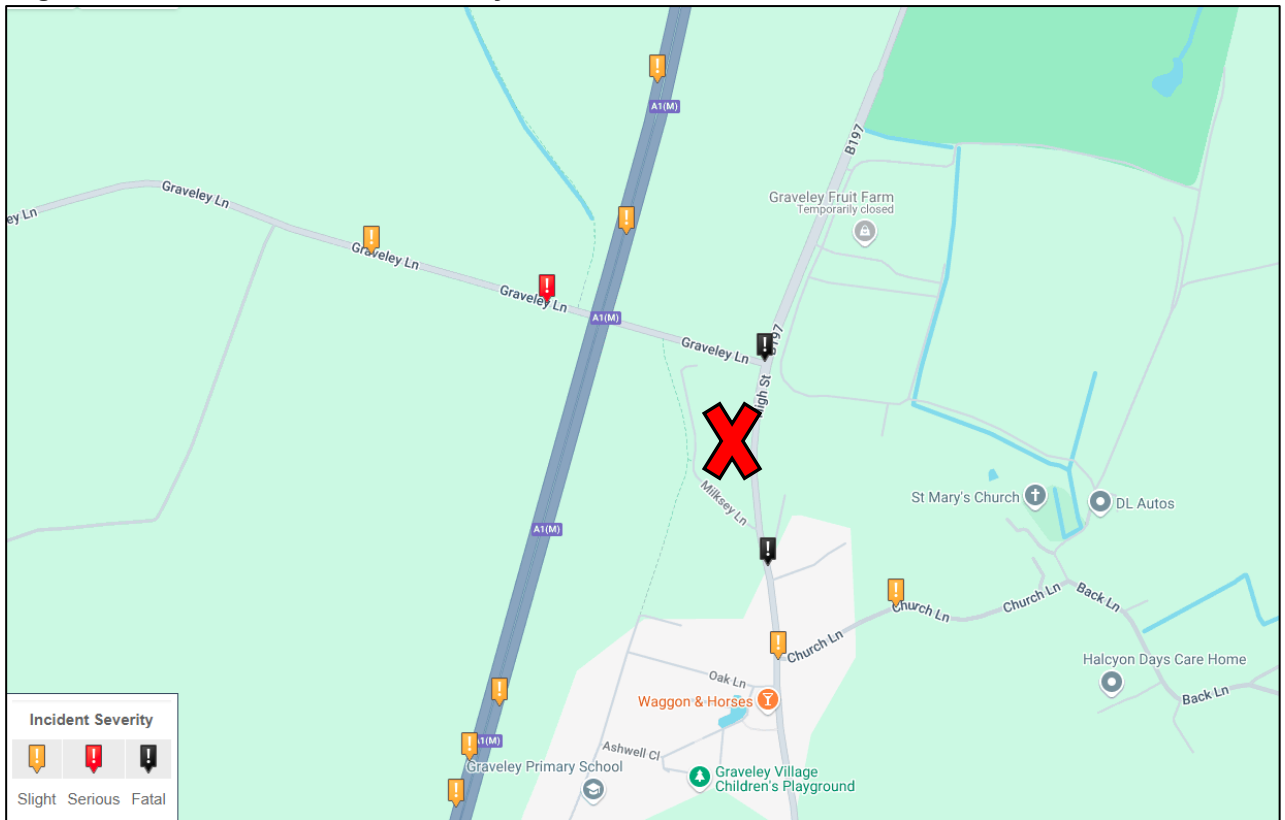
- 2.29 The B197 runs along the eastern boundary of the site, providing a local distributor function for traffic travelling north towards the A507 and south towards the A602 / A1(M) Junction 8 Interchange Roundabout. It is subject to a 50mph and 30mph speed limit adjacent to the site.

## **Personal Injury Collision Assessment**

- 2.30 The existing road safety record of the local highway network in the vicinity of the site has been assessed in accordance with paragraph 015 (ref: 42-015-20140306) of the NPPG. This recommends:

*"An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period."*

- 2.31 Personal Injury Collision (PIC) data has been obtained by MEC from the Department for Transport's 'CrashMap' database for the most recent 5-year period available, i.e. 2018 - 2022. The location and severity of the observed PICs in the site vicinity are shown on **Figure 2.7**. The CrashMap collision reports are also provided for reference in **Appendix B**.

**Figure 2.7: PIC Data in the Site Vicinity**

Source: Crashmap.co.uk

2.32 This demonstrates that:

- A total of 4 No. collisions occurred on the local highway network near the site (shown by the red 'X'). This included:
  - 2 No. fatal collisions at the Graveley Lane / B197 High Street Priority Junction north of the site, and to the north of Church Lane; and
  - 2 No. collisions of slight severity which occurred at the B197 High Street junction with Church Lane and on Church Lane itself;
- No collisions occurred directly adjacent to the site boundary; and
- A furtherer 2 No collisions occurred north-west of the site on Graveley Lane of serios and slight severity.

2.33 The fatal collision on the B197 High Street to the south of the site occurred on 30/07/19, involving 1 pedal cycle, whilst the fatal collision at the Graveley Lane / B197 High Street Priority Junction involved a car and motorbike. Since causation factors are not provided within the CrashMap data, it has not been possible to derive further explanation for the circumstances of each collision.

2.34 The serious collision north-west of the A1(M) occurred on 08/10/19, and involved a minibus and pedal cycle. The cyclist was injured by an overtaking procedure by the minibus and it is considered that this PIC resulted from driver behaviour.

2.35 The 3 No. remaining slight PICs were isolated in location and therefore, no pattern or trend from their occurrence can be deduced.

- 2.36 In conclusion, whilst 2 No. fatalities were recorded near the site, over a 5-year period this and the combined total of collisions shown above is not considered to demonstrate a significant highway safety issue with the operation of the local highway network, prior to additional traffic being added by the development proposals.

## Accessibility Assessment

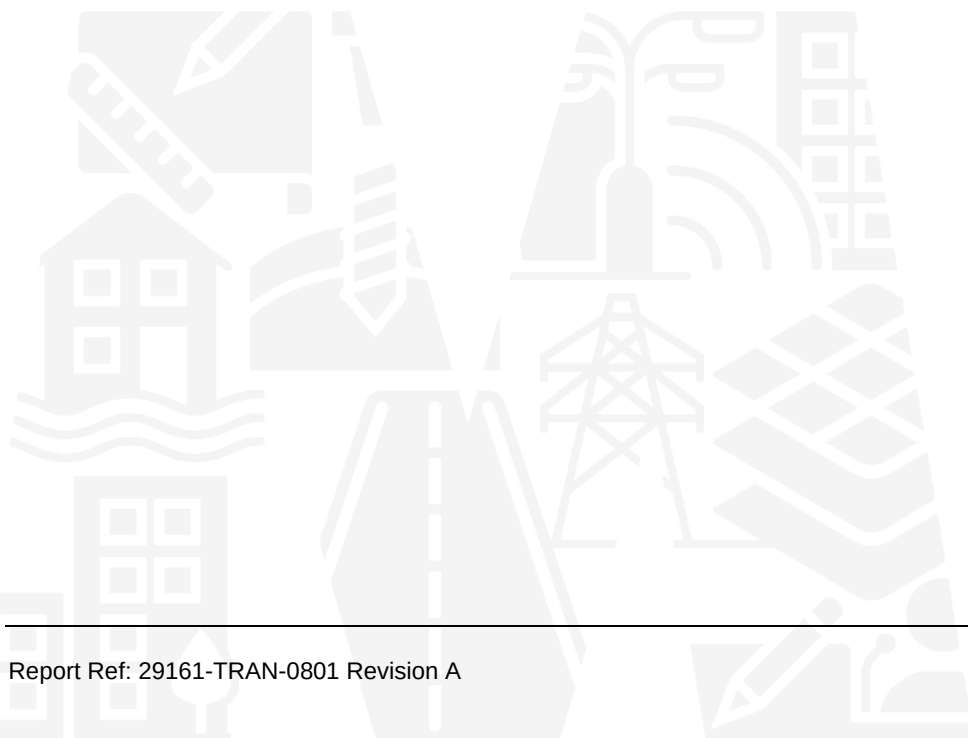
- 2.37 A review of the site's accessibility to key local amenities is undertaken below, to establish if there is a suitable range within walking and cycling distance of the site.
- 2.38 Local amenities in this context are defined as locations offering access to services, including primary and secondary education, leisure facilities such as parks and gyms, health facilities as well as transport interchange nodes. Distance measurements have been taken by MEC from the centre of the site, with journey times derived from online journey time software.
- 2.39 The results are shown in **Table 2.2**.

**Table 2.2: Accessibility to Local Amenities by Active Travel modes**

| Facility                                   | Approx Distance (m) | Approx Journey Time (minutes)* |         |
|--------------------------------------------|---------------------|--------------------------------|---------|
|                                            |                     | Walking                        | Cycling |
| Education                                  |                     |                                |         |
| Graveley Pre-school                        | 350                 | 4                              | 1       |
| Graveley Primary School                    | 700                 | 8                              | 3       |
| Saint John Henry Newman School (secondary) | 2600                | 31                             | 11      |
| Health                                     |                     |                                |         |
| Lister Hospital                            | 1700                | 20                             | 7       |
| Your Health Pharmacy – Lister Hospital     | 1700                | 20                             | 7       |
| Lister Hospital Emergency Department       | 2000                | 24                             | 8       |
| Retail                                     |                     |                                |         |
| Stevenage Garden Centre                    | 1000                | 12                             | 4       |
| WH Smith                                   | 1700                | 20                             | 7       |
| Sainsbury's                                | 1900                | 23                             | 8       |
| Public transport                           |                     |                                |         |
| The Waggon and Horses PH Bus Stops         | 350                 | 4                              | 1       |
| Stevenage Rail Station                     | 5300                | 63                             | 22      |
| Leisure                                    |                     |                                |         |
| Waggon & Horses Pub                        | 350                 | 4                              | 1       |
| Graveley Village Hall                      | 350                 | 4                              | 1       |
| Graveley Fruit Farm                        | 350                 | 4                              | 1       |
| The George and Dragon Bar                  | 400                 | 5                              | 2       |
| Graveley Village Childrens Playground      | 550                 | 7                              | 2       |
| St Mary Church                             | 750                 | 9                              | 3       |
| Active 247                                 | 1500                | 18                             | 6       |
| Stevenage Town Rugby Club                  | 1500                | 18                             | 6       |
| Costa Coffee                               | 1900                | 23                             | 8       |

\*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) and cycling speed of 4m/s (9mph or 14.4kph)

- 2.40 It is demonstrated that the site is located within a range of key local amenities accessible by active travel modes that will further encourage use of the sustainable transport network by residents living at the site.



### 3.0 DEVELOPMENT PROPOSALS AND ACCESS STRATEGY

#### Land Use and Quantum

- 3.1 The proposed development comprises up to 24 No. residential dwellings being provided under planning Use Class C3 in a single phase of development.
- 3.2 A Site Location Plan has been submitted separately with the planning application.

#### Access Arrangements

##### Vehicular Access

- 3.3 Access for vehicles will be provided via a Simple Priority Junction onto the B197 High Street as shown on MEC Drawing No. 29161\_08\_020\_01B in **Appendix C**.
- 3.4 The internal access road into the site will be provided at 5.5m carriageway width and to adoptable standards by HCC as a 'P2/M1 Residential Street', in accordance with its 'Place & Movement Planning Design Guidance for Hertfordshire', March 2024.
- 3.5 Junction visibility has been verified using speed data obtained from an Automatic Traffic Count (ATC) undertaken between 19<sup>th</sup>-25<sup>th</sup> November 2024 by Road Data Services Ltd. The data is provided in **Appendix D** for reference and confirmed that the 85<sup>th</sup> percentile speeds at the approximate location of the site access were 43.8mph northbound and 41.4mph southbound.
- 3.6 A visibility splay of 2.4m x 160.0m has therefore been assessed in accordance with the Design Manual for Roads and Bridges (DMRB) CD109, noting that the speeds are only marginally within this threshold. This is demonstrated as being achievable without obstruction and within land maintained by the local highway authority or under the Client's control, as shown on MEC Drawing No. 29161\_08\_020\_01B in **Appendix C**.
- 3.7 The general arrangement of the junction has been verified to accommodate the most onerous vehicle anticipated to access the site. Swept Path Analysis of a large refuse vehicle (Pheonix 2 Duo Recycler with Elite 6x4 chassis) measuring 11.230m by 2.550m has therefore been undertaken in AutoTRACK to demonstrate that access and egress can be achieved satisfactorily in forward gear. This is shown on MEC Drawing No. 29161\_08\_020\_02A in **Appendix E**.

##### Active Travel

- 3.8 The access arrangements would also accommodate pedestrians to and from the existing footway network along the B197 via 2.0m-width footways on both sides of the junction and into the site via the Primary Street.
- 3.9 This specification has also been proposed to adoptable standards by HCC as a 'P2/M1 Residential Street', with dropped kerbs and tactile paving proposed on desire lines to enable safe crossing of the junction.
- 3.10 Cyclists will access the site on-carriageway from the B197 High Street, with kerb radii designed to 6m (compliant to LTN1/20) to encourage reduced driver speeds on entry and exit from the junction. This provision is considered suitable for the scale of development proposed.

## Parking

### Vehicles

- 3.11 Requirements for vehicle parking have been derived from NHDC's 'Vehicle Parking at New Development Supplementary Planning Document' guidance (September 2011). This is summarised in **Table 3.1**.

**Table 3.1: NHDC Parking Standards**

| Class Use C3 | Car Parking Standards                                                                                                                                                                                                                 |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 bedroom    | 1 space per dwelling Minimum                                                                                                                                                                                                          |
| 2+ bedrooms  | 2 spaces per dwelling Minimum                                                                                                                                                                                                         |
| Visitors     | Between 0.25 and 0.75 spaces per dwelling 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. |

- 3.12 The following provision is set out on the Proposed Site Layout Plan:
- A total of 56 No. car parking spaces are proposed across the site. This includes 46 No. spaces for residents and 10 No. visitor spaces, and includes for single and double garages being counted as a space in accordance with NHDC guidance – i.e. proposed for Plots 1, 2, 8, 9, 12, 13, 16, 19, 34 and 24. This also assumes Plots 3 and 4 are provided as 1-bedroom units; and
  - The garage provision would be no less than 7.0m x 3.0m as dimensioned, and therefore also complying with NHDC requirement to count as one space per garage.
- 3.13 This has been assessed NHDC's guidance that would require a minimum of 59 No. spaces, including 13 No. for visitors. Whilst there would be a minor shortfall in visitor spaces, this is not considered material and this approach is proposed for discussion with HCC in respect to discouraging car use.
- 3.14 All proposed car parking spaces, other than within garages and car ports, is proposed at 5.0m x 2.5m – which has been verified by MEC using Swept Path Analysis for a large private estate car measuring 4.710 by 1.804m access and reversing from the spaces. This is shown on MEC Drawing No. 29161\_08\_020\_02A in **Appendix E**, and demonstrates that the dimensions are acceptable.

### Cycles

- 3.15 Requirements for cycle parking have been derived from NHDC's 'Vehicle Parking at New Development Supplementary Planning Document' guidance (September 2011). This is summarised in **Table 3.2**.

**Table 3.2: NHDC Cycle Parking Standards**

| Class Use C3 | Minimum Cycle Parking Standards                                                                                                                                                           |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 bedroom    | 1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.                                                                                 |
| 2+ bedrooms  |                                                                                                                                                                                           |
| Visitors     | 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 |

- 3.16 The development will provide a minimum of 1 space per dwelling for residents in accordance with the standards, to be provided within garages and / or sheds in rear gardens. This will also accommodate for visitor parking. This is shown on the Proposed Site Layout Plan in **Appendix A**.

#### Servicing

- 3.17 The development will generate household waste and the movements, therefore, of a large refuse vehicle within the site have been assessed by MEC to verify the vehicle can access within minimum distance requirements of the proposed Bin Collection Points marked on the Proposed Site Layout Plan as well within the internal carriageway.
- 3.18 This has been reviewed using the same vehicle tracked for the site access junction – i.e. a Pheonix 2 Duo Recycler with Elite 6x4 chassis measuring 11.230m by 2.550m.
- 3.19 The requirements for household waste collection are set out in Schedule 1, Part H of the Building Regulations (2000), and require residents not being required to carry waste more than 30m to a Bin Collection Point.
- 3.20 This is demonstrated as achievable as shown on MEC Drawing 29161\_08\_020\_02A, in **Appendix E**, as well as the internal manoeuvres of the refuse vehicle being able to access the site in forward gear, turn, and egress the site via the proposed access.

## 4.0 VEHICULAR TRIP GENERATION

4.1 This section reviews the forecast vehicular trip generation of the proposed development during the typical weekday AM 0800-0900 and PM 1700-1800 peak hour periods.

### Trip Generation

4.2 The forecast vehicle trip generation of the 24 No. dwellings forming the development proposals has been estimated using trip rates for analogous sites in the TRICS v7.11.3 database.

4.3 A summary of the methodology applied by MEC is as follows:

- ‘Residential – Houses Privately Owned’ sites referenced for a ‘worst case’ assessment, in the knowledge that some social housing units are proposed;
- Sites in London, the Republic of Ireland, Northern Ireland, Scotland, Wales have been removed;
- ‘Edge of Town’ sites only of a comparable scale (no >50 No. units) selected;
- Weekday samples only with sites implementing Travel Plans removed – noting that this does not form a ‘vision-led’ assessment in accordance with the December 2024 NPPF update; and
- Weekday samples only have been selected, and scaled to no >50 No. units for comparability to the site;
- Sites with Travel Plans have also been removed for a ‘worst case’ assessment; and
- Sites recorded during Covid-19 have been removed for further robustness.

4.4 This has resulted in a sample of 16 No. analogous sites, which is deemed robust for forecasting purposes. A copy of the TRICS report is provided in **Appendix F**.

4.5 The resultant trip rates and trip generations are shown in **Table 4.1**.

**Table 4.1: Vehicular Trip Generation (24 No. dwellings)**

| Time Period         | Trip Rates (per unit) |        | Vehicle trips |        |       |
|---------------------|-----------------------|--------|---------------|--------|-------|
|                     | Arrive                | Depart | Arrive        | Depart | Total |
| AM Peak (0800-0900) | 0.137                 | 0.357  | 3             | 9      | 12    |
| PM Peak (1700-1800) | 0.278                 | 0.169  | 7             | 4      | 11    |

4.6 This demonstrates the proposed development would:

- Generate an increase of 12 and 11 No. two-way vehicle trips on the external highway network during the typical AM and PM peak hour weekday periods; and
- Is unlikely to result in a severe impact on the highway network given the trip volumes are less than the 30 vehicles per hour typically requiring transport assessments – and given the trips would disperse across the network.

## 5.0 SUMMARY AND CONCLUSIONS

- 5.1 MEC Consulting Group Ltd has been commissioned by Gade Homes Ltd to prepare a Transport Statement for a proposed residential development at Milksey Lane, Graveley.
- 5.2 A review of existing transport conditions has demonstrated the site lies in close proximity to a range of nearby local amenities accessible via existing pedestrian, cycle and public transport networks, and that the site is situated in a sustainable location in accordance with the NPPF.
- 5.3 A review of the most recent 5-year PIC data indicates that there do not appear to be any significant road safety concerns on the local highway network in the site vicinity prior to assessment of the proposed development.
- 5.4 The development proposals would provide a new vehicular access from the B197 High Street via a Simple Priority Junction. This would be designed to adoptable standards as a 'P2/M1 residential street' in accordance with NHDC guidance, supported by speed surveys and vehicle tracking undertaken by MEC.
- 5.5 The parking strategy demonstrates suitable levels of vehicle and cycle parking would be provided within the site in accordance with local policy requirements.
- 5.6 The trip generation assessment indicates the site is not anticipated to result in a severe, residual impact on the external highway network during the typical weekday AM and PM peak hour periods assessed.
- 5.7 It is therefore concluded that safe and suitable access to the site can be achieved in accordance with the NPPF, with no severe impacts on highway capacity anticipated. On this basis, it is recommended that approval be granted on Transport and Highways grounds to the planning application.



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# APPENDICES



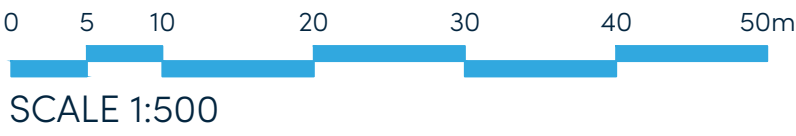
## APPENDIX A



KEY

Affordable Houses

Indicative Tree Planting



|     |          |                            |          |
|-----|----------|----------------------------|----------|
| A   | 18/12/24 | AMENDED TO CLIENT COMMENTS | CT       |
| Rev | Date     | Amendment                  | Initials |

Project:  
LAND AT HIGH STREET,  
GRAVELEY, HITCHIN, SG4 7LA

Client:  
GADE HOMES

Drawing:  
PROPOSED SITE LAYOUT

Drawing no: 24.2039.1000 Rev: A

Scale@A1: 1:500 Date: NOV '24 Drawn: CT Checked: \_

**finc**

FINC Architects Ltd  
61-63 New London Road | Chelmsford | Essex | CM2 0ND  
T: +44 (0)1245 933988  
W: www.fincarchitects.com  
E: company@fincarchitects.com

PLANNING

**Disclaimers:**  
© FINC Architects Limited holds the copyright to all the information contained within this document and their written consent must be obtained before copying or using the data other than for the purpose it was originally supplied.  
All dimensions and measurements to be checked on site.  
Do not scale from this drawing. This drawing is to be printed in colour.



**MEC**  
Consulting Group

# APPENDICES

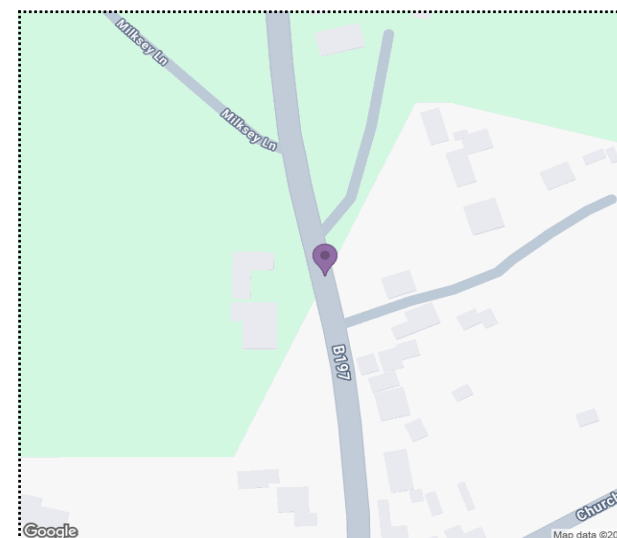


## APPENDIX B



### Validated Data

|                                      |                                                  |                       |          |                           |               |
|--------------------------------------|--------------------------------------------------|-----------------------|----------|---------------------------|---------------|
| <b>Crash Date:</b>                   | Tuesday, July 30, 2019                           | <b>Time of Crash:</b> | 06:18:00 | <b>Crash Reference:</b>   | 2019410863094 |
| <b>Highest Injury Severity:</b>      | Fatal                                            | <b>Road Number:</b>   | B197     | <b>Casualties:</b>        | 1             |
| <b>Highway Authority:</b>            | Hertfordshire                                    | <b>Vehicles:</b>      | 1        | <b>OS Grid Reference:</b> | 523104 228030 |
| <b>Local Authority:</b>              | North Hertfordshire                              |                       |          |                           |               |
| <b>Weather Description:</b>          | Fine without high winds                          |                       |          |                           |               |
| <b>Road Surface Description:</b>     | Dry                                              |                       |          |                           |               |
| <b>Speed Limit:</b>                  | 30                                               |                       |          |                           |               |
| <b>Light Conditions:</b>             | Daylight: regardless of presence of streetlights |                       |          |                           |               |
| <b>Carriageway Hazards:</b>          | None                                             |                       |          |                           |               |
| <b>Junction Detail:</b>              | Other junction                                   |                       |          |                           |               |
| <b>Junction Pedestrian Crossing:</b> | No physical crossing facility within 50 metres   |                       |          |                           |               |
| <b>Road Type:</b>                    | Single carriageway                               |                       |          |                           |               |
| <b>Junction Control:</b>             | Give way or uncontrolled                         |                       |          |                           |               |



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



### Validated Data

**Crash Date:**

Tuesday, July 30, 2019

**Time of Crash:**

06:18:00

**Crash Reference:** 2019410863094

### Vehicles Involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Manoeuvre                                                | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|--------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Pedal cycle  | -1          | Male          | 56 - 65         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work | None                        | None                         |

### Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 1            | Fatal           | Driver or rider | Male   | 56 - 65  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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### Validated Data

**Crash Date:** Monday, August 12, 2019

**Time of Crash:** 06:50:00

**Crash Reference:** 2019410867297

**Highest Injury Severity:** Fatal

**Road Number:** B197

**Casualties:** 2

**Highway Authority:** Hertfordshire

**Vehicles:** 2

**Local Authority:** North Hertfordshire

**OS Grid Reference:** 523092 228321

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 50

**Light Conditions:** Daylight: regardless of presence of streetlights

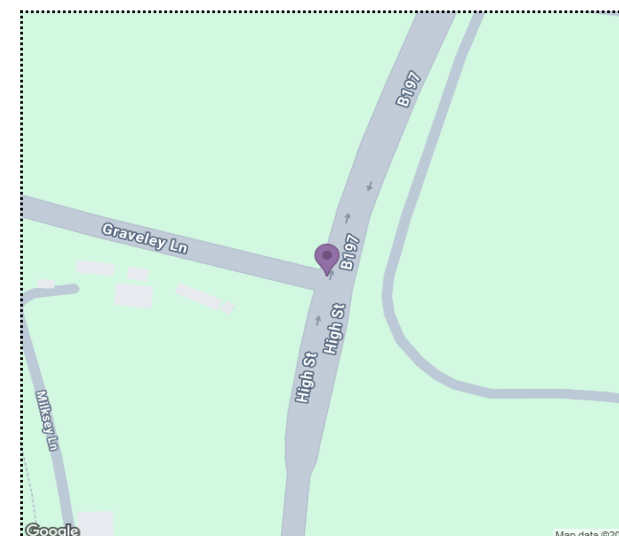
**Carriageway Hazards:** None

**Junction Detail:** T or staggered junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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## Validated Data

Crash Date:

Monday, August 12, 2019

Time of Crash: 06:50:00

Crash Reference: 2019410867297

## Vehicles Involved

| Vehicle Ref | Vehicle Type                 | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose        | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------------------|------------------------------|
| 1           | Car (excluding private hire) | 22          | Male          | 66 - 75         | Vehicle is moving off                                            | Offside               | Other                  | None                        | None                         |
| 2           | Motorcycle over 500cc        | 7           | Male          | 56 - 65         | Vehicle proceeding normally along the carriageway, not on a bend | Front                 | Commuting to/from work | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 1           | 2            | Slight          | Driver or rider | Male   | 66 - 75  | Unknown or other    | Unknown or other    |
| 2           | 1            | Fatal           | Driver or rider | Male   | 56 - 65  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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### Validated Data

**Crash Date:** Tuesday, October 8, 2019

**Time of Crash:** 07:58:00

**Crash Reference:** 2019410897730

**Highest Injury Severity:** Serious

**Road Number:** U0

**Casualties:** 1

**Highway Authority:** Hertfordshire

**Vehicles:** 2

**Local Authority:** North Hertfordshire

**OS Grid Reference:** 522780 228398

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 60

**Light Conditions:** Daylight: regardless of presence of streetlights

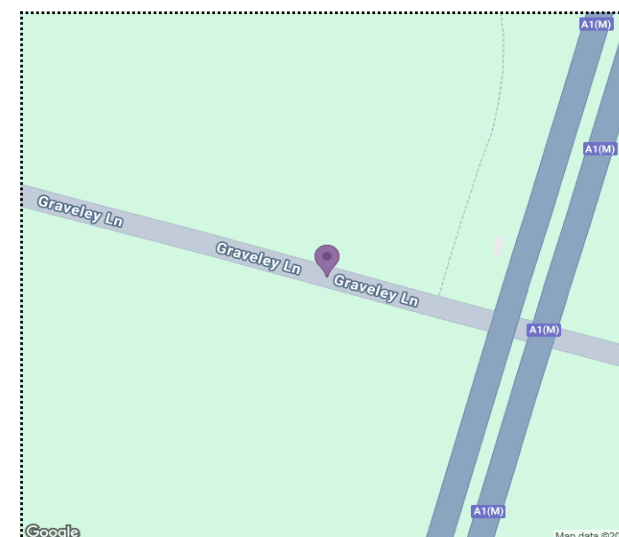
**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Single carriageway

**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

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## Validated Data

Crash Date:

Tuesday, October 8, 2019

Time of Crash: 07:58:00

Crash Reference: 2019410897730

## Vehicles Involved

| Vehicle Ref | Vehicle Type                     | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneuvre                                                 | First Point of Impact | Journey Purpose         | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|----------------------------------|-------------|---------------|-----------------|------------------------------------------------------------------|-----------------------|-------------------------|-----------------------------|------------------------------|
| 1           | Minibus (8 - 16 passenger seats) | -1          | Male          | 36 - 45         | Vehicle is passing another moving vehicle on its offside         | Nearside              | Journey as part of work | None                        | None                         |
| 2           | Pedal cycle                      | -1          | Male          | 36 - 45         | Vehicle proceeding normally along the carriageway, not on a bend | Offside               | Unknown                 | None                        | None                         |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class  | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|-----------------|--------|----------|---------------------|---------------------|
| 2           | 1            | Serious         | Driver or rider | Male   | 36 - 45  | Unknown or other    | Unknown or other    |

For more information about the data please visit: [www.crashmap.co.uk/home/faq](http://www.crashmap.co.uk/home/faq)

To subscribe to unlimited reports using CrashMap Pro visit: [www.crashmap.co.uk/home/premium\\_services](http://www.crashmap.co.uk/home/premium_services)



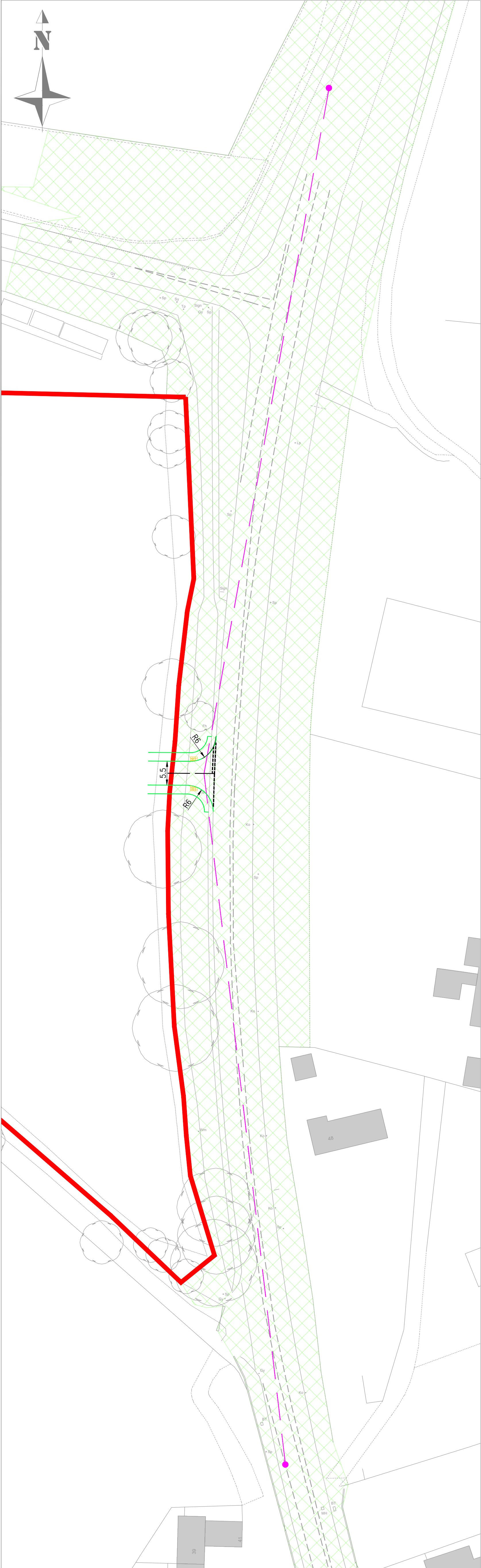
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# APPENDICES

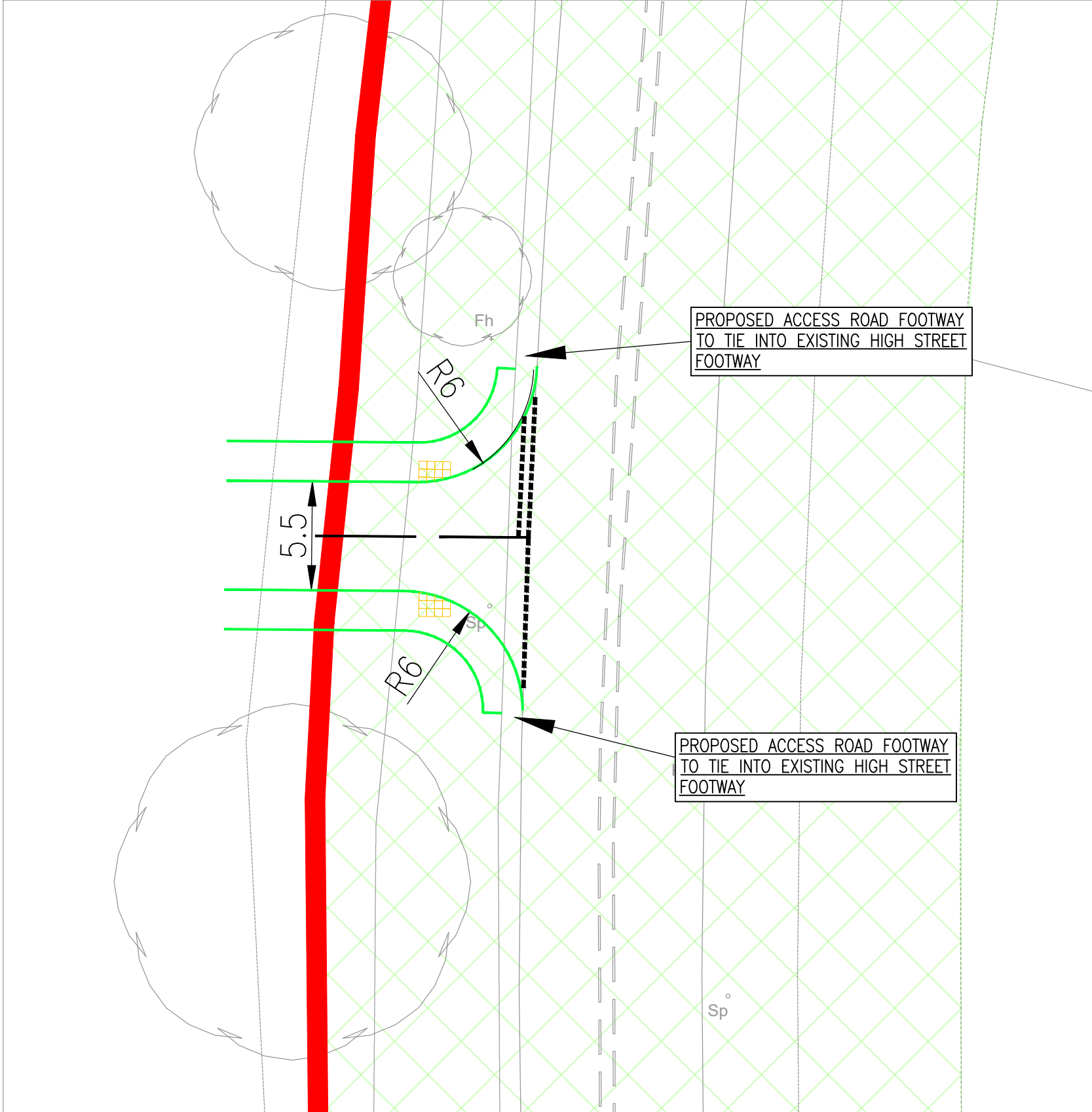


## APPENDIX C

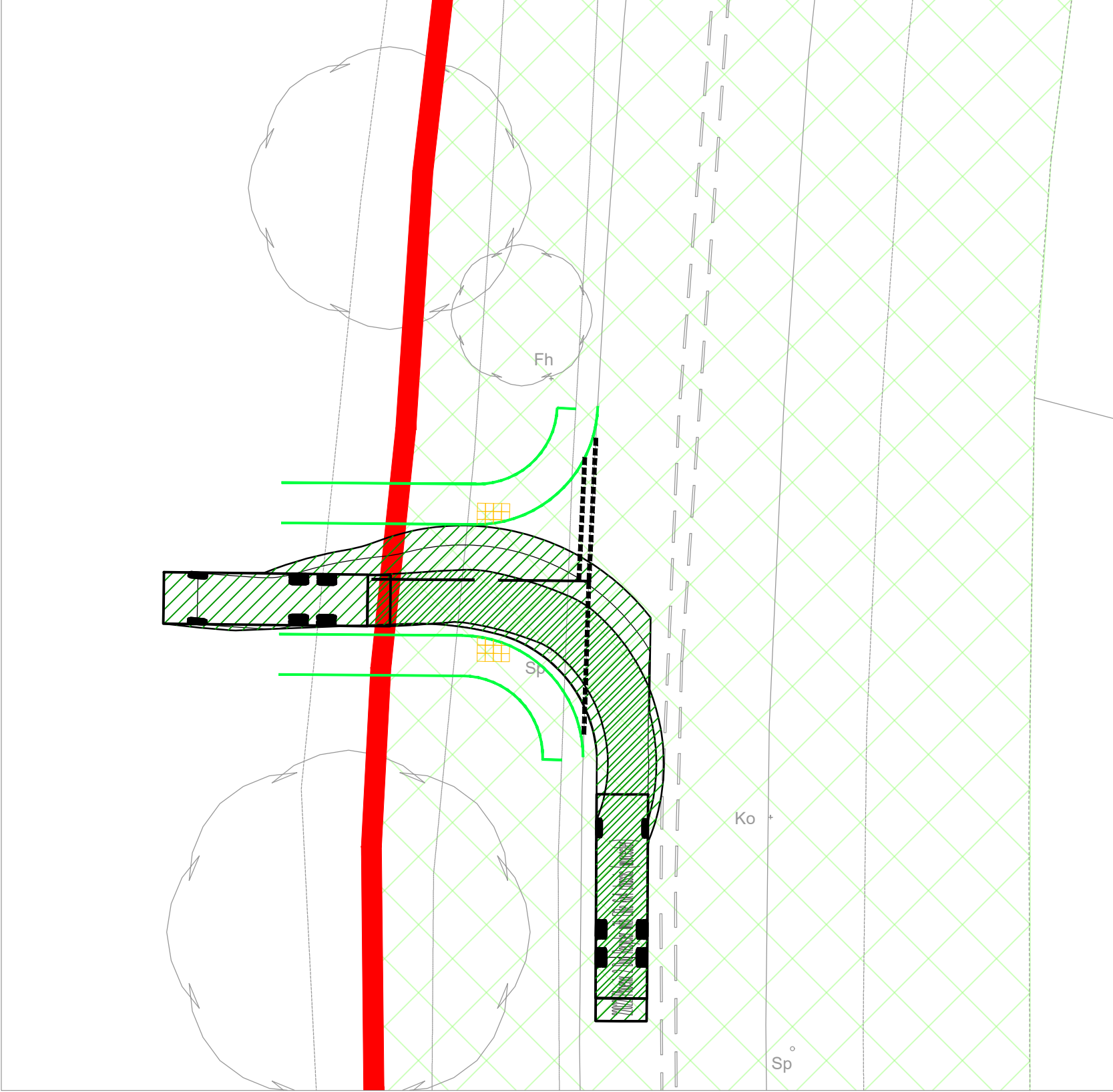
ACCESS LOCATION & VISIBILITY SPLAYS. SCALE 1:500



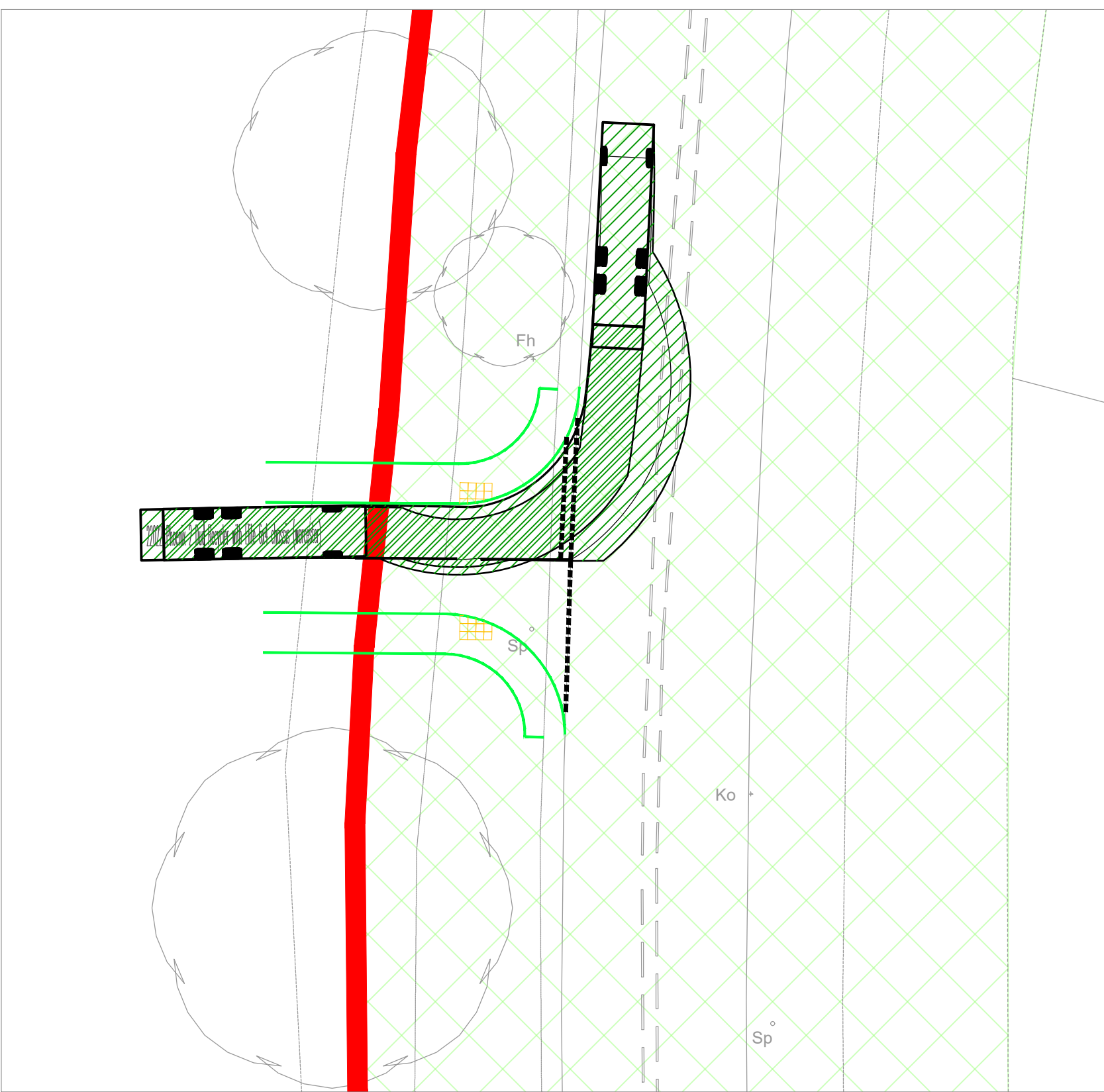
ACCESS ARRANGEMENTS. SCALE 1:250



REFUSE VEHICLE ENTERING DEVELOPMENT. SCALE 1:250



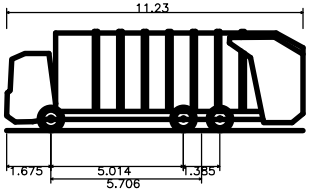
REFUSE VEHICLE EXITING DEVELOPMENT. SCALE 1:250



- NOTES:
- DO NOT SCALE THIS DRAWING.
  - ACCESS DESIGNED IN ACCORDANCE TO MANUAL FOR STREETS
  - VISIBILITY SPLAYS BASED ON MEASURED SPEEDS 43.8MPH NORTHBOUND AND 41.1MPH SOUTHBOUND
    - 2.4M X 160.0M VISIBILITY SPLAYS: ———— ●
  - ALL TACTILE PAVING TO BE DESIGNED IN ACCORDANCE TO LTN 1/20

KEY

HIGHWAY AUTHORITY CONTROLLED LAND



22022 Phoenix 2 Duo Recycler with Elite 6x4 chassis (worcester)  
Overall Length 11.230m  
Overall Width 2.400m  
Overall Body Height 3.500m  
Min Body Ground Clearance 0.300m  
Track Width 2.530m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 10.594m

REFUSE VEHICLE PROFILE

|      |                            |     |     |     |          |
|------|----------------------------|-----|-----|-----|----------|
| B    | HIGHWAY BOUNDARY ADDED     | DG  | CH  | CH  | 08/01/25 |
| A    | MINOR AMENDMENTS TO ACCESS | DG  | CH  | CH  | 03/01/25 |
| *    | FIRST ISSUE                | JW  | CH  | TR  | 18/12/24 |
| REV: | AMENDMENTS:                | DRN | CHK | APP | DATE:    |

PROJECT:

MILKSEY LANE, GRAVELEY  
PHASE II

DRAWING TITLE:

ACCESS ARRANGEMENTS AND  
SWEEPED PATH ANALYSIS

CLIENT:

GADE HOMES LTD

DRAWING NUMBER:

29161\_08\_020\_01

REVISION:

B

SHEET SIZE:

A1

SCALE:

AS SHOWN

STATUS:

FOR INFORMATION / APPROVAL

**MEC**  
Consulting Group  
Birmingham | Brighton | Leicester

Telephone: 01530 264 753  
Email: group@mec.co.uk  
Website: www.mec.co.uk  
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100055865.



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# APPENDICES

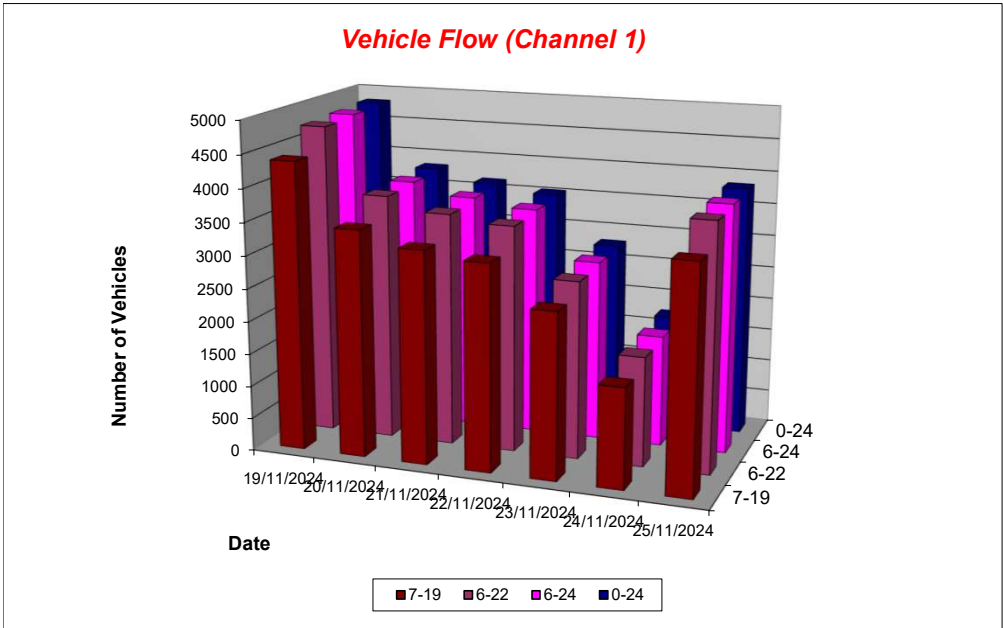


## APPENDIX D

Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

| Channel 1 - Southbound |            |            |            |            |            | Vehicle Flow |            |         | Week 1  |  |
|------------------------|------------|------------|------------|------------|------------|--------------|------------|---------|---------|--|
|                        | 19/11/2024 | 20/11/2024 | 21/11/2024 | 22/11/2024 | 23/11/2024 | 24/11/2024   | 25/11/2024 | Weekday |         |  |
| Hr Ending              | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   | Sunday       | Monday     | Average | Average |  |
| 1                      | 5          | 4          | 2          | 9          | 11         | 12           | 4          | 5       | 7       |  |
| 2                      | 4          | 4          | 3          | 1          | 3          | 5            | 0          | 2       | 3       |  |
| 3                      | 1          | 1          | 2          | 5          | 1          | 4            | 2          | 2       | 2       |  |
| 4                      | 2          | 3          | 5          | 3          | 4          | 5            | 5          | 4       | 4       |  |
| 5                      | 5          | 4          | 4          | 5          | 2          | 3            | 4          | 4       | 4       |  |
| 6                      | 15         | 14         | 16         | 14         | 6          | 3            | 20         | 16      | 13      |  |
| 7                      | 98         | 76         | 72         | 65         | 12         | 12           | 144        | 91      | 68      |  |
| 8                      | 719        | 534        | 470        | 355        | 52         | 39           | 610        | 538     | 397     |  |
| 9                      | 1094       | 774        | 607        | 396        | 93         | 39           | 691        | 712     | 528     |  |
| 10                     | 733        | 290        | 276        | 231        | 146        | 74           | 241        | 354     | 284     |  |
| 11                     | 290        | 197        | 179        | 173        | 189        | 177          | 180        | 204     | 198     |  |
| 12                     | 161        | 185        | 187        | 234        | 556        | 208          | 183        | 190     | 245     |  |
| 13                     | 170        | 180        | 183        | 247        | 447        | 200          | 203        | 197     | 233     |  |
| 14                     | 177        | 171        | 168        | 228        | 256        | 169          | 198        | 188     | 195     |  |
| 15                     | 169        | 226        | 233        | 230        | 227        | 161          | 216        | 215     | 209     |  |
| 16                     | 221        | 220        | 259        | 259        | 216        | 166          | 229        | 238     | 224     |  |
| 17                     | 250        | 268        | 256        | 346        | 159        | 125          | 281        | 280     | 241     |  |
| 18                     | 249        | 244        | 241        | 249        | 104        | 93           | 223        | 241     | 200     |  |
| 19                     | 157        | 166        | 179        | 187        | 82         | 74           | 158        | 169     | 143     |  |
| 20                     | 109        | 112        | 126        | 128        | 66         | 64           | 107        | 116     | 102     |  |
| 21                     | 96         | 57         | 77         | 64         | 65         | 50           | 64         | 72      | 68      |  |
| 22                     | 49         | 55         | 43         | 63         | 43         | 23           | 37         | 49      | 45      |  |
| 23                     | 29         | 23         | 45         | 29         | 27         | 20           | 21         | 29      | 28      |  |
| 24                     | 10         | 9          | 10         | 12         | 24         | 9            | 12         | 11      | 12      |  |
| 7-19                   | 4390       | 3455       | 3238       | 3135       | 2527       | 1525         | 3413       | 3526    | 3098    |  |
| 6-22                   | 4742       | 3755       | 3556       | 3455       | 2713       | 1674         | 3765       | 3855    | 3380    |  |
| 6-24                   | 4781       | 3787       | 3611       | 3496       | 2764       | 1703         | 3798       | 3895    | 3420    |  |
| 0-24                   | 4813       | 3817       | 3643       | 3533       | 2791       | 1735         | 3833       | 3928    | 3452    |  |



# Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

## Channel 1 - Southbound

## Average Speed

Week 1

| Hr Ending | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1         | 36.0                  | 40.0                    | 36.1                   | 34.9                 | 39.9                   | 38.6                 | 35.5                 |
| 2         | 32.7                  | 37.4                    | 38.5                   | 31.2                 | 39.8                   | 36.4                 | -                    |
| 3         | 27.3                  | 37.2                    | 30.9                   | 35.2                 | 35.1                   | 30.3                 | 46.0                 |
| 4         | 42.0                  | 42.8                    | 40.1                   | 39.8                 | 37.8                   | 41.0                 | 39.9                 |
| 5         | 33.5                  | 39.7                    | 39.7                   | 33.6                 | 37.7                   | 41.0                 | 38.5                 |
| 6         | 36.7                  | 36.2                    | 34.4                   | 36.0                 | 28.1                   | 41.2                 | 38.6                 |
| 7         | 35.0                  | 36.0                    | 35.2                   | 35.2                 | 40.2                   | 34.3                 | 35.6                 |
| 8         | 23.5                  | 34.0                    | 34.3                   | 35.4                 | 36.3                   | 35.9                 | 30.6                 |
| 9         | 23.9                  | 33.5                    | 33.8                   | 35.3                 | 36.3                   | 37.0                 | 33.0                 |
| 10        | 20.4                  | 33.2                    | 33.3                   | 34.7                 | 34.9                   | 36.0                 | 34.3                 |
| 11        | 34.8                  | 33.7                    | 33.5                   | 35.4                 | 35.6                   | 36.2                 | 35.7                 |
| 12        | 35.0                  | 33.6                    | 33.0                   | 34.5                 | 35.6                   | 35.5                 | 34.0                 |
| 13        | 33.7                  | 34.7                    | 33.9                   | 35.7                 | 34.8                   | 36.1                 | 35.5                 |
| 14        | 35.2                  | 34.4                    | 35.8                   | 35.0                 | 35.1                   | 35.2                 | 36.3                 |
| 15        | 34.6                  | 34.1                    | 35.5                   | 34.9                 | 36.4                   | 36.3                 | 35.9                 |
| 16        | 34.6                  | 35.3                    | 33.6                   | 34.9                 | 36.8                   | 36.3                 | 35.1                 |
| 17        | 34.8                  | 35.1                    | 34.7                   | 34.9                 | 35.5                   | 37.2                 | 34.0                 |
| 18        | 35.4                  | 33.3                    | 34.6                   | 35.0                 | 35.3                   | 37.3                 | 33.8                 |
| 19        | 36.5                  | 35.2                    | 36.2                   | 36.5                 | 35.8                   | 37.0                 | 34.7                 |
| 20        | 37.6                  | 36.7                    | 36.4                   | 36.4                 | 38.6                   | 36.9                 | 35.4                 |
| 21        | 37.4                  | 38.4                    | 40.2                   | 38.6                 | 36.9                   | 37.0                 | 36.8                 |
| 22        | 38.4                  | 37.9                    | 37.9                   | 38.1                 | 37.9                   | 35.7                 | 34.7                 |
| 23        | 38.3                  | 39.2                    | 36.0                   | 36.8                 | 37.5                   | 36.2                 | 37.1                 |
| 24        | 32.0                  | 34.8                    | 35.2                   | 39.0                 | 37.1                   | 40.6                 | 34.0                 |
| 10-12     | 34.9                  | 33.6                    | 33.2                   | 34.9                 | 35.6                   | 35.8                 | 34.9                 |
| 14-16     | 34.6                  | 34.7                    | 34.5                   | 34.9                 | 36.6                   | 36.3                 | 35.5                 |
| 0-24      | 28.7                  | 34.3                    | 34.6                   | 35.4                 | 35.8                   | 36.3                 | 34.0                 |

|                    |      |
|--------------------|------|
| Mean (ALL)         | 33.6 |
| Weekday Inter-Peak | 34.6 |

## Channel 1 - Southbound

## 85th Percentile

| Hr Ending | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1         | 43.1                  | 49.9                    | 42.7                   | 43.9                 | 47.2                   | 46.7                 | 42.9                 |
| 2         | 34.8                  | 43.0                    | 40.3                   | -                    | 41.2                   | 45.6                 | -                    |
| 3         | -                     | -                       | 36.7                   | 40.8                 | -                      | 40.3                 | 67.2                 |
| 4         | 54.3                  | 50.8                    | 44.4                   | 45.5                 | 44.3                   | 47.7                 | 46.5                 |
| 5         | 37.4                  | 45.2                    | 42.4                   | 44.9                 | 44.2                   | 48.5                 | 41.7                 |
| 6         | 43.8                  | 42.5                    | 43.2                   | 45.6                 | 30.8                   | 55.6                 | 49.2                 |
| 7         | 41.6                  | 43.7                    | 41.4                   | 42.2                 | 49.7                   | 44.0                 | 42.4                 |
| 8         | 33.1                  | 39.1                    | 39.7                   | 41.7                 | 44.1                   | 42.7                 | 35.9                 |
| 9         | 32.6                  | 38.3                    | 39.5                   | 41.1                 | 43.4                   | 44.5                 | 38.8                 |
| 10        | 30.6                  | 38.9                    | 39.4                   | 40.6                 | 41.4                   | 42.0                 | 40.0                 |
| 11        | 40.7                  | 39.5                    | 40.0                   | 41.1                 | 42.4                   | 43.1                 | 41.9                 |
| 12        | 41.4                  | 39.4                    | 38.7                   | 40.8                 | 41.4                   | 41.8                 | 40.6                 |
| 13        | 39.6                  | 40.5                    | 40.3                   | 42.4                 | 40.5                   | 42.4                 | 42.2                 |
| 14        | 41.8                  | 41.0                    | 42.9                   | 41.3                 | 41.8                   | 41.6                 | 42.8                 |
| 15        | 41.2                  | 40.4                    | 41.6                   | 41.1                 | 42.7                   | 42.7                 | 42.6                 |
| 16        | 40.8                  | 41.5                    | 40.0                   | 40.7                 | 42.8                   | 43.2                 | 41.8                 |
| 17        | 40.8                  | 41.0                    | 41.0                   | 40.3                 | 42.6                   | 43.8                 | 39.4                 |
| 18        | 40.6                  | 38.5                    | 40.4                   | 40.8                 | 41.4                   | 43.2                 | 38.8                 |
| 19        | 42.4                  | 41.8                    | 42.7                   | 43.1                 | 41.5                   | 43.0                 | 41.0                 |
| 20        | 44.3                  | 43.0                    | 43.3                   | 42.8                 | 45.2                   | 43.7                 | 40.8                 |
| 21        | 44.4                  | 44.6                    | 47.1                   | 46.1                 | 43.0                   | 43.8                 | 44.0                 |
| 22        | 45.7                  | 44.2                    | 45.2                   | 44.6                 | 45.7                   | 41.7                 | 41.6                 |
| 23        | 44.8                  | 44.5                    | 43.3                   | 42.0                 | 45.2                   | 41.9                 | 42.9                 |
| 24        | 40.5                  | 41.2                    | 41.7                   | 44.9                 | 43.9                   | 46.6                 | 40.2                 |
| 10-12     | 41.0                  | 39.4                    | 39.3                   | 41.0                 | 41.7                   | 42.4                 | 41.4                 |
| 14-16     | 41.0                  | 41.0                    | 40.8                   | 40.9                 | 42.8                   | 42.9                 | 42.2                 |
| 0-24      | 39.1                  | 40.1                    | 40.9                   | 41.6                 | 42.2                   | 42.9                 | 40.3                 |

|                    |      |
|--------------------|------|
| 85th %ile (ALL)    | 41.4 |
| Weekday Inter-Peak | 40.9 |

# Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

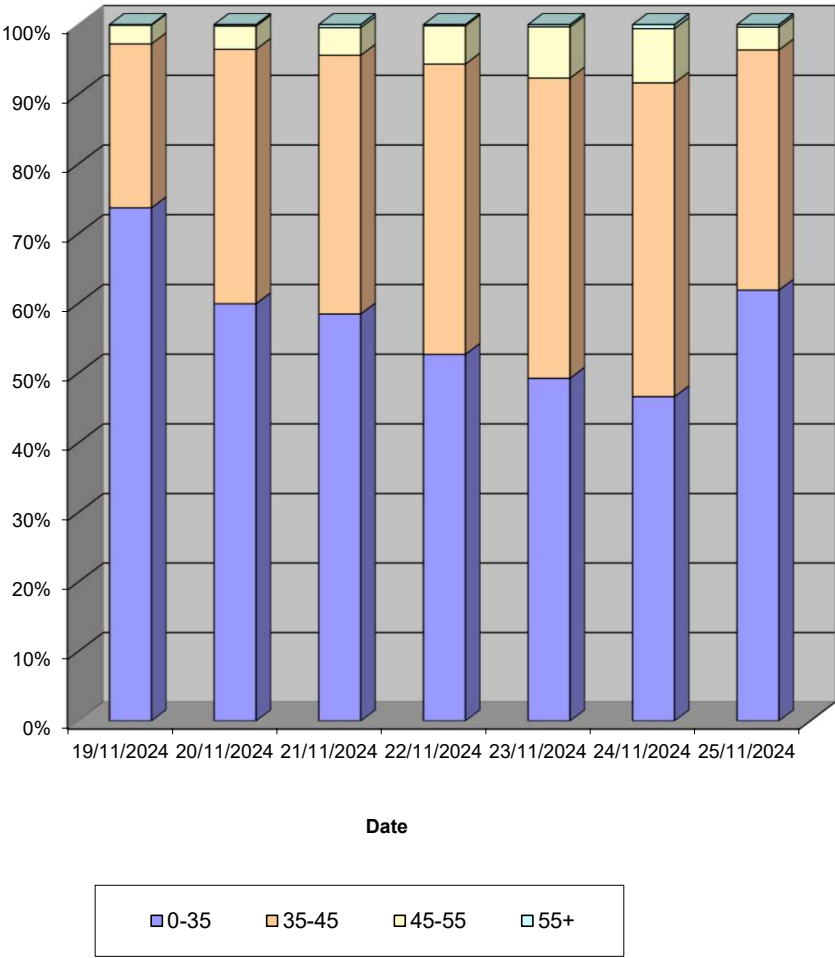
Channel 1 - Southbound

Speed Summary

Week 1

| Speed (MPH) | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday |
|-------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 0-35        | 3548                  | 2289                    | 2131                   | 1862                 | 1375                   | 809                  | 2373                 |
| 35-45       | 1132                  | 1393                    | 1352                   | 1471                 | 1202                   | 781                  | 1321                 |
| 45-55       | 129                   | 127                     | 144                    | 194                  | 205                    | 135                  | 125                  |
| 55+         | 4                     | 8                       | 16                     | 6                    | 9                      | 10                   | 14                   |
| TOTAL       | 4813                  | 3817                    | 3643                   | 3533                 | 2791                   | 1735                 | 3833                 |

Speed Summary (MPH)



# Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

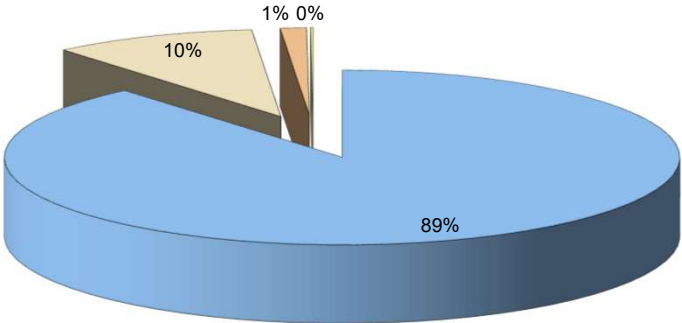
Channel 1 - Southbound

Vehicle Class

Week 1

| Classes    | Car / LGV / Caravan - 1 | MGV - 2 | OGV1 / Bus - 3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|------------|-------------------------|---------|-------------------------|-----------------------|--------------|
| Day / Time |                         |         |                         |                       |              |
| 19/11/2024 |                         |         |                         |                       |              |
| 7-19       | 3842                    | 483     | 56                      | 9                     | 4390         |
| 6-22       | 4166                    | 510     | 57                      | 9                     | 4742         |
| 6-24       | 4202                    | 513     | 57                      | 9                     | 4781         |
| 0-24       | 4228                    | 517     | 58                      | -10                   | 4793         |
| 20/11/2024 |                         |         |                         |                       |              |
| 7-19       | 3056                    | 352     | 40                      | 7                     | 3455         |
| 6-22       | 3330                    | 377     | 41                      | 7                     | 3755         |
| 6-24       | 3361                    | 378     | 41                      | 7                     | 3787         |
| 0-24       | 3384                    | 383     | 43                      | 7                     | 3817         |
| 21/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2852                    | 329     | 47                      | 10                    | 3238         |
| 6-22       | 3140                    | 355     | 50                      | 11                    | 3556         |
| 6-24       | 3194                    | 356     | 50                      | 11                    | 3611         |
| 0-24       | 3220                    | 361     | 51                      | 11                    | 3643         |
| 22/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2755                    | 328     | 45                      | 7                     | 3135         |
| 6-22       | 3047                    | 353     | 46                      | 9                     | 3455         |
| 6-24       | 3086                    | 355     | 46                      | 9                     | 3496         |
| 0-24       | 3117                    | 361     | 46                      | 9                     | 3533         |
| 23/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2302                    | 192     | 31                      | 2                     | 2527         |
| 6-22       | 2475                    | 204     | 32                      | 2                     | 2713         |
| 6-24       | 2523                    | 207     | 32                      | 2                     | 2764         |
| 0-24       | 2547                    | 210     | 32                      | 2                     | 2791         |
| 24/11/2024 |                         |         |                         |                       |              |
| 7-19       | 1403                    | 113     | 7                       | 2                     | 1525         |
| 6-22       | 1547                    | 118     | 7                       | 2                     | 1674         |
| 6-24       | 1573                    | 121     | 7                       | 2                     | 1703         |
| 0-24       | 1604                    | 122     | 7                       | 2                     | 1735         |
| 25/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2983                    | 364     | 59                      | 7                     | 3413         |
| 6-22       | 3290                    | 401     | 65                      | 9                     | 3765         |
| 6-24       | 3323                    | 401     | 65                      | 9                     | 3798         |
| 0-24       | 3353                    | 404     | 67                      | 9                     | 3833         |
| Average    |                         |         |                         |                       |              |
| 7-19       | 2742                    | 309     | 41                      | 6                     | 3098         |
| 6-22       | 2999                    | 331     | 43                      | 7                     | 3380         |
| 6-24       | 3037                    | 333     | 43                      | 7                     | 3420         |
| 0-24       | 3065                    | 337     | 43                      | 4                     | 3449         |

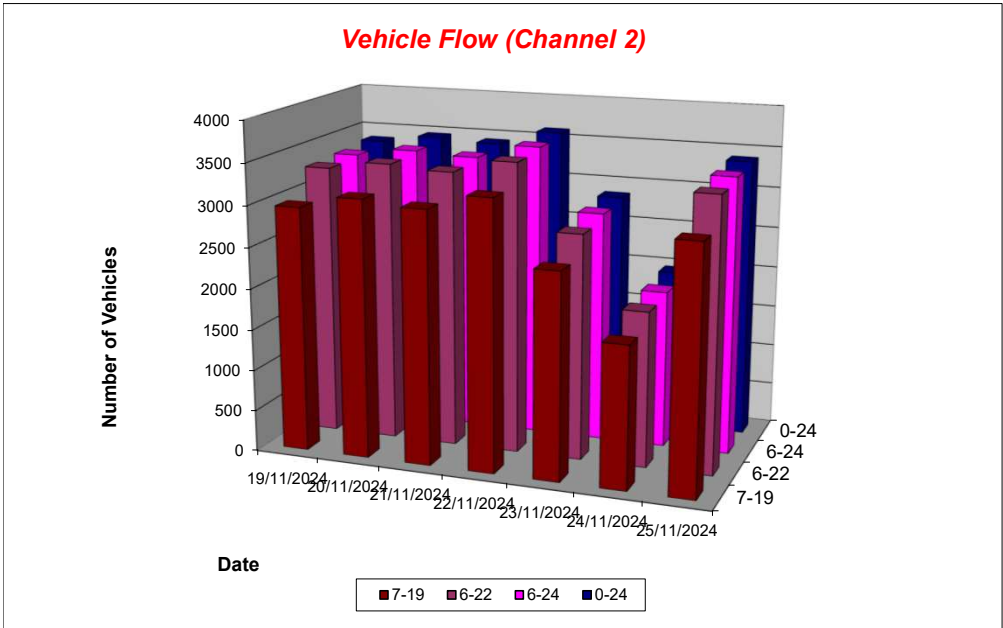
Total Vehicle Class Distribution



Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

| Channel 2 - Northbound |                       |                         |                        |                      |                        |                      |                      | Vehicle Flow       | Week 1  |
|------------------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|--------------------|---------|
| Hr Ending              | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday | Weekday<br>Average | Average |
| 1                      | 8                     | 2                       | 2                      | 7                    | 9                      | 9                    | 5                    | 5                  | 6       |
| 2                      | 4                     | 2                       | 1                      | 0                    | 6                      | 11                   | 3                    | 2                  | 4       |
| 3                      | 5                     | 3                       | 0                      | 1                    | 7                      | 8                    | 1                    | 2                  | 4       |
| 4                      | 3                     | 4                       | 1                      | 3                    | 1                      | 3                    | 3                    | 3                  | 3       |
| 5                      | 7                     | 6                       | 10                     | 15                   | 4                      | 1                    | 7                    | 9                  | 7       |
| 6                      | 18                    | 21                      | 23                     | 20                   | 14                     | 11                   | 17                   | 20                 | 18      |
| 7                      | 90                    | 77                      | 81                     | 73                   | 16                     | 13                   | 78                   | 80                 | 61      |
| 8                      | 213                   | 232                     | 190                    | 198                  | 55                     | 50                   | 235                  | 214                | 168     |
| 9                      | 321                   | 332                     | 317                    | 267                  | 123                    | 62                   | 302                  | 308                | 246     |
| 10                     | 240                   | 206                     | 216                    | 215                  | 146                    | 116                  | 196                  | 215                | 191     |
| 11                     | 168                   | 171                     | 206                    | 208                  | 196                    | 163                  | 204                  | 191                | 188     |
| 12                     | 173                   | 200                     | 210                    | 222                  | 249                    | 166                  | 215                  | 204                | 205     |
| 13                     | 189                   | 208                     | 215                    | 252                  | 410                    | 224                  | 238                  | 220                | 248     |
| 14                     | 200                   | 221                     | 244                    | 279                  | 331                    | 248                  | 216                  | 232                | 248     |
| 15                     | 215                   | 241                     | 235                    | 303                  | 343                    | 188                  | 218                  | 242                | 249     |
| 16                     | 334                   | 353                     | 340                    | 423                  | 219                    | 170                  | 317                  | 353                | 308     |
| 17                     | 348                   | 373                     | 370                    | 407                  | 181                    | 165                  | 344                  | 368                | 313     |
| 18                     | 368                   | 382                     | 327                    | 283                  | 128                    | 89                   | 278                  | 328                | 265     |
| 19                     | 201                   | 206                     | 196                    | 198                  | 105                    | 76                   | 186                  | 197                | 167     |
| 20                     | 118                   | 116                     | 111                    | 110                  | 85                     | 70                   | 141                  | 119                | 107     |
| 21                     | 79                    | 40                      | 51                     | 48                   | 84                     | 48                   | 92                   | 62                 | 63      |
| 22                     | 35                    | 33                      | 38                     | 28                   | 59                     | 35                   | 47                   | 36                 | 39      |
| 23                     | 18                    | 17                      | 24                     | 32                   | 45                     | 19                   | 32                   | 25                 | 27      |
| 24                     | 8                     | 10                      | 15                     | 14                   | 31                     | 11                   | 18                   | 13                 | 15      |
| 7-19                   | 2970                  | 3125                    | 3066                   | 3255                 | 2486                   | 1717                 | 2949                 | 3073               | 2795    |
| 6-22                   | 3292                  | 3391                    | 3347                   | 3514                 | 2730                   | 1883                 | 3307                 | 3370               | 3066    |
| 6-24                   | 3318                  | 3418                    | 3386                   | 3560                 | 2808                   | 1913                 | 3357                 | 3408               | 3108    |
| 0-24                   | 3363                  | 3456                    | 3423                   | 3606                 | 2847                   | 1956                 | 3393                 | 3448               | 3149    |



## Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

### Channel 2 - Northbound

### Average Speed

Week 1

| Hr Ending | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1         | 40.7                  | 45.3                    | 34.8                   | 41.9                 | 39.1                   | 36.0                 | 38.0                 |
| 2         | 40.8                  | 42.8                    | 56.3                   | -                    | 40.8                   | 43.0                 | 50.4                 |
| 3         | 42.8                  | 38.6                    | -                      | 31.3                 | 39.7                   | 39.5                 | 33.9                 |
| 4         | 39.8                  | 40.4                    | 38.9                   | 40.7                 | 53.2                   | 47.2                 | 33.3                 |
| 5         | 40.6                  | 41.6                    | 39.5                   | 40.0                 | 39.5                   | 53.9                 | 40.5                 |
| 6         | 43.3                  | 42.2                    | 40.6                   | 40.6                 | 43.2                   | 43.0                 | 42.9                 |
| 7         | 39.6                  | 40.8                    | 39.9                   | 39.9                 | 41.0                   | 40.4                 | 40.6                 |
| 8         | 37.5                  | 39.2                    | 38.9                   | 39.2                 | 39.4                   | 42.6                 | 36.3                 |
| 9         | 36.6                  | 37.1                    | 37.4                   | 37.9                 | 38.0                   | 39.8                 | 37.3                 |
| 10        | 35.8                  | 32.5                    | 38.1                   | 38.1                 | 37.3                   | 37.8                 | 36.4                 |
| 11        | 36.6                  | 38.1                    | 35.8                   | 37.6                 | 37.7                   | 37.8                 | 35.7                 |
| 12        | 36.9                  | 37.5                    | 34.5                   | 37.0                 | 37.6                   | 37.9                 | 37.2                 |
| 13        | 37.3                  | 35.9                    | 36.8                   | 37.5                 | 36.4                   | 36.9                 | 36.5                 |
| 14        | 37.3                  | 36.5                    | 38.2                   | 36.6                 | 37.6                   | 37.5                 | 36.6                 |
| 15        | 37.6                  | 37.5                    | 37.1                   | 37.6                 | 37.8                   | 37.6                 | 37.8                 |
| 16        | 36.7                  | 37.9                    | 37.2                   | 36.6                 | 37.4                   | 38.1                 | 37.9                 |
| 17        | 36.8                  | 35.4                    | 35.8                   | 36.5                 | 37.4                   | 39.0                 | 36.3                 |
| 18        | 35.9                  | 36.3                    | 35.7                   | 37.1                 | 39.0                   | 38.6                 | 36.3                 |
| 19        | 38.5                  | 38.5                    | 37.8                   | 39.0                 | 39.6                   | 39.1                 | 37.4                 |
| 20        | 38.1                  | 39.0                    | 37.7                   | 39.5                 | 37.9                   | 39.8                 | 38.6                 |
| 21        | 38.2                  | 39.6                    | 37.2                   | 40.0                 | 38.5                   | 40.2                 | 38.0                 |
| 22        | 39.0                  | 38.7                    | 39.1                   | 36.8                 | 38.7                   | 40.6                 | 37.8                 |
| 23        | 36.2                  | 37.1                    | 34.6                   | 37.2                 | 38.7                   | 41.6                 | 39.8                 |
| 24        | 35.4                  | 41.7                    | 40.8                   | 43.8                 | 38.8                   | 43.2                 | 40.6                 |
| 10-12     | 36.7                  | 37.7                    | 35.1                   | 37.3                 | 37.7                   | 37.8                 | 36.5                 |
| 14-16     | 37.1                  | 37.7                    | 37.2                   | 37.0                 | 37.6                   | 37.9                 | 37.9                 |
| 0-24      | 37.1                  | 37.1                    | 37.0                   | 37.6                 | 37.8                   | 38.4                 | 37.1                 |

|                    |      |
|--------------------|------|
| Average (ALL)      | 37.4 |
| Weekday Inter-Peak | 37.1 |

### Channel 2 - Northbound

### 85th Percentile

| Hr Ending | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday |
|-----------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 1         | 46.8                  | 48.5                    | 44.9                   | 48.4                 | 45.2                   | 40.1                 | 45.3                 |
| 2         | 43.4                  | 50.4                    | -                      | -                    | 45.2                   | 49.6                 | 58.0                 |
| 3         | 50.9                  | 46.4                    | -                      | -                    | 45.4                   | 47.2                 | -                    |
| 4         | 46.9                  | 48.2                    | -                      | 46.8                 | -                      | 55.4                 | 36.7                 |
| 5         | 49.5                  | 46.1                    | 48.8                   | 50.3                 | 44.7                   | -                    | 45.7                 |
| 6         | 47.8                  | 47.8                    | 45.4                   | 46.7                 | 52.0                   | 48.1                 | 53.2                 |
| 7         | 45.7                  | 46.8                    | 46.0                   | 47.7                 | 49.6                   | 49.4                 | 47.6                 |
| 8         | 43.0                  | 45.7                    | 45.2                   | 46.2                 | 45.3                   | 51.2                 | 42.4                 |
| 9         | 42.1                  | 42.9                    | 43.3                   | 44.5                 | 44.6                   | 47.3                 | 43.2                 |
| 10        | 41.3                  | 38.6                    | 44.2                   | 44.7                 | 44.5                   | 44.3                 | 41.9                 |
| 11        | 42.0                  | 44.6                    | 41.8                   | 44.0                 | 43.6                   | 44.2                 | 42.4                 |
| 12        | 43.4                  | 44.5                    | 40.9                   | 43.1                 | 44.0                   | 44.2                 | 43.8                 |
| 13        | 43.2                  | 42.8                    | 42.5                   | 43.3                 | 42.0                   | 43.2                 | 42.7                 |
| 14        | 43.4                  | 42.7                    | 45.1                   | 42.8                 | 43.5                   | 44.2                 | 42.5                 |
| 15        | 43.8                  | 43.6                    | 43.6                   | 43.8                 | 43.5                   | 43.9                 | 45.2                 |
| 16        | 42.7                  | 44.1                    | 43.4                   | 42.4                 | 43.2                   | 45.1                 | 44.0                 |
| 17        | 42.4                  | 40.8                    | 41.2                   | 42.0                 | 43.5                   | 45.6                 | 41.5                 |
| 18        | 41.9                  | 41.8                    | 42.0                   | 43.3                 | 45.0                   | 44.9                 | 42.3                 |
| 19        | 44.8                  | 44.9                    | 44.1                   | 45.9                 | 45.6                   | 45.9                 | 43.0                 |
| 20        | 45.8                  | 46.2                    | 44.0                   | 46.4                 | 44.4                   | 47.6                 | 45.0                 |
| 21        | 43.8                  | 46.6                    | 44.3                   | 47.7                 | 45.4                   | 45.9                 | 44.1                 |
| 22        | 45.4                  | 45.0                    | 46.3                   | 43.5                 | 46.2                   | 48.7                 | 44.2                 |
| 23        | 42.9                  | 42.9                    | 42.5                   | 43.6                 | 47.5                   | 47.5                 | 48.7                 |
| 24        | 44.0                  | 47.3                    | 47.7                   | 52.3                 | 44.7                   | 51.1                 | 45.6                 |
| 10-12     | 42.7                  | 44.5                    | 41.3                   | 43.6                 | 43.9                   | 44.1                 | 43.2                 |
| 14-16     | 43.2                  | 43.9                    | 43.5                   | 43.0                 | 43.4                   | 44.6                 | 44.6                 |
| 0-24      | 43.2                  | 43.5                    | 43.4                   | 44.0                 | 44.1                   | 45.3                 | 43.4                 |

|                    |      |
|--------------------|------|
| 85th %ile (ALL)    | 43.8 |
| Weekday Inter-Peak | 43.4 |

# Graveley ATC, B197 High Street

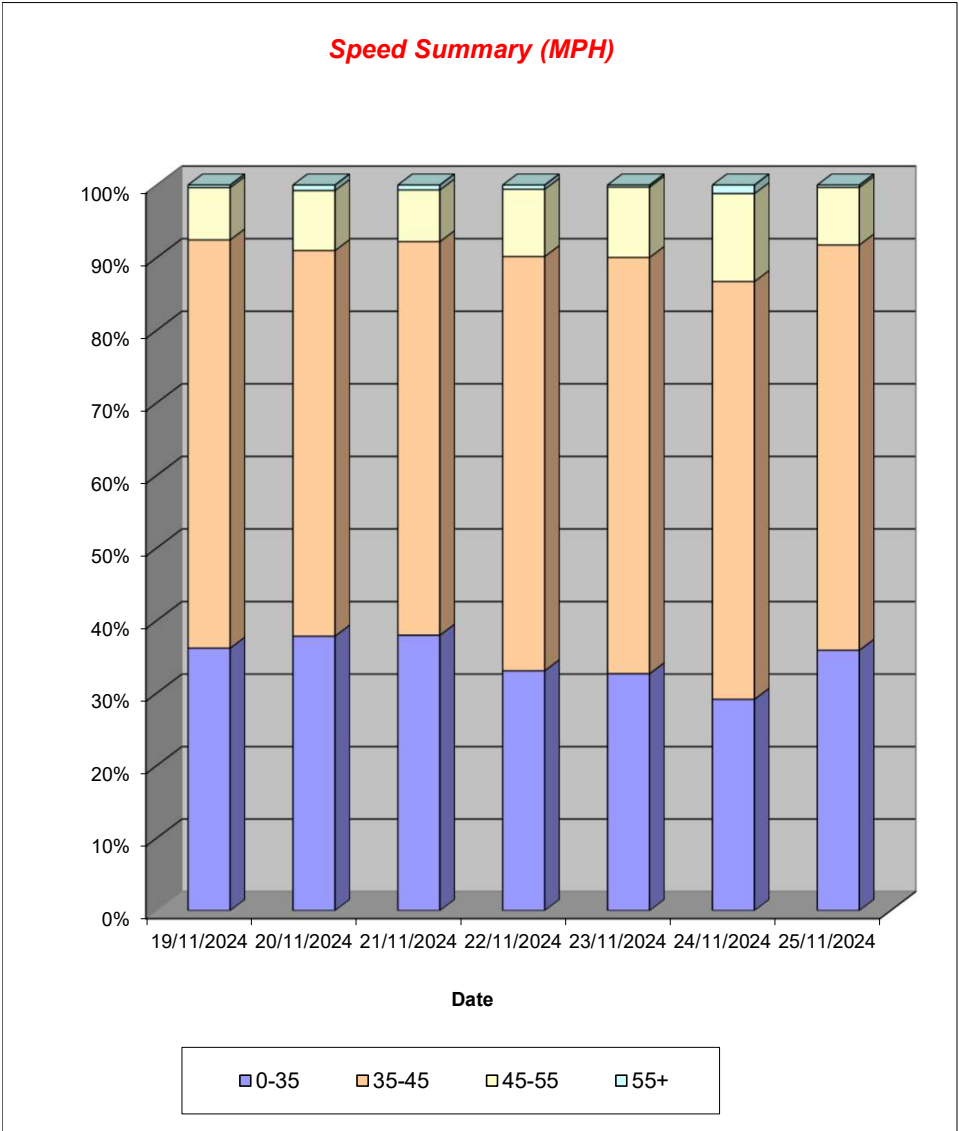
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Speed Summary

Week 1

| Speed (MPH) | 19/11/2024<br>Tuesday | 20/11/2024<br>Wednesday | 21/11/2024<br>Thursday | 22/11/2024<br>Friday | 23/11/2024<br>Saturday | 24/11/2024<br>Sunday | 25/11/2024<br>Monday |
|-------------|-----------------------|-------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| 0-35        | 1217                  | 1308                    | 1300                   | 1193                 | 930                    | 570                  | 1218                 |
| 35-45       | 1892                  | 1836                    | 1856                   | 2058                 | 1633                   | 1126                 | 1895                 |
| 45-55       | 242                   | 286                     | 244                    | 334                  | 276                    | 237                  | 269                  |
| 55+         | 12                    | 26                      | 23                     | 21                   | 8                      | 23                   | 11                   |
| TOTAL       | 3363                  | 3456                    | 3423                   | 3606                 | 2847                   | 1956                 | 3393                 |



# Graveley ATC, B197 High Street

Produced by Road Data Services Ltd.

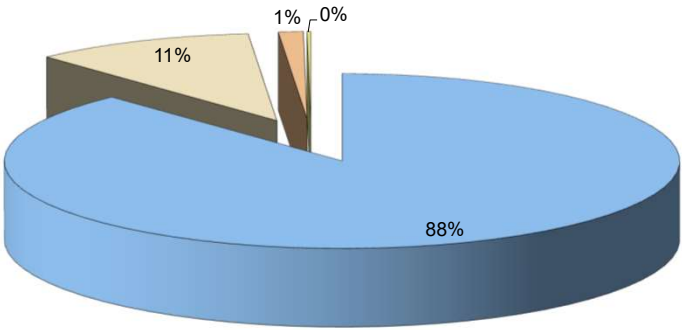
Channel 2 - Northbound

Vehicle Class

Week 1

| Classes    | Car / LGV / Caravan - 1 | MGV - 2 | OGV1 / Bus - 3,5,6,7,12 | OGV2 - 4,8,9,10,11,13 | TOTAL - 1-13 |
|------------|-------------------------|---------|-------------------------|-----------------------|--------------|
| Day / Time |                         |         |                         |                       |              |
| 19/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2603                    | 321     | 38                      | 8                     | 2970         |
| 6-22       | 2881                    | 362     | 41                      | 8                     | 3292         |
| 6-24       | 2903                    | 366     | 41                      | 8                     | 3318         |
| 0-24       | 2940                    | 371     | 43                      | 9                     | 3363         |
| 20/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2747                    | 334     | 36                      | 8                     | 3125         |
| 6-22       | 2978                    | 364     | 41                      | 8                     | 3391         |
| 6-24       | 3002                    | 367     | 41                      | 8                     | 3418         |
| 0-24       | 3034                    | 372     | 42                      | 8                     | 3456         |
| 21/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2677                    | 342     | 41                      | 6                     | 3066         |
| 6-22       | 2917                    | 378     | 46                      | 6                     | 3347         |
| 6-24       | 2953                    | 381     | 46                      | 6                     | 3386         |
| 0-24       | 2981                    | 389     | 46                      | 7                     | 3423         |
| 22/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2812                    | 403     | 33                      | 7                     | 3255         |
| 6-22       | 3040                    | 427     | 39                      | 8                     | 3514         |
| 6-24       | 3082                    | 431     | 39                      | 8                     | 3560         |
| 0-24       | 3120                    | 438     | 40                      | 8                     | 3606         |
| 23/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2238                    | 221     | 27                      | 0                     | 2486         |
| 6-22       | 2456                    | 247     | 27                      | 0                     | 2730         |
| 6-24       | 2528                    | 250     | 28                      | 0                     | 2806         |
| 0-24       | 2562                    | 257     | 28                      | 0                     | 2847         |
| 24/11/2024 |                         |         |                         |                       |              |
| 7-19       | 1587                    | 123     | 7                       | 0                     | 1717         |
| 6-22       | 1736                    | 140     | 7                       | 0                     | 1883         |
| 6-24       | 1764                    | 142     | 7                       | 0                     | 1913         |
| 0-24       | 1800                    | 148     | 8                       | 0                     | 1956         |
| 25/11/2024 |                         |         |                         |                       |              |
| 7-19       | 2578                    | 317     | 48                      | 6                     | 2949         |
| 6-22       | 2897                    | 351     | 53                      | 6                     | 3307         |
| 6-24       | 2943                    | 355     | 53                      | 6                     | 3357         |
| 0-24       | 2971                    | 360     | 55                      | 7                     | 3393         |
| Average    |                         |         |                         |                       |              |
| 7-19       | 2463                    | 294     | 33                      | 5                     | 2795         |
| 6-22       | 2701                    | 324     | 36                      | 5                     | 3066         |
| 6-24       | 2739                    | 327     | 36                      | 5                     | 3108         |
| 0-24       | 2773                    | 334     | 37                      | 6                     | 3149         |

Total Vehicle Class Distribution



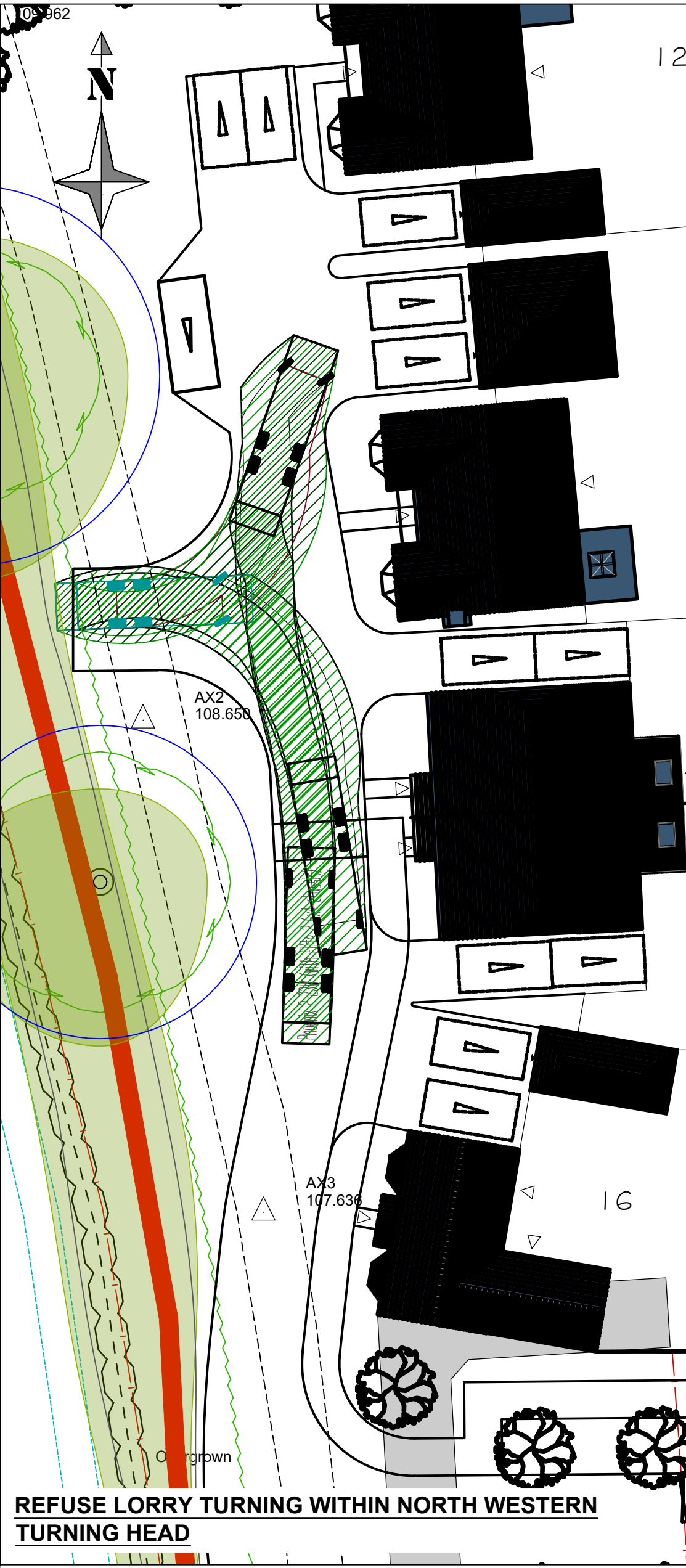


**MEC**  
Consulting Group

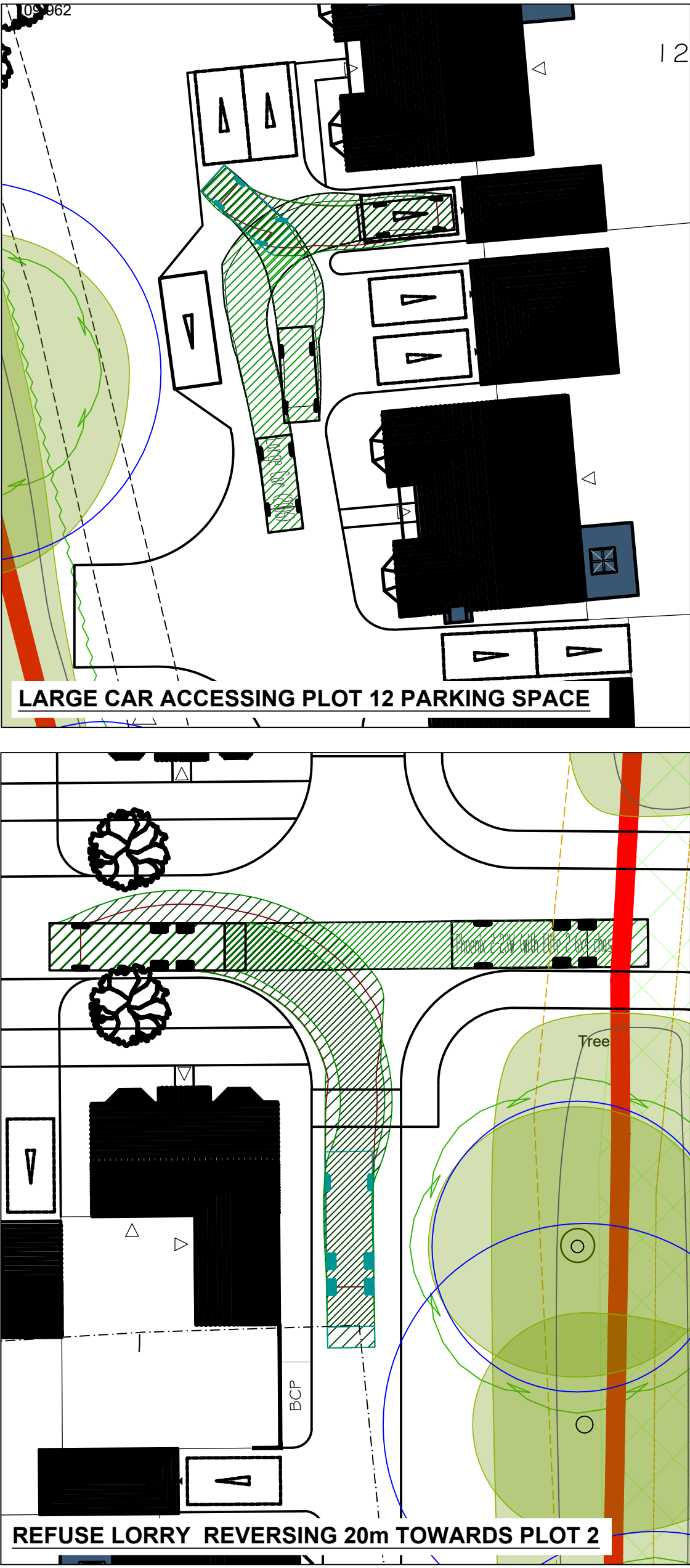
# APPENDICES



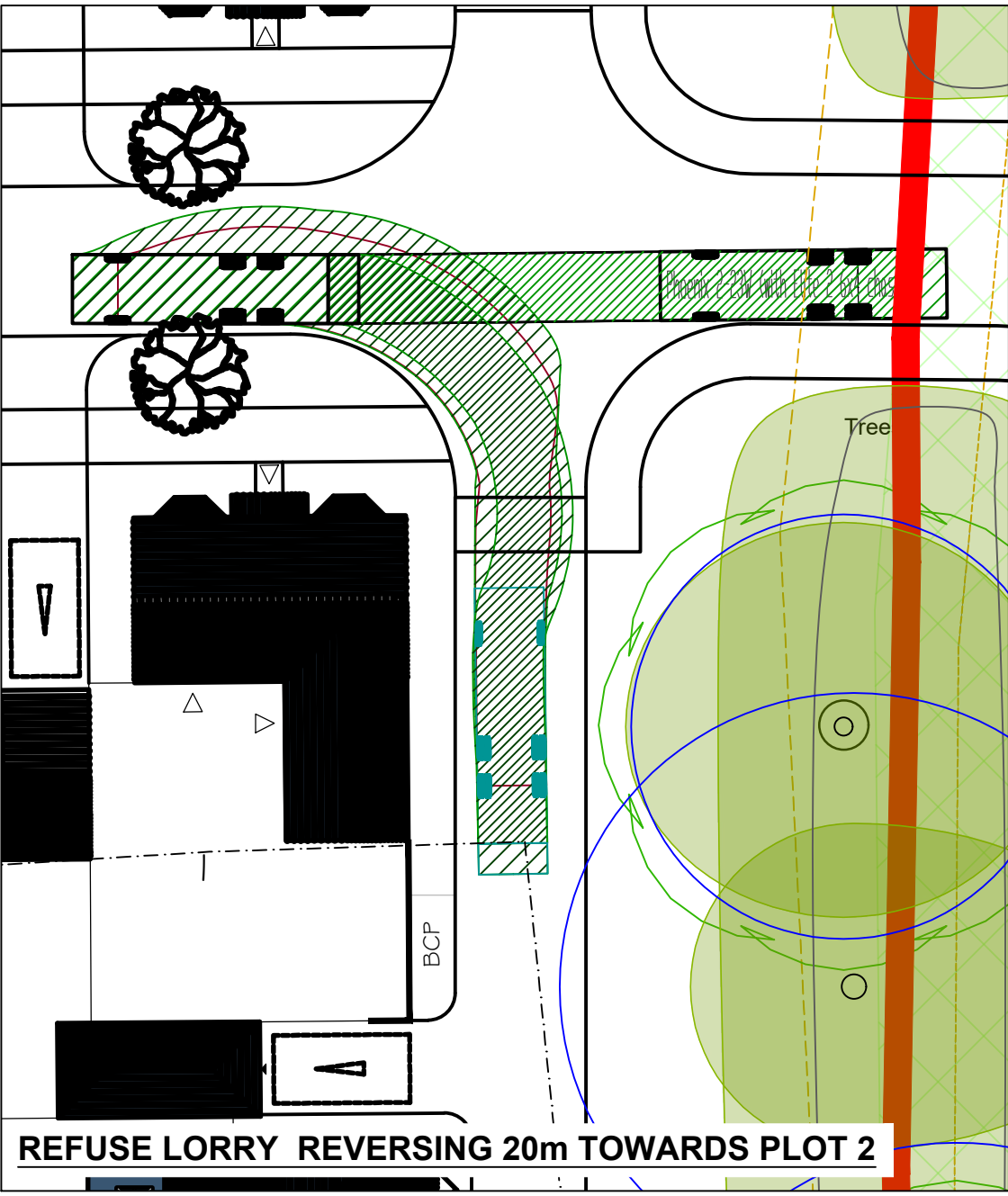
## APPENDIX E



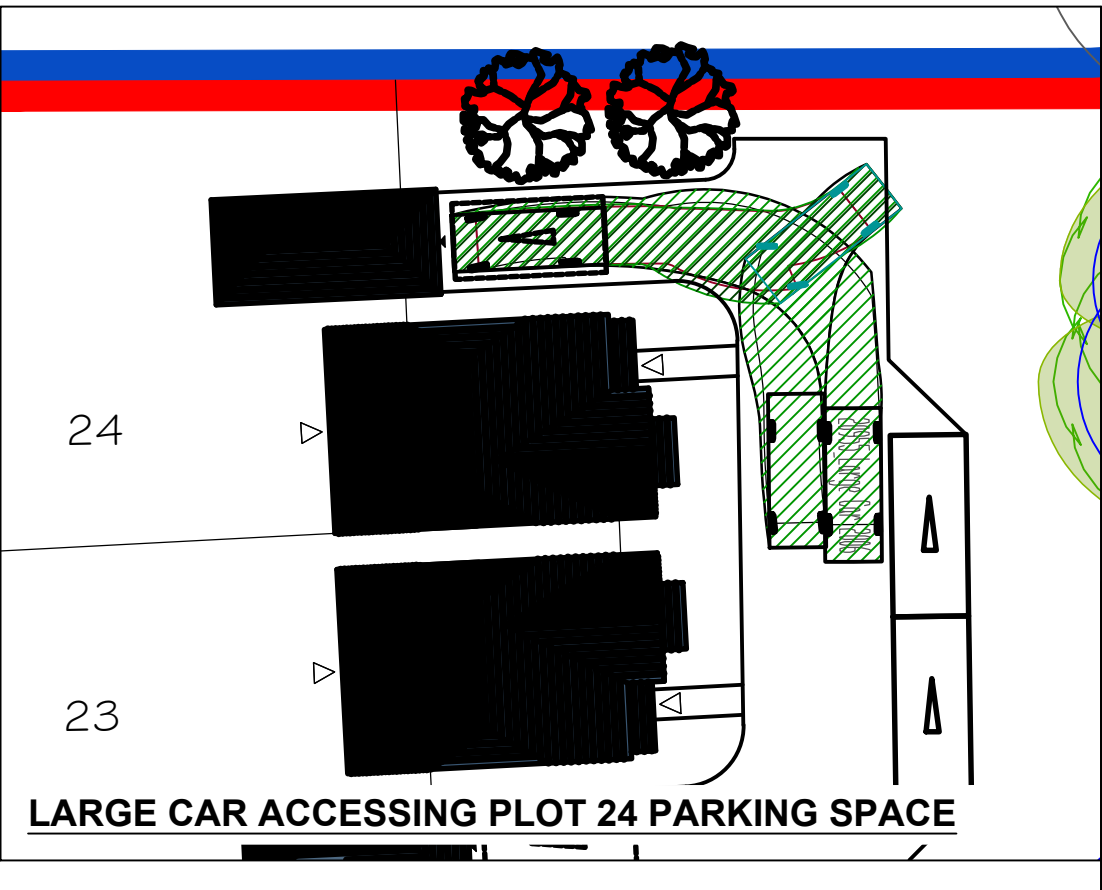
REFUSE LORRY TURNING WITHIN NORTH WESTERN TURNING HEAD



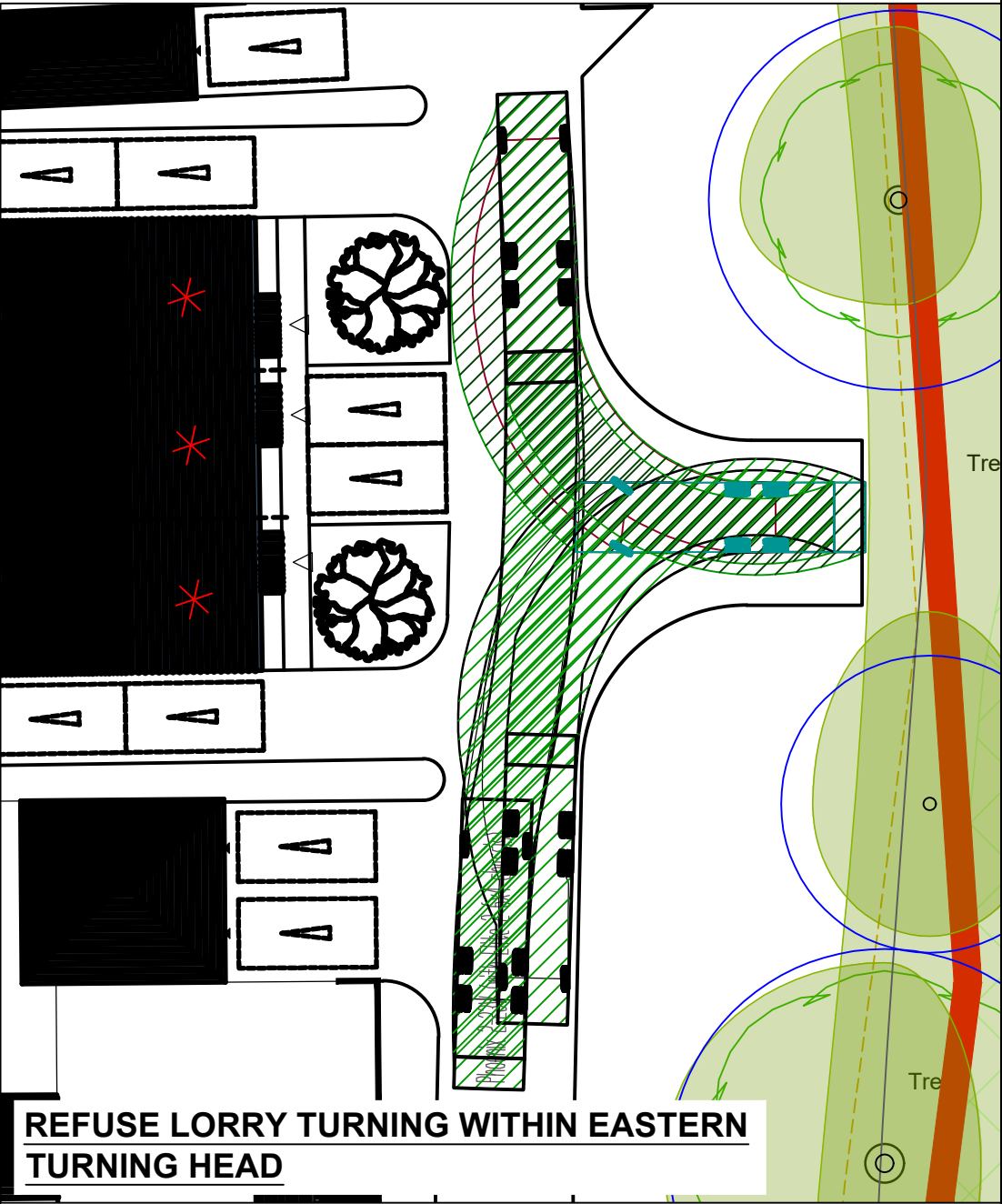
LARGE CAR ACCESSING PLOT 12 PARKING SPACE



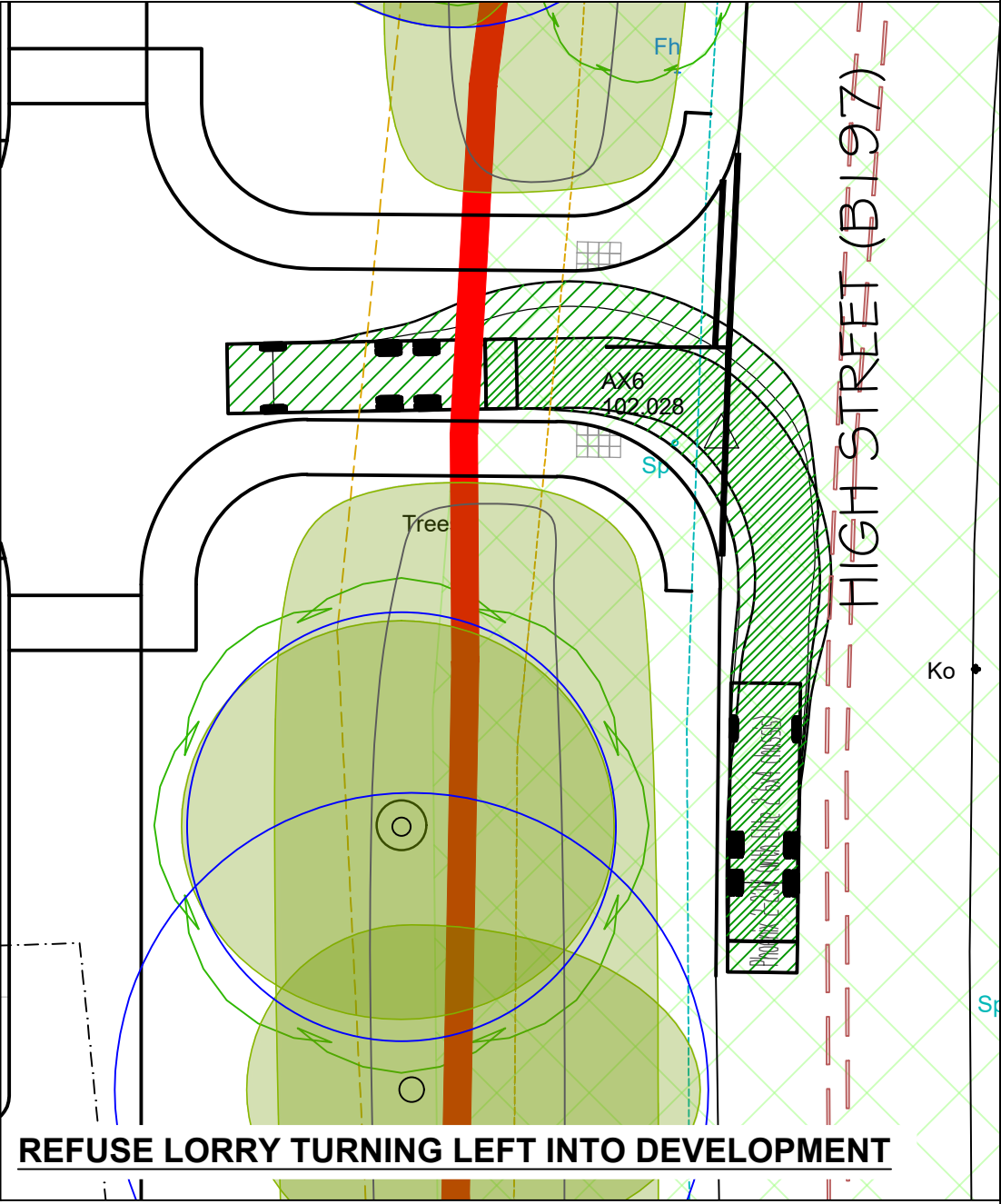
REFUSE LORRY REVERSING 20m TOWARDS PLOT 2



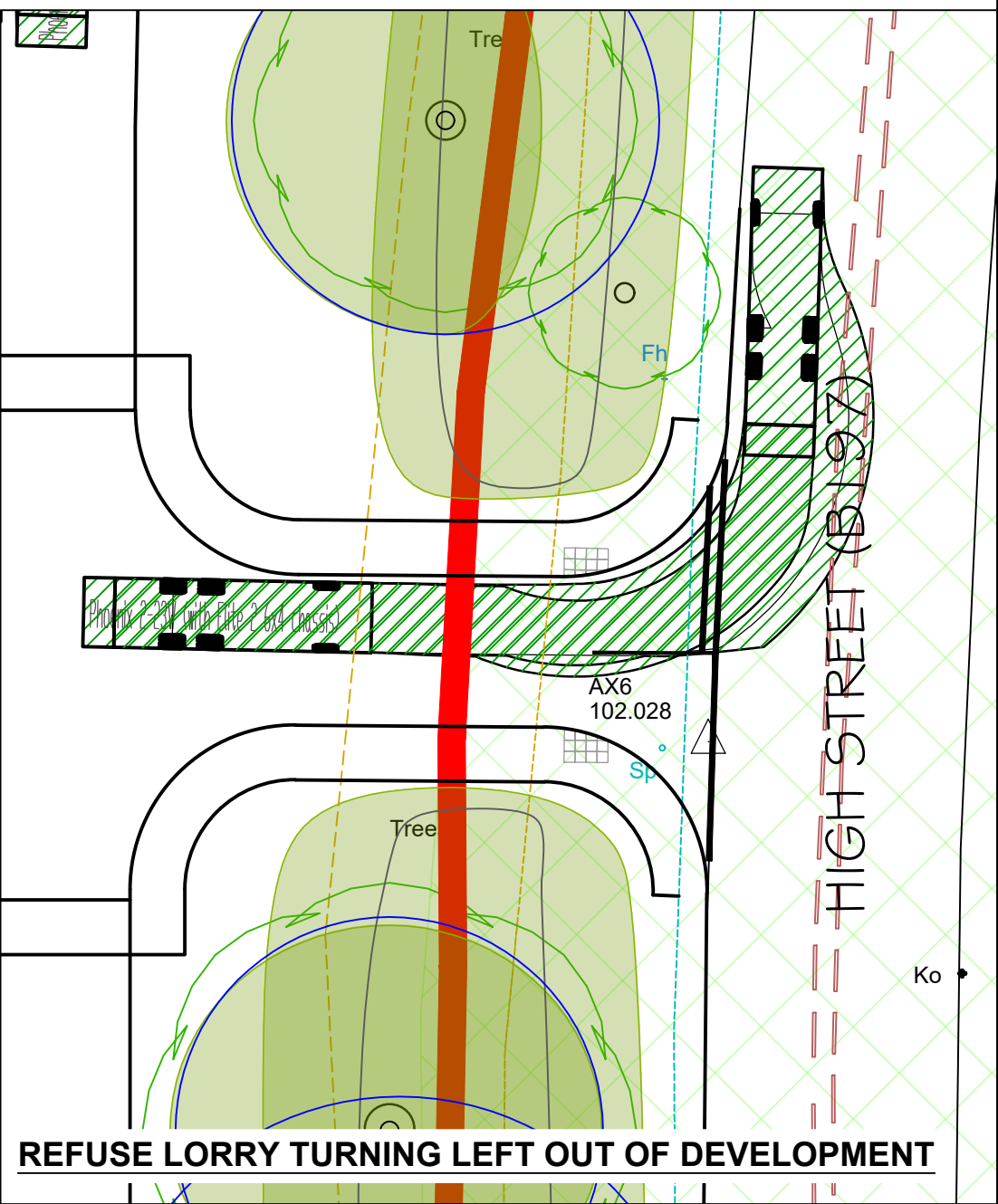
LARGE CAR ACCESSING PLOT 24 PARKING SPACE



REFUSE LORRY TURNING WITHIN EASTERN TURNING HEAD



REFUSE LORRY TURNING LEFT INTO DEVELOPMENT



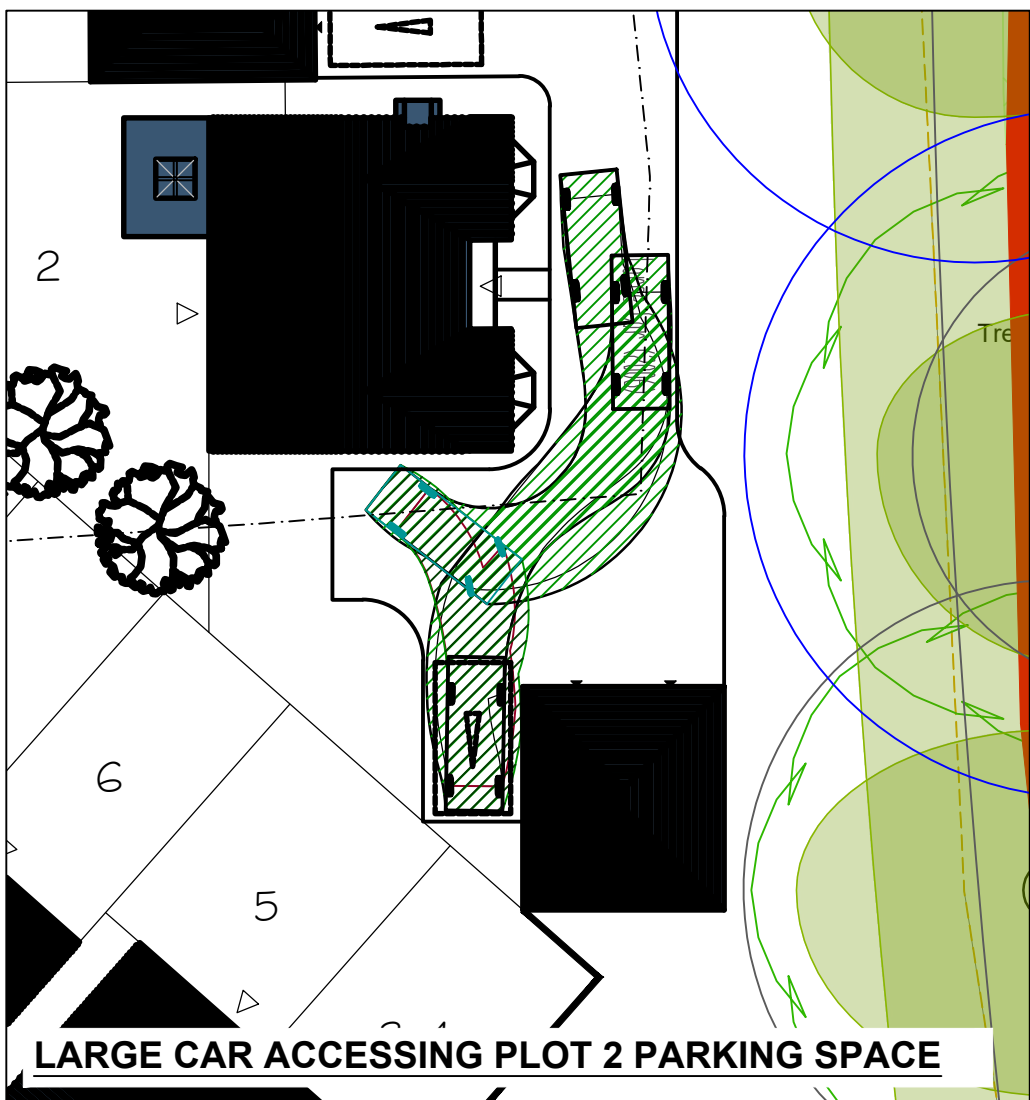
REFUSE LORRY TURNING LEFT OUT OF DEVELOPMENT



REFUSE LORRY TURNING WITHIN SOUTH WESTERN TURNING HEAD



LARGE CAR ACCESSING PLOTS 3-7 PARKING SPACES



LARGE CAR ACCESSING PLOT 2 PARKING SPACE

NOTES

1. DO NOT SCALE OFF THIS DRAWING.

2. SWEEP PATHS CARRIED OUT USING THE MOST UP TO DATE AUTODESK SOFTWARE 'AUTOTRACK'.

KEY

HIGHWAY AUTHORITY CONTROLLED LAND

5.079

0.816

3.035

20955 Large Car 2006

Overall Length

1.872m

Overall Width

1.525m

Overall Body Height

0.310m

Min Body Ground Clearance

1.831m

Max Track Width

4.00s

Lock to lock time

5.900m

10.52

1.665

4.215

4.908

1.335

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length

10.520m

Overall Width

2.530m

Overall Body Height

3.211m

Min Body Ground Clearance

0.416m

Track Width

2.530m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

9.950m

TRACKING VEHICLE PROFILES

A LAYOUT UPDATED: HIGHWAY BOUNDARY ADDED

DG CH CH 08/01/25

- FIRST ISSUE

DG CH TR 03/01/25

REV: AMENDMENTS:

DRN CHK APP DATE:

PROJECT:

MILKSEY LANE, GRAVELEY  
PHASE II

DRAWING TITLE:  
PROPOSED INTERNAL LAYOUT  
WITH SWEEP PATHS OF LARGE  
CAR AND REFUSE VEHICLE

CLIENT:  
GADE HOMES LTD

DRAWING NUMBER:  
29161\_08\_020\_02

REVISION:  
A

SHEET SIZE:  
A1

SCALE:  
1:250

STATUS:  
FOR INFORMATION / APPROVAL

MEC

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RESERVED. LICENCE NUMBER

100055865.



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# APPENDICES



## APPENDIX F

Calculation Reference: AUDIT-350901-241219-1257

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | HC HAMPSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | NT NOTTINGHAMSHIRE             | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | ST STAFFORDSHIRE               | 1 days |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | LC LANCASHIRE                  | 1 days |

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

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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: 17 to 50 (units: )  
Range Selected by User: 0 to 50 (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 27/03/24

*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  
Wednesday 4 days  
Friday 2 days

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

Selected survey types:

Manual count 6 days  
Directional ATC Count 1 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 7

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

Selected Location Sub Categories:

Residential Zone 7

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
Servicing vehicles Excluded 17 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 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   | 1 days |
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 3 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 2 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 3 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:

|    |        |
|----|--------|
| No | 7 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 | 7 days |
|-----------------|--------|

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

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LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                     |                                                                 |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| 1 | HC-03-A-37<br>REDFIELDS LANE<br>FLEET<br>CHURCH CROOKHAM<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 50<br>Survey date: WEDNESDAY 27/03/24        | MIXED HOUSES<br><br><br><br><br><br><br>HAMPSHIRE               |
| 2 | LC-03-A-31<br>GREENSIDE<br>PRESTON<br>COTTAM<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 32<br>Survey date: FRIDAY 17/11/17                       | DETACHED HOUSES<br><br><br><br><br><br><br>LANCASHIRE           |
| 3 | NF-03-A-10<br>HUNSTANTON ROAD<br>HUNSTANTON<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 17<br>Survey date: WEDNESDAY 12/09/18                 | MIXED HOUSES & FLATS<br><br><br><br><br><br><br>NORFOLK         |
| 4 | NT-03-A-08<br>WIGHAY ROAD<br>HUCKNALL<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 36<br>Survey date: MONDAY 18/10/21                          | DETACHED HOUSES<br><br><br><br><br><br><br>NOTTINGHAMSHIRE      |
| 5 | NY-03-A-14<br>PALACE ROAD<br>RIPON<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 45<br>Survey date: WEDNESDAY 18/05/22                          | DETACHED & BUNGALOWS<br><br><br><br><br><br><br>NORTH YORKSHIRE |
| 6 | ST-03-A-08<br>SILKMORE CRESCENT<br>STAFFORD<br>MEADOWCROFT PARK<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 26<br>Survey date: WEDNESDAY 22/11/17 | DETACHED HOUSES<br><br><br><br><br><br><br>STAFFORDSHIRE        |
| 7 | WK-03-A-04<br>DALEHOUSE LANE<br>KENILWORTH<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 49<br>Survey date: FRIDAY 27/09/19                     | DETACHED HOUSES<br><br><br><br><br><br><br>WARWICKSHIRE         |

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.

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| BO-03-A-01 | Covid 19               |
| WO-03-A-07 | Covid 19               |

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 | 7        | 36          | 0.047     | 7          | 36          | 0.220     | 7        | 36          | 0.267     |
| 08:00 - 09:00 | 7        | 36          | 0.137     | 7          | 36          | 0.357     | 7        | 36          | 0.494     |
| 09:00 - 10:00 | 7        | 36          | 0.122     | 7          | 36          | 0.251     | 7        | 36          | 0.373     |
| 10:00 - 11:00 | 7        | 36          | 0.176     | 7          | 36          | 0.192     | 7        | 36          | 0.368     |
| 11:00 - 12:00 | 7        | 36          | 0.176     | 7          | 36          | 0.153     | 7        | 36          | 0.329     |
| 12:00 - 13:00 | 7        | 36          | 0.200     | 7          | 36          | 0.180     | 7        | 36          | 0.380     |
| 13:00 - 14:00 | 7        | 36          | 0.169     | 7          | 36          | 0.141     | 7        | 36          | 0.310     |
| 14:00 - 15:00 | 7        | 36          | 0.184     | 7          | 36          | 0.224     | 7        | 36          | 0.408     |
| 15:00 - 16:00 | 7        | 36          | 0.259     | 7          | 36          | 0.188     | 7        | 36          | 0.447     |
| 16:00 - 17:00 | 7        | 36          | 0.294     | 7          | 36          | 0.129     | 7        | 36          | 0.423     |
| 17:00 - 18:00 | 7        | 36          | 0.278     | 7          | 36          | 0.169     | 7        | 36          | 0.447     |
| 18:00 - 19:00 | 7        | 36          | 0.220     | 7          | 36          | 0.122     | 7        | 36          | 0.342     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.262     |            |             | 2.326     |          |             | 4.588     |

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:

17 - 50 (units: )

Survey date date range:

01/01/16 - 27/03/24

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

2

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.



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