

Transport Statement

March 2026

The logo consists of a dark blue square with the white text 'EAS' inside it.

EAS

Land South of Rolly's Lane

Rollys Lane, Ashwell, Baldock, SG7 5PY

Henry Colbourn Trust

Document History

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The content of this report is based on information available as of March 2026, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS to support a full planning application for the development of 2 x three-bedroom residential dwellings with associated parking at land south of Rolly's Lane, Ashwell, Baldock, SG7 5PY.

1.2 A location plan and the proposed site plan is contained at **Appendix A**

Pre-Application

1.3 A Highways Pre-application submission was made on the 19th December 2025, in order to receive feedback from Hertfordshire County Council (HCC) on the merits of this application and to understand any issues that need to be dealt with and covered in this Technical Note.

1.4 HCC concluded that they would not have any significant objections to the scope of the proposals. However, the response states that “further details and amendments would need to be provided as part of any full application.” These further details have been provided throughout this Transport Statement.

1.5 The full Pre-Application information including the Highway Authority response is contained at **Appendix B**.

1.6 This Transport Statement has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014), as well as guidance published by Transport for London (TFL).

1.7 This document includes:

- Section 2 outline the relevant transport policy;
- Section 3 describes the local area including the existing facilities and transport network;
- Section 4 reviews the proposals including access parking and servicing;
- Section 5 reviews the expected impact in terms on the local highway network; and
- Section 6 provides a summary and concludes the report

2 Policy Context

- 2.1 This chapter identifies the current planning policy documents at national, regional and local levels that are relevant to the development
- 2.2 This policy documents reviewed include:
- National Planning Policy Framework (NPPF) (2024);
 - North Hertfordshire Local Plan 2011-2031;

National Planning Policy Framework (December 2024)

- 2.3 The National Planning Policy Framework ('NPPF') sets out the government's planning policies for England and how these are expected to be applied.
- 2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

- 2.6 In respect of that, Paragraph 11 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

- 2.7 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 109 and 110:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision led approach to identify transport solutions that deliver well – designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.8 Paragraph 112, in relation to parking standards, states that the following should be taken into account:

- a) *“the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.9 Paragraph 113 adds that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.10 Paragraphs 115 and 116 state that in assessing applications for development it should be ensured that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.11 Furthermore, paragraphs 117 and 118 continue:

"117. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

118. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

North Hertfordshire Local Plan

2.12 The North Hertfordshire Local Plan 2011-2031 was adopted in November 2022.

2.13 Policy SP6 'Sustainable Transport' states:

"We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;*
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;*
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;*

- d) *Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;*
- e) *Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;*
- f) *Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and*
- g) *Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council."*

2.14 Policy T1 'Assessment of transport matters' states:

"Planning permission will be granted provided that:

- a) *Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;*
- b) *Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*
- c) *Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- d) *For major developments, applicants demonstrate (as far as is practicable) how:*
 - i. *the proposed scheme would be served by public transport;*
 - ii. *safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
 - iii. *comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured"*

2.15 Policy T2 'Parking' states:

"Planning permission will be granted provided that:

- a) *Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;*
- b) *Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;*
- c) *Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;*
- d) *Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.*

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations."

Vehicle Parking at New Development SPD

- 2.16 Parking standards laid out in the Vehicle Parking at New Development Supplementary Planning Document ('SPD') document states that car and cycle parking should meet the following:

Class Use (C3)	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling Minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
2 +	2 spaces per dwelling minimum	

- 2.17 Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally. Reductions from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.

Visitor/Unallocated Parking

Class Use (C3)	Car Parking Standard	Minimum Cycle Parking Standard
Visitor / unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) with the higher standard being applied where there are no garages in the schemes and the lower standard applied where every dwelling in the scheme is to be provided with a garage	For above C3 general housing - 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 visitors

3 Existing Site Assessment

Existing Site

- 3.1 The site is located at the land south of Rolly's Lane, Ashwell, Baldock, SG7 5PY.
- 3.2 The site currently comprises previously developed hard standings. The existing site was previously used by Ashwell Primary School as their sport courts, associated with the main school site located circa 500 metres (m)/ 7-minute walk away. Because of this use, the site was predominately accessed on foot by groups of students and teachers using the existing footways as detailed throughout Section 3. Nevertheless, occasional use was required for maintenance and most likely minibus access and a vehicle access of Rolly's lane is present.
- 3.3 Rolly's Lane to the north of the site frontage has a carriageway width of circa 4m. The northern side of the carriageway is bound by a verge and fence. On the southern side of the carriageway (site side), it is bound by verge containing a mix of part hedgerow and small trees.
- 3.4 The immediate surrounding area consists of residential dwellings, mainly made up of detached and semi-detached dwellings. The further surrounding offers access to local amenities and local businesses.
- 3.5 A location plan is contained at **Appendix A**.

Local Facilities

- 3.6 The site is situated approximately 260m north of the High Street which contains local businesses and amenities. The High Street is a 30mph zone, containing typical outlets such as public houses and a bakery. These and further key facilities are summarised in Table 3.1 below.

	Distance	Time Walking (mins)	Time Cycling (mins)
Gardiners Lane Bus Stop	400	5	2
Ashwell & Morden Train Station	3.9km	55	14
Bushel & Strike Pub	170	2	<1
Crumbs Butchers	210	3	<1
Rhubarb & Mustard Cafe	450	7	2
Ashwell Pharmacy & Travel Clinic	400	6	2
Ashwell (High Street)	300	5	1
St Marys Church, Ashwell	150	2	<1
Days Bakery	400	6	2
Ashwell Village Store	350	5	2
Ashwell Primary School	500	7	3

Table 3.1 – Walk and Cycle Distances and Times to Local Facilities

The Local Road Network

- 3.7 The site's immediate road network is made up of village lanes such as Gardiners Lane, High Street, Swan Street and Ashwell Street, forming a traditional village core with limited width and tight geometry. These roads primarily serve local residential traffic and provide connections to surround farmland, community facilities and neighboring hamlets.
- 3.8 Beyond the village, Ashwell links to the wider road network via rural roads leading south-east towards Baldock and north-east towards Royston. The A505 forms the nearest strategic route, providing east-west connections across North Hertfordshire, while the A1(M) to the west offers access to the national motorway network. Baldock, Royston and Letchworth Garden City act as the key nearby urban centers for services, employment and transport interchange.

Pedestrian and Cycle Routes

- 3.9 Whilst no footways are present on Rolly's Lane, it has recently been subject to the creation of a 20mph speed limit, making it suitable for pedestrians and cyclists. From a recent site visit it is clear that traffic flows are low and pedestrians were observed walking in the carriageway.
- 3.10 A traffic survey has been undertaken, and the weekday average AM peak hour two-way flow on Rolly's Lane was 12, while the PM peak hour two-way flow was 7.
- 3.11 There is a footway connecting to the back of the site (south side) which is to be retained. This footway connects to Gardiners Lane which then connects to a public right of way (Ashwell 026) west of the Bushel & Strike PH (rear access). This public right of way then which has a hard surface provides access to Mill Street (which has footways either side of the carriageway) east of the Bushel & Strike which is home to local facilities such as St Mary's Church and Crumps Butchers. Moreover, there is an alleyway (Alms Lane) opposite Mill Street, Swan Street Junction, which provides access directly to the High Street, which is home to the majority of local facilities and services available within Ashwell. There is therefore unbroken pedestrian access all the way from the site to Ashwell village centre, as described in Figure 3.1 below.

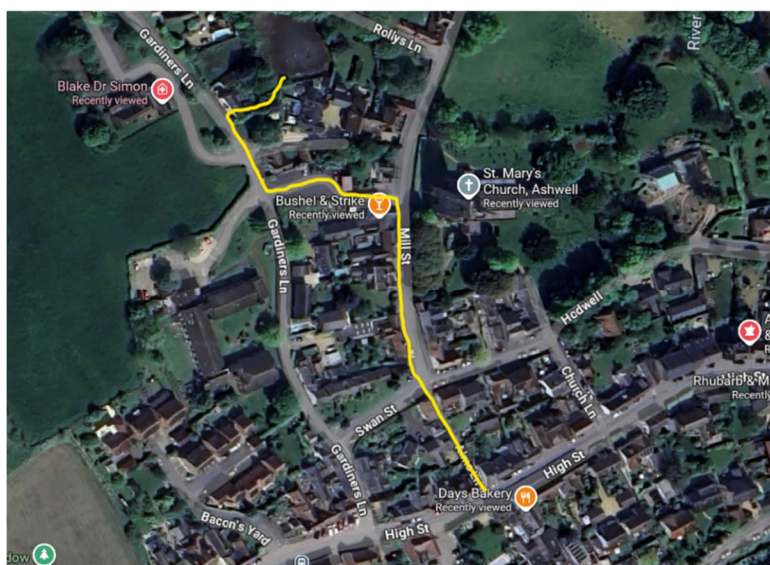


Figure 3.1 – Pedestrian Access from

Bus

- 3.12 The nearest bus service can be accessed at Gardiners Lane Bus Stop circa 400m south of the site. This stop provides access to the 91-bus service.
- 3.13 The 91 bus service routes from Letchworth Broadway to Royston Bus Station, providing 1 service every hour. This service typically operates from 07:20 – 18:22 Monday to Saturday. This service is operated by Richmond Coaches, and some of the key stops are Royston Railway Station, Letchworth Sainsburys and Letchworth Railway Station.

Rail

- 3.14 Ashwell & Morden Train Station is circa 3.9km south of the site which is a 14-minute cycle away.
- 3.15 Ashwell & Morden Train Station is on the Thameslink and the Great Northern Line. This station provides 3 trains per hour towards Brighton and two trains per hour towards Cambridge.

Local Census Journey to Work Data

- 3.16 Census journey-to-work data from 2011 have been obtained from the Nomis Table QS701EW to infer local transport characteristics. Table 3.2 summarises journey to work model share data for people living within the site's LSOA, North Hertfordshire 005A (E01023585).
- 3.17 It should be noted that the 2011 census data has been used to highlight the journey to work due to 2021 being during COVID-19 lockdowns.
- 3.18 Figure 3.2 below illustrates the extent of LSOA and the location of the site within it, as indicated by the arrow.



Figure 3.2 – Map E01023585: North Hertfordshire 005A (location of the site indicated by arrow)

Travel Mode	LSOA North Hertfordshire 005A Number	Percentage
Underground, Metro, Tram	7	1%
Train	68	13%
Bus	5	1%
Taxi	1	0%
Motorcycle, Scooter, Moped	2	0%
Car driver	360	71%
Car passenger	15	3%
Bicycle	8	2%
Foot	33	7%
Other	5	1%
Sustainable modes (active travel and public transport)	121	24%
Total	504	100%

Table 3.2 – Journey to work modal share among residents of North Hertfordshire 005A E01023585 (from 2011 Census).

- 3.19 The data set out in Table 3.2 does not include for individuals working from home.
- 3.20 It can be seen from Table 3.2 that 24% of people living within the sites LSOA reported travelling to work using a sustainable mode (i.e. public transport or active travel).

Local Car Ownership

- 3.21 Data from Nomis Tables TS045 and RM001 from the 2021 Census have been amalgamated and combined into Table 3.3 to determine the rate of local car ownership among residents of flats in the site's LSOA, North Hertfordshire 016A (E01023585).

	All Households	Houses and Bungalows	Flats/Caravan or other mobile structure
Total	444	418	26
No cars or vans in the household	15	11	4
1 car or van in the household	127	111	16
2 or more cars or vans in household	302	296	6
Car ownership rate (per unit)	2.04	2.10	1.21

Table 3.3 – Car Ownership Rates Within all Households, Houses and Bungalows and Flats (from 2021 Census)

- 3.22 As can be seen from Table 3.3 the estimated local car ownership rates among residents of houses and bungalows is 2.10 per unit.
- 3.23 Full car ownership data is contained at **Appendix C**.
- 3.24 Even though Table 3.2 suggests that car ownership is 2.1 for residents of houses or bungalows, it would be possible to live a low car use lifestyle due to the site being within walking and cycling distance of public transport and local facilities and amenities

Traffic Collisions

- 3.25 A review of the personal-injury traffic collisions that have occurred in the vicinity of the site during the past five years has been undertaken using the CrashMap website.
- 3.26 There were no recorded incidents within 300m of the site. Therefore, it can be concluded that highway safety is not considered to be a notable concern in relation to the proposals.

4 The Proposed Development

Development Proposal

- 4.1 The proposal is a full planning application for the development of 2 residential dwellings at land south of Rolly's Lane, Ashwell, Baldock, SG7 5PY.
- 4.2 The 2 dwellings will consist of three-bedrooms.
- 4.3 The proposed site plan is contained at **Appendix A**.

Vehicular Access

- 4.4 The proposed access will be located as per the existing access on the north side of the site providing frontage access to the proposed dwellings.
- 4.5 To determine the required visibility splays, an automated traffic survey was completed. The survey began on the 8th September 2025 and lasted for one week. The recorded 85th percentile speed eastbound was 23mph and the recorded 85th percentile speed heading westbound was also 23mph.
- 4.6 These 85th percentile speeds require a Stopping site distance of 29.8m. Visibility splays of 2.4m x 29.8m to both the east and west are achieved. This confirms that the visibility splays meet the requirements set out within the Highways Pre-App and fully accords with the visibility standards set out within Manual for Streets.
- 4.7 Furthermore, as raised within the submitted Highways Pre-App, there is a tree to the east of the access. An Arb Report confirmed that the tree has existed in the visibility splay of the access historically and represents a thin isolated object within the overall visibility line of sight. As per MfS2 Section 10.7, it is believed that this tree, perhaps with some stem clearance, would not require removal. Paragraph 10.7.2 states:

'The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety'

- 4.8 The speed surveys are contained at **Appendix D** and the proposed access visibility splay plan is contained at **Appendix E**.

Car Parking

- 4.9 As per the North Hertfordshire parking standards, the site will require 2 car parking spaces per dwelling. In addition, there is space within the proposed joint forecourt which would accommodate a further 'visitors' vehicle. This fully complies with the policy standard.
- 4.10 Each dwelling will comprise one garage measuring to at least 7m x 3m as per the North Hertfordshire Parking Standards which will provide one car parking space. Another parking space will be located in front of each garage.

- 4.11 At least one parking space for each unit will have EV provision complying with Part S of the regulation's requirements.
- 4.12 A swept path analysis drawing of the proposed parking spaces is contained at **Appendix F**.

Cycle Parking

- 4.13 The proposed development will be in line with the required cycle parking standards set out in the North Hertfordshire Parking Standards, which requires 1 secure covered space per dwelling. However, none are required if a garage or secure area is provided within curtilage of the dwelling.
- 4.14 Each dwelling will be provided with a cycle store within the curtilage of each property as well as the garage where bicycles can also be stored.

Servicing

- 4.15 Rolly's Lane has been track tested for an 11.2m Refuse collection vehicle and this is able to drive from west to east along Rolly's Lane and turn south on meeting Mill Street. The tracking confirms that the turn from Rolly's Lane into Mill Street is achievable and it is believed that this route is taken at present. Clearly any smaller refuse vehicle, of which there are many, will make this manoeuvre more easily.
- 4.16 A Fire Tender will also be able to service the proposed dwelling from the carriageway edge as the vehicle will be able to get within 45m of both dwellings, in line with the Manual for Streets standards.
- 4.17 Moreover, as a refuse vehicle and a fire tender are both able to service the proposed dwellings from the carriageway edge, a delivery vehicle will also be able to safely service the proposed site from the carriageway edge.
- 4.18 Moreover, a delivery vehicle will be able to access and egress from the site in forward gear. Swept path analysis drawings for all vehicles are contained at **Appendix G**.

5 Development Impact

Proposed Trip generation

- 5.1 To estimate trip generation associated with the proposed residential use, the TRICS database has been interrogated to find surveys of sites that met the following criteria:
- Multi-Modal;
 - Privately Owned Houses (03/A)
 - Located in England outside of London boroughs;
 - Located in 'Suburban Area' or 'Edge of Town' areas;
 - 4 - 60 units;
 - Population within 5 miles <1000,000;
 - Carried out on a weekday since 2016.
- 5.2 The above filtering highlighted a total of 18 sites that matched the above criteria. A manual filtering of all sites was undertaken, concluding that 8 should be removed due to the surveys being located in either Ireland, the Isle of Man, or for not being representative of the proposed site. The remaining 8 were all representative.
- 5.3 Table 5.1 summarises estimated trip rates per house, while Table 5.2 summarises corresponding trip numbers for the 2 proposed dwellings. The TRICS datasheet is included at **Appendix H**.

Table 5.1 – Trip rates per dwelling (from TRICS)

Trip rates:	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (06:00 – 21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicles	0.207	0.468	0.675	0.398	0.264	0.662	2.918	2.993	5.911
Pedestrians	0.094	0.251	0.345	0.177	0.070	0.247	1.329	1.240	2.569
Cyclists	0.000	0.010	0.010	0.020	0.000	0.020	0.096	0.102	0.198
Public transport users	0.000	0.027	0.027	0.003	0.000	0.003	0.052	0.059	0.111

Table 5.2 – Trip numbers for 2 proposed dwellings (allow for rounding)

Trip rates:	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (06:00 – 21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicles	0	1	1	1	1	1	6	6	12
Pedestrians	0	1	1	0	0	0	3	2	5
Cyclists	0	0	0	0	0	0	0	0	0
Public transport users	0	0	0	0	0	0	0	0	0

- 5.4 It can be seen from Table 5.2 that the proposed houses would be expected to generate 1 vehicle movement in each of the AM and PM peak hours, with small numbers of other trip modes throughout the course of the day. This would be expected to have an imperceptible impact on the local highway network.

6 Summary & Conclusion

- 6.1 This Transport Statement has been prepared by EAS to support a full application for the development of 2 x three-bedroom residential dwellings with associate parking at the land south of Rolly's Lane, Ashwell, Baldock, SG7 5PY.
- 6.2 The site currently comprises previously developed hard standing land. The existing site was previously used by Ashwell Primary School as their sport courts, associated with the main school site, circa 500/ 7-minute walk away in the main village. Because of this use, the site was predominately accessed on foot by groups of students and teachers using the existing footways as detailed throughout Section 3.
- 6.3 The census data suggests that 24% of people living within the sites LSOA reported travelling to work using a sustainable mode (i.e. public transport or active travel).
- 6.4 As per the North Hertfordshire Parking Standards, the site will require 2 spaces per dwelling. Moreover, there is space within the site to accommodate visitor parking. EV Points will be provided for each dwelling meeting part S of the building regulations requirements.
- 6.5 The proposed development will be in line with the required cycle parking standards set out in the North Hertfordshire Parking Standards, which requires 1 secure covered space per dwelling. However, none are required if a garage or secure area is provided within the curtilage of dwelling.
- 6.6 A visibility splay 2.4m x 29.8m to both the east and west is achievable in line with the recorded 85th percent speeds and the parameters set out within Manual for Streets.
- 6.7 Rolly's Lane has been track tested for an 11.2m Refuse collection vehicle and this is able to drive from west to east along Rolly's Lane and turn south on meeting Mill Street. The tracking confirms that the turn from Rolly's Lane into Mill Street is achievable and it is believed that this route is taken at present. Clearly any smaller refuse vehicle, of which there are many, will make this manoeuvre more easily.
- 6.8 A Fire Tender will also be able to service the proposed dwelling from the carriageway edge as the vehicle will be able to get within 45m of both dwellings, in line with the Manual for Streets standards.
- 6.9 Moreover, as a refuse vehicle and a fire tender are both able to service the proposed dwellings from the carriageway edge, a delivery vehicle will also be able to safely service the proposed site from the carriageway edge.
- 6.10 No traffic collisions are recorded in the most recent five-year period. As such highway safety is not considered a notable concern associated with the proposal.
- 6.11 It is expected that the proposed dwellings will be expected to generate 1 vehicle movement in each of the AM and PM peak hours. This would be expected to have an imperceptible impact on the local highway authority.

Conclusion

- 6.12 The proposal complies with relevant transport policy and would have any impact would be imperceptible. The proposal should therefore not be refused on transport or highway grounds.

Appendices

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Appendix: A - Location Plan & Proposed Site Plan

SHEET NO.
P001
SITE LOCATION AND
BLOCK PLAN

DATECURRENT REVISION

PROJECT NAME
ASHWELL TENNIS
COURTS

PROJECT NUMBER1566
PROJECT STATUSFOR PLANNING
PROJECT ADDRESSASHWELL TENNIS
COURTS, ROLLYS LANE,
ASHWELL, BALDOCK

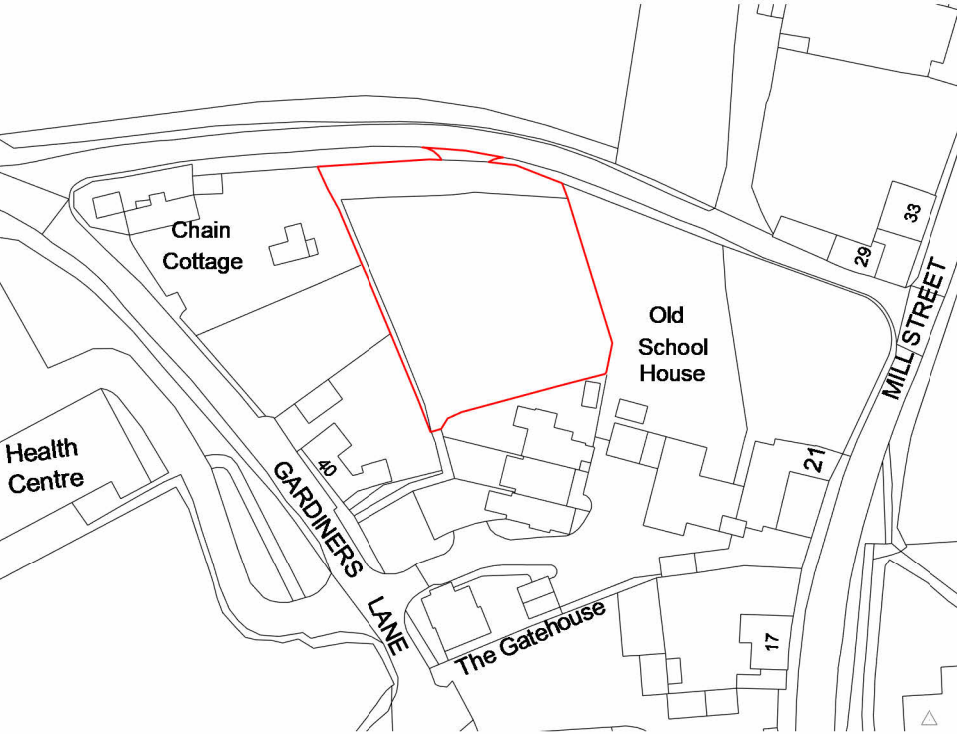
NOTES
ALL DIMENSIONS AND MEASUREMENTS PRESENTED
ARE APPROXIMATE AND SHOULD BE VERIFIED ON-
SITE PRIOR TO CONSTRUCTION.
VARIATIONS MAY EXIST DUE TO SITE CONDITIONS,
ADJUSTMENTS, OR OTHER UNFORESEEN FACTORS.
CONTRACTORS SHOULD PROMPTLY REPORT ANY
DISCREPANCIES, DEFECTS, OR ISSUES ENCOUNTERED
DURING CONSTRUCTION TO G2 ARCHITECTURE
LIMITED. IF YOU HAVE ANY QUESTIONS, PLEASE DO
NOT HESITATE TO CONTACT US ON 07449 626262.
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DRAWN BYCHECKED BY
GWGD

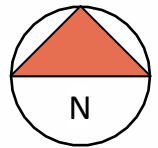
SCALEPAPER SIZE
As indicatedA2



SITE LOCATION PLAN
1:1250



BLOCK PLAN
1:200



Appendix: B – Highways Pre-Application



Mark Youngman
Highways Strategy & Implementation Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

District ref: N/A
HCC ref: NH/27599/2025
HCC received: 19 December 2025
Area manager: Manjinder Sehmi
Case officer: William Rogers

Location

Ashwell Tennis Courts, Rolly's Lane, Ashwell, Baldock, SG7 5PY

Application type

Pre-Application

Proposal

The current proposal is for the conversion of the sports courts to 2 residential units with associated parking, landscaping and a new vehicular access directly off Rollys Lane

Highways Response

The views of Hertfordshire County Council (HCC) as Highway Authority (HA) have been sought on a Residential Development proposal of conversion of the sports courts to 2 residential units with associated parking, landscaping and a new vehicular access directly off Rollys Lane, Ashwell, Baldock, SG7 5PY.

Information on the extent of public highway around the site can be obtained via

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/changes-to-your-road.aspx>

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/report-a-problem/how-we-repair-and-maintain-the-roads.aspx>

From a highways and transport perspective, particular reference and consideration in any full application should be made to the following policy and guidance documents:

- National Planning Policy Framework (NPPF)
- Hertfordshire County Council: Local Transport Plan 4 (LTP4), 2018 Hertfordshire Place & Movement Planning and Design Guidance (P&MPDG) 2024.
- Manual for Streets (MfS), 2007 & Manual for Streets 2 (MfS2), 2010
- Cycle Infrastructure Design: Local Transport Note 1/20 (LTN1/20), 2020
- Hertfordshire County Council Tree Strategy, 2024

The site is situated on the southern side of Rollys Lane between the junctions with Mill Street and Gardiners Lane. Rollys Lane is an unclassified local access road and is highway maintainable at public expense. A 20mph speed limit applies, on HCC's Place and Movement network, Rollys Lane is classed as P1/M1 (E.g. Rural Lane). No reportable highway collisions recorded within the immediate vicinity of the application site (5-year rolling). No Public Right of Way (on the PRow map) directly affects the site or would be affected by the proposal. The county council considers Rollys Lane not to be a traffic sensitive road.

POLICY CONSIDERATION:

The applicant is advised to take into account the following local and national policies and design guidance.

- Hertfordshire County Council: Local Transport Plan 4 (LTP4), 2018
- Hertfordshire Place & Movement Planning and Design Guidance (P&MPDG)
- National Planning Policy Framework (NPPF), updated Dec 2024
- Manual for Streets (MfS), 2007 & Manual for Streets 2 (MfS2), 2010
- NHDC parking strategy
- Hertfordshire County Council Tree Strategy, 2024

ACCESSIBILITY:

Rollys Lane is approx. 4-minute walk from the High Street which has connections with a range of sustainable travel options.

Walking and Cycling: As detailed in the submitted Pre-App note: There is a footway connecting to the back of the site (south side) which is to be retained. This footway connects to Gardiners Lane which connects to a public right of way (Ashwell 026) west of the Bushel & Strike PH (rear access). This public right of way then provides access to Mill Street (which has footways either side of the carriageway) east of the Bushel & Strike which is home to local facilities such as St Mary's Church and Crumps Butchers. Moreover, there is an alley way (Alms Lane) opposite the Mill Street, Swan Street Junction, which provides access directly to the High Street, which is home to the majority of local facilities and services available within Ashwell. Given the small scale of the development and surrounding 20mph speed limits the above would be acceptable.

Buses: There are several bus stops located on the High Street of Ashwell. Bus stops are between 5- and 6-minutes' walk.

Trains: The nearest train station (short bus ride away) offer regular services into London etc.

VEHICULAR ACCESS:

It is proposed to create a new access from the site frontage onto Rollys Lane. The creation of the new access will be subject to s278 works. However, it is noted that Rollys lane is very narrow with some trees and vegetation on the same side as the proposed access. Therefore, the applicant is advised to consider the following to meet all necessary guidelines:

Swept Path Analysis: Conduct a detailed swept path analysis for all vehicles that will access the site, including cars, fire service vehicles, and delivery vehicles. This will help ensure that all vehicles can manoeuvre safely and efficiently within the application site.

Design Specifications: Ensure that the access width and radii are designed in accordance with Hertfordshire County Council's (HCC) new Place and Movement Planning Design Guide (P&MPDG), specifically Part 3, Chapter 8, P1/M1 for rural lane.

VISIBILITY:

A visibility splay of 25m in each direction would be consistent with Manual for Streets, Table 7.1) for a 20mph speed environment (set-back 2.4m from the carriageway, a 2m set-back may be considered in lightly trafficked and slow speed situations, MfS:7.7.7). Within the vertical plane, there should be no obstruction to visibility 2m high down to a point 600mm above the carriageway, the latter to ensure that small children can be seen (MfS 7.6.3), passing along the footway.

It has been identified that a highway tree would impact the visibility splay to the east. At full planning stage an Arboricultural Survey to BS5837 will need to be submitted. If the tree is determined to be unhealthy or of a low class, then it could be removed subject to approval from our Green Infrastructure Team.

Turning Head Space: Provide sufficient space for a turning head to accommodate cars, larger delivery vans, emergency vehicles, and refuse vehicles.

Swept Path Analysis: Please find a summary of the vehicle sizes to consider:

Estate size Car: 4.710 meters

Rigid 7.5 T Vehicle: 6 meters plus

Recycle Vehicle: 12.2 meters.

Fire Service Vehicles: Between kerb widths: 3.7 meters Gateway width: Minimum 3.1 meters

PARKING:

Place and Movement Planning Design Guide (P&MPDG Part 2 Chapter 4 para14.8) "A garage which is large enough for the average sized family car, plus cycles and some storage space will be considered as a parking spaces. If it is smaller than 6m x 3m it will not count towards the parking space allocation."

Parking should comply with North Hertfordshire District Council Parking Strategy 2019-2031 January 2019. All parking spaces /storage (car and cycle parking) should be designed in accordance with the HCC's new P&MPDG (Ref- Part 4, chapter 6). Parking provision shall not be located within the visibility splays at junctions and accesses. Parking areas should not obstruct forward visibility requirements, turning areas or inhibit the movement of refuse vehicles, buses, or the emergency services. Also, provision for visitor parking, disable parking and EV charging etc need to be addressed in the future documents such as Transport Statement (TS), Design and Access Statement (DAS) etc.

EMERGENCY VEHICLE ACCESS:

Ensuring emergency vehicle access is crucial for any development. According to the National Planning Policy Framework (2024), paragraph 117(d), developments must allow for emergency vehicle access. Here are the key guidelines:

Manual for Streets (MfS) 6.7.2: Provides detailed guidance on designing streets to accommodate emergency vehicles.

HCC's Place and Movement Planning Design Guide (P&MPDG) Part 2 Chapter 4: Offers specific requirements for emergency vehicle access within Hertfordshire.

Building Regulations: Fire Safety Approved Document B, Vol 1, Dwellings, 2010 (as amended): States that access for a pumping appliance should be within 45m of a single dwelling house and within 45m of all points within the dwelling house.

DRAINAGE:

Managing surface water runoff and drainage is essential for any new development. Ensuring that surface water is collected and disposed of within the site helps prevent flooding and protects the surrounding highway. To proceed, you should:

Develop a drainage strategy: This should include provisions for Sustainable Drainage Systems (SUDs) to manage surface water effectively.

Consult with HCC as Lead Local Flood Authority: They can provide specific guidance and requirements for your drainage strategy. You can reach them at

FRMconsultations@hertfordshire.gov.uk.

CONSTRUCTION MANAGEMENT:

In the event of a full application, the applicant would be expected to submit a construction method plan or statement including traffic management plan during development process to maintain an uninterrupted traffic flow on the adjacent highway network. Details submitted in respect of the method statement, incorporated on a plan, shall provide for wheel cleaning facilities during the excavation, site preparation and construction stages of the development. The method statement shall also include details of the means of recycling materials, the provision of parking facilities for contractors during all stages of the development (excavation, site preparation and construction) and the provision of a means of storage and/or delivery for all plant, site huts, site facilities and materials. The construction management plan may be submitted as part of the full application or obtained via an appropriately worded condition attached to the granting of any planning permission.

Please refer to HCC's Construction Management Plan template, which may assist in this respect at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>

Conclusion

HCC as HA would not have any significant objections to the scope of the proposals at this stage. Nevertheless, significant further details and amendments would need to be provided as part of any full application – adhering to the guidance as described within this response.

It is necessary for me to conclude with observing that in accordance with Hertfordshire County Councils Highways DM Protocol for pre-application advice:

<http://www.hertsdirect.org/docs/pdf/h/highwaysprotocol.pdf> NB: Any advice given by County Council officers for transport pre-application enquiries does not constitute a formal response or decision of the Council with regards to future planning consents. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application, which will be subject to public consultation and ultimately decided by the Planning Authority. The County Council cannot guarantee that new issues will not be raised following submission of a planning application and consultation upon it. It should be noted that the weight given to pre-application advice will decline over time.

Please be aware that Hertfordshire County Council is subject to requirements under the Freedom of Information Act 2000 and Environmental Information Regulations 2004. Where the County Council receives a request to disclose any information in relation to this discussion, it will notify and consult with you concerning its possible release. However, the County Council reserves the right to disclose any such information it deems appropriate and shall be responsible for determining at its absolute discretion whether the information is exempt from disclosure in accordance with the EIR or FOIA.

Should you wish to discuss any of the matters set out, please do not hesitate to contact me.

Signed

William Rogers

16 January 2026

Appendix: C – Car Ownership Data

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 19 January 2026]

population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01023585 : North Hertfordshire 016A
number of people aged 17 year: Total

Number of cars or vans	Total	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
Total	444	418	26
No cars or vans in household	15	11	4
1 car or van in household	127	111	16
2 or more cars or vans in house	302	296	6
Cars per Household	2.049708362	2.101705312	1.213757396



TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 19 January 2026]

population	All households
units	Households
area type	2021 super output areas - lower layer
area name	E01023585 : North Hertfordshire 016A

Number of cars or vans	2021
Total: All households	445
No cars or vans in household	15
1 car or van in household	127
2 cars or vans in household	185
3 or more cars or vans in household	118
Sum of all cars or vans in the area	824
Households with only one car	15
cars in households with 2+ cars	809
Households with 2+ cars	312
cars in households with 2+ cars/Households with 2+ cars	2.592949

Appendix: D – Traffic Speed Survey

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

K&MTRAFFIC SURVEYS

SITE: Rollys Lane, Ashwell

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.042810, -0.155224

DIRECTION: EASTBOUND

SPEED LIMIT: 30

08 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0800	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0900	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	19
1100	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	15.5	19.7
1200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1400	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	18.3	-
1500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1800	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	12.2	-
1900	7	1	0	0	0	0	0	0	0	0	0	0	0	6	0	30.1	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	90	83	0	5	0	0	0	0	0	0	0	0	0	1	1	16.9	22
06-22	97	84	0	5	0	0	0	0	0	0	0	0	0	7	1	17.9	23.2
06-00	98	85	0	5	0	0	0	0	0	0	0	0	0	7	1	17.9	23.2
00-00	99	86	0	5	0	0	0	0	0	0	0	0	0	7	1	17.8	23.2

09 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0800	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	16.3	-
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	19.6
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.9
1300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1400	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	18.6	-
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
1900	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11.6	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
07-19	55	53	0	0	0	0	0	0	0	0	0	0	0	1	1	17.8	22.1
06-22	58	55	0	0	0	0	0	0	0	0	0	0	0	1	2	17.5	21.8
06-00	59	56	0	0	0	0	0	0	0	0	0	0	0	1	2	17.6	22.4
00-00	59	56	0	0	0	0	0	0	0	0	0	0	0	1	2	17.6	22.4

10 September 2025

[illegible]

11 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0 25.3	-
0700	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0 18.7	-
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0 20.8	-
0900	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1 16.8	-
1000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0 17.2	-
1100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0 15.5	-
1200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0 18	-
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0 18.5	-
1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0 16.9	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0 18.2	-
1600	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0 15	18.9
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0 16.7	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0 22.3	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
07-19	74	71	0	2	0	0	0	0	0	0	0	0	0	0	1	17.1	21.9
06-22	75	72	0	2	0	0	0	0	0	0	0	0	0	0	1	17.2	22.1
06-00	75	72	0	2	0	0	0	0	0	0	0	0	0	0	1	17.2	22.1
00-00	75	72	0	2	0	0	0	0	0	0	0	0	0	0	1	17.2	22.1

12 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0800	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16.5
0900	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	15.1	16.9
1000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.6
1100	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	16.5	-
1200	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	18	23
1300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
1400	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	18.4	-
1500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
1800	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	17.4	-
1900	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	17.1	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	101	93	0	4	1	0	0	0	0	0	0	0	0	0	3	16.7	20.7
06-22	105	96	0	4	1	0	0	0	0	0	0	0	0	0	4	16.7	20.7
06-00	105	96	0	4	1	0	0	0	0	0	0	0	0	0	4	16.7	20.7
00-00	105	96	0	4	1	0	0	0	0	0	0	0	0	0	4	16.7	20.7

13 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
1200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	34	32	0	0	0	0	0	0	0	0	0	0	0	0	2	17.4	21.9
06-22	37	35	0	0	0	0	0	0	0	0	0	0	0	0	2	17.3	21.6
06-00	37	35	0	0	0	0	0	0	0	0	0	0	0	0	2	17.3	21.6
00-00	38	36	0	0	0	0	0	0	0	0	0	0	0	0	2	17.4	21.5

14 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3 -
1100	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	21 -
1200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	14.9 -
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6 -
1400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2 -
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9 -
1600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7 -
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1 -
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6 -
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8 -
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2 -
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
07-19	35	32	0	2	0	0	0	0	0	0	0	0	0	1	0	16.3	20.7
06-22	37	34	0	2	0	0	0	0	0	0	0	0	0	1	0	16.4	20.1
06-00	37	34	0	2	0	0	0	0	0	0	0	0	0	1	0	16.4	20.1
00-00	37	34	0	2	0	0	0	0	0	0	0	0	0	1	0	16.4	20.1

09 September 2025

[illegible]

10 September 2025

[illegible]

11 September 2025

[illegible]

12 September 2025

[illegible]

13 September 2025

[illegible]

14 September 2025

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: Rollys Lane, Ashwell

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.042810, -0.155224

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	08-Sep	09-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	1-5.	1-7.
Hour									
0000-0100	0	0	0	0	0	1	0	0	0.1
0100-0200	1	0	0	0	0	0	0	0.2	0.1
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	0	1	0	1	0	0	0	0.4	0.3
0700-0800	3	2	2	5	1	2	0	2.6	2.1
0800-0900	8	3	7	4	4	1	0	5.2	3.9
0900-1000	9	5	7	10	18	2	0	9.8	7.3
1000-1100	12	12	5	9	12	5	2	10	8.1
1100-1200	15	5	6	9	10	4	2	9	7.3
1200-1300	5	11	7	6	13	7	7	8.4	8
1300-1400	8	7	5	4	10	2	4	6.8	5.7
1400-1500	8	3	13	3	10	2	9	7.4	6.9
1500-1600	5	1	15	6	7	2	2	6.8	5.4
1600-1700	10	3	8	12	8	0	5	8.2	6.6
1700-1800	4	1	4	5	6	4	3	4	3.9
1800-1900	3	2	2	1	2	3	1	2	2
1900-2000	7	2	1	0	4	2	1	2.8	2.4
2000-2100	0	0	0	0	0	1	1	0	0.3
2100-2200	0	0	1	0	0	0	0	0.2	0.1
2200-2300	1	0	0	0	0	0	0	0.2	0.1
2300-2400	0	1	0	0	0	0	0	0.2	0.1
Totals									
0700-1900	90	55	81	74	101	34	35	80.2	67.1
0600-2200	97	58	83	75	105	37	37	83.6	70.3
0600-0000	98	59	83	75	105	37	37	84	70.6
0000-0000	99	59	83	75	105	38	37	84.2	70.9
AM Peak	1100	1000	900	900	900	1000	1100		
	15	12	7	10	18	5	2		
PM Peak	1600	1200	1500	1600	1200	1200	1400		
	10	11	15	12	13	7	9		

K&MTRAFFIC SURVEYS

SITE: Rollys Lane, Ashwell

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.042810, -0.155224

DIRECTION: WESTBOUND SPEED LIMIT: 30

08 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0800	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	18.4	-
0900	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	18	22.8
1000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	23.5
1100	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	18.8	-
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1400	14	11	0	0	0	0	0	0	0	0	0	0	0	1	2	18	23.6
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
1600	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	17.8	-
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	86	79	0	1	2	0	0	0	0	0	0	0	0	1	3	18.3	22.7
06-22	89	82	0	1	2	0	0	0	0	0	0	0	0	1	3	18.2	22.5
06-00	89	82	0	1	2	0	0	0	0	0	0	0	0	1	3	18.2	22.5
00-00	89	82	0	1	2	0	0	0	0	0	0	0	0	1	3	18.2	22.5

09 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0900	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	18.7	-
1000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.2
1200	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	18.3	-
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1400	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15.6	-
1500	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	13.2	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	61	54	0	2	1	0	0	0	0	0	0	0	0	0	4	18.3	22.5
06-22	63	56	0	2	1	0	0	0	0	0	0	0	0	0	4	18.4	22.8
06-00	63	56	0	2	1	0	0	0	0	0	0	0	0	0	4	18.4	22.8
00-00	65	57	0	3	1	0	0	0	0	0	0	0	0	0	4	18.6	22.9

10 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1300	10	8	0	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
1400	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	17.8	23.8
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1800	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	15.6	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	77	71	0	3	0	0	1	0	0	0	0	0	0	0	2	18.9	22.5
06-22	79	73	0	3	0	0	1	0	0	0	0	0	0	0	2	18.9	22.4
06-00	79	73	0	3	0	0	1	0	0	0	0	0	0	0	2	18.9	22.4
00-00	79	73	0	3	0	0	1	0	0	0	0	0	0	0	2	18.9	22.4

11 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0 19.1	-
0800	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0 18.7	-
0900	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0 18.9	-
1000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0 19.5	-
1100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0 17	-
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0 19.2	-
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0 20	-
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0 18.3	-
1500	14	11	0	1	1	0	0	0	0	0	0	0	0	0	1	17.1	21.3
1600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0 17.7	-
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0 13.4	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0 17.5	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0 22.5	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0 19.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0 22.6	-
07-19	66	61	0	1	2	1	0	0	0	0	0	0	0	0	1	18.1	21.9
06-22	69	64	0	1	2	1	0	0	0	0	0	0	0	0	1	18.2	22
06-00	70	64	0	2	2	1	0	0	0	0	0	0	0	0	1	18.2	22.1
00-00	70	64	0	2	2	1	0	0	0	0	0	0	0	0	1	18.2	22.1

12 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	17.6	-
0800	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	23.8
0900	18	15	0	0	2	1	0	0	0	0	0	0	0	0	0	17	21.7
1000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.5
1100	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	22.2
1200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	23.4
1400	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	21.7
1500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	119	115	0	0	2	1	0	0	0	0	0	0	0	0	1	18.4	22.1
06-22	122	118	0	0	2	1	0	0	0	0	0	0	0	0	1	18.5	22.2
06-00	122	118	0	0	2	1	0	0	0	0	0	0	0	0	1	18.5	22.2
00-00	123	118	0	1	2	1	0	0	0	0	0	0	0	0	1	18.6	22.3

13 September 2025

[illegible]

14 September 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1000	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	3	16.3
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1500	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	19.9	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	23	18	0	1	0	0	0	0	0	0	0	0	0	0	4	18.4	22.5
06-22	25	19	0	1	1	0	0	0	0	0	0	0	0	0	4	18.2	22.4
06-00	25	19	0	1	1	0	0	0	0	0	0	0	0	0	4	18.2	22.4
00-00	26	20	0	1	1	0	0	0	0	0	0	0	0	0	4	18.3	22.3

09 September 2025

[illegible]

10 September 2025

[illegible]

11 September 2025

[illegible]

12 September 2025

[illegible]

13 September 2025

[illegible]

14 September 2025

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: Rollys Lane, Ashwell

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.042810, -0.155224

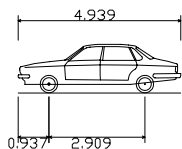
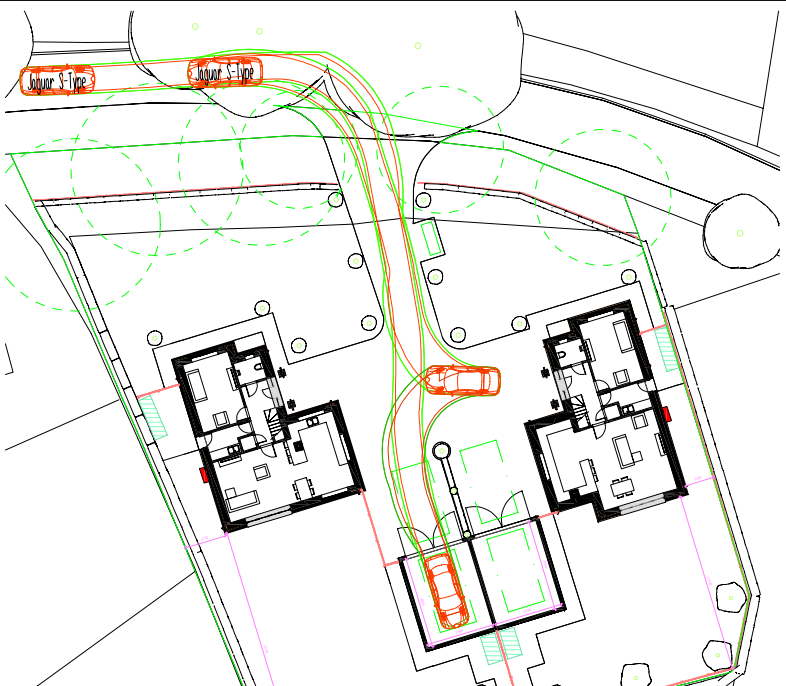
DIRECTION: WESTBOUND

SPEED LIMIT: 30

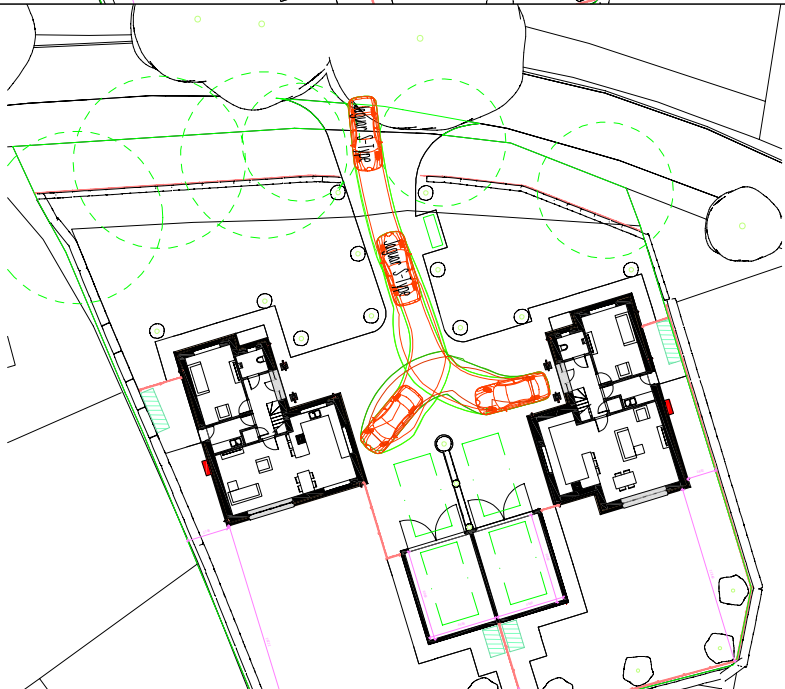
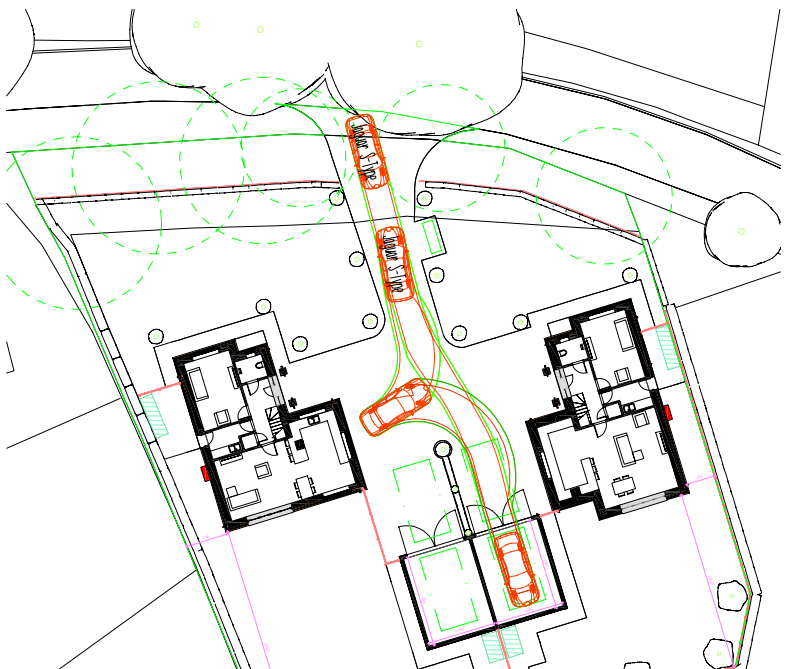
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	08-Sep	09-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	1-5.	1-7.
Hour									
0000-0100	0	1	0	0	0	0	1	0.2	0.3
0100-0200	0	0	0	0	1	0	0	0.2	0.1
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	1	0	0	0	0	0	0.2	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	0	1	0	0	0	0	0	0.2	0.1
0700-0800	6	7	3	3	2	1	0	4.2	3.1
0800-0900	9	2	6	4	12	0	0	6.6	4.7
0900-1000	14	9	6	9	18	2	1	11.2	8.4
1000-1100	12	10	5	6	15	5	7	9.6	8.6
1100-1200	9	11	6	6	17	5	0	9.8	7.7
1200-1300	2	6	6	3	9	6	4	5.2	5.1
1300-1400	2	3	10	3	13	3	2	6.2	5.1
1400-1500	14	2	11	8	17	1	4	10.4	8.1
1500-1600	6	4	6	14	8	3	4	7.6	6.4
1600-1700	9	3	7	7	4	3	0	6	4.7
1700-1800	2	1	6	2	3	2	0	2.8	2.3
1800-1900	1	3	5	1	1	2	1	2.2	2
1900-2000	2	0	2	0	0	0	1	0.8	0.7
2000-2100	1	0	0	1	2	1	0	0.8	0.7
2100-2200	0	1	0	2	1	1	1	0.8	0.9
2200-2300	0	0	0	0	0	0	0	0	0
2300-2400	0	0	0	1	0	0	0	0.2	0.1
Totals									
0700-1900	86	61	77	66	119	33	23	81.8	66.4
0600-2200	89	63	79	69	122	35	25	84.4	68.9
0600-0000	89	63	79	70	122	35	25	84.6	69
0000-0000	89	65	79	70	123	35	26	85.2	69.6
AM Peak	900	1100	1100	900	900	1100	1000		
	14	11	6	9	18	5	7		
PM Peak	1400	1200	1400	1500	1400	1200	1500		
	14	6	11	14	17	6	4		

Appendix: E – Access Visibility Splay

Appendix: F – Swept Path Analysis Proposed Parking



Jaguar S-Type	
Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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Licence number 100022432

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

ROLLYS LANE, ASHWELL,
NORTH HERTFORDSHIRE DC

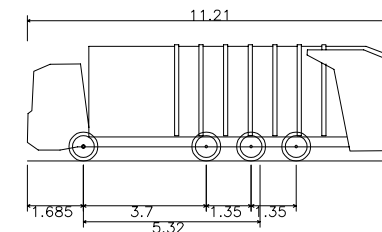
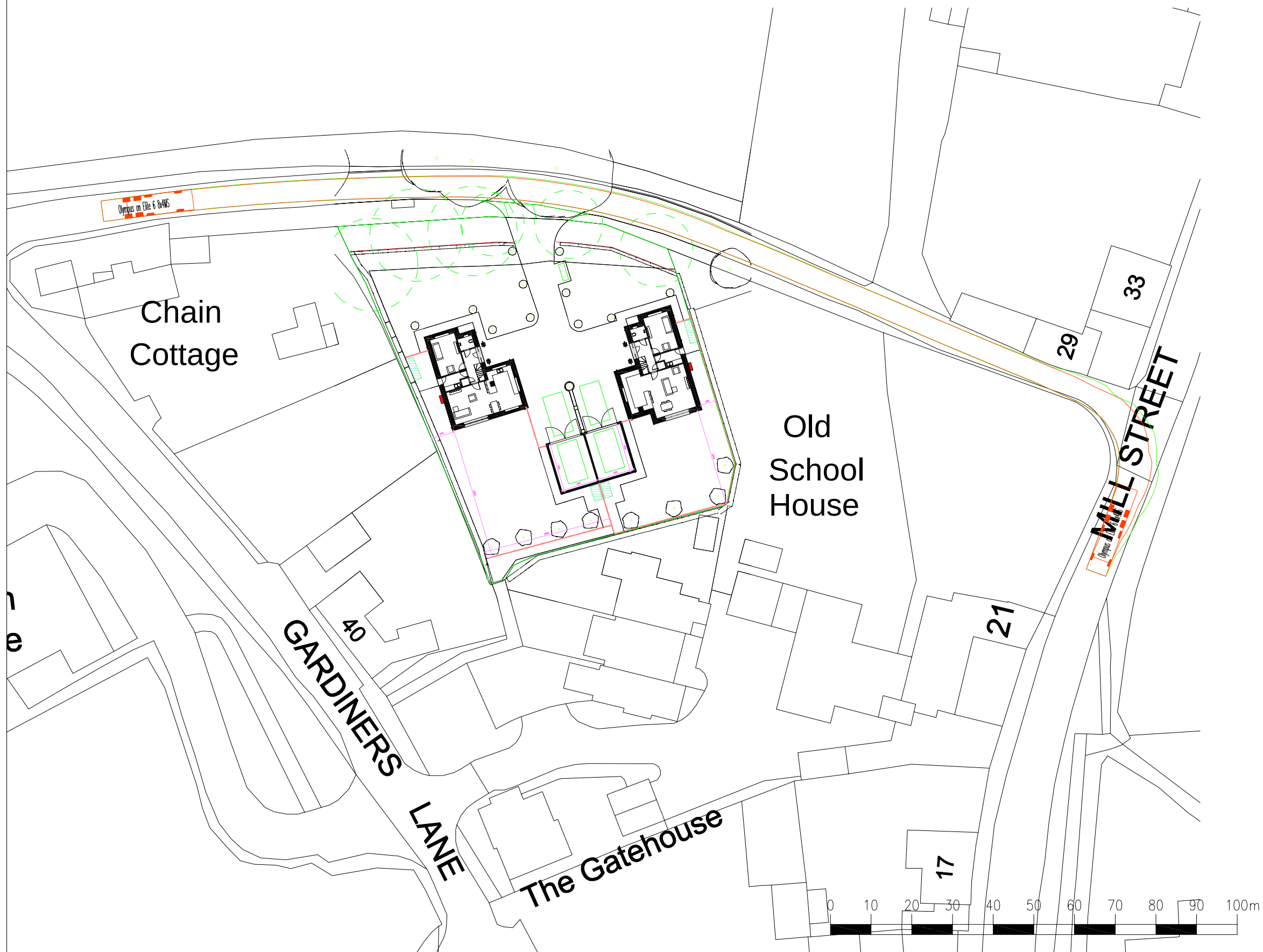
TITLE:

SWEPT PATH ANALYSIS
PROPOSED PARKING

SCALE @ A3: 1:500	DESIGN-DRAWN: MDC	DATE: 29/01/2025
----------------------	----------------------	---------------------

PROJECT No: 6122	DRAWING No: SK05
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Appendix: G – Swept Path Analysis Refuse Vehicle, Fire Tender & Delivery Vehicle



Olympus on Elite 6 8x4MS
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 3.500m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.50s
Kerb to Kerb Turning Radius 10.329m

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:



1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

LEAD CONSULTANT:

PROJECT:

ROLLYS LANE, ASHWELL,
NORTH HERTFORDSHIRE DC

TITLE:

SWEPT PATH ANALYSIS REFUSE
MILL STREET

SCALE @ A3:
1:500

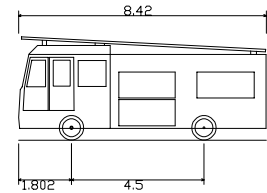
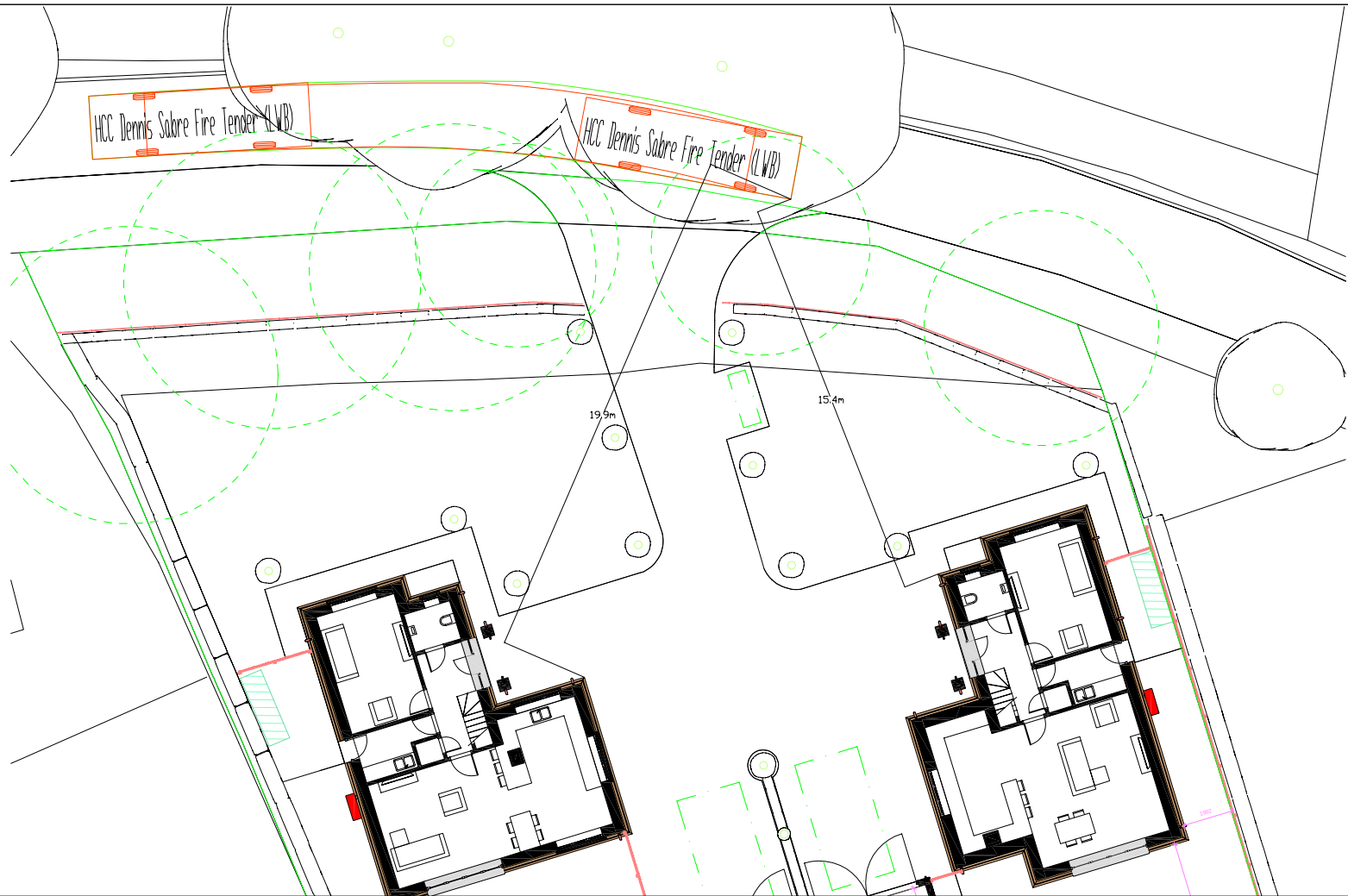
DESIGN-DRAWN:
MDC

DATE:
10/03/2026

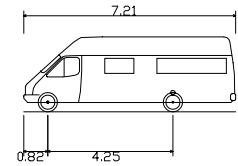
PROJECT No:
6122

DRAWING No:
6122-EAS-SK-H-101

REVISION:
A



HCC Dennis Sabre Fire Tender (LWB)
Overall Length 8.420m
Overall Width 1.802m
Overall Body Height 4.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



7.5t Panel Van
Overall Length 7.210m
Overall Width 1.82m
Overall Body Height 4.254m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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Licence number 100022432



1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

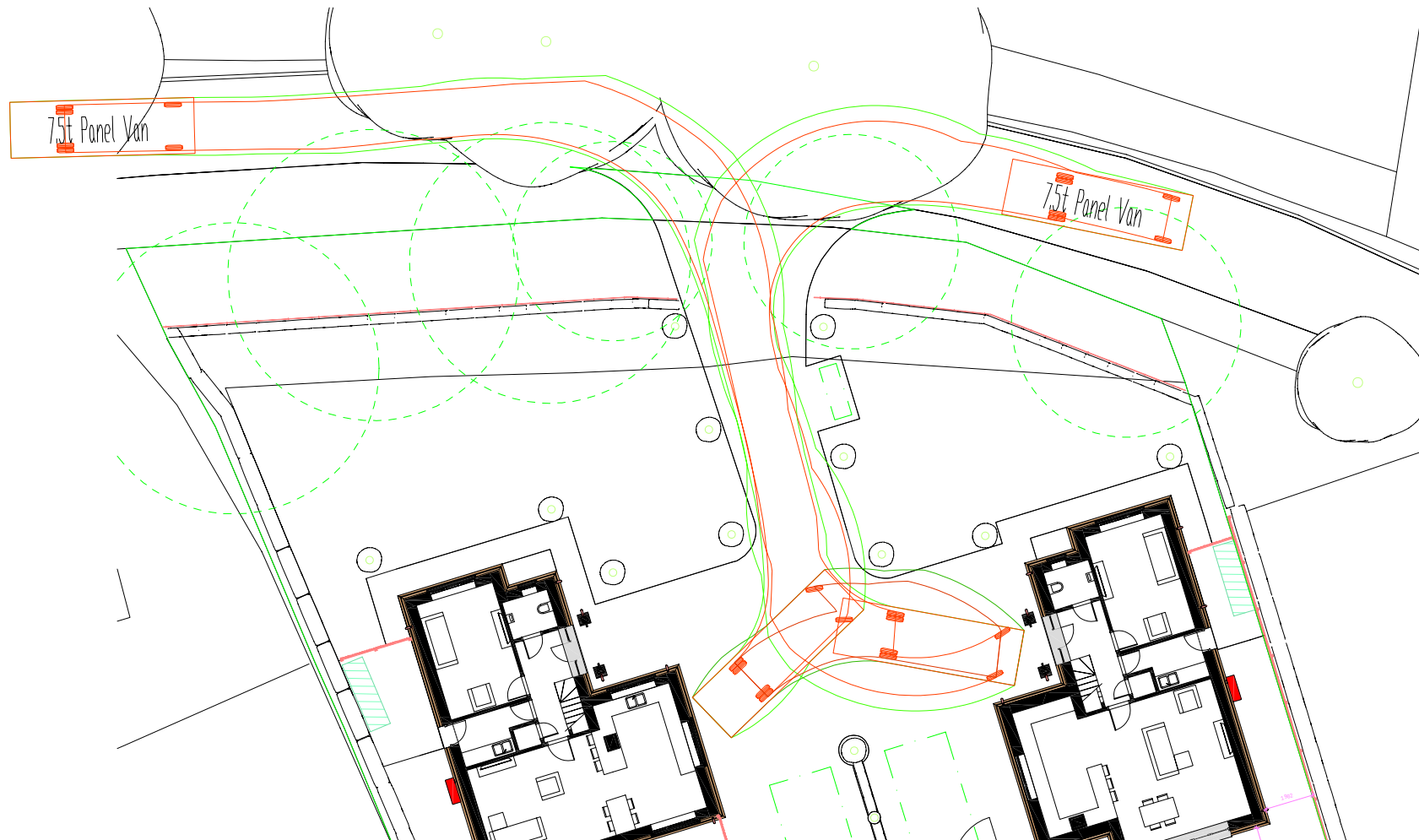
ROLLYS LANE, ASHWELL,
NORTH HERTFORDSHIRE DC

TITLE:

SWEPT PATH ANALYSIS
REFUSE VEHICLE, FIRE TENDER &
DELIVERY VEHICLE

SCALE @ A3: 1:500	DESIGN-DRAWN: MDC	DATE: 13/03/2026
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PROJECT No: 6122	DRAWING No: SK04
---------------------	---------------------



Appendix: H – TRICS Data

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
10	WALES		
	CP	CAERPHILLY	1 day
12	CONNAUGHT		
	RO	ROSCOMMON	3 days
14	LEINSTER		
	WC	WICKLOW	1 day

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

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 58 (units:DWELLS)
Range Selected by User:	4 to 60 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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

Selected survey days:	
Friday	1 days
Monday	3 days
Thursday	3 days
Wednesday	1 days

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

Selected survey types:	
Manual count	8
Direction ATC Count	0

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	4 days
Suburban Area	4 days

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

Selected Location Sub Categories:	
No Sub Category	3 days
Residential Zone	5 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	2 days
Servicing vehicles Unknown	6 days

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Secondary Filtering Selection:

Use Class:

C3	8 surveys
----	-----------

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

Population within 500m Range:

213 - 2890

Population within 1 mile:

1,001 to 5,000	8 surveys
----------------	-----------

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

Population within 5 miles:

5,000 or Less	2 surveys
5,001 to 25,000	5 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	5 surveys

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



Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Petrol filling station:

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

Travel Plan:

No	7 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	8 surveys
-----------------	-----------

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

COVID-19 Restrictions:

No

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

1	CP-03-A-02	SEMI DETACHED	CAERPHILLY
THE RISE PENGAM Suburban Area No Sub Category Site area: 0.625 hect Survey date: Monday 05/09/2005			
Survey Type: Manual			
2	NF-03-A-05	MIXED HOUSES	NORFOLK
HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019			
Survey Type: Manual			
3	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area Residential Zone Site area: 3.299999952316284 hect Survey date: Monday 16/09/2013			
Survey Type: Manual			
4	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.7899999618530273 hect Survey date: Wednesday 18/09/2013			
Survey Type: Manual			
5	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON
SLIGO ROAD BALLAGHADERREEN Suburban Area Residential Zone Site area: 1.5499999523162842 hect Survey date: Thursday 14/07/2011			
Survey Type: Manual			
6	RO-03-A-03	DETACHED HOUSES	ROSCOMMON
N61 BOYLE GREATMEADOW Edge of Town No Sub Category Site area: 4.079999923706055 hect Survey date: Thursday 25/09/2014			
Survey Type: Manual			
7	RO-03-A-04	SEMI DET. & BUNGALOWS	ROSCOMMON
EAGLE COURT ROSCOMMON ARDNANAGH Suburban Area Residential Zone Site area: 1.9199999570846558 hect Survey date: Friday 26/09/2014			
Survey Type: Manual			
8	WC-03-A-01	DETACHED HOUSES	WICKLOW
STATION ROAD WICKLOW CORPORATION MURRAGH Edge of Town			

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

No Sub Category
Site area: 2.443000078201294 hect
Survey date: Monday 28/05/2018

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-A-02	18-11-2011	not representative of our site

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
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	8	37	0.087	0.207	0.294
08:00-09:00	8	37	0.207	0.468	0.675
09:00-10:00	8	37	0.217	0.291	0.508
10:00-11:00	8	37	0.191	0.237	0.428
11:00-12:00	8	37	0.177	0.197	0.374
12:00-13:00	8	37	0.197	0.164	0.361
13:00-14:00	8	37	0.234	0.201	0.435
14:00-15:00	8	37	0.247	0.271	0.518
15:00-16:00	8	37	0.351	0.268	0.619
16:00-17:00	8	37	0.314	0.224	0.538
17:00-18:00	8	37	0.398	0.264	0.662
18:00-19:00	8	37	0.298	0.201	0.499
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.918	2.993	5.911

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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Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Parameter Summary:

Trip rate parameter range selected:	4 - 60 (units: DWELLS)
Survey date date range:	05/09/2005 - 19/09/2019
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	37	0.007	0.033	0.040
08:00-09:00	8	37	0.000	0.010	0.010
09:00-10:00	8	37	0.003	0.013	0.016
10:00-11:00	8	37	0.007	0.003	0.010
11:00-12:00	8	37	0.000	0.007	0.007
12:00-13:00	8	37	0.003	0.007	0.010
13:00-14:00	8	37	0.003	0.003	0.006
14:00-15:00	8	37	0.007	0.003	0.010
15:00-16:00	8	37	0.020	0.000	0.020
16:00-17:00	8	37	0.023	0.013	0.036
17:00-18:00	8	37	0.020	0.000	0.020
18:00-19:00	8	37	0.003	0.010	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.096	0.102	0.198

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.

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Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Parameter Summary:

Trip rate parameter range selected:	4 - 60 (units: DWELLS)
Survey date date range:	16/09/2013 - 19/09/2019
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	37	0.020	0.127	0.147
08:00-09:00	8	37	0.094	0.251	0.345
09:00-10:00	8	37	0.084	0.130	0.214
10:00-11:00	8	37	0.070	0.074	0.144
11:00-12:00	8	37	0.074	0.050	0.124
12:00-13:00	8	37	0.087	0.030	0.117
13:00-14:00	8	37	0.087	0.117	0.204
14:00-15:00	8	37	0.114	0.100	0.214
15:00-16:00	8	37	0.174	0.124	0.298
16:00-17:00	8	37	0.211	0.090	0.301
17:00-18:00	8	37	0.177	0.070	0.247
18:00-19:00	8	37	0.137	0.077	0.214
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.329	1.240	2.569

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.

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Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Parameter Summary:

Trip rate parameter range selected:	4 - 60 (units: DWELLS)
Survey date date range:	05/09/2005 - 19/09/2019
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	8	37	0.000	0.010	0.010
08:00-09:00	8	37	0.000	0.027	0.027
09:00-10:00	8	37	0.000	0.010	0.010
10:00-11:00	8	37	0.003	0.003	0.006
11:00-12:00	8	37	0.007	0.000	0.007
12:00-13:00	8	37	0.000	0.003	0.003
13:00-14:00	8	37	0.003	0.003	0.006
14:00-15:00	8	37	0.003	0.003	0.006
15:00-16:00	8	37	0.010	0.000	0.010
16:00-17:00	8	37	0.023	0.000	0.023
17:00-18:00	8	37	0.003	0.000	0.003
18:00-19:00	8	37	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.052	0.059	0.111

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Audit Code: a86956e9-84a3-4862-ae72-c7b0043407fd

Parameter Summary:

Trip rate parameter range selected:	4 - 60 (units: DWELLS)
Survey date date range:	05/09/2005 - 16/09/2013
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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