



Reed House, Jackson's Lane, Reed

Transport Statement

November 2025

On behalf of:

Mr David Tait

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Project:	Reed House
Client:	Mr David Tait
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1 INTRODUCTION

1.1 Overview

- 1.1.1 KMC Transport Planning Ltd ("KMC") have been commissioned by Mr David Tait to provide transport planning consultancy services in relation to the proposed development of 14 dwellings at Reed House, Jacksons Lane.

1.2 Site Location

- 1.2.1 The site is located in the village of Reed, Hertfordshire, which is located circa 4.5km to the south of Royston. The site falls within the administrative boundary of North Hertfordshire Council (NHC). Hertfordshire County Council (HCC) are the Local Highway Authority.
- 1.2.2 **Figure 1.1** below shows the location of the site.

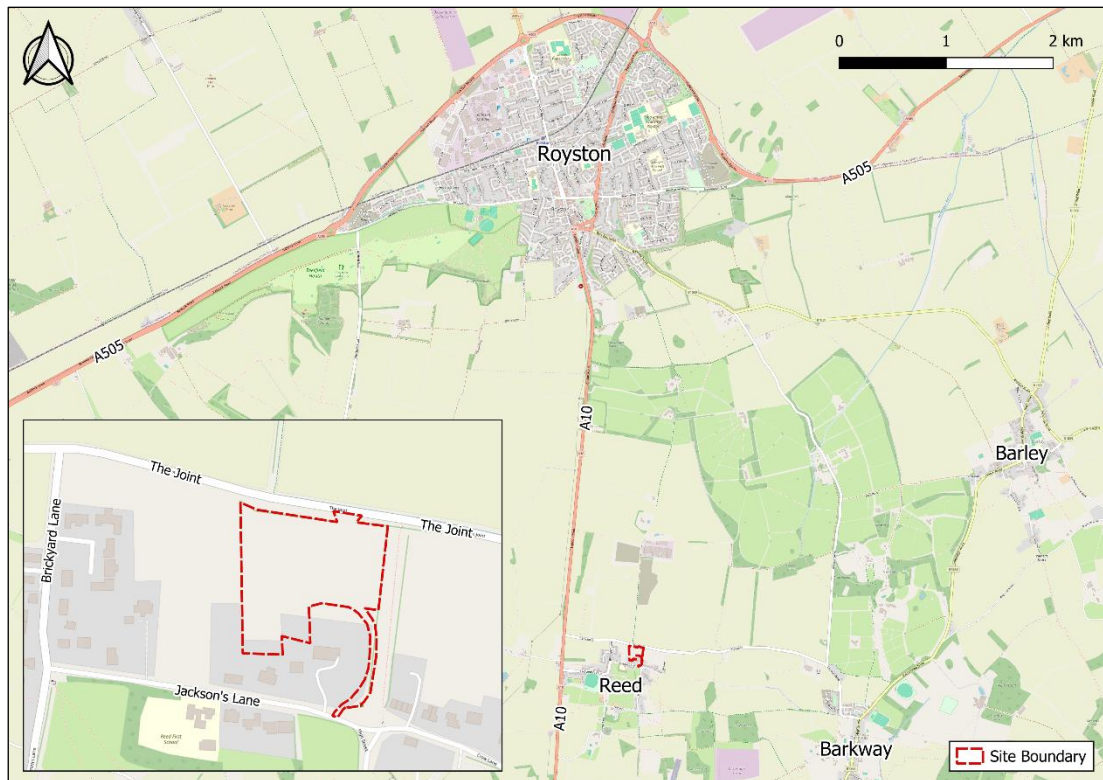


Figure 1.1 – Site Location

1.3 Background

- 1.3.1 A planning application (Ref: 25/00886/FP) was submitted in June 2025 for the "*Erection of 14 dwellings and associated infrastructure*". HCC provided comments on the submitted application, dated July 2025, contained at **Appendix A** for reference.
- 1.3.2 KMC were subsequently appointed to address these comments, with a meeting held on 2nd September 2025 to discuss the comments received.

- 1.3.3 This Transport Statement (TS) has been prepared to address HCC's comments and to evaluate the impact the proposals may have on the local highway network. It should be reviewed alongside the other documents, plans, and technical studies submitted as part of the planning application.

1.4 Report Structure

- 1.4.1 The remainder of the report is structured as follows:

- Section 2: Policy Context
- Section 3: Existing Conditions
- Section 4: Development Proposal
- Section 5: Vehicle Trip Generation Assessment
- Section 6: Transport Policy Context
- Section 7: HCC Highways Response
- Section 8: Summary and Conclusions

2 POLICY CONTEXT

National Planning Policy Framework (December 2024)

- 2.1.1 The National Planning Policy Framework (NPPF) outlines the Government's planning policies for England and their application. Section 9 highlights the national policy on promoting sustainable transport.
- 2.1.2 Paragraph 109 underscores the importance of adopting *"a vision-led approach"* early in the planning process to *"identify transport solutions that deliver well-designed, sustainable and popular places."* Key considerations include:
- *"Making transport considerations an important part of early engagement with local communities;*
 - *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - *understanding and addressing the potential impacts of development on transport networks;*
 - *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;*
 - *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - *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."*
- 2.1.3 Paragraph 110 advises that developments should be focused on locations where the need to travel can be limited and a 'genuine choice of transport modes' is available. It is recognised that these opportunities will vary between urban and rural areas, and this should be accounted for in the plan-making process.
- 2.1.4 Paragraph 115 emphasises that new developments should ensure that:
- *"Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *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*
 - *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 through a vision-led approach."*
- 2.1.5 The key test for transport within the NPPF is set out in paragraph 116 which identifies the only reasons why development proposals might be found unsuitable on transport grounds:

"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."

National Planning Practice Guidance (2014)

- 2.1.6 Following the withdrawal in October 2014 of The Department for Transport (DfT) 'Guidance on Transport Assessment' (March 2007), the DfT published the Planning Practice Guidance (PPG) suite of guidance, which is continually being updated. This guidance is intended to assist all stakeholders in determining whether an assessment may be required and, if so, what level and scope that assessment should include.
- 2.1.7 The PPG provides guidance on:
- Whether a Transport Assessment or TS is required;
 - When a Travel Plan is required;
 - Establishing a scope for the Transport Assessment and Travel Plan; and
 - What information is to be included in the Transport Assessment and Travel Plan.
- 2.1.8 The scale and nature of the proposals at the site mean that a TS is sufficient to support to support the application.

2.2 Regional Policy

Hertfordshire's Local Transport Plan 2018-2031 (May 2018)

- 2.2.1 The HCC Local Transport Plan (LTP) 4 2018-2031 sets out how transport can help deliver a positive future vision for Hertfordshire until 2031.
- 2.2.2 The following policies are relevant to the proposed development site:
- Policy 2 'Influencing Land Use Planning' relates to encouraging the location of new development in areas served by, or that can be served by, passenger transport facilities, to provide an alternative to the car.
 - Policy 7 'Active Travel – Walking' encourages and promotes walking through implementing measures increasing pedestrian priority, identifying and promoting networks of pedestrian priority routes, and delivering infrastructure to provide safer access to key services.
 - Policy 8 'Active Travel – Cycling' outlines an aim to deliver a step change in cycling, through infrastructure improvements, implementing measures to improve the priority of cyclists, improved cycle safety provision, supporting cycle safety information campaigns, and facilitating provision of secure cycle parking.

Hertfordshire's Local Transport Plan – Rural Transport Strategy 2019 – 2031

- 2.2.3 The rural transport strategy aims to ensure that transport services in rural areas enable people to access important destinations and services. It also seeks to encourage residents to travel by methods other than car.

Place & Movement Planning and Design Guidance for Hertfordshire (March 2024)

- 2.2.4 This is the currently the adopted highway design guide for Hertfordshire and replaces the 'Roads in Hertfordshire, Highway Design Guide (2011).' It sets out the 'framework of policy, advice and standards within which alterations and additions to the highway network in the County shall be planned and delivered.'

2.3 Local Policy

North Hertfordshire Local Plan

- 2.3.1 The North Hertfordshire Local Plan sets out the aims to 'deliver accessibility improvements and promote the use of sustainable transport modes.' This is expressed through Policy SP6, which is laid out as follows:
- 'Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;
 - Encourage development in locations which enable sustainable journeys to be made to key services and facilities;
 - 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;
 - 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;
 - Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;
 - Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and
 - Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.'
- 2.3.2 It then goes on to state a number of development strategies for North Hertfordshire, including Policy T1 which focuses on the assessment of transport matters. It states that planning permission will be granted on the following basis:

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

Vehicle Parking at New Development Supplementary Planning Document (September 2011)

- 2.3.3 The relevant parking standards for the site are set out in NHDC: Vehicle Parking at New Development Supplementary Planning Document (SPD). A summary of the 'Class C3' residential parking standards relevant to the proposed development is presented in **Table 2.1**.

Table 2.1 – 'Class C3' Parking Standards

Number of bedrooms	Minimum Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling	1 secure covered space per dwelling.
2+ bedrooms	2 spaces per dwelling	None if garage or secure area provided within curtilage of dwelling.

- 2.3.4 The guidance states that 'Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally'.

- 2.3.5 Visitor parking standards are also referenced in the SPD and summarised in **Table 2.2**.

Table 2.2 – 'Class C3' Visitor Parking Standards

Parking type	Visitor Car Parking	Visitor Cycle Parking
Visitor / unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage.	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 EXISTING CONDITIONS

3.1 Introduction

3.1.1 This section of the TS provides a review of existing active travel infrastructure, public transport provision and the local highway network.

3.2 Existing Site and Access

3.2.1 The site is located between Reed House to the south and The Joint to the north. The site benefits from an existing access via The Joint.

3.3 Active Travel Accessibility

Walking

- 3.3.1 Within the vicinity of the site, walking is facilitated by a footway on the southern side of Jackson's Lane, to the west of Reed First School. South of the Brickyard Lane / Jackson's Lane junction, there is also a footway which runs for approximately 110m towards the centre of the village.
- 3.3.2 The site is surrounded by an extensive Public Right of Way (PRoW) network, providing pedestrian routes to the surrounding village amenities and leisure routes to the nearby village of Barkway to the east. **Figure 3.1** shows the PRoW network within the vicinity of the site.

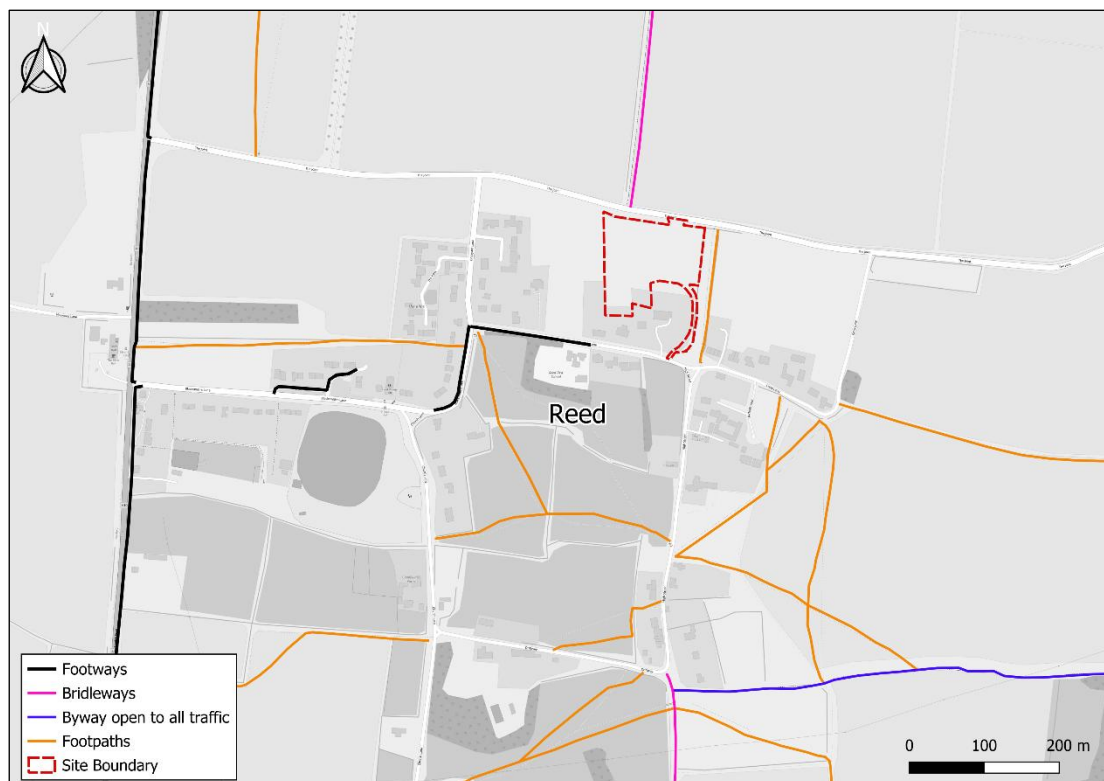


Figure 3.1 – PRoW network surrounding the site

3.3.3 As shown in **Figure 3.1**, a footpath runs in a north-south alignment to between The Joint and Jackson's Lane to the east of the site. In addition, to the north of the site, a bridleway runs in a north-south alignment from The Joint, providing a connection to Royston.

3.3.4 With regards to walking distances, Manual for Streets (MfS) states that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."

3.3.5 **Figure 3.2** provides a 10 and 20-minute walking isochrones from the site.

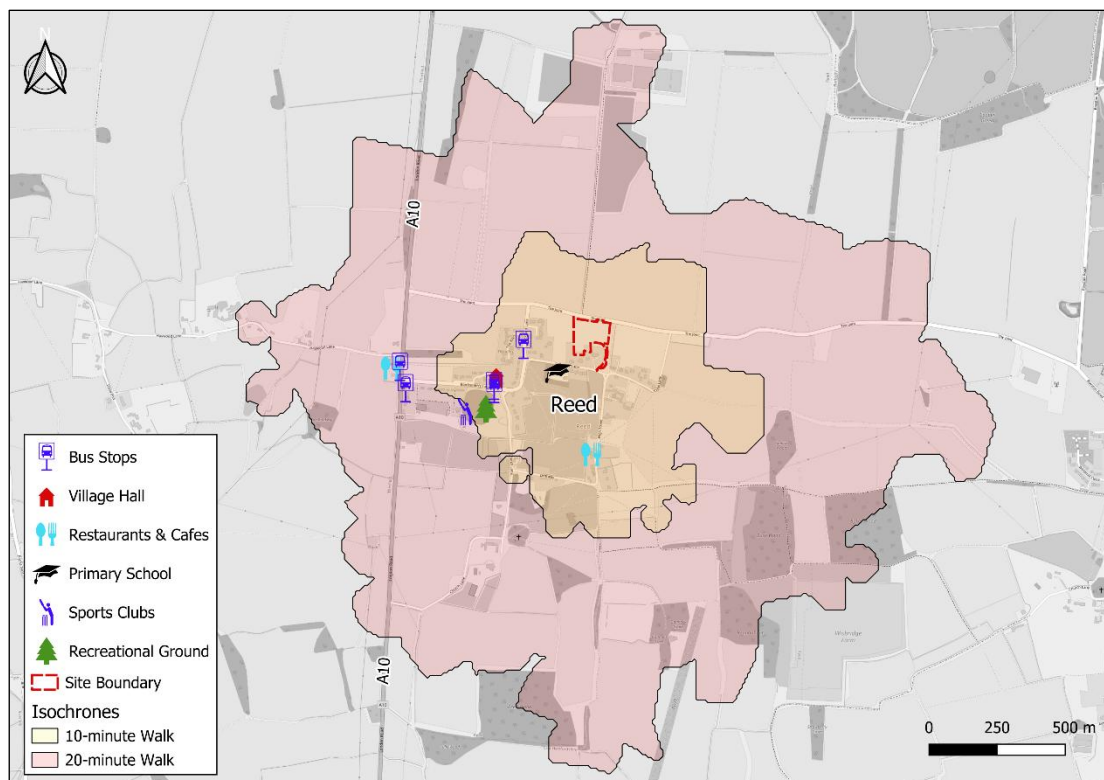


Figure 3.2 – 10 and 20-minute walking isochrone from the Site

3.3.6 As shown in **Figure 3.2**, most of the village amenities are accessible within a 10-minute walk of the site, including Reed First School, the Village Hall and a restaurant to the south of the site. Bus stops on Brickyard Lane and Blacksmith's Lane are also accessible within this range.

3.3.7 Within a 20-minute walk of the site, the entirety of Reed is accessible, including the Silver Bull Café to the west of the site and the bus stops on the A10.

3.3.8 Royston is located circa a 5km walk from the site, which would take approximately an hour, accessible via the bridleway which commences to the immediate north of the site from The Joint.

Cycling

- 3.3.9 Cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. **Figure 3.3** shows the 15-minute cycle isochrone from the site which equates to a circa 5km cycling distance.

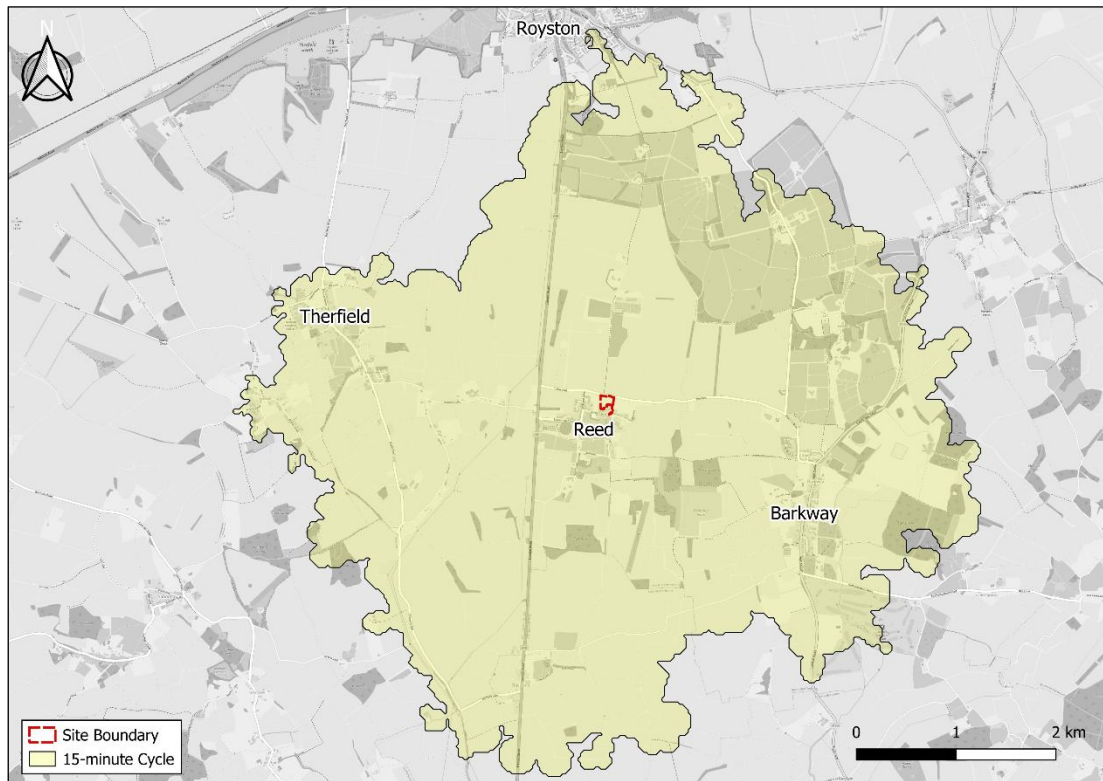


Figure 3.3 – 15-minute cycling isochrone from the site

- 3.3.10 As shown in **Figure 3.3**, the entirety of Reed and surrounding villages of Barkway and Therfield are accessible within a 15-minute cycle of the site. The southern outskirts of Royston are also accessible within this range, via a bridleway which provides an entirely off-road cycle route to the edge of Royston.

3.4 Public Transport

Bus

- 3.4.1 The nearest bus stop to the site is 'Brickyard Lane', located approximately a 350m walk (4-minutes) from the site. 'Brickyard Lane' is a hail and ride bus stop, served by bus route 18.
- 3.4.2 The bus stop 'Blacksmith's Lane Village Hall' is more frequently served by bus route 18 and is located a 500m walk (6-minutes) from the site. This stop is equipped with a bus shelter, with seating, as well as flag and pole arrangement. The bus stop 'Silver Ball Café' is also served by the 899 school bus, which runs from Royston to Buntingford.
- 3.4.3 A summary of the frequency of services from these stops are presented in **Table 3.1**.

Table 3.1 – Bus services from 'Blacksmith's Lane' and 'Silver Ball Café'

Route No.	Route	Weekday		Saturday		Sunday	
		Peak frequency	First / last service	Peak Frequency	First / last service	Peak frequency	First / last service
18	Hertford – Royston/Buntingford	6 per day	06:45 / 18:05	5 per day	08:45 / 18:00	N/A	N/A
	Royston/Buntingford - Hertford	4 per day	09:43 / 17:28	4 per day	09:43 / 17:28	N/A	N/A
899	Royston – Buntingford (Freman College)	1 per day	08:14	N/A	N/A	N/A	N/A
	Buntingford (Freman College) - Royston	1 per day	15:37	N/A	N/A	N/A	N/A

- 3.4.4 As shown in **Table 3.1**, the 18 service provides a regular weekday and Saturday frequency, providing connections to several nearby destinations such as Royston and Hertford.

Rail

- 3.4.5 The nearest railway station to the site is 'Royston', located approximately 5.5km to the north of the site. The bus service 18, summarised in **Table 3.1**, stops outside Royston railway station.
- 3.4.6 Royston has direct rail services to a variety of destinations, including Cambridge, Stevenage and London. In peak hours, 5 services depart for London Kings Cross or London St Pancras.

3.5 Local Highway Network

Jackson's Lane

- 3.5.1 Jackson's Lane is located to the south of the site and is subject to a 30mph speed limit. On the southern side of the carriageway, there is a footway for approximately 150m between Reed First School and Jackson's Lane/Brickyard Lane junction.

The Joint

- 3.5.2 The Joint borders the northern extent of the site and is subject to National Speed Limit restriction. It connects the A10 to the west with Barkway to the east.

Brickyard Lane

- 3.5.3 Brickyard Lane connects Jackson's Lane with The Joint to the north and Blacksmith's Lane to the south. It is subject to a 30mph speed limit which is enforced at the junction with The Joint.

A10

- 3.5.4 The A10 is the closest strategic road to the site and accessible via The Joint, approximately 710m east of the site. To the north, Royston and Cambridge are accessible within an 8 and 45-minute journey, respectively.

3.6 Traffic Surveys

- 3.6.1 Two 7-day Automated Traffic Count (ATC) surveys were conducted on The Joint and Jackson's Lane, from 27th September to 3rd October 2025. The location of these surveys are shown in **Figure 3.4**.

Figure 3.4 – ATC survey locations



- 3.6.2 A summary of the survey data is provided in **Table 3.2**, with the full dataset included in **Appendix B**.

Table 3.2 – ATC survey summary

ATC summary	The Joint		Jackson's Lane	
	Eastbound	Westbound	Eastbound	Westbound
Daily average vehicle flow	446	476	110	105
Mean speed (mph)	40.4	40.5	21.2	20.0
85 th percentile speed (mph)	48.0	47.9	27.3	26.7

- 3.6.3 **Table 3.2** indicates that both The Joint and Jackson's Lane are lightly trafficked, with a daily average vehicle flow of less than 1,000 vehicles. In addition, drivers are travelling below the posted speed limit on both roads.

3.7 PIC Data

- 3.7.1 Personal Injury Collision (PIC) data for the most recent 5-year period (December 2019 to December 2024) has been obtained from HCC for the surrounding area. The recorded collision area surrounding the site is shown in **Figure 3.6** and included in **Appendix C**.

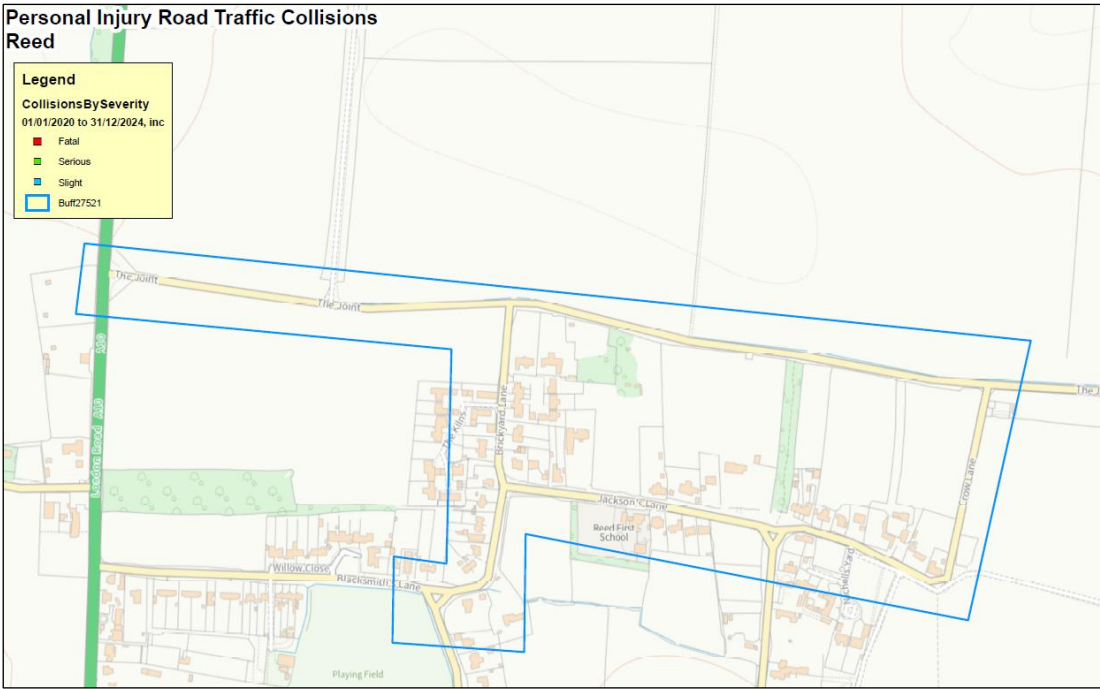


Figure 3.6 – PIC Study Area

3.7.2 As shown in **Figure 3.6**, no collisions were reported within the study period within the vicinity of the site. This indicates there is not an existing highway safety issue associated with the local highway network within the vicinity of the site.

3.8 Local Travel Patterns

3.8.1 2011 Census dataset 'QS701EW - Method of travel to work' has been interrogated to provide an indication of the existing mode share for existing residents surrounding the site, using the Lower Super Output Area (LSOA) 'E01023598 : North Hertfordshire 005D' in which the site is located. The 2021 census data was not used in this case as it was collected during the Covid pandemic and would not accurately reflect travel patterns under normal conditions. The results are shown in **Table 3.3**.

Table 3.3 - 2011 Census Method of travel to work patterns for the local area

Method of travel	Mode share (%)
Train	10%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	74%
Passenger in a car or van	4%
Bicycle	2%
On foot	7%
Other method of travel to work	1%
Total	100%

- 3.8.2 **Table 3.3** indicates that 74% of residents in the local area currently drive a car or van to work, with 12% using public transport and 9% travelling via active modes.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 This section summarises the development proposals with a focus on the transport aspects such as access and parking.

4.2 Development Quantum

- 4.2.1 The proposed development comprises the erection of 14 dwellings at Reed House on the land north of Jackson's Lane. The formal description of the development is as follows:

"The erection of 14 dwellings and associated infrastructure."

- 4.2.2 An extract of the proposed site layout is shown in **Figure 4.1**, with the full drawing included in **Appendix D**.



Figure 4.1 – Proposed Site Layout

4.3 Development Mix and Car Parking

- 4.3.1 The development proposals include a mix of properties. A breakdown of the properties and their associated car parking is shown in **Table 4.1**.

Table 4.1 – Development mix and car parking

Property	Number of bedrooms	Car parking spaces
1	4	2 + garage
2	3	2 + garage
3	4	2 + garage
4	4	2 + garage
5	4	2 + garage
6	4	2 + garage
7	4	2 + garage
8	4	2 + garage
9	3	2 + garage
10	2	2
11	2	2
12	1	2
13	2	2
14	2	2

4.3.2 As shown in **Table 4.1**, resident car parking will be provided in line with the standards set out in 'NHDC: Vehicle Parking at New Development Supplementary Planning Document', as summarised in **Table 2.1**.

4.3.3 In addition, 6 visitor car parking spaces are proposed in the southern part of the site which complies with NHDC standards.

4.4 Cycle parking

4.4.1 Cycle parking will be provided in line with NHDC's minimum cycle parking standards, located to the rear of each dwelling. Details of the proposed cycle parking provision can be secured via condition.

4.5 Proposed Access Arrangements

Vehicular

4.5.1 Vehicle access to the site will utilise the existing access via The Joint, located towards the north of the site. In accordance with HCC's Place and Movement Planning Design Guidance (March 2024), a 5.5m carriageway with a bell-mouth kerb radii of 6 metres are proposed. A drawing of the proposed access arrangements is included in **Appendix E**.

4.5.2 The Joint is classed as a 60mph road, requiring visibility splays of 2.4m by 215m in accordance with DMRB CD109 guidelines. **Drawing KMC25088/001 Rev D**, included in **Appendix E**, demonstrates that these visibility splays are achievable from the proposed site access, within the public highway. Notwithstanding this, the 85th percentile speeds recorded in **Table 3.2**, demonstrate that vehicles are travelling significantly below 60mph in each direction past the site access. Therefore, the achievable visibility splays from the access are acceptable.

- 4.5.3 At the request of HCC, the proposed access arrangements have been subject to a Stage 1 Road Safety Audit (RSA), which has been undertaken in line with GG119 (5.46.1). All RSA comments have been addressed in a Designers Response. The Stage 1 RSA report and Designer's Response are contained at **Appendix F**.

Pedestrian and Cyclist

- 4.5.4 As shown in **Figure 4.1**, and in full on **Drawing KMC25088/001 Rev D**, at **Appendix E**, pedestrian and cycle access to the site is primarily proposed via a 4.2m wide shared user path, connecting with Jackson's Lane towards the south of the site. This will provide a more direct access to Reed First School and the other amenities within the village compared to the proposed vehicular access, demonstrating the site seeks to promote and prioritise sustainable transport in line with the aspirations of the NPPF.
- 4.5.5 From the shared user path, it is proposed to provide a 2m footway along the northern side of Jackson's Lane. This will connect with the existing provision along the southern side of Jackson's Lane via a proposed uncontrolled pedestrian crossing, providing a continuous pedestrian link to the primary school and other village amenities.

Public Transport

- 4.5.6 Pedestrian access to the existing bus stops on Brickyard Lane and Blacksmith's Lane will be facilitated by the proposed footway along Jackson's Lane.
- 4.5.7 It is acknowledged that HCC have requested improvement to the existing bus stop on Brickyard Lane. It is noted the existing bus stop on Blacksmith's Lane is already equipped with a bus shelter, seating, as well as flag and pole arrangement, is located an additional 150m from the site, equivalent to approximately an additional 2-minute walk compared to the 'hail and ride' bus stop on Brickyard Lane.
- 4.5.8 Notwithstanding this, it is expected that HCC would request a developer contribution should planning permission be granted, which could be used to relocate and improve the facilities of the bus stop on Brickyard Lane.

4.6 Refuse and Servicing Strategy

- 4.6.1 Whilst it is recognised that HCC have requested a Delivery and Service Plan is submitted as part of this application, it is highly unusual to prepare a Delivery and Servicing Plan for a residential development of this scale.
- 4.6.2 Notwithstanding this, the proposed site layout has been designed to facilitate deliveries, with a 6 visitor parking spaces proposed which delivery vehicles could utilise as well as 5.5m wide carriageway within the site to allow for vehicles to pass, should vehicles be temporarily parked in front of properties.

4.6.3 During a meeting with HCC, it was clarified that swept path analysis of a refuse vehicle and supermarket delivery van would be sufficient to demonstrate the proposed development is conducive for delivery and servicing.

4.6.4 Swept path analysis of a 12.1m refuse vehicle is shown in **Drawing KMC25088/TR05** at **Appendix G**. This demonstrates that a refuse vehicle can access and egress the site in a forward gear. As such, it will be feasible for a smaller delivery van to navigate the site layout too.

4.7 Emergency Access

4.7.1 Swept path analysis of a fire tender is shown in **Drawing KMC25088/TR03 Rev A** at **Appendix G**, indicating an emergency vehicle would be able to access the site via the proposed vehicle access in the event of an emergency.

4.8 Construction Traffic Management

4.8.1 Details of construction traffic management could be secured via condition should planning permission be granted.

5 VEHICLE TRIP GENERATION ASSESSMENT

5.1 Introduction

5.1.1 This section provides an overview of the forecast vehicle trip generation from the proposed development and the vehicular trip impact anticipated on the local road network.

5.2 Forecast Vehicle Trip Generation

5.2.1 To calculate the forecast trip generation for the site, the TRICS database has been interrogated to provide a vehicle trip rate. The full TRICS output report is contained at **Appendix H**.

5.2.2 **Table 5.1** summarises the resulting vehicle trip rates and forecast vehicle trip generation for the proposed development.

Table 5.1 – Vehicle trip rates and vehicle trip generation

	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-19:00)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Vehicle Trip Rate (per dwelling)	0.166	0.422	0.588	0.385	0.166	0.551	2.310	2.406	4.716
Vehicle Trip Generation	2	6	8	5	2	8	32	34	66

5.2.3 **Table 5.1** indicates that the site is forecast to generate a total of 8 two-way vehicle trips in the AM and PM peaks hours respectively. Across the daily period (12 hours), the site is forecast to generate a total of 66 two-way person trips. This equates to approximately 5-6 vehicle trips per hour on average, which will have a negligible impact on the local highway network.

6 TRANSPORT POLICY CONTEXT

6.1 Context

6.1.1 **Table 6.1** summarises the proposed development against relevant national and regional transport policy.

Table 6.1 – Transport Policy Review

Policy	Description	Supporting Elements	Site Supports?
National Planning Policy Framework (2024)			
Section 9 – Promoting Sustainable Transport (Paragraph 115)	a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, b) safe and suitable access to the site can be achieved for all users.	The proposed shared user path onto Jackson's Lane will provide a more direct access to Reed First School, the local bus stops and other village amenities compared to the proposed vehicular access via The Joint. The proposed access arrangements, including footway design, have been subject to a Stage 1 RSA, with the comments raised addressed in a Designers Response.	☒
Section 9 – Promoting Sustainable Travel (Paragraph 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	The proposed 14 dwellings are forecast to generate an average of approximately 5-6 vehicle trips per hour. This would have a negligible impact on the local highway network.	☒
Section 9 – Promoting Sustainable Travel (Paragraph 117)	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 catchments area for bus or other public transport services, and	The proposed shared user path onto Jackson's Lane will provide a direct access to Reed First School, the local bus stops and other village amenities. The proposed 2m footway along the northern side of Jackson's Lane will provide a continuous	☒

Policy	Description	Supporting Elements	Site Supports?
	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	connection to allow pedestrians to access the bus stops located on Blacksmith's Lane. It is expected that HCC will request a financial contribution which can be spent on relocating and upgrading the facilities for the 'hail and ride' bus stop on Brickyard Lane. The proposed 2m footway along the northern side of Jackson's Lane will allow pedestrians to walk outside the carriageway. The proposed uncontrolled pedestrian crossing across Jackson's Lane incorporates tactile paving to aid visually impaired users. Similarly, corduroy paving is proposed between the footway and shared user path to signify a change in designation.	
Hertfordshire's Local Transport Plan (LTP4)			
LTP4 Policy 1	The county council will in the design of any scheme and development of any transport strategy consider in the following order: • opportunities to reduce travel demand and the need to travel • vulnerable road user needs (such as pedestrians and cyclists) • passenger transport user needs • powered two-wheeler (mopeds and motorbikes) user needs and • other motor vehicle user needs	The proposed development is located nearby to local amenities in Reed, including Reed First School. These amenities are located within walking and cycling distance of the site which will be facilitated by the proposed shared user path and footway provision. The proposed footway provision will facilitate access to local bus stops within Reed.	☒
LTP4 Policy 5	The county council will to work with development promoters and the district and borough councils to:	As demonstrated above, the proposed development's location and design comply	☒

Policy	Description	Supporting Elements	Site Supports?
	a) Ensure the location and design of proposals reflect the LTP4 Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards	with the LTP4 Transport User Hierarchy. The proposed access arrangements, including footway design, have been subject to a Stage 1 RSA, with the comments raised addressed in a Designers Response.	
LTP4 Policy 7	The county council will seek to encourage and promote walking by: a) Implementing measures to increase the priority of pedestrians relative to motor vehicles	The proposed shared user path onto Jackson's Lane will provide a more direct pedestrian access to amenities in Reed compared to the proposed vehicular access via The Joint. The proposed 2m footway along the northern side of Jackson's Lane will provide a continuous pedestrian connect to Reed First School and other village amenities.	☒
LTP4 Policy 8	The county council aims to deliver a step change in cycling, through: b) Implementing measures to increase the priority of cyclists relative to motor vehicles. e) Facilitating provision of secure cycle parking.	The proposed shared user path onto Jackson's Lane will provide a more direct access to amenities within Reed for cyclists compared to the proposed vehicular access via The Joint. Details of secure cycle parking provision can be secured via condition.	☒

7 HCC HIGHWAYS RESPONSE

7.1 Context

- 7.1.1 A summary of the highway's comments received by HCC and how these have been address is provided in **Table 7.1**. The full comments are contained at **Appendix A**.

Table 7.1 – HCC highways comments and response

Subject	Summary of highways comments	KMC Response
Policy	The application has failed to demonstrate how the proposed development will comply with the policies contained in the current Local Transport Plan (LTP4) and National Planning Policy Framework (NPPF-2024)	A summary of how the proposed development complies with the relevant national and regional policy is presented in Table 6.1 .
Accessibility	The proposal failed to address how pedestrians/cyclists will travel from site to key services via Jackson's Lane and The Joint	Pedestrians and cyclists will use the shared user path to access Jackson's Lane. In accordance with LTN 1/20, cyclists will then cycle on carriageway, given the very low numbers of vehicles using Jackson's Lane (summarised in Tab 3.2). Pedestrians will utilise the proposed 2m footway along the northern side of Jackson's Lane.
Accessibility	No surface level pedestrian's crossing on Jackson's Lane is proposed	An uncontrolled pedestrian crossing is proposed across Jackson's Lane to provide a continuous pedestrian connection to local amenities within Reed.
Accessibility	No improvement to the existing bus stop on Brickyard Lane is offered	It is expected that HCC would request a developer contribution should planning permission be granted. This could be used to relocate and improve the facilities of this bus stop. Notwithstanding this, the 'Reed Village Hall' bus stop equipped with a bus shelter, seating, as well as flag and pole arrangement, is located an additional 150m from the site, equivalent to approximately an additional 2-minute walk.

Subject	Summary of highways comments	KMC Response
Vehicular Access	Substandard access arrangement as shown on the drawing (Ref-S1017 - PL25.P2)	The proposed site access design has been revised to comply with HCC's Place and Movement Planning Design Guidance.
Delivery and Service Plan	No Delivery and Service plan is provided	The proposed site layout has been designed to facilitate deliveries. Swept path analysis has been undertaken to demonstrate that a refuse vehicle can access and egress the site in a forward gear. As such, it will also be feasible for a smaller delivery van to navigate the site layout.
Construction Traffic Management Plan	No construction traffic management is provided	Details of construction traffic management could be secured via condition should planning permission be granted.

8 SUMMARY AND CONCLUSIONS

8.1 Summary

8.1.1 This Transport Statement has considered the development proposals for 14 dwellings to the north of Reed House, Jackson's Lane, Reed.

8.1.2 The key transport considerations of this report are:

- The site is surrounded by an extensive Public Right of Way (PRoW) network, providing pedestrian routes to the surrounding village amenities and leisure routes to the nearby village of Barkway to the east.
- Bus stops are located within walking distance of the site, served by bus route 18, which provides a regular weekday and Saturday service to nearby destinations such as Royston and Hertford.
- No collisions have been recorded in the most recent 5-year period on the local highway network surrounding the site.
- Active travel is prioritised through a proposed shared user path towards Jackson's Lane and a new footway along Jackson's Lane, facilitating active travel access towards Reed First School and surrounding village amenities.
- The proposed vehicular access arrangements comply with HCC's Place and Movement Planning Design Guidance.
- The proposed development is forecast to generate an average of approximately 5-6 vehicle trips per hour which would have a negligible impact on the local highway network.

8.2 Conclusion

8.2.1 The proposals are consistent with national and local planning policy. Where no unacceptable highway safety issues will result, where highway impacts are negligible and where there is no severe impact, the proposals are consistent with paragraph 116 of the NPPF and therefore acceptable on transport grounds.

Appendix A HCC Highways Comments



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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

Director of Planning

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

District ref: 25/00886/FP
HCC ref: NH/25664/2025
HCC received: 9 July 2025
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Reed House, Jacksons Lane, Reed, Royston, SG8 8AB

Application type

Full Application

Proposal

Full Planning Permission : Erection of 14 dwellings and associated infrastructure

Recommendation

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

The proposed development as indicated on the Master Site Location Plan (Ref-S1017 - PL01.P1) will not be acceptable. Objection for the following reasons

- 1.The application has failed to demonstrate how the proposed development will comply with the policies contained in the current Local Transport Plan (LTP4) and National Planning Policy Framework (NPPF-2024).
- 2.The proposal failed to address how pedestrians/cyclists will travel from site to key services via Jackson's Lane and The Joint
- 3.No surface level pedestrian's crossing on Jackson's Lane is proposed
- 4.No improvement to the existing bus stop on Brickyard Lane is offered
- 5.No Delivery and Service plan is provided.
- 6.No construction traffic management is provided
- 7.Substandard access arrangement as shown on the drawing (Ref-S1017 - PL25.P2)

No measures are proposed to improve the above, and the application is therefore contrary to

i) Paragraph 115 of the NPPF-2024 which states that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, b) safe and suitable access to the site can be achieved for all users.

ii) Paragraph 117 of NPPF which states that " 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 catchments 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;

iii) the LTP4 Policy 1 which states that: the county council will in the design of any scheme and development of any transport strategy consider in the following order: opportunities to reduce travel demand and the need to travel, vulnerable road user needs (such as pedestrians and cyclists), passenger transport user needs, powered two-wheeler (mopeds and motorbikes) user needs and other motor vehicle user needs,

iv) Policy 5 which states: The county council will to work with development promoters and the district and borough councils to: a) Ensure the location and design of proposals reflect the LTP4 Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards,

v) Policy 7 which states that: The county council will seek to encourage and promote walking by: a) Implementing measures to increase the priority of pedestrians relative to motor vehicles and

vi) Policy 8 which states: The county council aims to deliver a step change in cycling, through: b) Implementing measures to increase the priority of cyclists relative to motor vehicles. e) Facilitating provision of secure cycle parking.

COMMENTS:

This full planning application proposes the development of 14 residential dwellings. The application site is not allocated within the North Hertfordshire Local Plan.

The site is bounded by two roads: The Joint to the south and Jackson's Lane to the north. Vehicular access is proposed from The Joint, which is an unnumbered classified road (Type C). The road has a speed limit of 60mph and is designated as a Rural Lane (P1/M1) in Hertfordshire County Council's Place & Movement Planning Design Guide (P&MPDG, March 2024).

Policy Review:

Key policy documents used to assess the application are

- National Planning Policy Framework dated (2024)
- National Planning Practice Guidance. (2014)
- Hertfordshire Local Transport Plan 2011-2031
- HCC's Place & Movement Planning Design Guidance adopted in March 2024
- NHDC Local Plan 2011-2031

Accessibility:

Surface Level Pedes/Cyclist Crossing: The applicant failed to address how pedestrians and cyclists will travel to the nearest key services (School /Shops/Bus stop) via Jackson's Lane and The Joint which are lacking from appropriate footways and surface level formal crossings. Pedestrian access to and from the development site should be considered along Jackson's Lane and The Joint.

Improvement of existing bus stops: There is an existing bus stop located within approximately 400 metres walking distance of the site, situated along Brickyard Lane. This bus stop currently serves an infrequent bus service, unmarked and lack of essential infrastructure. Given their proximity to the

site, it is anticipated that these will be the primary stops used by future residents of the proposed development. To support sustainable travel and improve accessibility, the Highway Authority requires this bus stop to be upgraded to include:

- Bus shelters,
- Kassel kerbs for level boarding, and
- Real-Time Information (RTI) screens for passengers.

Vehicular Access:

The access arrangement as shown on the drawing (Ref-S1017 - PL25.P2) is far from ideal due to its larger radii (10.5m). The applicant is advised to resubmit the revised access arrangement, proposing a priority junction (T-junction), in accordance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG), March 2024. The guidance (Part 3, Chapter 2, Paragraph 7 and Chapter 9) states that a simple T-junction is acceptable, with a bell-mouth kerb radius of 4 metres (maximum 6 metres) where a crossover is deemed unsuitable.

Furthermore, the proposed access point must be vehicle-tracked to demonstrate that it can accommodate standard refuse collection vehicles, which are 12.2 metres in length.

Delivery and Service Plan:

The Design and Access Statement (DAS) has failed to provide a robust Delivery and Service Plan for the proposed development. The Highway Authority considers that now and then, the new development will require deliveries and service dropped off such as supermarkets vans and white delivery vans. So, a robust delivery and service plan for the development is required to submit.

Construction Traffic Management Plan:

The purpose of the Construction Traffic Management Plan (CTMP) is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. The completed and signed CTMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. Also, this CTMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard. Therefore, the applicant is advised to prepare a robust construction traffic management plan which need to submit before commencement of the development. A condition will recommend securing such CTMP before commencement of the development.

Conclusion:

In summary, the current planning application raises several significant highway concerns. The proposed layout appears to prioritise the needs of private motor vehicle users, with pedestrian and cyclist infrastructure treated as secondary considerations. This approach is inconsistent with current national and local planning policy.

Paragraphs 115–117 of the National Planning Policy Framework (NPPF, 2024) clearly establish a user hierarchy that places pedestrians first, followed by cyclists, then public transport users. The needs of private motorcar users should be considered last. The NPPF also emphasises (Paragraph 117, pg.33) developments should be located and designed where practical to:

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.

These principles are also reflected in Local Transport Plan 4 (LTP4), which promotes inclusive, sustainable, and safe transport infrastructure.

Based on the current submission, the Highway Authority has no option but to recommend refusal of the application at this stage due to unsustainable development location . However, should the applicant satisfactorily address the highway concerns—particularly those relating to active travel infrastructure, public transport accessibility, —the Highway Authority would be willing to reconsider its position.

Signed

Shamsul Huda

24 July 2025

Appendix B ATC Survey Data



Survey Type: Automatic Traffic Counter

Location: Royston



Charge Surveys Ltd

chargesurveys.co.uk





Survey Type: Automatic Traffic Counter

Location: Royston



Charge Surveys Ltd

chargesurveys.co.uk



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

	Eastbound	Westbound
Total	3119	3332
Mean Speed	40.4	40.5
85%	48	47.9

SPEED LIMIT: NSL

Year	Total	Cu 0	Cu 1	Cu 4	Cu 5	Cu 6	Cu 7	Cu 8	Cu 9	Cu 10	Cu 11	Cu 12	Cu 13	Cu 14	Mean	Var
1990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1991	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.8	0
1992	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1993	1	0	0	1	0	0	0	0	0	0	0	0	0	0	62.8	0
1994	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1996	15	15	0	0	0	0	0	0	0	0	0	0	0	0	61.5	-0.5
1997	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1998	44	44	0	0	0	0	0	0	0	0	0	0	0	0	62.8	-0.6
1999	13	13	4	1	0	0	0	0	0	0	0	0	0	0	62.2	0
2000	23	9	0	4	0	0	0	0	0	0	0	0	0	0	57.7	-0.6
2001	10	2	2	0	0	0	0	0	0	0	0	0	0	0	62.2	0
2002	23	17	0	4	0	0	0	0	0	0	0	0	0	1	58.5	-0.4
2003	38	28	4	2	0	0	0	0	0	0	0	0	0	0	59.3	-0.3
2004	38	28	4	2	0	0	0	0	0	0	0	0	0	0	59.3	-0.3
2005	43	42	0	7	0	0	0	0	0	0	0	0	0	1	59.7	-0.5
2006	40	39	0	7	0	0	0	0	0	0	0	0	0	0	61.6	-0.6
2007	40	32	1	7	0	0	0	0	0	0	0	0	0	0	62.3	0
2008	32	29	0	7	0	0	0	0	0	0	0	0	0	0	64.7	-0.5
2009	32	29	0	7	0	0	0	0	0	0	0	0	0	0	64.7	-0.5
2010	6	6	0	0	0	0	0	0	0	0	0	0	0	0	65.3	0
2011	6	6	0	0	0	0	0	0	0	0	0	0	0	0	65.3	0
85-89	446	324	4	82	2	0	0	2	2	0	0	0	11	1	66.5	-0.5
90-94	446	325	4	88	2	0	0	2	2	0	0	0	11	1	66.5	-0.5
95-99	446	325	4	88	2	0	0	2	2	0	0	0	11	1	66.5	-0.5
2000	446	325	4	88	2	0	0	2	2	0	0	0	11	1	66.5	-0.5

Year	Total	Age											Mean	Var	
		1	2	3	4	5	6	7	8	9	10	11			
1970	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1980	1	1	0	0	0	0	0	0	0	0	0	0	0	25.1	
1990	1	1	0	0	0	0	0	0	0	0	0	0	0	40	
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	43.8	
2010	4	13	0	0	0	0	0	0	0	0	0	0	0	54.2	
2020	27	4	1	0	0	0	0	0	0	0	0	0	0	58.9	
2030	38	6	6	1	0	0	0	0	0	0	0	0	0	62.7	
2040	27	0	0	1	0	0	0	0	0	0	0	0	0	65.3	
1950	33	23	4	0	1	0	0	1	0	0	0	2	0	39.3	
1960	34	23	3	0	0	0	0	0	0	0	0	0	0	40.4	
1970	23	23	1	1	6	0	0	0	0	0	0	0	0	46.3	
1980	23	23	0	0	0	0	0	0	0	0	0	0	0	48.3	
1990	33	28	0	2	1	0	0	1	0	0	0	1	0	50	
2000	47	1	0	0	0	0	0	0	0	0	0	0	0	51.8	
1950	33	28	0	7	0	0	0	0	0	0	0	1	0	42.6	
1960	34	28	0	0	0	0	0	0	0	0	0	0	0	43.8	
1970	47	1	0	0	0	0	0	0	0	0	0	0	0	45.3	
1980	33	24	0	0	0	0	0	0	0	0	0	0	0	46.3	
1990	47	1	0	0	0	0	0	0	0	0	0	0	0	47.3	
2000	5	0	0	0	0	0	0	0	0	0	0	0	0	43	
2010	2	0	0	0	0	0	0	0	0	0	0	0	0	43	
2020	2	0	0	0	0	0	0	0	0	0	0	0	0	43	
85-89	465	250	82	42	2	4	0	1	3	0	0	0	7	2	46.3
90-94	387	22	2	0	0	0	0	0	0	0	0	0	7	2	47.3
95-99	387	3	82	2	4	0	0	0	0	0	0	0	7	2	48.3
2000	465	250	82	42	2	4	0	1	3	0	0	0	7	2	49.3

[illegible][illegible][illegible][illegible]



SITE: ATC - The Joint, Royston

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.010645, -0.013979

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

	Tue 23-Sep	Wed 24-Sep	Thu 25-Sep	Fri 26-Sep	Sat 27-Sep	Sun 28-Sep	Mon 29-Sep	Averages 1-5.	1-7.
Hour									
0000-0100	4	0	1	0	1	2	2	1.4	1.4
0100-0200	2	1	1	2	2	1	0	1.2	1.3
0200-0300	0	0	1	0	0	1	0	0.2	0.3
0300-0400	1	1	1	1	2	0	1	1	1
0400-0500	0	2	1	1	1	0	1	1	0.9
0500-0600	11	13	9	7	2	1	10	10	7.6
0600-0700	13	16	17	11	4	2	21	15.6	12
0700-0800	41	39	35	34	11	8	32	36.2	28.6
0800-0900	37	48	45	47	19	11	54	46.2	37.3
0900-1000	32	33	27	23	40	11	25	28	27.3
1000-1100	18	13	33	25	30	24	30	23.8	24.7
1100-1200	22	22	34	23	36	30	27	25.6	27.7
1200-1300	26	25	29	33	39	32	30	28.6	30.6
1300-1400	32	33	27	37	40	43	26	31	34
1400-1500	32	36	21	30	35	28	27	29.2	29.9
1500-1600	43	51	33	56	19	22	42	45	38
1600-1700	44	32	47	39	15	19	40	40.4	33.7
1700-1800	30	42	40	40	29	26	37	37.8	34.9
1800-1900	21	30	34	29	35	18	31	29	28.3
1900-2000	22	22	26	29	16	11	12	22.2	19.7
2000-2100	13	15	9	9	5	8	12	11.6	10.1
2100-2200	12	9	7	12	7	2	5	9	7.7
2200-2300	5	6	6	4	7	1	12	6.6	5.9
2300-2400	2	1	2	3	5	3	4	2.4	2.9
Totals									
0700-1900	378	404	405	416	348	272	401	400.8	374.9
0600-2200	438	466	464	477	380	295	451	459.2	424.4
0600-0000	445	473	472	484	392	299	467	468.2	433.1
0000-0000	463	490	486	495	400	304	481	483	445.6
AM Peak	700 41	800 48	800 45	800 47	900 40	1100 30	800 54		
PM Peak	1600 44	1500 51	1600 47	1500 56	1300 40	1300 43	1500 42		



SPEC ATC - The Joint, Revision

LOCATION: Attached to Indigene

GRID REFERENCE: S210545 - 0.513079

DIRECTION: WESTWARD

SPEED LIMIT: N/L

23 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 13	Cls 14	Cls 15	Mean	Std
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	20	14	1	7	0	0	0	0	0	0	0	0	0	0	0	0	42.2	46.5
0600	36	30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	42.3	51.3
0700	34	45	0	7	1	1	0	0	0	0	0	0	0	0	0	0	42.1	46.8
0800	39	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	46.3
0900	40	37	0	7	0	0	0	0	0	1	0	0	0	0	1	0	35.5	46.0
1000	42	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	45.3
1100	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	0	41.3	45.2
1200	41	30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	42.1	45.2
1300	40	26	0	7	2	0	0	0	0	0	0	0	0	0	0	0	42.1	45.3
1400	48	41	0	5	0	0	0	0	0	1	0	0	0	0	1	0	35.9	45.3
1500	45	20	0	11	0	0	0	0	0	0	0	0	0	0	0	0	41.3	45.2
1600	38	32	0	6	0	0	0	0	0	0	0	0	0	0	0	0	41.1	47.2
1700	45	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0	41.2	46.2
1800	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	47.2
1900	44	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	36.2	46.3
2000	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
2100	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01-18	442	389	2	59	7	1	0	1	1	2	0	0	0	10	0	0	46.3	46.9
02-22	499	449	0	50	7	1	0	1	1	2	0	0	0	10	0	0	46.3	46.9
03-00	591	497	3	93	7	1	0	1	1	2	0	0	0	10	0	0	46.4	46.9
04-00	591	498	0	93	7	1	0	1	1	2	0	0	0	10	0	0	46.4	46.9

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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 13	Cls 14	Cls 15	Mean	Std
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	46	-
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	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-
0400	3	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.2	46.5
0500	13	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	41.3	45.5
0600	36	32	0	3	1	1	0	0	0	0	0	0	0	0	0	0	41.5	46.7
0700	30	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	40.5	47.2
0800	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	40.5	47.2
0900	39	26	0	13	0	0	0	0	0	0	0	0	0	0	0	0	38.9	46.0
1000	39	24	0	5	0	0	0	0	0	0	0	0	0	0	0	0	39.3	45.9
1100	40	25	0	8	0	0	0	0	0	0	0	0	0	0	0	0	37.2	45.1
1200	34	25	0	4	2	0	0	0	0	1	0	0	0	0	0	0	40.2	47.2
1300	38	33	0	1	1	0	0	0	0	0	0	0	0	0	0	0	40.2	46.4
1400	39	33	0	1	1	0	0	0	0	0	0	0	0	0	0	0	39.3	45.3
1500	39	45	1	6	0	0	0	0	0	1	0	0	0	0	0	0	36	46
1600	38	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	43.8	51.3
1700	46	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	40.2	46.4
1800	34	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	43.8	51.3
1900	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
01-18	442	389	2	59	7	1	0	1	1	2	0	0	0	10	0	0	46.3	46.9
02-22	499	449	0	50	7	1	0	1	1	2	0	0	0	10	0	0	46.3	46.9
03-00	591	497	3	93	7	1	0	1	1	2	0	0	0	10	0	0	46.4	46.9
04-00	591	498	0	93	7	1	0	1	1	2	0	0	0	10	0	0	46.4	46.9

25 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 13	Cls 14	Cls 15	Mean	Std
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	1	1	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	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	44.5	-
0500	29	15	1	1	1	1	0	0	0	0	0	0	0	0	0	0	42.2	46.6
0600	60	35	0	4	0	2	0	3	0	0	0	0	0	0	0	0	40.2	47.4
0700	49	41	0	4	0	2	0	3	0	0	0	0	0	0	0	0	40.1	45.1
0800	30	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	39.6	46.7
0900	30	32	0	7	0	0	0	0	0	0	0	0	0	0	0	0	41.4	46.8
1000	40	33	0	8	0	0	0	0	0	1	1	0	0	0	0	0	39.8	46.8
1100	40	28	0	6	0	0	0	0	0	0	0	0	0	0	0	0	41.8	51.4
1200	33	16	0	2	1	1	0	0	0	0	0	0	0	0	0	0	35.8	46.5
1300	38	31	0	8	0	0	0	0	0	0	0	0	0	0	0	0	42.4	47.6
1400	39	30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	42.8	47.1
1500	48	39	0	5	0	0	0	0	0	0	0	0	0	0	0	0	42.3	50
1600	37	30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	41.5	47.6
1700	37	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.1	51.8
1800	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
1900	9	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	42.7	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
01-18	447	370	0	54	0	0	0	0	0	0	0	0	0	0	0	0	46.4	46.8
02-22	499	449	0	50	0	0	0	0	0	0	0	0	0	0	0	0	46.4	46.8
03-00	595	491	1	87	6	1	0	1	1	1	0	0	0	8	2	0	46.5	46.8
04-00	595	497	1	87	6	0	1	1	1	1	0	0	0	8	2	0	46.5	46.8

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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 13	Cls 14	Cls 15	Mean	Std
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	45.0	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
0200	0	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	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0600	20	10	1	12	0	1	0	0	0	0	0	0	0	0	1	0	42.0	46.5
0700	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.0	47.8
0800	47	41	0	4	1	1	0	0	0	0	0	0	0	0	0	0	38.3	47.1
0900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	47.7
1000	31	26	0	3	1	0	0	0	0	0	0	0	0	0	0	0	36.4	46.1
1100	38	33	0	3	1	0	0	0	0	0	0	0	0	0	0	0	35.1	46.1
1200	38	29	1	7	0	0	0	0	0	0	0	0	1	0	0	0	31.5	30.1
1300	33	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	26.5
1400	30	42	1	6	0	0	0	0	0	0	0	0	0	0	0	0	33.3	47.1
1500	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	47.7
1600	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	0	32.0	33.0
1700	27	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	32.8
1800	35	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.8
1900	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	36.8
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.9
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	33.9
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	33.9
0010	427	364	0	45	6	1	2	2	0	1	0	0	0	0	0	0	42.6	47.8
0110	427	391	0	22	2	0	0	0	0	0	0	0	0	0	0	0	42.6	47.8
0210	427	364	0	45	6	1	2	2	0	1	0	0	0	0	0	0	42.6	47.8
0310	427	364	0	45	6	1	2	2	0	1	0	0	0	0	0	0	42.6	47.8

22 Parameters																								
Time	Time	Total	V0a	V0b	V0c	V0d	V0e	V0f	V0g	V0h	V0i	V0j	V0k	V0l	V0m	V0n	V0o	V0p	V0q	V0r	V0s	V0t	V0u	V0v
Year	Month	Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	0	0	10	18	25	31	37	43	50	56	62	68	74	81	87	94	99	104	109	114	119	124	129	134
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						

[illegible][illegible][illegible]

27 September 2016													
Time	Total	W	N	W	N	W	N	W	N	W	N	W	N
[-]	6	12	18	24	30	36	42	48	54	60	66	72	78
	00	06	12	18	24	30	36	42	48	54	60	66	72
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	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
0130	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
0230	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
0330	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
0430	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
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	0	1	9	8	7	2	0	0	0	0
0630	28	0	0	0	1	11	8	1	0	0	0	0	0
0700	39	1	2	0	1	11	13	6	0	0	0	0	0
0730	40	0	0	0	0	0	0	0	0	0	0	0	0
0800	30	1	0	0	5	8	12	9	3	0	0	0	0
0830	23	1	0	0	0	0	0	0	0	0	0	0	0
0900	30	0	0	0	1	9	12	6	0	0	0	0	0
0930	30	0	0	0	1	9	12	6	0	0	0	0	0
1000	30	0	0	0	1	9	12	6	0	0	0	0	0
1030	30	0	0	0	1	9	12	6	0	0	0	0	0
1100	30	0	0	0	1	9	12	6	0	0	0	0	0
1130	30	0	0	0	1	9	12	6	0	0	0	0	0
1200	30	0	0	0	1	9	12	6	0	0	0	0	0
1230	30	0	0	0	1	9	12	6	0	0	0	0	0
1300	30	0	0	0	1	9	12	6	0	0	0	0	0
1330	30	0	0	0	1	9	12	6	0	0	0	0	0
1400	30	0	0	0	1	9	12	6	0	0	0	0	0
1430	30	0	0	0	1	9	12	6	0	0	0	0	0
1500	30	0	0	0	1	9	12	6	0	0	0	0	0
1530	30	0	0	0	1	9	12	6	0	0	0	0	0
1600	30	0	0	0	1	9	12	6	0	0	0	0	0
1630	30	0	0	0	1	9	12	6	0	0	0	0	0
1700	30	0	0	0	1	9	12	6	0	0	0	0	0
1730	30	0	0	0	1	9	12	6	0	0	0	0	0
1800	30	0	0	0	1	9	12	6	0	0	0	0	0
1830	30	0	0	0	1	9	12	6	0	0	0	0	0
1900	30	0	0	0	1	9	12	6	0	0	0	0	0
1930	30	0	0	0	1	9	12	6	0	0	0	0	0</

28 September 2012															
Time	Total	0	1	2	3	4	5	6	7	8	9	10	11	12	13
h	m	s	s	s	s	s	s	s	s	s	s	s	s	s	s
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0005	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0
0010	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0020	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0025	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0035	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0040	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0050	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0055	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	24	0	0	0	1	3	8	4	3	3	0	0	0	0	0
0105	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0110	32	2	1	0	0	0	13	8	4	0	0	0	0	0	0
0115	31	1	0	0	0	0	13	8	4	0	0	0	0	0	0
0120	31	1	0	0	0	0	13	8	4	0	0	0	0	0	0
0125	31	1	0	0	0	0	13	8	4	0	0	0	0	0	0
0130	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0135	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0140	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0145	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0150	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0155	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0200	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0205	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0210	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0215	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0220	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0225	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0230	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0235	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0240	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0245	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0250	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0255	25	0	0	0	0	1	6	8	9	0	2	0	0	0	0
0300	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0305	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0310	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0320	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0325	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0335	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0340	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0350	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0355	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0405	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0410	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0420	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0425	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0435	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0440	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0450	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0455	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0505	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0510	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0520	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0525	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0535	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0540	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0550	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0555	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0605	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0610	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0620	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0625	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0635	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0640	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0650	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0655	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0705	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0710	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0720	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0725	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0735	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0740	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0750	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0755	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0805	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0810	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0825	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0835	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0840	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0910	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0920	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0925	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0940	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945															

29 September 2023																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	Total	10a	11a	12a	13a	14a	15a	16a	17a	18a	19a	20a	21a	22a	23a	24a	25a	26a	27a	28a	29a	30a	31a	32a	33a	34a	35a	36a	37a	38a	39a	40a	41a	42a	43a	44a	45a	46a	47a	48a	49a	50a	51a	52a	53a	54a	55a	56a	57a	58a	59a	60a	61a	62a	63a	64a	65a	66a	67a	68a	69a	70a	71a	72a	73a	74a	75a	76a	77a	78a	79a	80a	81a	82a	83a	84a	85a	86a	87a	88a	89a	90a	91a	92a	93a	94a	95a	96a	97a	98a	99a	100a	101a	102a	103a	104a	105a	106a	107a	108a	109a	110a	111a	112a	113a	114a	115a	116a	117a	118a	119a	120a	121a	122a	123a	124a	125a	126a	127a	128a	129a	130a	131a	132a	133a	134a	135a	136a	137a	138a	139a	140a	141a	142a	143a	144a	145a	146a	147a	148a	149a	150a	151a	152a	153a	154a	155a	156a	157a	158a	159a	160a	161a	162a	163a	164a	165a	166a	167a	168a	169a	170a	171a	172a	173a	174a	175a	176a	177a	178a	179a	180a	181a	182a	183a	184a	185a	186a	187a	188a	189a	190a	191a	192a	193a	194a	195a	196a	197a	198a	199a	200a	201a	202a	203a	204a	205a	206a	207a	208a	209a	210a	211a	212a	213a	214a	215a	216a	217a	218a	219a	220a	221a	222a	223a	224a	225a	226a	227a	228a	229a	230a	231a	232a	233a	234a	235a	236a	237a	238a	239a	240a	241a	242a	243a	244a	245a	246a	247a	248a	249a	250a	251a	252a	253a	254a	255a	256a	257a	258a	259a	260a	261a	262a	263a	264a	265a	266a	267a	268a	269a	270a	271a	272a	273a	274a	275a	276a	277a	278a	279a	280a	281a	282a	283a	284a	285a	286a	287a	288a	289a	290a	291a	292a	293a	294a	295a	296a	297a	298a	299a	300a	301a	302a	303a	304a	305a	306a	307a	308a	309a	310a	311a	312a	313a	314a	315a	316a	317a	318a	319a	320a	321a	322a	323a	324a	325a	326a	327a	328a	329a	330a	331a	332a	333a	334a	335a	336a	337a	338a	339a	340a	341a	342a	343a	344a	345a	346a	347a	348a	349a	350a	351a	352a	353a	354a	355a	356a	357a	358a	359a	360a	361a	362a	363a	364a	365a	366a	367a	368a	369a	370a	371a	372a	373a	374a	375a	376a	377a	378a	379a	380a	381a	382a	383a	384a	385a	386a	387a	388a	389a	390a	391a	392a	393a	394a	395a	396a	397a	398a	399a	400a	401a	402a	403a	404a	405a	406a	407a	408a	409a	410a	411a	412a	413a	414a	415a	416a	417a	418a	419a	420a	421a	422a	423a	424a	425a	426a	427a	428a	429a	430a	431a	432a	433a	434a	435a	436a	437a	438a	439a	440a	441a	442a	443a	444a	445a	446a	447a	448a	449a	450a	451a	452a	453a	454a	455a	456a	457a	458a	459a	460a	461a	462a	463a	464a	465a	466a	467a	468a	469a	470a	471a	472a	473a	474a	475a	476a	477a	478a	479a	480a	481a	482a	483a	484a	485a	486a	487a	488a	489a	490a	491a	492a	493a	494a	495a	496a	497a	498a	499a	500a	501a	502a	503a	504a	505a	506a	507a	508a	509a	510a	511a	512a	513a	514a	515a	516a	517a	518a	519a	520a	521a	522a	523a	524a	525a	526a	527a	528a	529a	530a	531a	532a	533a	534a	535a	536a	537a	538a	539a	540a	541a	542a	543a	544a	545a	546a	547a	548a	549a	550a	551a	552a	553a	554a	555a	556a	557a	558a	559a	560a	561a	562a	563a	564a	565a	566a	567a	568a	569a	570a	571a	572a	573a	574a	575a	576a	577a	578a	579a	580a	581a	582a	583a	584a	585a	586a	587a	588a	589a	590a	591a	592a	593a	594a	595a	596a	597a	598a	599a	600a	601a	602a	603a	604a	605a	606a	607a	608a	609a	610a	611a	612a	613a	614a	615a	616a	617a	618a	619a	620a	621a	622a	623a	624a	625a	626a	627a	628a	629a	630a	631a	632a	633a	634a	635a	636a	637a	638a	639a	640a	641a	642a	643a	644a	645a	646a	647a	648a	649a	650a	651a	652a	653a	654a	655a	656a	657a	658a	659a	660a	661a	662a	663a	664a	665a	666a	667a	668a	669a	670a	671a	672a	673a	674a	675a	676a	677a	678a	679a	680a	681a	682a	683a	684a	685a	686a	687a	688a	689a	690a	691a	692a	693a	694a	695a	696a	697a	698a	699a	700a	701a	702a	703a	704a	705a	706a	707a	708a	709a	710a	711a	712a	713a	714a	715a	716a	717a	718a	719a	720a	721a	722a	723a	724a	725a	726a	727a	728a	729a	730a	731a	732a	733a	734a	735a	736a	737a	738a	739a	740a	741a	742a	743a	744a	745a	746a	747a	748a	749a	750a	751a	752a	753a	754a	755a	756a	757a	758a	759a	760a	761a	762a	763a	764a	765a	766a	767a	768a	769a	770a	771a	772a	773a	774a	775a	776a	777a	778a	779a	780a	781a	782a	783a	784a	785a	786a	787a	788a	789a	790a	791a	792a	793a	794a	795a	796a	797a	798a	799a	800a	801a	802a	803a	804a	805a	806a	807a	808a	809a	810a	811a	812a	813a	814a	815a	816a	817a	818a	819a	820a	821a	822a	823a	824a	825a	826a	827a	828a	829a	830a	831a	832a	833a	834a	835a	836a	837a	838a	839a	840a	841a	842a	843a	844a	845a	846a	847a	848a	849a	850a	851a	852a	853a	854a	855a	856a	857a	858a	859a	860a	861a	862a	863a	864a	865a	866a	867a	868a	869a	870a	871a	872a	873a	874a	875a	876a	877a	878a	879a	880a	881a	882a	883a	884a	885a	886a	887a	888a	889a	890a	891a	892a	893a	894a	895a	896a	897a	898a	899a	900a	901a	902a	903a	904a	905a	906a	907a	908a	909a	910a	911a	912a	913a	914a	915a	916a	917a	918a	919a	920a	921a	922a	923a	924a	925a	926a	927a	928a	929a	930a	931a	932a	933a	934a	935a	936a	937a	938a	939a	940a	941a	942a	943a	944a	945a	946a	947a	948a	949a	950a	951a	952a	953a	954a	955a	956a	957a	958a	959a	960a	961a	962a	963a	964a	965a	966a	967a	968a	969a	970a	971a	972a	973a	974a	975a	976a	977a	978a	979a	980a	981a	982a	983a	984a	985a	986a	987a	988a	989a	990a	991a	992a	993a	994a	995a	996a	997a	998a	999a	1000a
0000	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																								

Time	Total	Vbin 6	Vbin 12	Vbin 18	Vbin 24	Vbin 30	Vbin 36	Vbin 42	Vbin 48	Vbin 54	Vbin 60	Vbin 66	Vbin 72	Vbin 78	Vbin 84	Vbin 90	Vbin 96	Mean	Vpp
[-	3332	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	49.5	95



SITE: ATC - The Joint, Royston

LOCATION: Attached to hedgerow

GRID REFERENCE: 52.010645, -0.013979

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Tue 23-Sep	Wed 24-Sep	Thu 25-Sep	Fri 26-Sep	Sat 27-Sep	Sun 28-Sep	Mon 29-Sep	Averages 1-5.	1-7.
Hour									
0000-0100	1	2	0	1	2	3	1	1	1.4
0100-0200	0	0	0	1	1	4	1	0.4	1
0200-0300	0	0	0	0	0	0	1	0.2	0.1
0300-0400	1	2	1	0	0	1	1	1	0.9
0400-0500	0	3	0	1	1	1	1	1	1
0500-0600	8	18	6	6	2	1	8	9.2	7
0600-0700	22	20	29	25	9	4	29	25	19.7
0700-0800	45	38	42	43	14	5	45	42.6	33.1
0800-0900	54	61	50	47	24	24	50	52.4	44.3
0900-1000	29	32	35	30	28	25	30	31.2	29.9
1000-1100	46	31	32	31	42	31	23	32.6	33.7
1100-1200	32	29	30	36	39	32	27	30.8	32.1
1200-1300	40	35	43	38	41	34	34	38	37.9
1300-1400	23	34	35	18	39	25	19	25.8	27.6
1400-1500	31	35	23	37	23	33	30	31.2	30.3
1500-1600	48	49	39	50	30	29	48	46.8	41.9
1600-1700	41	53	46	40	34	20	44	44.8	39.7
1700-1800	38	44	48	40	26	21	48	43.6	37.9
1800-1900	15	24	24	27	23	15	17	21.4	20.7
1900-2000	16	16	17	30	9	7	20	19.8	16.4
2000-2100	14	6	9	15	5	3	5	9.8	8.1
2100-2200	2	7	9	9	5	4	7	6.8	6.1
2200-2300	2	8	3	1	9	2	2	3.2	3.9
2300-2400	3	1	1	1	1	0	2	1.6	1.3
Totals									
0700-1900	442	465	447	437	363	294	415	441.2	409
0600-2200	496	514	511	516	391	312	476	502.6	459.4
0600-0000	501	523	515	518	401	314	480	507.4	464.6
0000-0000	511	548	522	527	407	324	493	520.2	476
AM Peak	800 54	800 61	800 50	800 47	1000 42	1100 32	800 50		
PM Peak	1500 48	1600 53	1700 48	1500 50	1200 41	1200 34	1700 48		

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

	Eastbound	Westbound
Total	768	736
Mean Speed	21.2	20
85%	27.3	26.7

DIRECTION: EASTBOUND

DIRECTION: EASTBOUND

DIRECTION: EASTBOUND

DIRECTION: EASTBOUND SPEED LIMIT: 30

[illegible]

24 September 2021

[illegible]

25 September 2022

[illegible]

26 September 2023

[illegible]

27 September 2024

Time	Total	Ch 1	2	3	Ch 4	5	6	7	8	9	Ch 10	11	12	13	14	15	Notes	Yes	No
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0025	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0035	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0040	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0050	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0055	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0105	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0110	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0120	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0125	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0135	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0140	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0150	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0155	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	70	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0205	68	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0210	68	79	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	-	-
0215	68	79	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	-	-
0220	68	79	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	-	-
0225	68	79	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	-	-
0230	68	79	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	-	-
0235	68	79	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	-	-

28 September 2024

[illegible]

29 September 2021

[illegible]

21 September 2018													
Time	Total	V0h	V0v	V1h	V1v	V2h	V2v	V3h	V3v	V4h	V4v	V5h	V5v
		0	1	2	3	4	5	6	7	8	9	10	11
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	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
0130	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
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	1	0	0	0	0	0	0	0	0
0330	2	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	0	0	0	0	0
0430	16	0	3	3	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0630	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
0730	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
0830	10	1	2	4	2	1	0	0	0	0	0	0	0
0900	10	1	2	4	2	1	0	0	0	0	0	0	0
0930	10	1	2	4	2	1	0	0	0	0	0	0	0
1000	10	1	2	4	2	1	0	0	0	0	0	0	0
1030	10	1	2	4	2	1	0	0	0	0	0	0	0
1100	10	1	2	4	2	1	0	0	0	0	0	0	0
1130	10	1	2	4	2	1	0	0	0	0	0	0	0
1200	10	1	2	4	2	1	0	0	0	0	0	0	0
1230	10	1	2	4	2	1	0	0	0	0	0	0	0
1300	10	1	2	4	2	1	0	0	0	0	0	0	0
1330	10	1	2	4	2	1	0	0	0	0	0	0	0
1400	10	1	2	4	2	1	0	0	0	0	0	0	0
1430	10	1	2	4	2	1	0	0	0	0	0	0	0
1500	10	1	2	4	2	1	0	0	0	0	0	0	0
1530	10	1	2	4	2	1	0	0	0	0	0	0	0
1600	10	1	2	4	2	1	0	0	0	0	0	0	0
1630	10	1	2	4	2	1	0	0	0	0	0	0	0
1700	10	1	2	4	2	1	0	0	0	0	0	0	0
1730	10	1	2	4	2	1	0	0	0	0	0	0	0
1800	10	1	2	4	2	1	0	0	0	0	0	0	0
1830	10	1	2	4	2	1	0	0	0	0	0	0	0
1900	10	1	2	4	2	1	0	0	0	0	0	0	0
1930	10	1	2	4	2	1	0	0	0	0	0	0	0
2000	10	1	2	4	2	1	0	0	0	0	0	0	0
2030	10	1	2	4	2	1	0	0	0	0	0	0	0
2100	10	1	2	4	2	1	0	0	0	0	0	0	0
2130	10	1	2	4	2	1	0	0	0	0	0	0	0
2200	10	1	2	4	2	1	0	0	0	0	0	0	0
2230	10	1	2	4	2	1	0	0	0	0	0	0	0
2300	10	1	2	4	2	1	0	0	0	0	0	0	0
2330	10	1	2	4	2	1	0	0	0	0	0	0	0
2400	10	1	2	4	2	1	0	0	0	0	0	0	0
2430	10	1	2	4	2	1	0	0	0	0	0	0	0
2500	10	1	2	4	2	1	0	0	0	0	0	0	0
2530	10	1	2	4	2	1	0	0	0	0	0	0	0
2600	10	1	2	4	2	1	0	0	0	0	0	0	0
2630	10	1	2	4	2	1	0	0	0	0	0	0	0
2700	10	1	2	4	2	1	0	0	0	0	0	0	0
2730	10	1	2	4	2	1	0	0	0	0	0	0	0
2800	10	1	2	4	2	1	0	0	0	0	0	0	0
2830	10	1	2	4	2	1	0	0	0	0	0	0	0
2900	10	1	2	4	2	1	0	0	0	0	0	0	0
2930	10	1	2	4	2	1	0	0	0	0	0	0	0
3000	10	1	2	4	2	1	0	0	0	0	0	0	0
3030	10	1	2	4	2	1	0	0	0	0	0	0	0
3100	10	1	2	4	2	1	0	0	0	0	0	0	0
3130	10	1	2	4	2	1	0	0	0	0	0	0	0
3200	10	1	2	4	2	1	0	0	0	0	0	0	0
3230	10	1	2	4	2	1	0	0	0	0	0	0	0
3300	10	1	2	4	2	1	0	0	0	0	0	0	0
3330	10	1	2	4	2	1	0	0	0	0	0	0	0
3400	10	1	2	4	2	1	0	0	0	0	0	0	0
3430	10	1	2	4	2	1	0	0	0	0	0	0	0
3500	10	1	2	4	2	1	0	0	0	0	0	0	0
3530	10	1	2	4	2	1	0	0	0	0	0	0	0
3600	10	1	2	4	2	1	0	0	0	0	0	0	0
3630	10	1	2	4	2	1	0	0	0	0	0	0	0
3700	10	1	2	4	2	1	0	0	0	0	0	0	0
3730	10	1	2	4	2	1	0	0	0	0	0	0	0
3800	10	1	2	4	2	1	0	0	0	0	0	0	0
3830	10	1	2	4	2	1	0	0	0	0	0	0	0
3900	10	1	2	4	2	1	0	0	0	0	0	0	0
3930	10	1	2	4	2	1	0	0	0	0	0	0	0
4000	10	1	2	4	2	1	0	0	0	0	0	0	0
4030	10	1	2	4	2	1	0	0	0	0	0	0	0
4100	10	1	2	4	2	1	0	0	0	0	0	0	0
4130	10	1	2	4	2	1	0	0	0	0	0	0	0
4200	10	1	2	4	2	1	0	0	0	0	0	0	0
4230	10	1	2	4	2	1	0	0	0	0	0	0	0
4300	10	1	2	4	2	1	0	0	0	0	0	0	0
4330	10	1	2	4	2	1	0	0	0	0	0	0	0
4400	10	1	2	4	2	1	0	0	0	0	0	0	0
4430	10	1	2	4	2	1	0	0	0	0	0	0	0
4500	10	1	2	4	2	1	0	0	0	0	0	0	0
4530	10	1	2	4	2	1	0	0	0	0	0	0	0
4600	10	1	2	4	2	1	0	0	0	0	0	0	0
4630	10	1	2	4	2	1	0	0	0	0	0	0	0
4700	10	1	2	4	2	1	0	0	0	0	0	0	0
4730	10	1	2	4	2	1	0	0	0	0	0	0	0
4800	10	1	2	4	2	1	0	0	0	0	0	0	0
4830	10	1	2	4	2	1	0	0	0	0	0	0	0
4900	10	1	2	4	2	1	0	0	0	0	0	0	0
4930	10	1	2	4	2	1	0	0	0	0	0	0	0
5000	10	1	2	4	2	1	0	0	0	0	0	0	0
5030	10	1	2	4	2	1	0	0	0	0	0	0	0
5100	10	1	2	4	2	1	0	0	0	0	0	0	0
5130	10	1	2	4	2	1	0	0	0	0	0	0	0
5200	10	1	2	4	2	1	0	0	0	0	0	0	0
5230	10	1	2	4	2	1	0	0	0	0	0	0	0
5300	10	1	2	4	2	1	0	0	0	0	0	0	0
5330	10	1	2	4	2	1	0	0	0	0	0	0	0
5400	10	1	2	4	2	1	0	0	0	0	0	0	0
5430	10	1	2	4	2	1	0	0	0	0	0	0	0
5500	10	1	2	4	2	1	0	0	0	0	0	0	0
5530	10	1	2	4	2	1	0	0	0	0	0	0	0
5600	10	1	2	4	2	1	0	0	0	0	0	0	0
5630	10	1	2	4	2	1	0	0	0	0	0	0	0
5700	10	1	2	4	2	1	0	0	0	0	0	0	0
5730	10	1	2	4	2	1	0	0	0	0	0	0	0
5800	10	1	2	4	2	1	0	0	0	0	0	0	0
5830	10	1	2	4	2	1	0	0	0	0	0	0	0
5900	10	1	2	4	2	1	0	0	0	0	0	0	0
5930	10	1	2	4	2	1	0	0	0	0	0	0	0
6000	10	1	2	4	2	1	0	0	0	0	0	0	0
6030	10	1	2	4	2	1	0	0	0	0	0	0	0
6100	10	1	2	4	2	1	0	0	0	0	0	0	0
6130	10	1	2	4	2	1	0	0	0	0	0	0	0
6200	10	1	2	4	2	1	0	0	0	0	0	0	0
6230	10	1	2	4	2	1	0	0	0	0	0	0	0
6300	10	1	2	4	2	1	0	0	0	0	0	0	0
6330	10	1	2	4	2	1	0	0	0	0	0	0	0
6400	10	1	2	4	2	1	0	0	0	0	0	0	0
6430	10	1	2	4	2	1	0	0	0	0	0	0	0
6500	10	1	2	4	2	1	0	0	0	0	0	0	0
6530	10	1	2	4	2	1	0	0	0	0	0	0	0
6600	10	1	2	4	2	1							

[illegible]

25 September 2025															
Time	Total	Vin 1	Vin 2	Vin 3	Vin 4	Vin 5	Vin 6	Vin 7	Vin 8	Vin 9	Vin 10	Vin 11	Vin 12	Mean	Stdev
[-]															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0005	1	1	0	0	0	0	0	0	0	0	0	0	0	0.21	0
0010	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0040	2	2	1	0	0	0	0	0	0	0	0	0	0	0.54	0
0045	24	22	13	1	1	0	0	0	0	0	0	0	0	0.72	0.18
0050	6	6	1	0	0	0	0	0	0	0	0	0	0	0.25	0
0055	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	4	3	3	1	0	0	0	0	0	0	0	0	0.38	0
0105	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0110	1300	4	0	1	2	1	0	0	0	0	0	0	0	0.10	0
0115	4	4	3	1	0	0	0	0	0	0	0	0	0	0.33	0
0120	1600	36	0	0	0	1	0	0	0	0	0	0	0	0.17	0
0125	1600	36	0	0	0	1	0	0	0	0	0	0	0	0.17	0.27
0130	1600	36	0	0	0	1	0	0	0	0	0	0	0	0.17	0.27
0135	1800	7	0	1	5	2	1	0	0	0	0	0	0	0.24	0
0140	1800	4	0	3	4	0	0	0	0	0	0	0	0	0.18	0
0145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0150	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0155	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0205	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0210	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0215	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0220	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0225	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0230	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0235	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0240	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0245	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0250	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46
0255	146	10	0	0	0	0	0	0	0	0	0	0	0	0.53	0.46

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Grand Total																			
Time [-	Total	Vbin 6	Vbin 12	Vbin 18	Vbin 24	Vbin 30	Vbin 36	Vbin 42	Vbin 48	Vbin 54	Vbin 60	Vbin 66	Vbin 72	Vbin 78	Vbin 84	Vbin 90	Vbin 96	Mean	Vpp 95
-	768	87	124	154	166	144	6	4	30	56	62	68	75	81	87	93	99	54.3	95



SITE: ATC - Jacksons Lane, Royston

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.008998, -0.014344

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Tue 23-Sep	Wed 24-Sep	Thu 25-Sep	Fri 26-Sep	Sat 27-Sep	Sun 28-Sep	Mon 29-Sep	Averages 1-5.	1-7.
Hour									
0000-0100	0	0	0	0	0	0	0	0	0
0100-0200	0	0	1	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	2	0	0	0	1	0	1	0.6	0.6
0700-0800	2	0	2	1	1	0	3	1.6	1.3
0800-0900	22	27	24	30	4	0	33	27.2	20
0900-1000	6	9	6	2	8	1	4	5.4	5.1
1000-1100	6	3	5	11	4	5	7	6.4	5.9
1100-1200	2	5	7	9	6	5	2	5	5.1
1200-1300	7	4	4	3	8	8	7	5	5.9
1300-1400	6	4	4	6	11	8	8	5.6	6.7
1400-1500	9	9	3	5	6	3	3	5.8	5.4
1500-1600	20	24	20	26	5	4	24	22.8	17.6
1600-1700	16	15	19	8	9	6	14	14.4	12.4
1700-1800	12	8	5	9	5	6	9	8.6	7.7
1800-1900	3	8	7	6	5	1	8	6.4	5.4
1900-2000	9	2	4	7	2	1	4	5.2	4.1
2000-2100	3	7	1	3	1	0	2	3.2	2.4
2100-2200	3	0	3	3	4	1	0	1.8	2
2200-2300	1	0	3	2	3	0	1	1.4	1.4
2300-2400	1	0	1	0	1	0	0	0.4	0.4
Totals									
0700-1900	111	116	106	116	72	47	122	114.2	98.6
0600-2200	128	125	114	129	80	49	129	125	107.7
0600-0000	130	125	118	131	84	49	130	126.8	109.6
0000-0000	130	125	119	131	84	49	130	127	109.7
AM Peak	800 22	800 27	800 24	800 30	900 8	1100 5	800 33		
PM Peak	1500 20	1500 24	1500 20	1500 26	1300 11	1300 8	1500 24		

DIRECTION: WESTBOUND

DIRECTION: WESTBOUND SPEED LIMIT: 30

23 September 2025

[illegible]

24 September 2015

[illegible]

25 September 2023

[illegible]

26 September 2024

[illegible]

27 September 2024

[illegible]

28 September 2024

[illegible]

29 September 2015

[illegible]

DIRECTION: WESTBOUND

SPEED LIMIT: 30

23 September 2021

[illegible]

24 September 2021

[illegible]

25 September 2022

[illegible]

26 September 2021

Time	Total	Var 4	Var 15	Var 20	Var 25	Var 31	Var 36	Var 40	Var 42	Var 48	Var 51	Var 57	Var 65	Var 68	Var 69
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	1	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	32	18	3	7	2	0	0	0	0	0	0	0	0	0	0
0800	5	0	1	1	2	0	0	0	0	0	0	0	0	0	0
0900	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	7	1	3	0	0	0	0	0	0	0	0	0	0	0
1100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	2	1	1	1	0	0	0	0	0	0	0	0	0	0
1300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	7	0	3	2	2	0	0	0	0	0	0	0	0	0	0
1700	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1900	4	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	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
2400	107	26	4	40	34	0	0	0	0	0	0	0	0	0	0
00-01	88	18	4	32	24	0	0	0	0	0	0	0	0	0	0
01-02	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
02-03	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
03-04	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
04-05	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
05-06	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
06-07	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
07-08	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
08-09	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
09-10	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
10-11	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0
11-12	120	26	42	34	23	3	1	0	0	0	0	0	0	0	0

27 September 2021

[illegible]

28 September 2021

[illegible]

29 September 2021

[illegible]

Grand Total

[illegible]



SITE: ATC - Jacksons Lane, Royston

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.008998, -0.014344

DIRECTION: WESTBOUND

SPEED LIMIT: 30

	Tue 23-Sep	Wed 24-Sep	Thu 25-Sep	Fri 26-Sep	Sat 27-Sep	Sun 28-Sep	Mon 29-Sep	Averages 1-5.	1-7.
Hour									
0000-0100	0	0	1	0	0	2	1	0.4	0.6
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	1	0	0	0	0	0	0	0.2	0.1
0400-0500	1	0	0	1	0	0	0	0.4	0.3
0500-0600	0	0	1	0	1	1	0	0.2	0.4
0600-0700	2	5	3	2	1	0	3	3	2.3
0700-0800	9	7	8	4	2	0	9	7.4	5.6
0800-0900	29	30	22	32	5	4	24	27.4	20.9
0900-1000	10	7	3	8	9	5	8	7.2	7.1
1000-1100	3	4	5	5	6	10	5	4.4	5.4
1100-1200	6	5	5	15	4	1	3	6.8	5.6
1200-1300	3	5	4	6	8	5	10	5.6	5.9
1300-1400	9	5	4	3	6	4	9	6	5.7
1400-1500	11	7	2	12	10	3	4	7.2	7
1500-1600	13	20	13	13	3	8	14	14.6	12
1600-1700	8	5	11	7	9	3	9	8	7.4
1700-1800	7	8	8	7	5	2	7	7.4	6.3
1800-1900	2	5	5	5	6	3	2	3.8	4
1900-2000	3	1	6	3	1	4	4	3.4	3.1
2000-2100	2	4	1	4	3	1	0	2.2	2.1
2100-2200	1	1	1	0	6	1	0	0.6	1.4
2200-2300	1	0	1	2	5	0	0	0.8	1.3
2300-2400	2	0	0	1	1	0	0	0.6	0.6
Totals									
0700-1900	110	108	90	117	73	48	104	105.8	92.9
0600-2200	118	119	101	126	84	54	111	115	101.9
0600-0000	121	119	102	129	90	54	111	116.4	103.7
0000-0000	123	119	104	130	91	57	112	117.6	105.1
AM Peak	800 29	800 30	800 22	800 32	900 9	1000 10	800 24		
PM Peak	1500 13	1500 20	1500 13	1500 13	1400 10	1500 8	1500 14		

Appendix C PIC Data

Personal Injury Road Traffic Collisions Reed



Legend

CollisionsBySeverity

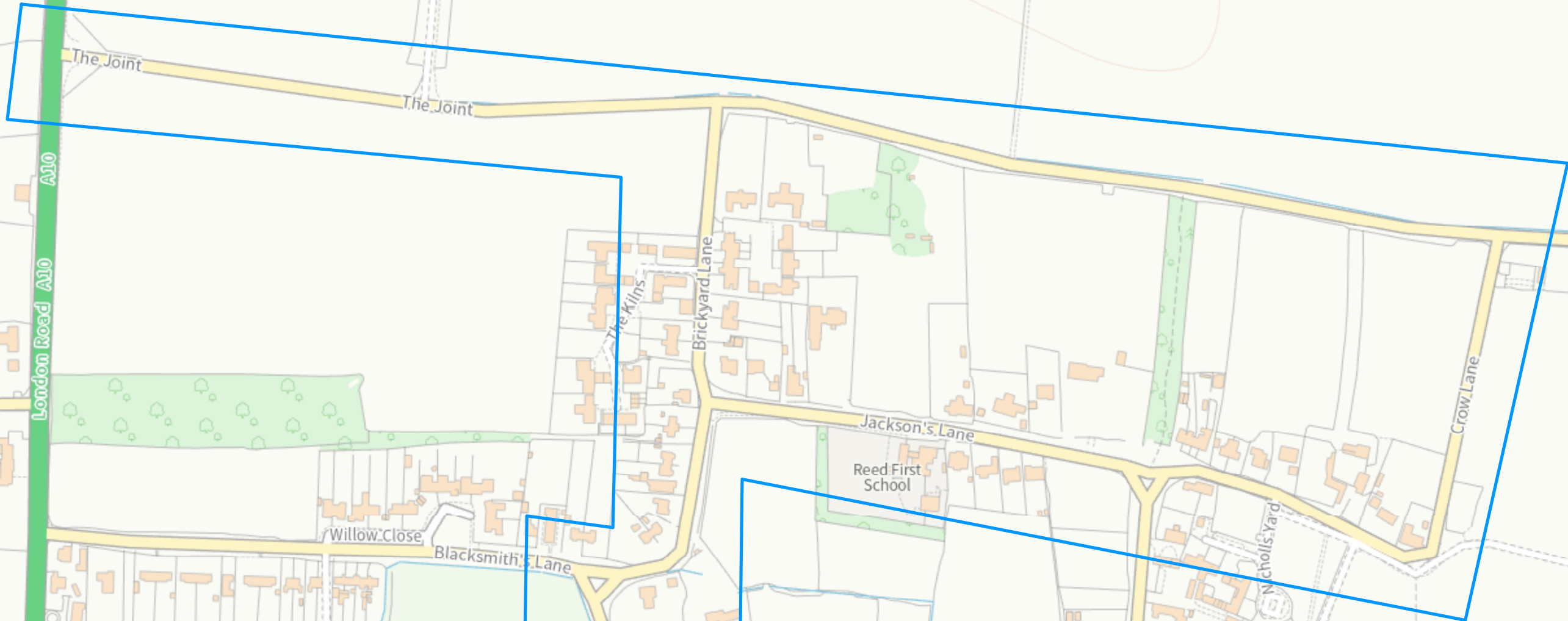
01/01/2020 to 31/12/2024, inc

Fatal

Serious

Slight

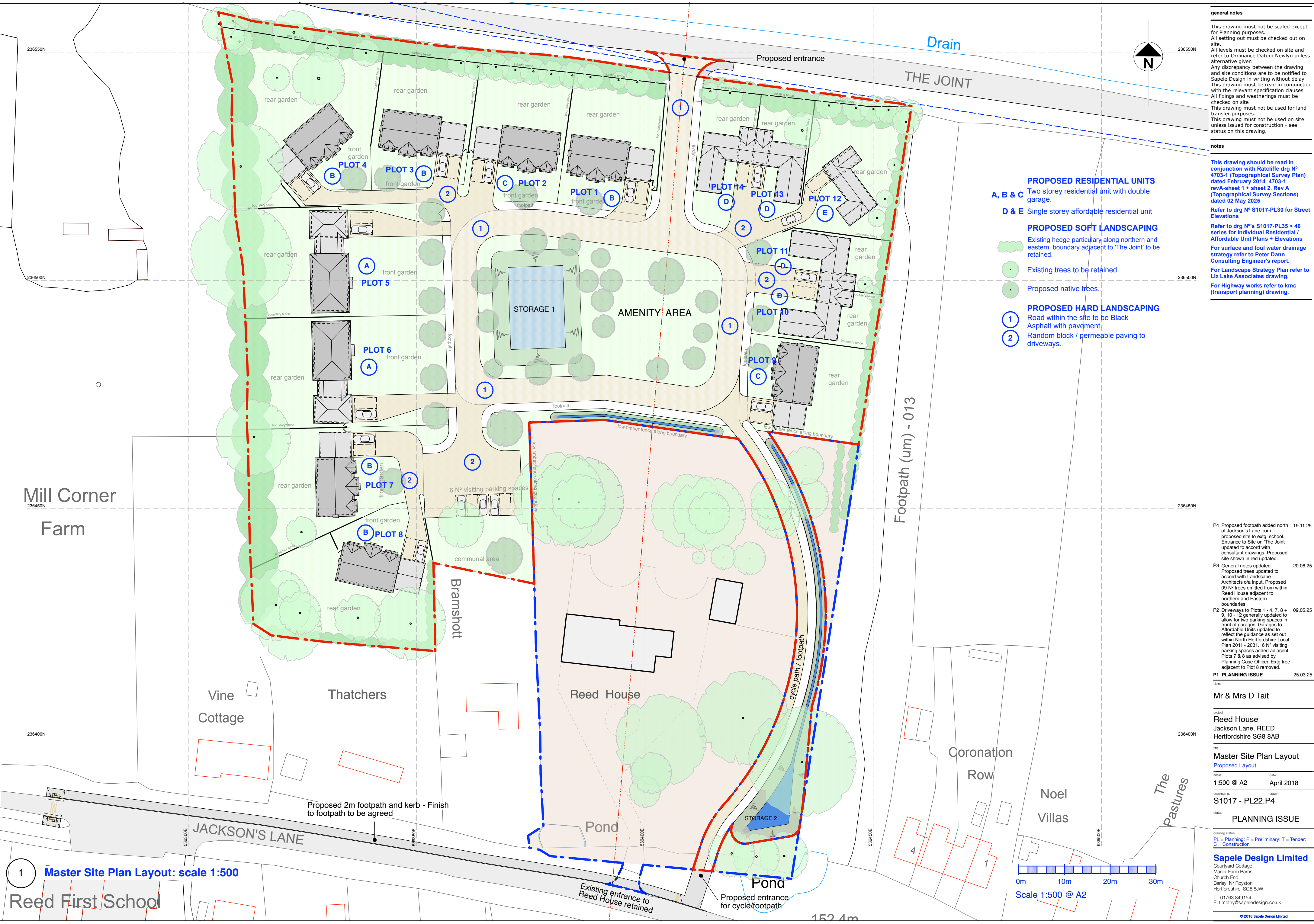
Buff27521



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Ref: 27521			
	Prepared	Checked	Approved
Initials	LM	LM	
Date	01/09/2025	01/09/2025	

Appendix D Proposed Site Layout



general notes

This drawing must not be scaled except for Planning purposes.
All setting out must be checked out on site.
All levels must be checked on site and refer to Ordnance Datum Newlyn unless alternative given.
Any discrepancy between the drawing and site conditions are to be notified to Sapele Design in writing without delay.
This drawing must be read in conjunction with the relevant specification clauses.
All fixings and weatherings must be checked on site.
This drawing must not be used for land transfer purposes.
This drawing must not be used on site unless issued for construction - see status on this drawing.

notes

This drawing should be read in conjunction with Ratcliffe drg N° 4703-1 (Topographical Survey Plan) dated February 2014 4703-1 revA-sheet 1 + sheet 2, Rev A (Topographical Survey Sections) dated 02 May 2025

Refer to drg N° S1017-PL30 for Street Elevations

Refer to drg N°s S1017-PL35 + 46 series for Individual Residential / Affordable Unit Plans + Elevations

For surface and foul water drainage strategy refer to Peter Dann Consulting Engineer's report.

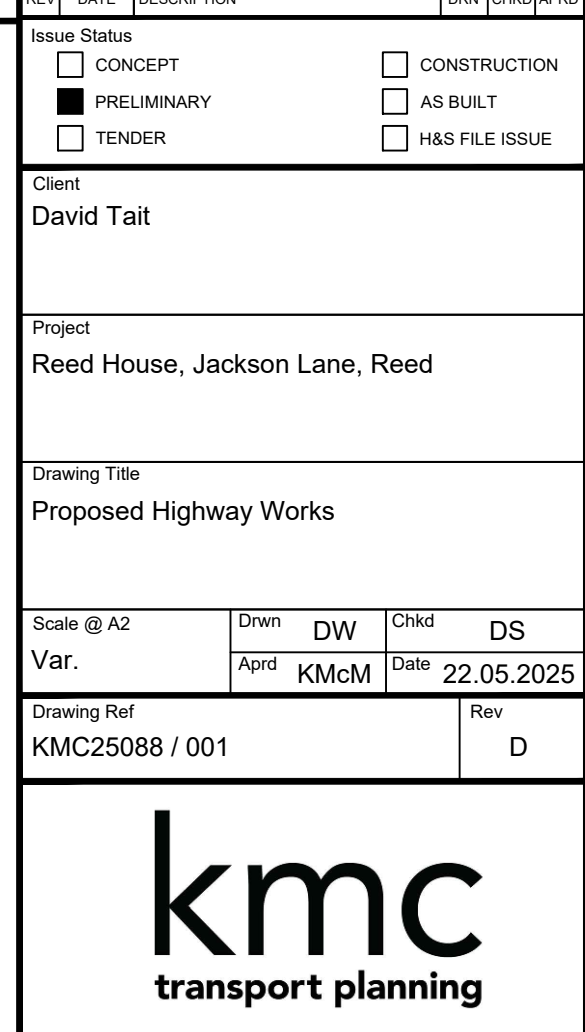
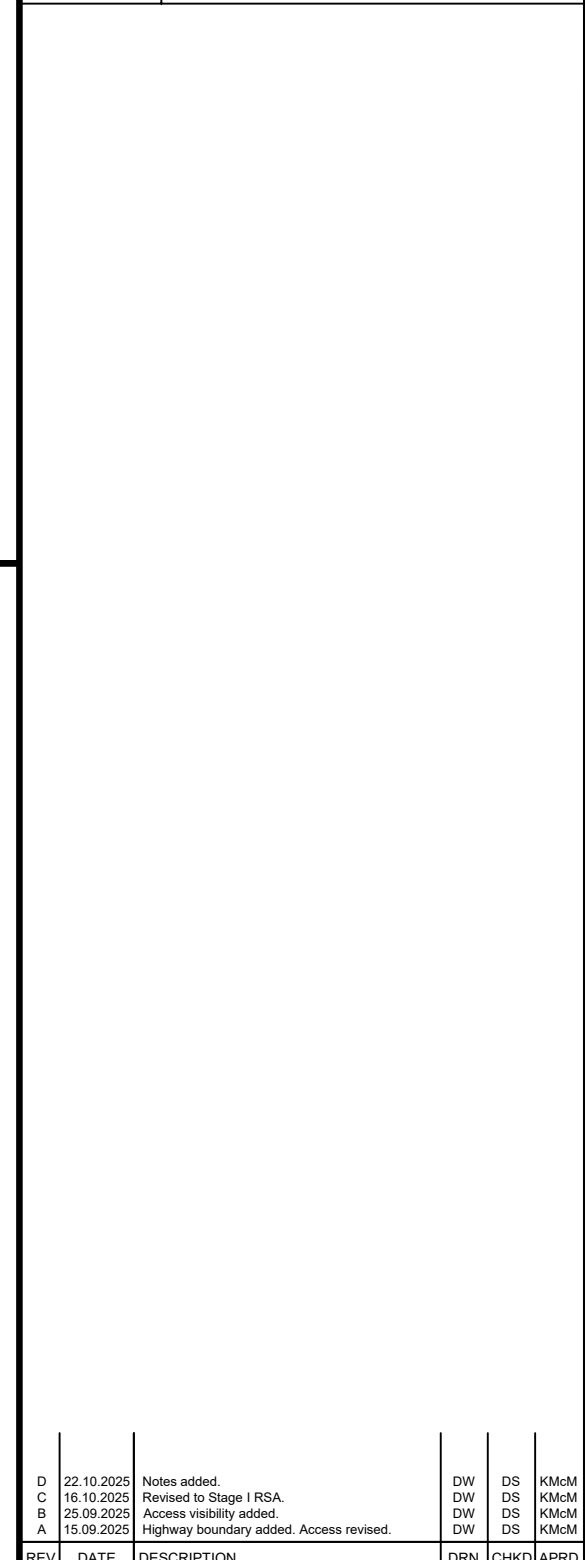
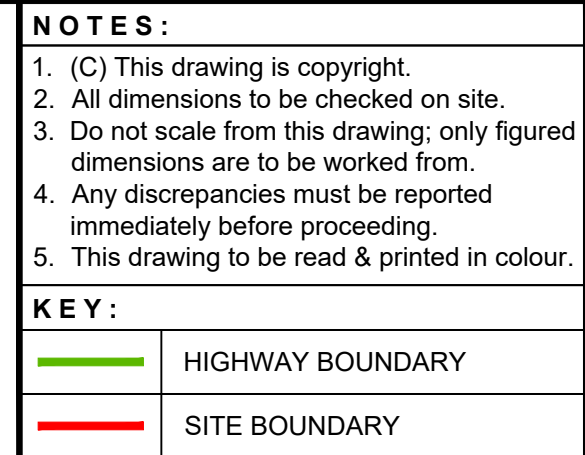
For Landscape Strategy Plan refer to Liz Lake Associates drawing.

For Highway works refer to kmc (transport planning) drawing.

- PROPOSED RESIDENTIAL UNITS**
- A, B & C** Two storey residential unit with double garage.
- D & E** Single storey affordable residential unit
- PROPOSED SOFT LANDSCAPING**
- Existing hedge particularly along northern and eastern boundary adjacent to 'The Joint' to be retained.
- Existing trees to be retained.
- Proposed native trees.
- PROPOSED HARD LANDSCAPING**
- 1 Road within the site to be Black Asphalt with pavement.
- 2 Random block / permeable paving to driveways.

P4 Proposed footpath added north of Jackson's Lane from proposed site to extg. school. Entrance to Site on 'The Joint' updated to accord with consultant drawings. Proposed site shown in red updated.	19.11.25
P3 General notes updated. Proposed trees updated to accord with Landscape Architects ora input. Proposed 09 N° trees omitted from within Reed House adjacent to northern and Eastern boundaries.	20.06.25
P2 Driveways to Plots 1 - 4, 7, 8 + 9, 10 - 12 generally updated to allow for two parking spaces in front of garages. Garages to Affordable Units updated to reflect the guidance as set out within North Hertfordshire Local Plan 2011 - 2031. 6 N° visiting parking spaces added adjacent Plots 7 & 8 as advised by Planning Case Officer. Exlg tree adjacent to Plot 8 removed.	09.05.25
P1 PLANNING ISSUE	25.03.25
Client	
Mr & Mrs D Tait	
Project	
Reed House Jackson Lane, REED Hertfordshire SG8 8AB	
Site	
Master Site Plan Layout Proposed Layout	
Scale	Date
1:500 @ A2	April 2018
Drawing no.	Drawn
S1017 - PL22.P4	
Status	PLANNING ISSUE
Drawing status	
PL = Planning; P = Preliminary; T = Tender; C = Construction	
Sapele Design Limited	
Courtyard Cottage Manor Farm Barns Church End Barley Nr Royston Hertfordshire SG8 8JW	
T : 01763 849154 E: timothy@sapeledesign.co.uk	
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Appendix E Proposed Access Arrangements



Appendix F Stage 1 RSA and Designers Response

Reed House, Jackson's Lane, Reed Proposed Highway Works

Stage 1 Road Safety Audit

Ref: 3228-RSA-01 A



Prepared for: **KMC, on behalf of Mr David Tait**

Date: **October 2025**

TRAFFIC & ROAD SAFETY SPECIALISTS



1.0 DOCUMENT INFORMATION

Project Title	REED HOUSE, JACKSON'S LANE, REED PROPOSED HIGHWAY WORKS STAGE 1 ROAD SAFETY AUDIT
Document No	3228-RSA-01

Issue	Original (A)	Revision	Revision
Date Issued	06/10/25		

Prepared by	A Haunton		
Signature			

Checked by	A Sawyer		
Signature			

Authorised by	J Thompson		
Signature			

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It should be noted and it is expressly stated, that no independent verification of any of the documents or information supplied to Capital Road Safety Ltd has been made.

2.0 INTRODUCTION

2.1 Commission and Terms of Reference

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works for Reed House, Jackson Lane, Reed. The audit was carried out on the instruction of KMC Transport's David Smith, dated 26th September 2025, on behalf of Mr David Tait.
- 2.1.2 The Audit Team membership was as follows:
- Audit Team Leader: Andy Haunton BEng (Hons), MCIHT, FSoRSA
 Capital Road Safety Ltd
- Audit Team Member: Aaron Sawyer MIHE, MCIHT
 Capital Road Safety Ltd
- 2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that the Audit Team Leader holds a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief provided by David Smith of the Design Organisation on 26th September 2025. It took place during late September / early October 2025 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team made a visit to the site of the scheme between 11:30 and 12:30hrs on 29th September 2025. During the site visit the weather was fine and the highway surfaces were largely dry. Traffic flows were very low and free flowing. Just a few pedestrians were seen, with these all on Jackson's Lane, but no cyclists.
- 2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 2.1.7 Unless general to the scheme, all comments and recommendations are given an identifying label and the locations have been indicated on the plan located in Appendix B. Reference may be made to the design drawings where it is necessary to clearly indicate which drawing amongst a set is the subject of comment.

2.2 Purpose of the Scheme

2.2.1 The overall scheme proposes a development of 14 dwellings at Jackson's Lane, Reed.

2.2.2 The works subject to this RSA comprise:

- Proposed vehicular access via The Joint, utilising an existing access.
- Proposed footway/cycleway to provide an active travel connection via Jackson's Lane to the south. A new 2.0m footway along the northern side of Jackson's Lane will connect to the existing footway provision to the west via an uncontrolled crossing across Jackson's Lane.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is not aware of any previous Road Safety Audits of these proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

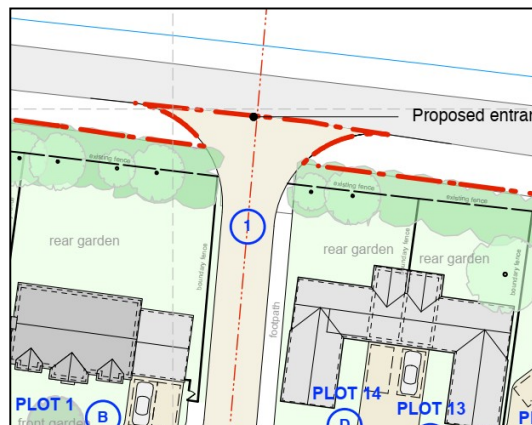
4.1 WALKING, CYCLING & HORSE RIDING

4.1.1 PROBLEM

Location: A – Access onto The Joint.

Summary: Risk of collisions involving pedestrians walking in the carriageway.

The site layout plan shows a footway along the eastern side of the site access road to The Joint. However, the footway stops just short of the junction bellmouth. The footway appears to invite pedestrians to walk towards The Joint, but abandons them just as they reach the junction, arguably where they may be least aware of traffic approaching from the public highway. This arrangement may increase the risk of collisions involving pedestrians at the proposed junction.



RECOMMENDATION

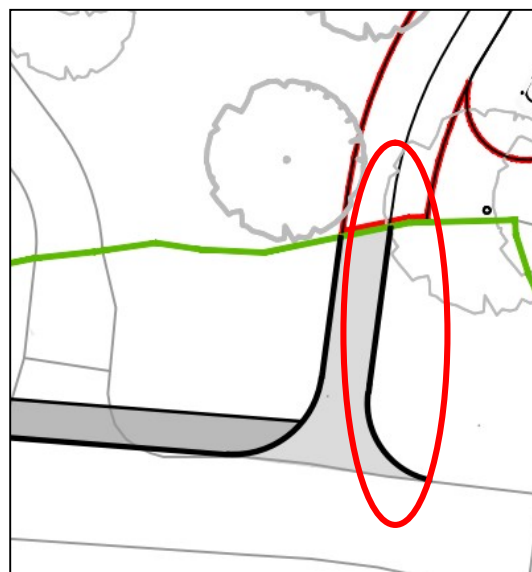
The footway should continue around the junction radius.

4.1.2 PROBLEM

Location: B – Shared-use footway linking to Jackson's Lane.

Summary: Cyclists may use surfaces that have not been engineered for their use.

The scheme shows a 3.0m wide shared-use footway surface continuing southwards from the development towards Jackson's Lane. There is also to be a 2.0m wide footway along the northern side of Jackson's Lane linking to the footway by the primary school. However, there appears to be an inconsistency in the width of the shared-use surface between the development site and Jackson's Lane, plus unclear transition for cyclists from the shared-use surface to Jackson's Lane carriageway. This may cause cyclists to continue along surfaces that are not engineered for their use, i.e. Jackson's Lane footway, increasing the risk of collisions between pedestrians and cyclists. Obstructions along the footway



could exacerbate this problem by creating localised pinch points, e.g. presence of telegraph poles.

RECOMMENDATION

The proposed layout should be refined to demonstrate how cyclists will transition from the development's 3.0m wide shared-use footway to the public highway at Jackson's Lane. The footway should wherever possible maintain a clear width of 2.0m. e.g. relocation of telegraph poles.

4.1.3 PROBLEM

Location: C – Uncontrolled pedestrian crossing facility, Jackson's Lane.

Summary: Crossing could be obstructed by on-street parking.

During the site visit it was noted that the area around the proposed uncontrolled crossing is subject to on-street parking, possibly related to the school. This could obstruct the crossing, or visibility at the crossing point, increasing the risk of collisions involving pedestrians.



RECOMMENDATION

Measures should be implemented to keep the crossing clear of on-street parking.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit
--

5.0 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name: Andy Haunton
BEng (Hons) MCIHT FSoRSA
Cert Comp RSA

Signed:



Date 06/10/2025

Position: Director

Organisation: Capital Road Safety

Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

AUDIT TEAM MEMBER:

Name: Aaron Sawyer
MIHE, MCIHT

Signed:



Date 06/10/2025

Position: Associate

Organisation: Capital Road Safety

Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

APPENDIX A

Documents forming the Audit Brief

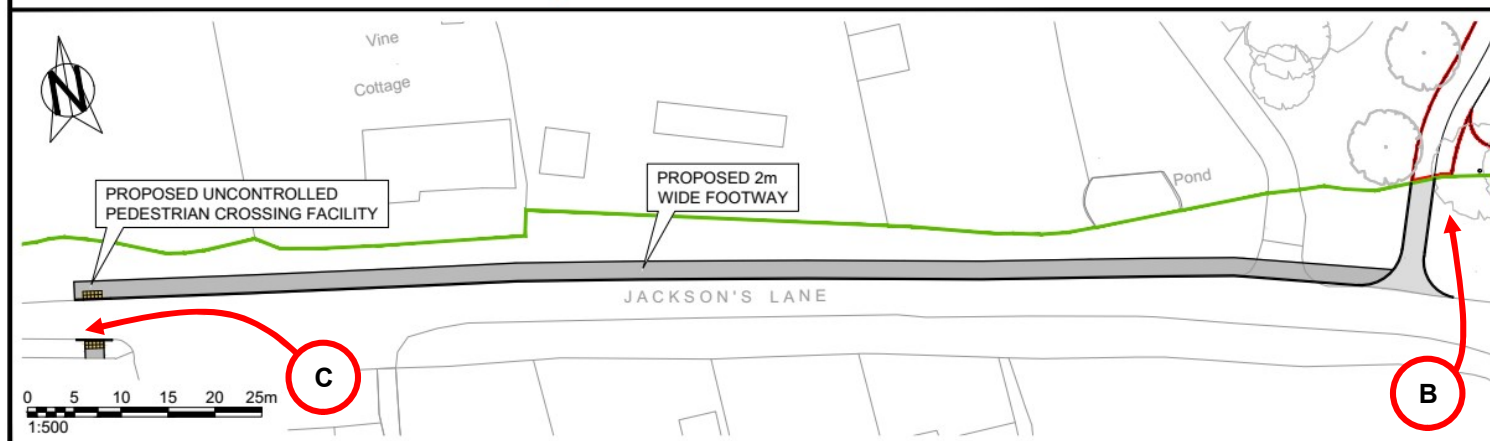
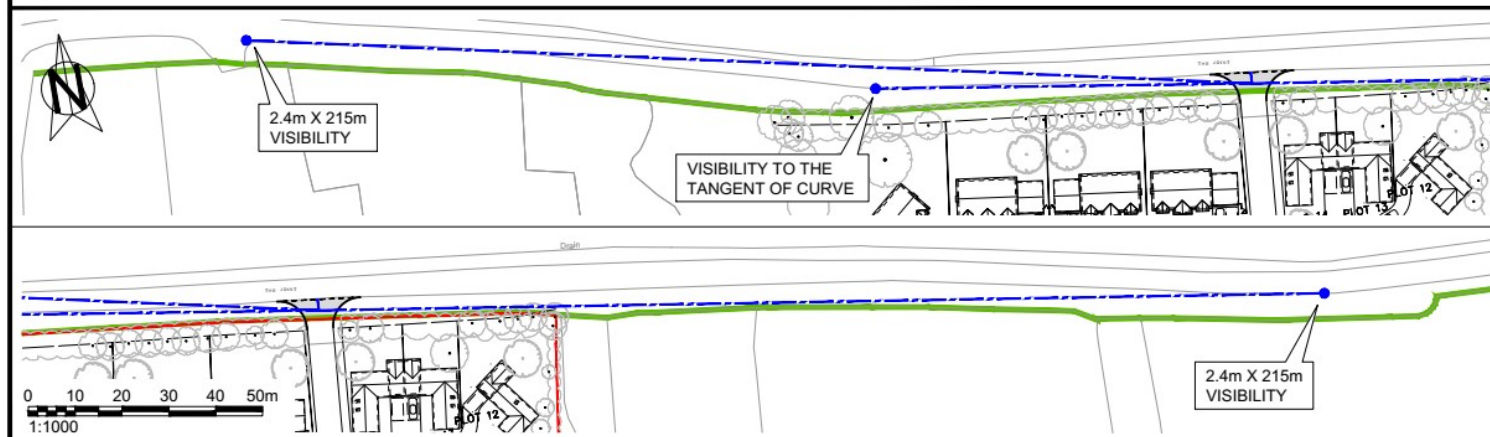
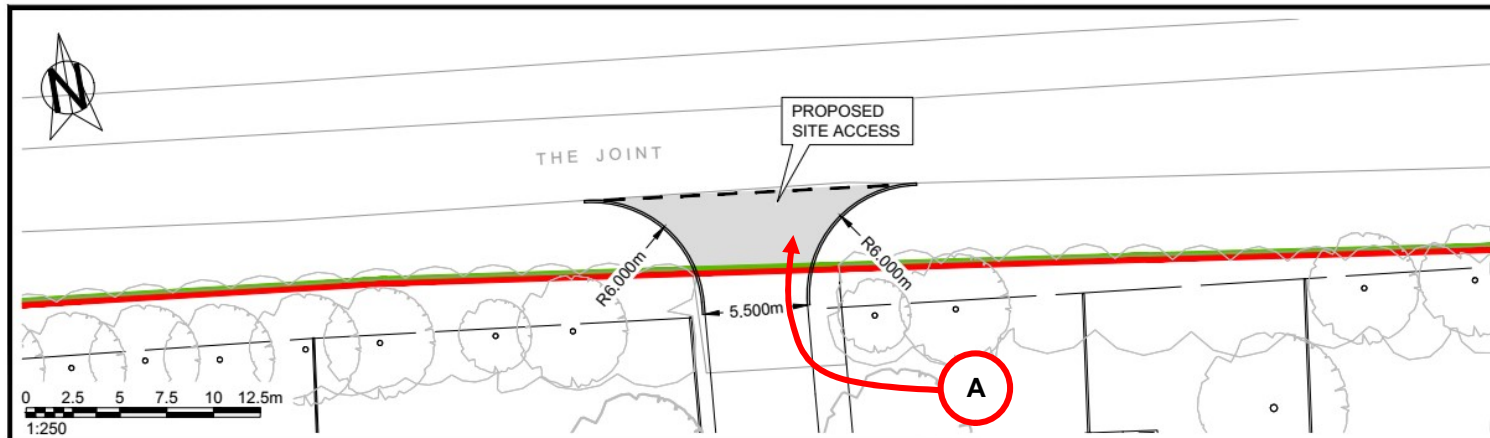
DRAWING NUMBER	DRAWING TITLE
- KMC25088/001 B - KMC25088/TR05 - - S1017-PL22.P3	Proposed Highway Works Vehicular Swept Path Analysis using 12.1m Refuse Vehicle Master Site Plan Layout

DOCUMENTS

- x25088-N01-Reed House-RSA Brief GG119

APPENDIX B

Problem Location Plan



NOTES:

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.

KEY:

—	HIGHWAY BOUNDARY
—	SITE BOUNDARY

B	25.09.2025	Access visibility added.	DW	DS	KMcM
A	15.09.2025	Highway boundary added. Access revised.	DW	DS	KMcM
REV	DATE	DESCRIPTION	DRN	CHKD	APRD

Issue Status	
☐ CONCEPT	☐ CONSTRUCTION
☒ PRELIMINARY	☐ AS BUILT
☐ TENDER	☐ H&S FILE ISSUE

Client
David Tait

Project
Reed House, Jackson Lane, Reed

Drawing Title
Proposed Highway Works

Scale @ A3	Drwn	DW	Chkd	DS
Var.	Aprd	KMcM	Date	22.05.2025

Drawing Ref	Rev
KMC25088 / 001	B

kmc
transport planning



www.capitalroadsafety.com

Road safety audit response report

1. Project details

Table 1 Project details

Report title:	GG 119 Stage 1 Road Safety Audit Response
Date:	22/10/2025
Document reference and revision:	3228-RSA-01 A
Prepared by:	KMC Transport Planning Ltd
On behalf of:	Hertfordshire County Council

Table 2 Authorisation sheet

Project:	Reed House, Jackson's Lane, Reed
Report title:	25088-R02-Reed House-GG119 Road Safety Audit Response-V1
Prepared by:	
Name:	David Smith
Position:	Principal Transport Planner
Signed:	DS
Organisation:	KMC Transport Planning Ltd
Date:	22/10/2025
Approved by:	
Name:	Jess Pratt
Position:	Director
Signed:	JP
Organisation:	KMC Transport Planning Ltd
Date:	22/10/2025

2. Introduction

A Stage 1 Road Safety Audit was carried out by Capital Road Safety Ltd on the proposed access arrangements for 14 dwellings at Jackson's Lane, Reed. The Audit took place during late-September / early-October 2025.

This RSA response report has been prepared by David Smith of KMC Transport Planning Ltd.

3. Key personnel

Table 3 Key personnel

Overseeing Organisation:	Hertfordshire County Council
RSA team:	Capital Road Safety Ltd
Design organisation:	KMC Transport Planning Ltd

4. Road safety audit decision log

Table 4 Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
Risk of collisions involving pedestrians walking in the carriageway	The footway should continue around the junction radius.	This recommendation is accepted. The footway now continues around the site access radius on the eastern side as shown on Drawing KMC25088/001 Rev D.		
Cyclists may use surfaces that have not been engineered for their use.	The proposed layout should be refined to demonstrate how cyclists will transition from the development's 3.0m wide shared-use footway to the public highway at Jackson's Lane. The footway should wherever possible maintain a clear width of 2.0m. e.g. relocation of telegraph poles.	This recommendation is accepted. As shown on Drawing KMC25088/001 Rev D , the shared user path has been widened to 4.2m to tie into the extent to the north. Signage and corduroy paving are proposed to identify a transition between footway and shared user path. A dropped		

		kerb is also proposed to allow cycle access on/off Jackson's Lane, alongside a bollard to prevent misuse by vehicles. The position of existing telegraph poles in relation to the proposed footway along Jackson's Lane will be determined at detailed design stage.		
Crossing could be obstructed by on-street parking	Measures should be implemented to keep the crossing clear of on-street parking.	As shown on Drawing KMC25088/001 Rev D, a white 'h bar' has been introduced on the crossing to prevent parking in front of the tactiles. We will consider the requirement for additional measures alongside Hertfordshire County Council as part of the detailed design process.		

5. Design organisation and Overseeing Organisation statements

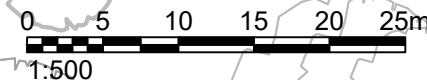
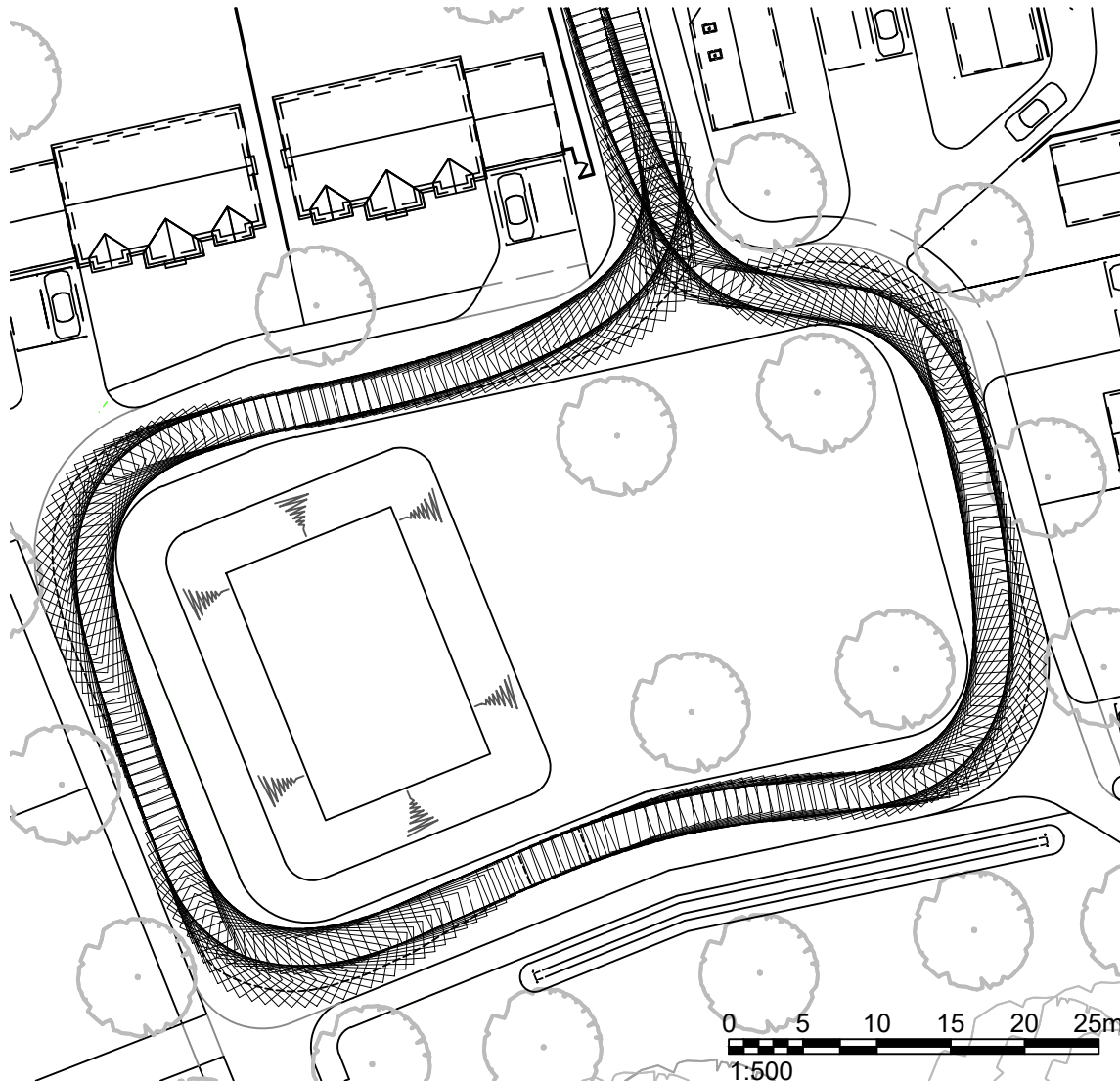
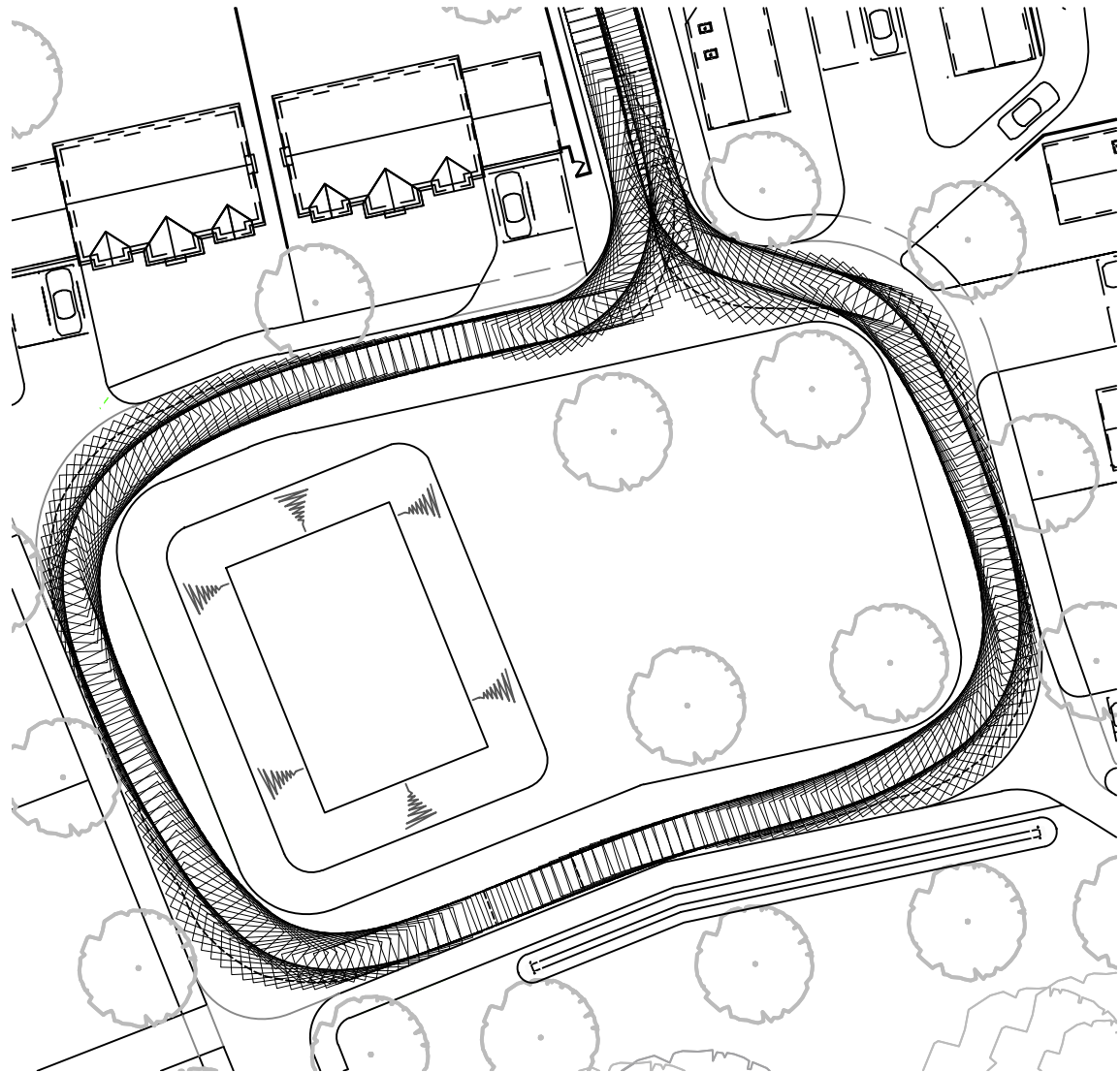
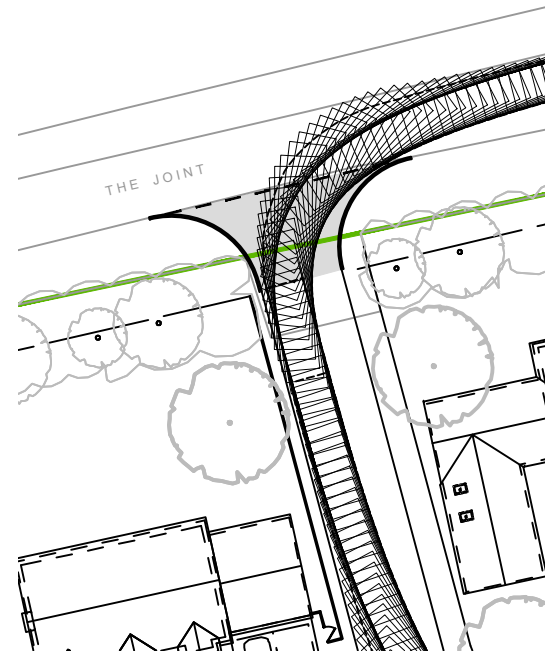
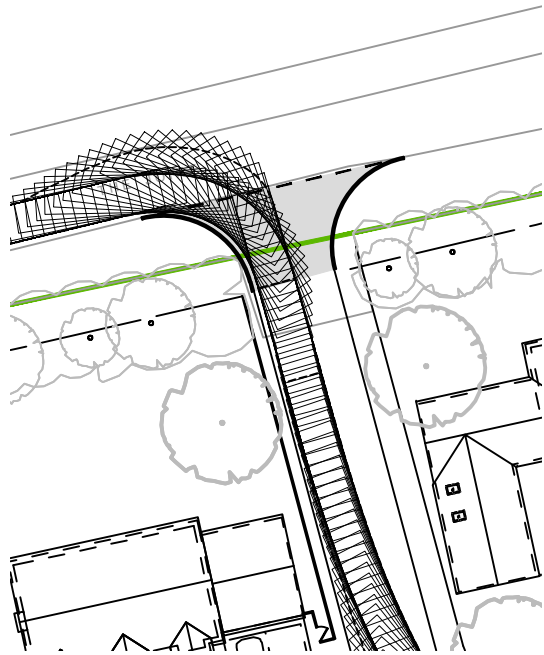
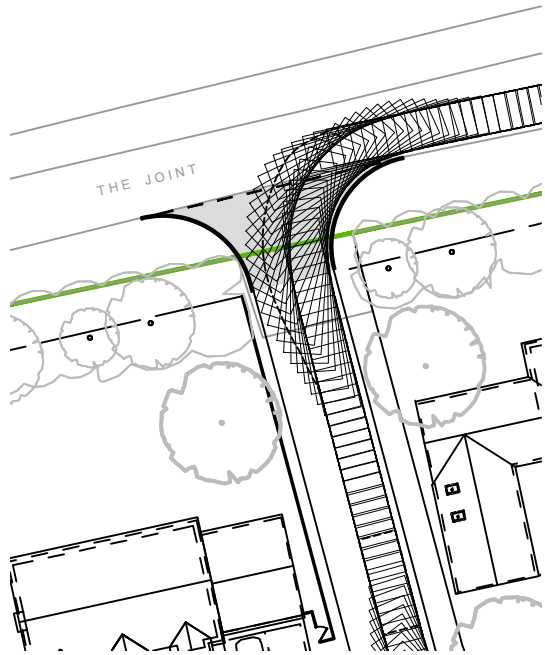
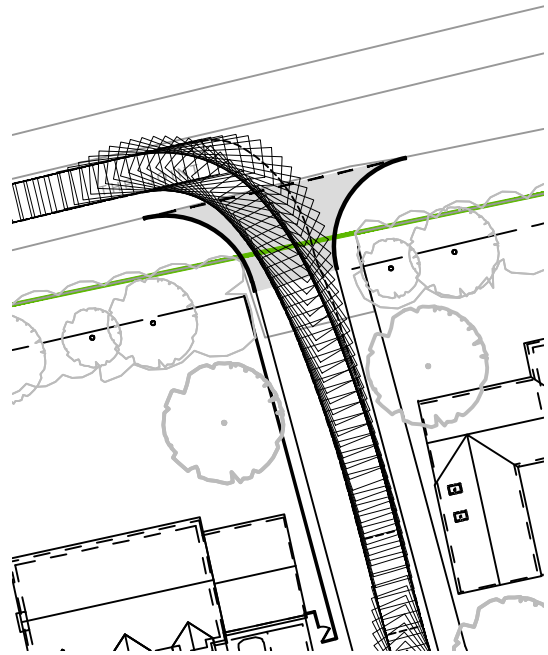
Table 5 Design organisation statement

On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed	
Position:	
Organisation:	
Date:	

Table 6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	
Signed	
Position:	
Organisation:	
Date:	

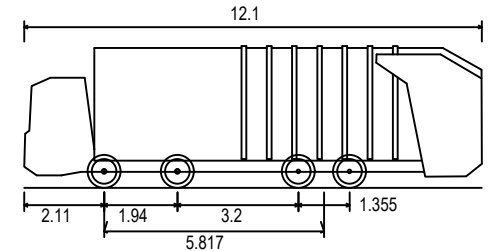
Appendix G Swept Path Analysis



NOTES :

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.

Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)



Overall Length	12.100m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.400m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

REV	DATE	DESCRIPTION	DRN	CHKD	APRD

Issue Status	
☐ CONCEPT	☐ CONSTRUCTION
☒ PRELIMINARY	☐ AS BUILT
☐ TENDER	☐ H&S FILE ISSUE

Client
David Tait

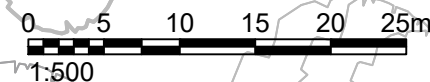
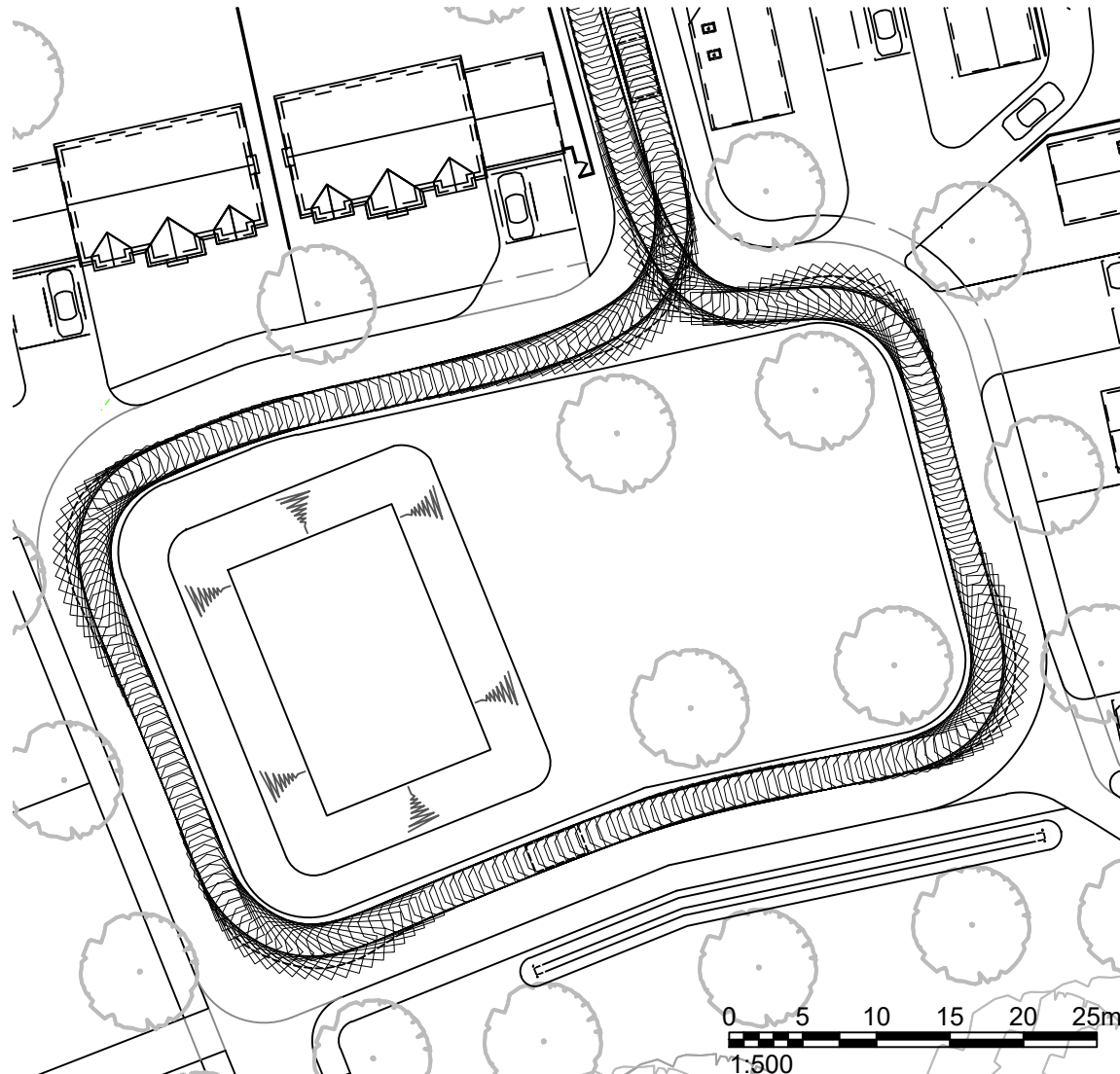
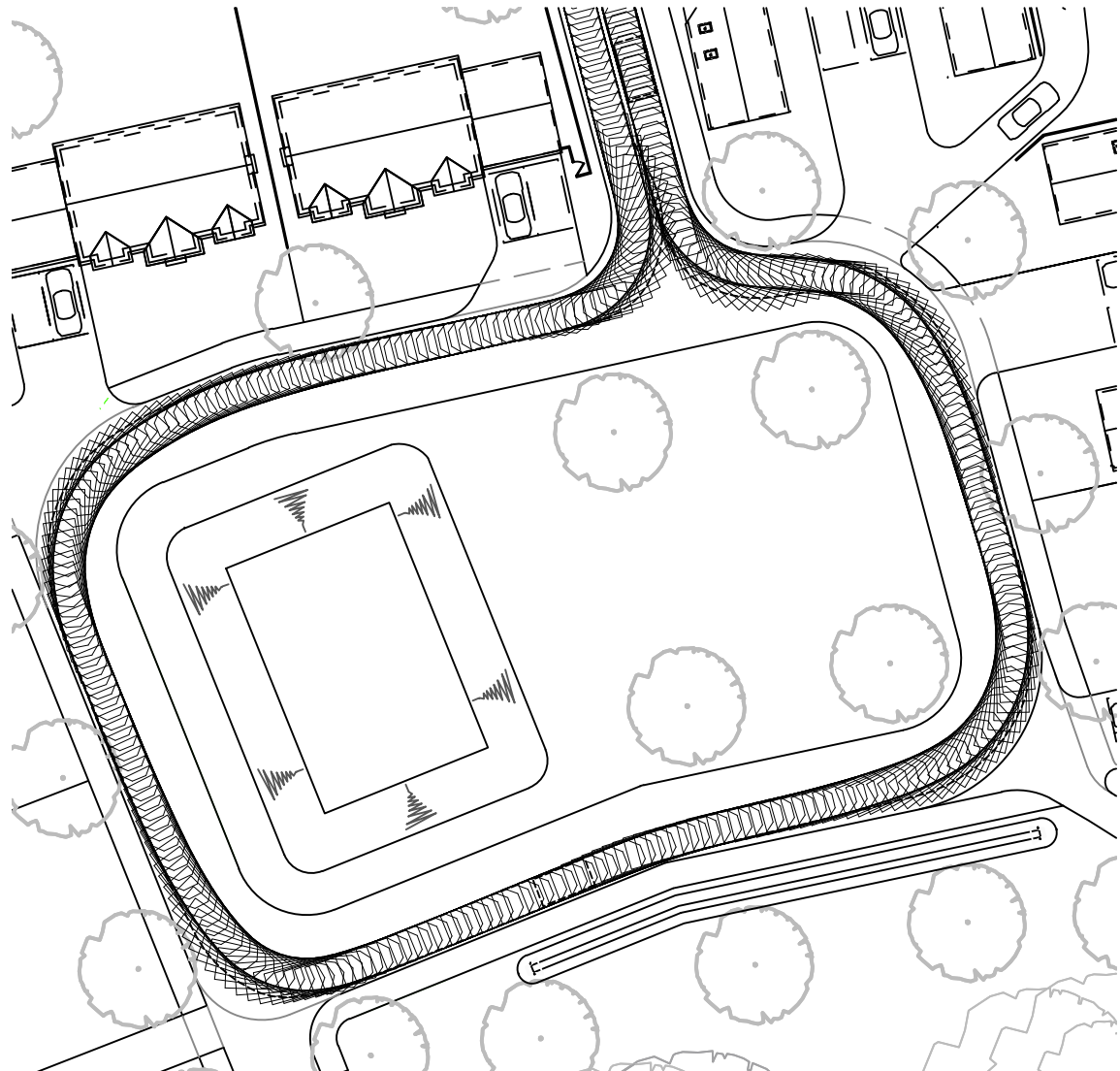
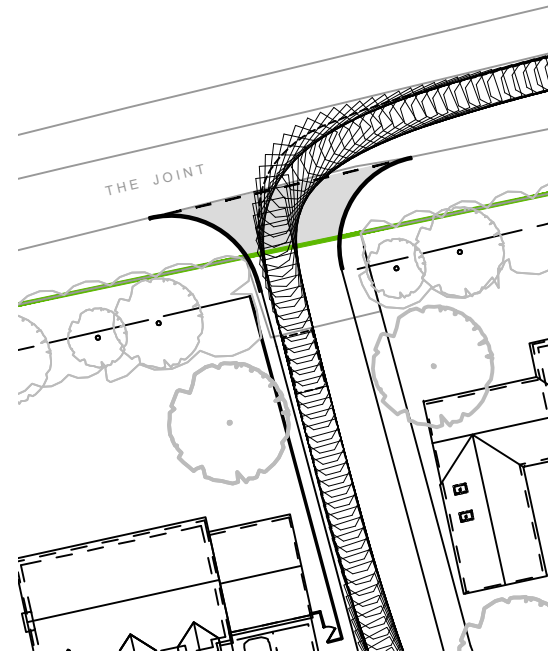
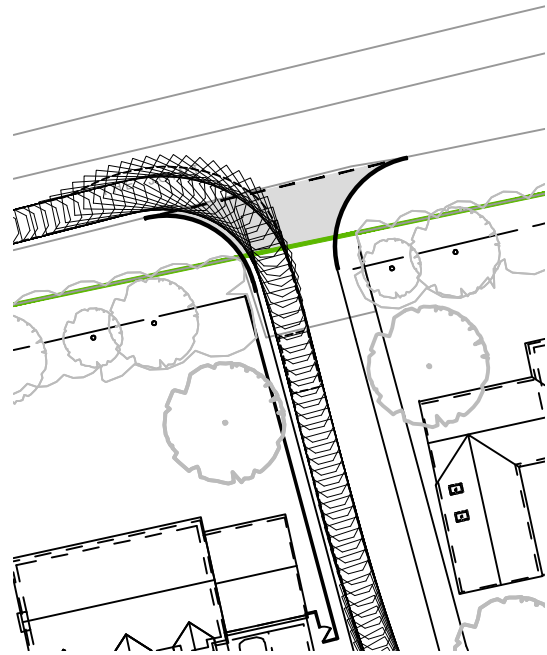
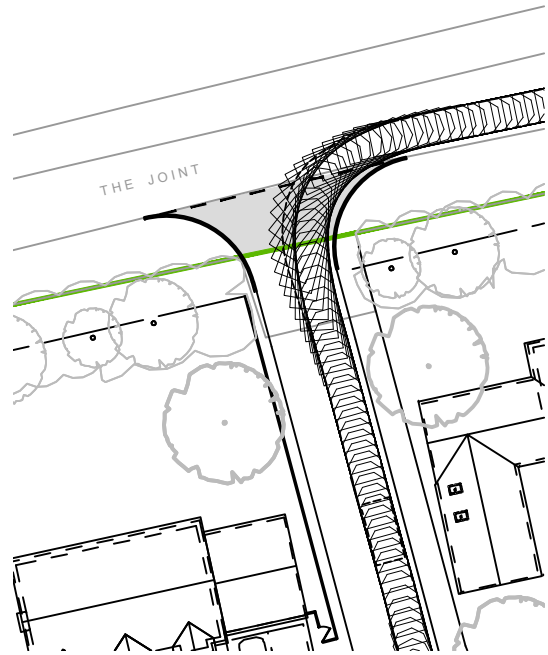
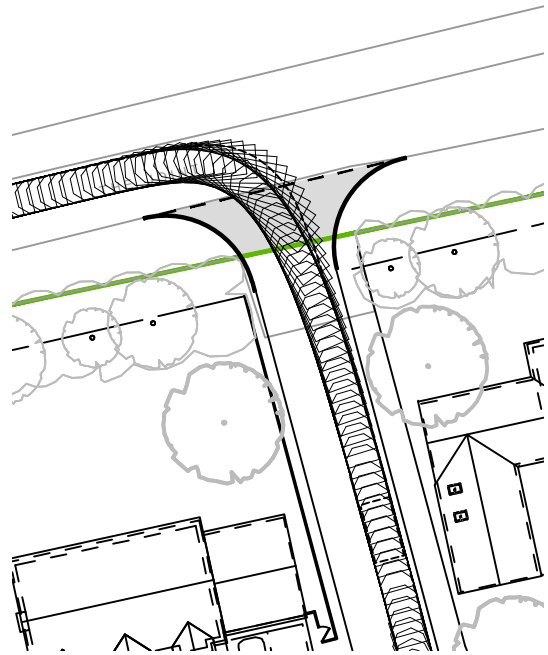
Project
Reed House, Jackson Lane, Reed

Drawing Title
**Vehicular Swept Paths Analysis
using 12.1m Refuse Vehicle**

Scale @ A3	Drwn DW	Chkd DS
1:500	Aprd KMCM	Date 15.09.2025

Drawing Ref	Rev
KMC25088 / TR05	

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- NOTES :**
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 2. All dimensions to be checked on site.
 3. Do not scale from this drawing; only figured dimensions are to be worked from.
 4. Any discrepancies must be reported immediately before proceeding.
 5. This drawing to be read & printed in colour.

DB32 FIRE APPLIANCE

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

A	15.09.2025	Highway boundary added. Access revised.	DW	DS	KMcM
REV	DATE	DESCRIPTION	DRN	CHKD	APRD

Issue Status

☐ CONCEPT	☐ CONSTRUCTION
☒ PRELIMINARY	☐ AS BUILT
☐ TENDER	☐ H&S FILE ISSUE

Client
David Tait

Project
Reed House, Jackson Lane, Reed

Drawing Title
Vehicular Swept Paths Analysis
using DB32 Fire Appliance

Scale @ A3	Drwn DW	Chkd DS
1:500	Aprd KMCM	Date 31.08.2025

Drawing Ref	Rev
KMC25088 / TR03	A

kmc
transport planning

Appendix H Full TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 day
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
09	NORTH		
	IM	ISLE OF MAN	2 days

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

Audit Code: 2c787303-f76d-490e-b0e2-180688029222

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:	0.2 to 2.87 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:

Friday	2 days
Thursday	1 days
Tuesday	3 days

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

Selected survey types:

Manual count	6
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:

Neighbourhood Centre (PPS6 Local Centre)	6 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:

Village	6 days
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	3 days

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Secondary Filtering Selection:

Use Class:

C3

6 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:**72 - 3966****Population within 1 mile:**

1,000 or Less

1 surveys

1,001 to 5,000

5 surveys

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

Population within 5 miles:

125,001 to 250,000

1 surveys

25,001 to 50,000

1 surveys

5,000 or Less

1 surveys

5,001 to 25,000

1 surveys

75,001 to 100,000

2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5

3 surveys

1.6 to 2.0

3 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.

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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 6 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 6 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

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1	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.12 hect Survey date: Tuesday 21/05/2024			
			Survey Type: Manual
2	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
SHORE ROAD KIRK MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.61 hect Survey date: Thursday 23/05/2024			
			Survey Type: Manual
3	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Site area: 0.2 hect Survey date: Friday 22/09/2017			
			Survey Type: Manual
4	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.68 hect Survey date: Friday 22/09/2017			
			Survey Type: Manual
5	SM-03-A-02	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.87 hect Survey date: Tuesday 25/09/2018			
			Survey Type: Manual
6	SM-03-A-03	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.65 hect Survey date: Tuesday 25/09/2018			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03	04-06-2019	Removed: Site re-surveyed by AC-03-A-05
AC-03-A-05	30-04-2021	Undertaken during COVID-19
CA-03-A-07	27-05-2021	Undertaken during COVID-19
CS-03-A-03	27-10-2016	Not applicable location
ES-03-A-06	16-06-2021	Undertaken during COVID-19

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Site Ref	Survey Date	Reason for Deselection
SC-03-A-10	14-09-2022	Not applicable location

Audit Code: 2c787303-f76d-490e-b0e2-180688029222

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	6	31	0.086	0.342	0.428
08:00-09:00	6	31	0.166	0.422	0.588
09:00-10:00	6	31	0.182	0.262	0.444
10:00-11:00	6	31	0.128	0.155	0.283
11:00-12:00	6	31	0.128	0.139	0.267
12:00-13:00	6	31	0.134	0.160	0.294
13:00-14:00	6	31	0.171	0.144	0.315
14:00-15:00	6	31	0.160	0.150	0.310
15:00-16:00	6	31	0.219	0.166	0.385
16:00-17:00	6	31	0.273	0.182	0.455
17:00-18:00	6	31	0.385	0.166	0.551
18:00-19:00	6	31	0.278	0.118	0.396
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.310	2.406	4.716

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:	4 - 50 (units: DWELLS)
Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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

Total People

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	6	31	0.128	0.561	0.689
08:00-09:00	6	31	0.326	1.198	1.524
09:00-10:00	6	31	0.390	0.476	0.866
10:00-11:00	6	31	0.225	0.273	0.498
11:00-12:00	6	31	0.214	0.225	0.439
12:00-13:00	6	31	0.299	0.353	0.652
13:00-14:00	6	31	0.289	0.214	0.503
14:00-15:00	6	31	0.273	0.246	0.519
15:00-16:00	6	31	0.749	0.460	1.209
16:00-17:00	6	31	0.578	0.417	0.995
17:00-18:00	6	31	0.781	0.417	1.198
18:00-19:00	6	31	0.492	0.251	0.743
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.744	5.091	9.835

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:

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Survey date date range:	22/09/2017 - 23/05/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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