

Mr. S. Challis

**LAND SOUTH OF FLINT HOUSE, NORTH END,
KELSHALL**

HIGHWAYS TECHNICAL NOTE

**REPORT REF.
2400880-R01**

March 2024

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suite 110, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for Review	AJT	SAF	Draft	25.03.2024
-	Planning Submission	AJT	AJT	SAF	26.03.2024
					

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1. INTRODUCTION

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Mr. S Challis to prepare a Highways Technical Note (HTN) to support the proposed development of land south of Flint House, North End, Kelshall SG8 9SD.
- 1.2. This HTN supports a planning application for a new dwelling, including access, to the south of Flint House.
- 1.3. The planning application for the proposed scheme is submitted to North Hertfordshire Council (NHC) as the local planning authority. Hertfordshire County Council (HCC) is the local highway authority.
- 1.4. Following this introduction, the remainder of this report is structured as follows:
 - **Section 2.0** describes the existing situation;
 - **Section 3.0** outlines the proposed development scheme;
 - **Section 4.0** sets out the predicted trip generation for the proposed development; and
 - **Section 5.0** provides a summary and sets out the conclusions.

2. EXISTING SITUATION

Site Location

- 2.1. The application site is located on land south of Flint House, North End, Kelshall, as shown at **Figure 2.1**.

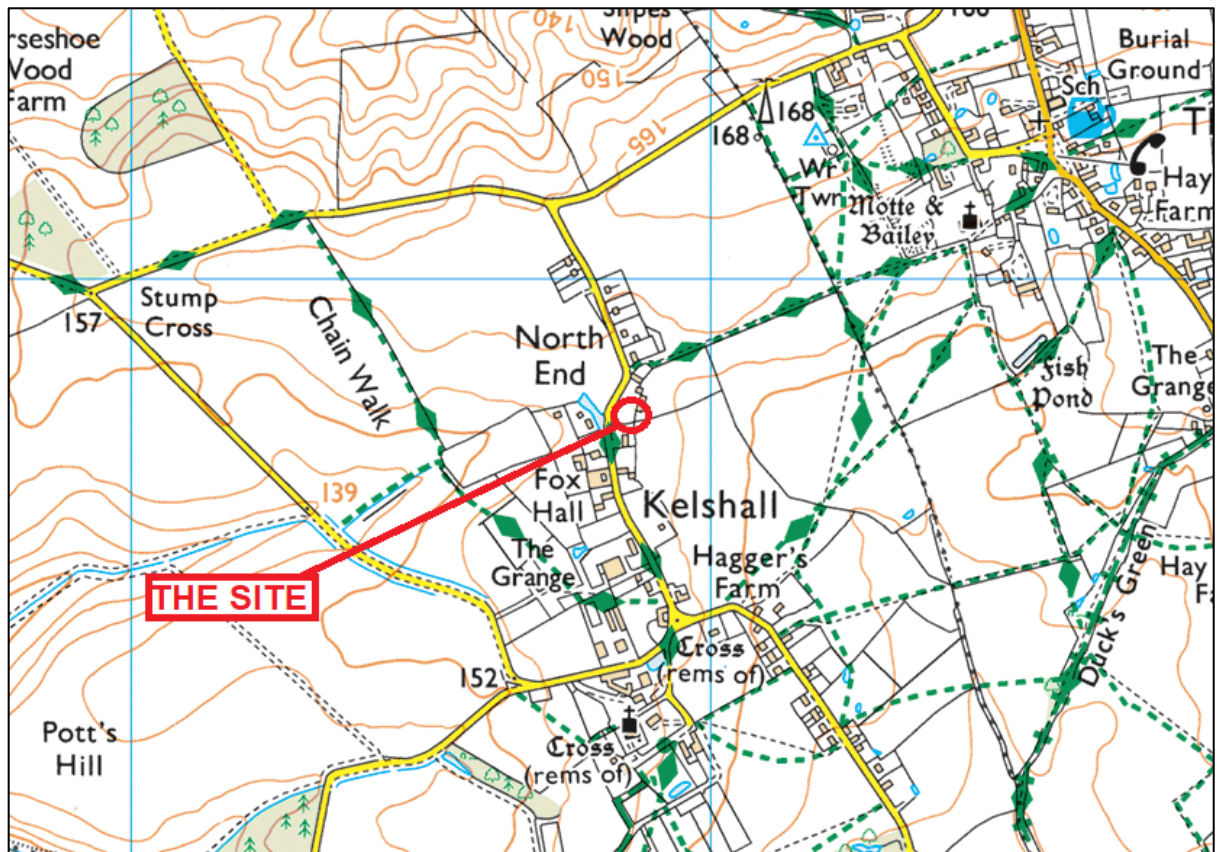


Figure 2.1: Site Location (Source: Street Map)

- 2.2. The site lies within the rural village of Kelshall, predominantly surrounded by agricultural land and residential properties. It comprises a field with a single point of access from North End, as shown at **Figure 2.2**.



Figure 2.2: Existing Site Access (Source: Google Streetview)

- 2.3. North End is a narrow single carriageway which varies in width from approximately 4.5m – 5m with verges on both sides of the road. It is subject to a 30mph speed limit adjacent to the site.

Personal Injury Accident Data

- 2.4. Data from the Crashmap website has been reviewed to understand the general Personal Injury Accident (PIA) traits on the immediate highway network adjacent to the site for the period spanning 2018 – 2022 (inclusive).
- 2.5. The PIA data is shown below in **Figure 2.3**.

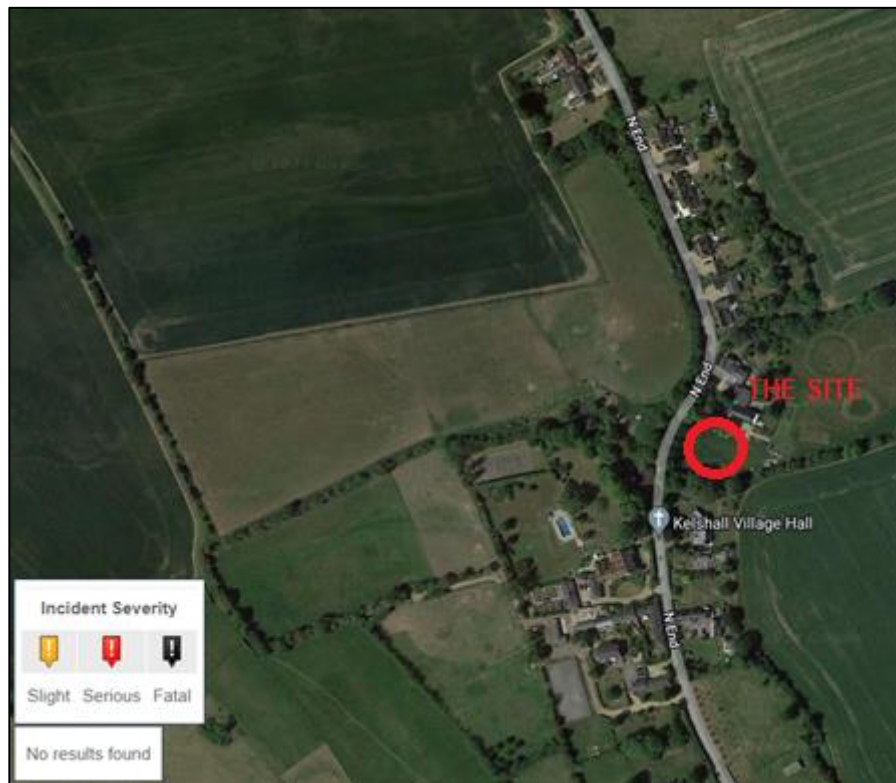


Figure 2.3: PIA Data (Source: Crashmap.co.uk)

2.6. The data shows that there were no incidents recorded in the 5-year period adjacent to the site along North End.

Existing Traffic Conditions

2.7. Traffic speed surveys have been undertaken on the northbound and southbound approaches to the site access. The speed surveys on North End recorded vehicle speeds and traffic volumes from 29th February 2024 for a period of 7-day.

2.8. A summary of the survey data recorded is provided in **Table 2.1**.

Table 2.1: Traffic Speed Survey – North End

	Direction		
	North Bound (DIR 2)	South Bound (DIR 1)	Two-way
85 th ile speed (MPH)	26.7	25.3	-
AM Peak Hour (08:00-09:00)	10	9	19
PM Peak Hour (17:00-18:00)	9	9	18

2.9. The above shows that the 85th percentile traffic speeds were 26.7 mph for traffic heading north and 25.3 mph for traffic travelling south. Traffic volume on North End is very light with up to around 19 two-way vehicle movements during the typical weekday peak hours.

2.10. The locations of the speed survey are provided in **Figure 2.4** below.

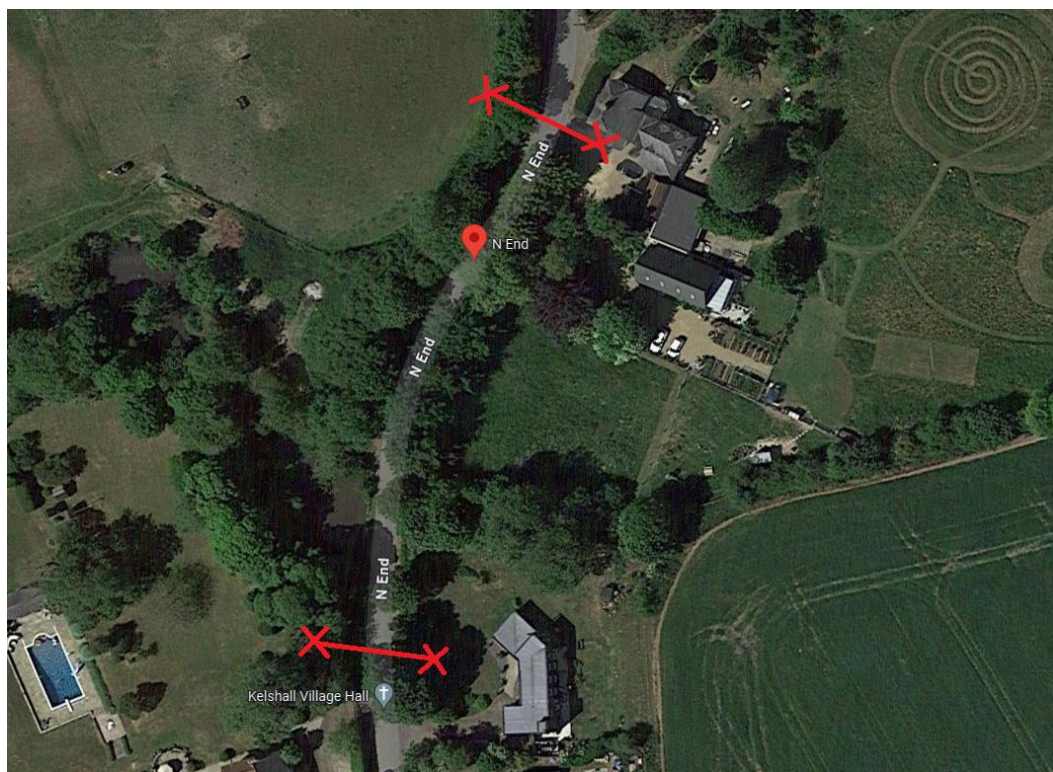


Figure 2.4: North End, Speed Survey Locations

2.11. The traffic speed survey data is provided at **Appendix A**.

3. THE PROPOSED DEVELOPMENT

3.1. The proposals are to develop the land south of Flint House to provide a single residential dwelling. The architect's layout is provided at **Appendix B**.

Access Arrangements

3.2. Access is proposed to be taken from North End via a single driveway access located marginally south the existing field access. The access layout with the proposed visibility splays is shown in **Drawing 2400880-ACE-01-00-DR-C-0001**.

3.3. Based on the results of the traffic surveys (see **Table 2.1**) which show 85th percentile traffic speeds below the 30mph speed limit and low traffic volumes on North End, it is considered appropriate to provide visibility splays in accordance with Manual for Streets (MfS) guidance. With reference to the surveyed 85th percentile approach speeds, the following 'y' distances are required from a setback 'x' distance of 2.4m.

- Looking south from access – 36m; and.
- Looking north from access – 34m

3.4. The accident data shows that there is no highway safety issue on North End and the proposed increase in vehicle movements is minimal (see **Section 4.0**). The above visibility splays are achievable in-line with appropriate standards, therefore the proposed development access is considered safe in highways terms.

Servicing and Emergency Access

3.5. The internal layout enables delivery vans to enter and exit the site in forward gear.

3.6. It is proposed that refuse/waste would be collected on-street as is the current situation for the majority of properties fronting North End.

3.7. A fire tender is able to get with 45m of the dwelling from North End and therefore meets the necessary standards for access.

4. TRIP GENERATION

Proposed Residential Dwelling

- 4.1. Regarding the proposed residential dwelling, the TRICS database has been used to predict weekday peak hour and daily trip movements by vehicles.
- 4.2. The trip rates were selected based on sites from the '04 - Residential – A - Houses Privately Owned' subcategory for sites located in 'Edge of Town Centre' and 'edge of town' locations. Sites selected excluded all weekend surveys, as well as sites in Greater London and all of Ireland.
- 4.3. A summary of the vehicle trip rates and forecast trips for the single dwelling, is provided in **Table 4.1** below.

Table 4.1: Predicted Weekday Trip Rates and Trips– Proposed Dwellings
(Source: TRICS)

Mode	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)			Daily (07:00 – 19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
<i>Trip Rates per Dwelling</i>									
Vehicle Trip Rates	0.119	0.396	0.515	0.366	0.184	0.550	2.375	2.456	4.831
<i>Vehicle Trips (1 dwelling)</i>									
Total Vehicles	0	0	1	0	0	1	2	2	5

Note: The above figures are subject to rounding

- 4.4. The above table shows that the proposed dwelling is predicted to generate 1 two-way vehicle trip in both the weekday AM & PM peak hours and 5 two-way vehicle movements during the weekday 12-hr period.
- 4.5. The TRICS data is provided at **Appendix C**.
- 4.6. Given the low level of traffic forecast to be generated by the proposed development, the impact on the local highway network is considered to be negligible both in terms of highways safety and capacity.

- 4.7. Guidance on TAs published by the *Departments for Transport and Communities & Local Government (DfT/DCLG)* does not set out any firm threshold at which the impact of development traffic should be assessed but suggests a figure of 30 movements during peak hours as “a starting point for discussions” (although the *DfT/DCLG* guidance was withdrawn in October 2014). The predicted traffic resulting from the proposed development (not allowing for the former public house trips), is up to 1 two-way vehicle movements during peak hours, which is well below the 30 movements suggested threshold.
- 4.8. Therefore, the residual impact could not be considered to be “severe”, this being one of tests set out in the National Planning Policy Framework (NPPF), December 2023 (paragraph 115) for withholding consent for development on highways grounds.

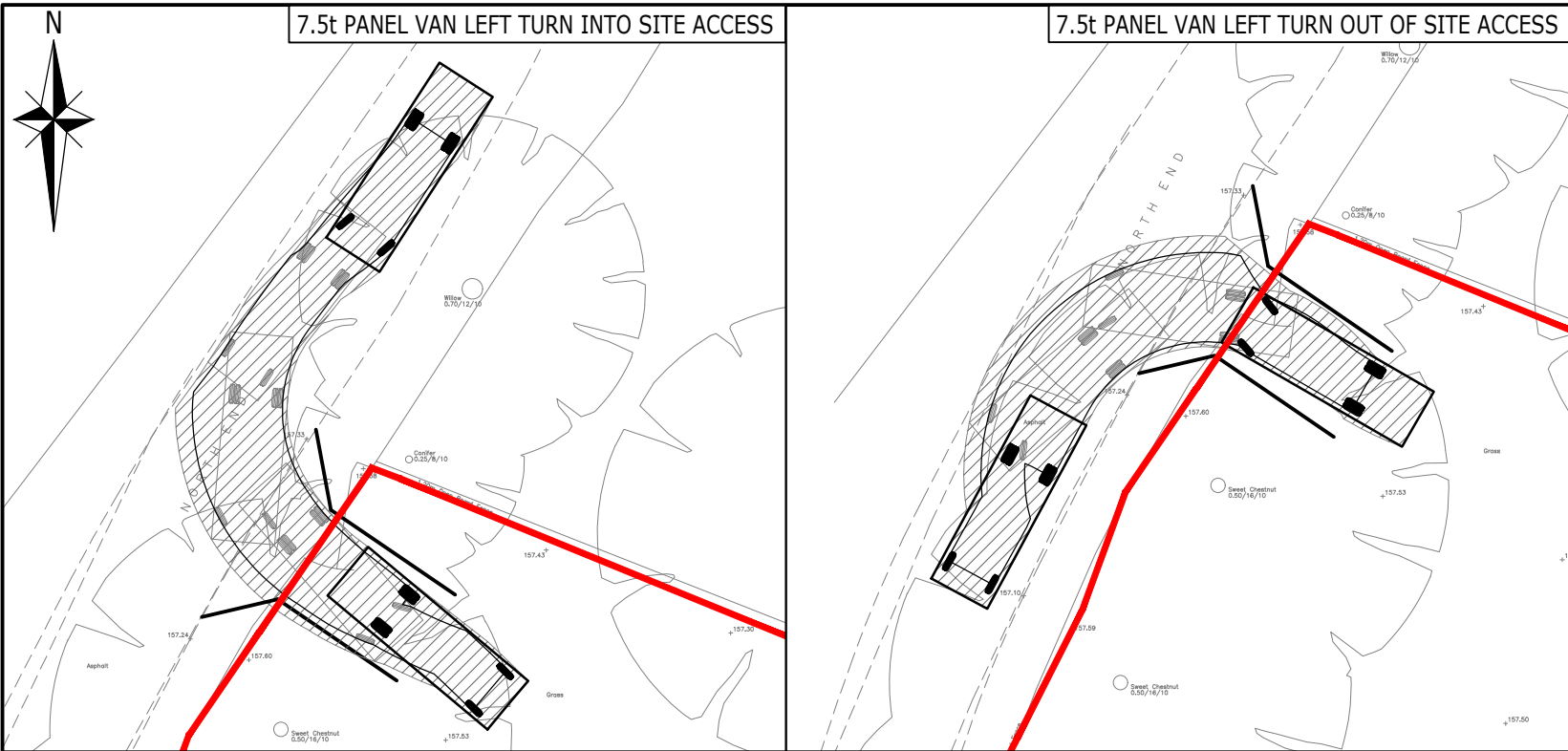
5. SUMMARY AND CONCLUSIONS

- 5.1. ACE have been appointed by Mr. S Challis to provide transport / highways advice on the proposed development of land south of Flint House, North End, Kelshall, to provide 1 residential dwelling.
- 5.2. The planning application for the proposed scheme has been submitted to North Herts Council as the local planning authority.
- 5.3. The existing access to the site is to be modified to provide an improved access arrangement to serve the single dwelling.
- 5.4. Visibility splays at the site access are consistent with MfS requirements, based on recorded 85th percentile traffic speeds.
- 5.5. The proposals are predicted to generate up to 1 two-way vehicle trip during the weekday AM and PM peak hours.
- 5.6. Accident data shows that there are no highway safety issue adjacent to the site on North End.
- 5.7. Having fully considered highways/transport matters, we consider that planning permission for the proposed development at the site should be granted.

Drawings

2400880-ACE-01-00-DR-C-0001

Proposed Site Access and Visibility Splays



NOTES:

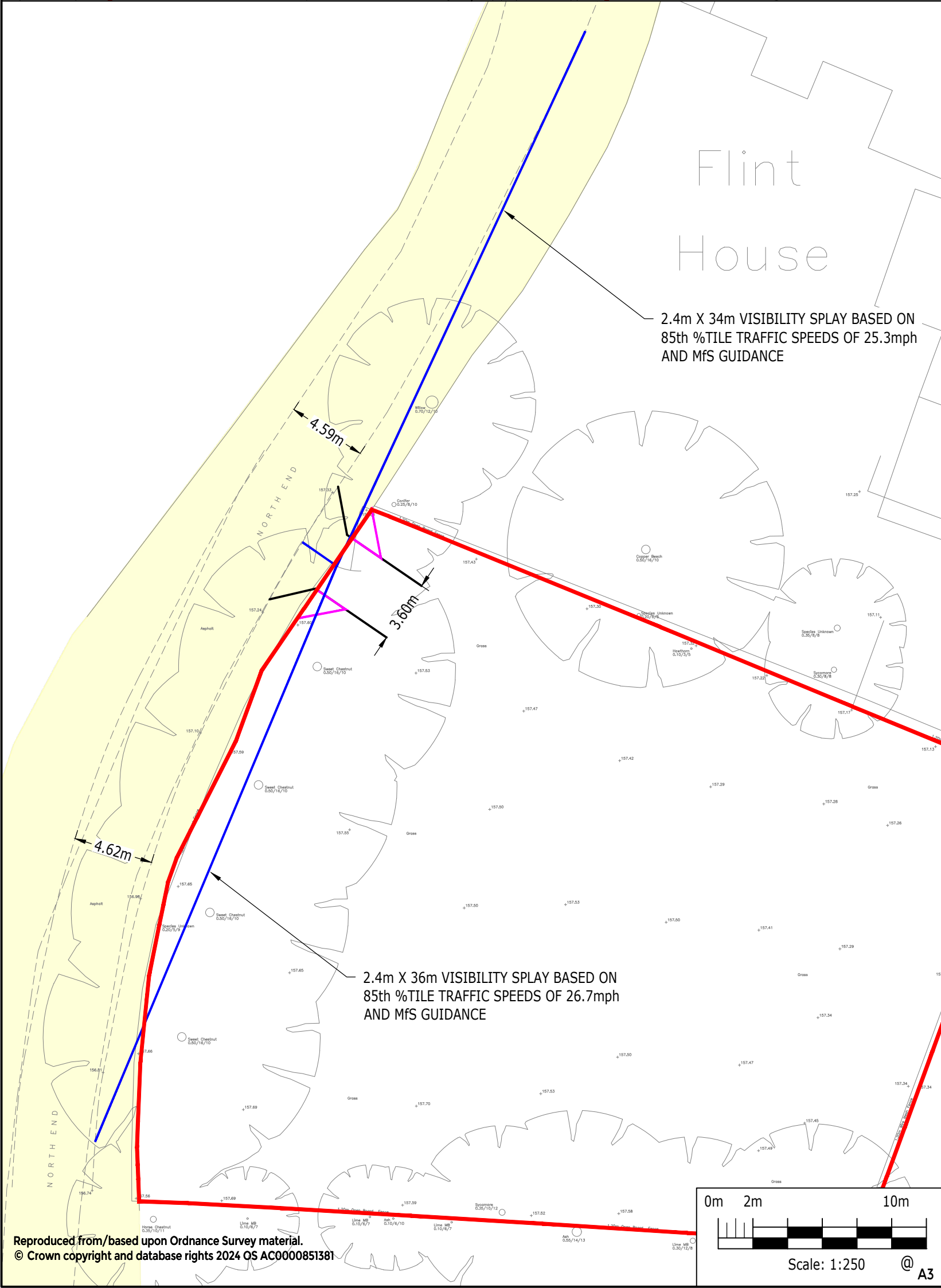
DRAWING IS SUBJECT TO STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN

KEY:

- INDICATIVE REDLINE BOUNDARY
- 2m X 2m PEDESTRIAN VISIBILITY SPLAYS
- HIGHWAY BOUNDARY TRANSCRIBED FROM ECC RECORDS

VEHICLES USED:

7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



DRAFT

INFORMATION SUMMARY			
INFORMATION TYPE	SOURCE	REFERENCE	DATE RECEIVED
TOPOGRAPHICAL SURVEY	JOD SURVEYS LTD	23037:PSF	09/10/23
OS	PROMAP		16/02/2024

Rev	Description	Drn	Chk	App	Date
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ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client	STUART CHALLIS	
Project Title:	FLINT HOUSE, NORTH END, KELSHALL	
Drawing Title:	PROPOSED ACCESS PLAN	
Drawn by	BT	Checked by
A3 Scale	1:250	Date
Drawing Number	2400880-ACE-01-00-DR-C-0001	Approved by
		SAF
		Revision
		1.1

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**Appendix A
ATC Data**

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-552
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-03-08T11:06:55
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ARDKEL01
Site Attribute	KELSHALL
File Name	C:\Users\Josh\Documents\MetroCount\MTE 5.05\Data\ARDKEL01 0 2024-03-07 1109.EC0
File Type	Plus
Algorithm	Factory default axle
Description	NORTH END N OF SITE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-02-28T12:48:36
Start Time	2024-02-28T12:48:36
Finish Time	2024-03-07T11:09:36
Operator	JD
Configuration	40 MC5900 80 00 0f a8 a8 ? TK33N1SV MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-02-29T00:00:00
Filter End	2024-03-07T00:00:00
Class Scheme	ARX
	F Cls(1-10) Dir(S) Sp(0,100) Headway(0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Classification Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

29 February 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	22.4	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	19.3	-	7
0700	8	0	7	0	1	0	0	0	0	0	0	23	-	4
0800	6	0	5	0	1	0	0	0	0	0	0	22.5	-	1.6
0900	8	0	8	0	0	0	0	0	0	0	0	22.5	-	3
1000	13	0	10	0	3	0	0	0	0	0	0	21.5	24.6	3.4
1100	10	0	6	1	3	0	0	0	0	0	0	19.6	-	2.7
1200	4	0	2	0	2	0	0	0	0	0	0	20.6	-	5.1
1300	14	0	13	0	1	0	0	0	0	0	0	21.1	25	3.7
1400	13	0	12	0	1	0	0	0	0	0	0	19.8	25.7	4.2
1500	10	0	8	1	1	0	0	0	0	0	0	21.7	-	3.9
1600	16	0	15	0	1	0	0	0	0	0	0	21.8	24.5	2.3
1700	14	0	13	0	1	0	0	0	0	0	0	21.6	24.7	4.5
1800	6	0	6	0	0	0	0	0	0	0	0	20.9	-	3.9
1900	6	0	6	0	0	0	0	0	0	0	0	21.8	-	2.1
2000	1	0	1	0	0	0	0	0	0	0	0	21.9	-	-
2100	6	0	5	0	1	0	0	0	0	0	0	23.8	-	3.2
2200	4	0	4	0	0	0	0	0	0	0	0	20.7	-	2.7
2300	1	0	1	0	0	0	0	0	0	0	0	21.6	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	20.3	-	5.3
07-19	122	0	105	2	15	0	0	0	0	0	0	21.3	24.6	3.5
19-00	18	0	17	0	1	0	0	0	0	0	0	22.2	24.7	2.7
00-00	143	0	125	2	16	0	0	0	0	0	0	21.4	24.6	3.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

01 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
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0100	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	-	-
0300	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	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	21	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	15.4	-	-
0700	5	0	5	0	0	0	0	0	0	0	0	21	-	2.5
0800	14	0	12	0	2	0	0	0	0	0	0	22.9	26.9	4.4
0900	3	1	2	0	0	0	0	0	0	0	0	21.3	-	1.8
1000	10	0	9	0	1	0	0	0	0	0	0	22	-	2.9
1100	8	0	8	0	0	0	0	0	0	0	0	21.6	-	2.9
1200	21	0	18	0	3	0	0	0	0	0	0	20.8	25.3	4
1300	7	0	6	0	1	0	0	0	0	0	0	22	-	2.8
1400	17	0	14	0	3	0	0	0	0	0	0	22	24.5	2.9
1500	12	0	11	0	1	0	0	0	0	0	0	19.8	23.5	3.6
1600	18	0	15	1	2	0	0	0	0	0	0	21.2	25.8	4.9
1700	8	0	8	0	0	0	0	0	0	0	0	20.3	-	5.6
1800	12	0	11	0	1	0	0	0	0	0	0	21.4	23.4	2.2
1900	6	0	5	0	1	0	0	0	0	0	0	20.4	-	4.6
2000	3	0	3	0	0	0	0	0	0	0	0	21.2	-	1.7
2100	1	0	1	0	0	0	0	0	0	0	0	20.7	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	22.1	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	27.7	-	-
00-07	4	0	3	0	1	0	0	0	0	0	0	22.3	-	5.7
07-19	135	1	119	1	14	0	0	0	0	0	0	21.4	24.8	3.7
19-00	12	0	11	0	1	0	0	0	0	0	0	21.4	25.4	3.8
00-00	151	1	133	1	16	0	0	0	0	0	0	21.4	24.9	3.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

02 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	22.4	-	-
0700	5	0	5	0	0	0	0	0	0	0	0	21.5	-	2.4
0800	9	1	8	0	0	0	0	0	0	0	0	20.8	-	5.8
0900	8	0	7	0	1	0	0	0	0	0	0	21.6	-	4.6
1000	15	0	13	1	1	0	0	0	0	0	0	21.6	24.9	2.5
1100	10	0	9	0	1	0	0	0	0	0	0	21	-	3
1200	17	0	14	2	1	0	0	0	0	0	0	20.6	24.4	2.9
1300	13	0	12	0	1	0	0	0	0	0	0	22	26.6	3.4
1400	12	0	7	0	5	0	0	0	0	0	0	21.3	25.9	3.5
1500	8	0	8	0	0	0	0	0	0	0	0	22.2	-	5.6
1600	12	0	12	0	0	0	0	0	0	0	0	20.5	25.9	3.9
1700	7	0	7	0	0	0	0	0	0	0	0	19.6	-	3.9
1800	5	0	5	0	0	0	0	0	0	0	0	20.2	-	3.7
1900	2	0	2	0	0	0	0	0	0	0	0	23	-	2.5
2000	3	0	3	0	0	0	0	0	0	0	0	19.1	-	1.7
2100	1	0	1	0	0	0	0	0	0	0	0	20.5	-	-
2200	2	0	1	0	1	0	0	0	0	0	0	19.4	-	3.6
2300	1	0	1	0	0	0	0	0	0	0	0	20.9	-	-
00-07	1	0	1	0	0	0	0	0	0	0	0	22.4	-	-
07-19	121	1	107	3	10	0	0	0	0	0	0	21.1	25.1	3.6
19-00	9	0	8	0	1	0	0	0	0	0	0	20.4	-	2.4
00-00	131	1	116	3	11	0	0	0	0	0	0	21.1	25	3.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

03 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	20.2	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	21.7	-	-
0200	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	-	-
0400	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	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	14.4	-	-
0700	7	0	7	0	0	0	0	0	0	0	0	22.8	-	3.1
0800	7	0	7	0	0	0	0	0	0	0	0	21.1	-	1.6
0900	8	0	6	1	1	0	0	0	0	0	0	20.3	-	3.3
1000	9	0	9	0	0	0	0	0	0	0	0	21.2	-	2.2
1100	12	0	12	0	0	0	0	0	0	0	0	22.4	25.9	3.3
1200	12	1	10	1	0	0	0	0	0	0	0	22	27.2	3.9
1300	8	3	4	0	1	0	0	0	0	0	0	21.4	-	5.7
1400	10	1	8	0	1	0	0	0	0	0	0	18	-	5.8
1500	15	1	14	0	0	0	0	0	0	0	0	21.7	25	3.8
1600	12	0	11	0	1	0	0	0	0	0	0	21.4	24.8	3.2
1700	8	0	8	0	0	0	0	0	0	0	0	23.4	-	2.1
1800	6	0	6	0	0	0	0	0	0	0	0	24	-	2.2
1900	4	0	3	0	1	0	0	0	0	0	0	20.7	-	1.1
2000	3	0	3	0	0	0	0	0	0	0	0	22.3	-	3.3
2100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	22.3	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	18.8	-	3.8
07-19	114	6	102	2	4	0	0	0	0	0	0	21.6	25.1	3.8
19-00	8	0	7	0	1	0	0	0	0	0	0	21.5	-	2.1
00-00	125	6	112	2	5	0	0	0	0	0	0	21.5	25.1	3.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

04 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	0	0	1	0	0	0	0	0	0	25.3	-	-
0100	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	-	-
0300	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	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	18.3	-	2.5
0700	6	0	5	0	1	0	0	0	0	0	0	23.8	-	3.4
0800	9	0	9	0	0	0	0	0	0	0	0	23.7	-	2.5
0900	11	0	9	0	1	1	0	0	0	0	0	21.8	27	5
1000	4	0	3	0	0	1	0	0	0	0	0	20.1	-	5.4
1100	13	1	10	0	2	0	0	0	0	0	0	21.6	25.6	4.3
1200	12	1	10	0	1	0	0	0	0	0	0	22.1	27.6	4.2
1300	7	0	7	0	0	0	0	0	0	0	0	21.6	-	3.1
1400	10	0	9	1	0	0	0	0	0	0	0	21.1	-	4.3
1500	14	0	12	0	2	0	0	0	0	0	0	23	27.3	4.1
1600	17	0	14	1	2	0	0	0	0	0	0	21.9	24.6	3
1700	14	0	13	0	1	0	0	0	0	0	0	23.5	28.1	3.7
1800	11	0	9	1	1	0	0	0	0	0	0	22.4	27.7	4.3
1900	4	0	4	0	0	0	0	0	0	0	0	20.7	-	4.4
2000	3	0	3	0	0	0	0	0	0	0	0	21.3	-	2
2100	1	0	1	0	0	0	0	0	0	0	0	23.6	-	-
2200	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	-	-
00-07	3	0	2	0	1	0	0	0	0	0	0	20.7	-	4.4
07-19	128	2	110	3	11	2	0	0	0	0	0	22.3	26.2	3.9
19-00	8	0	8	0	0	0	0	0	0	0	0	21.3	-	3.2
00-00	139	2	120	3	12	2	0	0	0	0	0	22.2	25.9	3.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

05 March 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	24	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	21.1	-	4.5
0700	10	0	7	0	3	0	0	0	0	0	0	22	-	2.9
0800	9	0	9	0	0	0	0	0	0	0	0	23.7	-	3.5
0900	10	0	8	0	2	0	0	0	0	0	0	21.5	-	4.6
1000	11	1	9	0	1	0	0	0	0	0	0	21.7	26	3.5
1100	12	0	12	0	0	0	0	0	0	0	0	21.2	24.6	3.5
1200	9	0	9	0	0	0	0	0	0	0	0	23	-	2.6
1300	12	0	8	0	4	0	0	0	0	0	0	21.2	24.9	3.1
1400	8	0	7	0	1	0	0	0	0	0	0	20.9	-	4.9
1500	16	1	14	0	1	0	0	0	0	0	0	21.8	25.9	4.3
1600	7	0	7	0	0	0	0	0	0	0	0	21.2	-	3.2
1700	17	0	16	0	1	0	0	0	0	0	0	22.7	26.3	3
1800	11	0	9	0	2	0	0	0	0	0	0	22	24.7	2.8
1900	8	0	8	0	0	0	0	0	0	0	0	22.8	-	2.2
2000	4	0	4	0	0	0	0	0	0	0	0	23.1	-	1.8
2100	5	0	4	0	1	0	0	0	0	0	0	24.3	-	0.8
2200	5	0	5	0	0	0	0	0	0	0	0	21.6	-	2.4
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	4	0	4	0	0	0	0	0	0	0	0	21.8	-	3.9
07-19	132	2	115	0	15	0	0	0	0	0	0	21.9	25.8	3.5
19-00	22	0	21	0	1	0	0	0	0	0	0	22.9	24.8	2
00-00	158	2	140	0	16	0	0	0	0	0	0	22.1	25.5	3.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

06 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	29.2	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	21.5	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	23.3	-	5.6
0700	11	0	9	0	2	0	0	0	0	0	0	24.3	29.1	3.1
0800	14	0	13	0	1	0	0	0	0	0	0	23.6	28.1	3.5
0900	7	0	6	0	1	0	0	0	0	0	0	21.9	-	3
1000	6	0	5	0	1	0	0	0	0	0	0	20	-	3.8
1100	9	0	6	0	3	0	0	0	0	0	0	25.1	-	2.4
1200	12	1	11	0	0	0	0	0	0	0	0	20.7	24.3	3.6
1300	5	0	5	0	0	0	0	0	0	0	0	23.5	-	2.4
1400	12	0	10	0	2	0	0	0	0	0	0	22.6	26.9	3.7
1500	16	1	14	0	0	1	0	0	0	0	0	20.8	25.7	4
1600	14	1	12	0	1	0	0	0	0	0	0	22	25.2	4.1
1700	6	0	6	0	0	0	0	0	0	0	0	21.9	-	1.8
1800	9	0	9	0	0	0	0	0	0	0	0	24.5	-	2
1900	6	0	6	0	0	0	0	0	0	0	0	22.9	-	3.8
2000	2	0	2	0	0	0	0	0	0	0	0	22.6	-	2.2
2100	3	0	3	0	0	0	0	0	0	0	0	22.2	-	1.8
2200	2	0	2	0	0	0	0	0	0	0	0	17.3	-	2.2
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	4	0	3	0	1	0	0	0	0	0	0	24.3	-	4.7
07-19	121	3	106	0	11	1	0	0	0	0	0	22.5	26.2	3.6
19-00	13	0	13	0	0	0	0	0	0	0	0	21.9	25.4	3.4
00-00	138	3	122	0	12	1	0	0	0	0	0	22.5	26.3	3.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL01

Description - NORTH END N OF SITE

Direction - South

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	0	0	0	0	24.6	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	25.4	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	22.4	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	22.2	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	19.8	-	4.5
0700	7	0	6	0	1	0	0	0	0	0	0	22.8	-	3.2
0800	10	0	9	0	1	0	0	0	0	0	0	22.7	-	3.7
0900	8	0	7	0	1	0	0	0	0	0	0	21.6	-	3.9
1000	10	0	8	0	1	0	0	0	0	0	0	21.4	-	3.1
1100	11	0	9	0	1	0	0	0	0	0	0	21.7	25.4	3.5
1200	12	0	11	0	1	0	0	0	0	0	0	21.3	25.4	3.7
1300	9	0	8	0	1	0	0	0	0	0	0	21.6	-	3.5
1400	12	0	10	0	2	0	0	0	0	0	0	20.9	24.4	4.2
1500	13	0	12	0	1	0	0	0	0	0	0	21.6	25.6	4.1
1600	14	0	12	0	1	0	0	0	0	0	0	21.5	24.7	3.6
1700	11	0	10	0	0	0	0	0	0	0	0	22.1	25.6	3.8
1800	9	0	8	0	1	0	0	0	0	0	0	22.3	-	3.2
1900	5	0	5	0	0	0	0	0	0	0	0	21.8	-	3.1
2000	3	0	3	0	0	0	0	0	0	0	0	21.6	-	2.2
2100	2	0	2	0	0	0	0	0	0	0	0	23.3	-	2.3
2200	2	0	2	0	0	0	0	0	0	0	0	20.6	-	2.6
2300	0	0	0	0	0	0	0	0	0	0	0	23.4	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	21.6	-	4.3
07-19	125	2	109	2	11	0	0	0	0	0	0	21.7	25.4	3.7
19-00	13	0	12	0	1	0	0	0	0	0	0	21.9	24.8	2.8
00-00	141	2	124	2	13	0	0	0	0	0	0	21.7	25.3	3.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL01
Description - NORTH END N OF SITE
Direction - South

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	139	2	120	3	12	2	0	0	0	0	0	22.2	25.9	3.8
Tue	158	2	140	0	16	0	0	0	0	0	0	22.1	25.5	3.3
Wed	138	3	122	0	12	1	0	0	0	0	0	22.5	26.3	3.6
Thu	143	0	125	2	16	0	0	0	0	0	0	21.4	24.6	3.5
Fri	151	1	133	1	16	0	0	0	0	0	0	21.4	24.9	3.7
Sat	131	1	116	3	11	0	0	0	0	0	0	21.1	25	3.6
Sun	125	6	112	2	5	0	0	0	0	0	0	21.5	25.1	3.7
--	985	15	868	11	88	3	0	0	0	0	0	21.7	25.3	3.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL01
Description - NORTH END N OF SITE
Direction - South

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	985	15	868	11	88	3	0	0	0	0	0	21.7	25.3	3.6

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-552
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-03-08T11:19:34
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ARDKEL02
Site Attribute	KELSHALL
File Name	C:\Users\Josh\Documents\MetroCount\MTE 5.05\Data\ARDKEL02 0 2024-03-07 1110.EC0
File Type	Plus
Algorithm	Factory default axle
Description	NORTH END S OF SITE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-02-28T12:50:22
Start Time	2024-02-28T12:50:22
Finish Time	2024-03-07T11:10:22
Operator	JD
Configuration	40 MC5900 80 00 0f a8 a8 ? TK26T7DQ MC5900-X13 (c)MetroCount 09Nov16

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-02-29T00:00:00
Filter End	2024-03-07T00:00:00
Class Scheme	ARX
	F Cls(1-10) Dir(N) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL02

Description - NORTH END S OF SITE

Direction - North

29 February 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	17.8	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	26	-	0.6
0700	16	0	13	0	3	0	0	0	0	0	0	24.6	28.5	3.7
0800	10	0	10	0	0	0	0	0	0	0	0	20.7	-	6.3
0900	12	0	11	0	1	0	0	0	0	0	0	23.4	27.4	2.5
1000	12	0	9	0	3	0	0	0	0	0	0	21.3	26.5	4.8
1100	8	0	6	0	2	0	0	0	0	0	0	21.8	-	6.1
1200	9	0	7	0	2	0	0	0	0	0	0	23.2	-	1.8
1300	14	0	13	0	1	0	0	0	0	0	0	21.6	23.9	2.1
1400	14	0	14	0	0	0	0	0	0	0	0	22.7	27.3	4.9
1500	12	0	10	0	2	0	0	0	0	0	0	21.1	27.2	4.5
1600	11	0	10	1	0	0	0	0	0	0	0	25	27.3	2
1700	8	0	8	0	0	0	0	0	0	0	0	23.6	-	2.1
1800	6	0	6	0	0	0	0	0	0	0	0	23.8	-	2.8
1900	10	0	9	0	1	0	0	0	0	0	0	23.7	-	3
2000	4	0	4	0	0	0	0	0	0	0	0	21.2	-	4.1
2100	3	0	2	0	1	0	0	0	0	0	0	24.2	-	2
2200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	2	0	2	0	0	0	0	0	0	0	0	22.1	-	5.4
00-07	3	0	3	0	0	0	0	0	0	0	0	23.3	-	4.8
07-19	132	0	117	1	14	0	0	0	0	0	0	22.7	26.5	4
19-00	19	0	17	0	2	0	0	0	0	0	0	23.1	25.9	3.2
00-00	154	0	137	1	16	0	0	0	0	0	0	22.8	26.5	3.9

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL02
Description - NORTH END S OF SITE
Direction - North

01 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	17.6	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	29.5	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	22	-	1.3
0700	8	0	7	0	1	0	0	0	0	0	0	25.8	-	4.2
0800	16	0	14	0	2	0	0	0	0	0	0	24.4	28.7	3.7
0900	14	0	14	0	0	0	0	0	0	0	0	23.1	28.8	3.8
1000	8	0	7	0	1	0	0	0	0	0	0	23.2	-	4.6
1100	5	0	5	0	0	0	0	0	0	0	0	22.2	-	5.8
1200	15	0	12	0	3	0	0	0	0	0	0	20.6	25.3	4.1
1300	11	1	10	0	0	0	0	0	0	0	0	20.7	26.6	5.5
1400	14	0	11	1	2	0	0	0	0	0	0	21.3	25.2	3.9
1500	11	0	11	0	0	0	0	0	0	0	0	21.3	24.3	3.5
1600	12	0	11	0	1	0	0	0	0	0	0	23.6	27	4.6
1700	12	1	11	0	0	0	0	0	0	0	0	22.7	25.5	4.1
1800	5	0	5	0	0	0	0	0	0	0	0	23.9	-	3.1
1900	7	0	6	0	1	0	0	0	0	0	0	24.1	-	3.3
2000	2	0	2	0	0	0	0	0	0	0	0	22.4	-	2.8
2100	1	0	1	0	0	0	0	0	0	0	0	28.4	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	22.6	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	28.8	-	-
00-07	5	0	4	0	1	0	0	0	0	0	0	22.6	-	4.4
07-19	131	2	118	1	10	0	0	0	0	0	0	22.6	26.3	4.3
19-00	12	0	11	0	1	0	0	0	0	0	0	24.4	28.4	3.3
00-00	148	2	133	1	12	0	0	0	0	0	0	22.7	26.8	4.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL02
Description - NORTH END S OF SITE
Direction - North

02 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	24.8	-	-
0700	5	0	5	0	0	0	0	0	0	0	0	25	-	3.4
0800	10	0	10	0	0	0	0	0	0	0	0	21.5	-	4.3
0900	19	0	18	0	1	0	0	0	0	0	0	24.4	29.5	3.7
1000	12	0	12	0	0	0	0	0	0	0	0	23.9	28.4	3.3
1100	18	0	17	1	0	0	0	0	0	0	0	22.6	26.7	4
1200	14	0	11	2	1	0	0	0	0	0	0	24.3	27.6	3
1300	9	0	8	0	1	0	0	0	0	0	0	24.4	-	4.5
1400	13	0	10	0	3	0	0	0	0	0	0	20.9	25.8	5.9
1500	12	1	11	0	0	0	0	0	0	0	0	19.7	25.7	5.8
1600	9	1	8	0	0	0	0	0	0	0	0	20.2	-	3.9
1700	9	0	8	0	1	0	0	0	0	0	0	24	-	4.2
1800	6	0	6	0	0	0	0	0	0	0	0	23.1	-	2.4
1900	2	0	1	0	1	0	0	0	0	0	0	23.9	-	1.7
2000	1	0	1	0	0	0	0	0	0	0	0	24.7	-	-
2100	3	0	3	0	0	0	0	0	0	0	0	30	-	4
2200	2	0	2	0	0	0	0	0	0	0	0	23.5	-	5.7
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	1	0	1	0	0	0	0	0	0	0	0	24.8	-	-
07-19	136	2	124	3	7	0	0	0	0	0	0	22.8	27.3	4.4
19-00	8	0	7	0	1	0	0	0	0	0	0	26.2	-	4.4
00-00	145	2	132	3	8	0	0	0	0	0	0	23	27.5	4.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL02
Description - NORTH END S OF SITE
Direction - North

03 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	30.8	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	20.9	-	2.1
0700	5	0	5	0	0	0	0	0	0	0	0	23.2	-	4.1
0800	5	0	4	0	1	0	0	0	0	0	0	23.4	-	2.3
0900	13	1	11	1	0	0	0	0	0	0	0	20.3	26.9	5.8
1000	22	3	18	1	0	0	0	0	0	0	0	19.4	24.7	4.7
1100	14	2	12	0	0	0	0	0	0	0	0	22.9	28.4	5.3
1200	15	0	14	0	1	0	0	0	0	0	0	22.1	25.1	2.8
1300	13	2	11	0	0	0	0	0	0	0	0	20.3	26.4	5.7
1400	9	2	6	0	1	0	0	0	0	0	0	18.8	-	4.3
1500	12	0	11	0	1	0	0	0	0	0	0	19.4	25.3	4.5
1600	14	1	13	0	0	0	0	0	0	0	0	24.5	31.8	5.5
1700	10	1	7	0	2	0	0	0	0	0	0	20.3	-	4.3
1800	2	0	2	0	0	0	0	0	0	0	0	21.7	-	1
1900	2	0	1	0	1	0	0	0	0	0	0	25.1	-	1.5
2000	4	0	4	0	0	0	0	0	0	0	0	24.1	-	1.9
2100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	2	0	2	0	0	0	0	0	0	0	0	26.1	-	0.1
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	24.2	-	5.9
07-19	134	12	114	2	6	0	0	0	0	0	0	21.1	25.9	4.9
19-00	8	0	7	0	1	0	0	0	0	0	0	24.9	-	1.6
00-00	145	12	124	2	7	0	0	0	0	0	0	21.4	26.2	4.9

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL02

Description - NORTH END S OF SITE

Direction - North

04 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	21.8 -	-	6.2
0600	1	0	1	0	0	0	0	0	0	0	0	21.9 -	-	-
0700	10	0	9	0	1	0	0	0	0	0	0	22.8 -	-	5
0800	16	0	13	0	2	1	0	0	0	0	0	23.1	27.1	4.4
0900	9	0	8	0	1	0	0	0	0	0	0	22.5 -	-	4
1000	14	0	11	1	1	0	1	0	0	0	0	23.1	26.8	3.8
1100	15	0	10	0	5	0	0	0	0	0	0	19.4	23.9	4.8
1200	12	1	10	0	1	0	0	0	0	0	0	20.9	26.3	4.8
1300	11	0	10	1	0	0	0	0	0	0	0	22.1	26.4	4.2
1400	11	0	9	0	2	0	0	0	0	0	0	23.6	26.4	3
1500	13	1	10	0	2	0	0	0	0	0	0	20.9	24.4	4.4
1600	11	0	10	1	0	0	0	0	0	0	0	24.7	28.3	3.2
1700	10	1	9	0	0	0	0	0	0	0	0	21.2 -	-	4.6
1800	11	0	11	0	0	0	0	0	0	0	0	25.3	32.7	5.5
1900	5	0	5	0	0	0	0	0	0	0	0	24.9 -	-	4.6
2000	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 -	-	-
2200	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 -	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	21.9 -	-	4.4
07-19	143	3	120	3	15	1	1	0	0	0	0	22.4	26.6	4.5
19-00	5	0	5	0	0	0	0	0	0	0	0	24.9 -	-	4.6
00-00	151	3	128	3	15	1	1	0	0	0	0	22.5	26.6	4.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
 Site Name - ARDKEL02
 Description - NORTH END S OF SITE
 Direction - North

05 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	7	1	5	0	1	0	0	0	0	0	0	23	-	5
0700	13	0	10	0	2	1	0	0	0	0	0	22.3	27.6	4.2
0800	18	0	18	0	0	0	0	0	0	0	0	22.9	27	4.6
0900	15	0	13	0	2	0	0	0	0	0	0	23.6	27.3	4.4
1000	17	0	15	0	2	0	0	0	0	0	0	21.5	25.6	3.9
1100	17	1	12	0	3	0	1	0	0	0	0	21.6	25.6	4.3
1200	8	0	6	1	1	0	0	0	0	0	0	22.6	-	3.6
1300	13	2	9	0	2	0	0	0	0	0	0	17.5	22.4	4.5
1400	15	1	14	0	0	0	0	0	0	0	0	23.2	25.8	3.6
1500	18	0	16	0	2	0	0	0	0	0	0	27.5	33.1	9.6
1600	11	0	10	0	1	0	0	0	0	0	0	24.2	29.2	3.7
1700	11	0	11	0	0	0	0	0	0	0	0	21.7	27.1	3.4
1800	11	0	11	0	0	0	0	0	0	0	0	23.5	29.6	5.1
1900	4	0	4	0	0	0	0	0	0	0	0	26.3	-	3.2
2000	5	0	5	0	0	0	0	0	0	0	0	24.1	-	4.2
2100	5	0	5	0	0	0	0	0	0	0	0	25.1	-	1.3
2200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	7	1	5	0	1	0	0	0	0	0	0	23	-	5
07-19	167	4	145	1	15	1	1	0	0	0	0	22.8	26.7	5.4
19-00	14	0	14	0	0	0	0	0	0	0	0	25.1	29.2	3
00-00	188	5	164	1	16	1	1	0	0	0	0	22.9	26.9	5.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL02
Description - NORTH END S OF SITE
Direction - North

06 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	5	0	5	0	0	0	0	0	0	0	0	24.1	-	2.7
0700	12	0	10	0	1	1	0	0	0	0	0	24	28.6	4.6
0800	22	0	20	0	2	0	0	0	0	0	0	24	26.1	2
0900	8	0	7	0	1	0	0	0	0	0	0	23.3	-	2.8
1000	12	0	9	0	3	0	0	0	0	0	0	22.7	25.8	3.6
1100	11	0	8	0	3	0	0	0	0	0	0	22.3	26.7	3.3
1200	4	0	4	0	0	0	0	0	0	0	0	27.8	-	5.4
1300	9	0	9	0	0	0	0	0	0	0	0	22.3	-	3.3
1400	8	0	6	0	2	0	0	0	0	0	0	23.8	-	2.7
1500	19	1	18	0	0	0	0	0	0	0	0	22.8	26.7	4.1
1600	10	1	8	0	0	1	0	0	0	0	0	23.7	-	5.2
1700	12	2	10	0	0	0	0	0	0	0	0	19.7	23.7	4.7
1800	9	0	9	0	0	0	0	0	0	0	0	22.1	-	3.8
1900	5	0	5	0	0	0	0	0	0	0	0	20.2	-	5.3
2000	1	0	1	0	0	0	0	0	0	0	0	24.5	-	-
2100	4	0	4	0	0	0	0	0	0	0	0	26.7	-	3.5
2200	1	0	1	0	0	0	0	0	0	0	0	19	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	5	0	5	0	0	0	0	0	0	0	0	24.1	-	2.7
07-19	136	4	118	0	12	2	0	0	0	0	0	23	26.6	3.9
19-00	11	0	11	0	0	0	0	0	0	0	0	22.8	28.5	5.1
00-00	152	4	134	0	12	2	0	0	0	0	0	23	26.7	3.9

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL02

Description - NORTH END S OF SITE

Direction - North

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	30.8	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	17.6	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	22.7	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	23.3	-	3.4
0700	10	0	8	0	1	0	0	0	0	0	0	23.9	-	4.2
0800	14	0	13	0	1	0	0	0	0	0	0	23.1	26.8	4.1
0900	13	0	12	0	1	0	0	0	0	0	0	23	27.3	4.1
1000	14	0	12	0	1	0	0	0	0	0	0	21.8	25.9	4.3
1100	13	0	10	0	2	0	0	0	0	0	0	21.8	26.1	4.7
1200	11	0	9	0	1	0	0	0	0	0	0	22.5	26	3.9
1300	11	1	10	0	1	0	0	0	0	0	0	21.1	25.4	4.7
1400	12	0	10	0	1	0	0	0	0	0	0	22.1	26.2	4.4
1500	14	0	12	0	1	0	0	0	0	0	0	22.2	26.4	6.3
1600	11	0	10	0	0	0	0	0	0	0	0	23.8	27.9	4.3
1700	10	1	9	0	0	0	0	0	0	0	0	21.8	25.5	4.2
1800	7	0	7	0	0	0	0	0	0	0	0	23.6	-	4.1
1900	5	0	4	0	1	0	0	0	0	0	0	23.8	-	3.7
2000	2	0	2	0	0	0	0	0	0	0	0	23.3	-	3.2
2100	2	0	2	0	0	0	0	0	0	0	0	26.4	-	3.2
2200	1	0	1	0	0	0	0	0	0	0	0	23.4	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	24.4	-	-
00-07	4	0	3	0	0	0	0	0	0	0	0	23.3	-	4.1
07-19	140	4	122	2	11	1	0	0	0	0	0	22.5	26.6	4.6
19-00	11	0	10	0	1	0	0	0	0	0	0	24.2	27.7	3.7
00-00	155	4	136	2	12	1	0	0	0	0	0	22.6	26.7	4.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552

Site Name - ARDKEL02

Description - NORTH END S OF SITE

Direction - North

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	151	3	128	3	15	1	1	0	0	0	0	22.5	26.6	4.5
Tue	188	5	164	1	16	1	1	0	0	0	0	22.9	26.9	5.3
Wed	152	4	134	0	12	2	0	0	0	0	0	23	26.7	3.9
Thu	154	0	137	1	16	0	0	0	0	0	0	22.8	26.5	3.9
Fri	148	2	133	1	12	0	0	0	0	0	0	22.7	26.8	4.3
Sat	145	2	132	3	8	0	0	0	0	0	0	23	27.5	4.4
Sun	145	12	124	2	7	0	0	0	0	0	0	21.4	26.2	4.9
--	1083	28	952	11	86	4	2	0	0	0	0	22.6	26.7	4.5

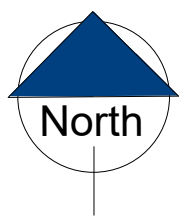
OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-552
Site Name - ARDKEL02
Description - NORTH END S OF SITE
Direction - North

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	1083	28	952	11	86	4	2	0	0	0	0	22.6	26.7	4.5

**Appendix B
Architect's Layout**



DRAFT

Rev	Description	Date
A	Ground floor reduced in length. First floor with 4 Bedrooms and more storage space	05/12/23
B	Extended the rear garden	11/12/23
C	New Boundary	12/12/23
D	Volume resizing	22/02/24
E	House and garage new placement	18/03/24
F	Boundary and Garage pushed back	19/03/24

domusapm.co.uk
info@domusapm.co.uk
020 8144 2506
PO Box 76155 London, N12 2FU



ADDRESS
LAND ADJACENT FLINT HOUSE,
KELSHALL
ROYSTON
SG8 9SD

PROJECT

TWO STOREY DWELLING

DOMUS APM

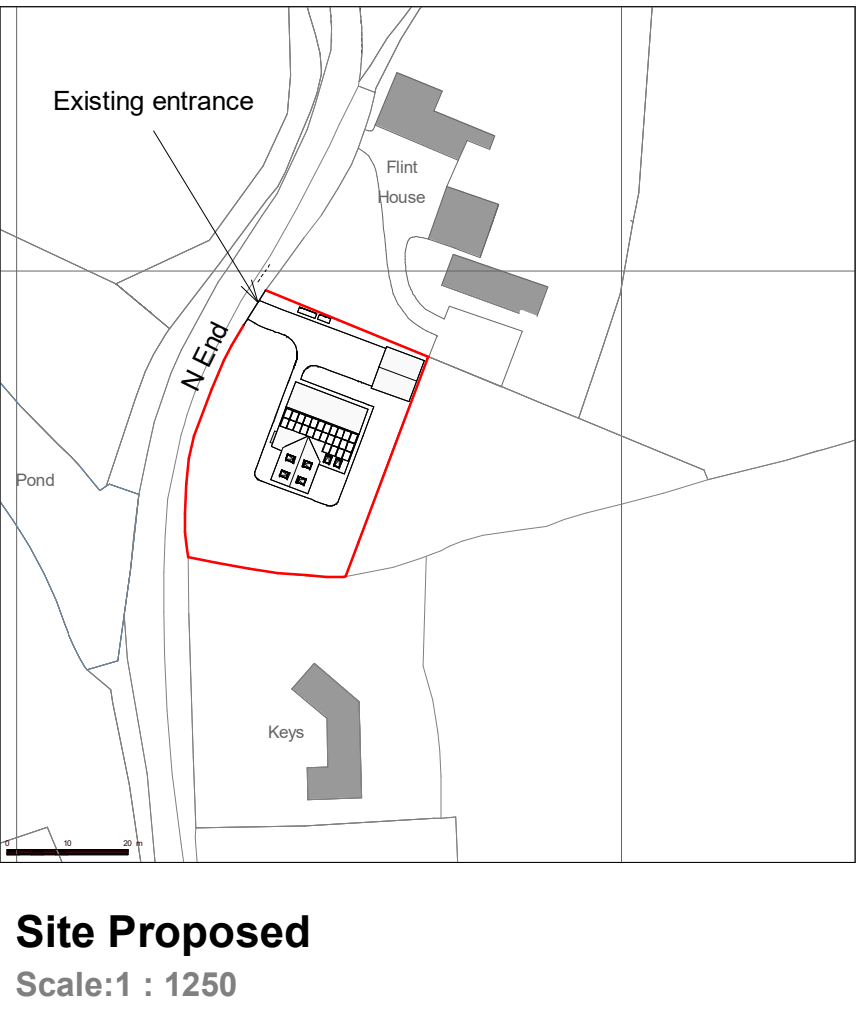
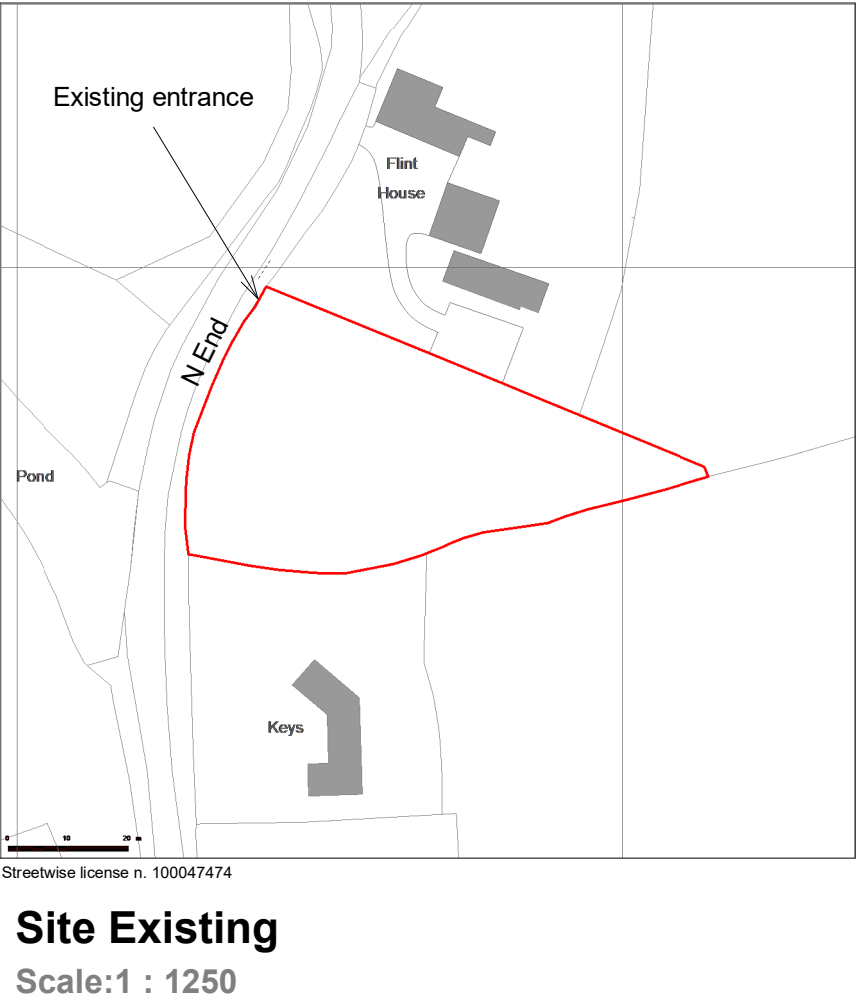
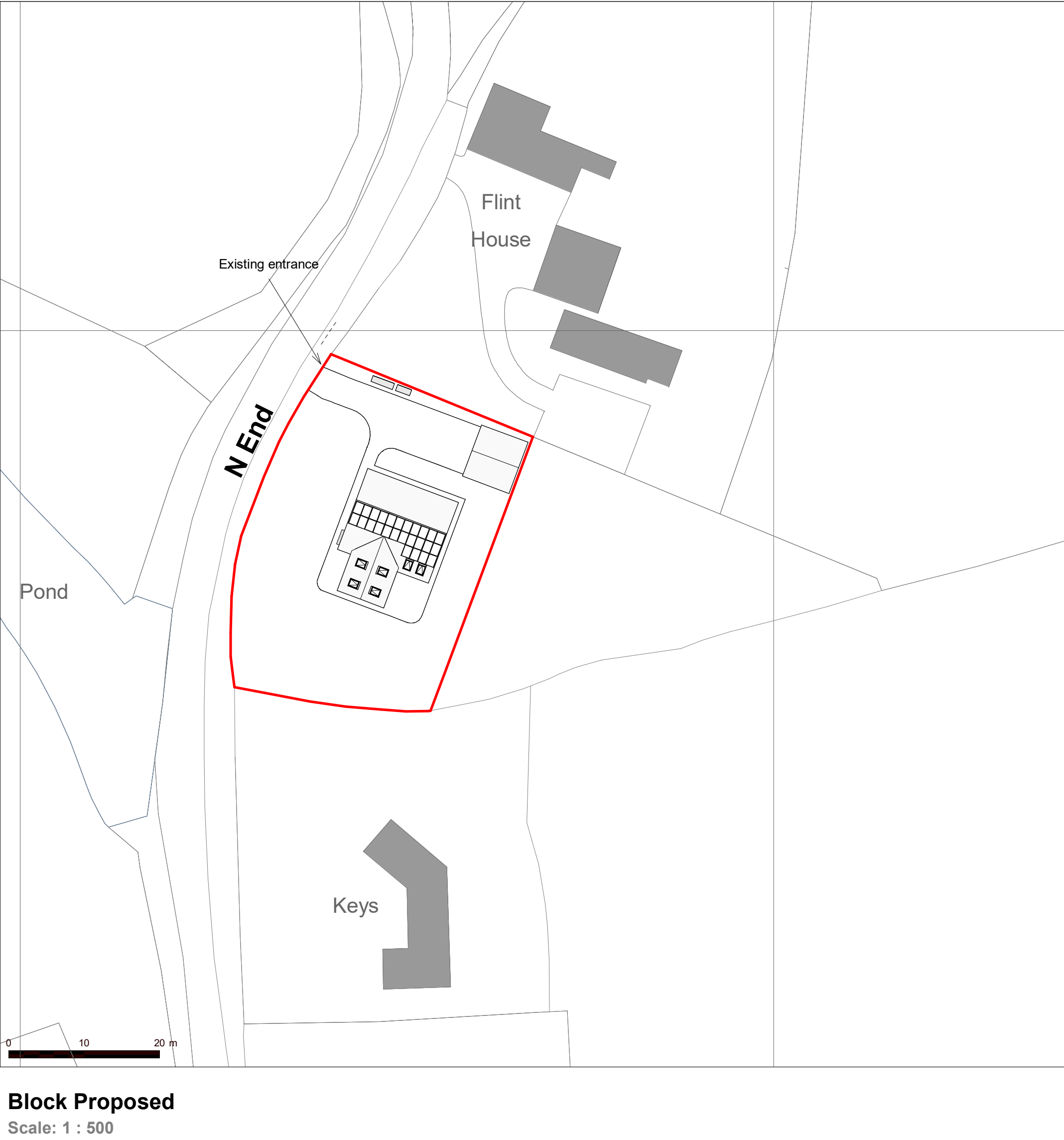
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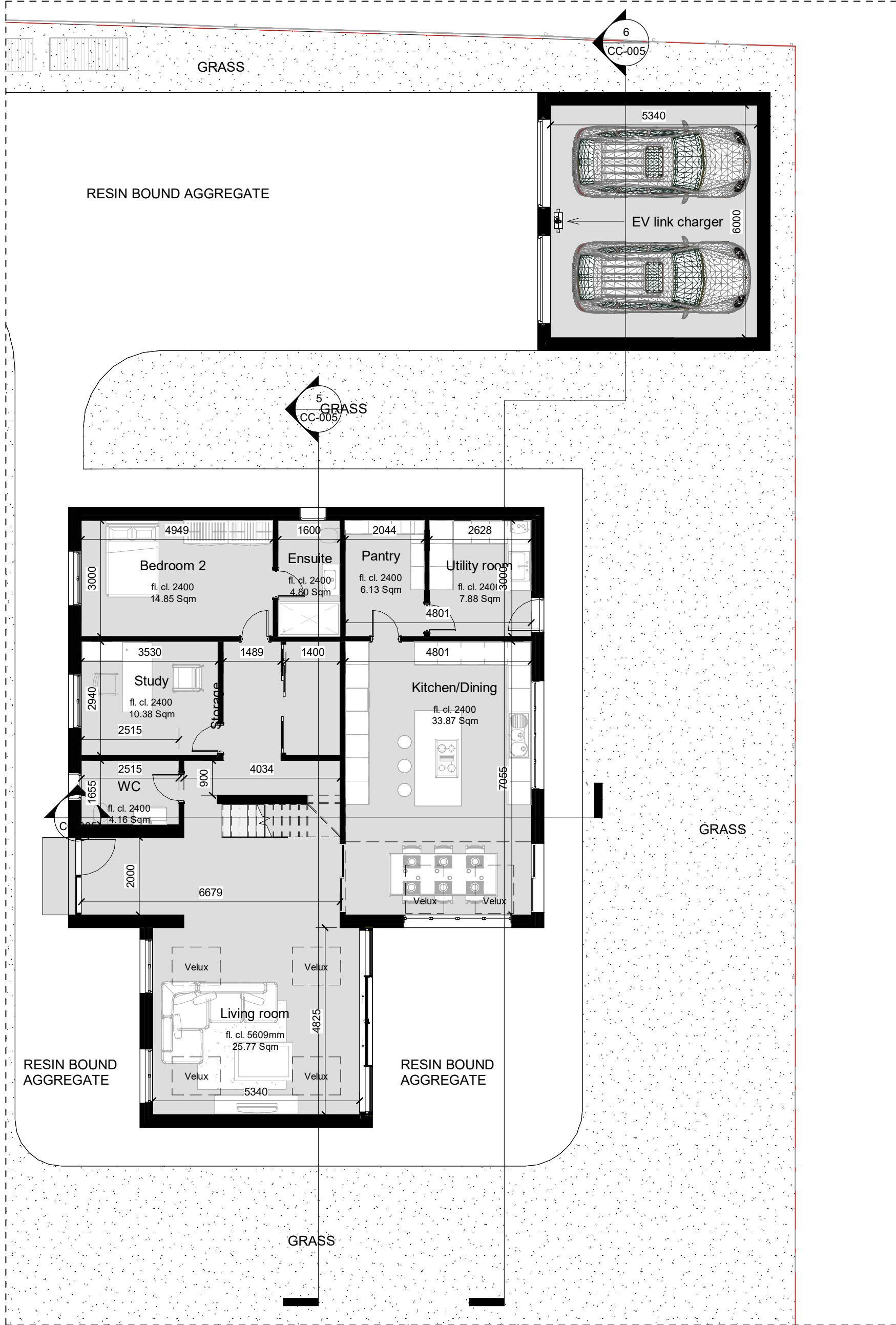
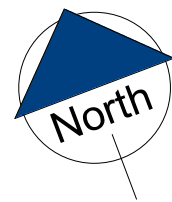
LOCATION PLAN

CLIENT

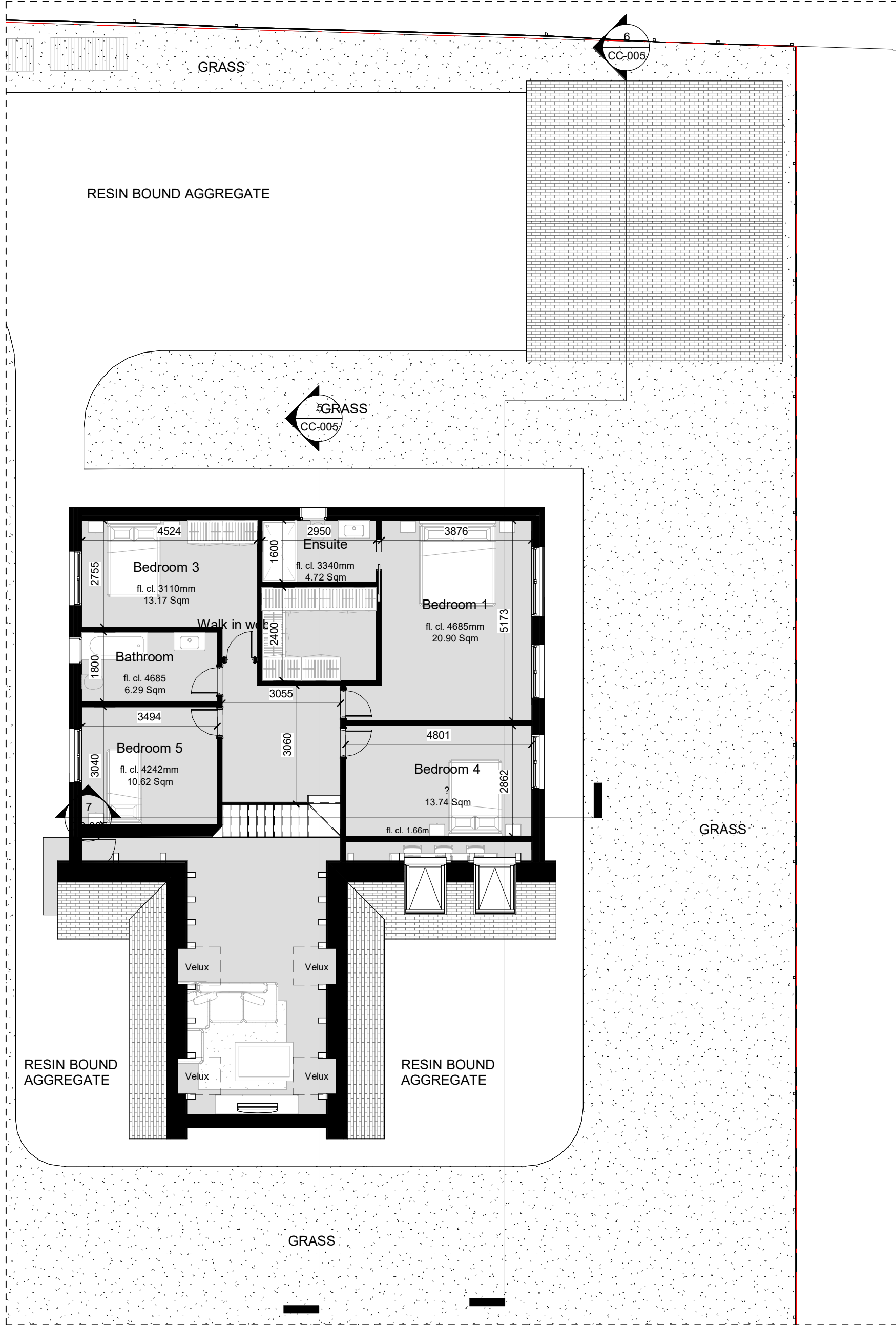
STUART CHALLIS

DRAWN BY VL	CHECKED BY PC	DATE 22/02/2024
SCALE (@ A1) As indicated		PROJECT NUMBER 2309791
DRAWING NUMBER CC-001		REV F

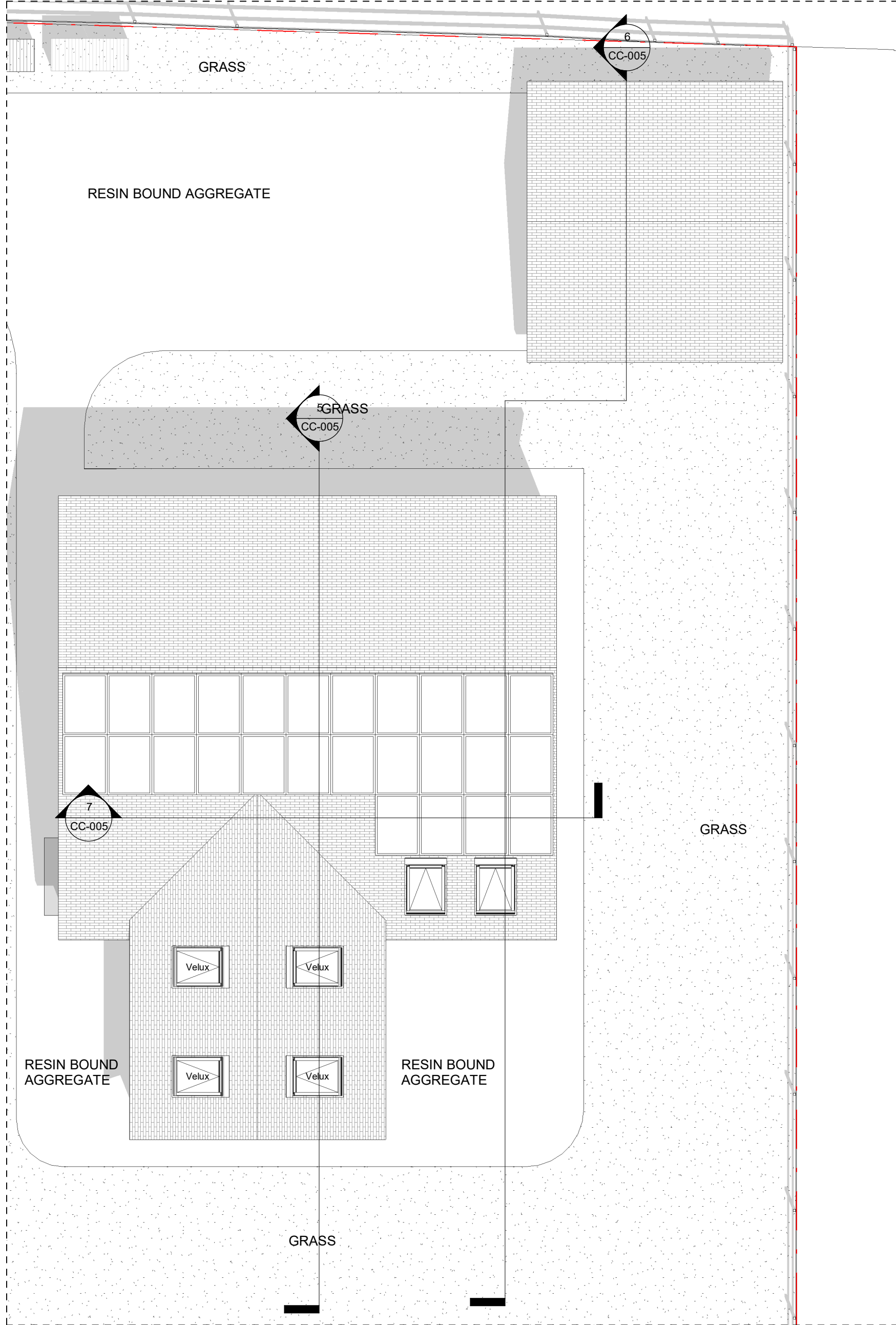




Level 0
Scale: 1 : 100



Level 1
Scale: 1 : 100



Roof Level
Scale: 1 : 100

New barn house - up to 9 people	Gross internal floor areas	
	Min.	Proposed
Total gross internal floor area	128.00 Sqm	230.12 Sqm
KITCHEN/DINING ROOM	11.00 Sqm	33.87 Sqm
BEDROOM 1 1bed 2 persons	11.50 Sqm	20.90 Sqm
BEDROOM 2 1bed 2 persons	11.50 Sqm	14.85 Sqm
BEDROOM 3 1bed 2 persons	11.50 Sqm	13.17 Sqm
BEDROOM 4 1bed 2 persons	11.50 Sqm	13.74 Sqm
BEDROOM 5 1bed 1 persons	7.50 Sqm	10.62 Sqm
STUDY		10.38 Sqm
BUILT IN STORAGE	3.50 Sqm	4.11 Sqm
AMENITY AREA	30.00 Sqm	875.90 Sqm

DRAFT

Rev	Description	Date
A	Ground floor reduced in length. First floor with 4 Bedrooms and more storage space	05/12/23
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D	Volume resizing	22/02/24
E	House and garage new placement	18/03/24
F	Boundary and Garage pushed back	19/03/24

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info@domusapm.co.uk
020 8144 2506
PO Box 76155 London, N12 2FU



ADDRESS
LAND ADJACENT FLINT HOUSE,
KELSHALL
ROYSTON
SG8 9SD

PROJECT
TWO STOREY DWELLING

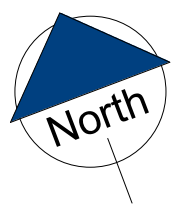
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TITLE
PROPOSED PLANS

CLIENT
STUART CHALLIS

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CHECKED BY
PC
DATE
22/02/2024
SCALE (@ A1)
1 : 100
PROJECT NUMBER
2309791

DRAWING NUMBER
CC-002
REV
F



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Rev	Description	Date
A	Ground floor reduced in length. First floor with 4 Bedrooms and more storage space	05/12/23
B	Extended the rear garden	11/12/23
C	New Boundary	12/12/23
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PROJECT

TWO STOREY DWELLING

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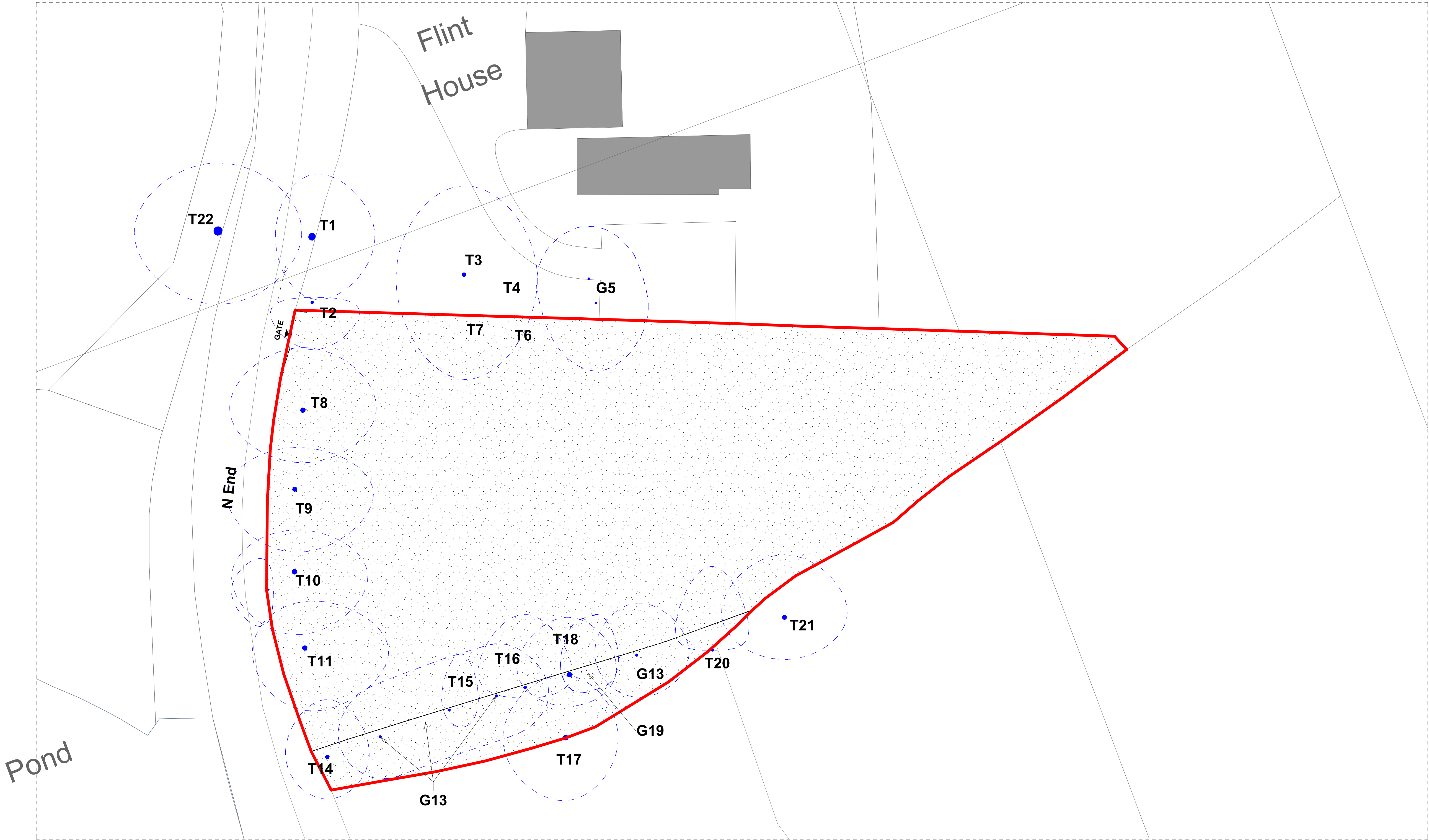
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SITE PLAN - EX

CLIENT

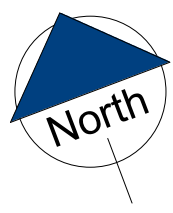
STUART CHALLIS

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SCALE (@ A1) 1 : 200		PROJECT NUMBER 2309791
DRAWING NUMBER CC-003		REV F



Site Plan - Existing
Scale: 1 : 200

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DRAFT

Rev	Description	Date
A	Ground floor reduced in length. First floor with 4 Bedrooms and more storage space	05/12/23
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PROJECT

TWO STOREY DWELLING

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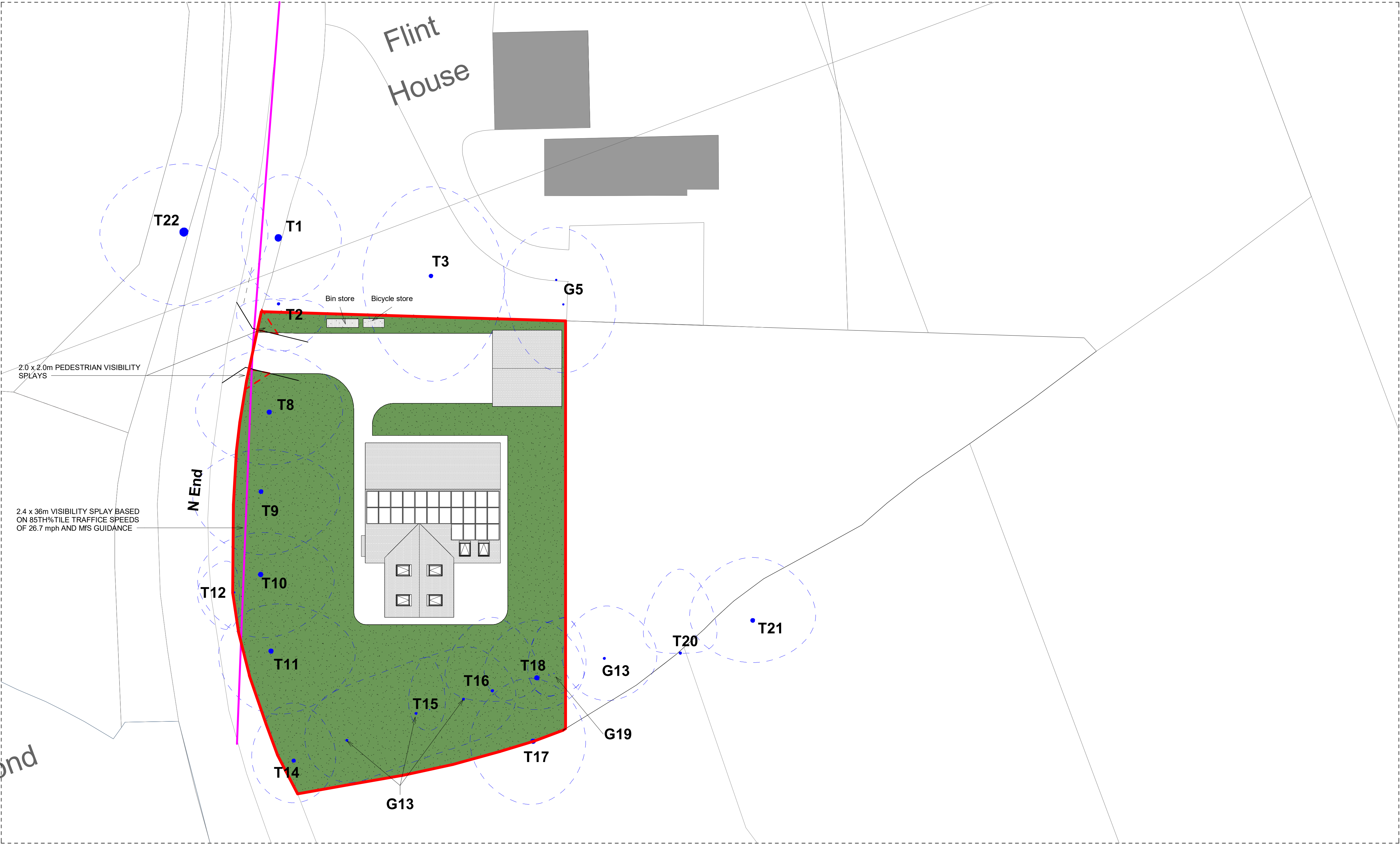
TITLE

SITE PLAN - PR

CLIENT

STUART CHALLIS

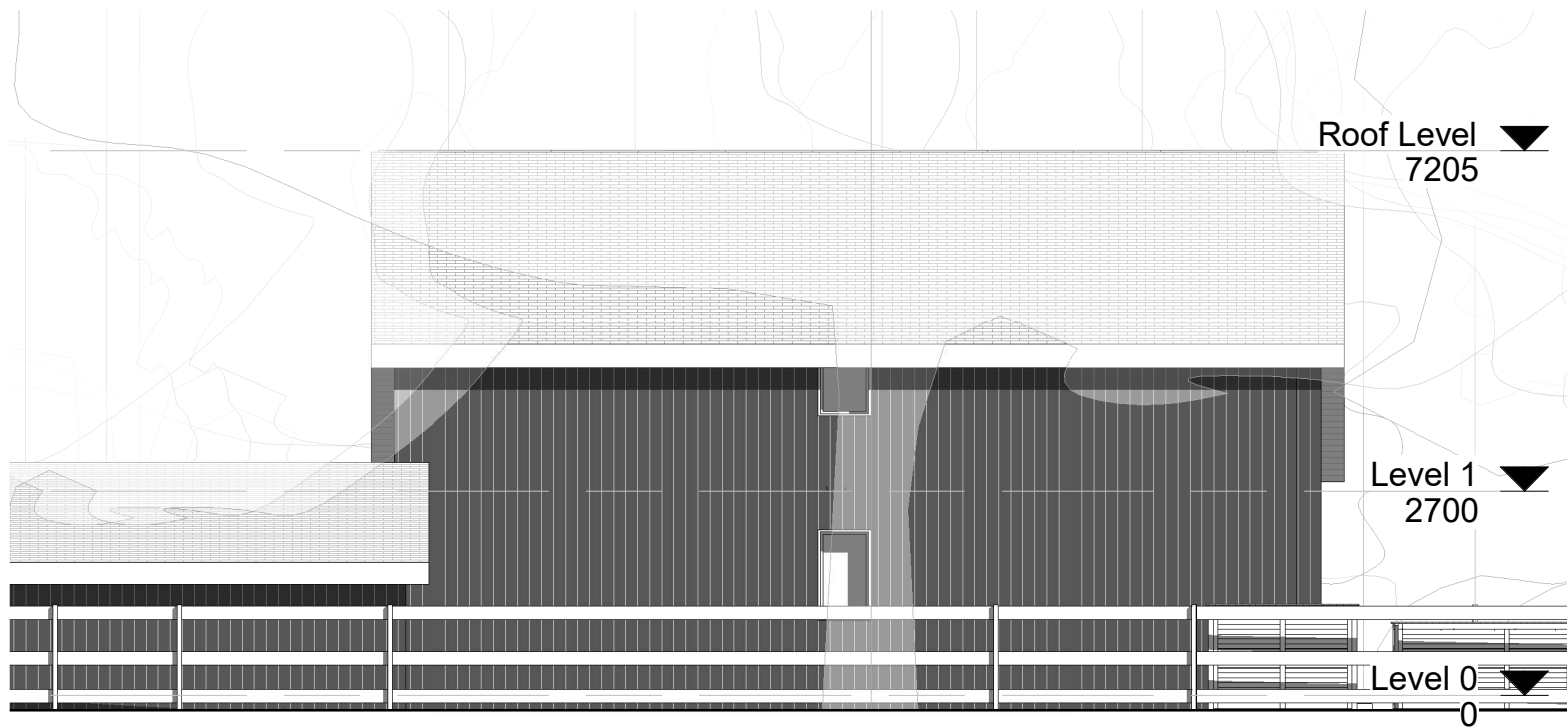
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SCALE (@ A1) 1 : 200		PROJECT NUMBER 2309791
DRAWING NUMBER CC-004		REV F



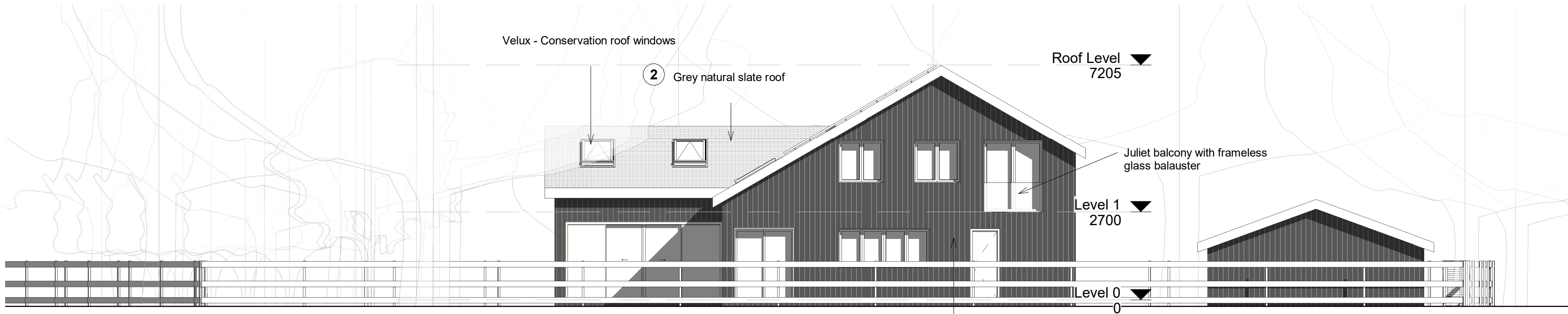
Site Plan - Proposed
Scale: 1 : 200

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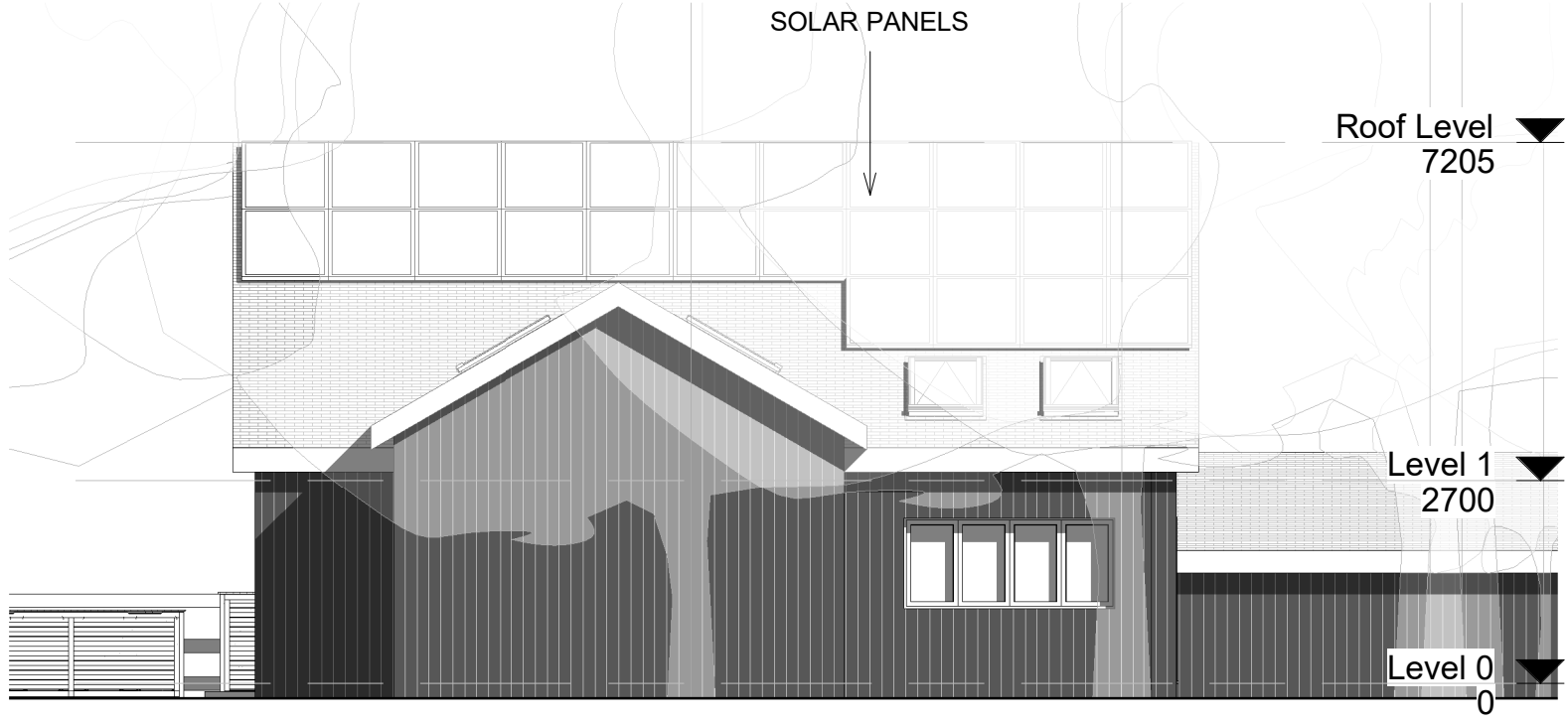
0 1 2 3 4 1:100



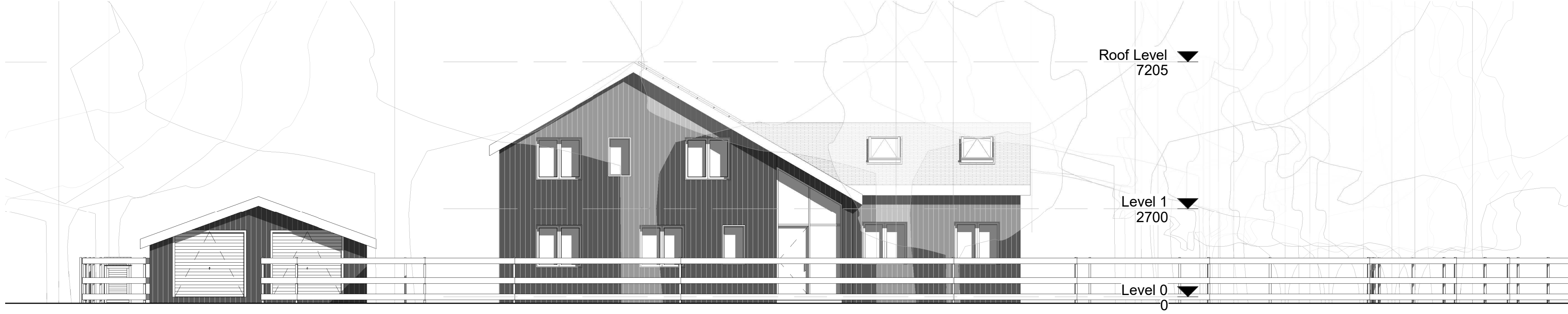
Side (Left) Elevation
Scale: 1 : 100



Rear Elevation
Scale: 1 : 100



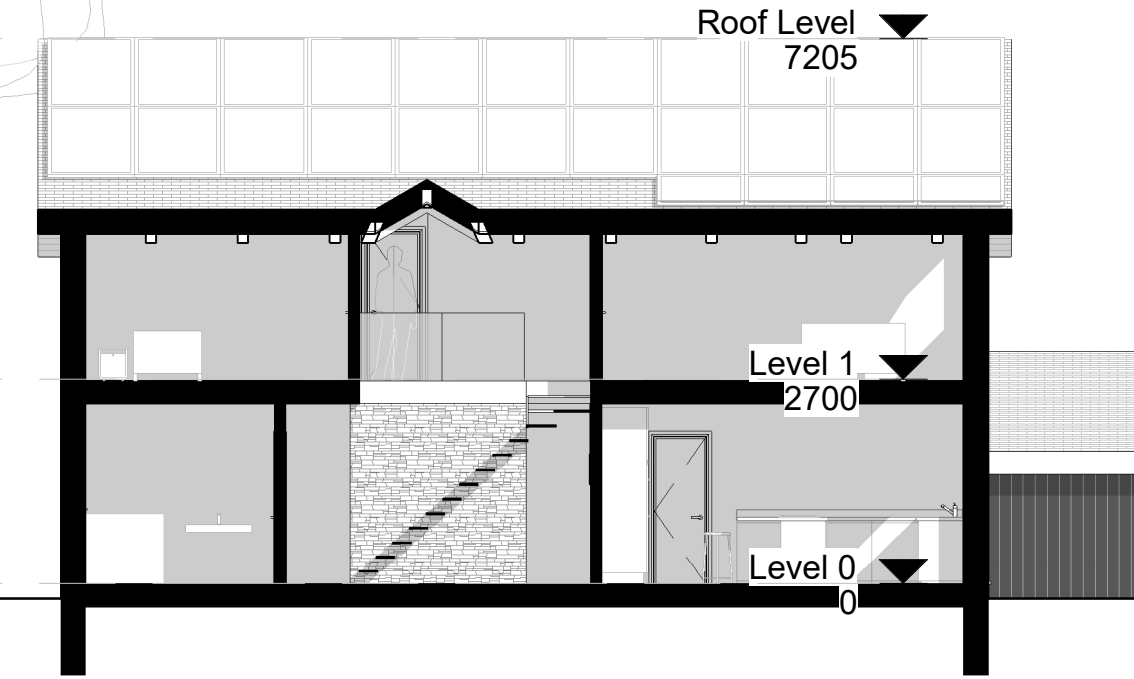
Side (Right) Elevation
Scale: 1 : 100



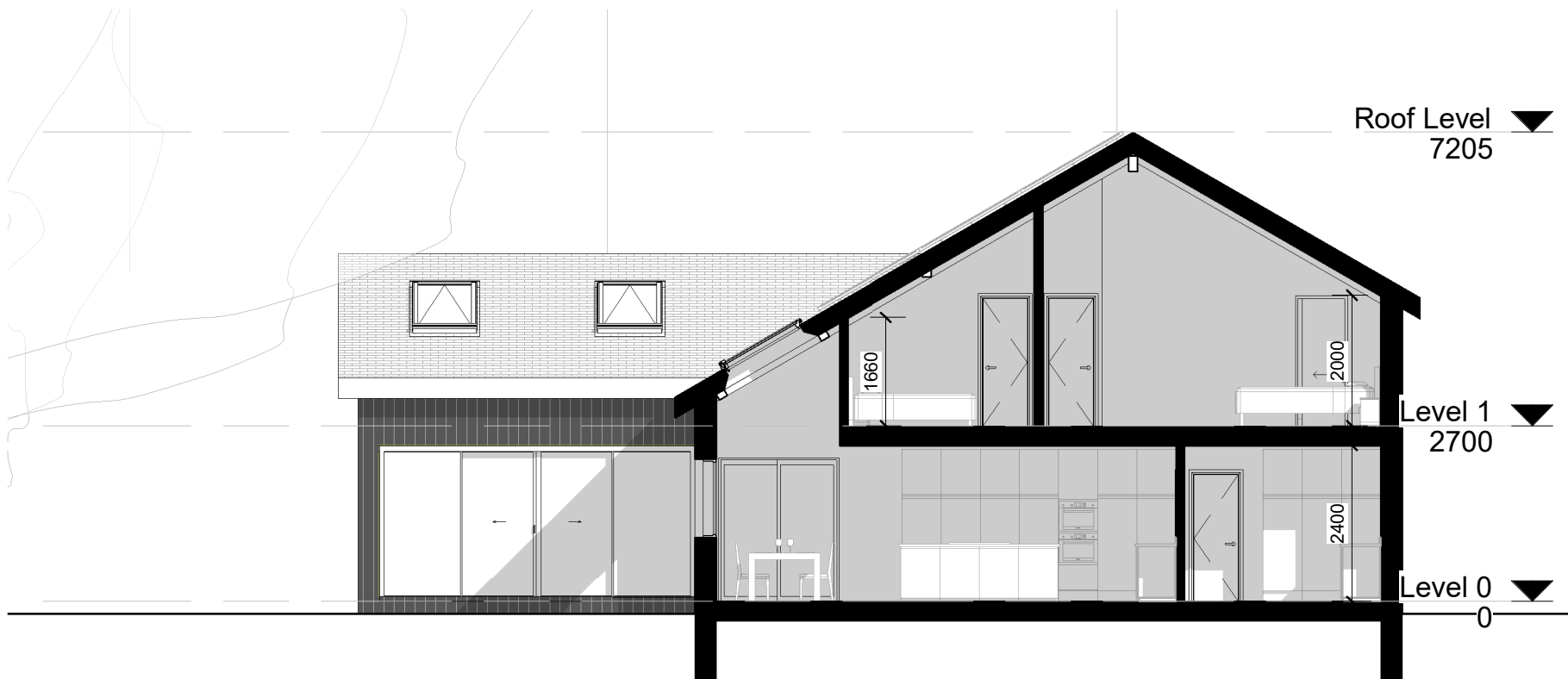
Front Elevation
Scale: 1 : 100



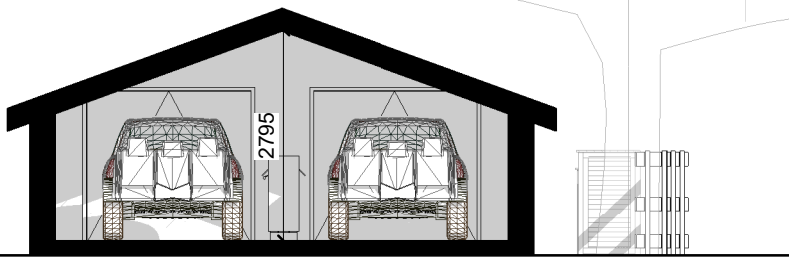
Section 1
Scale: 1 : 100



Section 2
Scale: 1 : 100



Section 4
Scale: 1 : 100



① Charred Accoya uses Shou Sugi Ban, an ancient Japanese architectural technique used to preserve wood by charring the surface with a hot flame producing a beautiful dark finish with exquisite snakeskin appearance and texture.

The process involves charring the wood, cooling it, cleaning off any soot or burnt debris on the surface, and then finishing the boards with an oil. When fire is applied to wood boards, the burning process creates a thin layer of carbon on the wood surface, which is what we see as burnt wood. This carbon layer protects the interior wood in very much the same way that stains or sealants would.

Shou Sugi Ban enhances the durability and is a natural means of preserving wood without chemicals, paints, and other surface treatments. It is very low maintenance and naturally resistant to insects as well as moisture damage.

The Shou Sugi Ban process is environmentally friendly and doesn't contribute to harmful pollution. There are no chemicals present in this cladding to potentially leach into the environment and it's entirely safe for homes with children.

② A natural slate roof is a roofing system that uses thin, flat pieces of slate rock as the primary roofing material. Slate is a metamorphic rock that is durable, fire-resistant, and has a distinctive appearance. The use of natural slate for roofing has been a traditional practice for centuries and is known for its longevity and aesthetic appeal.

Characteristics of natural slate roofs:

Material: Natural slate is quarried and cut into thin, flat sheets. It is available in various colors, including gray, green, purple, and red, depending on the region and composition of the slate.

Durability: One of the most notable features of natural slate is its durability. A well-maintained slate roof can last for over a century, making it a long-term roofing solution.

Weather Resistance: Natural slate is resistant to weathering, including rain, snow, and hail. It is also highly resistant to temperature fluctuations and can withstand freeze-thaw cycles without cracking.

Fire Resistance: Slate is a non-combustible material, making it highly resistant to fire. This property enhances the overall safety of structures with slate roofs.

Maintenance: While natural slate is low-maintenance compared to some other roofing materials, occasional inspections and repairs may be necessary to address any damaged or displaced slates.



DRAFT

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domusapm.co.uk
info@domusapm.co.uk
020 8144 2506
PO Box 76155 London, N12 2FU

Domus
Architects + Project Managers

ADDRESS
LAND ADJACENT FLINT HOUSE,
KELSHALL
ROYSTON
SG8 9SD

PROJECT

TWO STOREY DWELLING

DOMUS APM

TITLE
ELEVATION - SECTIONS

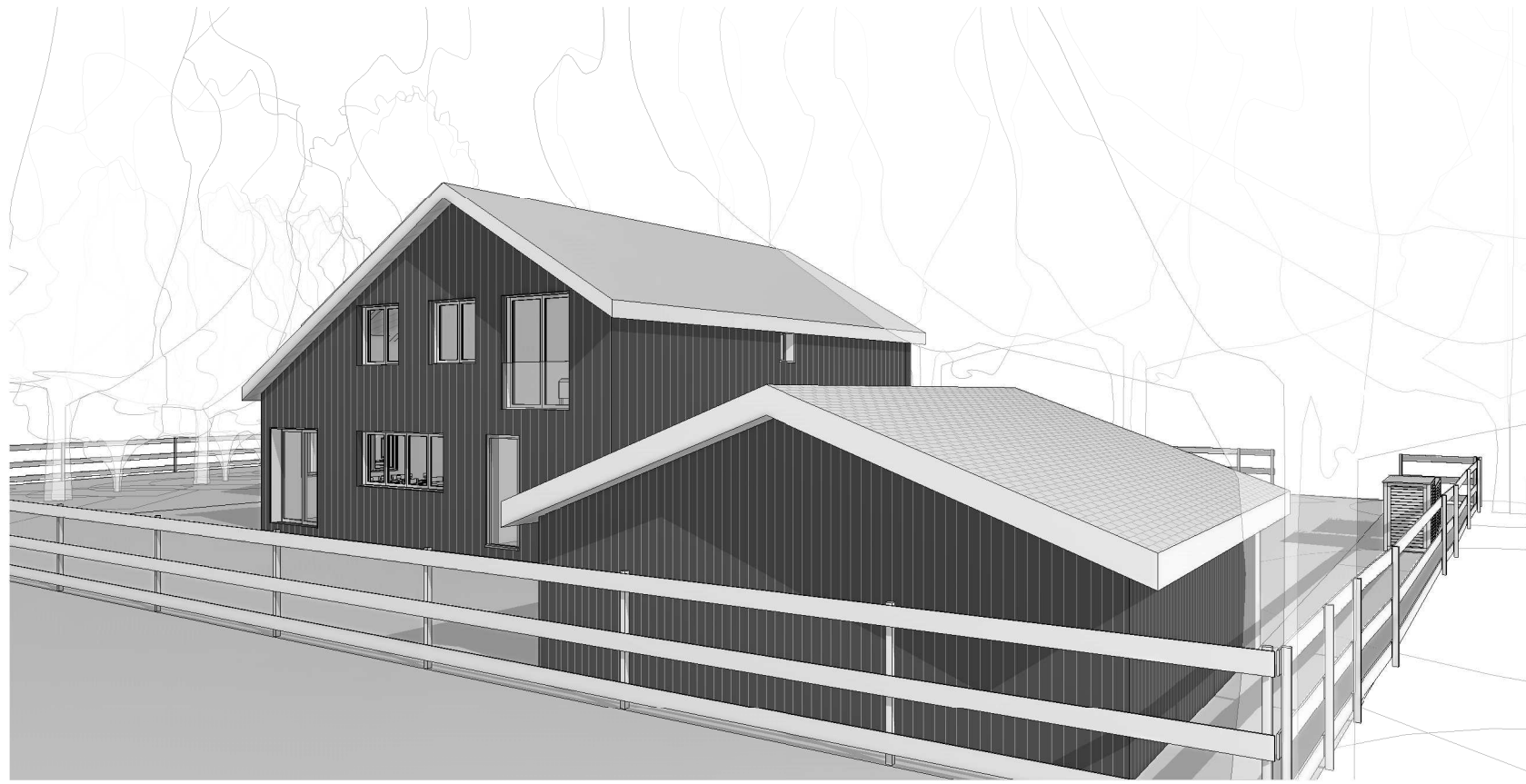
CLIENT
STUART CHALLIS

DRAWN BY VL	CHECKED BY PC	DATE 22/02/2024
SCALE (@ A1) 1 : 100		PROJECT NUMBER 2309791
DRAWING NUMBER CC-005		REV F

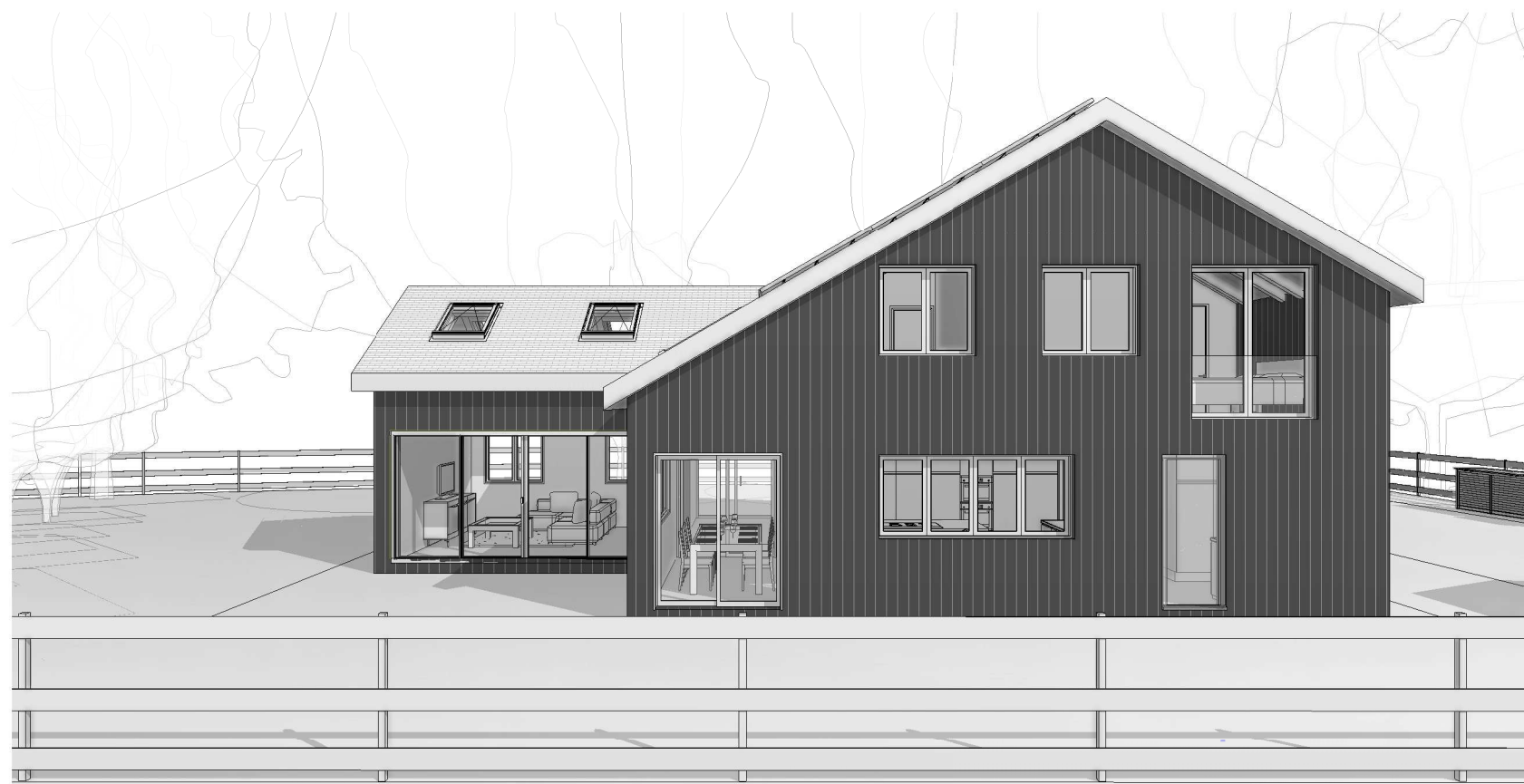
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3D View - FRONT 1
Scale:



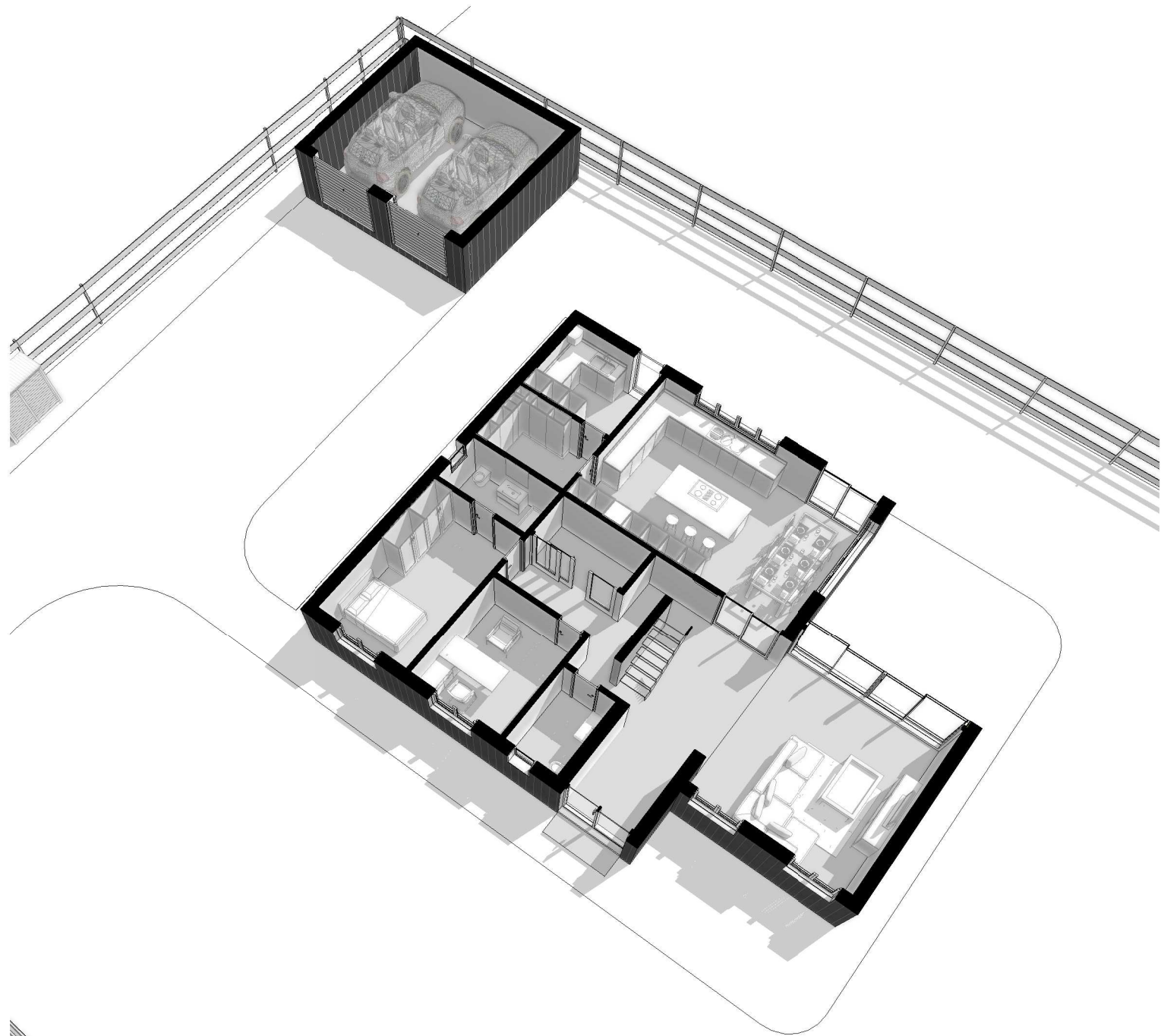
3D View - REAR - 2
Scale:



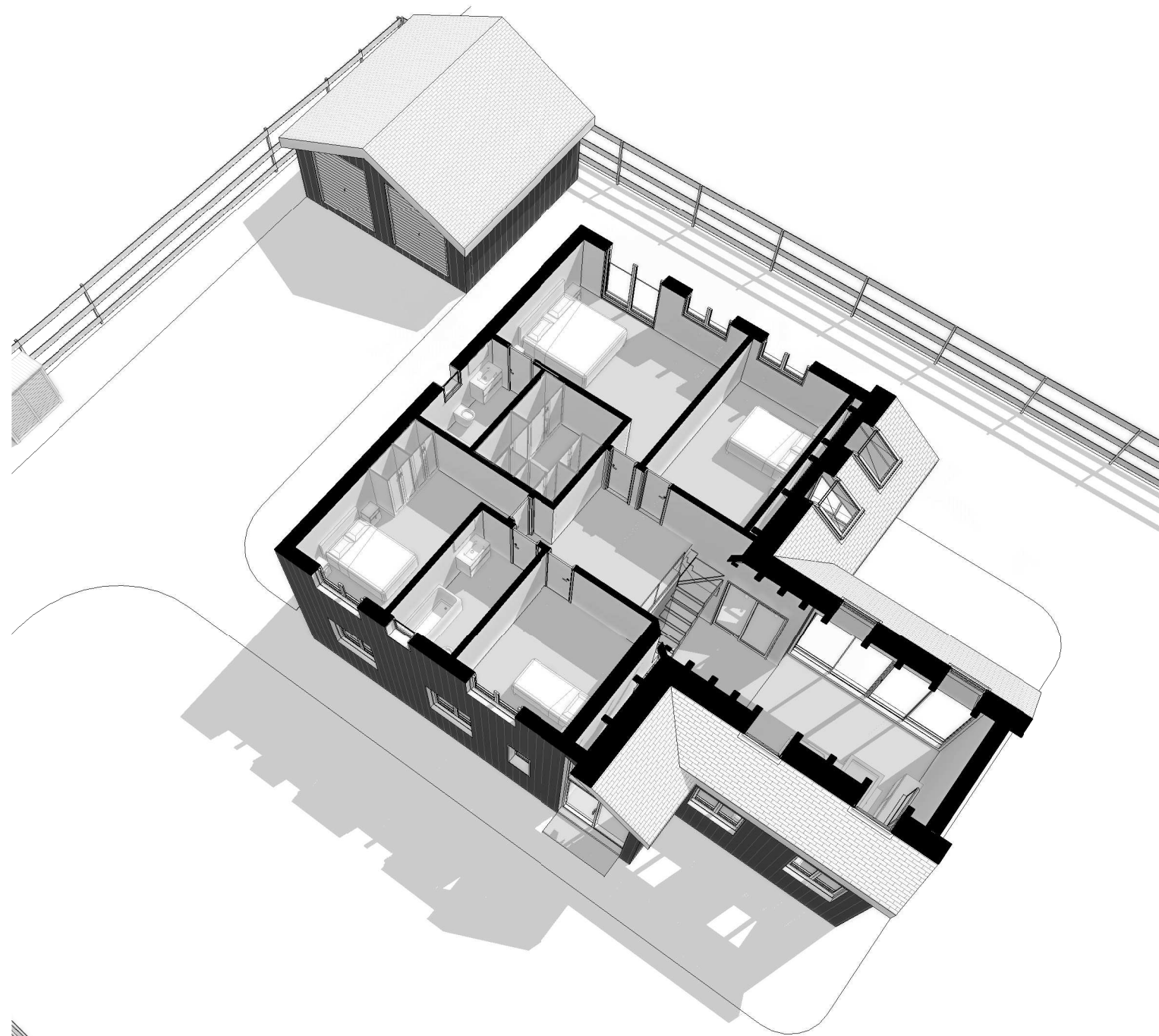
3D View - REAR 1
Scale:



3D View - FRONT 2
Scale:



GF Cutted through
Scale:



FF Cutted through
Scale:

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Rev	Description	Date
A	Ground floor reduced in length. First floor with 4 Bedrooms and more storage space	05/12/23
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KELSHALL
ROYSTON
SG8 9SD

PROJECT

TWO STOREY DWELLING

DOMUS APM

TITLE

3D VIEWS

CLIENT

STUART CHALLIS

DRAWN BY VL	CHECKED BY PC	DATE 22/02/2024
SCALE (@ A1)		PROJECT NUMBER 2309791
DRAWING NUMBER CC-006		REV F

Appendix C

TRICS Data – Houses Privately Owned

Calculation Reference: AUDIT-437201-240216-0213

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	2 days
03	SOUTH WEST	
	DV DEVON	2 days
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 363 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	5 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
------------------------------------	----

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

Selected Location Sub Categories:

Residential Zone	15
------------------	----

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	15 days - Selected

Secondary Filtering selection:**Use Class:**

C3	15 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	2 days
No	13 days

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

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
6	HI-03-A-14	SEMI-DETACHED & TERRACED		HIGHLAND
	KING BRUDE ROAD			
	INVERNESS			
	SCORGUIE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL	
7	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYPHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL		
9	NF-03-A-51 CITY ROAD NORWICH LAKENHAM	SEMI-DETACHED	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 Survey date: TUESDAY 13/09/22 Survey Type: MANUAL		
10	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL		
11	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16 Survey Type: MANUAL		
12	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15 Survey Type: MANUAL		
13	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16 Survey Type: MANUAL		
14	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL		
15	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	64	0.065	15	64	0.291	15	64	0.356
08:00 - 09:00	15	64	0.119	15	64	0.396	15	64	0.515
09:00 - 10:00	15	64	0.164	15	64	0.162	15	64	0.326
10:00 - 11:00	15	64	0.129	15	64	0.188	15	64	0.317
11:00 - 12:00	15	64	0.138	15	64	0.152	15	64	0.290
12:00 - 13:00	15	64	0.193	15	64	0.170	15	64	0.363
13:00 - 14:00	15	64	0.177	15	64	0.170	15	64	0.347
14:00 - 15:00	15	64	0.164	15	64	0.194	15	64	0.358
15:00 - 16:00	15	64	0.264	15	64	0.183	15	64	0.447
16:00 - 17:00	15	64	0.318	15	64	0.174	15	64	0.492
17:00 - 18:00	15	64	0.366	15	64	0.184	15	64	0.550
18:00 - 19:00	15	64	0.278	15	64	0.192	15	64	0.470
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.375			2.456			4.831

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:

10 - 363 (units:)

Survey date date range:

01/01/15 - 04/07/23

Number of weekdays (Monday-Friday):

15

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

5

Surveys manually removed from selection:

1

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.