

Transport Technical Note

April 2026

EAS

Glebe House Stables

Hinxworth Road, Hinxworth, Baldock
SG7 5HB

Sworders

Document History

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

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1 Introduction

- 1.1 EAS Transport Planning Ltd has been commissioned to produce a Transport Technical Note to support an application for the redevelopment of an existing stabling complex at Glebe House Stables, Hinxworth Road, Baldock S7 5HB. A location plan is contained at **Appendix A**.
- 1.2 The existing stabling complex contains two main buildings, with a combined floor area of circa 1,280sqm. The site also contains an associated driveway and hardstanding area. It is proposed to convert the existing stabling complex into 5 residential dwellings, comprising 1 x three-bedroom dwelling, 3 x four-bedroom dwellings and 1 x five-bedroom dwelling as well as providing associated hardstanding and landscaping. The proposed layout drawing is contained at **Appendix B**.
- 1.3 This report has been prepared with regard to the Department of Communities and Local Government's 'Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking' (March 2014), as well as to guidance that the regional and local authorities have published on their website.

Planning History of the Site

- 1.4 A previous application was submitted at the site in September 2025, regarding the conversion of the existing site into 4 residential dwellings (REF: 25/02408/FP).
- 1.5 The application was approved and the Highway authority offered no objections to the proposals. A copy of the Highways consultation response is contained at **Appendix C**.
- 1.6 This report contains the following:
 - Section 2 – Assessment of the local area, including existing facilities and the transport network;
 - Section 3 – Development proposals, including access, parking, and servicing;
 - Section 4 – Expected trip generation and impact on the local highway network; and
 - Section 5 – Summary and conclusions.

2 Existing Site Assessment

Existing Site Context

- 2.1 The existing site comprises a stabling complex, with two main buildings measuring a combined floor area of circa 1,280sqm. The larger of the two buildings (circa 1,050sqm) is located in the north of the site and currently serves as a stable, whilst also being used to store equipment associated with the wider stabling complex.
- 2.2 The smaller building (circa 230sqm) is located to the south of the site, adjacent to the existing vehicular access off Hinxworth Road. It is understood that this building solely serves as horse stables.
- 2.3 The site is bordered by Glebe House and Hinxworth Road to the east, as well as undeveloped land in all other directions.

Site Access

- 2.4 The site is accessed via a gravel track that connects to the western side of Hinxworth Road. At its junction with Hinxworth Road, the track measures approximately 11m in width, narrowing to around 4m after the first 5m. It maintains this narrower width for a further 20m before widening again to approximately 8m as it enters the main stabling complex to the west.

Local Road Network

- 2.5 Hinxworth Road is a typical country road with a carriageway measuring circa 5m in width for most of its extent and subject to a 60mph speed limit where it runs past the site access. The road connects Hinxworth in the north to the more substantial towns of Baldock and Letchworth in the south, offering access to a handful of other villages, including Ashwell, Astwick and Stotfold.
- 2.6 To the southwest of the site, the A1 can be reached, offering access to the A1 (M) and A505. The wider London conurbation can be accessed using the A1 (M), whilst towns such as Luton and Royston can be reached using the A505.

Local Amenities

- 2.7 Due to the site's rural location, few everyday amenities and facilities can be accessed in a short walking distance.
- 2.8 The site is located approximately 770m south of Hinxworth village. Hinxworth village has a pub, convenience store, and church.

- 2.9 Hinxworth is a typical village with dwellings and rural roads. It is likely that residents will also rely on facilities in other local towns and villages such as Biggleswade to the north, as well as Baldock, Letchworth and Stotfold to the south.

Public Transport Accessibility

- 2.10 The proposed development is well served by the HertsLynx Demand Responsive Transport (DRT) service, which operates across rural areas of Hertfordshire, including the vicinity of the site.
- 2.11 HertsLynx allows users to book journeys via a mobile app, website, or phone, offering flexible travel between designated 'virtual bus stops' and key service hubs. The nearest virtual stops to the site are located on Ashwell Road and New Inn Road in Hinxton to the north (900m/13-minute walk), and along Hinxworth Road near Farrowby Farm to the south (1.5km/22-minute journey).
- 2.12 This service provides future residents with a convenient and sustainable transport option for accessing nearby towns and essential services, particularly in the absence of fixed-route public transport.
- 2.13 In addition to the Herts Lynx flexible service, the Taylors Road bus stops can be accessed in a circa 3.2km/11-minute cycle from the site. These stops offer access to the W3, W3S, W6A and W10 bus routes. These bus routes provide links to nearby villages and key local destinations, albeit on a limited basis as they are predominantly weekly or monthly services.
- 2.14 The W3 and W3S both operate on Mondays and route from Meppershall and Shillington, passing through Stotfold before continuing to Biggleswade. Bus route W6A runs one Wednesday per month and provides a direct connection from Meppershall and Shillington through to Cambridge. Meanwhile, the W10 bus route operates once a month on a Thursday and travels from Meppershall via Shillington and Lower Stondon to St Neots, also calling at Stotfold.
- 2.15 Baldock railway station is located to the south of the site can be accessed in a 6.7km/7-minute drive from the site.
- 2.16 The railway station is served by Great Northern and forms part of the Cambridge Line. Typical off-peak services include 1 direct tph to London King's Cross, as well as two semi-fast services per hour to London King's Cross via Hitchin and Stevenage. Journeys to London take circa 48-minutes.
- 2.17 Typical off-peak northbound services include 3 direct tph to Cambridge, with the journey taking circa 25-minutes.

Road Traffic Collisions

- 2.18 The CrashMap database has been interrogated to identify any personal injury road traffic collisions that have occurred in the vicinity of the site within the most recent five-year period available (2020-2024 inclusive), to ascertain any potential issues with road safety.
- 2.19 This search uncovered that no road traffic collisions were found to have occurred along Hinxworth within 500-metres of the site's vehicular access. As such, in this regard, the site's vehicular access is considered acceptable in road safety terms.

3 The Proposed Development

- 3.1 The proposals comprise the conversion of an existing stabling complex containing two main buildings, measuring a combined floor area of circa 1,280sqm, into five residential dwellings, with associated parking and landscaping. The proposed dwellings comprise 1 x three-bedroom dwelling, 3 x four-bedroom dwellings and 1 x five-bedroom dwelling.
- 3.2 The proposed layout drawing is contained at **Appendix B**.

Access

- 3.3 Access to the site will remain in line with existing, with vehicles and pedestrians utilising the access point off Hinxworth Road. There are also proposals to widen the site access where it meets Hinxworth Road from circa 4m to 4.8m to facilitate the safe access/egress of two vehicles simultaneously.
- 3.4 To ascertain that the required level visibility can be achieved at the existing site access, ATC surveys were laid along Hinxworth Road between Thursday 8th May 2025 and Wednesday 14th May 2025. The full results of the survey, as well as documentation of where the surveys were positioned is contained at **Appendix D**.
- 3.5 The 85th percentile speeds of southbound vehicles recorded at the northern ATC survey site were 34mph, corresponding to a required northern visibility splay of 2.4m x 77.6m based upon DMRB parameters. Northbound 85th percentile speeds at the southern ATC site were recorded at 46.9mph and therefore require a southern visibility splay of 2.4m x 131.7m.
- 3.6 Accordingly, the drawing at **Appendix E** shows that a visibility splay of 2.4m x 77.6m is achievable to the north of the site access, whilst a splay of 2.4m x 131.7m is achievable to the south. Both splays fall wholly within land owned by the applicant or maintained by the local Highway Authority.
- 3.7 The proposed access arrangement is therefore deemed adequate considering that the site access and driveway have been in place for many years and as described in Section 3 of this report, there have been no associated road safety implications.
- 3.8 Further to this, the proposals will lead to a change in the vehicle type accessing the site, as the residential use will mainly generate car vehicle trips, as opposed to the existing stabling use on site, which generated trips formed of bulkier vehicles such as vehicles with trailers and LGVs.

Car Parking

- 3.9 The proposals will provide a total of 11 car parking spaces, with each space being located in car ports adjacent to the corresponding dwelling. It is proposed that 4 dwellings will have 2 car

parking spaces each, whilst 1 dwelling will have 3 car parking spaces. EV charging capabilities will also be provided in line with North Herts parking standards.

- 3.10 The proposals are therefore providing a policy compliant number of car parking spaces for residents.

Cycle Parking

- 3.11 A policy compliant number of secure covered cycle parking spaces will be provided, located within the car ports of each dwelling.

Servicing and Refuse Arrangements

Pumping Appliances

- 3.12 Access for pumping appliances would be unchanged from the current situation with a fire tender entering the site from Hinxworth Road. The vehicle will then perform a turn within the site and continue out onto Hinxworth Road in a forward gear.
- 3.13 The drawing contained at **Appendix F** highlights vehicle tracking of a fire tender.

Refuse Vehicles

- 3.14 It is proposed that a refuse vehicle will also access from Hinxworth Road to reach the proposed bin store within the centre of the site. It is proposed that residents will transfer their bins to this store on collection day, moving their bins back within the curtilage of their dwelling once collection has occurred.
- 3.15 The drawing contained at **Appendix G** confirms that a refuse vehicle can access and egress in a forward gear.

4 Trip Generation and Traffic Impact

Existing Agricultural Barn Use

- 4.1 The applicant has outlined that the existing stables on site are currently used as a commercial operation and customers pay to keep horses on the site. It was confirmed that the existing site has capacity of 20-22 stables and can therefore accommodate up to 22 horses at one time.
- 4.2 Subsequently, to estimate trip generation associated with the existing stabling use, data obtained as part of a previous project regarding horse stabling of a similar size to that of the existing lawful use, in Epping Forest district - Pine Lodge Riding Centre (consented planning ref: EPF/0682/15), has been utilised.
- 4.3 This data identified that one third of the horses had one owner/sharer that visited at least once per day, meaning a minimum of two vehicle movements per horse per day (i.e 1 in and 1 out). Around two thirds of horses had two or more visits per day, meaning a minimum of four vehicles movements per horse per day (i.e 2 in and 2 out); these comprised a morning visit for mucking out and an afternoon/evening visit for riding. Horses would be visited every day of the week throughout the year.
- 4.4 With 22 horses being housed at the site, it is therefore assumed that 7 horses (one third) would each directly generate two vehicle movements per day, while the other 14 horses (two thirds) would each directly generate four vehicle movements per day: a total of 70 vehicle movements directly associated with the horses per day.
- 4.5 In addition, there are deliveries of food, hay and bedding; muck removal and trade waste; as well as farriers, equine dentists, back therapists, vets and saddlers. The previous data suggests that such servicing tasks comprising around 33 vehicle movements per day, including 3 as HGVs, for the site that housed 28 horses. On this basis, the existing use for housing of 22 horses could be expected to generate on average an additional 26 (25.93) vehicle movements per day, including 2 (2.36) HGV movements.
- 4.6 Combining both sets of trips for 22 horses gives a total of 96 per day, including 2 HGV movements.

Proposed Residential Use

- 4.7 To estimate trip generation associated with the proposed five residential dwellings, the same TRICS data from the previous application at the site (REF: 25/02408/FP) has been reused. The TRICS data obtained satisfied the following criteria:
 - Multi-modal survey;
 - Houses: Privately Owned (03/A);

- Located within England, outside London;
- Conducted in 'Edge of Town' or 'Suburban Area' locations ; and
- Conducted on a weekday in the last 5 years.

4.8 Eleven surveys were found that met these criteria, with corresponding trip rates summarized in Table 4.1 below. The full TRICS output for the proposed residential use is included in **Appendix H**.

Table 4.1 – Estimated trip rates per residential unit (from TRICS)

Trip rates:	AM Peak 08:00 - 09:00			PM Peak 17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.198	0.371	0.569	0.328	0.169	0.497	2.436	2.447	4.883
Cars	0.157	0.320	0.477	0.294	0.154	0.448	2.007	2.029	4.036
Pedestrians	0.043	0.137	0.180	0.070	0.058	0.128	0.611	0.585	1.196
Cyclists	0	0.017	0.017	0.010	0.007	0.017	0.073	0.079	0.152
Public Transport Users	0	0.024	0.024	0.010	0	0.010	0.088	0.077	0.165
OGVs	0.005	0.002	0.007	0.002	0.002	0.004	0.021	0.023	0.044
Total People	0.265	0.812	1.077	0.549	0.284	0.833	4.042	4.107	8.149

4.9 Table 4.2 scales these figures up to provide estimated trip numbers for the proposed 5 residential dwellings.

Table 4.2 – Estimated trip numbers for the proposed 5 residential dwellings (allow for rounding)

Trip rates:	AM Peak 08:00 - 09:00			PM Peak 17:00 - 18:00			07:00 - 19:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	1	2	3	2	1	2	12	12	24
Cars	1	2	2	1	1	2	10	10	20
Pedestrians	0	1	1	0	0	1	3	3	6
Cyclists	0	0	0	0	0	0	0	0	1
Public Transport Users	0	0	0	0	0	0	0	0	1
OGVs	0	0	0	0	0	0	0	0	0
Total People	1	4	5	3	1	4	20	21	41

4.10 It is expected that the proposed 5 residential dwellings would generate 3 vehicle movements in the AM peak hour and 2 vehicle movements in the PM peak hour, with 24 vehicle movements expected throughout the course of a day.

Net Trip Generation

- 4.11 Table 4.3 overleaf summarises the vehicle trip numbers that would be expected to be generated by the existing and proposed use throughout the day and accordingly provides estimated net vehicle trip numbers associated with the proposal.

Table 4.3 – Net vehicle trip generation on the local highway network associated with the proposal

	All Day (times vary for different land uses)		
	In	Out	Total
Existing stabling complex	48	48	96
Proposed residential use (5 units)	12	12	24
Net	-36	-36	-72

- 4.12 It can be seen above that the proposals would be expected to result in a decrease in 72 vehicle trips throughout the course of the day. The decrease in daily vehicle trips will greatly benefit the local highway network.
- 4.13 It is also worth noting that the vehicle class accessing the site will change as a result of the proposals, with a shift away from bulky, agricultural vehicles/stabling vehicles, to mainly car trips which may reduce impact upon the operation of the local highway network.

5 Summary and Conclusions

Summary

- 5.1 EAS Transport Planning Ltd has been commissioned to produce a Transport Technical Note to support an application for the redevelopment of an existing stabling complex into 5 residential dwellings, comprising 1 x three-bedroom dwelling, 3 x four-bedroom dwellings and 1 x five-bedroom dwelling as well as providing associated hardstanding and landscaping at Glebe House Stables, Hinxworth Road, Baldock S7 5HB.
- 5.2 The existing stabling complex contains two main buildings, with a combined floor area of circa 1,280sqm. The site also contains an associated driveway and hardstanding area.
- 5.3 The site is bordered by Glebe House and Hinxworth Road to the east, as well as undeveloped land in all other directions.
- 5.4 The site is located approximately 770m south of Hinxworth village, which offers facilities including a pub, convenience store, and church.
- 5.5 It is recognised that housing growth is necessary to support existing amenities and encourage the development of new local facilities. Strengthening the local offer in this way would reduce the need for Hinxworth residents to travel outside the area by private car to access services, as more could be reached locally on foot. By investing in local development, and more specifically housing stock, the area can become better equipped to meet the needs of its population.
- 5.6 The proposed development is well served by the HertsLynx Demand Responsive Transport (DRT) service, as well as other more infrequent bus services.
- 5.7 The site is accessed via a gravel track that connects to the western side of Hinxworth Road. At its junction with Hinxworth Road, the track measures approximately 11m in width, narrowing to around 4m after the first 5m.
- 5.8 The proposals will provide a policy compliant number of car parking and cycle parking spaces for residents and visitors to utilise, including EV charging provision.
- 5.9 The proposals would be expected to result in a decrease of 72 vehicle trips throughout the course of a day. The large decrease in vehicle trips is likely to have a positive impact on the local highway network,
- 5.10 It is also worth noting that the vehicle class accessing the site will significantly change as a result of the proposals, with a shift away from bulky agricultural vehicles, to mainly car trips which will overall improve the operation of the local highway network.
- 5.11 With regard to deliveries, servicing, and refuse collection, all servicing vehicles are able to access the site, turn within and egress in a forward gear.

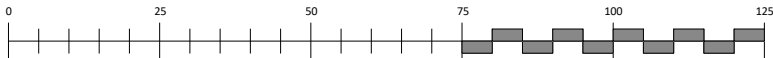
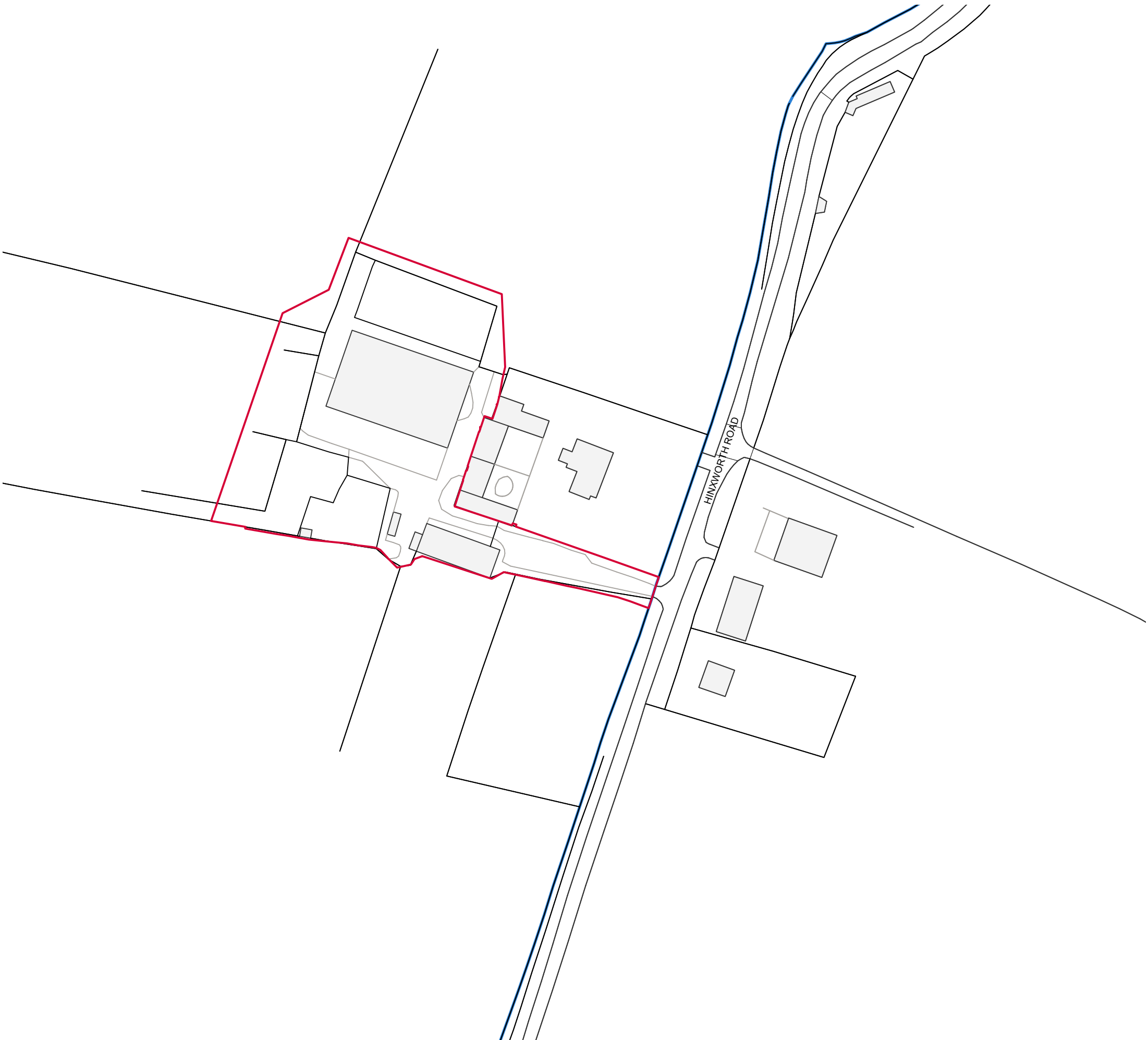
Conclusion

- 5.12 It is concluded that there are no highways or transport related issues that cause concern, and the proposed development poses no risk to highway safety.
- 5.13 Given that there are no concerns regarding highway safety, and there would be an improvement to the local highway network, it is the opinion of EAS that there is no reason why this planning application should be refused on transport or highways grounds.

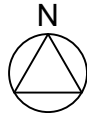
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Appendix: A – Location Plan



Notes:



A	27/04/2026	Red Line Updated
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SCHEME
**GLEBE HOUSE, HINXWORTH
BALDOCK.SG7 5HB**

TITLE
SITE LOCATION PLAN

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SCALE 1:1250	DRAWN BY CW	05/11/2024	CHECKED BY TA
CLIENT No. SMY3507	DRAWING No. 224420-3-PL-00-001	REVISION A	

Appendix: B – Proposed Site Layout



Notes:

B	14/04/2026	Mixed Scrub Indicated
A	24/03/2026	BNG Area Indicated. Trees Added
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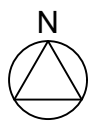
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TITLE
PROPOSED SITE LAYOUT
GROUND FLOOR

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Notes:



A	14/04/2026	BNG Areas Indicated. Trees Added
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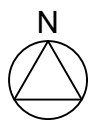
SCHEME
**GLEBE HOUSE, HINXWORTH
BALDOCK.SG7 5HB**

TITLE
**PROPOSED SITE LAYOUT
FIRST FLOOR PLAN**

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CLIENT No. SMY3507	DRAWING No. 224420-3-PL-S-00-101	REVISION A	



Notes:



A	14/04/2026	BNG Areas Indicated. Trees Added
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TITLE
PROPOSED SITE LAYOUT
ROOF PLAN

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CLIENT No. SMY3507	DRAWING No. 224420-3-PL-S-00-102	REVISION A	

Appendix: C – Highways Consultation Response (REF: 25/02408/FP)



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: 25/02408/FP
HCC ref: NH/26742/2025
HCC received: 7 October 2025
Area manager: Manjinder Sehmi
Case officer: Samuel Tearle

Location

Glebe House, New Inn Road, Hinxworth, Baldock, SG7 5HB

Application type

Full Application

Proposal

Full Planning Permission : Four detached dwellings (use class c3) together with associated car ports, access, parking and landscaping following demolition of No.2 equestrian buildings

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 does not wish to restrict the grant of permission subject to the following conditions:

INSERT CONDITIONS

Condition 01: Existing Access – Widened or Improved

Prior to the first commencement, the hereby permitted the vehicular access improvements, as indicated on drawing number 224420-PL-S-00-100 Rev A , shall be completed and thereafter retained in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Measures to ensure the existing drainage channel at the access remains operational must be provided.

Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 02: Surface Water

Prior to the first use of the development hereby permitted, arrangement shall be made for surface water from the proposed development to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To avoid the carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN3) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN4) Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

COMMENTS:

Site Description

The site is located on the edge of the village of Hinxworth and is accessible via local rural roads. It comprises a stabling complex consisting of two main buildings with a total floor area of approximately 1,280 sqm.

The site is bounded by Glebe House and Hinxworth Road to the east, with undeveloped land surrounding the remainder of the site.

The access to the site is via a gravel track from Hinxworth Road, which is about 11m wide at the entrance, narrows to roughly 4m for 20m after the first 5m, and then widens to around 8m at the stabling complex.

Hinxworth Road is a unclassified road with a carriageway measuring circa 5m in width for most of its extent and subject to a national speed limit where it runs past the site access. The road connects Hinxworth in the north to the more substantial towns of Baldock and Letchworth in the south. To the southwest of the site, the A1 can be reached, offering access to the A1 (M) and A505.

Trip Generation

The submitted Transport Technical Note (TTN) includes a multi modal trip generation based on TRICS database.

It is estimated that the proposed development would generate 2 vehicle movements in each of the respective AM and PM peak hours, with up to 20 vehicle movements expected throughout the course of a day.

Net Trip Generation

The applicant states that the site currently operates as a commercial stabling facility with capacity for 20–22 horses. To estimate existing trip generation, comparable data from the Pine Lodge Riding Centre (Epping Forest District, ref: EPF/0682/15) has been applied. It is estimated that the existing lawful stabling generates approximately 96 vehicle movements per day, including two HGV trips.

It is unclear why this methodology has been undertaken on the basis that the site currently operates as a stables, and therefore it is unclear why a survey of the site itself was not undertaken. Anyhow, on the basis that the proposed development is for only 4 dwellings, the Highway Authority are satisfied the development will not have a severe impact to the operation of the highway network.

Highway Safety

The submitted Transport Technical Note has considered the most recent 5 years accident data (2019 – 2023 inclusive) available from 'CrashMap' and states that no accidents have been recorded during this period.

Design Considerations

The Highway Authority will note seek adoption of the internal layout, and therefore a private maintenance strategy must be adopted by the applicant.

Refuse and Service Delivery

The submitted TTN highlights that Access for 7.7m long fire tenders will remain as existing, with entry and exit via Hinxworth Road, allowing turning within the site to depart in a forward gear (Appendix E). Similarly, 12.205m long refuse vehicles will access from Hinxworth Road to a central bin store, with residents moving bins to and from this location on collection days. The TTN (Appendix

F) demonstrates that refuse vehicles can also manoeuvre and exit the site in a forward gear. The Highway Authority are satisfied with these arrangements.

Highway Layout - Vehicle Access

Vehicular and pedestrian access to the site will continue to be taken from the existing access point on Hinxworth Road, with a widening of the access from approximately 4.0m to 4.8m proposed to allow two vehicles to pass safely at the junction. The Highway Authority note a drainage ditch/trench is located at the access junction.

If these works require changes to the public highway, then a minor S278 will be required.

Traffic Count (ATC) surveys were undertaken along Hinxworth Road between 8 and 14 May 2025. The results indicate 85th percentile speeds of 34mph northbound and 46.9mph southbound, corresponding to required visibility splays of 2.4m x 77.6m and 2.4m x 131.7m respectively. The drawings provided (Appendix D) demonstrate that both splays can be achieved within land under the applicant's control or within the public highway.

Cycling & Pedestrian access

The submitted Transport Technical Note includes a Proposed Ground Floor Plan (drawing no. P104) showing the access road. The Highway Authority notes that the access road will function as a shared surface street.

The TTN highlights that Hinxworth Road is a typical country road with a carriageway measuring circa 5m in width for most of its extent and subject to a 60mph speed limit where it runs past the site access.

Car Parking

The TTN highlights that a total of 9 car parking spaces will be provided, with each space being located in car ports adjacent to the corresponding dwelling. It is proposed that 3 dwellings will have 2 car parking spaces each, whilst 1 dwelling will have 3 car parking spaces.

HCC declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments to provide EV infrastructure. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires sites to enable charging.

The TTN highlights that EV charging capabilities will be provided in line with North Herts parking standards.

Drawing 224420-PL-S-00-100 Rev. A, attached to the TTN illustrates 9 car parking bays with 4 bays supported with car charging ports. This is considered acceptable.

Cycle Parking

The submitted Transport Technical Note states that a policy compliant number of secure covered cycle parking spaces will be provided, located within the car ports of each dwelling.

Travel Plan

Due to the scale and nature of the development, a travel plan will not be required.

Conclusion

Hertfordshire County Council (HCC) as Highway Authority has reviewed the application submission and does not wish to raise an objection.

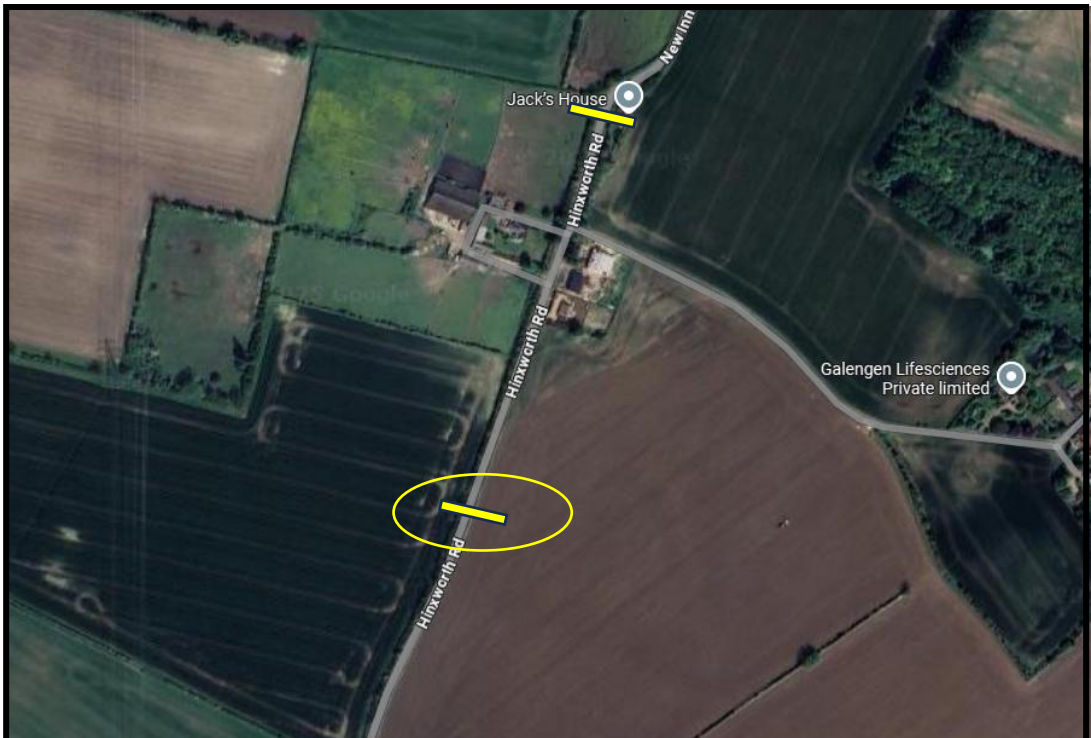
Signed

Samuel Tearle

28 October 2025

Appendix: D – ATC Survey Data





K&MTRAFFIC SURVEYS

SITE: HINXWORTH ROAD NORTH SITE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.043510, -0.201268

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

08 May 2025

[illegible]

09 May 2025

[illegible]

10 May 2025

[illegible]

11 May 2025

[illegible]

12 May 2025

[illegible]

13 May 2025

[illegible]

14 May 2025

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: HINXWORTH ROAD NORTH SITE

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.043510, -0.201268

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

08 May 2025

[illegible]

09 May 2025

[illegible]

10 May 2025

[illegible]

11 May 2025

[illegible]

12 May 2025

[illegible]

13 May 2025

[illegible]

14 May 2025

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: HINXWORTH ROAD SOUTH SITE

LOCATION: Attached to footpath sign

GRID REFERENCE: 52.040341, -0.203251

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

08 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	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	0 -	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.8 -	
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.8 -	
0800	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.3 -	
0900	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	35.6 -	
1000	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	38.4 -	
1100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.1 -	
1200	6	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	36.3 -	
1300	4	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	29.4 -	
1400	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.8 -	
1500	7	0	0	0	3	2	1	0	0	0	1	0	0	0	0	0	36.1 -	
1600	8	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	43.4 -	
1700	6	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	37.9 -	
1800	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.1 -	
1900	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	39.6 -	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-
07-19	50	0	0	3	8	14	14	6	4	0	1	0	0	0	0	0	38	46.1
06-22	55	0	0	3	8	16	16	7	4	0	1	0	0	0	0	0	38.1	45.3
06-00	55	0	0	3	8	16	16	7	4	0	1	0	0	0	0	0	38.1	45.3
00-00	55	0	0	3	8	16	16	7	4	0	1	0	0	0	0	0	38.1	45.3

09 May 2025

[illegible]

10 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	7	0	1	1	0	0	3	2	0	0	0	0	0	0	0	0	35.3	-
1000	3	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	33.9	-
1100	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	40.3	-
1200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.9	-
1300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	41	-
1400	6	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	31.7	-
1500	7	0	0	0	1	2	3	0	0	1	0	0	0	0	0	0	39	-
1600	8	0	1	1	0	3	2	1	0	0	0	0	0	0	0	0	33.9	-
1700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.1	-
1800	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	34	-
1900	3	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	54.5	-
2000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-
2100	6	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	39.6	-
2200	5	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	39.8	-
2300	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	35.1	-
07-19	46	0	3	5	1	8	21	7	0	1	0	0	0	0	0	0	36.3	44.4
06-22	57	0	3	6	2	11	23	9	1	1	0	1	0	0	0	0	37.2	46.2
06-00	69	0	3	6	4	17	25	11	1	1	0	1	0	0	0	0	37.2	46
00-00	69	0	3	6	4	17	25	11	1	1	0	1	0	0	0	0	37.2	46

12 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	5	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	39.8	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	6	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	39.2	-
1100	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	35.6	-
1200	12	0	0	1	1	2	4	2	2	0	0	0	0	0	0	0	38.9	53.3
1300	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	40.3	-
1400	6	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	41	-
1500	4	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	31.9	-
1600	7	0	0	1	1	0	3	1	1	0	0	0	0	0	0	0	38.3	-
1700	8	0	1	0	0	2	0	5	0	0	0	0	0	0	0	0	40	-
1800	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	42.7	-
1900	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	-
2000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	47	-
2100	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	51	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	58	0	2	2	7	11	17	13	6	0	0	0	0	0	0	0	38.9	47.3
06-22	64	0	3	2	7	13	17	15	6	0	1	0	0	0	0	0	39	47.6
06-00	64	0	3	2	7	13	17	15	6	0	1	0	0	0	0	0	39	47.6
00-00	65	0	3	2	7	14	17	15	6	0	1	0	0	0	0	0	39	47.5

13 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.9	-
0800	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	44.5	-
0900	4	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	39	-
1000	7	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	40.6	-
1100	5	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	30.4	-
1200	7	0	0	1	1	1	0	2	1	1	0	0	0	0	0	0	41.1	-
1300	7	0	1	0	1	2	1	1	1	0	0	0	0	0	0	0	36.5	-
1400	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	41.7	-
1500	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	44.9	-
1600	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	40	-
1700	9	0	0	1	0	1	4	1	1	0	1	0	0	0	0	0	42.3	-
1800	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	36	-
1900	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	59	1	3	2	4	10	20	11	5	1	2	0	0	0	0	0	39.6	49.7
06-22	61	1	4	2	4	10	21	11	5	1	2	0	0	0	0	0	39.3	49.5
06-00	61	1	4	2	4	10	21	11	5	1	2	0	0	0	0	0	39.3	49.5
00-00	61	1	4	2	4	10	21	11	5	1	2	0	0	0	0	0	39.3	49.5

14 May 2025

[illegible]

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	432	9	24	21	30	96	141	73	30	3	4	1	0	0	0	0	37.6	46.9

K&MTRAFFIC SURVEYS

SITE: HINXWORTH ROAD SOUTH SITE

LOCATION: Attached to footpath sign

GRID REFERENCE: 52.040341, -0.203251

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

08 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0500	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	49.9	-
0600	12	0	0	0	2	3	2	1	3	1	0	0	0	0	0	0	42.4	52.4
0700	18	0	0	0	1	4	7	5	0	0	1	0	0	0	0	0	41.5	47.2
0800	15	0	0	0	1	0	6	8	0	0	0	0	0	0	0	0	43.1	47.8
0900	21	0	0	1	2	1	8	7	2	0	0	0	0	0	0	0	41.6	49.6
1000	18	0	0	0	2	4	7	5	0	0	0	0	0	0	0	0	39.6	45.9
1100	13	0	1	0	2	4	4	1	1	0	0	0	0	0	0	0	36.3	45.8
1200	17	0	0	0	2	4	6	2	1	2	0	0	0	0	0	0	41	54.1
1300	17	0	0	0	2	6	6	3	0	0	0	0	0	0	0	0	38.6	46.7
1400	11	0	0	1	2	1	5	1	1	0	0	0	0	0	0	0	37.1	46.8
1500	11	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	39.8	48.6
1600	11	0	0	0	1	4	3	3	0	0	0	0	0	0	0	0	39.4	48.9
1700	25	0	0	0	3	4	10	8	0	0	0	0	0	0	0	0	40	47.1
1800	15	0	0	0	1	4	7	3	0	0	0	0	0	0	0	0	39	45.5
1900	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	48.9	-
2000	5	0	0	0	1	0	0	2	1	1	0	0	0	0	0	0	45.9	-
2100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	41	-
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
2300	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.7	-
07-19	192	0	1	2	21	39	71	49	6	2	1	0	0	0	0	0	39.9	47.1
06-22	215	0	1	2	24	43	75	55	10	4	1	0	0	0	0	0	40.3	47.8
06-00	218	0	1	2	24	44	76	56	10	4	1	0	0	0	0	0	40.3	47.7
00-00	223	0	2	2	24	44	78	57	11	4	1	0	0	0	0	0	40.3	47.7

09 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	30.9	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.1	-
0600	9	0	0	0	0	0	3	5	0	1	0	0	0	0	0	0	45.6	-
0700	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	42.7	-
0800	22	0	0	1	3	4	8	4	1	1	0	0	0	0	0	0	39.5	48.8
0900	21	1	0	0	4	2	6	7	1	0	0	0	0	0	0	0	38.2	46.4
1000	15	0	0	3	0	5	3	3	1	0	0	0	0	0	0	0	36.3	46.2
1100	19	0	0	0	2	3	4	8	1	0	1	0	0	0	0	0	43	49.3
1200	11	0	0	0	0	2	3	5	1	0	0	0	0	0	0	0	44.2	50.7
1300	13	0	2	0	1	5	2	2	1	0	0	0	0	0	0	0	35.4	45.4
1400	18	0	0	0	2	2	4	7	3	0	0	0	0	0	0	0	42	50.5
1500	14	0	1	0	1	5	3	4	0	0	0	0	0	0	0	0	37.9	47.7
1600	14	0	0	0	3	5	1	5	0	0	0	0	0	0	0	0	38.1	47.8
1700	24	0	0	0	2	5	9	6	2	0	0	0	0	0	0	0	40.7	48.3
1800	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	40.2	-
1900	7	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	40.8	-
2000	8	0	0	0	1	2	2	0	2	1	0	0	0	0	0	0	42.8	-
2100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	44.2	-
2200	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-
07-19	183	1	3	4	18	39	49	56	11	1	1	0	0	0	0	0	39.8	47.8
06-22	209	1	3	4	19	45	56	62	15	3	1	0	0	0	0	0	40.2	48.4
06-00	212	1	3	4	20	45	57	63	15	3	1	0	0	0	0	0	40.2	48.3
00-00	215	1	3	5	20	46	58	63	15	3	1	0	0	0	0	0	40.1	48.3

10 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	55.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	42.4	-
0800	11	0	0	0	1	2	4	2	2	0	0	0	0	0	0	0	40.9	49.9
0900	16	0	0	0	1	3	3	8	1	0	0	0	0	0	0	0	42.8	49
1000	17	0	0	0	2	3	5	5	1	1	0	0	0	0	0	0	41.5	50.8
1100	11	0	0	0	1	4	4	1	0	1	0	0	0	0	0	0	39.7	50.8
1200	11	0	0	0	2	5	3	0	1	0	0	0	0	0	0	0	36.5	43.3
1300	10	0	1	1	0	3	4	1	0	0	0	0	0	0	0	0	35.3	-
1400	18	0	2	0	1	1	7	4	1	2	0	0	0	0	0	0	41	51.7
1500	8	0	1	1	1	1	3	1	0	0	0	0	0	0	0	0	34.2	-
1600	10	0	1	0	1	3	2	3	0	0	0	0	0	0	0	0	36.3	-
1700	11	0	2	1	1	3	1	2	1	0	0	0	0	0	0	0	34.2	47
1800	8	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	35.9	-
1900	15	0	0	0	2	2	6	4	1	0	0	0	0	0	0	0	40.3	46.5
2000	9	0	0	0	1	4	1	3	0	0	0	0	0	0	0	0	38.3	-
2100	9	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	39.5	-
2200	5	0	0	0	0	1	3	0	0	0	1	0	0	0	0	0	43.4	-
2300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	39.6	-
07-19	136	0	7	3	13	31	42	29	7	4	0	0	0	0	0	0	38.8	48.1
06-22	169	0	7	3	16	39	55	37	8	4	0	0	0	0	0	0	39	47.6
06-00	179	0	7	3	16	42	60	38	8	4	1	0	0	0	0	0	39.1	47.6
00-00	182	0	7	3	16	42	61	38	9	5	1	0	0	0	0	0	39.3	47.8

12 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.5	-
0600	7	0	0	0	0	1	1	2	0	2	1	0	0	0	0	0	49.7	-
0700	17	0	0	0	2	3	5	6	1	0	0	0	0	0	0	0	41.7	48.1
0800	14	0	0	1	1	0	4	6	2	0	0	0	0	0	0	0	41.9	49
0900	16	0	0	0	0	4	7	5	0	0	0	0	0	0	0	0	41	47.1
1000	11	0	0	0	2	3	3	2	0	1	0	0	0	0	0	0	39	50.4
1100	11	0	0	1	1	3	0	6	0	0	0	0	0	0	0	0	38.7	45.8
1200	21	0	0	0	2	4	10	4	1	0	0	0	0	0	0	0	39.8	46.9
1300	5	0	0	0	0	1	2	0	1	1	0	0	0	0	0	0	45.2	-
1400	12	0	0	0	2	3	5	2	0	0	0	0	0	0	0	0	37.5	43.7
1500	24	0	0	1	1	5	5	6	5	1	0	0	0	0	0	0	42.8	53
1600	21	0	1	0	1	2	10	7	0	0	0	0	0	0	0	0	39.6	45.6
1700	21	0	0	0	0	3	9	6	3	0	0	0	0	0	0	0	43.1	49.6
1800	13	0	0	1	0	5	5	1	1	0	0	0	0	0	0	0	37.8	45.5
1900	8	0	0	1	0	2	2	1	2	0	0	0	0	0	0	0	41.3	-
2000	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	43.8	-
2100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.2	-
2200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.7	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.3	-
07-19	186	0	1	4	12	36	65	51	14	3	0	0	0	0	0	0	40.7	47.8
06-22	205	0	1	5	12	40	69	55	17	5	1	0	0	0	0	0	41.1	48.3
06-00	208	0	1	5	12	41	70	56	17	5	1	0	0	0	0	0	41.1	48.2
00-00	210	0	1	6	12	41	71	56	17	5	1	0	0	0	0	0	41	48.1

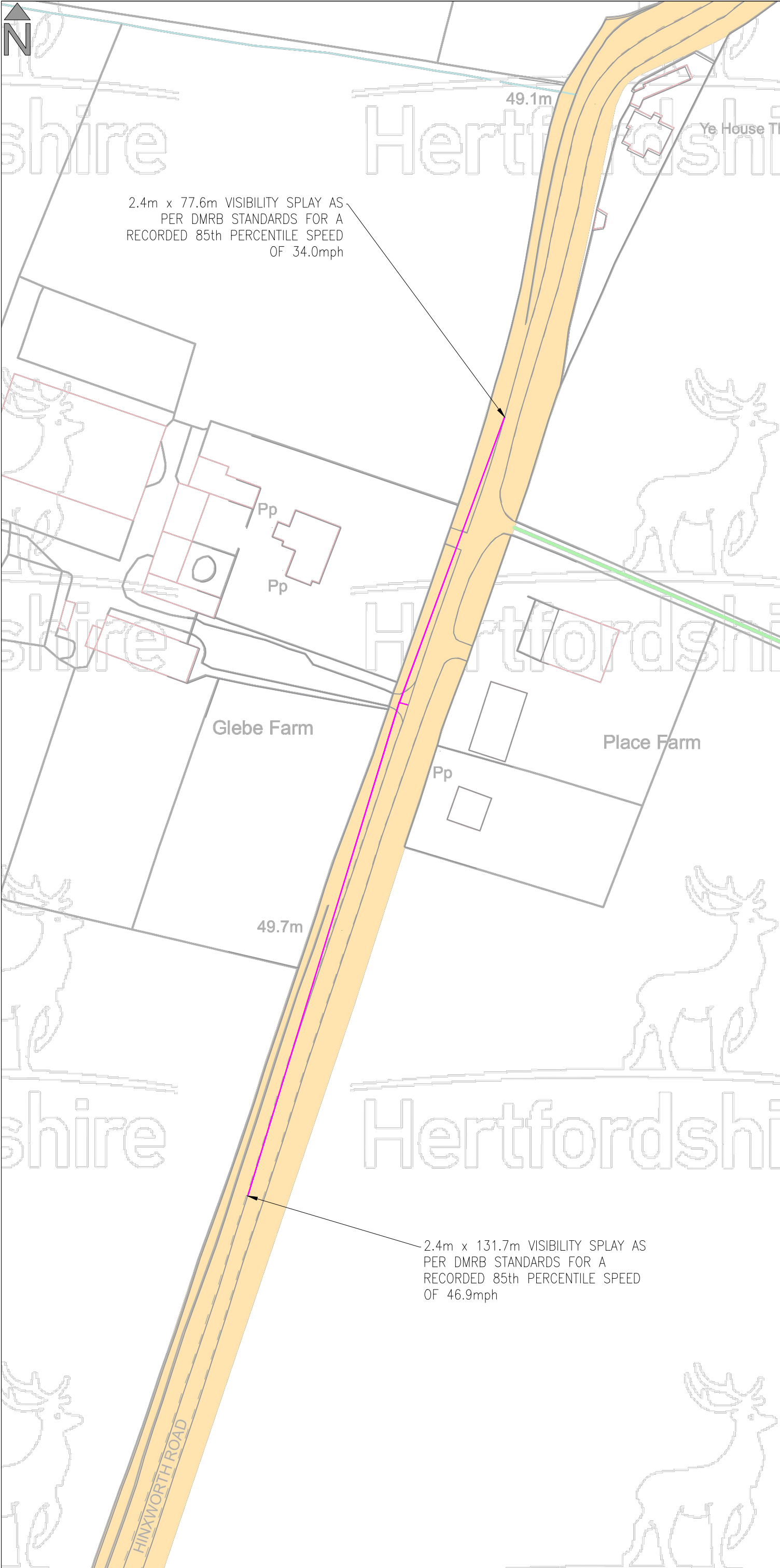
13 May 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	43.8	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.7	-
0300	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	34.8	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49.4	-
0500	6	0	2	0	0	0	2	1	1	0	0	0	0	0	0	0	35.3	-
0600	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	45.9	-
0700	12	0	0	0	0	1	2	6	3	0	0	0	0	0	0	0	45.9	52.6
0800	25	0	0	1	3	3	9	7	2	0	0	0	0	0	0	0	40.2	48.9
0900	23	1	0	0	0	5	9	5	3	0	0	0	0	0	0	0	40.6	48.4
1000	20	0	0	1	0	4	7	5	2	0	1	0	0	0	0	0	41.8	51.3
1100	12	0	0	0	1	4	5	1	0	1	0	0	0	0	0	0	39.2	45.7
1200	17	0	0	0	1	4	8	3	0	1	0	0	0	0	0	0	40.3	47.6
1300	17	0	2	0	0	3	7	1	4	0	0	0	0	0	0	0	39.4	50.7
1400	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	35.3	-
1500	17	0	0	0	3	4	5	4	1	0	0	0	0	0	0	0	39.4	46.9
1600	13	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	44.8	48.9
1700	31	0	0	1	0	9	13	7	1	0	0	0	0	0	0	0	39.5	45
1800	12	0	0	0	3	3	1	4	1	0	0	0	0	0	0	0	39.1	47.9
1900	10	0	0	0	0	0	5	4	0	1	0	0	0	0	0	0	45.1	-
2000	5	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	35.5	-
2100	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	37.2	-
2200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	47.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	207	1	2	3	12	45	74	49	18	2	1	0	0	0	0	0	40.5	47.9
06-22	230	1	3	3	14	47	80	58	20	3	1	0	0	0	0	0	40.6	48.3
06-00	232	1	3	3	14	47	81	58	21	3	1	0	0	0	0	0	40.7	48.3
00-00	243	1	5	4	14	48	83	62	22	3	1	0	0	0	0	0	40.5	48.4

Grand Total

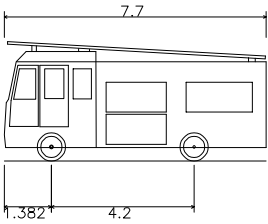
Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	1451	5	25	25	115	297	477	374	101	27	5	0	0	0	0	0	40.2	48

Appendix: E – Site Access Visibility Splays



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: GLEBE HOUSE STABLES, HINXWORTH ROAD, BALDOCK, NORTH HERTS					
TITLE: SITE ACCESS VISIBILITY SPLAYS					
SCALE ● A3: 1:1000			DESIGN-DRAWN: CT		DATE: 09/06/2025
PROJECT No: 5809			DRAWING No: SK01 REV A		

Appendix: F – Fire Tender Swept Path Analysis



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

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

DRAWING STATUS:

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

CLIENT:

ARCHITECT:

PROJECT:

GLEBE HOUSE STABLES,
HINXWORTH ROAD

TITLE:

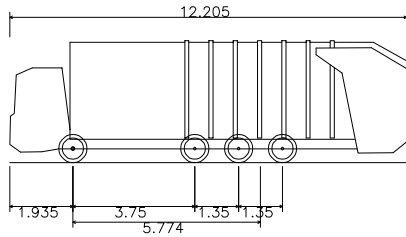
FIRE TENDER SWEEP PATH ANALYSIS

SCALE @ A3: 1:1000	DESIGN-DRAWN: MDC	DATE: 02/02/2026
-----------------------	----------------------	---------------------

PROJECT No: 5809	DRAWING No: SK03 REV D
---------------------	---------------------------



Appendix: G – Refuse Vehicle Swept Path Analysis



Mercedes Econic HCC Spec
Overall Length 12.205m
Overall Width 2.890m
Overall Body Height 3.750m
Min Body Ground Clearance 0.302m
Max Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

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

DRAWING STATUS:

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

CLIENT:

ARCHITECT:

PROJECT:

GLEBE HOUSE STABLES,
HINXWORTH ROAD

TITLE:

FIRE TENDER SWEPT PATH ANALYSIS

SCALE @ A3: 1:500	DESIGN-DRAWN: MDC	DATE: 02/02/2026
PROJECT No: 5809	DRAWING No: SK03 REV D	

Appendix: H – TRICS Data

Calculation Reference: AUDIT-743101-250610-0638

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	IM ISLE OF MAN	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: 14 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/19 to 23/05/24

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	11 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)	1
Edge of Town	10

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

Selected Location Sub Categories:

Residential Zone	10
No Sub Category	1

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	5 days - Selected
Servicing vehicles Excluded	15 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 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	5 days
50,001 to 75,000	3 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	2 days
1.1 to 1.5	8 days
1.6 to 2.0	1 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	8 days
No	3 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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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	DC-03-A-09	MIXED HOUSES			DORSET
	A350				
	SHAFTESBURY				
	Edge of Town				
	No Sub Category				
	Total No of Dwellings:	50			
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL	
3	DC-03-A-10	MIXED HOUSES			DORSET
	ADDISON CLOSE				
	GILLINGHAM				
	Edge of Town				
	Residential Zone				
	Total No of Dwellings:	26			
	Survey date: WEDNESDAY	09/11/22		Survey Type: MANUAL	
4	ES-03-A-09	DETACHED & SEMI-DETACHED			EAST SUSSEX
	THE FAIRWAY				
	NEWHAVEN				
	Edge of Town				
	Residential Zone				
	Total No of Dwellings:	47			
	Survey date: MONDAY	13/03/23		Survey Type: MANUAL	
5	ES-03-A-13	DETACHED HOUSES			EAST SUSSEX
	A265				
	HEATHFIELD				
	Edge of Town				
	Residential Zone				
	Total No of Dwellings:	36			
	Survey date: MONDAY	18/03/24		Survey Type: MANUAL	
6	HC-03-A-31	MIXED HOUSES & FLATS			HAMPSHIRE
	KILN ROAD				
	LIPHOOK				
	Edge of Town				
	Residential Zone				
	Total No of Dwellings:	44			
	Survey date: FRIDAY	07/10/22		Survey Type: MANUAL	
7	IM-03-A-05	MIXED HOUSES			ISLE OF MAN
	SCARLETT ROAD				
	CASTLETOWN				
	Edge of Town				
	Residential Zone				
	Total No of Dwellings:	45			
	Survey date: TUESDAY	21/05/24		Survey Type: MANUAL	
8	KC-03-A-09	MIXED HOUSES & FLATS			KENT
	WESTERN LINK				
	FAVERSHAM				
	DAVINGTON				
	Edge of Town				
	Residential Zone				
	Total No of Dwellings:	14			
	Survey date: WEDNESDAY	09/06/21		Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	
10	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
11	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.67

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	11	38	0.089	11	38	0.289	11	38	0.378
08:00 - 09:00	11	38	0.198	11	38	0.371	11	38	0.569
09:00 - 10:00	11	38	0.176	11	38	0.195	11	38	0.371
10:00 - 11:00	11	38	0.128	11	38	0.164	11	38	0.292
11:00 - 12:00	11	38	0.173	11	38	0.159	11	38	0.332
12:00 - 13:00	11	38	0.217	11	38	0.190	11	38	0.407
13:00 - 14:00	11	38	0.178	11	38	0.157	11	38	0.335
14:00 - 15:00	11	38	0.161	11	38	0.236	11	38	0.397
15:00 - 16:00	11	38	0.299	11	38	0.190	11	38	0.489
16:00 - 17:00	11	38	0.282	11	38	0.190	11	38	0.472
17:00 - 18:00	11	38	0.328	11	38	0.169	11	38	0.497
18:00 - 19:00	11	38	0.207	11	38	0.137	11	38	0.344
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.436			2.447			4.883

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: 14 - 50 (units:)
 Survey date range: 01/01/19 - 23/05/24
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
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	11	38	0.000	11	38	0.000	11	38	0.000
08:00 - 09:00	11	38	0.005	11	38	0.002	11	38	0.007
09:00 - 10:00	11	38	0.010	11	38	0.010	11	38	0.020
10:00 - 11:00	11	38	0.000	11	38	0.000	11	38	0.000
11:00 - 12:00	11	38	0.002	11	38	0.007	11	38	0.009
12:00 - 13:00	11	38	0.000	11	38	0.000	11	38	0.000
13:00 - 14:00	11	38	0.002	11	38	0.000	11	38	0.002
14:00 - 15:00	11	38	0.000	11	38	0.000	11	38	0.000
15:00 - 16:00	11	38	0.000	11	38	0.002	11	38	0.002
16:00 - 17:00	11	38	0.000	11	38	0.000	11	38	0.000
17:00 - 18:00	11	38	0.002	11	38	0.002	11	38	0.004
18:00 - 19:00	11	38	0.000	11	38	0.000	11	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 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	11	38	0.000	11	38	0.010	11	38	0.010
08:00 - 09:00	11	38	0.000	11	38	0.017	11	38	0.017
09:00 - 10:00	11	38	0.005	11	38	0.007	11	38	0.012
10:00 - 11:00	11	38	0.007	11	38	0.012	11	38	0.019
11:00 - 12:00	11	38	0.005	11	38	0.005	11	38	0.010
12:00 - 13:00	11	38	0.005	11	38	0.000	11	38	0.005
13:00 - 14:00	11	38	0.000	11	38	0.002	11	38	0.002
14:00 - 15:00	11	38	0.005	11	38	0.000	11	38	0.005
15:00 - 16:00	11	38	0.007	11	38	0.005	11	38	0.012
16:00 - 17:00	11	38	0.022	11	38	0.007	11	38	0.029
17:00 - 18:00	11	38	0.010	11	38	0.007	11	38	0.017
18:00 - 19:00	11	38	0.007	11	38	0.007	11	38	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.079			0.152

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.*

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

MULTI-MODAL PEDESTRIANS

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	11	38	0.012	11	38	0.034	11	38	0.046
08:00 - 09:00	11	38	0.043	11	38	0.137	11	38	0.180
09:00 - 10:00	11	38	0.058	11	38	0.027	11	38	0.085
10:00 - 11:00	11	38	0.022	11	38	0.024	11	38	0.046
11:00 - 12:00	11	38	0.017	11	38	0.027	11	38	0.044
12:00 - 13:00	11	38	0.039	11	38	0.041	11	38	0.080
13:00 - 14:00	11	38	0.048	11	38	0.029	11	38	0.077
14:00 - 15:00	11	38	0.053	11	38	0.043	11	38	0.096
15:00 - 16:00	11	38	0.092	11	38	0.055	11	38	0.147
16:00 - 17:00	11	38	0.080	11	38	0.067	11	38	0.147
17:00 - 18:00	11	38	0.070	11	38	0.058	11	38	0.128
18:00 - 19:00	11	38	0.077	11	38	0.043	11	38	0.120
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.611			0.585			1.196

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	11	38	0.000	11	38	0.019	11	38	0.019
08:00 - 09:00	11	38	0.000	11	38	0.024	11	38	0.024
09:00 - 10:00	11	38	0.005	11	38	0.010	11	38	0.015
10:00 - 11:00	11	38	0.005	11	38	0.007	11	38	0.012
11:00 - 12:00	11	38	0.002	11	38	0.005	11	38	0.007
12:00 - 13:00	11	38	0.012	11	38	0.005	11	38	0.017
13:00 - 14:00	11	38	0.005	11	38	0.005	11	38	0.010
14:00 - 15:00	11	38	0.005	11	38	0.000	11	38	0.005
15:00 - 16:00	11	38	0.017	11	38	0.002	11	38	0.019
16:00 - 17:00	11	38	0.010	11	38	0.000	11	38	0.010
17:00 - 18:00	11	38	0.010	11	38	0.000	11	38	0.010
18:00 - 19:00	11	38	0.017	11	38	0.000	11	38	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.077			0.165

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.67

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	11	38	0.116	11	38	0.458	11	38	0.574
08:00 - 09:00	11	38	0.265	11	38	0.812	11	38	1.077
09:00 - 10:00	11	38	0.277	11	38	0.280	11	38	0.557
10:00 - 11:00	11	38	0.193	11	38	0.251	11	38	0.444
11:00 - 12:00	11	38	0.243	11	38	0.234	11	38	0.477
12:00 - 13:00	11	38	0.340	11	38	0.294	11	38	0.634
13:00 - 14:00	11	38	0.292	11	38	0.239	11	38	0.531
14:00 - 15:00	11	38	0.246	11	38	0.378	11	38	0.624
15:00 - 16:00	11	38	0.622	11	38	0.316	11	38	0.938
16:00 - 17:00	11	38	0.530	11	38	0.325	11	38	0.855
17:00 - 18:00	11	38	0.549	11	38	0.284	11	38	0.833
18:00 - 19:00	11	38	0.369	11	38	0.236	11	38	0.605
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.042			4.107			8.149

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CARS
 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	11	38	0.072	11	38	0.253	11	38	0.325
08:00 - 09:00	11	38	0.157	11	38	0.320	11	38	0.477
09:00 - 10:00	11	38	0.125	11	38	0.152	11	38	0.277
10:00 - 11:00	11	38	0.096	11	38	0.137	11	38	0.233
11:00 - 12:00	11	38	0.125	11	38	0.101	11	38	0.226
12:00 - 13:00	11	38	0.186	11	38	0.157	11	38	0.343
13:00 - 14:00	11	38	0.137	11	38	0.123	11	38	0.260
14:00 - 15:00	11	38	0.130	11	38	0.202	11	38	0.332
15:00 - 16:00	11	38	0.258	11	38	0.157	11	38	0.415
16:00 - 17:00	11	38	0.246	11	38	0.145	11	38	0.391
17:00 - 18:00	11	38	0.294	11	38	0.154	11	38	0.448
18:00 - 19:00	11	38	0.181	11	38	0.128	11	38	0.309
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.007			2.029			4.036

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.