

Transport Statement

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EAS

Church Wood

Three Houses Lane, Codicote SG4 8TB

Warner Planning

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The content of this report is based on information available as of January 2025, 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 has prepared this Transport Statement in support of an application by Warner Planning for the redevelopment of existing barn structures located on the land south of Three House Lane into 1,069sqm B8.
- 1.2 A location plan is contained in **Appendix A**.

Aims of this Report

- 1.3 This Transport Statement, prepared in accordance with best practice guidance, aims to demonstrate that the proposal conforms to relevant transport policy and should not be refused on transport or highways grounds.
- 1.4 The contents of this Transport Statement are:
- Section 2 – sets the national and local policy context;
 - Section 3 – describes the existing site conditions;
 - Section 4 – describes the proposed development;
 - Section 5 – identifies the likely trip generation and traffic impact;
 - Section 6 – identifies travel planning measures to promote sustainable transport measures; and
 - Section 7 – concludes the statement.

2 Policy Context

Introduction

- 2.1 This chapter identifies the current planning policy documents at national and local levels that are relevant to the proposal.
- 2.2 The policy documents reviewed include:
- National Planning Policy Framework (NPPF) (2024)
 - Hertfordshire's Local Transport Plan (LTP4) (2018)
 - North Hertfordshire Local Plan (2022)
 - Vehicle Parking at New Development SPD (North Hertfordshire) (2011)

National Planning Policy Framework (NPPF) (2024)

- 2.3 The current National Planning Policy Framework was published in December 2024, replacing the revised NPPF of December 2023. This document sets out the government's planning policies for England and how these are expected to be applied.
- 2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.5 The purpose of the planning system is to contribute to achieving sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.6 In this regard, Paragraph 10 of the NPPF states:

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

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

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

- a) *Making transport consideration an important part of early engagement with local communities;*
- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*

- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scalar, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

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

2.8 Paragraph 112 states that the following should be taken into account when setting local parking standards:

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

2.9 Paragraph 113 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.10 Paragraphs 115 states:

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

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.11 Paragraphs 116 states:

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

2.12 Within that context, paragraphs 117 states that applications for development should:

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

2.13 Paragraph 118 states:

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

Hertfordshire's Local Transport Plan (LTP4) (2018)

- 2.14 Hertfordshire County Council adopted its Local Transport Plan ('LTP') in May 2018, and considering its Climate Emergency declaration (in July 2019) do emphasize the potential to improve sustainable development through active travel and public transport modes as a priority for development sites, particularly for residential sites located within urban centres.

2.15 Policy 1 of the LTP, 'Transport User Hierarchy' states:

"To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two-wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs”

2.16 LTP Policy 2 ‘Influencing Land Use Planning’ states:

“The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.”

2.17 Policy 3 ‘Travel Plans and Behaviour Change’ states:

“The county council will encourage the widespread adoption of travel plans through:

- a) Working in partnership with large employers, businesses and other organisation to develop travel plans and implement Smarter Choices measures.*
 - b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments*
 - c) Supporting school travel plans, and working closely with parents, pupils, teachers and local resident sot deliver a network or more sustainable transport links to school.*
- The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift.”*

2.18 Policy 4 ‘Demand Management’ states:

“The county council considers greater traffic demand management to be essential in the county’s urban areas in the next five years to achieve modal shift and improve sustainable travel provision. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and potentially at workplace parking. The county council will work with the district and borough councils and other key stakeholders to develop locally appropriate strategies.”

2.19 Policy 5 ‘Development Management’ states:

“The county council will to work with development promoters and the district and borough councils to:

- a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*
- b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council’s Highway Design Standards.*
- c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*

- d) *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.*
- e) *Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.*
- f) *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*
- g) *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure*
- h) *Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future."*

2.20 Policy 6 'Accessibility' states:

"The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services, by:

- a) *Working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers.*
- b) *Supporting transport services which could include providing resource for bus and other transport services.*
- c) *Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility.*
- d) *Promoting travel options and facilitating accessible travel information provision, including open data initiatives.*
- e) *Improving travel choices and options, including support for the provision of shared mobility initiatives."*

2.21 Policy 7 'Active Travel – Walking' states:

"The county council will seek to encourage and promote walking by:

- a) *Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres.*
- b) *Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.*
- c) *Identifying and promoting networks of pedestrian priority routes.*
- d) *Promoting walking as a mode of travel and for recreational enjoyment.*
- e) *Supporting the implementation of the Rights of Way Improvement Plan."*

2.22 LTP Policy 8 'Active Travel – Cycling' states:

"The county council aims to deliver a step change in cycling, through:

- a) *Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.*

- b) *Implementing measures to increase the priority of cyclists relative to motor vehicles.*
- c) *Improved safety for users including delivery of formal and informal cycle training schemes.*
- d) *Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.*
- e) *Facilitating provision of secure cycle parking”*

2.23 Policy 12 ‘Network Management’ states:

“As part of its Network Management Duty the county council will seek to manage, and where feasible reduce traffic congestion, prioritising strategic routes. Activity will focus on making more efficient use of highway network capacity via:

- a) *Use of Intelligent Transport Systems and small scale traffic management interventions.*
- b) *Maintaining a Network Management Strategy which will include the county council’s road network hierarchy and associated policies.*
- c) *Reducing levels of single occupancy car use and encouraging travel by walking, cycling and passenger transport.*
- d) *Sharing data (open data) and supporting the use of technology to provide up to date and accessible information for all network users.*
- e) *Control of on-street vehicle parking in line with the Network Management Strategy.*
- f) *Managing street works and minimising network disruption.”*

2.24 Policy 15 ‘Speed Management’ states:

“The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users, and the environment.”

2.25 Policy 17 ‘Road Safety’ states:

“The county council will seek to continually improve safety on the county’s roads, working towards an ultimate vision of zero fatalities and serious injuries, by:

- a) *Working with partners, in particular through the Hertfordshire Road Safety Partnership to deliver targeted, effective and appropriate road safety measures.*
- b) *The development of a ‘Safe Systems’ approach that seeks to co-ordinate a mix of safer roads, safer speeds, safer vehicles, safer road users and post-collision response with a focus on casualty reduction.*
- c) *Using latest data analysis and intelligence led techniques to target and evaluate measures.”*

2.26 Policy 19 of the LTP ‘Emissions Reduction’ states:

“The county council will reduce levels of harmful emissions by:

- a) *Promoting a change in people’s travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport.*
- b) *Addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality.*
- c) *Reducing emissions from its operations.”*

2.27 Policy 21 'Environment' states:

"The county council will seek to:

- a) Ensure the impacts of traffic and transport infrastructure on the natural, built and historic environment are minimised.*
- b) Protect and enhance the quality of public spaces both in urban and rural areas.*
- c) Minimise the visual intrusion of highways infrastructure in order to reduce street clutter.*
- d) Minimise light pollution and conserve energy from street lighting and signage illumination.*
- e) Minimise noise issues arising from transport where practical to do so."*

North Hertfordshire Local Plan (2022)

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

2.29 Policy SP6 'Sustainable Transport' states:

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

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;*
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;*
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;*
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;*
- e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;*
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and*
- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.*

2.30 Policy T1 'Assessment of transport matters' states:

Planning permission will be granted provided that:

- a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;*
- b) Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*

- c) *Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- d) *For major developments, applicants demonstrate (as far as is practicable) how:*
 - i. *the proposed scheme would be served by public transport;*
 - ii. *safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
 - iii. *comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured*

2.31 Policy T2 'Parking' states:

Planning permission will be granted provided that:

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

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

Vehicle Parking at New Development SPD (2011)

2.32 Parking standards laid out in the Vehicle Parking at New Development SPD document states the following:

B8- Storage and Distribution

- Car Parking Standards - 1 space per 75sqm gfa (gross floor area)
- Cycle Parking Standards - 1 space per 500sqm for staff plus 1 space per 1000sqm for visitors

3 Existing Site Assessment

Site Location

- 3.1 The site is located on the southern side of Three Houses Lane, Hitchin SG4 8TB. The site currently comprises agricultural barns and is bordered in all directions by undeveloped land.
- 3.2 The site falls within the administrative boundaries of Hertfordshire County Council (HCC) as the local highway authority and North Hertfordshire District Council (NHDC) as the local planning authority.
- 3.3 A site location plan is contained at **Appendix A**.

Site Access

- 3.4 At present, access to the site is made via an existing access road off Three Houses Lane, which serves the existing storage barns. The access road is approximately 4m in width with a bellmouth, which widens to approximately 12m.
- 3.5 The access road comprises hard surfacing for its entirety.
- 3.6 Three Houses Lane forms a typical rural lane, measuring approximately 5m wide. In the vicinity of the existing site access point, the road is limited to a national speed limit (60mph).

Speed Surveys

- 3.7 To determine the required visibility splays, an ATC survey was carried out by K&M Traffic Surveys between 19th and 25th March 2024. The ATC was laid to the west of the site access point, between the access road and Rustling Lane.
- 3.8 The overall 85th percentile speed recorded for eastbound traffic approaching from the west was 29.3mph; this gives a required stopping sight distance of 2.4m x 61.2m as per DMRB guidance. The 85th percentile speed of westbound traffic approaching from the east was 30.1mph; this gives a required stopping distance of 2.4m x 63.9m as per DMRB guidance.
- 3.9 The complete ATC data is included in **Appendix B**.

Local Facilities

- 3.10 The existing barn is located in a rural area. The nearest settlement is Drivers End Lane, approximately 1km southeast of the site. In the vicinity of Drivers End Lane are Nup End Business Centre, several garden centres, a wedding venue, and 'The Green' bus stop.
- 3.11 Old Knebworth is located circa 1.75km east of the site and provides access to bus stops, a pub, playing fields, and further residential dwellings.
- 3.12 The village of Knebworth is located circa 3.1km east of the site and can be accessed via a circa 3.9km 6-minute drive or 12-minute cycle. Knebworth provides access to a range of facilities, including but not limited to a train station, pubs, medical practices, food services, hairdressers/barbers and places of worship.
- 3.13 The town of Stevenage is circa 3.4km northeast of the site and can be accessed via a circa 4.8km 7-minute drive or 14-minute cycle. Stevenage provides access to a broader range of

facilities including but not limited to a train station, supermarkets, shopping centre, banks, gyms/leisure centres and a hospital.

- 3.14 Thus, key facilities exist to meet the needs of the site's employees during the day (e.g., at lunchtime).

Bus

- 3.15 The nearest bus stops to the site are 'The Green' stops located on Park Lane. The bus stops are approximately 1.4km southeast of the site and can be accessed via a 24-minute 1.7km walk from the site. The Green bus stops provide access to the 44 and 45 services.
- 3.16 In addition, the Drivers End Lane bus stops can be accessed via a 22-minute 1.7km walk south of the site on the B656. The Drivers End Lane bus stops provide access to the 314 bus service.
- 3.17 Alternatively, the Tower Road bus stops located circa 2km south of the site on the B656. These stops can be accessed via a circa 2.6km walk south of the site along Footways 'Codicote 32' and 'Codicote 39'. The Tower Road bus stops provide access to the 314 and 315 services.
- 3.18 A public right of way map is contained at **Appendix C**.
- 3.19 The 44 bus service is operated by Centrebus, providing services at circa 2 hour intervals between Luton and Stevenage. There are 3 eastbound services and 4 westbound services per day Monday-Saturday. Key stops include Knebworth Railway Station, Luton Airport Parkway and Luton Station Interchange.
- 3.20 The 45 bus service is operated by Centrebus, providing services between Luton and Stevenage. There is a single westbound service in the morning passing the site at 07:43 and 2 eastbound services in the afternoon passing the site at 16:42 and 18:53 respectively. Services run Monday-Friday. Key stops include Stevenage Bus Station, Knebworth Railway Station, Harpenden Railway Station, Luton Airport Parkway and Luton Station Interchange.
- 3.21 The 314 bus service is operated by Centrebus, providing services at circa 2 hour intervals between Hitchin and Welwyn Garden City. There are 5 southbound services and 4 northbound services per day Monday-Saturday. Key stops include The Priory School (1 service per day), Hitchin, Codicote, and Welwyn Garden City Bus Station.
- 3.22 The 315 bus service is operated by Centrebus, providing services between Hitchin and Welwyn Garden City. There are 7 southbound services and 6 northbound services per day Monday-Friday, with 5 southbound services and 6 northbound services per day on Saturdays. Key stops include Hitchin, Kimpton, Codicote, and Welwyn Garden City Bus Station.

Train

- 3.23 The nearest rail services are available at Knebworth railway station, which can be accessed via a circa 5.9km 13 minute cycle, or 7-minute drive to the east of the site. Additionally, the 44 and 45 bus routes also stop at the station.
- 3.24 All services at Knebworth are operated by Great Northern.
- 3.25 The typical off-peak service in trains per hour is:

- 2 tph to London King's Cross
 - 2 tph to Letchworth Garden City of which 1 continues to Cambridge
- 3.26 During the peak hours, all services are extended beyond Letchworth Garden City to Cambridge. On Sundays, the station is served by an hourly service between London King's Cross and Cambridge.

Traffic Collisions

- 3.27 The record of personal injury traffic collisions occurring in the vicinity of the site was reviewed using the CrashMap database for the most recent five-year period available: 2018 to 2022 inclusive.

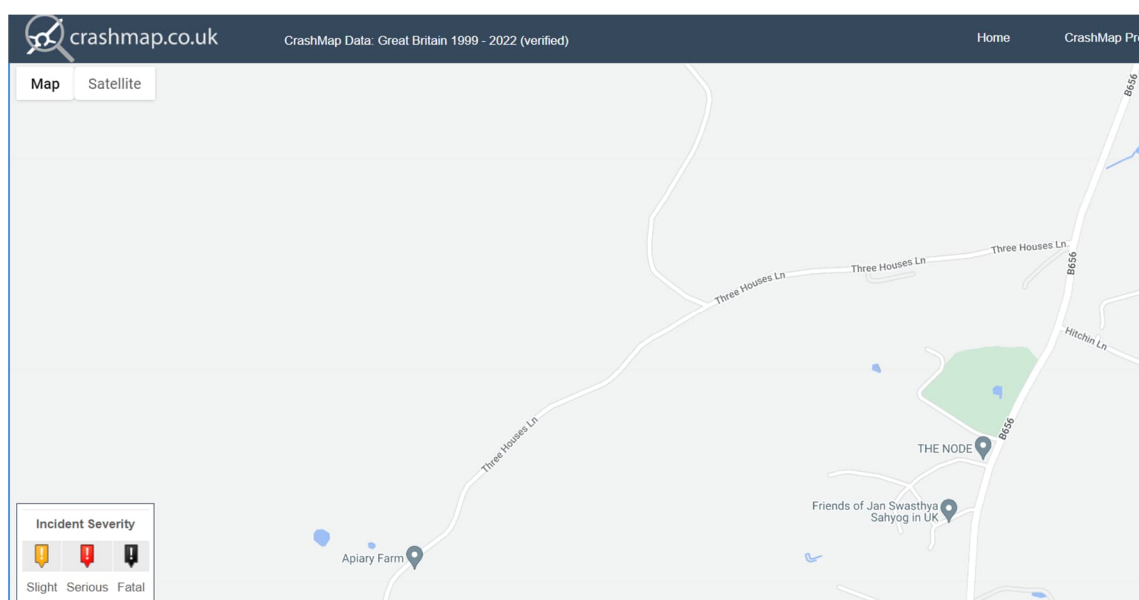


Figure 3.1 – CrashMap output (via <https://www.crashmap.co.uk/Search>)

- 3.28 As displayed in Figure 3.1 above, no incidents are identified as having occurred at the site access, or on Three Houses Lane in its entirety.
- 3.29 Following this assessment of the CrashMap database it can be concluded that there are no reported incidents directly at the proposed site access or on the site access road, and therefore the site access can be considered appropriate.

4 Development Proposal and Potential Highway Impact

Development Proposal

- 4.1 The development proposal is for the redevelopment of the 3 existing storage barn structures at the site into 1,069sqm B8 storage and distribution use. A substation is proposed to the northwest of the site.

Site Access

- 4.2 The site will utilise the existing access point present on Three House Lane, which serves the storage barns currently present on the site.
- 4.3 The site access road measures circa 4m in width with circa 12m radii where the access road meets Three Houses Lane. The landowner will upgrade the access to a formalised bellmouth with extended radii and additional hardstanding. It is expected that the specific dimensions will be determined via swept path analysis and could form part of a formal planning condition.
- 4.4 To ensure that HGVs and delivery vehicles can utilise the access road simultaneously a passing point will be provided to ensure that no vehicles would need to stop within the public highway. The proposed passing place and accompanying swept path analysis can be provided as part of a formal planning condition.
- 4.5 Further to the above the client is willing to commit to preparing and enforcing a traffic management plan, inclusive of banksmen, to ensure that the proposed access arrangements have no detriment to the current functioning of the public highway network.
- 4.6 The overall 85th percentile speed recorded for eastbound traffic approaching from the west was 29.3mph; this gives a required stopping sight distance of 2.4m x 61.2m as per DMRB guidance. The 85th percentile speed of westbound traffic approaching from the east, was 30.1mph; this gives a required stopping distance of 2.4m x 63.9m as per DMRB guidance.
- 4.7 As illustrated on the drawing contained at **Appendix D**, the required visibility splays as per the ATC data can be achieved to the nearside kerbline in both directions, falling wholly within highway land, as per highway boundary mapping obtained via HCC.

Parking

- 4.8 Parking standards laid out in the Vehicle Parking at New Development SPD document states the following:
- B8 Storage and Distribution - 1 space per 75sqm gfa (gross floor area)
- 4.9 Therefore, based on the assumption that the proposed 1,069sqm B8 use will have a default requirement of a maximum of 14 vehicle parking spaces ($1,069\text{sqm} / 75 = 14.25$ parking spaces).
- 4.10 Therefore, a maximum of 14 parking spaces will be provided within the courtyard area, as per local guidance. The plans outlining the proposed parking provision and layout can be produced as part of a formal planning condition. In any event, it is clear that the courtyard affords enough space to support the required maximum level of parking.

Cycle Parking

- 4.11 The North Herts Vehicle Parking at New Development SPD (2011) states the following cycle parking standards:
- B8 Storage and Distribution - 1 space per 500sqm for staff plus 1 space per 1000sqm for visitors
- 4.12 Therefore, the proposed 1,069sqm B8 use requires a minimum of 2 (2.14) staff cycle parking spaces, and a minimum of 1 (1.07) visitor cycle parking spaces.
- 4.13 At least 2 long term spaces will be provided in the form of sheltered, secure cycle store, conveniently located within a short distance of the building entrance points.
- 4.14 A minimum of 1 short term visitor cycle space will be provided in the form of Sheffield stands in the vicinity of the site access, in line with the minimum standards stated in local policy. Note that due to the nature of Sheffield stands providing space for 2 cycles per stand there would in actuality be a minimum of 2 visitor spaces.

Deliveries and Servicing

- 4.15 Adequate space exists within the proposed courtyard for the necessary service vehicles to access turn and egress the site in a forward gear.
- 4.16 A bin store/stores will be provided to ensure that refuse collection can be undertaken within the site. Details on the size and location are expected to be confirmed via a planning condition.
- 4.17 It is expected that a private contractor would undertake refuse collection. However, it will be ensured that suitable space is proved so that the NHDC waste collection team would also be able to serve the site should it transpire that this is the preferred refuse collection strategy. It is expected that this will be supported with swept path analysis as part of the aforementioned planning condition.
- 4.18 Furthermore, it will be ensured that a pumping appliance can reach all structures within the proposed site. Swept path analysis will be produced to ensure that the proposals meet the relevant fire and safety regulations, and it is expected that this will be able to form a planning condition.

5 Development Impact

Existing Trip Generation

- 5.1 As per the sites existing land use as a storage barn, the site is expected to generate vehicle movements on the local highway network.
- 5.2 The TRICS database does not provide trip generation data for agricultural or storage based uses, however from experience it is understood that agricultural and storage land uses can generate seasonal movements of a variety of vehicles, including but not limited to tractors, trucks and occasionally large agricultural vehicles.
- 5.3 The existing trip generation is expected to be fairly low, however would consist almost entirely of HGVs or agricultural vehicles. Vehicles such as the aforementioned with low acceleration and top speeds are likely to lead to high levels of disruption on the local highway network when in use.

Proposed Trip Generation

- 5.4 To estimate trip generation associated with the proposed B8 use the TRICS database was interrogated to find surveys of sites that met the following criteria:
- Multi-modal;
 - Warehousing (Commercial) (02/F);
 - Located in England outside of Greater London;
 - Situated in 'Edge of Town' or 'Free Standing' areas;
 - Surveyed in the last 5 years.
- 5.5 Four surveys were found that matched the above criteria. The multi-modal trip rates are displayed below in Tables 5.1 below. The TRICS datasheets are included at **Appendix E**.

Table 5.1 – Warehouse Trip Rates per 100sqm (from TRICS)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Day (05:00-21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicle trip rate	0.064	0.036	0.100	0.027	0.049	0.076	0.523	0.516	1.039
OGV trip rate	0.019	0.019	0.038	0.014	0.007	0.021	0.208	0.211	0.419
Pedestrian trip rate	0	0	0	0	0	0.001	0.006	0.009	0.015
Cycle trip rate	0.001	0	0.001	0	0.001	0.001	0.008	0.005	0.013
Public transport trip rate	0.001	0	0.001	0	0.001	0.001	0.020	0.016	0.036

- 5.6 The expected trip numbers for the proposed development, based on an expected GFA of 1,069sqm, are demonstrated in Table 5.2 below.

Figure 5.2 – B8 Land Use Trip Numbers for 1,069sqm B8 use (allow for rounding)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Day (05:00-21:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicle trip numbers	1	0	1	0	1	1	6	6	11
OGV trip numbers	0	0	0	0	0	0	2	2	5
Pedestrian trip numbers	0	0	0	0	0	0	0	0	0
Cycle trip numbers	0	0	0	0	0	0	0	0	0
Public transport trip numbers	0	0	0	0	0	0	0	0	0

- 5.7 It can be seen above that the proposed use would be expected to generate 1 (1 in and 0 out) vehicle trip in the AM peak hour and 1 (0 in and 1 out) vehicle trip in the PM peak hour.
- 5.8 Evidently, this level of trip generation would have an imperceptible impact on the local highway network.
- 5.9 The number of expected OGV trips is also demonstrated to be very low and would likely be entirely offset by the existing agricultural vehicle trips associated with the storage barn.

6 Summary and Conclusions

Summary

- 6.1 This Transport Statement has been prepared by EAS in support of an application by Warner Planning for the redevelopment of existing barn structures located on the land south of Three House Lane into 1,069sqm B8 land use.
- 6.2 The site is located on the southern side of Three Houses Lane, Hitchin SG4 8TB. The site currently comprises agricultural barns and is bordered in all directions by undeveloped land.
- 6.3 The site falls within the administrative boundaries of Hertfordshire County Council (HCC) as the local highway authority and North Hertfordshire District Council (NHDC) as the local planning authority.
- 6.4 The development will retain vehicle access via the existing access road off Three Houses Lane, which serves the existing storage barns. The access road is circa 4m in width with a bellmouth which widens to circa 12m. Proposed access upgrades including a formalised radii informed via swept path analysis and hard standing are requested to be confirmed via a planning condition.
- 6.5 A passing place is proposed on the existing access road to help navigate the occasional occasion in which two vehicles simultaneously require access to the site. It is requested that the details of the proposed passing place are confirmed via a planning condition. The client is also willing to commit to preparing and enforcing a traffic management plan, inclusive of banksmen, to ensure that the proposed access arrangements have no detriment to the current functioning of the public highway network.
- 6.6 In order to determine the required visibility splays, an ATC survey was carried out. The overall 85th percentile speed recorded for eastbound traffic approaching from the west was 29.3mph; this gives a required stopping sight distance of 2.4m x 61.2m as per DMRB guidance. The 85th percentile speed of westbound traffic approaching from the east, was 30.1mph; this gives a required stopping distance of 2.4m x 63.9m as per DMRB guidance. Visibility splays have been provided in accordance with these results.
- 6.7 The proposed 1,069sqm B8 land use has a default requirement of a maximum of 14 (14.25) vehicle parking spaces (1,069sqm / 75 = 14.25 parking spaces). There is sufficient space within the courtyard to satisfy the maximum provision. Parking is requested to be confirmed via planning condition.
- 6.8 At least 2 long term cycle parking spaces will be provided in the form of sheltered, secure cycle store, conveniently located within a short distance of the building entrance points. A minimum of 1 short term visitor cycle space will be provided in the form of Sheffield stands in the vicinity of the site access, in line with the minimum standards stated in local policy. It is requested that the exact details can be confirmed via planning condition.
- 6.9 Adequate space is provided within the proposed courtyard for all necessary service vehicle to access turn and egress the site in a forward gear.
- 6.10 It can be seen above that the proposed use would be expected to generate 1 (1 in and 0 out) vehicle trip in the AM peak hour and 1 (0 in and 1 out) vehicle trip in the PM peak hour. This level of trip generation would have an imperceptible impact on the local highway network.

The number of expected OGV trips is also demonstrated to be very low and would likely be entirely offset by the existing agricultural vehicle trips associated with the storage barn.

Conclusion

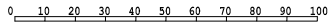
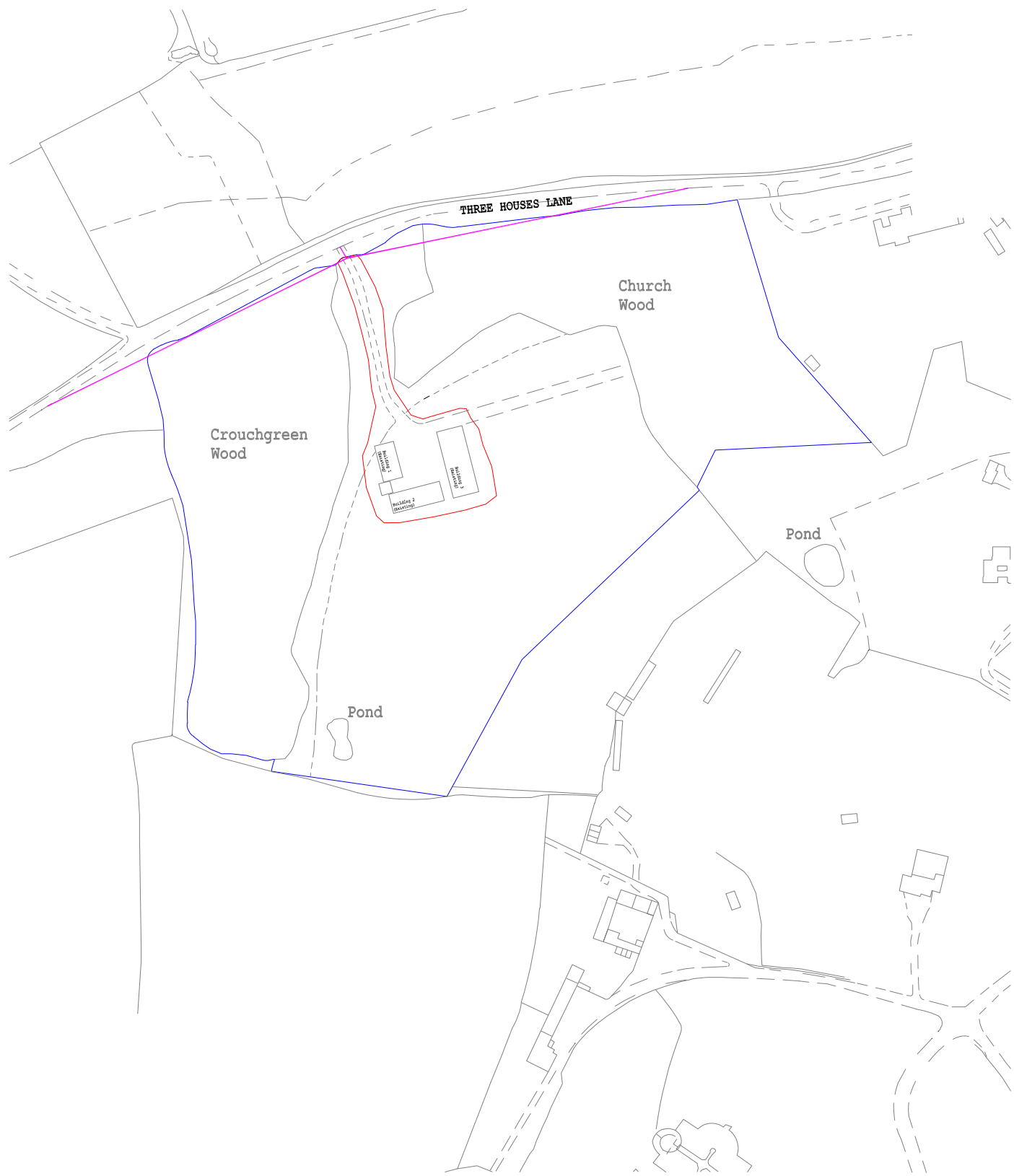
- 6.11 The proposals are not expected to cause a perceptible negative impact to the safe and efficient functioning of the local highway.
- 6.12 Therefore, the proposed development should not be refused on transport or highways grounds.

7 Appendices

Appendix: A – Location Plan
Appendix: B – ATC Datasheets
Appendix: C – PROW Map
Appendix: D – Visibility Splay
Appendix: E – TRICS Datasheet

Appendix: A – Location Plan

Scale this drawing for Planning purposes only.
Clients agent to be informed of all discrepancies in dimensions
Contractor to check all dimensions on site
© This drawing is copyright



10 METRES @ SCALE OF 1/2500

ORIGINAL A3

PLAN VIEW (1:2500)

D&A Architectural and Structural Designs Ltd		PROJECT THREE HOUSE LANE	DATE 26/01/2024	SCALE 1:2500	
 Unit 6, Hall Road, Hemel Hempstead HP27TH Tel: 02085 737 684	CLIENT No Label London	DRAWING Existing Site Plan	JOB No. 1000	Drawing No. GA001	REV 0
	ADDRESS Church Wood, Three Houses Lane Codicote, SG4 8TB				

Appendix: B – ATC Datasheets

K&MTRAFFIC SURVEYS

SITE: THE NODE, THREE HOUSES LN

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.870977, -0.239629

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

19 March 2024

[illegible]

[illegible]

20 March 2024

[illegible]

21 March 2024

[illegible]

22 March 2024

[illegible]

23 March 2024

[illegible]

24 March 2024

[illegible]

25 March 2024

[illegible]

Grand Total

[illegible]

K&MTRAFFIC SURVEYS

SITE: THE NODE, THREE HOUSES LN

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.870977, -0.239629

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

19 March 2024

[illegible]

[illegible]

20 March 2024

[illegible]

21 March 2024

[illegible]

22 March 2024

[illegible]

23 March 2024

[illegible]

24 March 2024

[illegible]

25 March 2024

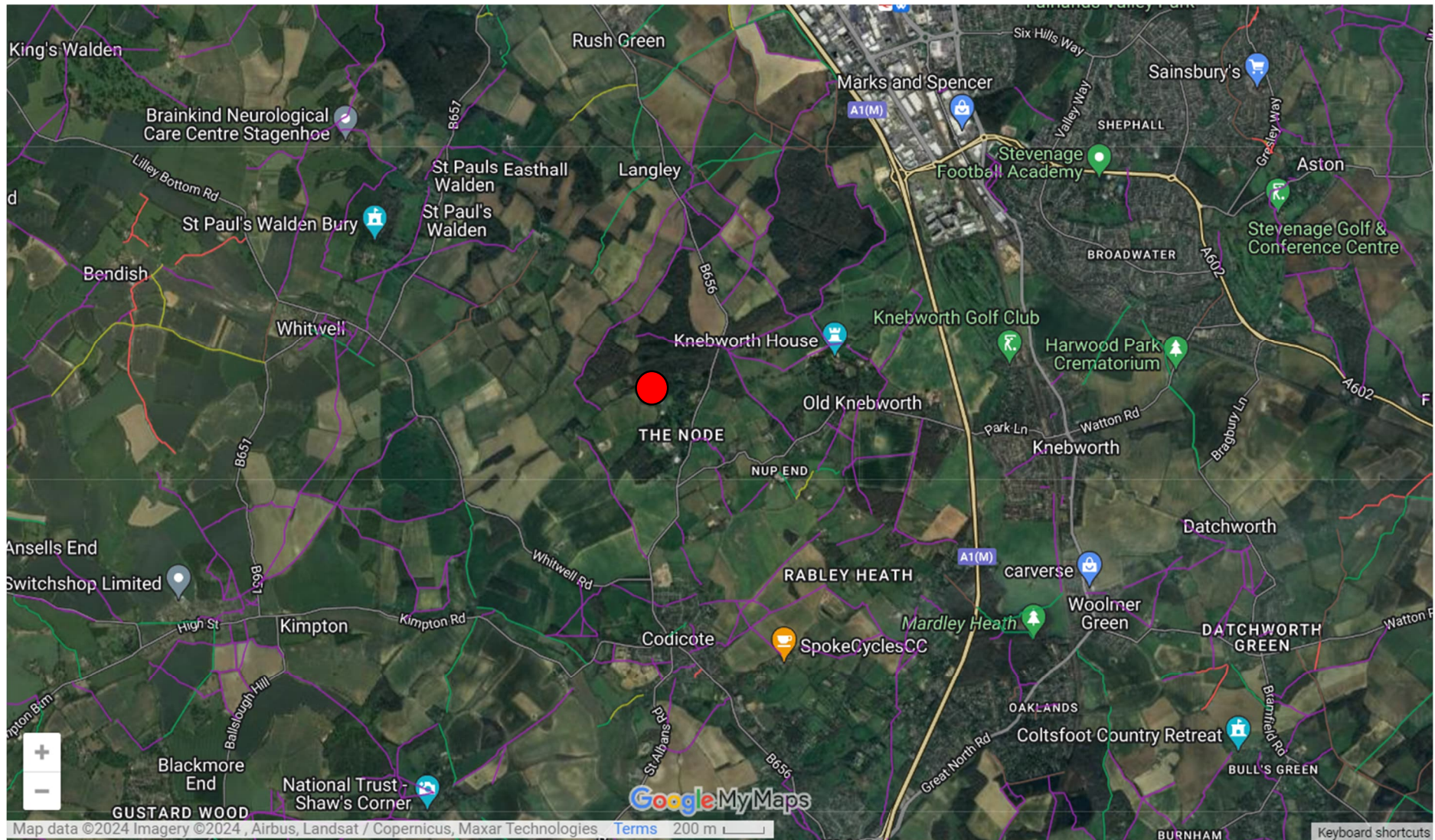
[illegible]

Grand Total

[illegible]

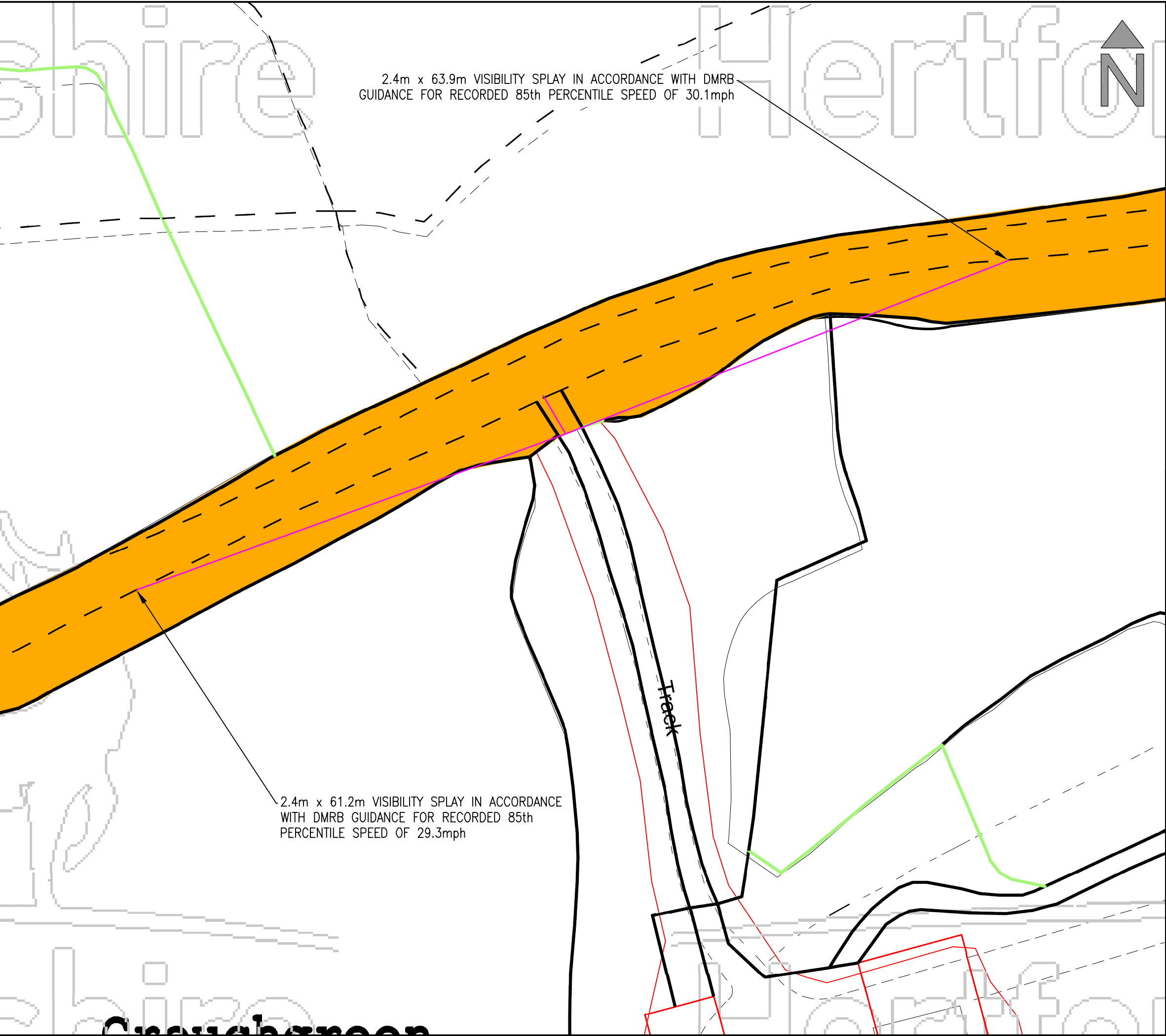
Appendix: C – PROW Map

PROW Map



Source: <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/current-rights-of-way/the-definitive-map.aspx>

Appendix: D – Visibility Splay



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
 Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: CHURCH FARM, THREE HOUSES LANE, CODICOTE, NORTH HERTFORDSHIRE DC					
TITLE: ACCESS VISIBILITY SPLAY					
SCALE: A3: 1:500			DESIGN-DRAWN: TS		DATE:
PROJECT No: 4778			DRAWING No: SK03		

Appendix: E – TRICS Datasheet

Calculation Reference: AUDIT-743101-250122-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: Gross floor area
Actual Range: 1750 to 105335 (units: sqm)
Range Selected by User: 1750 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/20 to 19/06/25

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

Selected survey days:

Monday 2 days
Wednesday 2 days

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

Selected survey types:

Manual count 4 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:

Edge of Town 3
Free Standing (PPS6 Out of Town) 1

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:

Industrial Zone 2
Development Zone 1
Out of Town 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 2 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

B8 4 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 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	1 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-02-F-01 CARLISLE ROAD BRAMPTON	WAREHOUSING & DISTRIBUTION	CUMBERLAND
	Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24		Survey Type: MANUAL
2	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm Survey date: MONDAY 22/11/21	LIDL DISTRIBUTION CENTRE	DEVON
3	NT-02-F-01 NOOK FLATT ROAD NEAR WORKSOP BLYTH Edge of Town Development Zone Total Gross floor area: 105335 sqm Survey date: WEDNESDAY 18/10/23	LOGISTICS WAREHOUSING PARK	NOTTINGHAMSHIRE
4	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1750 sqm Survey date: MONDAY 19/06/23		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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.18

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	52808	0.056	3	52808	0.022	3	52808	0.078
06:00 - 07:00	3	52808	0.039	3	52808	0.023	3	52808	0.062
07:00 - 08:00	4	40043	0.061	4	40043	0.034	4	40043	0.095
08:00 - 09:00	4	40043	0.064	4	40043	0.036	4	40043	0.100
09:00 - 10:00	4	40043	0.040	4	40043	0.030	4	40043	0.070
10:00 - 11:00	4	40043	0.039	4	40043	0.031	4	40043	0.070
11:00 - 12:00	4	40043	0.030	4	40043	0.025	4	40043	0.055
12:00 - 13:00	4	40043	0.034	4	40043	0.040	4	40043	0.074
13:00 - 14:00	4	40043	0.029	4	40043	0.044	4	40043	0.073
14:00 - 15:00	4	40043	0.029	4	40043	0.064	4	40043	0.093
15:00 - 16:00	4	40043	0.021	4	40043	0.033	4	40043	0.054
16:00 - 17:00	4	40043	0.022	4	40043	0.038	4	40043	0.060
17:00 - 18:00	4	40043	0.027	4	40043	0.049	4	40043	0.076
18:00 - 19:00	4	40043	0.010	4	40043	0.023	4	40043	0.033
19:00 - 20:00	3	52808	0.011	3	52808	0.013	3	52808	0.024
20:00 - 21:00	3	52808	0.011	3	52808	0.011	3	52808	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.523			0.516			1.039

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:	1750 - 105335 (units: sqm)
Survey date date range:	01/01/20 - 19/06/25
Number of weekdays (Monday-Friday):	4
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 show. 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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	52808	0.010	3	52808	0.011	3	52808	0.021
06:00 - 07:00	3	52808	0.019	3	52808	0.014	3	52808	0.033
07:00 - 08:00	4	40043	0.018	4	40043	0.020	4	40043	0.038
08:00 - 09:00	4	40043	0.019	4	40043	0.019	4	40043	0.038
09:00 - 10:00	4	40043	0.027	4	40043	0.022	4	40043	0.049
10:00 - 11:00	4	40043	0.021	4	40043	0.019	4	40043	0.040
11:00 - 12:00	4	40043	0.015	4	40043	0.014	4	40043	0.029
12:00 - 13:00	4	40043	0.012	4	40043	0.019	4	40043	0.031
13:00 - 14:00	4	40043	0.007	4	40043	0.021	4	40043	0.028
14:00 - 15:00	4	40043	0.014	4	40043	0.017	4	40043	0.031
15:00 - 16:00	4	40043	0.011	4	40043	0.009	4	40043	0.020
16:00 - 17:00	4	40043	0.008	4	40043	0.009	4	40043	0.017
17:00 - 18:00	4	40043	0.014	4	40043	0.007	4	40043	0.021
18:00 - 19:00	4	40043	0.005	4	40043	0.006	4	40043	0.011
19:00 - 20:00	3	52808	0.005	3	52808	0.003	3	52808	0.008
20:00 - 21:00	3	52808	0.003	3	52808	0.001	3	52808	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.208			0.211			0.419

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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	52808	0.002	3	52808	0.001	3	52808	0.003
06:00 - 07:00	3	52808	0.000	3	52808	0.001	3	52808	0.001
07:00 - 08:00	4	40043	0.001	4	40043	0.000	4	40043	0.001
08:00 - 09:00	4	40043	0.001	4	40043	0.000	4	40043	0.001
09:00 - 10:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
10:00 - 11:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
11:00 - 12:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
12:00 - 13:00	4	40043	0.001	4	40043	0.000	4	40043	0.001
13:00 - 14:00	4	40043	0.001	4	40043	0.000	4	40043	0.001
14:00 - 15:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
15:00 - 16:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
16:00 - 17:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
17:00 - 18:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
18:00 - 19:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
19:00 - 20:00	3	52808	0.001	3	52808	0.000	3	52808	0.001
20:00 - 21:00	3	52808	0.001	3	52808	0.000	3	52808	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.005			0.013

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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	52808	0.000	3	52808	0.000	3	52808	0.000
06:00 - 07:00	3	52808	0.000	3	52808	0.000	3	52808	0.000
07:00 - 08:00	4	40043	0.001	4	40043	0.000	4	40043	0.001
08:00 - 09:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
09:00 - 10:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
10:00 - 11:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
11:00 - 12:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
12:00 - 13:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
13:00 - 14:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
14:00 - 15:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
15:00 - 16:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
16:00 - 17:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
17:00 - 18:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
18:00 - 19:00	4	40043	0.000	4	40043	0.000	4	40043	0.000
19:00 - 20:00	3	52808	0.000	3	52808	0.000	3	52808	0.000
20:00 - 21:00	3	52808	0.000	3	52808	0.000	3	52808	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.009			0.015

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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	52808	0.003	3	52808	0.001	3	52808	0.004
06:00 - 07:00	3	52808	0.000	3	52808	0.001	3	52808	0.001
07:00 - 08:00	4	40043	0.002	4	40043	0.000	4	40043	0.002
08:00 - 09:00	4	40043	0.001	4	40043	0.000	4	40043	0.001
09:00 - 10:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
10:00 - 11:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
11:00 - 12:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
12:00 - 13:00	4	40043	0.003	4	40043	0.000	4	40043	0.003
13:00 - 14:00	4	40043	0.006	4	40043	0.002	4	40043	0.008
14:00 - 15:00	4	40043	0.000	4	40043	0.003	4	40043	0.003
15:00 - 16:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
16:00 - 17:00	4	40043	0.001	4	40043	0.001	4	40043	0.002
17:00 - 18:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
18:00 - 19:00	4	40043	0.000	4	40043	0.001	4	40043	0.001
19:00 - 20:00	3	52808	0.000	3	52808	0.001	3	52808	0.001
20:00 - 21:00	3	52808	0.002	3	52808	0.001	3	52808	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.016			0.036

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.*