



Hitchin Mosque

45 Bury Mead Road,  
Hitchin

# Transport Statement

August 2025



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Hitchin

## Transport Statement

OFFICE ADDRESS:

Butler House,  
177-178 Tottenham Court Road,  
London,  
W1T 7NY

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# 1. Introduction

## 1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of Hitchin Mosque in relation to a proposed change of use application from existing offices (Use Class E(g)(i)) at 45 Bury Mead Road to a new mosque (Use Class F1(f)).
- 1.1.2 The application site is located within Hertfordshire County Council (HCC) who act as the Local Highway Authority and North Herts Council (NHC), who act as the Local Planning Authority.
- 1.1.3 This site is located in northwest Hitchin on the southwest side of Bury Mead Road. The site is within an industrial/commercial area and is currently comprised of a series of vacant buildings that have historically served as offices, light industrial workshops and storage areas. The site is bound by other commercial buildings and uses to the north, east and south and a landscape buffer to the southwest, with residential properties beyond this.
- 1.1.4 The development proposals involve the renovation of the existing buildings to create a mosque space of approximately 1,817sqm. This involves the removal of buildings to the rear to allow for a landscaped garden, as well as the connection of the remaining buildings to provide a shared space. Appropriate car parking spaces, cycle parking and refuse storage area will also be provided.
- 1.1.5 The site layout is provided in [Appendix A](#).
- 1.1.6 It is important to note that the proposals at the site are seeking to replace the existing Jaami' Masjid & Islamic Centre, located 780 metres to the southeast on Florence Street.
- 1.1.7 The usage of the mosque will be relatively low throughout the week, with 7 to 25 people attending at any one time. There is likely to be five prayer sessions staggered across the day. Notwithstanding this, there will be times when the mosque experiences more visitors. The mosque's highest level of activity can be expected during Friday lunchtime prayer, where up to 210 people can attend across two separate prayer sessions. This usage mirrors that of the existing arrangement of Jaami' Masjid & Islamic Centre.

## 1.2 Pre-application Engagement

- 1.2.1 Pre-application discussions with NHC were undertaken, with a formal written response provided in 25/01101/PRE. For completeness, the pre-application response is included in [Appendix B](#).
- 1.2.2 NHC considered that the proposals were acceptable in principle and the design will likely benefit the external appearance of the existing building. However, additional information from a highways perspective was requested, including:

- How the number of cars coming to the site is to be controlled.
- The travel management of the site during operation.
- Setting out other means of transport and measures to reduce travel by private car.

### 1.3 Report Purpose

1.3.1 The purpose of this TS is to document the findings of assessment work undertaken in relation to the development proposals, as required by National and Local planning policies. All of which is undertaken whilst incorporating the outcomes of the above pre-application discussions. The key considerations outlined within this report are as follows:

- A review of accessibility by means of active travel and public transport.
- An analysis of trip generating potential, including a net impact assessment of the existing office use against the proposed place of worship land use.
- An analysis of a travel survey to understand the mode share of the existing mosque congregation.
- The potential impact on parking, including the availability of parking on surrounding roads to accommodate potential future demands.

### 1.4 Report Structure

1.4.1 The remainder of this TS is structured as follows:

- **Chapter 2: Policy and Guidance** – This chapter outlines the National and Local Policies that relate to the application site and development proposals.
- **Chapter 3: Site Audit** – This chapter provides an overview of the location of the site, including the connectivity, in terms of sustainable and active travel modes and a review of the local highway network. This chapter also provides a review of personal injury collision (PIC) data in the vicinity of the site.
- **Chapter 4: Development Proposals** – This chapter outlines the development proposals, including details on service schedule, access and servicing arrangements, as well as the proposed on-site parking provision.
- **Chapter 5: Trip Generation** – This chapter outlines the methodology and results of the trip generation assessment and mode share (obtained through a travel survey), which includes a net impact assessment of the existing and proposed uses.
- **Chapter 6: Off-site Parking Availability** - This section outlines the availability of on-street parking, based on a parking beat survey conducted to assess the capacity of surrounding roads to accommodate potential overspill parking demands.
- **Chapter 7: Summary and Conclusions** – This chapter provides a summary of the findings of the report and concludes the TS.

## 2. Policy and Guidance

### 2.1 Overview

2.1.1 This chapter sets out the transport aspects of adopted and emerging National and Local policies relevant to the development proposals. This includes a review of:

- National Planning Policy Framework (2024)
- National Planning Policy Guidance
- North Herts Local Plan (2011-2031)
- Hertfordshire Active Travel Strategy (2023-2031)
- Hertfordshire Local Transport Plan (2018-2031)

### 2.2 National Policy

#### National Planning Policy Framework (NPPF), 2024

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was first published in March 2012 and has since been revised on several occasions, most recently in December 2024.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

2.2.3 Paragraph 109 of the NPPF highlights that "*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach. This should involve:*

- *making transport considerations an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.2.4 Paragraph 110 goes on to state that *“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.”*

2.2.5 Paragraph 115 of the NPPF states that when assessing specific site uses for development applications, it should be ensured that:

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

2.2.6 Paragraph 116 of the NPPF ultimately states the following for transport:

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

### National Planning Practice Guidance (NPPG)

2.2.7 The NPPG is a web-based source which supports the NPPF. The guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision.
- Enhancing the levels of accessibility.
- Create a choice among different modes of transport.
- Improving health and well-being.
- Supporting economic vitality.
- Improving public understanding of the transport implications of development.

## 2.3 Local Policy

### North Herts Local Plan (LP), 2011-2031

2.3.1 The North Herts Local Plan sets out the long-term vision for the district with the overarching principle to achieve sustainable development. Policies within this local plan ensure that new development will encourage active and sustainable travel through the creation of walking and cycling routes and integrate sustainable transport systems to reduce car usage.

2.3.2 Policy SP6 of the Local Plan: Sustainable Transport states that accessibility improvements and promotion of sustainable transport modes will be delivered where reasonable and predictable. This will:

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

2.3.3 Policy HC1 of the Local Plan: Community facilities states that *"Planning permission for new community facilities will be granted provided that they are:*

- *Appropriate in scale having regard to their local context;*
- *Accessible by a range of transport modes; and*
- *Would meet an identified need in the local community."*

### Hertfordshire Active Travel Strategy (ATS), 2023-2031

2.3.4 The ATS sets out the following aim for Hertfordshire: *"to create places where walking, wheeling and other forms of Active Travel are safer and so convenient that they become the natural choice for short trips."*

2.3.5 Policy 1 aims 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:

- *“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”*

#### Hertfordshire's Local Transport Plan (LTP), 2018-2031

2.3.6 Hertfordshire's LTP sets out how transport can help deliver a positive vision for safe and efficient travel. Policy 1: Transport User Hierarchy of the LTP represents a shift in emphasis to increase rates of travel by more sustainable modes. It seeks to increase the attractiveness of alternative forms of travel through the development of:

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

## 2.4 Summary

2.4.1 The policy and guidance set out within this chapter have informed the methodologies and assessments undertaken and set out in this TS, with the development proposals considered reflective of the aims and objectives of both National and Local policy.

## 3. Site Audit

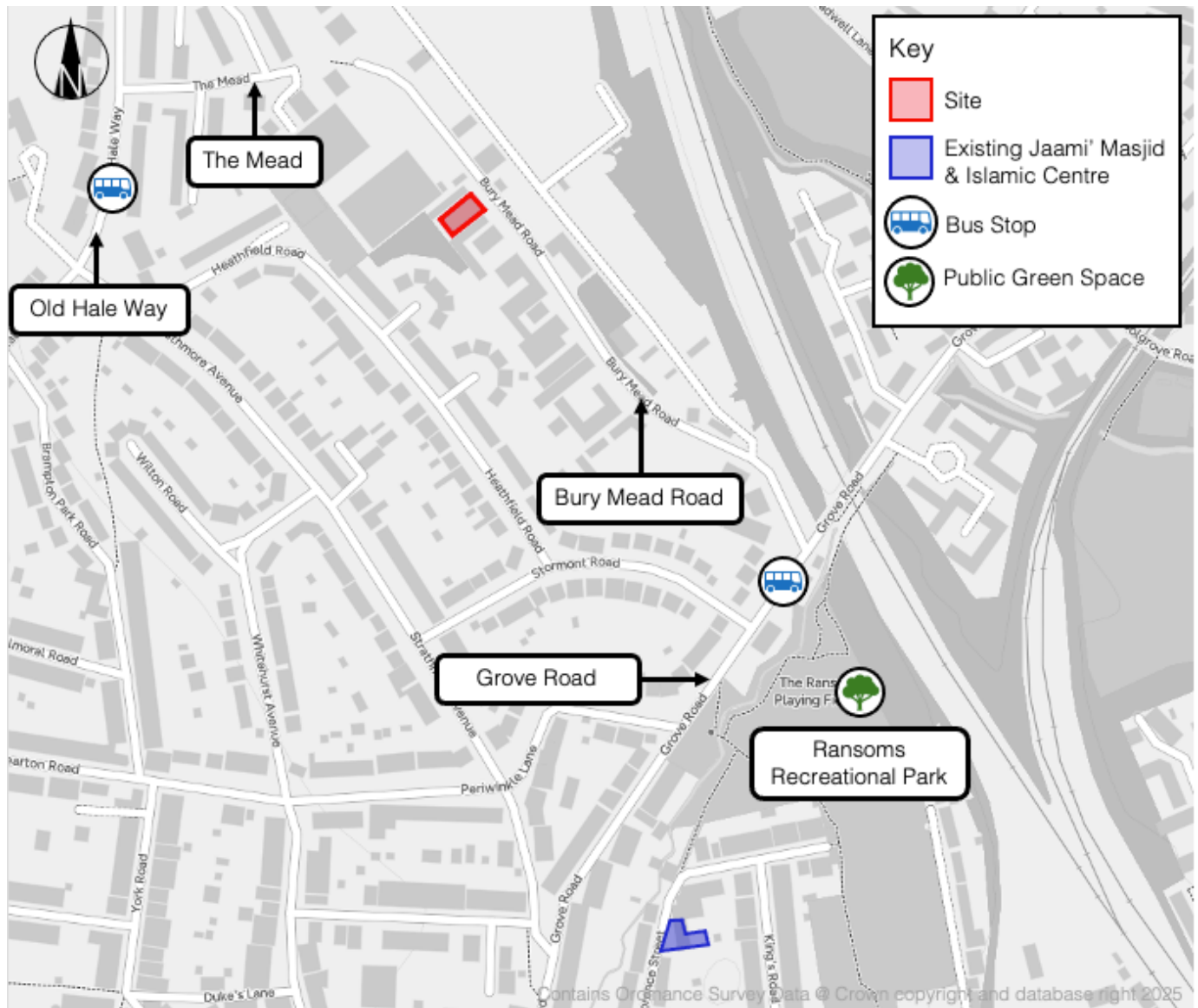
### 3.1 Overview

- 3.1.1 This chapter sets out the connectivity of the site in relation to the surrounding area by sustainable modes of travel, in terms of walking, cycling and public transport, and a review of the local highway network. This chapter also provides a review of five-year personal injury collision (PIC) data in the vicinity of the site.

### 3.2 Site Location

- 3.2.1 The site is located in northwest Hitchin on the southwest of Bury Mead Road. Bury Mead Road is a no-through road for vehicles but allows pedestrian and cycle access.
- 3.2.2 The site is located within a commercial/industrial area and is bound by other commercial buildings and uses to the north, east and south and a landscape buffer to the southwest, beyond which are residential properties.
- 3.2.3 The site is comprised of a series of vacant units that historically served as offices, a light industrial workshop and storage areas.
- 3.2.4 The location of the site is demonstrated on **Figure 3.1**.

Figure 3.1 Site Location Plan



### 3.3 Accessibility by Active Travel

- 3.3.1 The site is situated within a sustainable location due to its accessibility by public transport and its integration with existing walking and cycling infrastructure.
- 3.3.2 Given the established employment uses at the site, it is well connected to the existing pedestrian network, with footways present on all surrounding roads, including Bury Mead Road, Grove Road, Old Hale Way, and The Mead. These roads benefit from street lighting, and dropped kerbs are provided at pedestrian crossing points.
- 3.3.3 Bury Mead Road has direct connections by footways to nearby bus stops “Strathmore School” and “Stormont Road”, which can both be accessed within a 7-minute walk or a 2-minute cycle.

- 3.3.4 The "Strathmore School" bus stop is located 300m west of the site and can be accessed via a shared foot/cycleway to the north of Bury Mead Road, which connects to the adjacent road, The Mead. This path offers a convenient and direct route for pedestrians and cyclists. There are footways and dropped kerbs present along the rest of the route to the bus stop located along Old Hale Way.
- 3.3.5 The site is located a 10-minute walking distance from the existing Jaami' Masjid & Islamic Centre. Pedestrians and cyclists can take advantage of the shared foot/cycleway present along "Ransoms Recreational Park" which provides a direct route to Grove Road. It is important to note that Grove Road has a dedicated cycleway, with Bury Mead Road being a signposted recommended cycle route. There are also footways present on Grove Road to the site at Bury Mead Road.
- 3.3.6 The site is situated near residential areas located to the southeast and southwest, which are connected via dedicated footways, offering convenient and safe pedestrian access to the site. Its central position among surrounding communities enhances its accessibility and reinforces its strategic and mutually beneficial location. Walsworth, a residential area approximately 750 metres east, is easily reachable via existing footways along Grove Road. Similarly, the village of Ickleford, located 1 kilometre to the north, is accessible via footways along Old Hale Way, establishing easy access for local residents.
- 3.3.7 The site has good access to Hitchin Railway Station, which can be accessed in an approximate 20-minute walk or 6-minute cycle. Hitchin Station provides a rail service to varied destinations, including London.
- 3.3.8 Hitchin Railway Station can be accessed via the existing shared foot/cycleway on "Ransoms Recreational Park" which provides a direct route to the A505. There are footways and zebra crossings along the A505. There are also crossings present on the route, providing access onto the footways on the B656, which leads directly to Hitchin Station.

## 3.4 Public Transport Accessibility

### Bus

- 3.4.1 As noted, the site benefits from being in close proximity to several bus stops, enhancing its accessibility via public transport. The "Strathmore School" bus stop is located a 7-minute walk or 2-minute cycle from the site and is served by the 9A bus route. This route operates on an hourly basis, providing connections to both Bedford and Stevenage.
- 3.4.2 The "Stormont Road" bus stop is similarly accessible, requiring a 7-minute walk or 2-minute cycle from the site. This stop is served by the 81 and 89 bus routes. The 81 route provides an hourly service to High Dane, a residential area within Hitchin located approximately 800m east of the site. Additionally, the 81 service provides access to Moss Way, located within the residential area of Westmill, 1.2km west of the site. The bus route 89 provides a limited service to Hitchin, Rydal Way and Pirton, Motte & Bailey PH.

3.4.3 The frequency of local bus services is shown in **Table 3.1**.

**Table 3.1 Summary of Local Bus Frequency**

| Service | Route                     | Average Frequency           |               |        |
|---------|---------------------------|-----------------------------|---------------|--------|
|         |                           | Weekday                     | Saturday      | Sunday |
| 9A      | Bedford                   | Every hour                  | Every 2 hours | -      |
| 9A      | Stevenage                 | Every hour                  | Every 2 hours | -      |
| 81      | High Dane                 | Every hour                  | Every hour    | -      |
| 81      | Moss Way                  | Every hour                  | Every hour    | -      |
| 89      | Hitchin, Rydal Way        | 08:26, 16:46 and 18:13 only | -             | -      |
| 89      | Pirton, Motte & Bailey PH | 08:53 only                  | -             | -      |

## Rail

3.4.4 The site is accessible by rail, with Hitchin Station located 1.1km southeast of the site. This station is accessible within a 20-minute walk or 6-minute cycle and is serviced by Thameslink and Great Northern Rail. There are services to Peterborough, Brighton, Horsham and London King's Cross operating every half an hour on a weekday, with services to Cambridge running every hour. On a Sunday, services run every hour.

## 3.5 Local Highway Network

3.5.1 Bury Mead Road is a single two-way carriageway and can be accessed via the A505 to the south. It is noted that there is no through access to the north west for vehicles. Bury Mead Road offers largely unrestricted parking, except for approximately 110 metres of double yellow lines near the Bury Mead Road/Grove Road junction.

3.5.2 Grove Road is a 30mph single two-way carriageway with largely restricted parking due to yellow lines running along large stretches of the road. It has a dedicated cycleway and provides pedestrian crossing points.

3.5.3 The A505 provides direct access to Luton and passes the major London Luton Airport. To the east, travelling along the A505 leads into Letchworth Garden City. The A505 connects directly to the A1 (M), offering convenient access for travel across both northern and southern England.

## 3.6 Personal Injury Collision Data Review

3.6.1 To allow for a review of the road safety record on Bury Mead Road, the latest available five-year Personal Injury Collision (PIC) data has been obtained from CrashMap Pro (2019-2024). Following a review, there have been no recorded collisions around the site access and along the extent of Bury Mead Road. On this basis, it is noted that there are no existing highway safety issues in the vicinity of the site.

### 3.7 Summary

- 3.7.1 Following a review of the sustainable transport accessibility in the vicinity of the site, it is well positioned to capitalise on the proximity to bus stops and Hitchin Railway Station.
- 3.7.2 The site also has good connections to local residential areas with existing footways providing direct routes. The site is within close proximity to the existing Jaami' Masjid & Islamic Centre, providing a central location for the Muslim Community. Bury Mead Road has excellent road safety, with no recorded collisions between 2019-2024 as well as clear highway access for supporting wider travel.

## 4. Development Proposals

### 4.1 Overview

- 4.1.1 This chapter details the development proposals, including the mosque's schedule, site access, parking and servicing arrangements.

### 4.2 Development Proposal

- 4.2.1 This development proposes a change of use application from E(g)(i) existing offices at 45 Bury Mead Road to F1(f), a new mosque. This involves the renovation of existing buildings to create a mosque space of approximately 1,817sqm. This involves the removal of buildings to the rear to allow for a landscaped garden, as well as the connection of the remaining buildings to provide a shared space. Appropriate car parking spaces, cycle parking and refuse storage area will also be provided.
- 4.2.2 The site is also noted to be approximately a 10-minute walk from the existing Jaami' Masjid & Islamic Centre, which is located 780 metres to the southeast of the site on Florence Street. This new development is intended to replace the existing facility, providing a larger and more suitable space to accommodate worshippers. The relocation to this site would benefit the existing community as visitors can efficiently access the new location by subtly altering their route without significantly changing existing travel patterns.
- 4.2.3 The site is noted to be located within an employment area and will be less sensitive to the nature of use and hours of operation.

### 4.3 Schedule

- 4.3.1 The usage of the mosque will be relatively low throughout the week, with 7 to 25 people attending at any one time.
- 4.3.2 Notwithstanding this, there will be at times where the mosque experiences a greater number of visitors on a Friday lunchtime, where up to 210 people can attend across two separate prayer sessions. This usage mirrors that of the existing arrangement of Jaami' Masjid & Islamic Centre, which is understood to not create highway safety issues during this busy period. Members of the congregation generally travel together or walk to the site to reduce parking congestion.
- 4.3.3 It is important to note that no other function or other large-scale event takes place as frequently as Friday prayer. As such, there will be no associated frequent large gatherings that could impact the surrounding transport infrastructure. The mosque will operate on a consistent weekly schedule.

## 4.4 Site Access

- 4.4.1 The site will be accessed via the existing provision of two crossovers from Bury Mead Road, with pedestrian access from these points as well. There are no changes proposed to the access arrangements, and given this is an established access arrangement, it is considered suitable to serve the proposed development.
- 4.4.2 Deliveries will occur on-street off Bury Mead Road in line with the existing situation, and on days of refuse collection, bins will be wheeled to the kerb side.

## 4.5 Parking Provision

- 4.5.1 The proposed development will provide 16 car parking spaces, supported by a strong emphasis on promoting active travel and sustainable travel options. In addition, 2 blue badge and 1 EV bay will be provided.
- 4.5.2 The proposed floorspace is approximately 1,817sqm and according to North Herts Council's Vehicle Parking at New Development SPD (2011), the maximum parking standards are 1 car parking space per 10sqm of floor area. It is important to note that this site is in the non-residential accessibility Zone 2 and is considered to have good accessibility. Therefore, a lower car parking provision is acceptable, allowing for a more flexible approach to the maximum car parking standards.
- 4.5.3 The pre-application response was supportive of a reduction in provision, subject to further justification. Although the proposed car parking provision falls below the Council's established guidelines, it is relevant to consider that for the majority of the week, attendance at the mosque is expected to range between 7 to 25 individuals at any given time. This TS provides further justification for the potential parking demand of the existing congregation through a travel survey within [Chapter 5](#), and outlines the availability of off-site parking within [Chapter 6](#).
- 4.5.4 The proposals also make provision for 6 cycle parking spaces, which is considered sufficient to meet likely future demands at the site.

## 5. Trip Generation

### 5.1 Overview

- 5.1.1 This chapter details the trip generation based on the past office operation of the site and includes information on the trip rates and resulting trips across the traditional weekday AM and PM peak hours of 08:00-09:00 and 17:00-18:00, as well as across a typical day. To obtain an estimated number of trips, the total vehicle trip rates for office use have been derived from the TRICS database (version 7.11.4).
- 5.1.2 Through establishing the trip generating potential of the past office use at the site, it is helpful in setting the context on how the site has historically operated and how many vehicles could serve the site.
- 5.1.3 The trip generating potential of the proposed use is based on a first principles approach and has regard to the existing Jaami' Masjid & Islamic Centre. In order to split the proposed trips by mode, a travel survey of 32 congregants has been undertaken and given that the proposals represent a replacement to the existing Jaami' Masjid & Islamic Centre, it is considered reasonable to apply to the proposed use.
- 5.1.4 A comparison is also drawn between the existing and proposed uses as to provide a comparison and assess the highways impact of the development proposals.
- 5.1.5 When considering the office use at the site, it is important to note that trips will be more concentrated in traditional peak periods when the surrounding highway network is likely to be busier. The proposed use is likely to avoid peak hour periods and as such the impact of the proposed development will be lower at times where the network often experiences congestion.

### 5.2 Existing Trip Generation

- 5.2.1 To determine the total vehicle trip generation of the existing office space, trip rates have been derived from the TRICS database using the land category '02 – Employment – A – Office' with the following criteria applied:
- Land use – Employment – Office
  - Weekday surveys
  - Floor area – 178m<sup>2</sup> – 2,500m<sup>2</sup>
  - Survey dates – 01/01/16 - 24/05/24
  - Number of surveyed sites – 15
- 5.2.2 The TRICS database and the above criteria, and office floor space of 1,107m<sup>2</sup> have been adopted to calculate the expected trip generation.

5.2.3 A summary of the TRICS trip rates and trip generation for the AM (08:00-09:00) and PM (17:00-18:00) peak periods as well as across a typical day is provided in **Table 5.1**, with the full TRICS report provided in **Appendix C**.

**Table 5.1 TRICS Vehicle Trip Rates**

|               | AM (08:00-09:00) Peak |            |         | PM (17:00-18:00) Peak |            |         | Daily    |            |         |
|---------------|-----------------------|------------|---------|-----------------------|------------|---------|----------|------------|---------|
|               | Arrivals              | Departures | Two-way | Arrivals              | Departures | Two-way | Arrivals | Departures | Two-way |
| Trip Rates    | 1.608                 | 0.272      | 1.88    | 0.162                 | 1.377      | 1.539   | 6.340    | 6.285      | 12.625  |
| Vehicle Trips | 18                    | 3          | 21      | 2                     | 15         | 17      | 70       | 70         | 140     |

5.2.4 The existing operation of the site as an office space is likely to generate in the region of 21 vehicle trips in the peak AM period, and 17 vehicle trips in the peak PM period. Across a typical day, the existing use at the site could generate in the region of 70 arrivals and 70 departures or 140 daily two-way vehicle trips.

## 5.3 Proposed Trip Generation

5.3.1 To understand how visitors are likely to travel to the site, it is first important to establish the location of residence for the community as this will likely influence travel behaviour. The below information has been obtained from the Jaami' Masjid & Islamic Centre, for which the proposals at 45 Bury Mead Road is a replacement for.

5.3.2 The location of residence for existing congregators is detailed in **Table 5.2**.

**Table 5.2 Location of Residence**

| Location of Residence                         | Percentage of Participants |
|-----------------------------------------------|----------------------------|
| Hitchin Mosque Neighbourhood (<1mile)         | 61.3%                      |
| Hitchin Town                                  | 12.9%                      |
| Outside of Hitchin Town but within NHC region | 16.1%                      |
| Outside NHC region                            | 9.7%                       |

5.3.3 **Table 5.2** shows that 74.2% of respondents reside locally within Hitchin Town and the local surrounding area. Additionally, 61.3% live within one mile of the mosque, indicating a high concentration of congregators in close proximity of the site. Only 9.7% of participants reported living outside the North Herts Council (NHC) region.

5.3.4 In addition to the above, a travel survey has been conducted to better understand how congregants typically travel to the current mosque, Jaami' Masjid & Islamic Centre. The survey, carried out on Friday, 11th July 2025, with a sample of 31 participants, found that most attendees use active transport measures.

5.3.5 The travel methods for congregators are summarised in [Table 5.3](#), with the full survey results provided in [Appendix D](#).

**Table 5.3 Travel Methods to Jaami' Masjid & Islamic Centre**

| Method of Travel  | Mode Share |
|-------------------|------------|
| Walk              | 58.1%      |
| Cycle             | 3.2%       |
| Motorbike         | 0%         |
| Car (Private)     | 22.6%      |
| Car (Shared Ride) | 16.1%      |
| Bus               | 0%         |
| Train             | 0%         |
| Other             | 0%         |

5.3.6 [Table 5.3](#) indicates that 61.3% of congregators travel to the existing mosque using sustainable modes of transport (walk, cycle, bus, train), with walking alone accounting for 58.1%. This reflects the local location of residence of visitors as demonstrated in [Table 5.2](#).

5.3.7 22.6% of visitors are noted to travel by driving alone, and 16.1% car share. When considering the travel survey results, the car share percentage is taken from the driver of the vehicle and, as such, is included within the total number of visitors driving to the site. On this basis, a total of 38.7% of respondents reported using a car, either as solo drivers or shared rides.

5.3.8 Travel mode choice varied based on residential origin. Of the 19 respondents residing within one mile of the Hitchin Mosque Neighbourhood, 17 reported walking to the existing mosque, representing 89%. In contrast, visitors residing further from the site were increasingly likely to travel by car. As the majority of the congregation resides nearby, a large proportion will walk or travel together due to their local residence.

5.3.9 Attendance at the mosque is generally low throughout the week, with no more than 7 to 25 people attending at any one time, for five prayer sessions staggered across the day. On this basis, it is likely that a maximum of 50 movements will be expected at any one time on a typical day, i.e. 25 arrivals and departures. This is robust given, visitor numbers could be below 25.

- 5.3.10 The site is intended to serve the existing community and provide a replacement to the Jaami' Masjid & Islamic Centre, which is located 780 metres southeast of the site on Florence Street. Given its close proximity to the existing mosque, the travel methods observed are anticipated to be reflective of travel patterns to the Bury Mead Road site.
- 5.3.11 The expected generation of vehicle trips is calculated taking the most onerous attendance of 25 across five times a day (i.e. 250 two-way movements), alongside 38.7% of attendees travelling by car. This would result in a total of approximately 97 two-way vehicle trips generated a day.
- 5.3.12 This is noted to be less than the existing office two-way trip generation of 140 two-way vehicle movements. Therefore, it is reasonable to assume that for most of the week, the proposed mosque will result in a decrease in daily traffic to the existing use. Further, during AM and PM peak hour periods, there is expected to be minimal movements associated with the mosque use and, as such will have a minimal impact on the surrounding highway network at times when it is typically most congested.
- 5.3.13 The mosque's highest level of activity can be expected during Friday lunchtime prayers, where up to 210 attendees may be present across two separate prayer sessions. Based on the peak estimated congregation size of 210 (420 two-way movements), this equates to 162 two-way vehicle trips.
- 5.3.14 While this may lead to a short-term increase in trips compared to the extant use of the site, it occurs outside the highway network's operational peak hours and is therefore unlikely to significantly impact traffic conditions. Further, this is noted to only be one day a week.

## 5.4 Proposed Parking Demand

- 5.4.1 The proposed parking demand for most of the week is calculated based on the number of vehicle trips. For a maximum of 25 attendees at any one time, this will generate 10 daily one-way vehicle trips, which translates to a requirement of 10 car parking spaces. This demand can be accommodated on-site through the proposed 16 car parking spaces. This will ensure no impact on the surrounding highway network.
- 5.4.2 During the mosque's peak Friday lunchtime prayer, 210 attendees will generate 81 daily one-way vehicle trips, which translates to a parking demand of 81. The proposal includes 16 on-site parking spaces, requiring 65 vehicles to park off-site. It is important to note that the vehicle parking demand of 81 is spread across two separate prayer sessions, which significantly reduces demand at any one time and will help to mitigate pressure on the local highway network. Further details on off-site parking availability are provided in [Chapter 6](#).

## 6. Off-Site Parking Availability

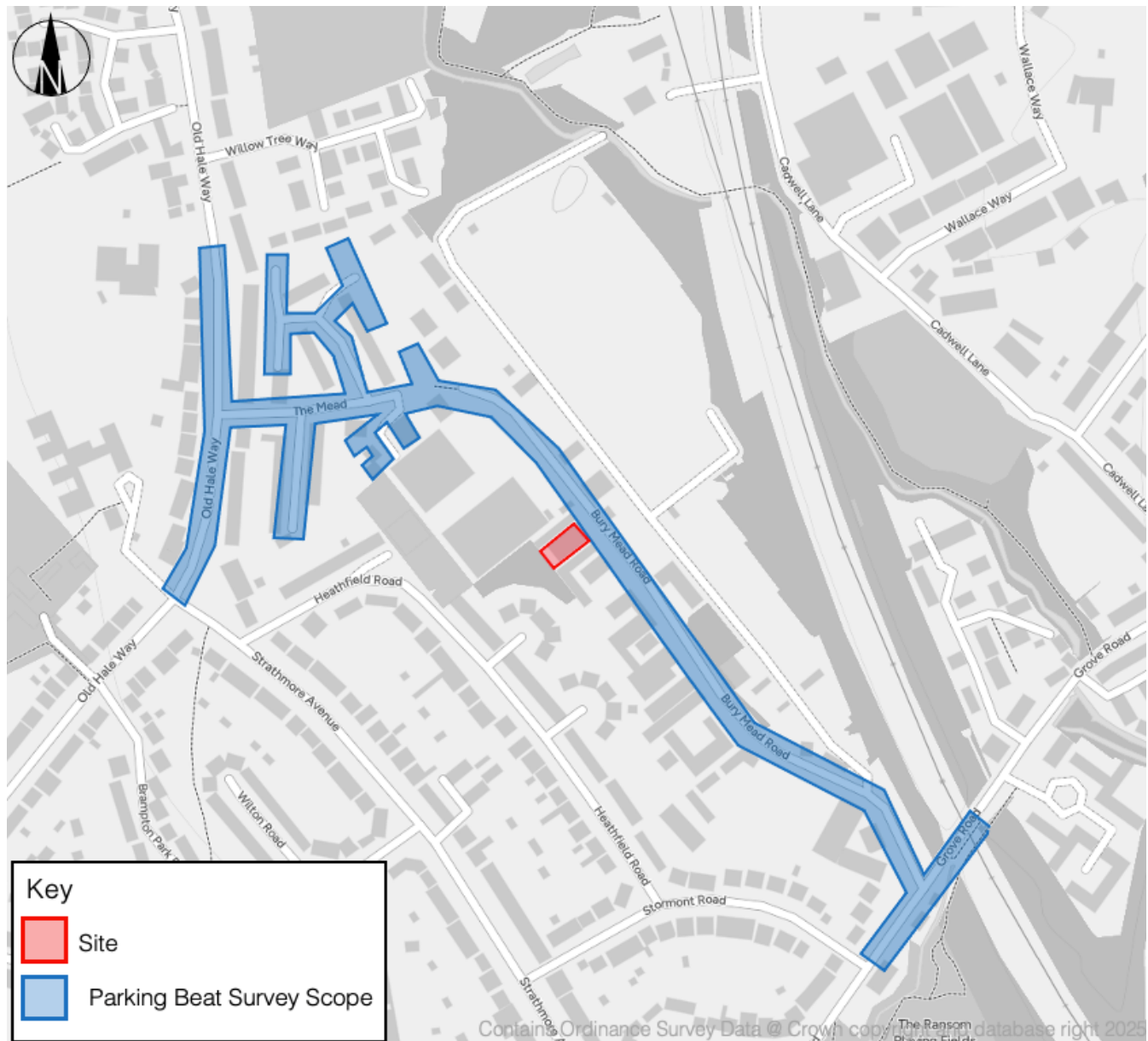
### 6.1 Parking Beat Survey

- 6.1.1 Following the pre-application comments from North Herts Council, a parking beat survey has been undertaken on a Friday to assess the on-street parking availability near the site, reflecting the busiest lunchtime period for the mosque. As detailed in [Chapter 4](#), the proposed development proposes 16 car parking spaces, which is below the maximum range of parking set out in the Council's SPD. It is relevant to consider that for most of the week, around 7-25 people will attend the mosque at any one time. The exception to this is during the Friday lunchtime congregation, where up to 210 people may attend.
- 6.1.2 This parking beat survey provides an analysis of the on-street parking and its capacity to accommodate this event.

#### Methodology

- 6.1.3 The industry standard Lambeth Transport Parking Survey Methodology has been adopted for the undertaking of the parking beat survey. In line with the methodology, a scope of 500m from the site, with the parking beat survey undertaken on Friday 11<sup>th</sup> July 2025 during the hours of 10:00-15:00. This scope was undertaken to reflect the busiest time period for the mosque, during their Friday lunchtime congregation. This survey reflects the current capacity of roads surrounding the site and whether they can accommodate the potential parking demand as a result of the proposed development.
- 6.1.4 The scope of the parking beat survey is shown in [Figure 6.1](#).

Figure 6.1 Parking Beat Survey Scope



6.1.5 Following a review of the streets within the cordon, the parking survey highlighted the areas where parking is prohibited (i.e., private parking, double yellow line restrictions, within 7.5m of a junction, etc) and the areas where parking restrictions apply.

6.1.6 To calculate the number of parking bays present along each road within the cordon, the length of the parking bays was measured and then divided by the length of a typical parking bay, which is set as 5m. Based on the survey, there are a total of 521 parking bays available within 500m, all of which are accessible by existing footways within the local highway network.

## Results and Analysis

6.1.7 The parking occupation recorded within 500m has been assessed, and the parking demand across the surveyed day is summarised in [Table 6.1](#) and [Table 6.2](#), with the full survey results provided in [Appendix E](#).

**Table 6.1 Parking Capacity and Demands within Study Area**

| Road Name             | Max Capacity | Number of Parked Vehicles |       |       |       |       |       |
|-----------------------|--------------|---------------------------|-------|-------|-------|-------|-------|
|                       |              | 10:00                     | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 |
| Old Hale Way          | 78           | 13                        | 15    | 17    | 12    | 12    | 14    |
| Shepherds Mead        | 127          | 30                        | 30    | 26    | 24    | 25    | 26    |
| Platinum Court Access | 53           | 14                        | 14    | 14    | 14    | 14    | 14    |
| Car Park              | 24           | 5                         | 5     | 5     | 5     | 5     | 6     |
| Lammas Mead           | 24           | 12                        | 12    | 14    | 16    | 17    | 14    |
| Bury Mead Road        | 163          | 27                        | 31    | 29    | 25    | 18    | 16    |
| The Mead              | 52           | 14                        | 14    | 16    | 16    | 15    | 16    |
| Total                 | 521          | 115                       | 121   | 121   | 112   | 106   | 106   |

**Table 6.2 Parking Stress**

| Road Name             | Parking Stress |       |       |       |       |       | Average |
|-----------------------|----------------|-------|-------|-------|-------|-------|---------|
|                       | 10:00          | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 |         |
| Old Hale Way          | 17%            | 19%   | 22%   | 15%   | 15%   | 18%   | 18%     |
| Shepherds Mead        | 24%            | 24%   | 20%   | 19%   | 20%   | 20%   | 21%     |
| Platinum Court Access | 26%            | 26%   | 26%   | 26%   | 26%   | 26%   | 26%     |
| Car Park              | 21%            | 21%   | 21%   | 21%   | 21%   | 25%   | 22%     |
| Lammas Mead           | 50%            | 50%   | 58%   | 67%   | 71%   | 58%   | 59%     |
| Bury Mead Road        | 17%            | 19%   | 18%   | 15%   | 11%   | 10%   | 15%     |
| The Mead              | 27%            | 27%   | 31%   | 31%   | 29%   | 31%   | 29%     |
| Average               | 26%            | 27%   | 28%   | 28%   | 28%   | 27%   | 27%     |

6.1.8 [Table 6.1](#) and [Table 6.2](#) summarise the total parked vehicles and parking stress within a 500m cordon of the site. The maximum capacity of car parking spaces within a 500m cordon is 521, with an average peak stress of 27%. Therefore, at the time of this survey, there were 141 occupied car parking spaces, leaving an additional 380 spaces available.

6.1.9 In addition to the 16 on-site parking spaces, there were 380 unoccupied car parking spaces within a 500m cordon of the site. Therefore, at the mosque's busiest period, there is capacity to cater for the increased demand.

### Bury Mead Road

6.1.10 It is likely that visitors would like to park as close as possible to the mosque along Bury Mead Road, making it a likely destination where people choose to park their car.

6.1.11 Bury Mead Road has a capacity of 163 car parking spaces and has an average parking stress of 15%. At the time of the survey, 24 parking spaces were occupied, leaving an 139 spaces of spare capacity.

6.1.12 The travel survey data evaluated in [Chapter 5](#), details how the peak Friday lunchtime congregation would generate an estimated maximum of 65 vehicles requiring off-site parking. The 139 spaces of spare capacity along Bury Mead Road will cater for this increased parking demand without affecting the local highway network. It is also important to note that this maximum will be spread across two separate prayer sessions, which will reduce demand.

## 6.2 Travel Management

6.2.1 Whilst it is noted that there is ample spare parking capacity on Bury Mead Road and surrounding roads, the mosque remains committed to encouraging active travel by promoting walking, providing information on sustainable transport options, and supporting car-sharing initiatives.

6.2.2 Walking will be actively encouraged through the integration of well-known public health campaigns such as Active 10, Walking for Health and One You. These initiatives will aim to embed walking into daily routines, promoting physical and mental health benefits.

6.2.3 Clear and engaging leaflets will feature up to date information on sustainable travel options. This will display local public transport services and their benefits as well as real-time updates on service changes or disruptions.

6.2.4 To reduce reliance on private vehicles, travel management strategies will focus on increasing the uptake of car sharing. As outlined in [Chapter 5](#), 16.1% of current attendees already car share. This figure will be targeted for growth through the promotion of informal ride-sharing networks and ongoing, informal monitoring of travel behaviour.

## 6.3 Summary

6.3.1 The parking beat survey undertaken during Friday 11<sup>th</sup> July 2025 demonstrates that within 500m of the site, there is sufficient off-site parking available to cater for likely parking demands of the proposed development. The survey shows that on average, parking stress is less than 25% on all surrounding roads.

- 6.3.2 These results suggest that the local highway network is sufficient to accommodate the busiest period for the mosque during their Friday lunchtime congregation.
- 6.3.3 Further to the above, the proposed 16 on-site parking spaces are considered sufficient to cater for the typical parking demands expected throughout the site where 7-25 visitors will be attending the mosque at any one time.

## 7. Summary and Conclusions

### 7.1 Summary

7.1.1 In summary, this TS has identified the following:

- This site is in a sustainable location, due to its accessibility by public transport and its integration with existing walking and cycling infrastructure.
- Bury Mead Road demonstrates excellent road safety, with no recorded collisions between 2019-2024 and provides clear and safe highway access to support all modes of travel.
- The proposals at the site are seeking to replace the existing Jaami' Masjid & Islamic Centre, located 780 metres to the southeast on Florence Street. The usage of the mosque will reflect the Jaami' Masjid & Islamic Centre and is noted to be relatively low throughout the week, with 7 to 25 people attending at any one time across five prayer sessions. However, at times, the mosque will experience a greater number of visitors on a Friday lunchtime, where up to 210 people can attend across two separate prayer sessions.
- No other function or other large-scale event will take place as frequently as Friday prayer, ensuring there will be no significant, irregular peaks in travel demand. It will also operate on a consistent weekly schedule.
- A travel survey shows that 61.3% of congregants live within one mile of Hitchin Mosque Neighbourhood. Given that the proposed mosque is only 780 metres away from the existing Jaami' Masjid & Islamic Centre, it will continue to serve the same local community.
- The majority of visitors use sustainable transport, with 61.3% travelling by foot or bicycle.
- For most of the week, the mosque is expected to generate 97 daily two-way vehicle trips compared to the office use of 140 trips. Therefore, it is likely that the extant office use would have a higher traffic impact if reactivated.
- For most of the week, the mosque will generate a parking demand of 10 vehicles that will be accommodated on-site through the proposed provision of 16 car parking spaces.
- Friday lunchtime peak attendance will reach approximately 210 people, which will generate a parking demand of 81. This peak period will be split across two sessions, helping to distribute arrival and departure times, reducing overall traffic and parking impact.
- Parking demand will be managed through a series of initiatives involving car sharing, public health campaigns and the promotion of sustainable transport options.
- The results of the parking beat survey undertaken to establish parking capacity on surrounding roads concluded that:
  - There are 521 on-street parking spaces within a 500m cordon of the site.
  - Bury Mead Road offers 163 spaces, with a 15% average stress rate during Friday lunchtime. At the time of survey, 139 spaces were available, indicating ample off-site parking capacity to accommodate peak mosque activity.

## 7.2 Conclusion

- 7.2.1 In view of the findings of this TS, it is considered that the development proposals are acceptable in transport terms and the site provides access to sustainable transport modes.
- 7.2.2 This TS has also addressed the pre-application comments to set out other means of transport and provides information regarding the site's operation and how vehicles will be managed to limit the net impact on public highways and safety.
- 7.2.3 On the basis of the above, it is therefore concluded that the planning permission should not be withheld on transport grounds.

# APPENDICES

Hitchin Mosque

45 Bury Mead Road, Hitchin

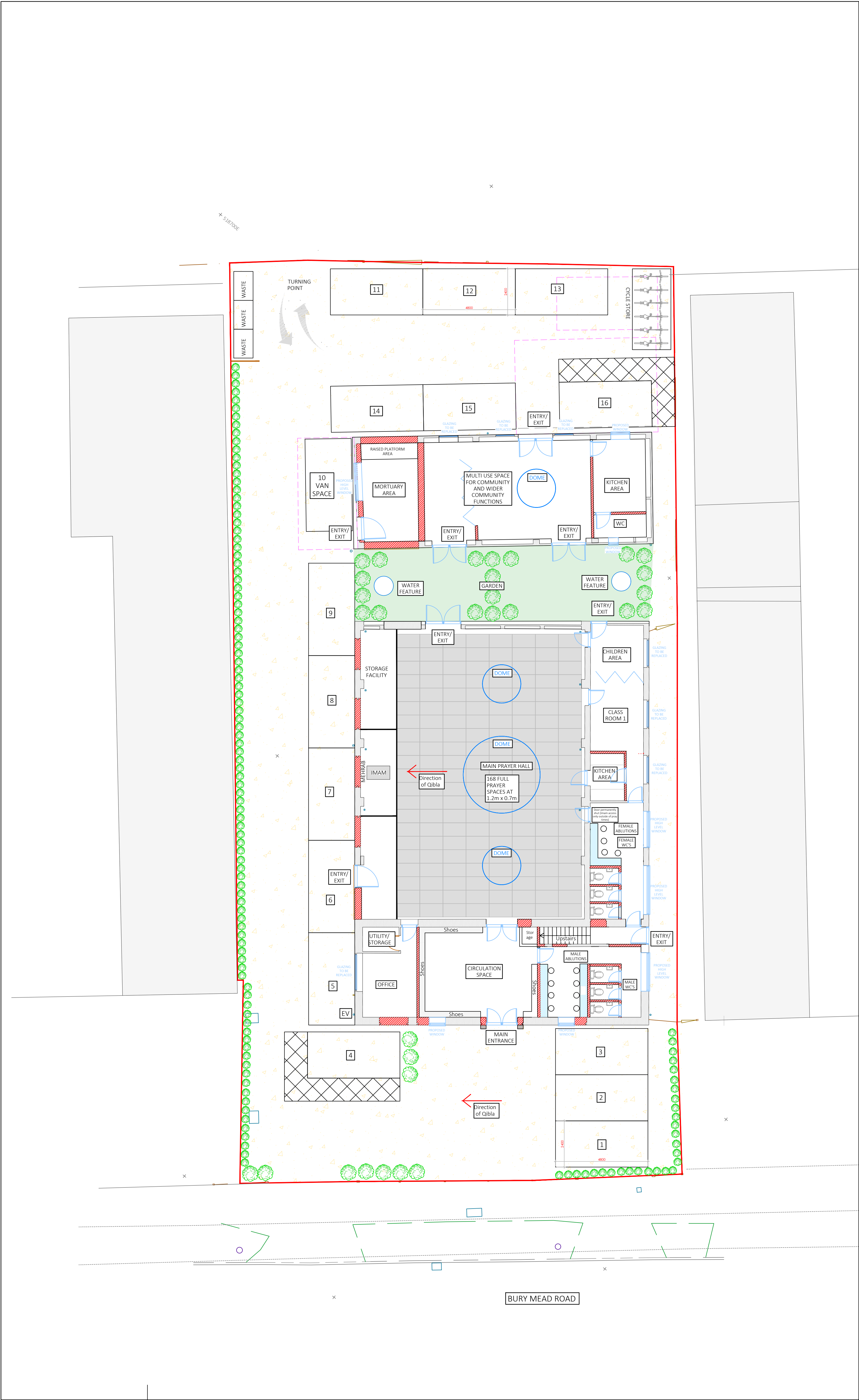
Transport Statement

mode

transport planning

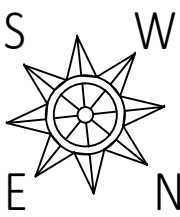
# APPENDIX A

Proposed Site Layout



PROPOSED GROUND FLOOR PLAN - SCALE1:100

- Notes :
1. These drawings must not be scaled without reference to the accompanying scale bar.
  2. These drawings serve to illustrate design intent and are produced using information available at the time of design. Any decisions made based on these drawings should allow for potential variations and/or new information that may emerge during the design development and construction stages.
  3. These drawings are intended for use only. We shall not be held liable for any losses, damages or delays resulting from their use for any purpose other than described.
  4. These drawings are to be read in conjunction with all other drawings, relevant specifications, and preliminary/general conditions associated with the project. All structural information is to be taken from the Structural Engineers' drawings and specifications.
  5. While every effort has been made to ensure accuracy, discrepancies may exist between these drawings and actual conditions. All dimensions are to be checked on-site by the contractor before ordering materials or carrying out any work. Any discrepancies or drawing omissions are to be reported to Rejig Homes Ltd.
  6. Dimensions for windows, doors, structural supports/steelwork and kitchens are to be verified onsite by the contractor before ordering.
  7. All materials and workmanship must comply with relevant British Standards and Building Regulations requirements.
  8. These drawings are protected under copyright and shall not be copied, lent or used by any third party without written permission from Rejig Homes Ltd.



| REV          | DATE | NOTE |
|--------------|------|------|
| INTENDED USE |      |      |
| PRE-PLANNING |      |      |



|               |                                       |  |
|---------------|---------------------------------------|--|
| CLIENT        | HITCHIN MOSQUE                        |  |
| PROJECT       | 45 BURY MEAD ROAD, HITCHIN<br>SG5 1RX |  |
| DRAWING TITLE | PROPOSED GROUND FLOOR LAYOUT          |  |

|            |            |                |         |         |    |
|------------|------------|----------------|---------|---------|----|
| SCALE      | N.T.S @ A1 | DRAWING NUMBER | PRE-600 | REVISI  | A  |
| DATE       | APR 2025   |                |         |         |    |
| DRAWN      | AHS        |                |         |         |    |
| JOB NUMBER | 250308     |                |         | CHECKED | AS |



# APPENDIX B

## Pre-application Response

Elizabeth Fitzgerald

Our Ref : 25/01101/PRE

33 Bancroft  
Hitchin  
SG5 1LA

Contact : Alex Howard  
Direct Line : 01462 474608  
Email : [alex.howard@north-herts.gov.uk](mailto:alex.howard@north-herts.gov.uk)  
Date : 27th May 2025

FAO: Barker Parry Town Planning  
Ltd

Dear Sir / Madam,

**Pre Application Advice: Change of use from Class E (g)(office and light industrial) to Class F.1 (Mosque)  
45 Bury Mead Road, Hitchin, Hertfordshire, SG5 1RX**

I refer to your request for pre-application advice regarding the aforementioned site; I am writing to you following an assessment of the supporting documents submitted and a site visit.

I would emphasise that this document does not constitute a formal determination and is without prejudice to any subsequent planning application.

For your information the relevant government guidance and policies from the development plan are as follows:

**National Planning Policy Framework (generally and specifically);**

Section 2 – Achieving sustainable development  
Section 8 – Promoting healthy and safe communities  
Section 9 - Promoting sustainable transport  
Section 11 – Making effective use of land  
Section 12 – Achieving well-designed and beautiful places

**North Hertfordshire Local Plan 2011 - 2031**

Policy SP1 Sustainable Development in North Hertfordshire  
Policy SP2 Settlement hierarchy and spatial distribution  
Policy SP3 Employment  
Policy SP6 Sustainable transport  
Policy SP9 Design and Sustainability  
Policy ETC1 Appropriate Uses in Employment Areas  
Policy HC1 Community facilities  
Policy T1 Assessment of transport matters  
Policy T2 Parking  
Policy D1 Sustainable Design  
Policy D3 Protecting living conditions  
Policy NE4 Biodiversity and geological sites

Policy NE12 Renewable and low carbon energy development

## **Vehicle Parking at New Developments SPD - November 2011**

## **Sustainability SPD September 2024**

### **Site**

The site is a commercial building with associated ancillary buildings and areas of hardstanding to the front, side and rear, located on the southwest side of Bury Mead Road, Hitchin. The site benefits from two access points onto the highway. The site is bounded by other commercial buildings and uses to the north, east and south and a landscape buffer to the southwest, beyond which are residential properties on Heathfield Road. The site is comprised of a series of buildings that serve as offices, a light industrial workshop and storage areas.

The site is within a designated Employment Area in the North Herts Local Plan.

### **Proposal**

Pre-application advice is sought for the Change of use of the building from Class E (g) (office and light industrial) to Class F.1(Mosque). The scheme would involve the aesthetic improvement of the building with cladding, the increase in eaves height of the rear buildings and addition of flat roofs and domes. The flat roofs will incorporate green roofs and/or solar panels. The introduction of landscaped garden in lieu of the removed buildings to the rear of the building will connect the remaining buildings and create a shared space for the site. The remaining hard surface area to the front, rear and sides of the building will provide 16no. car parking spaces, cycle parking and refuse storage area.

### **Principle of Development**

Paragraph 98 of the NPPF states that:

*“To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:*

*(a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*

*(b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*

*(c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;*

*(d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and*

*(e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services”.*

Policy ETC1 of the Local Plan: Appropriate uses in Employment Areas states that:

*“Within the safeguarded Employment Areas, and the Employment Allocations (BA10 and RY9), as shown on the Policies Map, planning permission will be granted for office, research and development, industrial processes, industrial and storage and distribution uses provided:*

- a) For allocated sites any relevant site-specific criteria are met; and*
- b) Any Use Class B8 development is easily accessible from the primary road network.*

*Planning permission for other uses will be granted as an exception to the above criteria provided they are:*

- i. Ancillary to the above uses;*
- ii. Essential to the continued operation of an established premises;*
- iii. Would bring comparable benefits to office, research and development, industrial processes, industrial and storage and distribution uses in the same location; or*
- iv. Would make use of a site that would otherwise be likely to become or remain vacant for an extended period of time”.*

Policy HC1 of the Local Plan: Community facilities also states that:

*“Planning permission for new community facilities will be granted provided that they are:*

- a) Appropriate in scale having regard to their local context;*
- b) Accessible by a range of transport modes; and*
- c) Would meet an identified need in the local community”.*

This application has been supported by a pre-application statement, which sets out the relevant matters for this proposal. This scheme seeks a change of use of an existing commercial building under an office/light industrial use in a designated Employment Area into a mosque.

The proposed mosque is not an employment generating use in respect to Policy ETC1 of the Local Plan. Therefore, consideration is given to the exceptions listed under this policy for other uses. In this respect, I do not consider that the mosque would be ancillary to the standard employment uses, given its likely intensity of use based on the submitted timetable, contrary to part i). It would also be contrary to parts ii) and iii) of this policy in my view, as it would not be essential to the continued operation of an established premises, as there isn't one at this site, and it would not bring comparable benefits to office, research and development, industrial processes, industrial and storage and distribution uses in the same location, given its use.

However, the supporting statement sets out that the existing use of the site, which is for engineering, has not been operating for a number of years and from my site visit, the building

is vacant at present. It would therefore be reasonable to conclude that the proposal would bring the site back into some form of use and it could remain vacant for an extended period of time, in accordance with iv). Furthermore, the statement sets out that the communities current mosque is on Florence Street in Hitchin, which is a primarily residential aside from the mosque and the neighbouring car repair centre. Due to the lack of parking at this site and associated impacts from the mosque, there have been conflicts in relation to noise and parking. The users are therefore seeking to find an alternative location that is still in Hitchin, which would be less sensitive to the nature of the use and hours of operation. The assessment of the site for this proposal as a relocation away from the current site is a relevant and a significant material consideration in my view, as employment areas are generally better suited to the associated impacts of places of worship, such as comings and goings of users, parking, noise etc compared to residential areas. It is also acknowledged that there are other places of worship in employment areas across the district, including Letchworth and Hitchin.

In regard to Policy HC1, it is considered that the proposed change of use and associated alterations to the building would be appropriate in scale given the local context, which is an industrial/employment area with very little prevailing character that would be considered positive. It would also be very accessible by public transport given its location, with bus stops located on Grove Road near the junction with Bury Mead Road and Old Hale Way to the north, which are within walking distance. Lastly, there is clearly an identified need in the local community, given the size of the congregation in Hitchin and the pressures on the existing mosque site and the need to relocate to mitigate against those existing conflicts.

Overall, it is my considered view that the proposed change of use of the commercial building into a mosque is acceptable in principle, with regard to Policy ETC1 and HC1 of the Local Plan.

### **Design/Layout**

The application has been supported by full proposed site, floor plans and elevations which show a considerable change to the external appearance and layout of the building. The building will be clad, new windows and doors will be installed, the rear elements will be increased in height to ensure the whole building is the same height, and 4NO domes will be added to the flat roofs of the principle and rear building. Some structures will be demolished to facilitate the new communal garden area to the rear.

Overall, given the external appearance of the existing building in this industrial context, it is considered that the proposed changes will be an improvement on the external appearance of the existing building. The building itself will be largely similar to the scale and form as it stands today, except for the removal of the dual-pitched roof to be replaced with a flat roof and the proposed domes. The main dome will be taller than the other three and may be visible from wider aspects, but this is not considered harmful to local character or context. Details of the proposed external materials, including the cladding (which appears to be a very unique design), windows/doors, the green roofs, solar panels, and the domes would be welcomed in any subsequent application.

Overall, I have no objections to the scale, form and external appearance of the proposed development in line with Policies SP9 and D1 of the Local Plan.

### **Access, Parking and Highways**

The site will still be accessed via the existing provision of two dropped kerbs onto the highway, with pedestrian access from these points as well, which is considered reasonable. The accesses appear to have good visibility, and this may need to be shown on a plan to satisfy the Highway Authority through any subsequent consultation. You may wish to engage with the Highway Authorities pre-application service.

The supporting statement sets out that the Council's Vehicle Parking at New Development states that for 'Places of Worship', the standard required is 1 car parking space per 10 sqm of floor area. The floorspace proposed is approximately 1,817sqm, therefore 181 spaces would be required. Using the Non-residential accessibility zones in the SPD the site falls within Zone 2, where the car parking provision allowed could be between 25 - 50% of unfettered demand. This means that between 45 and 90 spaces would be an appropriate range to accommodate the use. The statement also acknowledges that these are maximum parking standards not minimum standards, such that consideration must be given to the nature of the use proposed and the location.

The scheme would provide 16 parking spaces on site and there is existing on-street parking on Bury Mead Road. The application has been submitted with a timetable for the general usage of the mosque, which is relatively low most of the time with the exception of a Friday lunch time where up to 210 people can attend across two separate prayer sessions. It is stated that the existing arrangement on Florence Street does not create highway safety issues on this busy period, as members of the congregation generally travel together or walk to the site to reduce parking congestion.

Whilst it is acknowledged that the provision of 16 car parking spaces is below the appropriate range of parking set out in the Council's SPD, it is relevant to consider that for the majority of the week, no more than 7 to 25 people attend the mosque for various reasons, such that the proposed parking provision and on-street parking would be able to cope. It is the Friday afternoon period where numbers are at their highest and subject to further details as to how the number of cars is to be controlled/managed by the future users/operators, perhaps by way of a travel plan/transport statement setting out car sharing measures and other means of transport, it may be reasonable to conclude that the proposal is acceptable on balance.

Cycle parking should also be provided in accordance with the relevant standards.

### **Impact on Neighbour Amenity**

The site is bounded by commercial units and associated uses to the north, east and south, which will not be adversely impacted by the proposal.

There are existing residential dwellings to the southwest of the site on Heathfield Road, with the closest building on site approx. 40.0m from the rear elevation of the closest residential property. It is considered that, by virtue of the separation distance between the site and neighbours and the existing landscaping between the two, there will not be any adverse

impacts on amenity with respect to overdominance, loss of privacy and loss of daylight sunlight. It is further considered that the nature of this proposed use would be more favourable to the existing residential dwellings than the existing use.

This would be in accordance with Policy D3 of the Local Plan.

### **Ecology Impacts**

Following a surgery session with the Council's Senior Ecologist, it was considered that the scheme would be exempt from the mandatory 10% BNG and there would likely be no bat interest. In any case, net gains in biodiversity should be delivered in line with Policy NE4 of the Local Plan and this should be relatively simple with the proposed green roof.

### **Environmental Impacts**

It is unlikely that this proposal will have any land contamination or air quality concerns, but this will become clearer following consultation with the Council's Environmental Health Team during a subsequent application.

In terms of noise impacts, it may be necessary to set out the kinds of activities that will occur at the site and give further details, such as those that may take place in the evenings or on weekends. Is there any noise amplification required for this proposal? We may consider the imposition of hours of operation or noise management if necessary, in consultation with our Environmental Health Team, to ensure the neighbouring dwellings to the rear of the site are not adversely impacted.

### **Flood Risk/Impacts**

The site is within Flood Zone 1, which is the lowest probability of flooding from rivers and the sea.

### **Climate Change Emergency**

On 21 May 2019, the Council passed a Climate Emergency motion which pledged to do everything within the Council's power achieve zero carbon emissions in North Hertfordshire by 2030. As one of the first councils to pass this motion, NHDC is leading the way on climate action. This declaration asserted the Council's commitment toward Climate Action beyond current government targets and international agreements. Climate action has been a long-term corporate priority area for the Council, and has been pursued through our objective to Prosper and Protect North Hertfordshire:

This objective informs our commitments to:

- ☐ Green space provision;
- ☐ Representing the Climate Change interests of North Hertfordshire residents on county and regional plans, policies and aspirations;
- ☐ Supporting initiatives that increase the energy efficiency of residents' homes, reduce resource waste, and increase our sustainability for the longer term;
- ☐ Protecting our physical heritage;

- Finding environmentally sustainable solutions to the challenges

Along with the inclusion of EV charging points, other mitigation should be considered in order to make a positive contribution to the mitigation of the climate emergency. You have set out that solar panels may be installed, and the building would have a green roof. This would be seen as a positive attribute of the scheme. The Council has published its Sustainability SPD which you are encouraged to consider in this context.

### **List of Documents Required**

- Planning/Design and Access Statement
- Travel Plan/Transport Statement

### **Summary**

Overall, the proposal is considered acceptable in principle and design, which will see the existing building brought back into some form of use and improved considerably in terms of its external appearance. Subject to clarification on some of the points raised in this response, relating to travel management and possible noise impacts/management, the proposal would likely be supported.

Any advice given by Council Officers for pre-application enquiries does not constitute formal response or decision of the Council with regards to future planning permission or consents.

Kind regards

**Alex Howard**

**Senior Planning Officer**

Hitchin Mosque

45 Bury Mead Road, Hitchin

Transport Statement

mode

transport planning

# APPENDIX C

TRICS Report

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

Filtering Summary

|                                                |                                    |                   |
|------------------------------------------------|------------------------------------|-------------------|
| Land Use                                       | 02/A                               | EMPLOYMENT/OFFICE |
| Selected Trip Rate Calculation Parameter Range | 178-2500 sqm GFA                   |                   |
| Actual Trip Rate Calculation Parameter Range   | 178-2500 sqm GFA                   |                   |
| Date Range                                     | Minimum: 01/01/16                  | Maximum: 24/05/24 |
| Parking Spaces Range                           | All Surveys Included               |                   |
| Days of the week selected                      | Monday                             | 4                 |
|                                                | Tuesday                            | 2                 |
|                                                | Wednesday                          | 4                 |
|                                                | Thursday                           | 2                 |
|                                                | Friday                             | 3                 |
| Main Location Types selected                   | Edge of Town Centre                | 10                |
|                                                | Suburban Area (PPS6 Out of Centre) | 1                 |
|                                                | Edge of Town                       | 4                 |
| Inclusion of Servicing Vehicles Counts         | Servicing vehicles Included        | 13 - Selected     |
|                                                | Servicing vehicles Excluded        | 5 - Selected      |
| Population within 500m                         | All Surveys Included               |                   |
| Population <1 Mile ranges selected             | 1,001 to 5,000                     | 2                 |
|                                                | 5,001 to 10,000                    | 1                 |
|                                                | 10,001 to 15,000                   | 3                 |
|                                                | 15,001 to 20,000                   | 2                 |
|                                                | 20,001 to 25,000                   | 4                 |
|                                                | 25,001 to 50,000                   | 3                 |
| Population <5 Mile ranges selected             | 5,001 to 25,000                    | 2                 |
|                                                | 25,001 to 50,000                   | 3                 |
|                                                | 75,001 to 100,000                  | 1                 |
|                                                | 100,001 to 125,000                 | 3                 |
|                                                | 125,001 to 250,000                 | 3                 |
|                                                | 250,001 to 500,000                 | 2                 |
|                                                | 500,001 or More                    | 1                 |
| Car Ownership <5 Mile ranges selected          | 0.6 to 1.0                         | 11                |
|                                                | 1.1 to 1.5                         | 4                 |
| PTAL Rating                                    | No PTAL Present                    | 15                |
| Filter by Site Operations Breakdown            | All Surveys Included               |                   |

Calculation Reference: AUDIT-754101-250801-0823

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                           |        |
|----|-------------------------------------------|--------|
| 02 | <b>SOUTH EAST</b>                         |        |
|    | BH BRIGHTON & HOVE                        | 1 days |
|    | WS WEST SUSSEX                            | 1 days |
| 04 | <b>EAST ANGLIA</b>                        |        |
|    | NF NORFOLK                                | 2 days |
| 05 | <b>EAST MIDLANDS</b>                      |        |
|    | DY DERBY                                  | 1 days |
|    | LN LINCOLNSHIRE                           | 2 days |
| 06 | <b>WEST MIDLANDS</b>                      |        |
|    | WK WARWICKSHIRE                           | 2 days |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|    | AK WAKEFIELD                              | 1 days |
|    | NY NORTH YORKSHIRE                        | 2 days |
| 08 | <b>NORTH WEST</b>                         |        |
|    | GM GREATER MANCHESTER                     | 1 days |
| 09 | <b>NORTH</b>                              |        |
|    | CU CUMBERLAND                             | 1 days |
|    | IM ISLE OF MAN                            | 1 days |

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

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**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: 178 to 2500 (units: sqm)  
 Range Selected by User: 178 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/24

*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    | 4 days |
| Tuesday   | 2 days |
| Wednesday | 4 days |
| Thursday  | 2 days |
| Friday    | 3 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                    |    |
|------------------------------------|----|
| Edge of Town Centre                | 10 |
| Suburban Area (PPS6 Out of Centre) | 1  |
| Edge of Town                       | 4  |

*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  | 3 |
| Commercial Zone  | 2 |
| Residential Zone | 3 |
| Built-Up Zone    | 4 |
| No Sub Category  | 3 |

*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 | 13 days - Selected |
| Servicing vehicles Excluded | 5 days - Selected  |

**Secondary Filtering selection:**Use Class:

|           |         |
|-----------|---------|
| Not Known | 15 days |
|-----------|---------|

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

Filter by Site Operations Breakdown:

All Surveys Included

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  | 1 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 4 days |
| 25,001 to 50,000 | 3 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    | 2 days |
| 25,001 to 50,000   | 3 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 3 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 11 days |
| 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:

|    |         |
|----|---------|
| No | 15 days |
|----|---------|

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

PTAL Rating:

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

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

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LIST OF SITES relevant to selection parameters

|                     |                                    |                   |           |
|---------------------|------------------------------------|-------------------|-----------|
| Site(1):            | AK-02-A-01                         | Gross floor area: | 1230 sqm  |
| Development Name:   | OFFICES                            |                   |           |
| Location:           | CASTLEFORD                         | No of Employees:  | 115       |
| Postcode:           | WF10 5TG                           | Survey Date:      | 23/05/17  |
| Main Location Type: | Edge of Town                       | Survey Day:       | Tuesday   |
| Sub-Location Type:  | No Sub Category                    | Parking Spaces:   | 47        |
| PTAL:               | n/a                                |                   |           |
| Site(2):            | BH-02-A-05                         | Gross floor area: | 280 sqm   |
| Development Name:   | OFFICES                            |                   |           |
| Location:           | HOVE                               | No of Employees:  | 32        |
| Postcode:           | BN3 4LA                            | Survey Date:      | 04/07/18  |
| Main Location Type: | Edge of Town Centre                | Survey Day:       | Wednesday |
| Sub-Location Type:  | Residential Zone                   | Parking Spaces:   | 7         |
| PTAL:               | n/a                                |                   |           |
| Site(3):            | CU-02-A-02                         | Gross floor area: | 925 sqm   |
| Development Name:   | OFFICE                             |                   |           |
| Location:           | CARLISLE                           | No of Employees:  | 53        |
| Postcode:           | CA2 7AF                            | Survey Date:      | 24/06/16  |
| Main Location Type: | Edge of Town Centre                | Survey Day:       | Friday    |
| Sub-Location Type:  | Industrial Zone                    | Parking Spaces:   | 44        |
| PTAL:               | n/a                                |                   |           |
| Site(4):            | DY-02-A-02                         | Gross floor area: | 594 sqm   |
| Development Name:   | REAL ESTATE DEVELOPERS             |                   |           |
| Location:           | DERBY                              | No of Employees:  | 38        |
| Postcode:           | DE1 3QB                            | Survey Date:      | 21/10/21  |
| Main Location Type: | Edge of Town Centre                | Survey Day:       | Thursday  |
| Sub-Location Type:  | No Sub Category                    | Parking Spaces:   | 29        |
| PTAL:               | n/a                                |                   |           |
| Site(5):            | GM-02-A-09                         | Gross floor area: | 2500 sqm  |
| Development Name:   | LEASED OFFICES                     |                   |           |
| Location:           | MANCHESTER                         | No of Employees:  | 670       |
| Postcode:           | M4 4DE                             | Survey Date:      | 26/09/16  |
| Main Location Type: | Edge of Town Centre                | Survey Day:       | Monday    |
| Sub-Location Type:  | Built-Up Zone                      | Parking Spaces:   |           |
| PTAL:               | n/a                                |                   |           |
| Site(6):            | IM-02-A-02                         | Gross floor area: | 2400 sqm  |
| Development Name:   | OFFICES                            |                   |           |
| Location:           | DOUGLAS                            | No of Employees:  | 70        |
| Postcode:           | IM1 1AP                            | Survey Date:      | 24/05/24  |
| Main Location Type: | Edge of Town Centre                | Survey Day:       | Friday    |
| Sub-Location Type:  | Built-Up Zone                      | Parking Spaces:   | 36        |
| PTAL:               | n/a                                |                   |           |
| Site(7):            | LN-02-A-01                         | Gross floor area: | 2114 sqm  |
| Development Name:   | OFFICES                            |                   |           |
| Location:           | LOUTH                              | No of Employees:  | 92        |
| Postcode:           | LN11 0LS                           | Survey Date:      | 29/04/24  |
| Main Location Type: | Edge of Town                       | Survey Day:       | Monday    |
| Sub-Location Type:  | Industrial Zone                    | Parking Spaces:   | 64        |
| PTAL:               | n/a                                |                   |           |
| Site(8):            | LN-02-A-02                         | Gross floor area: | 1918 sqm  |
| Development Name:   | COUNCIL OFFICES                    |                   |           |
| Location:           | LOUTH                              | No of Employees:  | 100       |
| Postcode:           | LN11 8FG                           | Survey Date:      | 24/04/24  |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Day:       | Wednesday |
| Sub-Location Type:  | Residential Zone                   | Parking Spaces:   | 90        |
| PTAL:               | n/a                                |                   |           |
| Site(9):            | NF-02-A-02                         | Gross floor area: | 894 sqm   |
| Development Name:   | FINANCIAL PLANNERS                 |                   |           |
| Location:           | GREAT YARMOUTH                     | No of Employees:  | 50        |
| Postcode:           | NR30 1HE                           | Survey Date:      | 11/09/17  |
| Main Location Type: | Edge of Town Centre                | Survey Day:       | Monday    |
| Sub-Location Type:  | Commercial Zone                    | Parking Spaces:   | 46        |
| PTAL:               | n/a                                |                   |           |

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LIST OF SITES relevant to selection parameters (Cont.)

|                     |                          |                   |           |
|---------------------|--------------------------|-------------------|-----------|
| Site(10):           | NF-02-A-04               | Gross floor area: | 500 sqm   |
| Development Name:   | BUILDING CONSULTANT      |                   |           |
| Location:           | NORWICH                  | No of Employees:  | 33        |
| Postcode:           | NR4 6DN                  | Survey Date:      | 13/11/19  |
| Main Location Type: | Edge of Town             | Survey Day:       | Wednesday |
| Sub-Location Type:  | Commercial Zone          | Parking Spaces:   | 22        |
| PTAL:               | n/a                      |                   |           |
| Site(11):           | NY-02-A-01               | Gross floor area: | 178 sqm   |
| Development Name:   | SOLICITORS               |                   |           |
| Location:           | HARROGATE                | No of Employees:  | 53        |
| Postcode:           | HG1 5PA                  | Survey Date:      | 04/10/18  |
| Main Location Type: | Edge of Town Centre      | Survey Day:       | Thursday  |
| Sub-Location Type:  | Built-Up Zone            | Parking Spaces:   | 15        |
| PTAL:               | n/a                      |                   |           |
| Site(12):           | NY-02-A-03               | Gross floor area: | 1590 sqm  |
| Development Name:   | DISTRICT COUNCIL OFFICES |                   |           |
| Location:           | RICHMOND                 | No of Employees:  | 155       |
| Postcode:           | DL10 4JX                 | Survey Date:      | 06/05/22  |
| Main Location Type: | Edge of Town Centre      | Survey Day:       | Friday    |
| Sub-Location Type:  | No Sub Category          | Parking Spaces:   | 83        |
| PTAL:               | n/a                      |                   |           |
| Site(13):           | WK-02-A-02               | Gross floor area: | 540 sqm   |
| Development Name:   | OFFICES                  |                   |           |
| Location:           | RUGBY                    | No of Employees:  | 17        |
| Postcode:           | CV21 3AE                 | Survey Date:      | 14/11/22  |
| Main Location Type: | Edge of Town Centre      | Survey Day:       | Monday    |
| Sub-Location Type:  | Residential Zone         | Parking Spaces:   | 19        |
| PTAL:               | n/a                      |                   |           |
| Site(14):           | WK-02-A-03               | Gross floor area: | 796 sqm   |
| Development Name:   | ENGINEERING CONSULTANTS  |                   |           |
| Location:           | WARWICK                  | No of Employees:  | 63        |
| Postcode:           | CV34 5XH                 | Survey Date:      | 23/11/22  |
| Main Location Type: | Edge of Town             | Survey Day:       | Wednesday |
| Sub-Location Type:  | Industrial Zone          | Parking Spaces:   | 36        |
| PTAL:               | n/a                      |                   |           |
| Site(15):           | WS-02-A-05               | Gross floor area: | 830 sqm   |
| Development Name:   | SOCIAL HOUSING COMPANY   |                   |           |
| Location:           | WORTHING                 | No of Employees:  | 122       |
| Postcode:           | BN11 1ER                 | Survey Date:      | 17/05/22  |
| Main Location Type: | Edge of Town Centre      | Survey Day:       | Tuesday   |
| Sub-Location Type:  | Built-Up Zone            | Parking Spaces:   | 25        |
| PTAL:               | n/a                      |                   |           |

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| GM-02-A-10 | COVID                  |

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**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): 1.86

| 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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.485        | 14         | 1222        | 0.053        | 14        | 1222        | 0.538        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>1.608</b> | 15         | 1153        | 0.272        | <b>15</b> | <b>1153</b> | <b>1.880</b> |
| 09:00 - 10:00 | 15        | 1153        | 1.116        | 15         | 1153        | 0.480        | 15        | 1153        | 1.596        |
| 10:00 - 11:00 | 15        | 1153        | 0.538        | 15         | 1153        | 0.295        | 15        | 1153        | 0.833        |
| 11:00 - 12:00 | 15        | 1153        | 0.266        | 15         | 1153        | 0.312        | 15        | 1153        | 0.578        |
| 12:00 - 13:00 | 15        | 1153        | 0.416        | 15         | 1153        | 0.596        | 15        | 1153        | 1.012        |
| 13:00 - 14:00 | 15        | 1153        | 0.648        | 15         | 1153        | 0.521        | 15        | 1153        | 1.169        |
| 14:00 - 15:00 | 15        | 1153        | 0.364        | 15         | 1153        | 0.422        | 15        | 1153        | 0.786        |
| 15:00 - 16:00 | 15        | 1153        | 0.399        | 15         | 1153        | 0.549        | 15        | 1153        | 0.948        |
| 16:00 - 17:00 | 15        | 1153        | 0.307        | 15         | 1153        | 1.018        | 15        | 1153        | 1.325        |
| 17:00 - 18:00 | 15        | 1153        | 0.162        | <b>15</b>  | <b>1153</b> | <b>1.377</b> | 15        | 1153        | 1.539        |
| 18:00 - 19:00 | 13        | 1222        | 0.031        | 13         | 1222        | 0.390        | 13        | 1222        | 0.421        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 6.340        |            |             | 6.285        |           |             | 12.625       |

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:           | 178 - 2500 (units: sqm) |
| Survey date range:                            | 01/01/16 - 24/05/24     |
| Number of weekdays (Monday-Friday):           | 15                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 2                       |
| Surveys manually removed from selection:      | 1                       |

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TAXIS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.006        | 14         | 1222        | 0.006        | 14        | 1222        | 0.012        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.046</b> | 15         | 1153        | 0.040        | 15        | 1153        | 0.086        |
| 09:00 - 10:00 | 15        | 1153        | 0.017        | 15         | 1153        | 0.023        | 15        | 1153        | 0.040        |
| 10:00 - 11:00 | 15        | 1153        | 0.017        | 15         | 1153        | 0.017        | 15        | 1153        | 0.034        |
| 11:00 - 12:00 | 15        | 1153        | 0.006        | 15         | 1153        | 0.006        | 15        | 1153        | 0.012        |
| 12:00 - 13:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 13:00 - 14:00 | 15        | 1153        | 0.012        | 15         | 1153        | 0.012        | 15        | 1153        | 0.024        |
| 14:00 - 15:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 15:00 - 16:00 | 15        | 1153        | 0.006        | 15         | 1153        | 0.006        | 15        | 1153        | 0.012        |
| 16:00 - 17:00 | 15        | 1153        | 0.012        | 15         | 1153        | 0.006        | 15        | 1153        | 0.018        |
| 17:00 - 18:00 | 15        | 1153        | 0.046        | <b>15</b>  | <b>1153</b> | <b>0.052</b> | <b>15</b> | <b>1153</b> | <b>0.098</b> |
| 18:00 - 19:00 | 13        | 1222        | 0.000        | 13         | 1222        | 0.000        | 13        | 1222        | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.168        |            |             | 0.168        |           |             | 0.336        |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.000        | 14         | 1222        | 0.000        | 14        | 1222        | 0.000        |
| 08:00 - 09:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 09:00 - 10:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 10:00 - 11:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 11:00 - 12:00 | 15        | 1153        | 0.006        | 15         | 1153        | 0.006        | 15        | 1153        | 0.012        |
| 12:00 - 13:00 | <b>15</b> | <b>1153</b> | <b>0.012</b> | <b>15</b>  | <b>1153</b> | <b>0.012</b> | <b>15</b> | <b>1153</b> | <b>0.024</b> |
| 13:00 - 14:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 14:00 - 15:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 15:00 - 16:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 16:00 - 17:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 17:00 - 18:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 18:00 - 19:00 | 13        | 1222        | 0.000        | 13         | 1222        | 0.000        | 13        | 1222        | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.018        |            |             | 0.018        |           |             | 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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.006        | 14         | 1222        | 0.000        | 14        | 1222        | 0.006        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.104</b> | 15         | 1153        | 0.000        | <b>15</b> | <b>1153</b> | <b>0.104</b> |
| 09:00 - 10:00 | 15        | 1153        | 0.023        | 15         | 1153        | 0.000        | 15        | 1153        | 0.023        |
| 10:00 - 11:00 | 15        | 1153        | 0.012        | 15         | 1153        | 0.006        | 15        | 1153        | 0.018        |
| 11:00 - 12:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 12:00 - 13:00 | 15        | 1153        | 0.006        | 15         | 1153        | 0.012        | 15        | 1153        | 0.018        |
| 13:00 - 14:00 | 15        | 1153        | 0.023        | 15         | 1153        | 0.023        | 15        | 1153        | 0.046        |
| 14:00 - 15:00 | 15        | 1153        | 0.012        | 15         | 1153        | 0.012        | 15        | 1153        | 0.024        |
| 15:00 - 16:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.017        | 15        | 1153        | 0.017        |
| 16:00 - 17:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.012        | 15        | 1153        | 0.012        |
| 17:00 - 18:00 | 15        | 1153        | 0.000        | <b>15</b>  | <b>1153</b> | <b>0.069</b> | 15        | 1153        | 0.069        |
| 18:00 - 19:00 | 13        | 1222        | 0.000        | 13         | 1222        | 0.025        | 13        | 1222        | 0.025        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.186        |            |             | 0.176        |           |             | 0.362        |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL VEHICLE OCCUPANTS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.526        | 14         | 1222        | 0.058        | 14        | 1222        | 0.584        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>1.834</b> | 15         | 1153        | 0.260        | <b>15</b> | <b>1153</b> | <b>2.094</b> |
| 09:00 - 10:00 | 15        | 1153        | 1.446        | 15         | 1153        | 0.573        | 15        | 1153        | 2.019        |
| 10:00 - 11:00 | 15        | 1153        | 0.648        | 15         | 1153        | 0.335        | 15        | 1153        | 0.983        |
| 11:00 - 12:00 | 15        | 1153        | 0.341        | 15         | 1153        | 0.364        | 15        | 1153        | 0.705        |
| 12:00 - 13:00 | 15        | 1153        | 0.497        | 15         | 1153        | 0.711        | 15        | 1153        | 1.208        |
| 13:00 - 14:00 | 15        | 1153        | 0.798        | 15         | 1153        | 0.625        | 15        | 1153        | 1.423        |
| 14:00 - 15:00 | 15        | 1153        | 0.480        | 15         | 1153        | 0.549        | 15        | 1153        | 1.029        |
| 15:00 - 16:00 | 15        | 1153        | 0.497        | 15         | 1153        | 0.711        | 15        | 1153        | 1.208        |
| 16:00 - 17:00 | 15        | 1153        | 0.347        | 15         | 1153        | 1.186        | 15        | 1153        | 1.533        |
| 17:00 - 18:00 | 15        | 1153        | 0.127        | <b>15</b>  | <b>1153</b> | <b>1.677</b> | 15        | 1153        | 1.804        |
| 18:00 - 19:00 | 13        | 1222        | 0.044        | 13         | 1222        | 0.542        | 13        | 1222        | 0.586        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 7.585        |            |             | 7.591        |           |             | 15.176       |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**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 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 14       | 1222     | 0.047     | 14         | 1222     | 0.000     | 14       | 1222     | 0.047     |
| 08:00 - 09:00 | 15       | 1153     | 0.260     | 15         | 1153     | 0.029     | 15       | 1153     | 0.289     |
| 09:00 - 10:00 | 15       | 1153     | 0.249     | 15         | 1153     | 0.104     | 15       | 1153     | 0.353     |
| 10:00 - 11:00 | 15       | 1153     | 0.150     | 15         | 1153     | 0.249     | 15       | 1153     | 0.399     |
| 11:00 - 12:00 | 15       | 1153     | 0.168     | 15         | 1153     | 0.116     | 15       | 1153     | 0.284     |
| 12:00 - 13:00 | 15       | 1153     | 0.301     | 15         | 1153     | 0.804     | 15       | 1153     | 1.105     |
| 13:00 - 14:00 | 15       | 1153     | 0.619     | 15         | 1153     | 0.544     | 15       | 1153     | 1.163     |
| 14:00 - 15:00 | 15       | 1153     | 0.335     | 15         | 1153     | 0.104     | 15       | 1153     | 0.439     |
| 15:00 - 16:00 | 15       | 1153     | 0.162     | 15         | 1153     | 0.087     | 15       | 1153     | 0.249     |
| 16:00 - 17:00 | 15       | 1153     | 0.093     | 15         | 1153     | 0.168     | 15       | 1153     | 0.261     |
| 17:00 - 18:00 | 15       | 1153     | 0.023     | 15         | 1153     | 0.272     | 15       | 1153     | 0.295     |
| 18:00 - 19:00 | 13       | 1222     | 0.006     | 13         | 1222     | 0.050     | 13       | 1222     | 0.056     |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 2.413     |            |          | 2.527     |          |          | 4.940     |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL BUS/TRAM PASSENGERS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.035        | 14         | 1222        | 0.000        | 14        | 1222        | 0.035        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.266</b> | 15         | 1153        | 0.000        | <b>15</b> | <b>1153</b> | <b>0.266</b> |
| 09:00 - 10:00 | 15        | 1153        | 0.231        | 15         | 1153        | 0.017        | 15        | 1153        | 0.248        |
| 10:00 - 11:00 | 15        | 1153        | 0.069        | 15         | 1153        | 0.000        | 15        | 1153        | 0.069        |
| 11:00 - 12:00 | 15        | 1153        | 0.006        | 15         | 1153        | 0.017        | 15        | 1153        | 0.023        |
| 12:00 - 13:00 | 15        | 1153        | 0.035        | 15         | 1153        | 0.191        | 15        | 1153        | 0.226        |
| 13:00 - 14:00 | 15        | 1153        | 0.121        | 15         | 1153        | 0.139        | 15        | 1153        | 0.260        |
| 14:00 - 15:00 | 15        | 1153        | 0.046        | 15         | 1153        | 0.087        | 15        | 1153        | 0.133        |
| 15:00 - 16:00 | 15        | 1153        | 0.058        | 15         | 1153        | 0.075        | 15        | 1153        | 0.133        |
| 16:00 - 17:00 | 15        | 1153        | 0.069        | 15         | 1153        | 0.104        | 15        | 1153        | 0.173        |
| 17:00 - 18:00 | 15        | 1153        | 0.000        | <b>15</b>  | <b>1153</b> | <b>0.231</b> | 15        | 1153        | 0.231        |
| 18:00 - 19:00 | 13        | 1222        | 0.000        | 13         | 1222        | 0.063        | 13        | 1222        | 0.063        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.936        |            |             | 0.924        |           |             | 1.860        |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL RAIL PASSENGERS**

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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.000        | 14         | 1222        | 0.000        | 14        | 1222        | 0.000        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.162</b> | 15         | 1153        | 0.000        | 15        | 1153        | 0.162        |
| 09:00 - 10:00 | 15        | 1153        | 0.127        | 15         | 1153        | 0.023        | 15        | 1153        | 0.150        |
| 10:00 - 11:00 | 15        | 1153        | 0.040        | 15         | 1153        | 0.017        | 15        | 1153        | 0.057        |
| 11:00 - 12:00 | 15        | 1153        | 0.012        | 15         | 1153        | 0.000        | 15        | 1153        | 0.012        |
| 12:00 - 13:00 | 15        | 1153        | 0.017        | 15         | 1153        | 0.029        | 15        | 1153        | 0.046        |
| 13:00 - 14:00 | 15        | 1153        | 0.035        | 15         | 1153        | 0.087        | 15        | 1153        | 0.122        |
| 14:00 - 15:00 | 15        | 1153        | 0.046        | 15         | 1153        | 0.029        | 15        | 1153        | 0.075        |
| 15:00 - 16:00 | 15        | 1153        | 0.040        | 15         | 1153        | 0.052        | 15        | 1153        | 0.092        |
| 16:00 - 17:00 | 15        | 1153        | 0.023        | 15         | 1153        | 0.023        | 15        | 1153        | 0.046        |
| 17:00 - 18:00 | 15        | 1153        | 0.035        | <b>15</b>  | <b>1153</b> | <b>0.150</b> | <b>15</b> | <b>1153</b> | <b>0.185</b> |
| 18:00 - 19:00 | 13        | 1222        | 0.025        | 13         | 1222        | 0.120        | 13        | 1222        | 0.145        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.562        |            |             | 0.530        |           |             | 1.092        |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
**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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.035        | 14         | 1222        | 0.000        | 14        | 1222        | 0.035        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.428</b> | 15         | 1153        | 0.000        | <b>15</b> | <b>1153</b> | <b>0.428</b> |
| 09:00 - 10:00 | 15        | 1153        | 0.359        | 15         | 1153        | 0.040        | 15        | 1153        | 0.399        |
| 10:00 - 11:00 | 15        | 1153        | 0.110        | 15         | 1153        | 0.017        | 15        | 1153        | 0.127        |
| 11:00 - 12:00 | 15        | 1153        | 0.017        | 15         | 1153        | 0.017        | 15        | 1153        | 0.034        |
| 12:00 - 13:00 | 15        | 1153        | 0.052        | 15         | 1153        | 0.220        | 15        | 1153        | 0.272        |
| 13:00 - 14:00 | 15        | 1153        | 0.156        | 15         | 1153        | 0.226        | 15        | 1153        | 0.382        |
| 14:00 - 15:00 | 15        | 1153        | 0.093        | 15         | 1153        | 0.116        | 15        | 1153        | 0.209        |
| 15:00 - 16:00 | 15        | 1153        | 0.098        | 15         | 1153        | 0.127        | 15        | 1153        | 0.225        |
| 16:00 - 17:00 | 15        | 1153        | 0.093        | 15         | 1153        | 0.127        | 15        | 1153        | 0.220        |
| 17:00 - 18:00 | 15        | 1153        | 0.035        | <b>15</b>  | <b>1153</b> | <b>0.382</b> | 15        | 1153        | 0.417        |
| 18:00 - 19:00 | 13        | 1222        | 0.025        | 13         | 1222        | 0.183        | 13        | 1222        | 0.208        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 1.501        |            |             | 1.455        |           |             | 2.956        |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.86

| 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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.614        | 14         | 1222        | 0.058        | 14        | 1222        | 0.672        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>2.626</b> | 15         | 1153        | 0.289        | 15        | 1153        | 2.915        |
| 09:00 - 10:00 | 15        | 1153        | 2.076        | 15         | 1153        | 0.717        | 15        | 1153        | 2.793        |
| 10:00 - 11:00 | 15        | 1153        | 0.920        | 15         | 1153        | 0.607        | 15        | 1153        | 1.527        |
| 11:00 - 12:00 | 15        | 1153        | 0.526        | 15         | 1153        | 0.497        | 15        | 1153        | 1.023        |
| 12:00 - 13:00 | 15        | 1153        | 0.856        | 15         | 1153        | 1.747        | 15        | 1153        | 2.603        |
| 13:00 - 14:00 | 15        | 1153        | 1.596        | 15         | 1153        | 1.417        | <b>15</b> | <b>1153</b> | <b>3.013</b> |
| 14:00 - 15:00 | 15        | 1153        | 0.920        | 15         | 1153        | 0.781        | 15        | 1153        | 1.701        |
| 15:00 - 16:00 | 15        | 1153        | 0.758        | 15         | 1153        | 0.943        | 15        | 1153        | 1.701        |
| 16:00 - 17:00 | 15        | 1153        | 0.532        | 15         | 1153        | 1.492        | 15        | 1153        | 2.024        |
| 17:00 - 18:00 | 15        | 1153        | 0.185        | <b>15</b>  | <b>1153</b> | <b>2.400</b> | 15        | 1153        | 2.585        |
| 18:00 - 19:00 | 13        | 1222        | 0.076        | 13         | 1222        | 0.800        | 13        | 1222        | 0.876        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 11.685       |            |             | 11.748       |           |             | 23.433       |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL CARS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.444        | 14         | 1222        | 0.035        | 14        | 1222        | 0.479        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>1.498</b> | 15         | 1153        | 0.197        | <b>15</b> | <b>1153</b> | <b>1.695</b> |
| 09:00 - 10:00 | 15        | 1153        | 1.041        | 15         | 1153        | 0.382        | 15        | 1153        | 1.423        |
| 10:00 - 11:00 | 15        | 1153        | 0.469        | 15         | 1153        | 0.231        | 15        | 1153        | 0.700        |
| 11:00 - 12:00 | 15        | 1153        | 0.197        | 15         | 1153        | 0.260        | 15        | 1153        | 0.457        |
| 12:00 - 13:00 | 15        | 1153        | 0.364        | 15         | 1153        | 0.521        | 15        | 1153        | 0.885        |
| 13:00 - 14:00 | 15        | 1153        | 0.607        | 15         | 1153        | 0.480        | 15        | 1153        | 1.087        |
| 14:00 - 15:00 | 15        | 1153        | 0.330        | 15         | 1153        | 0.393        | 15        | 1153        | 0.723        |
| 15:00 - 16:00 | 15        | 1153        | 0.359        | 15         | 1153        | 0.480        | 15        | 1153        | 0.839        |
| 16:00 - 17:00 | 15        | 1153        | 0.260        | 15         | 1153        | 0.978        | 15        | 1153        | 1.238        |
| 17:00 - 18:00 | 15        | 1153        | 0.116        | <b>15</b>  | <b>1153</b> | <b>1.313</b> | 15        | 1153        | 1.429        |
| 18:00 - 19:00 | 13        | 1222        | 0.025        | 13         | 1222        | 0.378        | 13        | 1222        | 0.403        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 5.710        |            |             | 5.648        |           |             | 11.358       |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL LGVS****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.035        | 14         | 1222        | 0.012        | 14        | 1222        | 0.047        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.058</b> | 15         | 1153        | 0.035        | 15        | 1153        | 0.093        |
| 09:00 - 10:00 | 15        | 1153        | 0.058        | <b>15</b>  | <b>1153</b> | <b>0.075</b> | <b>15</b> | <b>1153</b> | <b>0.133</b> |
| 10:00 - 11:00 | 15        | 1153        | 0.046        | 15         | 1153        | 0.046        | 15        | 1153        | 0.092        |
| 11:00 - 12:00 | 15        | 1153        | 0.058        | 15         | 1153        | 0.040        | 15        | 1153        | 0.098        |
| 12:00 - 13:00 | 15        | 1153        | 0.040        | 15         | 1153        | 0.064        | 15        | 1153        | 0.104        |
| 13:00 - 14:00 | 15        | 1153        | 0.029        | 15         | 1153        | 0.029        | 15        | 1153        | 0.058        |
| 14:00 - 15:00 | 15        | 1153        | 0.035        | 15         | 1153        | 0.029        | 15        | 1153        | 0.064        |
| 15:00 - 16:00 | 15        | 1153        | 0.035        | 15         | 1153        | 0.058        | 15        | 1153        | 0.093        |
| 16:00 - 17:00 | 15        | 1153        | 0.035        | 15         | 1153        | 0.035        | 15        | 1153        | 0.070        |
| 17:00 - 18:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.012        | 15        | 1153        | 0.012        |
| 18:00 - 19:00 | 13        | 1222        | 0.006        | 13         | 1222        | 0.006        | 13        | 1222        | 0.012        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.435        |            |             | 0.441        |           |             | 0.876        |

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL MOTOR CYCLES****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 |           |             |              |            |             |              |           |             |              |
| 06:00 - 07:00 |           |             |              |            |             |              |           |             |              |
| 07:00 - 08:00 | 14        | 1222        | 0.000        | 14         | 1222        | 0.000        | 14        | 1222        | 0.000        |
| 08:00 - 09:00 | <b>15</b> | <b>1153</b> | <b>0.006</b> | 15         | 1153        | 0.000        | <b>15</b> | <b>1153</b> | <b>0.006</b> |
| 09:00 - 10:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 10:00 - 11:00 | 15        | 1153        | 0.006        | 15         | 1153        | 0.000        | 15        | 1153        | 0.006        |
| 11:00 - 12:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 12:00 - 13:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 13:00 - 14:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 14:00 - 15:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 15:00 - 16:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.006        | 15        | 1153        | 0.006        |
| 16:00 - 17:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 17:00 - 18:00 | 15        | 1153        | 0.000        | 15         | 1153        | 0.000        | 15        | 1153        | 0.000        |
| 18:00 - 19:00 | 13        | 1222        | 0.000        | <b>13</b>  | <b>1222</b> | <b>0.006</b> | 13        | 1222        | 0.006        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.012        |            |             | 0.012        |           |             | 0.024        |

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.

# APPENDIX D

## Travel Survey

|              | Date of survey | Time of Survey | Where do you live?                           |                 |                                        |                        | How did you travel to the mosque today? |       |           |                   |                   |     |       |       | If you drove, where did you park? |                       |       |
|--------------|----------------|----------------|----------------------------------------------|-----------------|----------------------------------------|------------------------|-----------------------------------------|-------|-----------|-------------------|-------------------|-----|-------|-------|-----------------------------------|-----------------------|-------|
| Participants |                |                | Within Hitchin Mosque Neighbourhood (<1mile) | In Hitchin Town | Outside Hitchin but within NHDC Region | Outside County Visitor | Walk                                    | Cycle | Motorbike | Car driving alone | Car (Shared Ride) | Bus | Train | Other | Car park near the Mosque          | Street parking nearby | Other |
| AS           | 11/07/2025     | 13:45          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| WA           | 11/07/2025     | 13:45          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| TA           | 11/07/2025     | 13:45          | 1                                            |                 |                                        |                        |                                         |       |           |                   |                   | 2   |       |       |                                   | 1                     |       |
| SV           | 11/07/2025     | 13:46          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| AS           | 11/07/2025     | 13:46          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| ROB          | 11/07/2025     | 13:48          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| OS           | 11/07/2025     | 13:49          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| MS           | 11/07/2025     | 13:49          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| SY           | 11/07/2025     | 13:50          |                                              |                 |                                        | 1                      |                                         |       |           | 1                 |                   |     |       |       |                                   |                       | 1     |
| RH           | 11/07/2025     | 13:50          |                                              | 1               |                                        |                        |                                         |       |           |                   | 1                 |     |       |       |                                   |                       | 1     |
| AT           | 11/07/2025     | 13:51          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| MR           | 11/07/2025     | 13:53          |                                              |                 | 1                                      |                        |                                         | 1     |           |                   |                   |     |       |       |                                   |                       |       |
| MA           | 11/07/2025     | 13:55          |                                              | 1               |                                        |                        |                                         |       |           |                   |                   | 2   |       |       |                                   |                       |       |
| AM           | 11/07/2025     | 13:55          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| MH           | 11/07/2025     | 13:55          |                                              |                 |                                        | 1                      |                                         |       |           | 1                 |                   |     |       |       |                                   |                       | 1     |
| AS           | 11/07/2025     | 13:55          |                                              | 1               |                                        |                        |                                         |       |           | 1                 |                   |     |       |       | 1                                 |                       |       |
| SM           | 11/07/2025     | 13:56          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| FA           | 11/07/2025     | 13:57          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| SS           | 11/07/2025     | 13:57          | 1                                            |                 |                                        |                        |                                         |       |           |                   |                   | 3   |       |       |                                   |                       | 1     |
| SY           | 11/07/2025     | 13:57          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| NA           | 11/07/2025     | 13:57          |                                              |                 |                                        | 1                      |                                         |       |           | 1                 |                   |     |       |       |                                   |                       | 1     |
| AV           | 11/07/2025     | 13:57          |                                              | 1               |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| SI           | 11/07/2025     | 13:58          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| VH           | 11/07/2025     | 13:58          |                                              |                 | 1                                      |                        |                                         |       |           | 1                 |                   |     |       |       |                                   |                       |       |
| AO           | 11/07/2025     | 13:58          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| JM           | 11/07/2025     | 14:00          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| KZ           | 11/07/2025     | 14:00          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
| AA           | 11/07/2025     | 14:00          |                                              |                 | 1                                      |                        |                                         |       |           | 1                 |                   |     |       |       |                                   |                       | 1     |
| IR           | 11/07/2025     | 14:00          |                                              |                 | 1                                      |                        |                                         |       |           |                   |                   | 4   |       |       |                                   |                       | 1     |
| JU           | 11/07/2025     | 14:00          |                                              |                 | 1                                      |                        |                                         |       |           |                   |                   | 3   |       |       |                                   |                       | 1     |
| SI           | 11/07/2025     | 14:01          | 1                                            |                 |                                        |                        | 1                                       |       |           |                   |                   |     |       |       |                                   |                       |       |
|              |                |                | 19                                           | 4               | 5                                      | 3                      | 18                                      | 1     | 0         | 7                 | 14                | 0   | 0     | 0     | 2                                 | 8                     |       |

Hitchin Mosque

45 Bury Mead Road, Hitchin

Transport Statement

mode

transport planning

# APPENDIX E

Parking Beat Survey



- Pedestrian Crossing
- Keep Clear
- Zigzag
- Parking Bay
- Double Yellow
- Dropped Kerb
- Unclassified

| Legend    |                     |
|-----------|---------------------|
| <b>PB</b> | Parking Bay         |
| <b>PC</b> | Pedestrian Crossing |
| <b>KC</b> | Keep Clear          |
| <b>ZZ</b> | Zigzag              |
| <b>DK</b> | Dropped Kerb        |
| <b>UN</b> | Unclassified        |
| <b>DY</b> | Double Yellow       |

Hitchin Parking Survey  
Parking Beat

Date  
Friday 11 July 2025

| Road Name             | Capacity | 10:00    |        | 11:00    |        | 12:00    |        | 13:00    |        | 14:00    |        | 15:00    |        |
|-----------------------|----------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|
|                       |          | Vehicles | Stress | Vehicles | Stress | Vehicles | Stress | Vehicles | Stress | Vehicles | Stress | Vehicles | Stress |
| Old Hale Way          | 78       | 13       | 17%    | 15       | 19%    | 17       | 22%    | 12       | 15%    | 12       | 15%    | 14       | 18%    |
| Grove Road            | 262      | 0        | 0%     | 0        | 0%     | 0        | 0%     | 0        | 0%     | 0        | 0%     | 0        | 0%     |
| Shepherds Mead        | 127      | 30       | 24%    | 30       | 24%    | 26       | 20%    | 24       | 19%    | 25       | 20%    | 26       | 20%    |
| Platinum Court Access | 53       | 14       | 26%    | 14       | 26%    | 14       | 26%    | 14       | 26%    | 14       | 26%    | 14       | 26%    |
| Car Park              | 24       | 5        | 21%    | 5        | 21%    | 5        | 21%    | 5        | 21%    | 5        | 21%    | 6        | 25%    |
| Lammas Mead           | 24       | 12       | 50%    | 12       | 50%    | 14       | 58%    | 16       | 67%    | 17       | 71%    | 14       | 58%    |
| Bury Mead Road        | 163      | 27       | 17%    | 31       | 19%    | 29       | 18%    | 25       | 15%    | 18       | 11%    | 16       | 10%    |
| The Mead              | 52       | 14       | 27%    | 14       | 27%    | 16       | 31%    | 16       | 31%    | 15       | 29%    | 16       | 31%    |
| TOTAL                 | 783      | 13       | 2%     | 15       | 2%     | 17       | 2%     | 12       | 2%     | 12       | 2%     | 14       | 2%     |

| S.No.                                                                                         | Road Name    | Side | Feature | Length | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 |
|-----------------------------------------------------------------------------------------------|--------------|------|---------|--------|----------|------|------|------|------|------|------|
| START AT JUNCTION WITH STRATHMORE AVENUE, LEFT SIDE HEADING NORTHBOUND (51.960492, -0.278350) |              |      |         |        |          |      |      |      |      |      |      |
| 1                                                                                             | Old Hale Way | WS   | ZZ      | 12     |          |      |      |      |      |      |      |
| 2                                                                                             | Old Hale Way | WS   | ZZ      |        |          |      |      |      |      |      |      |
| 3                                                                                             | Old Hale Way | WS   | UN      | 8      | 1        |      |      |      |      |      |      |
| 4                                                                                             | Old Hale Way | WS   | DK      | 5      |          |      |      |      |      |      |      |
| 5                                                                                             | Old Hale Way | WS   | UN      | 5      | 1        | X    | X    | X    | X    |      |      |
| 6                                                                                             | Old Hale Way | WS   | DK      | 4      |          |      |      |      |      |      |      |
| 7                                                                                             | Old Hale Way | WS   | UN      | 8      | 1        |      |      |      |      |      |      |
| 8                                                                                             | Old Hale Way | WS   | DK      | 3      |          |      |      |      |      |      |      |
| 9                                                                                             | Old Hale Way | WS   | UN      | 10     | 2        |      |      |      |      |      |      |
| 10                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 11                                                                                            | Old Hale Way | WS   | DK      | 4      |          |      |      |      |      |      |      |
| 12                                                                                            | Old Hale Way | WS   | UN      | 10     | 2        |      |      |      |      |      |      |
| 13                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 14                                                                                            | Old Hale Way | WS   | DK      | 5      |          |      |      |      |      |      |      |
| 15                                                                                            | Old Hale Way | WS   | UN      | 15     | 3        |      |      |      |      |      |      |
| 16                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 17                                                                                            | Old Hale Way | WS   | UN      | 6      |          |      |      |      |      |      |      |
| 18                                                                                            | Old Hale Way | WS   | DK      |        |          |      |      |      |      |      |      |
| 19                                                                                            | Old Hale Way | WS   | UN      | 12     | 2        |      | X    | X    |      | X    |      |
| 20                                                                                            | Old Hale Way | WS   | UN      |        |          | X    | X    | X    | X    | X    |      |
| 21                                                                                            | Old Hale Way | WS   | DK      | 10     |          |      |      |      |      |      |      |
| 22                                                                                            | Old Hale Way | WS   | DK      |        |          |      |      |      |      |      |      |
| 23                                                                                            | Old Hale Way | WS   | UN      | 11     | 2        |      |      |      |      |      |      |
| 24                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 25                                                                                            | Old Hale Way | WS   | DK      | 7      |          |      |      |      |      |      |      |
| 26                                                                                            | Old Hale Way | WS   | UN      | 11     | 2        | X    | X    | X    |      |      |      |
| 27                                                                                            | Old Hale Way | WS   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 28                                                                                            | Old Hale Way | WS   | DK      | 8      |          |      |      |      |      |      |      |
| 29                                                                                            | Old Hale Way | WS   | UN      | 12     | 2        |      |      |      |      |      |      |
| 30                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 31                                                                                            | Old Hale Way | WS   | DK      | 7      |          |      |      |      |      |      |      |
| 32                                                                                            | Old Hale Way | WS   | UN      | 9      | 1        |      |      |      |      |      |      |
| 33                                                                                            | Old Hale Way | WS   | DK      | 10     |          |      |      |      |      |      |      |
| 34                                                                                            | Old Hale Way | WS   | DK      |        |          |      |      |      |      |      |      |
| 35                                                                                            | Old Hale Way | WS   | UN      | 10     | 2        |      |      |      |      |      |      |
| 36                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 37                                                                                            | Old Hale Way | WS   | DK      | 8      |          |      |      |      |      |      |      |
| 38                                                                                            | Old Hale Way | WS   | UN      | 11     | 2        |      |      |      |      |      |      |
| 39                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 40                                                                                            | Old Hale Way | WS   | DK      | 6      |          |      |      |      |      |      |      |
| 41                                                                                            | Old Hale Way | WS   | UN      | 13     | 2        | X    | X    | X    | X    | X    | X    |
| 42                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      | X    |      | X    | X    |
| 43                                                                                            | Old Hale Way | WS   | DK      | 5      |          |      |      |      |      |      |      |
| 44                                                                                            | Old Hale Way | WS   | UN      | 12     | 2        |      |      |      |      |      |      |
| 45                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 46                                                                                            | Old Hale Way | WS   | DK      | 5      |          |      |      |      |      |      |      |
| 47                                                                                            | Old Hale Way | WS   | UN      | 16     | 3        |      |      |      |      |      |      |
| 48                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 49                                                                                            | Old Hale Way | WS   | UN      |        |          |      |      |      |      |      |      |
| 50                                                                                            | Old Hale Way | WS   | KC      |        |          |      |      |      |      |      |      |
| 51                                                                                            | Old Hale Way | WS   | KC      |        |          |      |      |      |      |      |      |
| 52                                                                                            | Old Hale Way | WS   | KC      |        |          |      |      |      |      |      |      |
| 53                                                                                            | Old Hale Way | WS   | KC      | 35     |          |      |      |      |      |      |      |
| 54                                                                                            | Old Hale Way | WS   | KC      |        |          |      |      |      |      |      |      |
| 55                                                                                            | Old Hale Way | WS   | KC      |        |          |      |      |      |      |      |      |
| 56                                                                                            | Old Hale Way | WS   | KC      |        |          |      |      |      |      |      |      |
| CROSS OVER AND GO BACK SOUTHBOUND                                                             |              |      |         |        |          |      |      |      |      |      |      |

|                                                               |              |    |    |    |    |   |   |   |   |   |   |
|---------------------------------------------------------------|--------------|----|----|----|----|---|---|---|---|---|---|
| 57                                                            | Old Hale Way | ES | DK | 6  |    |   |   |   |   |   |   |
| 58                                                            | Old Hale Way | ES | UN | 14 | 2  |   |   |   |   |   |   |
| 59                                                            | Old Hale Way | ES | UN |    |    |   |   |   |   |   |   |
| 60                                                            | Old Hale Way | ES | DK | 7  |    |   |   |   |   |   |   |
| 61                                                            | Old Hale Way | ES | UN | 10 | 2  |   | X |   |   |   |   |
| 62                                                            | Old Hale Way | ES | UN |    |    |   |   |   |   |   |   |
| 63                                                            | Old Hale Way | ES | DK | 8  |    |   |   |   |   |   |   |
| 64                                                            | Old Hale Way | ES | UN | 7  | 1  |   |   |   |   |   |   |
| 65                                                            | Old Hale Way | ES | DK | 5  |    |   |   |   |   |   |   |
| 66                                                            | Old Hale Way | ES | UN | 6  | 1  |   |   |   |   |   |   |
| 67                                                            | Old Hale Way | ES | PB |    |    |   | X | X | X | X |   |
| 68                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 69                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 70                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 71                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 72                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 73                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 74                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 75                                                            | Old Hale Way | ES | PB | 88 | 17 | X |   |   |   |   |   |
| 76                                                            | Old Hale Way | ES | PB |    |    |   | X |   |   |   |   |
| 77                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 78                                                            | Old Hale Way | ES | PB |    |    | X | X | X |   |   |   |
| 79                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 80                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 81                                                            | Old Hale Way | ES | PB |    |    |   | X | X |   |   |   |
| 82                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 83                                                            | Old Hale Way | ES | PB |    |    | X | X | X | X | X | X |
| 84                                                            | Old Hale Way | ES | UN | 6  | 1  |   |   |   |   |   |   |
| CROSS OVER AT THE MEAD                                        |              |    |    |    |    |   |   |   |   |   |   |
| 85                                                            | Old Hale Way | ES | UN | 7  | 1  |   |   |   |   |   |   |
| 86                                                            | Old Hale Way | ES | PB |    |    | X | X |   | X | X | X |
| 87                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 88                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 89                                                            | Old Hale Way | ES | PB |    |    |   | X |   |   |   |   |
| 90                                                            | Old Hale Way | ES | PB |    |    |   | X | X |   |   |   |
| 91                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 92                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 93                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 94                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 95                                                            | Old Hale Way | ES | PB | 91 | 18 | X | X | X | X | X | X |
| 96                                                            | Old Hale Way | ES | PB |    |    | X |   |   | X | X |   |
| 97                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 98                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   | X |
| 99                                                            | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 100                                                           | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 101                                                           | Old Hale Way | ES | PB |    |    |   |   |   |   |   |   |
| 102                                                           | Old Hale Way | ES | PB |    |    |   |   |   |   |   | X |
| 103                                                           | Old Hale Way | ES | PB |    |    | X | X | X | X | X | X |
| 104                                                           | Old Hale Way | ES | UN | 5  | 1  |   |   |   |   |   |   |
| 105                                                           | Old Hale Way | ES | DK | 3  |    |   |   |   |   |   |   |
| 106                                                           | Old Hale Way | ES | UN | 10 | 2  |   |   |   |   |   |   |
| 107                                                           | Old Hale Way | ES | UN |    |    |   |   |   |   |   |   |
| 108                                                           | Old Hale Way | ES | DK | 3  |    |   |   |   |   |   |   |
| 109                                                           | Old Hale Way | ES | UN | 13 | 2  |   |   |   |   |   |   |
| 110                                                           | Old Hale Way | ES | UN |    |    |   |   |   |   |   |   |
| 111                                                           | Old Hale Way | ES | ZZ | 4  |    |   |   |   |   |   |   |
| END AT JUNCTION WITH STRATHMORE AVENUE (51.960534, -0.278149) |              |    |    |    |    |   |   |   |   |   |   |

[illegible]

| S.No.                                                                                | Road Name      | Side | Feature | Length | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 |
|--------------------------------------------------------------------------------------|----------------|------|---------|--------|----------|------|------|------|------|------|------|
| START AT JUNCTION WITH THE MEAD, LEFT SIDE HEADING NORTHBOUND (51.961921, -0.276107) |                |      |         |        |          |      |      |      |      |      |      |
| 1                                                                                    | Shepherds Mead | WS   | UN      | 23     | 4        |      |      |      |      |      |      |
| 2                                                                                    | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 3                                                                                    | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 4                                                                                    | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 5                                                                                    | Shepherds Mead | WS   | PB      | 33     | 12       | X    | X    | X    | X    | X    | X    |
| 6                                                                                    | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 7                                                                                    | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 8                                                                                    | Shepherds Mead | WS   | PB      |        |          | X    | X    | X    | X    | X    | X    |
| 9                                                                                    | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 10                                                                                   | Shepherds Mead | WS   | PB      |        |          | X    | X    | X    | X    | X    | X    |
| 11                                                                                   | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 12                                                                                   | Shepherds Mead | WS   | PB      |        |          | X    | X    | X    | X    | X    | X    |
| 13                                                                                   | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 14                                                                                   | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 15                                                                                   | Shepherds Mead | WS   | PB      |        |          |      |      |      |      |      |      |
| 16                                                                                   | Shepherds Mead | WS   | PB      |        |          | X    | X    | X    | X    | X    | X    |
| 17                                                                                   | Shepherds Mead | WS   | UN      | 205    | 4        |      |      |      |      |      |      |
| 18                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 19                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 20                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| GO WESTBOUND                                                                         |                |      |         |        |          |      |      |      |      |      |      |
| 21                                                                                   | Shepherds Mead | SS   | UN      | 25     | 5        |      |      |      |      |      |      |
| 22                                                                                   | Shepherds Mead | SS   | UN      |        |          |      |      |      |      |      |      |
| 23                                                                                   | Shepherds Mead | SS   | UN      |        |          |      |      |      |      |      |      |
| 24                                                                                   | Shepherds Mead | SS   | UN      |        |          |      |      |      |      |      |      |
| 25                                                                                   | Shepherds Mead | SS   | UN      |        |          |      |      |      |      |      |      |
| GO SOUTHBOUND                                                                        |                |      |         |        |          |      |      |      |      |      |      |
| 26                                                                                   | Shepherds Mead | ES   | UN      | 35     | 7        |      |      |      |      |      |      |
| 27                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 28                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 29                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 30                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 31                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 32                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| GO WESTBOUND                                                                         |                |      |         |        |          |      |      |      |      |      |      |
| 33                                                                                   | Shepherds Mead | SS   | UN      | 5      | 1        |      |      |      |      |      |      |
| GO NORTHBOUND                                                                        |                |      |         |        |          |      |      |      |      |      |      |
| 34                                                                                   | Shepherds Mead | WS   | UN      | 83     | 21       | X    | X    | X    | X    | X    | X    |
| 35                                                                                   | Shepherds Mead | WS   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 36                                                                                   | Shepherds Mead | WS   | UN      |        |          | X    | X    |      |      |      |      |
| 37                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 38                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 39                                                                                   | Shepherds Mead | WS   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 40                                                                                   | Shepherds Mead | SS   | UN      |        |          |      |      |      |      |      |      |
| 41                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 42                                                                                   | Shepherds Mead | WS   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 43                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 44                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 45                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 46                                                                                   | Shepherds Mead | WS   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 47                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 48                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| 49                                                                                   | Shepherds Mead | WS   | UN      |        |          |      |      |      |      |      |      |
| GO EASTBOUND                                                                         |                |      |         |        |          |      |      |      |      |      |      |
| 50                                                                                   | Shepherds Mead | NS   | UN      | 5      | 1        |      |      |      |      |      |      |
| GO SOUTHBOUND                                                                        |                |      |         |        |          |      |      |      |      |      |      |
| 51                                                                                   | Shepherds Mead | ES   | UN      | 38     | 10       |      |      |      |      |      |      |
| 52                                                                                   | Shepherds Mead | ES   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 53                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 54                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 55                                                                                   | Shepherds Mead | ES   | UN      |        |          | X    | X    | X    | X    | X    | X    |
| 56                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 57                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 58                                                                                   | Shepherds Mead | ES   | UN      |        |          | X    | X    | X    |      |      |      |
| 59                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |
| 60                                                                                   | Shepherds Mead | ES   | UN      |        |          |      |      |      |      |      |      |

| GO EASTBOUND                                         |                |    |    |     |    |   |   |   |   |   |   |   |
|------------------------------------------------------|----------------|----|----|-----|----|---|---|---|---|---|---|---|
| 61                                                   | Shepherds Mead | NS | UN | 70  | 14 |   |   |   |   |   |   |   |
| 62                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 63                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 64                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 65                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 66                                                   | Shepherds Mead | NS | UN |     |    |   | X | X | X | X | X | X |
| 67                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   | X | X | X |
| 68                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 69                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 70                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 71                                                   | Shepherds Mead | NS | UN |     | X  | X |   |   | X | X |   |   |
| 72                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   | X |   |   |
| 73                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| 74                                                   | Shepherds Mead | NS | UN |     |    |   |   |   |   |   |   |   |
| GO NORTHBOUND                                        |                |    |    |     |    |   |   |   |   |   |   |   |
| 75                                                   | Shepherds Mead | WS | UN | 27  | 10 |   |   |   |   |   |   |   |
| 76                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 77                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 78                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 79                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 80                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 81                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 82                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 83                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 84                                                   | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| GO EASTBOUND                                         |                |    |    |     |    |   |   |   |   |   |   |   |
| 85                                                   | Shepherds Mead | NS | UN | 65  | 1  |   |   |   |   |   |   |   |
| GO SOUTHBOUND                                        |                |    |    |     |    |   |   |   |   |   |   |   |
| 86                                                   | Shepherds Mead | ES | UN | 66  |    |   |   |   |   |   |   |   |
| 87                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 88                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 89                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 90                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 91                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 92                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 93                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 94                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 95                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 96                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 97                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| 98                                                   | Shepherds Mead | ES | UN |     |    |   |   |   |   |   |   |   |
| GO WESTBOUND                                         |                |    |    |     |    |   |   |   |   |   |   |   |
| 99                                                   | Shepherds Mead | SS | UN | 7   | 1  |   |   |   |   |   |   |   |
| GO NORTHBOUND                                        |                |    |    |     |    |   |   |   |   |   |   |   |
| 100                                                  | Shepherds Mead | WS | UN | 335 | 13 |   |   |   |   |   |   |   |
| 101                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 102                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 103                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 104                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 105                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 106                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 107                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 108                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 109                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X |   |
| 110                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X |   |   |   |
| 111                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 112                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| GO WESTBOUND                                         |                |    |    |     |    |   |   |   |   |   |   |   |
| 113                                                  | Shepherds Mead | SS | UN | 35  | 7  |   |   |   |   |   |   |   |
| 114                                                  | Shepherds Mead | SS | UN |     |    |   |   |   |   |   |   |   |
| 115                                                  | Shepherds Mead | SS | UN |     |    |   |   |   |   |   |   |   |
| 116                                                  | Shepherds Mead | SS | UN |     |    |   |   |   |   |   |   |   |
| 117                                                  | Shepherds Mead | SS | UN |     |    |   |   |   |   |   |   |   |
| 118                                                  | Shepherds Mead | SS | UN |     |    |   | X | X | X | X | X | X |
| 119                                                  | Shepherds Mead | SS | UN |     |    |   |   |   |   |   |   |   |
| GO NORTHBOUND                                        |                |    |    |     |    |   |   |   |   |   |   |   |
| 120                                                  | Shepherds Mead | WS | UN | 82  | 16 |   |   |   |   |   |   |   |
| 121                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 122                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 123                                                  | Shepherds Mead | WS | UN |     |    |   | X | X |   | X | X | X |
| 124                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 125                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 126                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 127                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 128                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 129                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   | X |
| 130                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 131                                                  | Shepherds Mead | WS | UN |     |    |   | X | X |   |   |   |   |
| 132                                                  | Shepherds Mead | WS | UN |     |    |   |   |   |   |   |   |   |
| 133                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X |   |   |   |
| 134                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X | X | X | X |
| 135                                                  | Shepherds Mead | WS | UN |     |    |   | X | X | X |   |   |   |
| END AT JUNCTION WITH THE MEAD (51.961923, -0.275964) |                |    |    |     |    |   |   |   |   |   |   |   |

| S.No.                                                                                | Road Name             | Side | Feature | Length | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 |   |   |
|--------------------------------------------------------------------------------------|-----------------------|------|---------|--------|----------|------|------|------|------|------|------|---|---|
| START AT JUNCTION WITH THE MEAD, LEFT SIDE HEADING SOUTHBOUND (51.961909, -0.275589) |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 1                                                                                    | Platinum Court Access | ES   | UN      | 12     |          |      |      |      |      |      |      |   |   |
| 2                                                                                    | Platinum Court Access | ES   | UN      |        |          |      |      |      |      |      |      |   |   |
| GO SOUTHBOUND                                                                        |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 3                                                                                    | Platinum Court Access | ES   | PB      | 25     | 11       | X    | X    | X    | X    | X    | X    |   |   |
| 4                                                                                    | Platinum Court Access | ES   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 5                                                                                    | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 6                                                                                    | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 7                                                                                    | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 8                                                                                    | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 9                                                                                    | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 10                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 11                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      | X    | X    | X    | X    | X | X |
| 12                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 13                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| GO WESTBOUND                                                                         |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 14                                                                                   | Platinum Court Access | SS   | UN      | 55     |          |      |      |      |      |      |      |   |   |
| GO NORTHBOUND                                                                        |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 15                                                                                   | Platinum Court Access | WS   | PB      | 21     | 9        |      |      |      |      |      |      |   |   |
| 16                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 17                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 18                                                                                   | Platinum Court Access | WS   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 19                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 20                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 21                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 22                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 23                                                                                   | Platinum Court Access | WS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 24                                                                                   | Platinum Court Access | WS   | UN      |        |          | 7    |      |      |      |      |      |   |   |
| GO SOUTHBOUND                                                                        |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 25                                                                                   | Platinum Court Access | ES   | UN      | 25     | 5        |      |      |      |      |      |      |   |   |
| 26                                                                                   | Platinum Court Access | ES   | UN      |        |          |      |      |      |      |      |      |   |   |
| 27                                                                                   | Platinum Court Access | ES   | UN      |        |          |      |      |      |      |      |      |   |   |
| 28                                                                                   | Platinum Court Access | ES   | UN      |        |          |      |      |      |      |      |      |   |   |
| 29                                                                                   | Platinum Court Access | ES   | UN      |        |          |      |      |      |      |      |      |   |   |
| 30                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| 31                                                                                   | Platinum Court Access | ES   | PB      | 17     | 7        | X    | X    | X    | X    |      |      |   |   |
| 32                                                                                   | Platinum Court Access | ES   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 33                                                                                   | Platinum Court Access | ES   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 34                                                                                   | Platinum Court Access | ES   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 35                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      | X |   |
| 36                                                                                   | Platinum Court Access | ES   | PB      |        |          |      |      |      |      |      |      |   |   |
| GO WESTBOUND                                                                         |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 37                                                                                   | Platinum Court Access | SS   | PB      | 135    | 5        | X    | X    | X    | X    | X    | X    |   |   |
| 38                                                                                   | Platinum Court Access | SS   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 39                                                                                   | Platinum Court Access | SS   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 40                                                                                   | Platinum Court Access | SS   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 41                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| GO NORTHBOUND                                                                        |                       |      |         |        |          |      |      |      |      |      |      |   |   |
| 42                                                                                   | Platinum Court Access | SS   | PB      | 5      | 2        |      |      |      |      |      |      |   |   |
| 43                                                                                   | Platinum Court Access | SS   | PB      | 17     | 4        | X    | X    | X    | X    | X    | X    |   |   |
| 44                                                                                   | Platinum Court Access | SS   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 45                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 46                                                                                   | Platinum Court Access | SS   | PB      | 21     | 2        |      |      |      |      |      |      |   |   |
| 47                                                                                   | Platinum Court Access | SS   | PB      |        |          | X    | X    | X    | X    | X    | X    | X |   |
| 48                                                                                   | Platinum Court Access | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 49                                                                                   | Platinum Court Access | SS   | UN      | 8      | 1        |      |      |      |      |      |      |   |   |
| 50                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 51                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 52                                                                                   | Platinum Court Access | SS   | PB      | 14     | 7        |      |      |      |      | X    |      |   |   |
| 53                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 54                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 55                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 56                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 57                                                                                   | Platinum Court Access | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 58                                                                                   | Platinum Court Access | SS   | UN      |        |          | 13   |      |      |      |      |      |   |   |
| 59                                                                                   | Platinum Court Access | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| END AT JUNCTION WITH THE MEAD (51.961879, -0.275737)                                 |                       |      |         |        |          |      |      |      |      |      |      |   |   |

[illegible]

[illegible]

| S.No.                                                                                | Road Name      | Side | Feature | Length | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 |   |
|--------------------------------------------------------------------------------------|----------------|------|---------|--------|----------|------|------|------|------|------|------|---|
| START AT JUNCTION WITH GROVE ROAD, LEFT SIDE HEADING NOTHBOUND (51.958301 -0.269544) |                |      |         |        |          |      |      |      |      |      |      |   |
| 1                                                                                    | Bury Mead Road | WS   | DY      | 110    |          |      |      |      |      |      |      |   |
| 2                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 3                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 4                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 5                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 6                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 7                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 8                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 9                                                                                    | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 10                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 11                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 12                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 13                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 14                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 15                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 16                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 17                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 18                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 19                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 20                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 21                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| 22                                                                                   | Bury Mead Road | WS   | DY      |        |          |      |      |      |      |      |      |   |
| CROSS OVER AT EURAQUA ACCESS                                                         |                |      |         |        |          |      |      |      |      |      |      |   |
| 23                                                                                   | Bury Mead Road | WS   | UN      | 40     | 8        |      | X    | X    | X    | X    |      |   |
| 24                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    |      |      |      |   |
| 25                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 26                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 27                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 28                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      | X    |      |      |      |   |
| 29                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    | X    |      |      |   |
| 30                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    |      |      |      |      |   |
| CROSS OVER AT MAT TEST SOUTHERN LTD ACCESS                                           |                |      |         |        |          |      |      |      |      |      |      |   |
| 31                                                                                   | Bury Mead Road | WS   | UN      | 155    | 3        | X    | X    |      |      |      |      |   |
| 32                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 33                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    | X    | X    |      |   |
| CROSS OVER AT TOAD HALL NURSERY ACCESS                                               |                |      |         |        |          |      |      |      |      |      |      |   |
| 34                                                                                   | Bury Mead Road | WS   | UN      | 315    | 6        | X    | X    | X    | X    | X    |      |   |
| 35                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    |      | X    |      |   |
| 36                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    | X    | X    | X    | X |
| 37                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      | X    |      | X    |      |   |
| 38                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    | X    | X    | X    |   |
| 39                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| CROSS OVER AT THE TRAINING GYMS HITCHIN ACCESS                                       |                |      |         |        |          |      |      |      |      |      |      |   |
| 40                                                                                   | Bury Mead Road | WS   | UN      | 15     | 3        | X    | X    | X    | X    |      |      |   |
| 41                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      | X    |      | X    | X    | X |
| 42                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      | X    |      |      |      |   |
| 43                                                                                   | Bury Mead Road | WS   | DK      |        |          | 6    |      |      |      |      |      |   |
| CROSS OVER AT MISSION DIRECT ACCESS                                                  |                |      |         |        |          |      |      |      |      |      |      |   |
| 44                                                                                   | Bury Mead Road | WS   | UN      | 16     | 3        |      |      |      |      |      |      |   |
| 45                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 46                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    |      |      | X    |   |
| CROSS OVER AT HITCHIN CAR VALETING ACCESS                                            |                |      |         |        |          |      |      |      |      |      |      |   |
| 47                                                                                   | Bury Mead Road | WS   | UN      | 22     | 4        |      |      |      |      |      |      |   |
| 48                                                                                   | Bury Mead Road | WS   | UN      |        |          |      | X    | X    | X    | X    |      |   |
| 49                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 50                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      | X    |      |   |
| CROSS OVER AT STANEX FABRICATIONS ACCESS                                             |                |      |         |        |          |      |      |      |      |      |      |   |
| 51                                                                                   | Bury Mead Road | WS   | UN      | 20     | 4        | X    |      | X    | X    | X    | X    |   |
| 52                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 53                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |
| 54                                                                                   | Bury Mead Road | WS   | UN      |        |          |      |      |      |      |      |      |   |

| CROSS OVER AT LOCAL ACCESS                        |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
|---------------------------------------------------|----------------|----|----|----|----|----|---|---|---|---|---|---|--|--|
| 55                                                | Bury Mead Road | WS | UN | 85 | 1  |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT CUSTOM RIDERS BMX                   |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 56                                                | Bury Mead Road | WS | UN | 7  | 1  |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT WILMOND ACCESS                      |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 57                                                | Bury Mead Road | WS | UN | 10 | 2  |    |   |   |   |   |   |   |  |  |
| 58                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT WILMOND ACCESS                      |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 59                                                | Bury Mead Road | WS | UN | 25 |    |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT WILMOND ACCESS                      |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 60                                                | Bury Mead Road | WS | UN | 55 | 11 |    |   |   |   |   |   |   |  |  |
| 61                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 62                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 63                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 64                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 65                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 66                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 67                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 68                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 69                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 70                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT MEAD INDUSTRIAL ESTATE ACCESS       |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 71                                                | Bury Mead Road | WS | UN | 40 | 8  |    |   |   |   |   | X |   |  |  |
| 72                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 73                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 74                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 75                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 76                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 77                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 78                                                | Bury Mead Road | WS | UN |    |    |    |   |   |   |   |   |   |  |  |
| GO WESTBOUND                                      |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 79                                                | Bury Mead Road | SS | UN | 23 | 4  |    |   |   |   |   |   |   |  |  |
| 80                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 81                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 82                                                | Bury Mead Road | SS | UN | 35 |    |    |   |   |   |   |   |   |  |  |
| 83                                                | Bury Mead Road | SS | DK |    |    |    |   |   |   |   |   |   |  |  |
| 84                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 85                                                | Bury Mead Road | SS | UN |    |    | 43 | 8 |   |   |   | X |   |  |  |
| 86                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 87                                                | Bury Mead Road | SS | DK |    |    |    |   |   |   |   |   |   |  |  |
| 88                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 89                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 90                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 91                                                | Bury Mead Road | SS | UN |    |    |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT THE MEAD AND GO BACK EASTBOUND      |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 92                                                | Bury Mead Road | NS | UN | 45 | 9  |    |   |   |   |   |   |   |  |  |
| 93                                                | Bury Mead Road | NS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 94                                                | Bury Mead Road | NS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 95                                                | Bury Mead Road | NS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 96                                                | Bury Mead Road | NS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 97                                                | Bury Mead Road | NS | UN |    |    |    |   | X | X | X | X | X |  |  |
| 98                                                | Bury Mead Road | NS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 99                                                | Bury Mead Road | NS | UN |    |    |    |   |   |   |   |   |   |  |  |
| 100                                               | Bury Mead Road | NS | UN |    |    | X  | X | X | X | X | X |   |  |  |
| CROSS OVER AT BRITANNING ACCESS AND GO SOUTHBOUND |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 101                                               | Bury Mead Road | ES | UN | 28 | 5  | X  | X | X |   |   |   |   |  |  |
| 102                                               | Bury Mead Road | ES | UN |    |    | X  | X | X | X | X | X | X |  |  |
| 103                                               | Bury Mead Road | ES | UN |    |    |    |   |   |   |   |   |   |  |  |
| 104                                               | Bury Mead Road | ES | UN |    |    | X  | X | X |   |   |   |   |  |  |
| 105                                               | Bury Mead Road | ES | UN |    |    | X  | X | X | X | X | X |   |  |  |
| CROSS OVER AT NELSON'S SELF STORE ACCESS          |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 106                                               | Bury Mead Road | ES | UN | 33 | 6  | X  | X | X |   |   |   |   |  |  |
| 107                                               | Bury Mead Road | ES | UN |    |    |    |   | X | X |   |   |   |  |  |
| 108                                               | Bury Mead Road | ES | UN |    |    |    |   | X |   | X | X | X |  |  |
| 109                                               | Bury Mead Road | ES | UN |    |    |    |   | X | X | X | X | X |  |  |
| 110                                               | Bury Mead Road | ES | UN |    |    |    |   | X | X | X | X | X |  |  |
| 111                                               | Bury Mead Road | ES | UN |    |    |    |   | X | X | X | X | X |  |  |
| CROSS OVER AT HITCHIN MOT CENTRE ACCESS           |                |    |    |    |    |    |   |   |   |   |   |   |  |  |
| 112                                               | Bury Mead Road | ES | UN | 50 | 10 | X  | X | X | X | X |   |   |  |  |
| 113                                               | Bury Mead Road | ES | UN |    |    | X  | X | X | X | X | X | X |  |  |
| 114                                               | Bury Mead Road | ES | UN |    |    |    |   | X | X | X |   |   |  |  |
| 115                                               | Bury Mead Road | ES | UN |    |    |    |   |   |   |   |   |   |  |  |
| 116                                               | Bury Mead Road | ES | UN |    |    | X  | X |   |   |   |   |   |  |  |
| 117                                               | Bury Mead Road | ES | UN |    |    |    |   |   |   |   |   |   |  |  |
| 118                                               | Bury Mead Road | ES | UN |    |    | X  | X | X |   |   |   |   |  |  |
| 119                                               | Bury Mead Road | ES | UN |    |    |    |   | X | X |   |   | X |  |  |
| 120                                               | Bury Mead Road | ES | UN |    |    | X  |   |   |   | X | X | X |  |  |
| 121                                               | Bury Mead Road | ES | UN |    |    |    |   |   |   |   |   |   |  |  |
| CROSS OVER AT LOCAL ACCESS                        |                |    |    |    |    |    |   |   |   |   |   |   |  |  |

END AT JUNCTION WITH GROVE ROAD (51.958426 -0.269431)

| S.No.                                                                                     | Road Name | Side | Feature | Length | Capacity | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 |   |   |
|-------------------------------------------------------------------------------------------|-----------|------|---------|--------|----------|------|------|------|------|------|------|---|---|
| START AT JUNCTION WITH BURRY MEAD ROAD, LEFT SIDE HEADING WESTBOUND (51.961883 -0.275759) |           |      |         |        |          |      |      |      |      |      |      |   |   |
| 1                                                                                         | The Mead  | SS   | UN      | 12     | 2        |      |      |      |      |      |      |   |   |
| 2                                                                                         | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 3                                                                                         | The Mead  | SS   | PB      | 25     | 5        | X    | X    | X    | X    | X    | X    |   |   |
| 4                                                                                         | The Mead  | SS   | PB      |        |          |      |      | X    | X    |      |      | X |   |
| 5                                                                                         | The Mead  | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 6                                                                                         | The Mead  | SS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 7                                                                                         | The Mead  | SS   | PB      |        |          | X    | X    | X    | X    | X    | X    |   |   |
| 8                                                                                         | The Mead  | SS   | DK      | 5      |          |      |      |      |      |      |      |   |   |
| 9                                                                                         | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 10                                                                                        | The Mead  | SS   | UN      | 235    | 4        | X    | X    | X    | X    | X    | X    |   |   |
| 11                                                                                        | The Mead  | SS   | UN      |        |          |      |      | X    | X    | X    | X    | X | X |
| 12                                                                                        | The Mead  | SS   | UN      |        |          |      |      | X    | X    | X    | X    | X |   |
|                                                                                           |           |      |         |        |          |      |      | X    | X    | X    | X    |   |   |
| CROSS OVER AT LAMMAS MEAD                                                                 |           |      |         |        |          |      |      |      |      |      |      |   |   |
| 13                                                                                        | The Mead  | SS   | UN      | 20     | 4        |      |      |      |      |      |      |   |   |
| 14                                                                                        | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 15                                                                                        | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 16                                                                                        | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 17                                                                                        | The Mead  | SS   | DK      | 5      |          |      |      |      |      |      |      |   |   |
| 18                                                                                        | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 19                                                                                        | The Mead  | SS   | UN      | 20     | 4        |      |      |      |      |      | X    |   |   |
| 20                                                                                        | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 21                                                                                        | The Mead  | SS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 22                                                                                        | The Mead  | SS   | DK      | 3      |          |      |      |      |      |      |      |   |   |
| 23                                                                                        | The Mead  | SS   | UN      | 4      |          |      |      |      |      |      |      |   |   |
| CROSS OVER AT OLD HALE WAY AND GO BACK EASTBOUND                                          |           |      |         |        |          |      |      |      |      |      |      |   |   |
| 24                                                                                        | The Mead  | NS   | UN      | 6      | 1        |      |      |      |      |      |      |   |   |
| 25                                                                                        | The Mead  | NS   | DK      | 3      |          |      |      |      |      |      |      |   |   |
| 26                                                                                        | The Mead  | NS   | UN      | 215    | 4        | X    | X    | X    | X    | X    | X    |   |   |
| 27                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 28                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 29                                                                                        | The Mead  | NS   | UN      |        |          | X    | X    | X    | X    | X    | X    |   |   |
| 30                                                                                        | The Mead  | NS   | DK      | 11     |          |      |      |      |      |      |      |   |   |
| 31                                                                                        | The Mead  | NS   | DK      |        |          |      |      |      |      |      |      |   |   |
| 32                                                                                        | The Mead  | NS   | UN      | 105    | 2        | X    | X    |      | X    |      |      |   |   |
| 33                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      | X    | X |   |
| 34                                                                                        | The Mead  | NS   | PB      |        |          |      |      | X    | X    | X    | X    | X | X |
| 35                                                                                        | The Mead  | NS   | PB      |        |          |      |      | X    | X    | X    | X    | X | X |
| 36                                                                                        | The Mead  | NS   | PB      | 35     | 14       | X    | X    | X    | X    | X    | X    |   |   |
| 37                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      | X    | X    | X |   |
| 38                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      | X    | X |   |
| 39                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 40                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 41                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 42                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 43                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 44                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      | X    |      |      |   |   |
| 45                                                                                        | The Mead  | NS   | PB      |        |          |      |      |      |      |      |      |   |   |
| 46                                                                                        | The Mead  | NS   | PB      |        |          |      |      | X    | X    | X    | X    | X | X |
| 47                                                                                        | The Mead  | NS   | PB      |        |          |      |      | X    | X    | X    | X    | X | X |
| 48                                                                                        | The Mead  | NS   | UN      | 28     | 5        |      |      |      |      |      |      |   |   |
| 49                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 50                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 51                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 52                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| CROSS OVER AT SHEPHERDS MEAD                                                              |           |      |         |        |          |      |      |      |      |      |      |   |   |
| 53                                                                                        | The Mead  | NS   | UN      | 36     | 7        |      |      |      |      |      |      |   |   |
| 54                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 55                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 56                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      | X    |      |      |   |   |
| 57                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 58                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| 59                                                                                        | The Mead  | NS   | UN      |        |          |      |      |      |      |      |      |   |   |
| END AT JUNCTION WITH BURRY MEAD ROAD (51.962007 -0.275434)                                |           |      |         |        |          |      |      |      |      |      |      |   |   |



keep up with mode:



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✉ [info@modetransport.co.uk](mailto:info@modetransport.co.uk) 📍 [modetransport.co.uk](https://www.modetransport.co.uk) ✖ [@mode\\_transport](https://twitter.com/mode_transport)