

TRANSPORT TECHNICAL NOTE

Highover Farm, Highover Way, Hitchin, SG4 0QR



Prepared for: Gill Hudson Homes
Ref: 002_4250115_DK_Transport Technical Note

Document History

Issue	Date	Description	Prepared By	Checked By
1	30 Jan 2025	First Issue	David Kemp	Howard Gell
2	09 Apr 2025	Updated to reflect new site layout	David Kemp	Howard Gell
3	06 May 2025	Updated to reflect new site layout	David Kemp	Howard Gell

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

postbox@glanvillegroup.com | www.glanvillegroup.com



© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0	Introduction.....	1
2.0	Policy Review	1
3.0	Site Location and Existing Highway Conditions	2
4.0	Sustainable Transport Accessibility	4
5.0	Proposed Development	10
6.0	Trip Generation.....	14
7.0	Travel Management	16
8.0	Summary and Conclusions.....	16

Figures

Figure 1:	Site Location
Figure 2:	2km Walking Catchment
Figure 3:	5km Cycling Catchment
Figure 4:	Proposed Swept Path Assessment
Figure 5:	Proposed Visibility Splay Assessment

Appendices

Appendix A:	Proposed Site Layout
Appendix B:	Land North of Highover Farm (18/01154/OP) Planning Documents
Appendix C:	Extent of Adopted Highway
Appendix D:	Letchworth Greenway Map
Appendix E:	Refuse Turning Head Review
Appendix F:	TRICS Output – Private Houses

1.0 Introduction

- 1.1 Glanville Consultants has been appointed by Gill Hudson Homes, hereafter referred to as 'the applicant', to support the residential re-development of Highover Farm in Hitchin into a development comprising 14 dwellings. The site is located at the northern end of Highover Way in Hitchin and its location is shown within Figure 1, whilst the proposed site layout is shown within Appendix A.
- 1.2 As the proposed development reflects the re-development of the existing derelict farm outbuildings and farmhouse into 14 dwellings, the highway impact of the development will be low. Consequently it is considered that a Transport Technical Note assessing the accessibility of the site, provide information on the proposed site layout and the likely trip generation is sufficient to support the planning application rather than a full Transport Statement.
- 1.3 The Local Planning Authority is North Herts Council (NHC), whilst Hertfordshire County Council (HCC) are the Local Highway Authority. A pre-application consultation has been undertaken with NHC and the development proposals have incorporated the comments provided where appropriate.

2.0 Policy Review

- 2.1 This chapter provides a summary of the relevant national and local transport policies that are relevant to this development.

National Policy

National Planning Policy Framework [NPPF] (December 2024)

- 2.2 A key principle of the NPPF is the presumption in favour of sustainable development and the need to maximise accessibility by alternative modes of travel to private cars. In particular it requires developments to provide suitable on-site pedestrian and cycle facilities and good access to bus services and promote access to these sustainable modes of travel.
- 2.3 Paragraph 116 states that developments should only be refused on highway grounds if there would be an unacceptable impact on highway safety or the cumulative impact, following mitigation, is severe.

Regional and Local Policy

North Hertfordshire Local Plan (2011-2031)

- 2.4 The North Hertfordshire Local Plan was adopted in November 2022 and aims to provide high-quality new housing in the right places, including affordable housing, family housing and accessible housing. The relevant transport policies include:
- Policy SP6 – This policy requires developments to be sited where sustainable journeys can be made and that a range of sustainable travel options are available to residents. Similarly parking should be provided in accordance with the parking standards.

- Policy SP9 – This policy requires developments to provide integrated, accessible and sustainable transport systems with walking, cycling and public transport designed to be the most attractive forms of transport. There should be a clear structure and hierarchy of pedestrian friendly streets and well connected footpaths.

Hertfordshire Local Transport Plan 4 (LTP4) 2018-2031 (May 2018)

- 2.5 The Hertfordshire Local Transport Plan covers the period up to 2031 and sets out how transport can help deliver a positive future vision for Hertfordshire. As well as providing for safe and efficient travel, the Plan has a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage. In addition, the Plan contains specific policies to help deliver local objectives including a modal shift away from private car use.
- 2.6 The relevant transport policies include:
- Policy 1 – This policy sets out a transport user hierarchy to encourage a modal shift from private cars to sustainable transport modes.
 - Policy 2 – This policy requires development to be located near to high quality passenger transport facilities and where key services can be accessed by walking and cycling.
 - Policy 3 – HCC will encourage the use of Travel Plans to encourage a modal shift.
 - Policy 5 – This policy requires access arrangements to be safe and suitable for all people and to adhere to the Council's Highway Design Standards.
 - Policy 6 – This policy requires places to be accessible for all, particularly disadvantaged groups.
 - Policy 7 & 8 – These policies require developments to implement measures to increase the priority for pedestrians and cyclists and promote active travel over private car use.
 - Policy 12 – This policy aims at reducing single occupancy car use and encouraging travel by walking, cycling and passenger transport.

Vehicle Parking at New Development Supplementary Planning Document (2011)

- 2.7 This document provides the required vehicle and cycle parking standards for new developments. The required and proposed parking provision is discussed further within Chapter 5.

Summary

- 2.8 The site is within an 800m walk of an extensive range of local amenities and is within a 400m walk of a bus route. Similarly it is on the edge of the town and so there is good connectivity with the existing external pedestrian infrastructure. It is therefore considered that the site is in a very sustainable location with good accessibility to alternative sustainable modes of travel which will encourage a modal shift away from private car use.

3.0 Site Location and Existing Highway Conditions

Site Location

- 3.1 Highover Farm is an existing derelict farm located in the north eastern corner of Hitchin, around 2.3km north east of Hitchin town centre and 1.4km north east of Hitchin railway station. There is currently a farmhouse and 5 outbuildings clustered around a central courtyard. The location of the site is shown within Figure 1.

- 3.2 The existing site is formed of a shared surface area and so there are no footways but there is a 4.8m wide access track through the site for vehicles. Vehicular access is achieved off the northern end of the Highover Way cul-de-sac. The access is 6m wide due to the adjacent perpendicular parking spaces for the nearby dwellings.
- 3.3 Around 20m north of where the access road joins Highover Way, the 3.7m wide access road bends to the east and then immediately to the north in an 's' shape. The access road also provides access to three cottages, called Highover Cottages. These Cottages are accessed from the rear via a T-junction off the access track, although there is a footpath at the front of the Cottages which provides pedestrian access to Highover Way. These Cottages will be retained as part of the development proposals and fall outside of the red line boundary.
- 3.4 To the north of the site is a consented residential development called 'Land to the North of Highover Farm'. This site received planning consent in November 2024 (18/01154/OP) for up to 700 dwellings, a new 2FE Primary School and open space. A copy of the masterplan and access & connectivity plan submitted for the Outline planning application has been provided within Appendix B. This shows that there will be pedestrian and cycle connections to the proposed development at Highover Farm via the north western and north eastern corners of the site.

Local Active Travel Network

- 3.5 A detailed assessment of the accessibility of the site by pedestrians and cyclists is provided within Chapter 4, however, the site is accessible from footways on Highover Way and via a footway along the access road. There will also be pedestrian and footway connections into the site via its northern boundary and north eastern corner from the adjacent consented development, which when constructed, will provide pedestrian and cycle connections to Stotfold Road to the east.
- 3.6 There is no dedicated cycle infrastructure provision in the immediate vicinity of the development, but Highover Way is residential road with limited through traffic whilst the northern section is a cul-de-sac and so the road is lightly trafficked. There is a 30mph speed limit on Highover Way, but there is also on-street parking which helps to slow vehicles down.

Local Highway Network

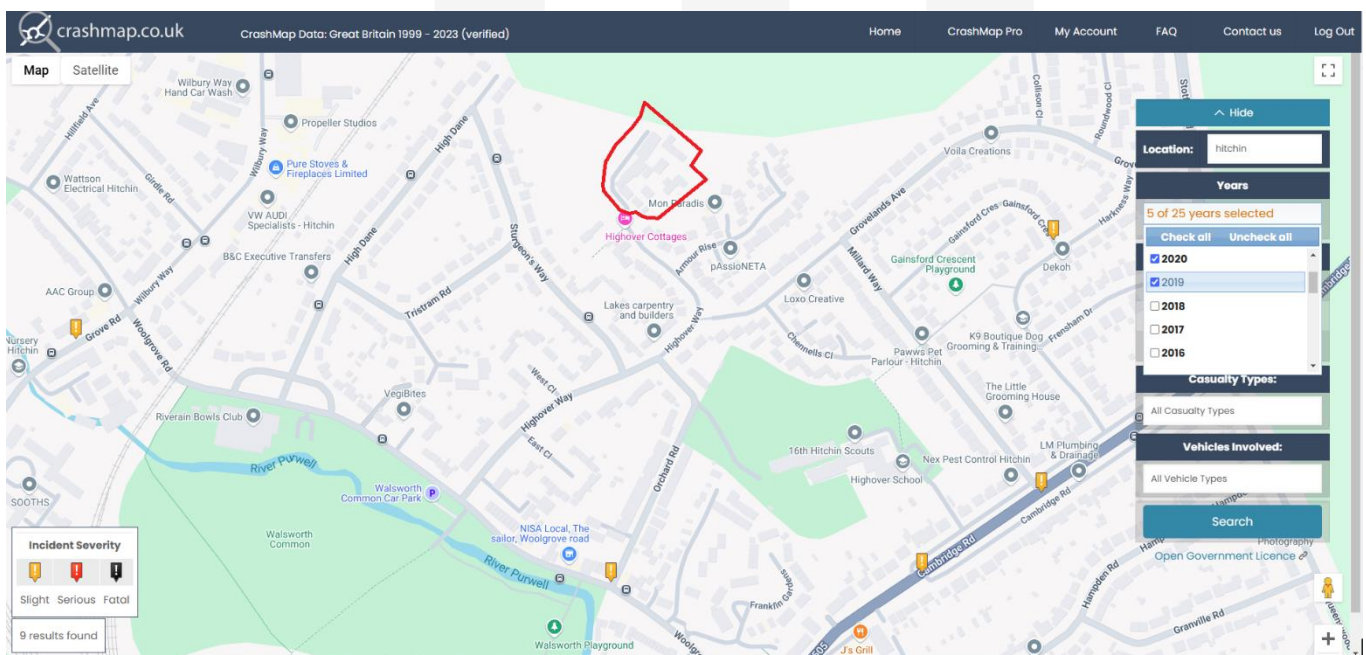
- 3.7 Vehicular access to the site is via Highover Way. This is an existing 420 m long road which ends in a 170m long cul-de-sac. The carriageway is around 7.2m wide and there is a mix of on-street parking on both sides of the road and parking within two recessed laybys. There are no parking restrictions along the full length of the road, even at the existing bus stop.
- 3.8 Highover Way is an adopted road but the proposed site and its access road are currently private. A plan showing the current extent of adopted highway has been provided within Appendix C.
- 3.9 Around 160m south of the site is the Highover Way / Grovelands Avenue junction, however, vehicles are unable to turn into or out of Grovelands Avenue as there is a buildout across the junction to prevent vehicle use. There is, however, pedestrian and cyclist access via the footways either side of the junction. The closure of this junction means that there is currently no direct vehicle access to Stotfold Road from the site, with drivers having to travel via Woolgrove Road and the A505 Cambridge Road.

- 3.10 There are 1.8m to 2m footways on both sides of Highover Way, with the southern footway being separated from the live carriageway by a 3m wide grass verge. There are no controlled crossings on Highover Way but there are uncontrolled crossings with dropped kerbs at the side road junctions, however tactile paving is only provided at the junction with Orchard Road.
- 3.11 Highover Way connects with Woolgrove Road via a priority T-junction, but it does not have a dedicated right turn lane. Similarly, all of the side roads off Highover Way also connect via priority T-junctions.
- 3.12 Woolgrave Road is a 30mph road around 6.6m wide, which runs north west / south east between the A505 Cambridge Road and the business parks in the north eastern corner of Hitchin. It connects the proposed site to Hitchin town centre and Hitchin railway station.

Highway Safety

- 3.13 In order to assess the highway safety of the local road network, online accident data has been obtained from the Crashmap website (www.crashmap.co.uk) for the most recent available five-year period. This covers the period 01 January 2019, to 31 December 2023. Image 1 shows that there have been no collisions in the past five years in the immediate vicinity of the site.

Image 1: Personal Injury Collisions in the Vicinity of the Site (source: www.crashmap.co.uk)



4.0 Sustainable Transport Accessibility

- 4.1 This section of the report appraises the proposed development from the perspective of sustainable travel and general accessibility. Whilst the site is located on the north western outskirts of Hitchin, it is within walking distance of a number of local amenities and is within an acceptable walking distance of Hitchin railway station. The site's accessibility has therefore been considered in detail to ensure that residents can be encouraged to utilise sustainable transport modes.

Walking

- 4.2 It is generally considered that a 25min / 2km walk, at 80m per min (400m over 5 minutes), is an acceptable distance to walk to work or nearby facilities and amenities, although a walkable neighbourhood requires a range of local amenities to be within an 800m walk (10 minutes). These distances are illustrative and approximate and will vary by individual according to their personal mobility and fitness. It will also be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes. Figure 2 shows the 2km walking catchment from the centre of the site. This shows that the site is within a 800m (10 minute) walk of the following local amenities:

- Bus stops on Highover Way, Sturgeon's Way, High Dane and Woolgrove Road
- Woolgrove Road Post Office
- Walsworth Common
- Highover School
- Gainsford Crescent Playground
- Cambridge Road Parade of Shops
- Woolgrove Road NISA Convenience Store
- Walsworth Community Centre
- Walsworth Playground
- Riverain Bowls Club
- St Faith's Church

- 4.3 In addition to the above facilities, the site is within a 2km (25 minute) walk of the following amenities, although this is not a full list of amenities:

- Trust Industrial Estate
- Square One Gym
- Keep Fit 4u Hitchin
- Vita Fitness
- Hitchin Railway Station
- North Hertfordshire College
- Purwell Primary School
- St Andrews CofE Primary School
- Highbury Lodge Day Nursery
- North Herts Music School
- Pinehill Park
- Hitchin House Day Nursery
- Body Ethics Gym
- Space2play Herts
- Bilton Road Industrial Estate
- Wallace Way Industrial Estate
- Purwell Meadows & Recreation Ground
- Pinehill Hospital
- Queen Mother Theatre
- Hitchin Girls School
- ACE Tennis Club
- Hitchin town centre

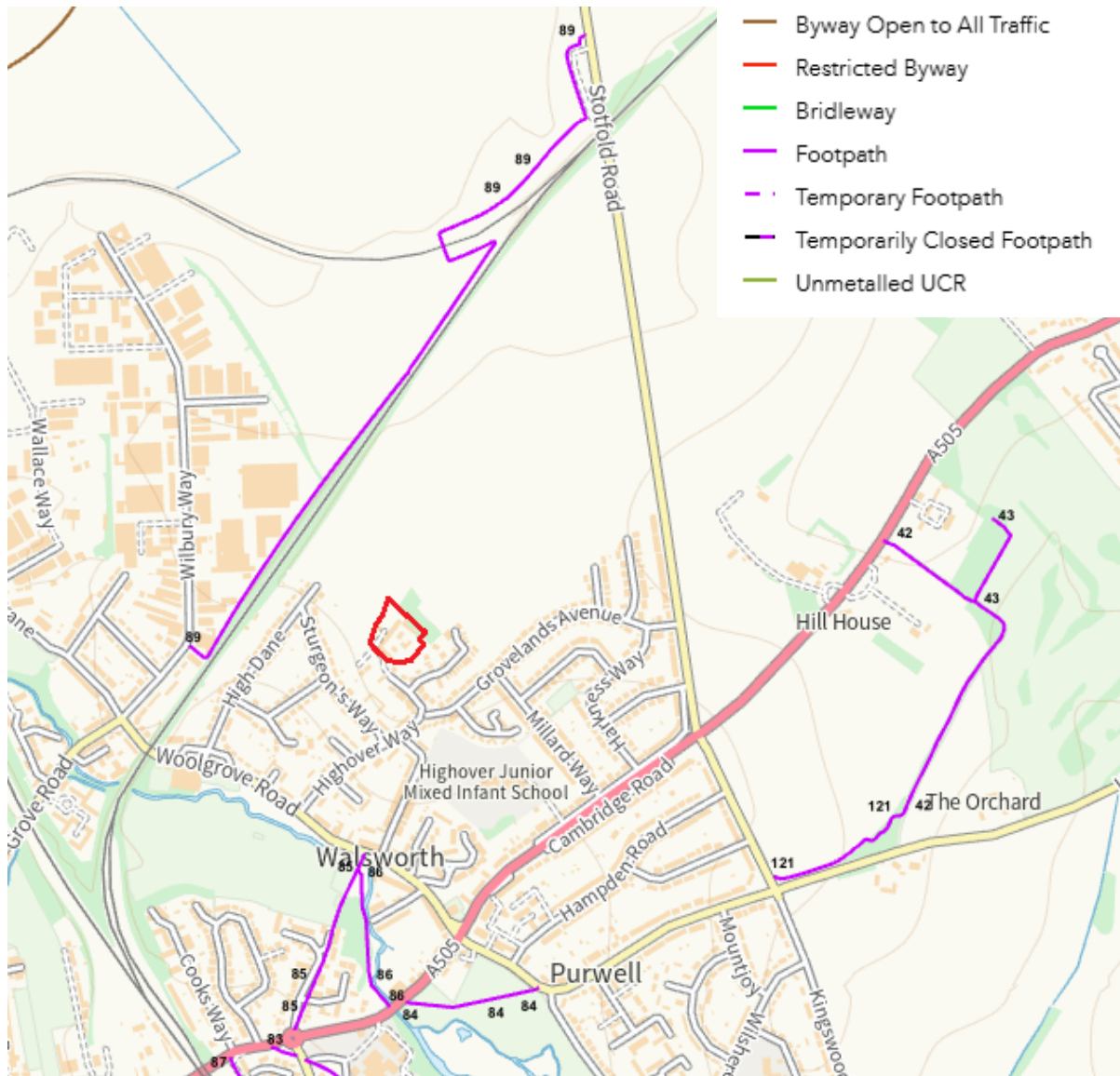
- 4.4 The local amenities listed above shows that the site is well located by foot to a wide range of local amenities and destinations. As the site is located on the edge of a town, there are pedestrian footways along all of the roads providing safe off-road routes.
- 4.5 In particular there are 1.8m to 2m wide footways on both sides of Highover Way, Armour Rise, Grovelands Avenue and Sturgeon's Way. These provide pedestrian connections to the footway on the northern side of Woolgrove Road.
- 4.6 The existing access to the site is a shared surface route which provides pedestrian access to Highover Farm and Highover Cottages. It also provides access to three parking spaces on the eastern side of the access road. It is assumed that these spaces are for the residents of Highover Cottages.
- 4.7 Whilst it is proposed that the majority of the development will be a shared surface provision, a 2m footway will be provided on the western side of the access road to provide a safe pedestrian route around the proposed bend. It also provides a safe off-road pedestrian route to Highover Cottages and the consented pedestrian link to the consented development to the north of the site.

- 4.8 There are no controlled crossings in the immediate vicinity of the development, with uncontrolled crossings on the surrounding residential roads. There are dropped kerbs but only the crossings over Orchard Road includes tactile paving. The closest controlled crossings include the following:
- A Pelican crossing on Woolgrove Road outside of the Post Office.
 - A Pelican crossing on the A505 Cambridge Road outside the local parade of shops.
 - A Toucan crossing on the A505 Cambridge Road at the Cambridge Road / Stotfold Road roundabout.
- 4.9 The adjacent consented 'Land North of Highover Farm' development will have a network of footways and footpaths through the development providing pedestrian links between the Highover Farm site, High Dane and Stotfold Road. An Access & Connectivity plan produced by Planit I.E. Limited for the Outline application (see Appendix B) shows the proposed pedestrian and cycle links within the consented development. This plan has been taken from the North Herts Council planning website but the final layout of the development will be subject to a future Reserved Matters application.
- 4.10 This plan shows that there will be a 3.5m pedestrian / cycle link through the development, connecting to the proposed Highover Farm development at the north western corner adjacent to Highover Cottages and a connection in the north eastern corner of the site (see Appendix A).
- 4.11 From the information provided on the North Herts planning website for the adjacent consented 'Land North of Highover Farm' development, it is understood that the development is proposing a number of walking and cycling improvements on the local highway network in the vicinity of the proposed development. These include a mixture of direct provision and S106 contributions towards the works and include:
- The provision of a footway / cycleway on the western side of Stotfold Road between the site access and Frensham Drive. This provision includes raised crossings over the side roads.
 - A 3.5m wide pedestrian / cycle connection to Collision Close.
 - A 3.5m wide pedestrian / cycle connection to Armour Rise.
 - A 3.5m connection to the proposed development's access road off Highover Way.
 - A footpath between The Greenway and Highfield School.
 - A contribution towards the provision of a Toucan crossing on Stotfold Road.
 - A contribution of £3.4m for measures to enhance sustainable transport provision which could include, but are not limited to:
 - Pedestrian / cycle infrastructure where the rail lines cross Grove Road and Woolgrove Road.
 - Cycle routes from Highover Farm to the railway station, schools and the A505.
 - Cycle routes along the A505.
 - Cycle hub at Hitchin station.
 - Walsworth Road Pedestrian Priority Corridor.
 - Pedestrian / cycle improvements at Hitchin station.
 - Traffic calming on High Dane.
- 4.12 Consequently, the consented 'Land North of Highover Farm' development will be providing a significant amount of sustainable transport improvements in the vicinity of the proposed development.

Public Rights of Way

- 4.13 The local Public Rights of Way (PRoWs) in the vicinity of the proposed site are shown within Image 2.

Image 2: Local Public Rights of Way (source: <https://webmaps.hertfordshire.gov.uk/row/row.htm>)



- 4.14 Image 2, shows that there are no PRoWs which cross the site. There are three public footpaths within a short walk of the proposed development, namely:

- Footpath Hitchin 089 is sited on the northwestern side of the railway and provides a pedestrian connection between Wilbury Way and Stofold Way.
- Footpath Hitchin 085 is sited to the south of the site and provides a route across Walsworth Common between Woolgrove Road and Meadowbank.
- Footpath Hitchin 086 provides a second route across Walsworth Common and connects the northern end of footpath 85 to the A505 Cambridge Road. The footpath continues on the other side of Cambridge Road as footpath 84 which crosses Purwell Meadow to Willian Road.

Cycling

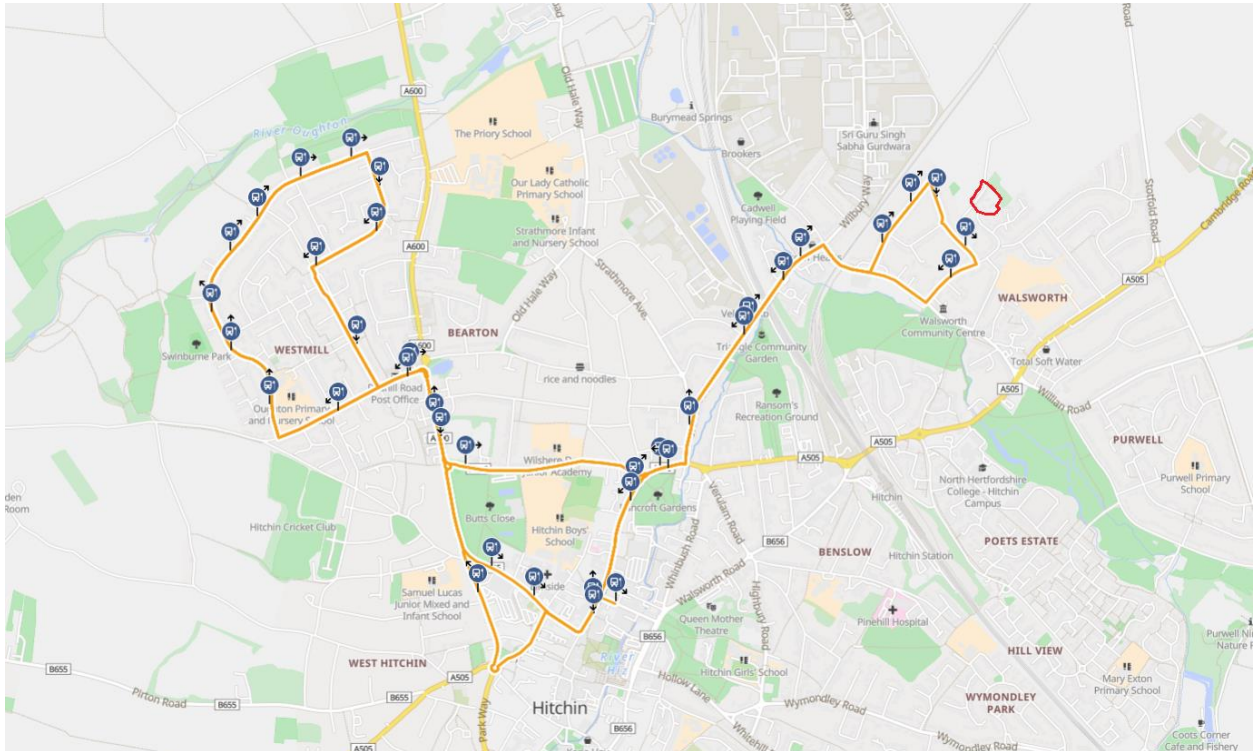
- 4.15 Cycling can be an efficient and sustainable mode of transport for accessing commercial areas where people can cycle for work, shopping, or leisure. Furthermore, encouraging cycling among school students and pupils can have numerous benefits, such as reducing traffic congestion around schools and promoting physical activity. Promoting cycling for accessing recreational facilities can enhance the overall well-being of new residents. Integrating cycling with public transport can provide seamless and sustainable mobility options for commuters.
- 4.16 It is generally considered that up to 5 kilometres (25 minutes based on 200m per minute) is an acceptable distance to cycle to work or nearby facilities and amenities. The key destinations within a 5km cycling radius of the site, in addition to those listed within paragraphs 4.2 and 4.3 include the whole of Hitchin and the vast majority of Letchworth Garden City. A plan showing the 5km cycling catchment is shown within Figure 3.
- 4.17 There is currently no dedicated cycle infrastructure in the vicinity of the site, however, as outlined within paragraph 4.11, there are cycle improvements proposed as part of the consented 'Land North of Highover Farm' development. The closest piece of cycle infrastructure is the Toucan crossing on the A505 Cambridge Road at its roundabout with Stotfold Road.
- 4.18 The site is located 1.4km west of the Letchworth Greenway, which is a circular route around Letchworth Garden City. This route passes close to the site and is accessible from the A505 Cambridge Road from a point 550m east of the roundabout with Stotfold Road and Queenswood Drive from its junction with Willian Road. A map has been provided within Appendix D which shows this route.
- 4.19 The closest National Cycle Route is route 12 and its location in relation to the site is shown within Figure 3. This is accessible from the A505 Cambridge Road, at its junction with Spring Road, around 2.6km north east of the site. Route 12 connects Enfield to Spalding in Lincolnshire via Stevenage, St Neots and Peterborough.

Public Transport

Bus Services

- 4.20 The closest bus stops to the site are located on Highover Way and Sturgeon's Way. These bus stops are both within a 400m distance from the centre of the site. The Sturgeon's Way bus stop consists of a bus shelter with seating and timetable information. The Highover Way bus stop just consists of a flag and a timetable. There are no bus cages at either bus stop and so there is no parking restrictions preventing cars from parking on the bus stop.
- 4.21 These stops serve bus route 81 which operates in a clockwise circular route around High Dane, Sturgeon's Way and Highover Way. The route is operated by Centrebus and provides an hourly circular route through the northern suburbs of Hitchin, serving Walsworth, Hitchin town centre and Westmill. A plan showing the route of bus service 81 is shown within Image 3.

Image 3: Bus Route 81 (source: <https://www.intalink.org.uk/>)



- 4.22 The consented 'Land North of Highover Farm' development will be providing a \$106 contribution of £875k towards the cost of diverting bus routes 81/81a through the development. To prevent through traffic on the development's spine road, a bus gate is proposed within the development.

Train Services

- 4.23 The site is located a 1.8km (a 22.5 minute walk) from Hitchin railway station. The station is managed by Great Northern and is located on the East Coast Mainline but these services do not stop at the station. The stopping services are operated by Thameslink and is on the Great Northern route between London Kings Cross, Stevenage, Brighton, Peterborough and Cambridge. Additional services to London Moorgate are available after changing at Stevenage and passengers changing at Cambridge can access services to Kings Lynn and other destinations. Similarly the East Coast Mainline and other national rail services can be accessed via Stevenage station.
- 4.24 The current train frequencies are as follows:
- London Kings Cross = 2 to 3 trains per hour;
 - Brighton = 1 train per hour;
 - Peterborough = 2 train per hour;
 - Cambridge = 3 to 4 trains per hour; and
 - Stevenage = 6 trains per hour.

5.0 Proposed Development

- 5.1 Highover Farm is located around 2.3km north east of Hitchin town centre and 1.4km north east of Hitchin railway station. The site is around 0.76ha in size and currently consists of a farmhouse and around five derelict outbuildings. The site is bounded to the northwest and northeast by the consented 'Land North of Highover Farm' residential development (reference 18/01154/OP), to the southeast by the rear gardens of the existing dwellings on Armour Rise and to the south west by Highover Way and Highover Cottages.
- 5.2 The development proposals include the demolition of parts of the existing outbuildings, the provision of a new semi-detached building and the conversion of the remaining outbuildings and the existing farmhouse into 14 dwellings. The proposed development quantum is as follows:
- 5no. 2-bed
 - 5no. 3-bed
 - 4no. 4-bed
- 5.3 In accordance with Part 3 of the Hertfordshire Design Guide '*Place and Movement, Planning and Design Guide*' it is considered that the development reflects a P3/M1 road. As the road will serve 14 dwellings, after the turning for Highover Cottages, the road will reflect a Mews cul-de-sac.
- 5.4 Highover Farm is located at the northern end of Highover Way, which forms a cul-de-sac. Vehicle access will be achieved via the existing access off Highover Way but the access will be improved, widened and surfaced. It will incorporate a 2m footway on the western side of the road for the first 67m to provide pedestrian access to the site, Highover Cottages and the adjacent committed development. This footway will disappear outside Plot 2, to provide a shared surface development.
- 5.5 As the site is located behind the Armour Rise dwellings, the access road incorporates a 90 degree bend and the existing bend will be improved and widened from the existing 3.7m to 5.5m in order to improve access for the proposed number of dwellings. The layout has been designed to retain a central area to replicate the existing farmyard and this is shown within Appendix A.
- 5.6 To allow for two large cars to pass each other on the bend, the access road is proposed to be 5.5m wide widening to 6.9m within the site's eastern half to serve a number of driveways and the eastern most six dwellings. This route is a shared surface with 1m service margins.
- 5.7 Whilst not forming part of the proposed development, space has been provided to the west of the development for the future provision a T-junction on the northern side of the access road to provide vehicular access to Highover Cottages. This access will not provide vehicular access to the adjacent consented development but there will be a pedestrian / cycle connection as per the associated planning consent for the 'Land North of Highover Farm' development.
- 5.8 A swept path assessment is shown within Figure 4 of this Technical Note. It shows that the following vehicles are able to enter and depart the site in forward gear:
- Large Car;
 - Fire Tender; and
 - 12.1m Refuse Vehicle.

- 5.9 During the pre-application discussions Hertfordshire Highways requested that the refuse thringing head was provided to the west of the proposed car port and bin store. The potential for relocating the turning head was reviewed but it was identified that this would require a reduction in parking spaces which could not be provided elsewhere within the site. Two drawings showing this review have been provided within Appendix E.

Visibility Splay Assessment

- 5.10 A visibility splay assessment for the proposed development has been provided within Figure 5.
- 5.11 As the site is an existing farm yard and the proposals involve converting the existing outbuildings into dwellings, the access road and the parking spaces have had to be fitted around the retained buildings. Consequently the visibility splay assessment, provided within Figure 5, shows that the retained buildings result in only 10mph splays being achievable. Consequently, it is proposed to implement an internal speed limit of 10mph.
- 5.12 Drivers will enter the development through the middle of an existing outbuilding and it is considered that this will represent drivers entering a farm yard, with the building and a cobbled rumble strip acting as a gateway feature. Consequently it is considered that the nature / characteristics of the development, when combined with the 90 degree bend on the access road, will act as a traffic calming measure.

Extent of Adoption

- 5.13 Highover Way is currently adopted highway but the existing farm access and farm yard is private. The extent of the existing adoption is shown within Appendix C. It is proposed that the development will remain private.

Vehicle Parking Provision

- 5.14 Resident parking will be provided in accordance with Table 4.1 of NHC's 'Vehicle Parking at New Development Supplementary Planning Document' (September 2011). This table provides the following minimum parking requirements:
- 1-bed dwelling 1 space per dwelling
 - 2+-bed dwellings 2 spaces per dwelling
 - Visitor / unallocated Parking between 0.25 and 0.75 spaces per dwelling
- 5.15 The proposed vehicle parking provision is therefore shown within Table 1.

Table 1: Proposed Parking Provision

Dwelling Size	No. of Dwellings	NHDC Parking Standards		Proposed Provision		Difference	Garages (spaces)
		Required per Dwelling	Total Required	Provision per Dwelling	Total Provision		
2-bed house	5	2	10	2	10	0	0
3-bed house	5	2	10	2	10	0	0
4-bed house	4	2	8	2	8	0	0
Total	14	-	28	-	28	0	0
Unallocated / Visitor Parking	-	0.25 to 0.75 per dwelling	4 to 11	3 (0.21 per dwelling)		-1	-

5.16 In total, 28 resident spaces are proposed along with two visitor spaces. This equates to 31 spaces in total. The location of the resident spaces and the proposed visitor spaces are shown within Appendix A. The proposed parking spaces are 2.5m x 5m in size.

5.17 The residential spaces accord with the NHC's parking standards but there is one less visitor space than recommended by Table 4.1 within the NHC parking standards SPD. This is considered to be acceptable as the notes accompanying Table 4.1 within the parking standards document allows for a reduction in parking for the very small scale conversion of buildings for a small number of dwellings and where visitor parking arising from small scale development can be accommodated on-street without compromising highway safety or the amenity of existing residents. As on-street parking already occurs on Highover Way and the difference in visitor parking provision is only one space for a 14 dwelling development, it is considered that this parking can be accommodated on-street without creating a safety concern.

Electric Vehicle Charging Points (EVCPs)

5.18 EVCPs will be provided in accordance with Building Regulations Approved Document S which requires one EVCP per dwelling with an allocated parking space.

Cycle Parking Provision

5.19 The cycle parking will be provided in accordance with Table 4.1 of NHC's aforementioned Parking SPD (September 2011), namely:

- One space for every one bed unit without a garage;
- One space for 2+-bed dwellings without a garage; and
- One visitor cycle stand per two dwellings where there is more than four dwellings.

5.20 No dwellings will have garages and so the proposed cycle provision is therefore shown within Table 2.

Table 2: Proposed Cycle Parking

Dwelling Size	No. of Dwellings	NHDC Parking Standards		Proposed Provision	Difference
		Required per Dwelling	Total Required		
2-bed house	5	2	10	10	0
3-bed house	5	2	10	10	0
4-bed house	4	2	8	8	0
Total	14	-	28	28	0
Unallocated / Visitor Parking	-	1 stand per 2 per dwelling	7	1 space per dwelling (14 in total)	+7

- 5.21 Seven dwellings will be provided with a cycle store in the rear garden. This cycle store will provide space for 2 bicycles, whilst the remaining seven dwellings will have communal cycle stores adjacent to the highway. This cycle store will be in a former farm outbuilding converted into a cycle store. A single visitor space will be provided as a Sheffield stand for each dwelling and located adjacent to the front door of each dwelling. Consequently there will be a total provision of 42 cycle parking spaces.

Servicing and Deliveries

- 5.22 The site layout has been designed to allow servicing and emergency vehicles to access and depart the site in forward gear and this is discussed further below.

Refuse Vehicles

- 5.23 It is understood that Hertfordshire County Council undertakes kerbside refuse collection and the site layout has therefore been designed so that refuse vehicle access accords with the requirements set out within Manual for Streets, namely:
- a maximum reverse distance of 15m for refuse collection vehicles, although longer distances can be considered if reversing routes are straight and free from obstacles or visual obstructions;
 - residents should not be required to carry waste more than 30m to the storage point; and
 - a 15m wheel distance for houses and a 10m wheel distance for dwellings using 1100l Eurobins in accordance with BS 5906:2005.
- 5.24 Whilst the majority of bin collection points are within 30m of the each dwelling, Plots 2 and 3 have a carry distance of 37m and 40m respectively. This is considered to be acceptable as the refuse store for these plots are located within a converted outbuilding, which the refuse vehicle can directly access (see Figure 4), and therefore residents do not have to move the wheelie bins on collection day. It is therefore considered that the benefits of this conversion outweigh residents having to walk an additional 10m.
- 5.25 Refuse vehicles are expected to align with North Herts Council online 'Waste and Recycling Provision' guidance (www.north-herts.gov.uk/waste-and-recycling-provision). According to this guidance the largest vehicle expected on the site is 12.1 metres in length, with four axles (including front steering and three axles non steering).

- 5.26 The site layout has therefore been designed to ensure sufficient space to enable refuse and servicing vehicles to enter and leave the site in forward gear in accordance with the requirements set out above. A swept path assessment for a 12.1m refuse vehicle has been provided within Figure 4. The dimensions of the vehicle used within the swept path assessment is shown below.

12.1m Mercedes Econic (3233LL 8x4 chassis)

	Overall Length	12.100m
	Overall Width	2.530m
	Overall Body Height	3.756m
	Min Body Ground Clearance	0.309m
	Track Width	2.530m
	Lock to Lock Time	4.00s
	Kerb to Kerb Turning Radius	11.250m

- 5.27 The proposed site layout provided within Appendix A shows that there will be one bin store located in a converted outbuilding adjacent to the site's access road. This store will serve Plots 2, 3, 4, 5, 6, 7 and 8. The remaining plots have a dedicated bin collection point shown within Appendix A and located adjacent to the highway. This will ensure that the bins are located either adjacent to the refuse vehicle or within a 15m wheel distance to ensure easy access for the refuse operators.
- 5.28 As outlined within paragraph the potential for moving the turning head west was considered but discounted due to the impact on the parking provision.

Maintenance and Delivery Vehicles

- 5.29 Typical maintenance and delivery vehicles are not expected to be larger than a 7.5t panel van. The 10m rigid lorry is also expected on site occasionally for delivery of larger furniture etc. The internal highway dimensions are designed, however, to accommodate a 12.1m refuse vehicle, and the largest anticipated delivery vehicle is 10m and so it is not anticipated that there will be any access concerns associated with the largest delivery vehicle.

Fire Tender Access

- 5.30 The internal highway layout has been designed in line with Manual for Streets and the Building Regulations (Approved Document B (fire safety) Volume 1: Dwellings (2022)) to ensure that suitable access is provided for fire tenders. Consequently, fire tenders are able to get to within a 45m hose reach of all points within a dwelling, whilst the fire tenders have a maximum vehicle reversing distance of 20m.
- 5.31 A swept path assessment showing the fire tender access is shown within Figure 4.

6.0 Trip Generation

- 6.1 Highover Farm has an existing farmhouse which will already generate traffic travelling to and from the site, however the proposed development will increase the traffic movements associated with the development. This chapter therefore identifies the trip generation associated with the existing farmhouse and the proposed dwellings.

6.2 To calculate the trip generation associated with the proposed 14 dwellings, trip rates have been extracted from the TRICS database for similar sites. To provide a robust assessment, the trip rates have been extracted for Private Houses as this land use typically has a higher trip generation than affordable dwellings or apartments. The sites have been selected based on the following parameters:

- Land Use = Private Houses
- Survey Type = Multi-modal
- Survey Area = South East, East Anglia, East Midlands and West Midlands
- Number of Dwellings = up to 30 dwellings with an average of 15 dwellings
- Survey Day = Monday to Friday
- Location Type = Edge of Town and Neighbourhood Centre
- Population within 1 mile = Up to 25,000 people
- Population within 5 miles = Between 75,000 to 250,000 people.

6.3 Two sites were manually de-selected as the surveys were undertaken during the COVID-19 pandemic and so would not be representative.

6.4 The resultant trip rates and the trip generation for 14 dwellings are shown in Table 3, whilst the TRICS outputs have been provided within Appendix F.

Table 3: Residential Trip Rates and Trip Generation

		Trip Rates (per dwelling)			Trip Generation (14 Dwellings)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Existing Farmhouse	AM Peak	0.343	0.343	0.686	0	1 (see note)	1
	PM Peak	0.286	0.200	0.486	0	0	0
	Daily	2.172	2.256	4.428	2	2	4
Proposed Dwellings	AM Peak	0.343	0.343	0.686	5	5	10
	PM Peak	0.286	0.200	0.486	4	3	7
	Daily	2.172	2.256	4.428	30	32	62
Net Difference	AM Peak	-	-	-	+5	+4	+9
	PM Peak	-	-	-	+4	+3	+7
	Daily	-	-	-	+28	+30	+58

Note: The existing farmhouse has one two-way trip during the AM peak hour but no inbound or outbound movements. It has therefore been assumed that it is an outbound trip.

6.5 The trip generation shown within Table 3 indicates that the number of additional vehicle trips during the peak hours will be minimal. It is therefore not considered that the impact of the development would be severe in accordance with paragraph 116 of the NPPF.

6.6 It should be noted that Table 3 reflects the vehicle trips associated with the existing farmhouse. There were likely to be additional vehicular trips associated with the farmyard but as the site has been derelict, this information is not available and therefore this comparison reflects a robust trip generation.

7.0 Travel Management

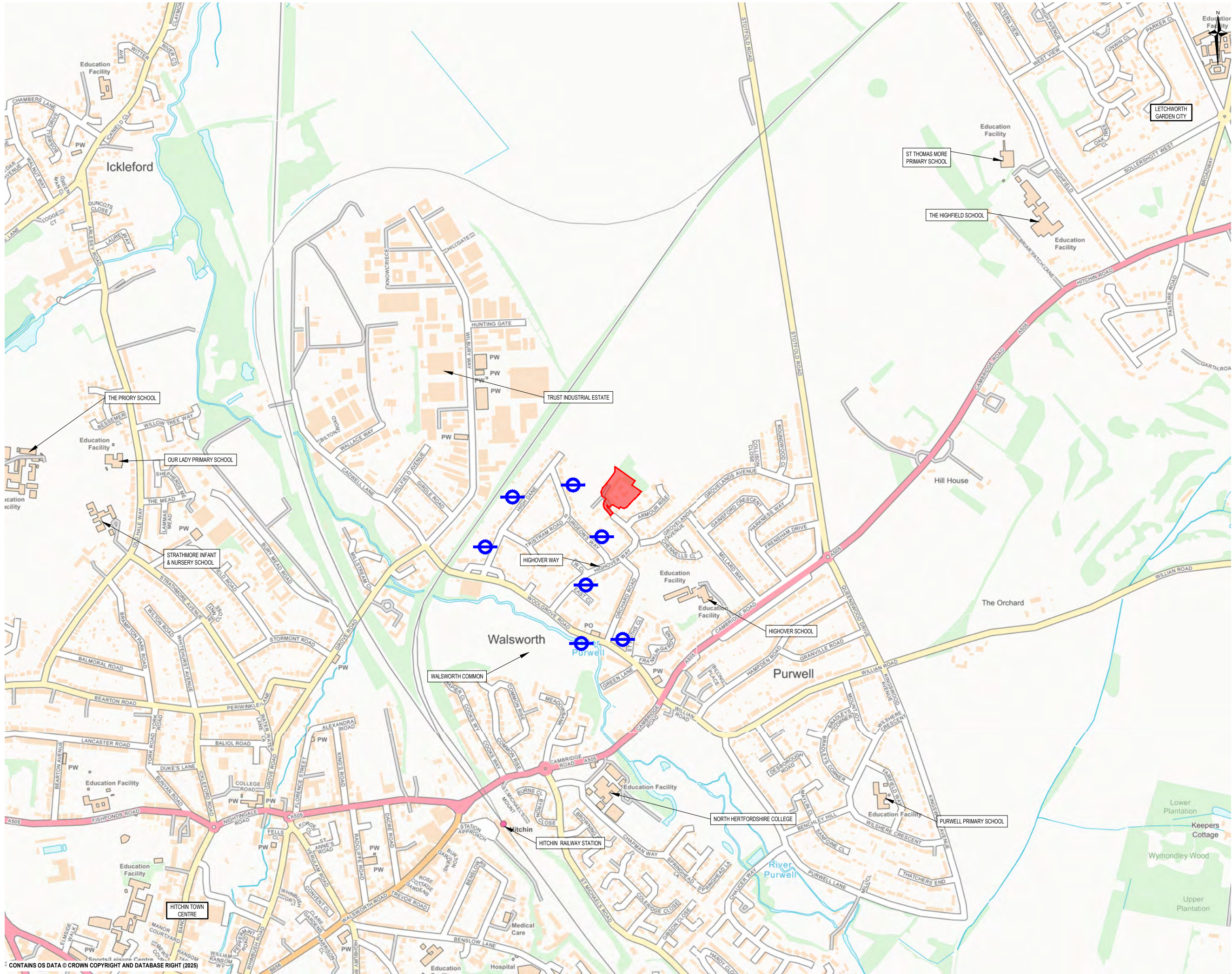
- 7.1 The Hertfordshire Travel Plan Guidance only requires a Travel Plan or Travel Plan Statement for developments over 50 dwellings in size and so a formal Travel Plan is not required for this development. Therefore, to encourage residents to use sustainable travel modes instead of using their private car, every household will be informed of their travel options when they are purchasing their house. They will be informed about the local bus services and the walking and cycling routes to the key destinations such as the local shops, local schools, local parks and playgrounds and Hitchin Railway Station.

8.0 Summary and Conclusions

- 8.1 This Transport Technical Note has been prepared by Glanville Consultants on behalf of Gill Hudson Homes, to accompany a planning application for the redevelopment of the existing Highover Farm in Hitchin into 14 dwellings. Whilst a couple of the existing outbuildings will be demolished, the majority will be retained and converted into the proposed dwellings. Similarly, the existing farmhouse will be retained and converted into two dwellings whilst a new semi-detached building will be provided. The location of the site is shown within Figure 1 whilst the proposed site layout is shown within Appendix A.
- 8.2 A summary of the findings of this Transport Technical Note are as follows:
- The site provides excellent pedestrian and cycling permeability to Hitchin and is within an 800m walk of a range of facilities including shops, a community centre, a school, a park and a couple of play areas. It is also located within a 400m walk of an hourly bus service and within a 25 minute walk of Hitchin railway station.
 - The adjacent consented 'Land North of Highover Farm' development will provide improved pedestrian and cycle facilities which will be available for the residents of the Highover Farm to use.
 - The existing access into the site from Highover Way will be retained and improved. This will provide vehicular access into the site and the adjacent Highover Cottages. A 2m footway will be provided on the western side of the access road to provide access to both the development, Highover Cottages and the adjacent 'Land North of Highover Farm' development.
 - Vehicle and cycle parking will be provided in accordance with NHC's Parking Standards Supplementary Planning Document. Electric Vehicle charging points will be provided in accordance with Building Regulations Approved Document S.
 - The number of vehicle trips resulting from the proposed development is minimal and therefore it is considered that the impact of the development cannot be considered as severe.
- 8.3 Given the above, it is concluded that the development proposals are acceptable in transport terms and therefore the Highway Authority should be able to make a positive recommendation to the Local Planning Authority in respect of the full planning application for the proposed development.

Figures





KEY

 PROPOSED SITE LOCATION

 NEARBY BUS STOP

FIGURE 1

I1	FIRST ISSUE	14/01/2025	DK	HG
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

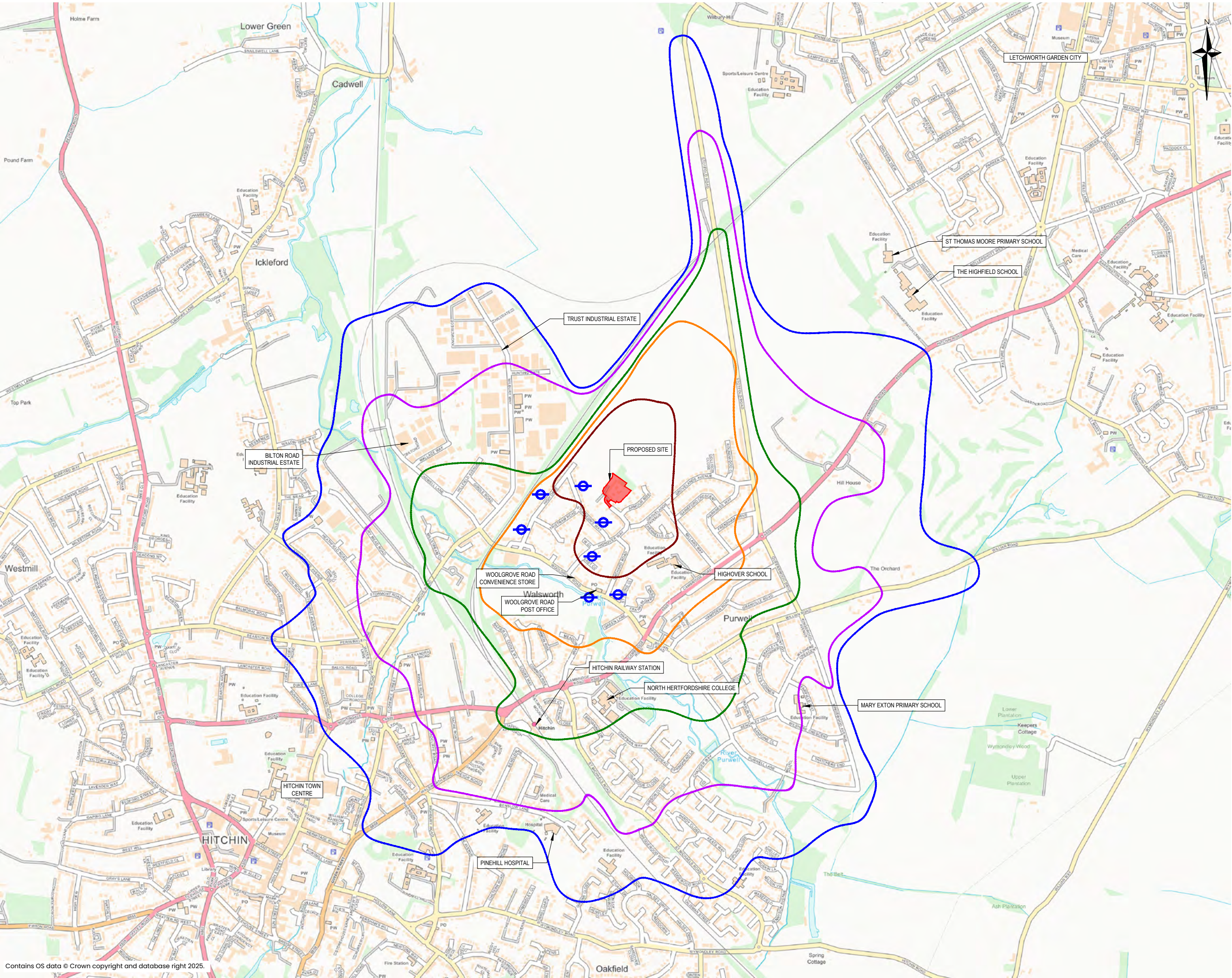
Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client :	GILL HUDSON HOMES		
Project :	HIGHOVER FARM HITCHIN, SG4 0RQ		
Title :	SITE LOCATION PLAN		
Engineer : DK	Date : JANUARY 2025		
Director : HG	Scale : 1:10,000 @ A3		
Status :	INFORMATION		
Drawing No.	4250115-SK001		Rev 11



Contains OS data © Crown copyright and database right 2025.

- NOTES
1. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
- KEY
- PROPOSED SITE
 - 400m (5 MINUTES) WALKING CATCHMENT
 - 800m (10 MINUTES) WALKING CATCHMENT
 - 1.2km (15 MINUTES) WALKING CATCHMENT
 - 1.6km (20 MINUTES) WALKING CATCHMENT
 - 2km (25 MINUTES) WALKING CATCHMENT
 - BUS STOP

FOR INFORMATION
ONLY

FIGURE 2

11	FIRST ISSUE	30/01/2025	DNK	HG
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

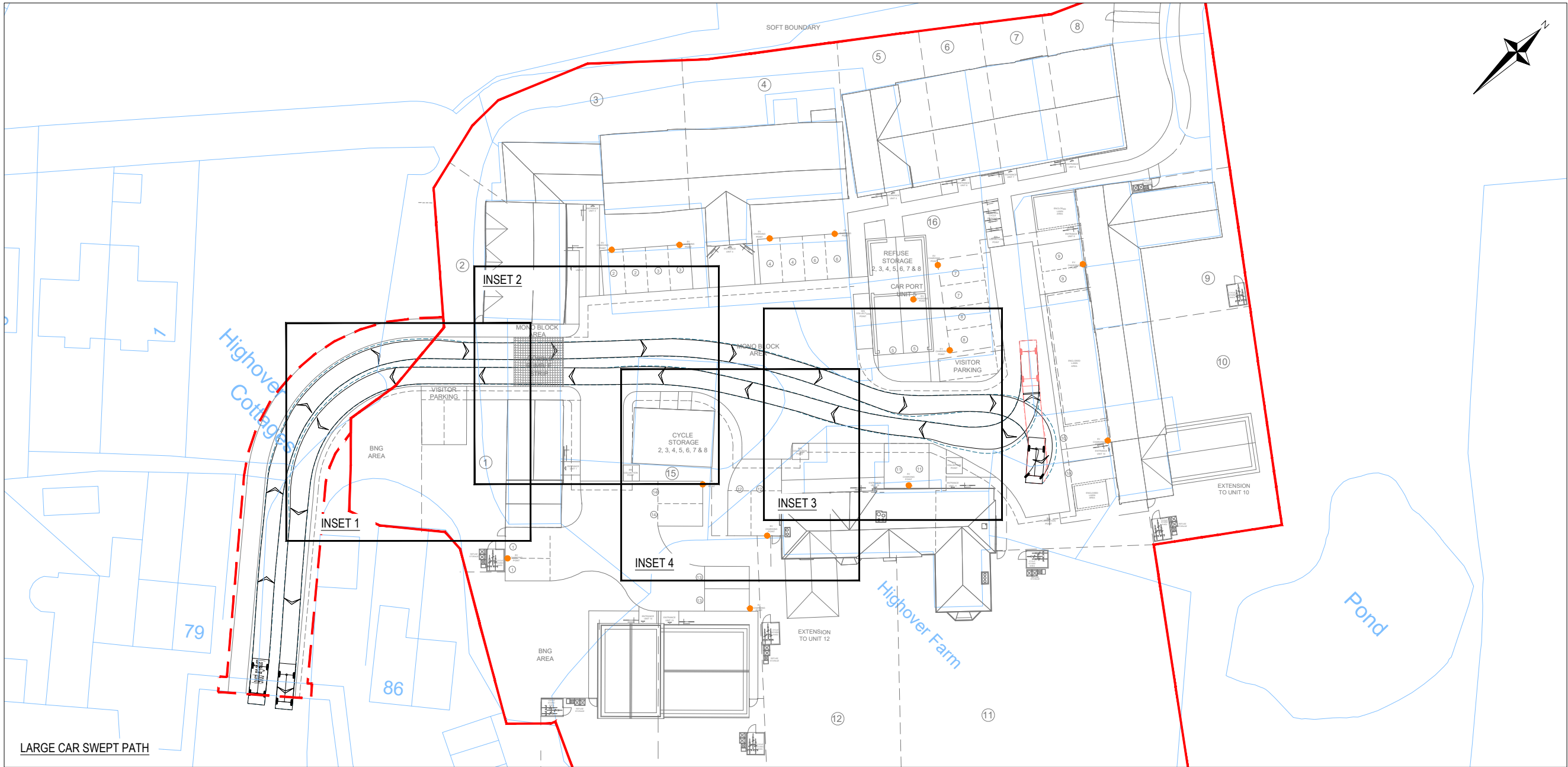
Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client :	GILL HUDSON HOMES
Project :	HIGHOVER FARM HITCHIN, SG4 0RQ
Title :	2km WALKING CATCHMENT
Engineer : DK	Date : JANUARY 2025
Director : HG	Scale : 1:14,000 @ A3
Status :	INFORMATION
Drawing No.	4250115-SK002
Rev	11



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.

KEY

- SITE BOUNDARY
- SITE LAYOUT
- TOPOGRAPHICAL SURVEY
- ELECTRIC VEHICLE CHARGING POINT

DIRECTION OF TRAVEL (FORWARDS)

VEHICLE OUTLINE

BODY OVERHANG

WHEEL EXTENTS

DIRECTION OF TRAVEL (REVERSE)

VEHICLE OUTLINE

BODY OVERHANG

WHEEL EXTENTS

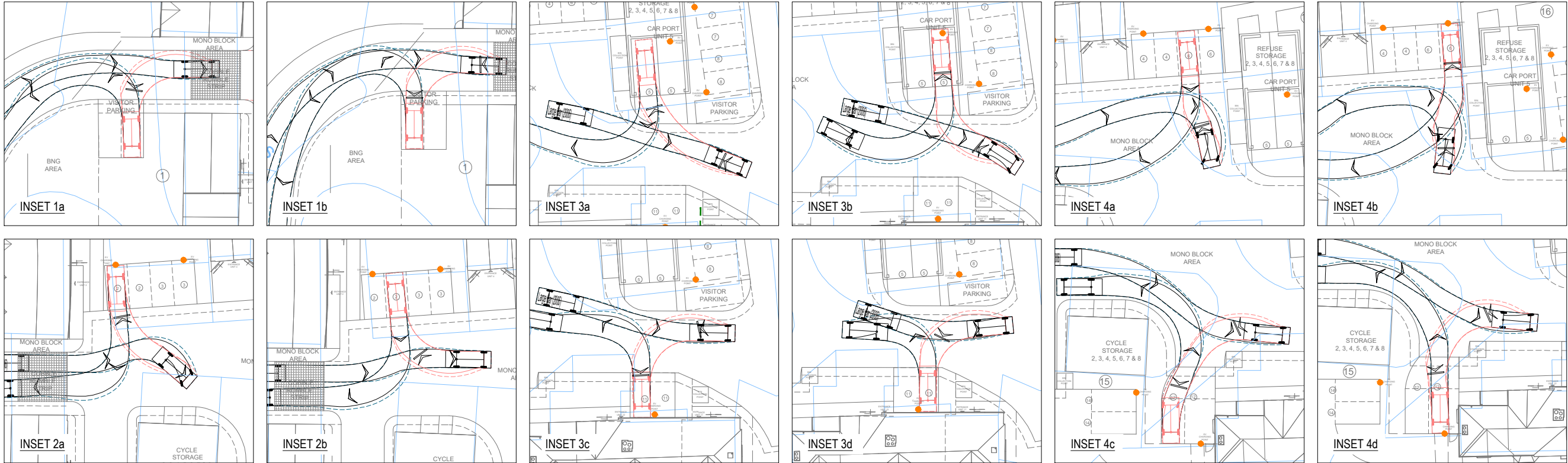
TECHNICAL DATA OF VEHICLES USED

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FIGURE 4a

FOR INFORMATION ONLY



13	SITE LAYOUT AND SWEEP PATHS UPDATED	06/05/2025	DK	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	09/04/2025	DK	DK
11	FIRST ISSUE	26/01/2025	DK	DK

Rev. Description Date By Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	GILL HUDSON HOMES		
Project :	HIGHOVER FARM, HITCHIN, SG4 ORQ		
Title :	SWEPT PATH ASSESSMENT - LARGE CAR (SHEET 1 OF 2)		
Engineer : DK	Date :	JANUARY 2025	
Director : HG	Scale :	1:500 @ A3	
Status :	INFORMATION		
Drawing No.	4250115-SK004		Rev 13



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.

KEY

- SITE BOUNDARY
- SITE LAYOUT
- TOPOGRAPHICAL SURVEY
- ELECTRIC VEHICLE CHARGING POINT

DIRECTION OF TRAVEL (FORWARDS)

VEHICLE OUTLINE

BODY OVERHANG

WHEEL EXTENTS

DIRECTION OF TRAVEL (REVERSE)

VEHICLE OUTLINE

BODY OVERHANG

WHEEL EXTENTS

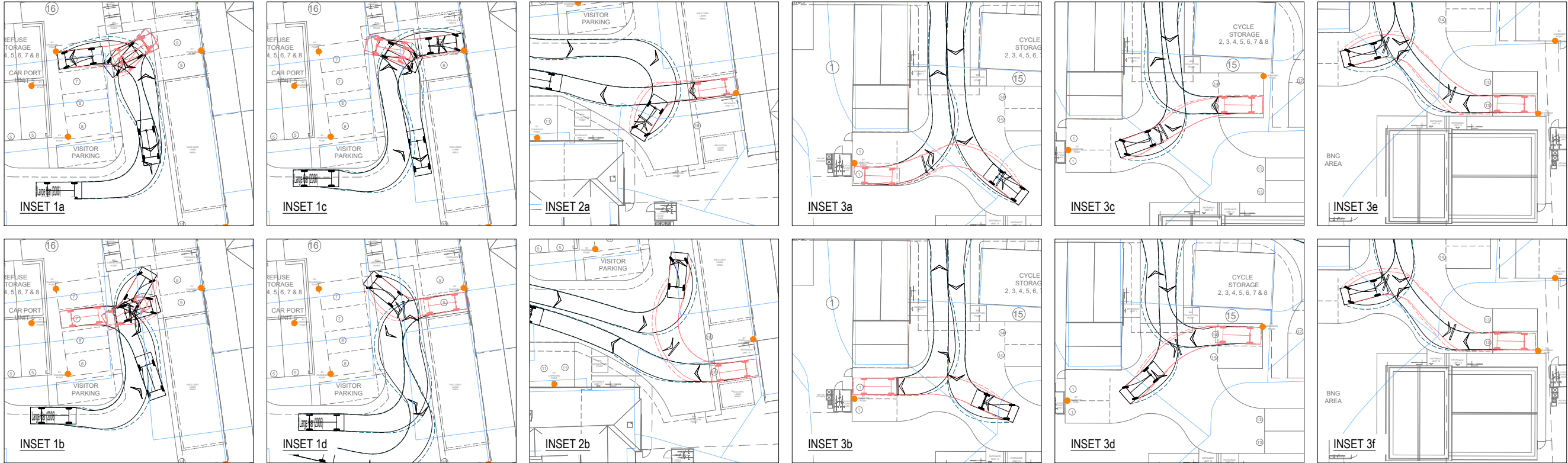
TECHNICAL DATA OF VEHICLES USED

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FIGURE 4b

FOR INFORMATION ONLY



13	SITE LAYOUT AND SWEEP PATHS UPDATED	06/05/2025	DK	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	09/04/2025	DK	DK
11	FIRST ISSUE	26/01/2025	DK	DK

Rev. Description Date By Chkd

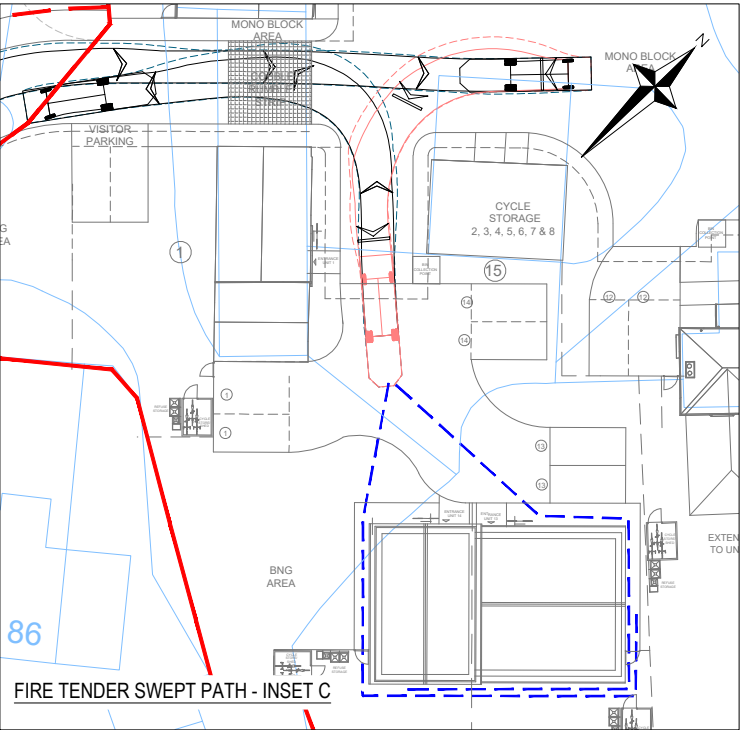
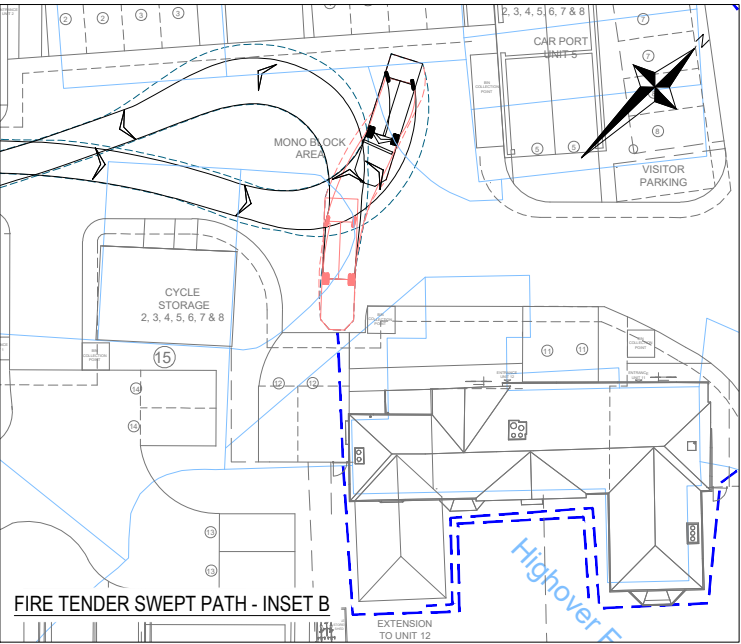
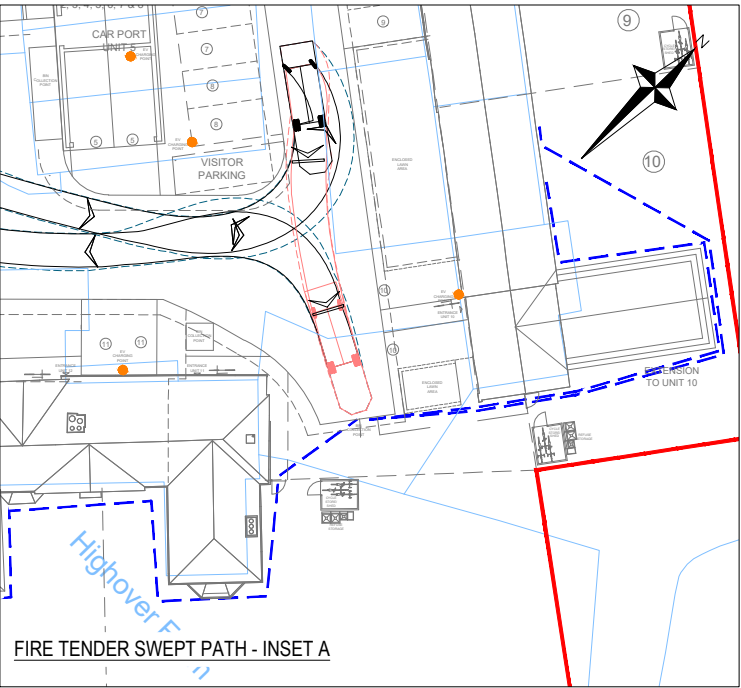
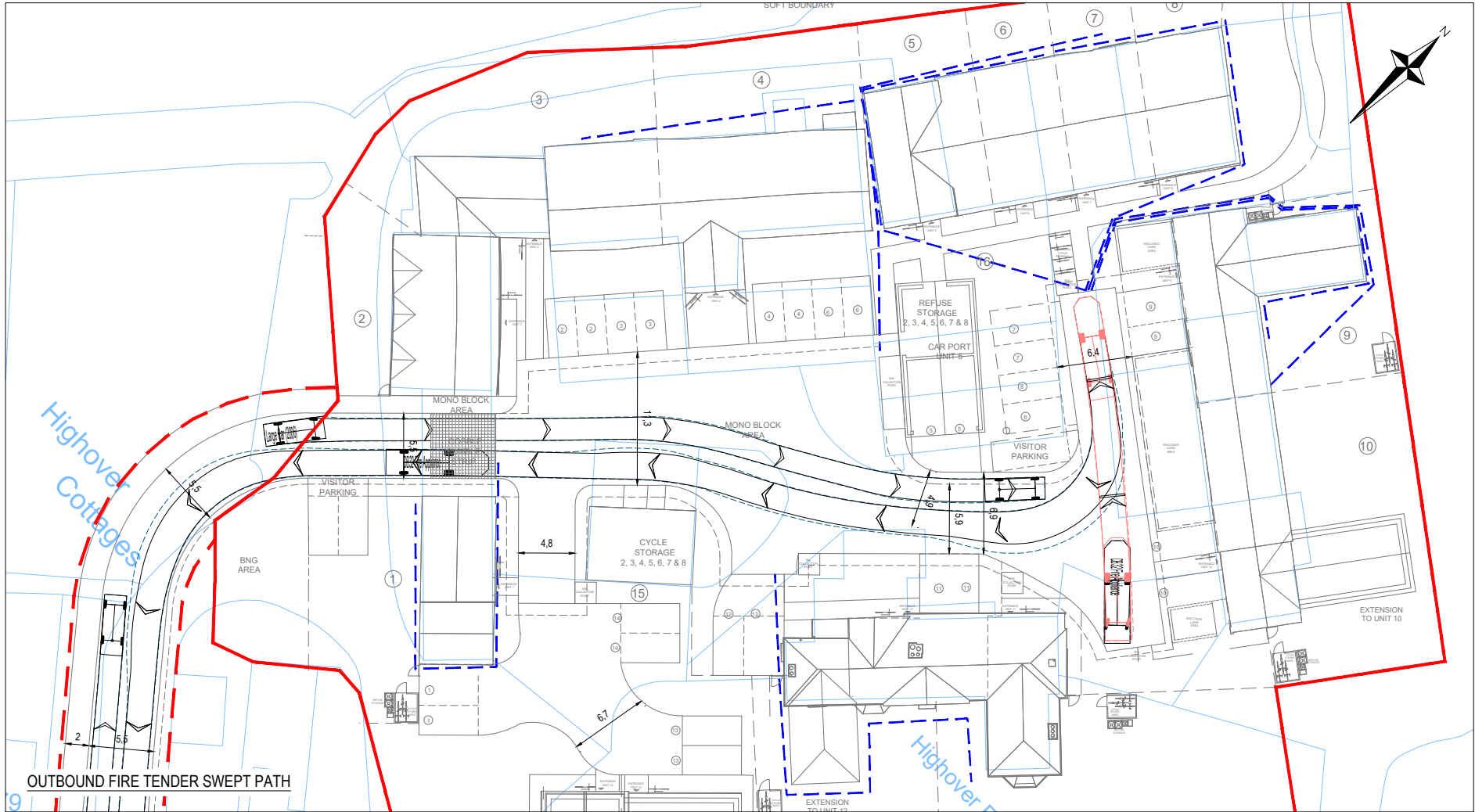
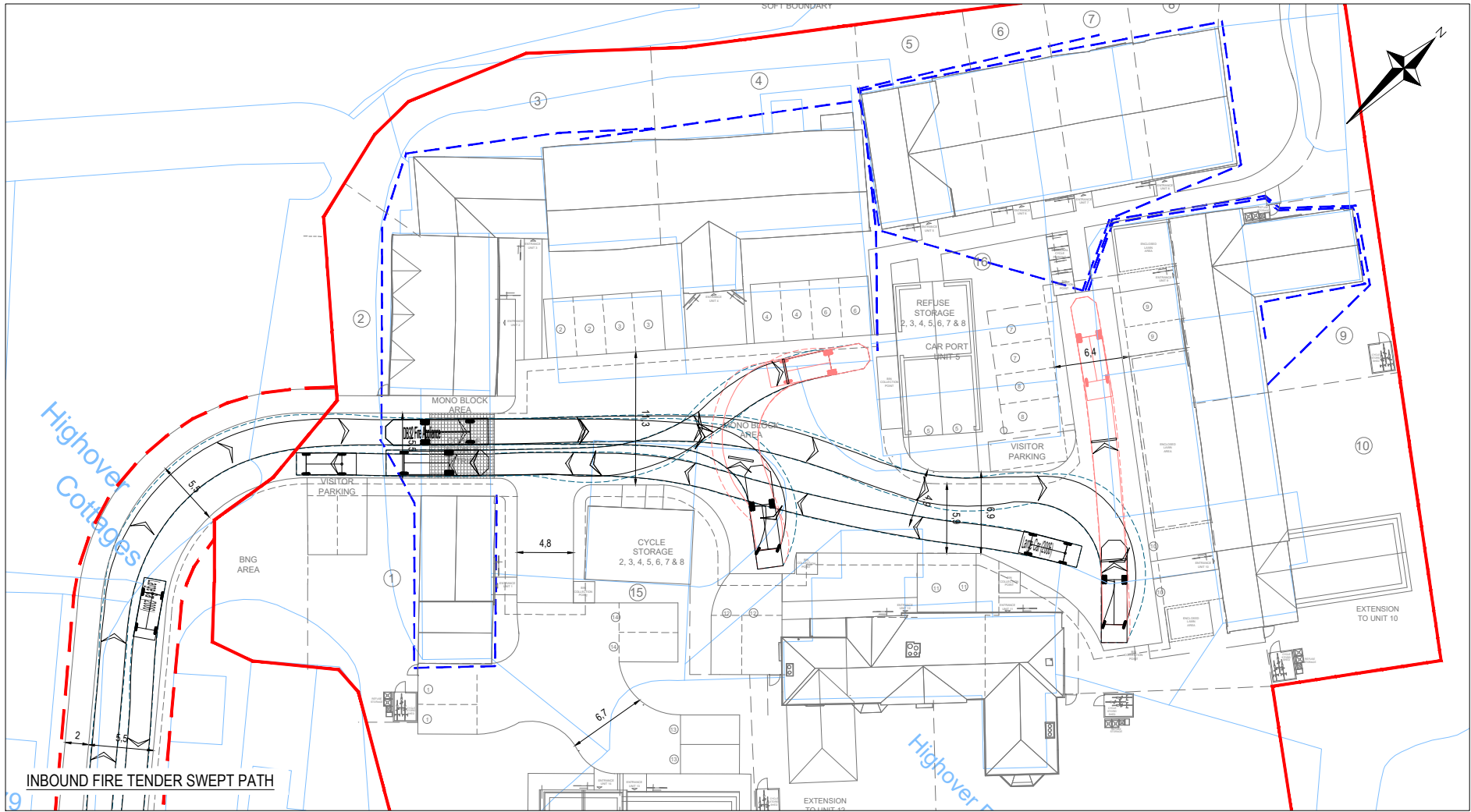
Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning

Highways Engineering
Building Surveying
Geomatics

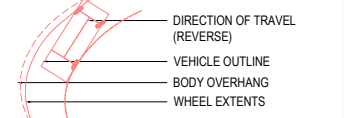
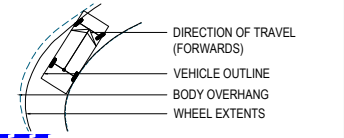
Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	GILL HUDSON HOMES
Project :	HIGHOVER FARM, HITCHIN, SG4 ORQ
Title :	SWEEP PATH ASSESSMENT - LARGE CAR (SHEET 2 OF 2)
Engineer : DK	Date : JANUARY 2025
Director : HG	Scale : 1:500 @ A3
Status :	INFORMATION
Drawing No.	4250115-SK005
Rev	13



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.

- KEY
- SITE BOUNDARY
 - SITE LAYOUT
 - OS BASE MAPPING
 - 45m HOSE DISTANCE



TECHNICAL DATA OF VEHICLES USED

Large Car (2006)	Overall Length	5.079m
	Overall Width	1.872m
	Overall Body Height	1.525m
	Min Body Ground Clearance	0.310m
	Max Track Width	1.831m
	Lock to Lock Time	4.00s
	Kerb to Kerb Turning Radius	5.900m

DB32 Fire Appliance

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

FIGURE 4c

FOR INFORMATION ONLY

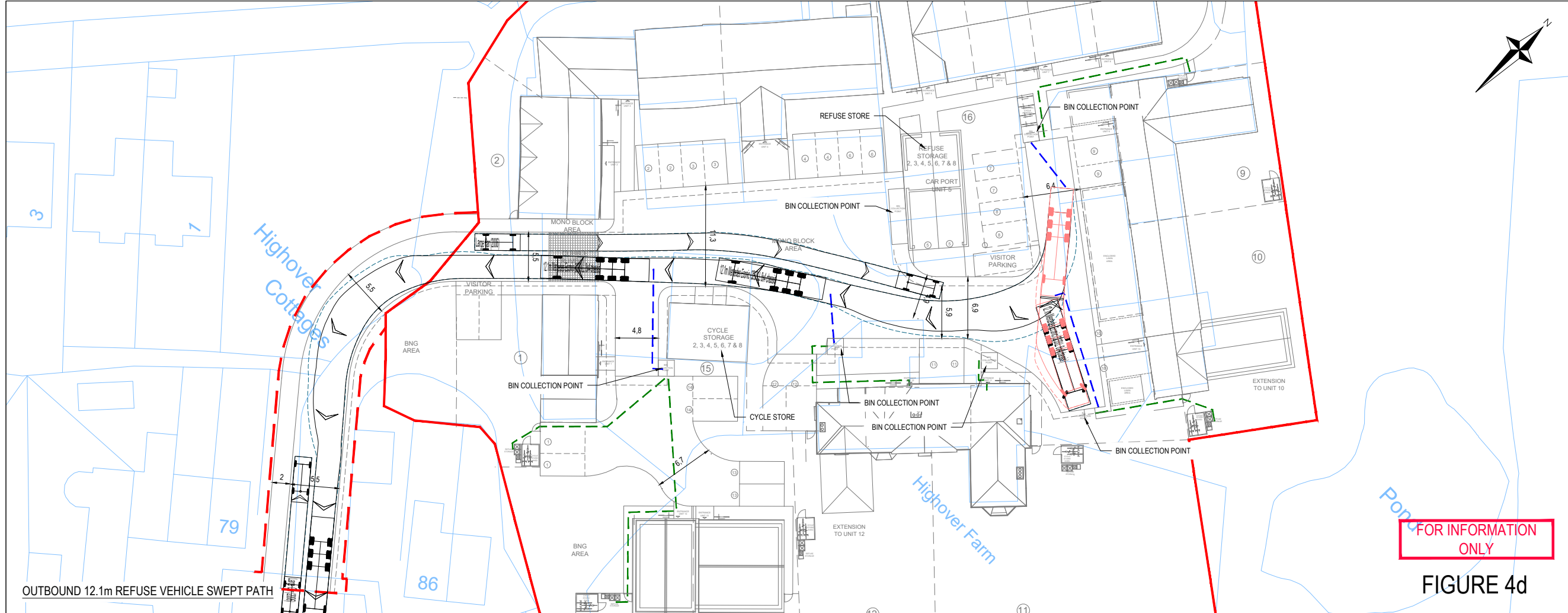
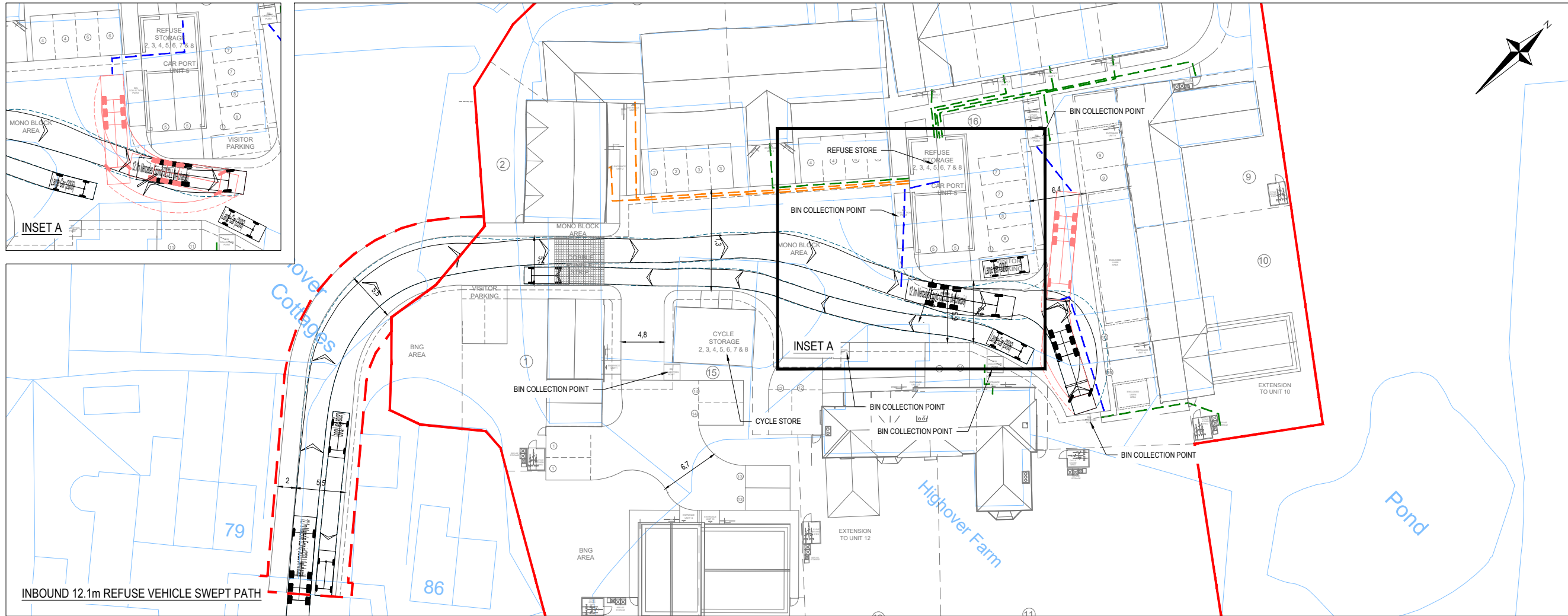
13	SITE LAYOUT AND SWEEP PATHS UPDATED	06/05/2025	DK	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	09/04/2025	DK	DK
11	FIRST ISSUE	26/01/2025	DK	DK
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	GILL HUDSON HOMES		
Project :	HIGHOVER FARM, HITCHIN, SG4 ORQ		
Title :	SWEPT PATH ASSESSMENT - FIRE TENDER		
Engineer : DK	Date :	JANUARY 2025	
Director : HG	Scale :	1:500 @ A3	
Status :	INFORMATION		
Drawing No.	4250115-SK004		Rev 13



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.
 5. THE DIMENSIONS FOR THE REFUSE VEHICLE HAS BEEN TAKEN FROM NORTH HERTS COUNCIL'S WEBSITE 'WASTE AND RECYCLING PROVISION'. THIS STATES THAT THE REFUSE VEHICLES USED BY THE COUNCIL ARE AS FOLLOWS:
 - LENGTH: 12.1m
 - WIDTH: 2.5m
 - HEIGHT: 3.4m
 - TURNING CIRCLE: 22.8m

KEY

- SITE BOUNDARY
- SITE LAYOUT
- OS BASE MAPPING
- 15m WHEEL DISTANCE
- 30m CARRY DISTANCE
- 37m TO 40m CARRY DISTANCE

DIRECTION OF TRAVEL (FORWARDS)

VEHICLE OUTLINE

BODY OVERHANG

WHEEL EXTENTS

DIRECTION OF TRAVEL (REVERSE)

VEHICLE OUTLINE

BODY OVERHANG

WHEEL EXTENTS

TECHNICAL DATA OF VEHICLES USED

12.1m Mercedes Econic (3233LL 8x4 chassis)		
Overall Length	12.100m	
Overall Width	2.530m	
Overall Body Height	3.756m	
Min Body Ground Clearance	0.309m	
Track Width	2.530m	
Lock to Lock Time	4.00s	
Kerb to Kerb Turning Radius	11.250m	

Large Car (2006)		
Overall Length	5.079m	
Overall Width	1.872m	
Overall Body Height	1.525m	
Min Body Ground Clearance	0.310m	
Max Track Width	1.831m	
Lock to Lock Time	4.00s	
Kerb to Kerb Turning Radius	5.900m	

13	SITE LAYOUT AND SWEEP PATHS UPDATED	06/05/2025	DK	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	09/04/2025	DK	DK
11	FIRST ISSUE	26/01/2025	DK	DK
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

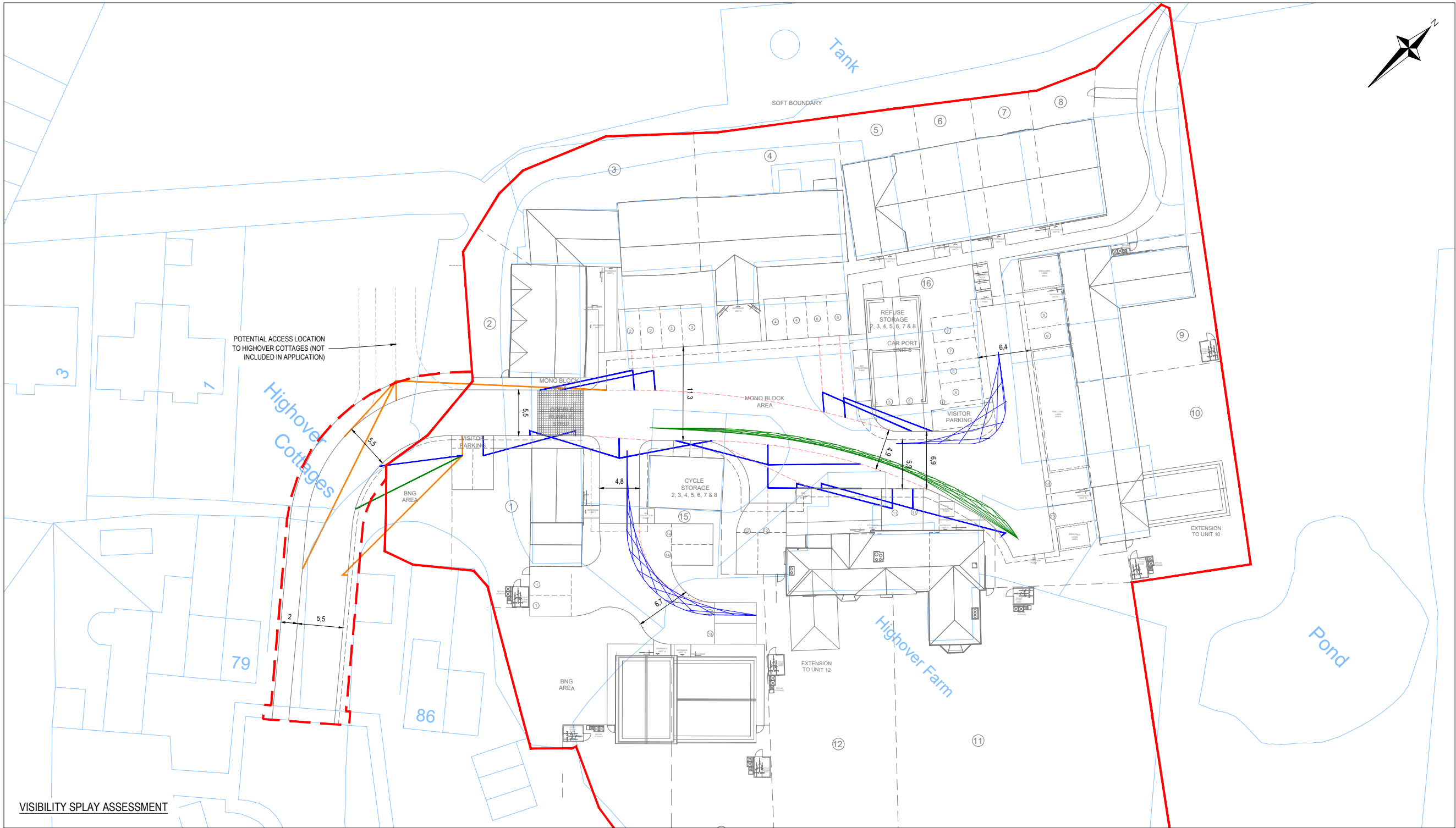
- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	GILL HUDSON HOMES
Project :	HIGHOVER FARM, HITCHIN, SG4 ORQ
Title :	SWEEP PATH ASSESSMENT - 12.1m REFUSE VEHICLE
Engineer : DK	Date : JANUARY 2025
Director : HG	Scale : 1:500 @ A3
Status :	INFORMATION
Drawing No.	4250115-SK004
Rev	13

FOR INFORMATION ONLY

FIGURE 4d



VISIBILITY SPLAY ASSESSMENT

- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.

- KEY
- SITE BOUNDARY
 - SITE LAYOUT
 - OS BASE MAPPING
 - 20mph (25m) FORWARD VISIBILITY
 - 15mph (17m) FORWARD VISIBILITY
 - 10mph (11m) FORWARD VISIBILITY
 - 2.4m x 25m (20mph) JUNCTION VISIBILITY
 - 2.4m x 17m (15mph) JUNCTION VISIBILITY
 - 2.4m x 11m (10mph) JUNCTION VISIBILITY

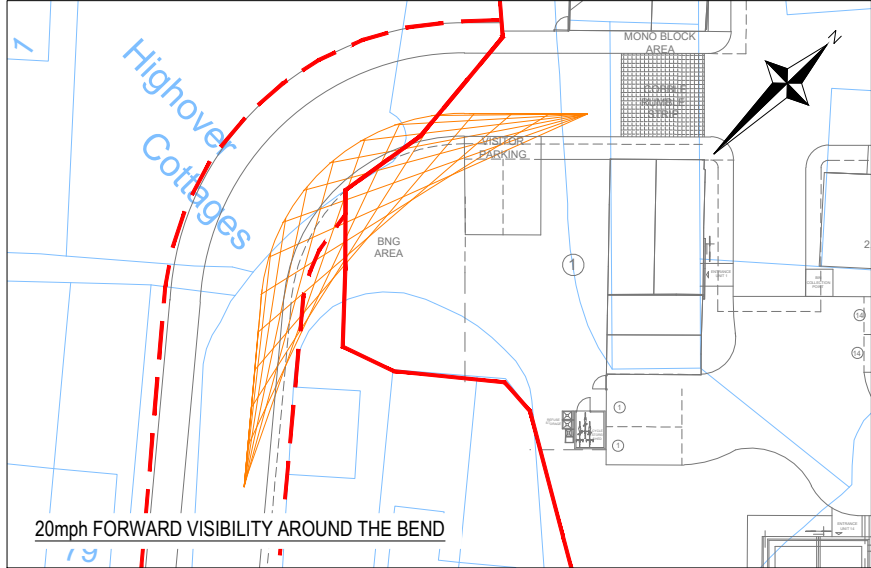
FIGURE 5

FOR INFORMATION ONLY

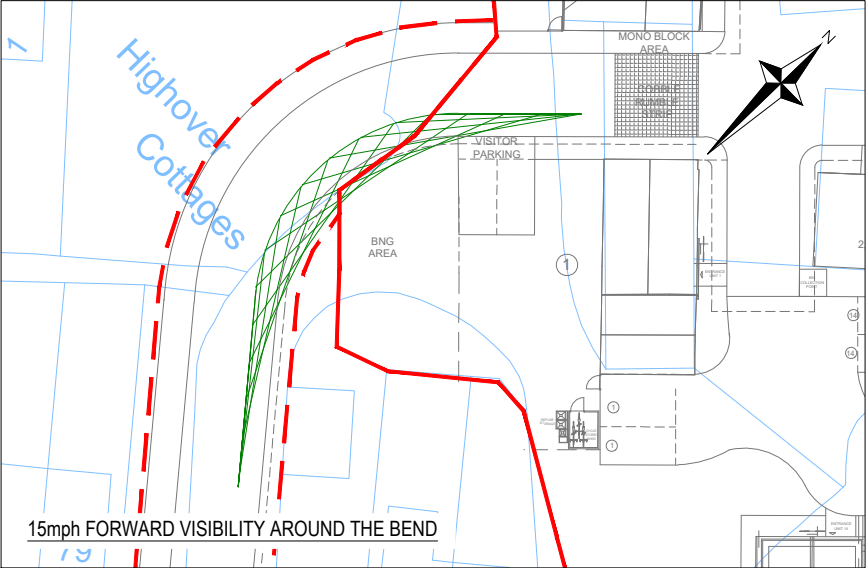
13	SITE LAYOUT AND SWEEPED PATHS UPDATED	06/05/2025	DK	DK
12	SITE LAYOUT AND VISIBILITY SPLAYS UPDATED	09/04/2025	DK	DK
11	FIRST ISSUE	26/01/2025	DK	DK
Rev.	Description	Date	By	Chkd



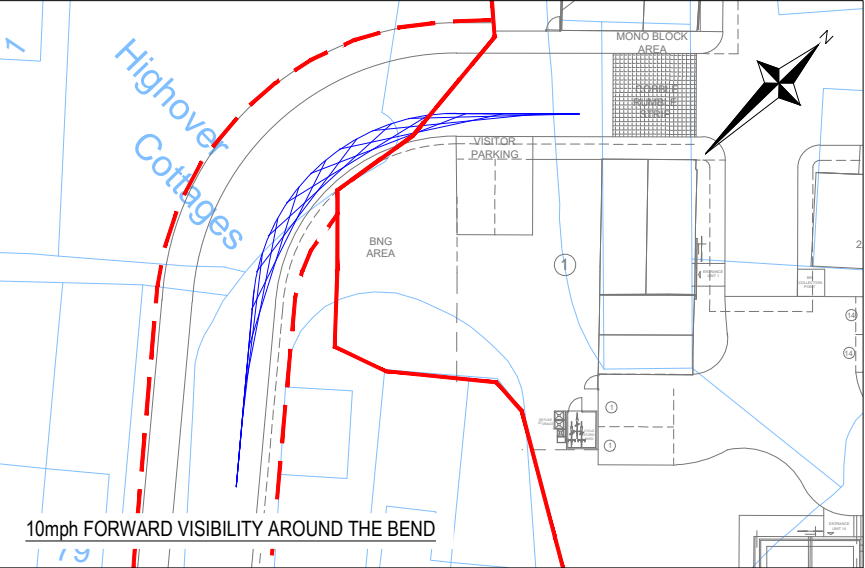
Client :	GILL HUDSON HOMES
Project :	HIGHOVER FARM, HITCHIN, SG4 ORQ
Title :	VISIBILITY SPLAY ASSESSMENT
Engineer : DK	Date : JANUARY 2025
Director : HG	Scale : 1:500 @ A3
Status :	INFORMATION
Drawing No.	4250115-SK008
Rev	13



20mph FORWARD VISIBILITY AROUND THE BEND



15mph FORWARD VISIBILITY AROUND THE BEND



10mph FORWARD VISIBILITY AROUND THE BEND

Appendices

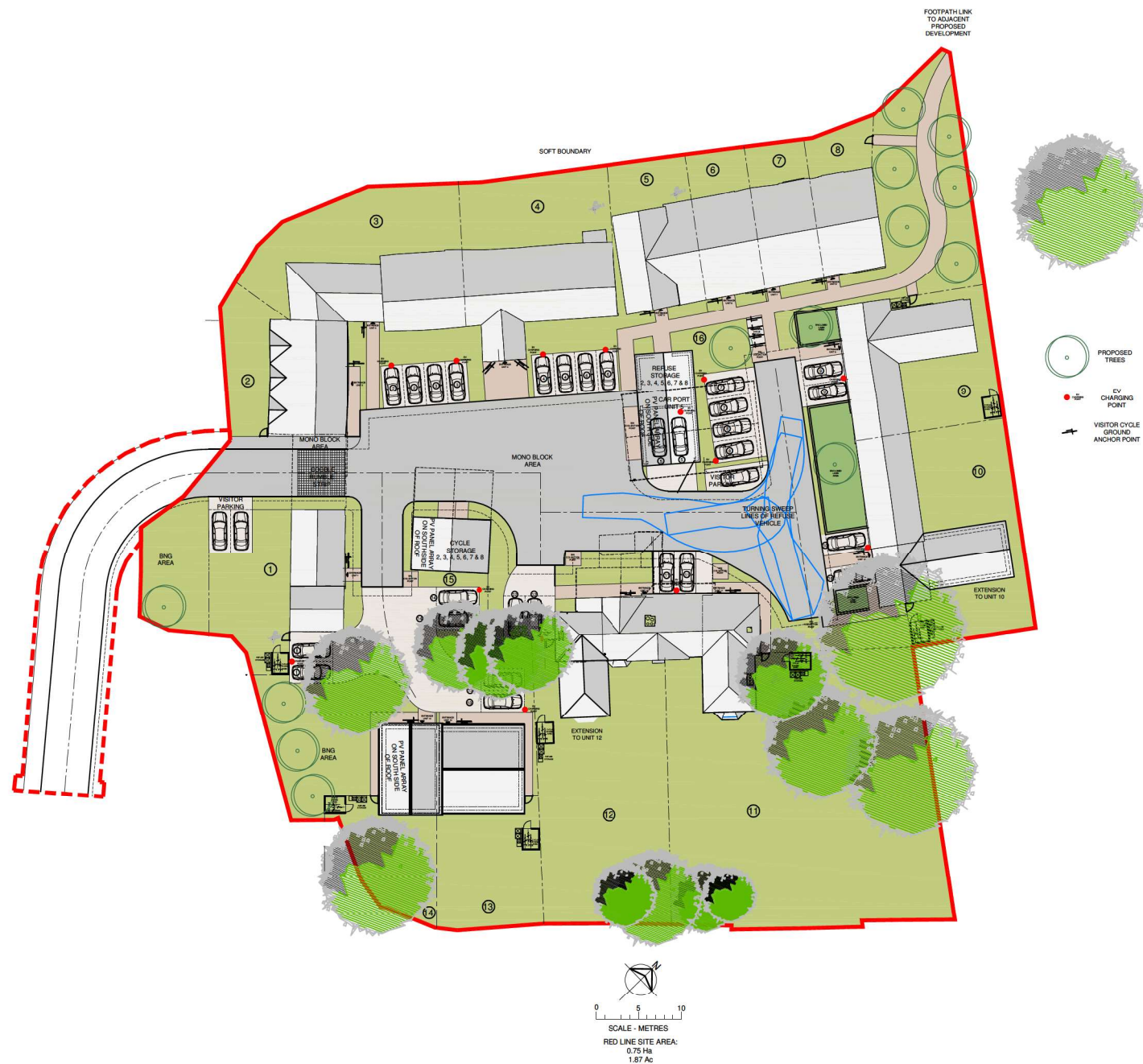


Appendix A

Proposed Site Layout



COPYRIGHT AND OWNERSHIP OF THIS DRAWING IS VESTED IN JAMES A. KEANEY ASSOCIATES WHOSE PRIOR WRITTEN CONSENT IS REQUIRED FOR ITS REPRODUCTION/PUBLICATION IN ANY FORM. ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES NOTIFIED TO JAMES A. KEANEY ASSOCIATES. DO NOT SCALE EXCEPT FOR THE PURPOSES OF PLANNING.



SCHEDULE OF UNITS

UNIT NUMBER	NUMBER OF FLOORS & BEDROOMS	SQUARE METERS APPROX	SQUARE FEET APPROX
UNIT 1	1.5 / 2 BED	86.24	928.00
UNIT 2	1.5 / 3 BED	181.57	1954.00
UNIT 3	1.5 / 4 BED	230.97	2486.00
UNIT 4	1.5 / 4 BED	222.54	2395.00
UNIT 5	1.5 / 3 BED	140.36	1510.00
UNIT 6	1.5 / 2 BED	95.84	1031.00
UNIT 7	1.5 / 2 BED	94.78	1020.00
UNIT 8	1.5 / 2 BED	93.40	1005.00
UNIT 9	1 / 3 BED	123.43	1328.00
UNIT 10	1 / 3 BED	144.84	1559.00
UNIT 11	2 / 4 BED	188.53	2029.00
UNIT 12	2 / 4 BED	190.64	2052.00
UNIT 13	1 / 2 BED	80.83	870.00
UNIT 14	2 / 3 BED	108.93	1172.00
15 CYCLE	1	43.86	472.00
16 REFUSE/CAR PORT	1	68.56	737.00
TOTAL		2095.32	22548.00

DRAWING **NOT** INDICATING EXISTING MEASURED SURVEY PLAN INFORMATION

PLANNING APPLICATION



PROJECT PROPOSED DEVELOPMENT.	SCALE 1:500@A2.	James A. Keaney Associates Architecture • Architectural Technology • Project Management 49, Upper Mount Street, Dublin 2, Ireland, D02 FR83. 307, Sharpenhoe Road, Streatley, Bedfordshire, England, LU3 3PP. • Telephone: + 353 (0) 1 661 6537 • Int Mobile: + 353 (0) 86 824 0952 • UK Mobile: + 44 (0) 7902 068429 • Email: james@jaka-architecture.com • Web: www.jaka-architecture.com
LOCATION HIGHOVER FARM, HIGHOVER WAY, HITCHIN, HERTS, SG4 0RQ.	DRAWN J.A.KEANEY.	
CLIENT GILL HUDSON HOMES LTD.	DATE APRIL 2025.	
TITLE BLOCK - MASTER PLAN.	PURPOSE PLANNING.	
		DRAWING NUMBER 2208.PL.05

Appendix B

Land North of Highover Farm (18/01154/OP) Planning Documents

KEY

- 1. Threshing Barn Green
- 2. Highover Park
- 3. Allotments
- 4. Pocket Park
- 5. Dane Walk
- 6. Stotfold Gateway
- 7. Stotfold Linear Greenway
- 8. School Pitches
- 9. Icknield linear greenway
- 10. Hitchin meadows



04	17/01/23	LAYOUT UPDATE	GW	JW
03	01/12/21	UPDATE TO ROAD	GW	JW
02	01/12/21	UPDATE TO SQUARE	GW	JW
01	26/11/21	PLANNING - FIRST ISSUE	GW	JW
Issue	Date	Status	Drawn	Apprvd.

Client	Bellcross Homes		
Project	Highover Farm Hitchin		
Drg Title	Figure 4.7e Illustrative Masterplan		

Created on	Created by	Approved by
25.11.21	GW	JW
Scale	Size	Status
1:2000 @ A1	A1	PLANNING
Drg No.	PL1685-PLA-00-XX-DR-U-0014-S4-P04	

Plant i.E. Limited
E: info@plant-ie.com W: plant-ie.com

MANCHESTER
2 Back Grafton St., Altrincham, WA14 1DY
T: 0161 928 9281

LEEDS
No.1 Aire Street, Leeds Station, Leeds, LS1 4PR
T: 0113 824 6413

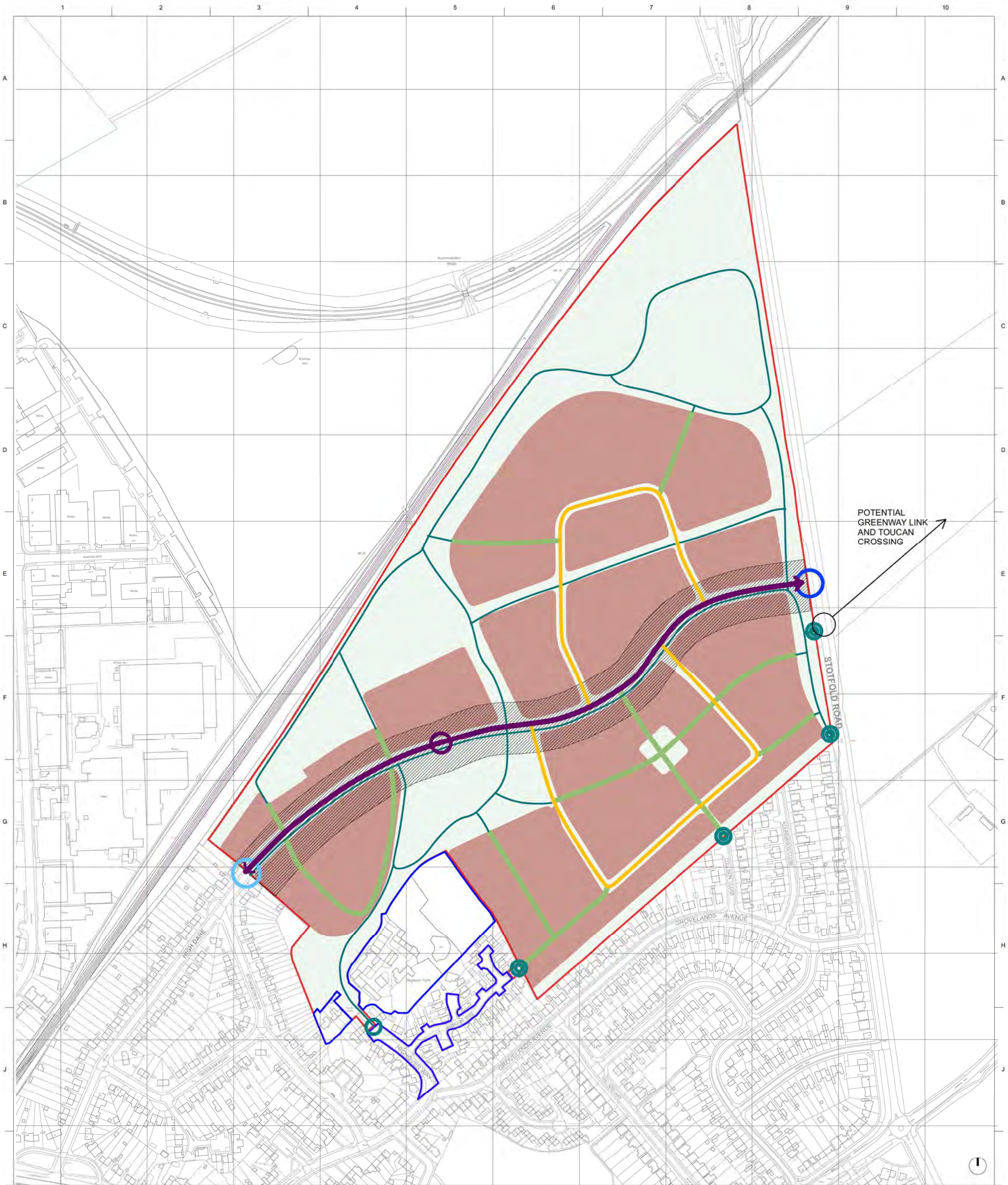
LIVERPOOL
Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
T: 0151 363 1230

LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678

STANDISH
Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ
T: 0145 360 7080

THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.



- KEY**
- Site boundary
 - Development blocks
 - Green space
 - Main vehicular access point
 - Limited vehicular access via High Dane to serve c.137 dwellings - fixed location
 - Proposed primary route 'The Avenue.'
 - Secondary streets.
 - Green streets
 - Proposed footways/cycleways
 - Indicative location of bus gate (restricted access)
 - Pedestrian/cycle access points
 - Highover Way combined pedestrian/cycle and vehicular access to existing Barn and residential properties. Emergency access.
 - Limit of Deviation

01	18/01/23	PLANNING - FIRST ISSUE	CJ	JW
Issue	Date	Status	Drawn	Apprvd.

Client	Bellcross Homes		
Project	Highover Farm Hitchin		
Drg Title	Movement/Access Framework Plan		
Created on	10.12.19	Created by	CJ
Approved by	JW	Scale	1:2000 @ A1
Status	PLANNING	Size	PLANNING
Drg No.	PL1685-PLA-00-XX-DR-U-002 S4 P01		

Planit i.e. Limited
E: info@planit-ie.com W: planit-ie.com

MANCHESTER
2 Back Grafton St., Altrincham, WA14 1DY
T: 0161 928 9281

LEEDS
No 1 Aire Street, Leeds Station, Leeds, LS1 4PR
T: 0113 824 6413

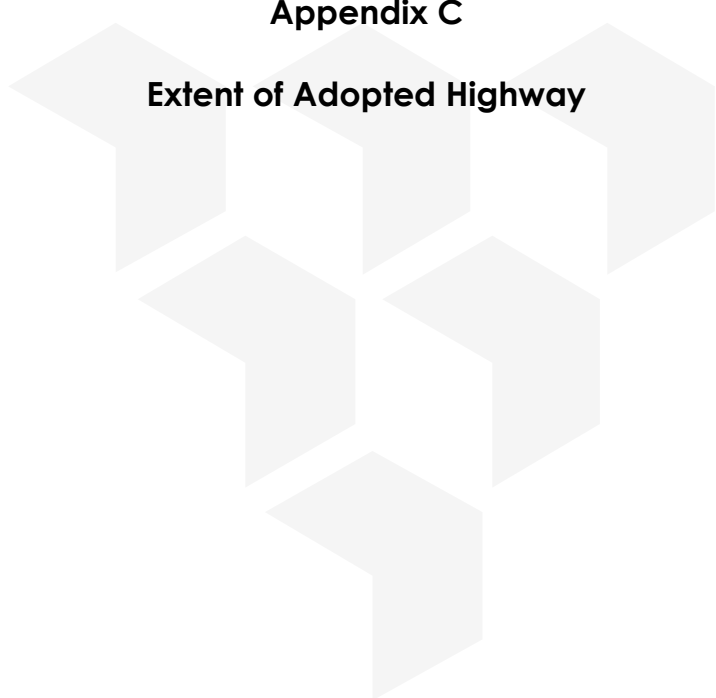
LIVERPOOL
Tempest 5.3, 12 Trefleham Street, Liverpool, L2 2DT
T: 0151 363 1230

LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678

STANDISH
Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ
T: 0145 360 7080

THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER

NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.



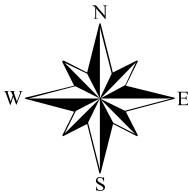
Appendix C

Extent of Adopted Highway

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council
Date: 17/01/2025



Highover Way
HITCHIN



Scale at A3
1:1,250

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

© Crown copyright and database rights 2025
OS EUL 100019606.
Use of this data is subject to [terms and conditions](#).
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form



Appendix D

Letchworth Greenway Map

Hertfordshire Cycling
www.hertscycling.com
 @hertscycling

Cycling Map for Recreation and Commuting (revised July 2017)

Hertfordshire Cycling
www.hertscycling.com
 @hertscycling

This map is designed to help you get more from your recreational cycling.

If you are just starting out then the **BLUE** routes are a great traffic-free choice. With the **GREEN** routes increasing your cycling and giving you the chance to explore the county with larger sections of cycle paths and more quiet roads.

As your fitness and confidence improves, the **ORANGE** routes and loops should provide even more picturesque and challenging rides and finally, once you are ready to really test yourself, the **YELLOW** routes of the Chiltern Cycle Way and the Great North Way draw together some of the county's best roads and cycle paths to make for a truly rewarding day out.

All of the routes can be found in greater detail at www.hertscycling.com which also has information on events and ways to get even more from your riding.

For all the latest news and updates regarding cycling in Hertfordshire just follow us on Twitter.

[@hertscycling](https://twitter.com/hertscycling)

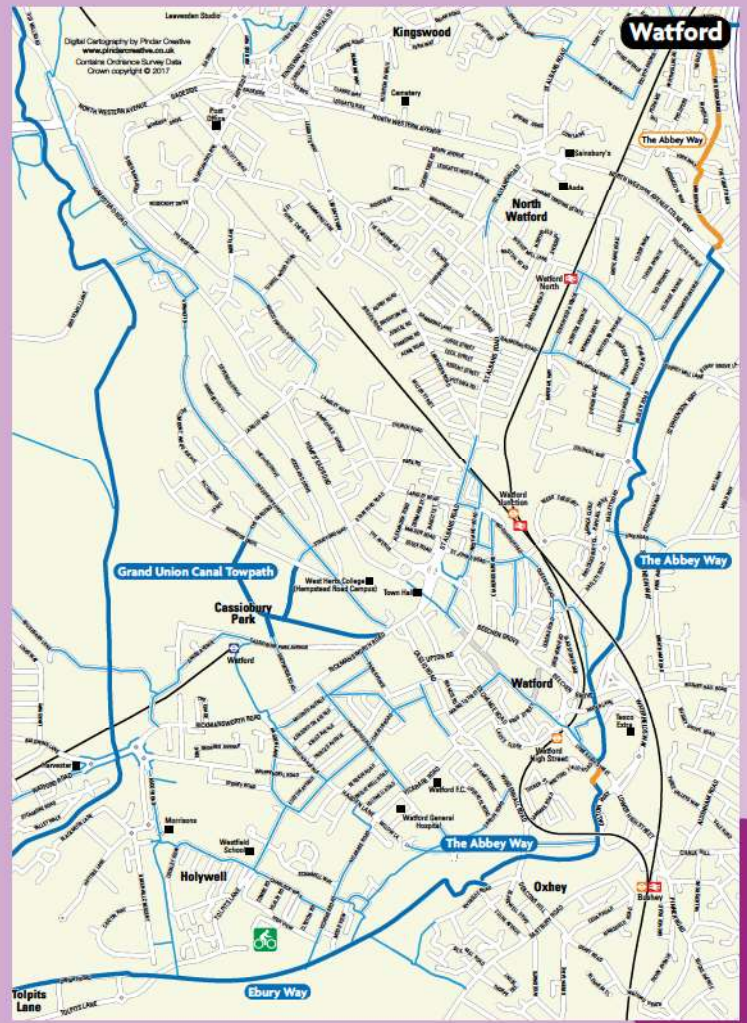
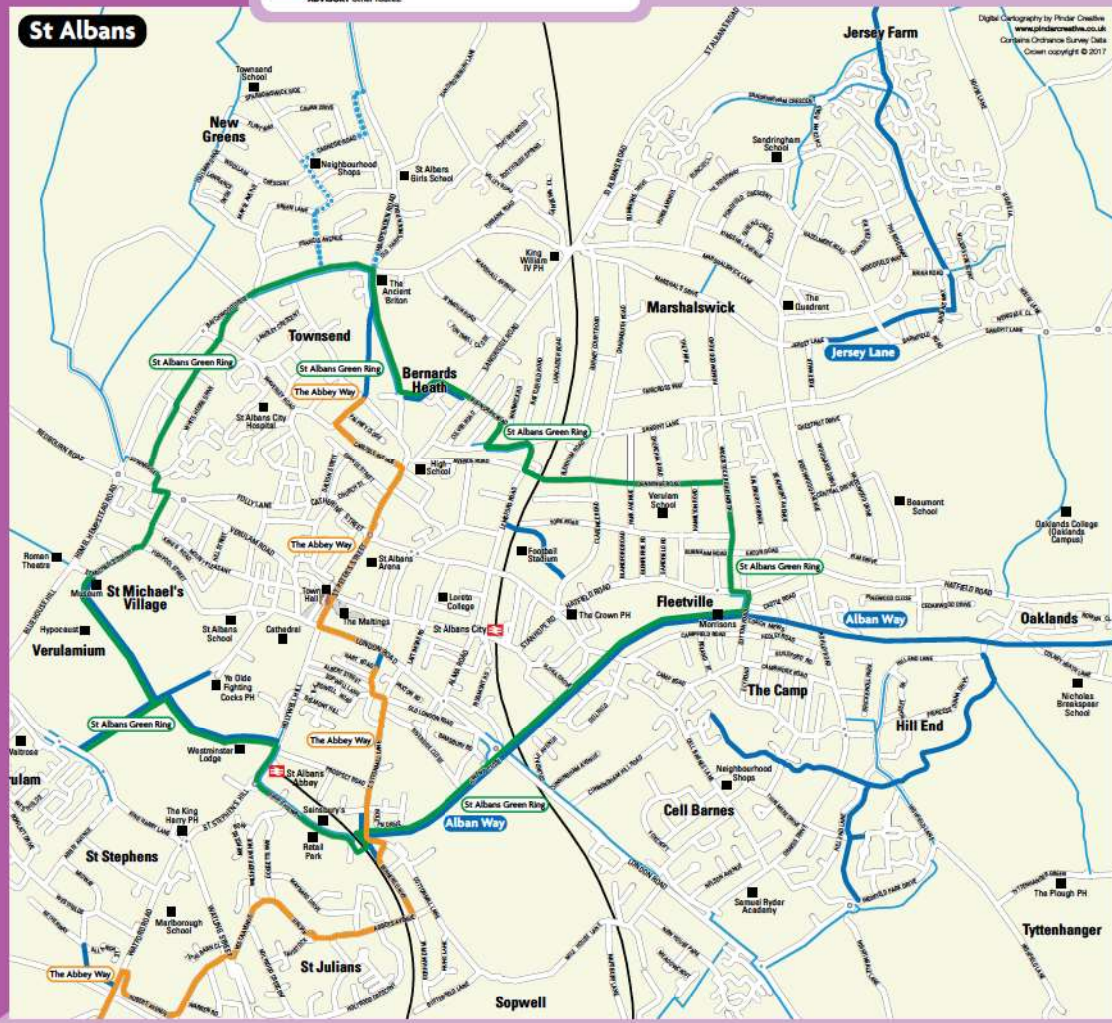
Design, cartography and print by Pinder Creative www.pindercreative.co.uk



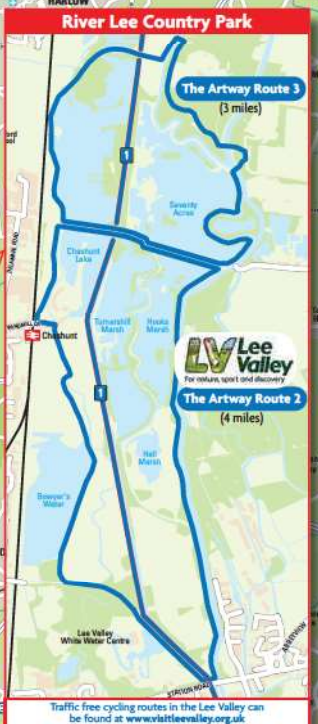
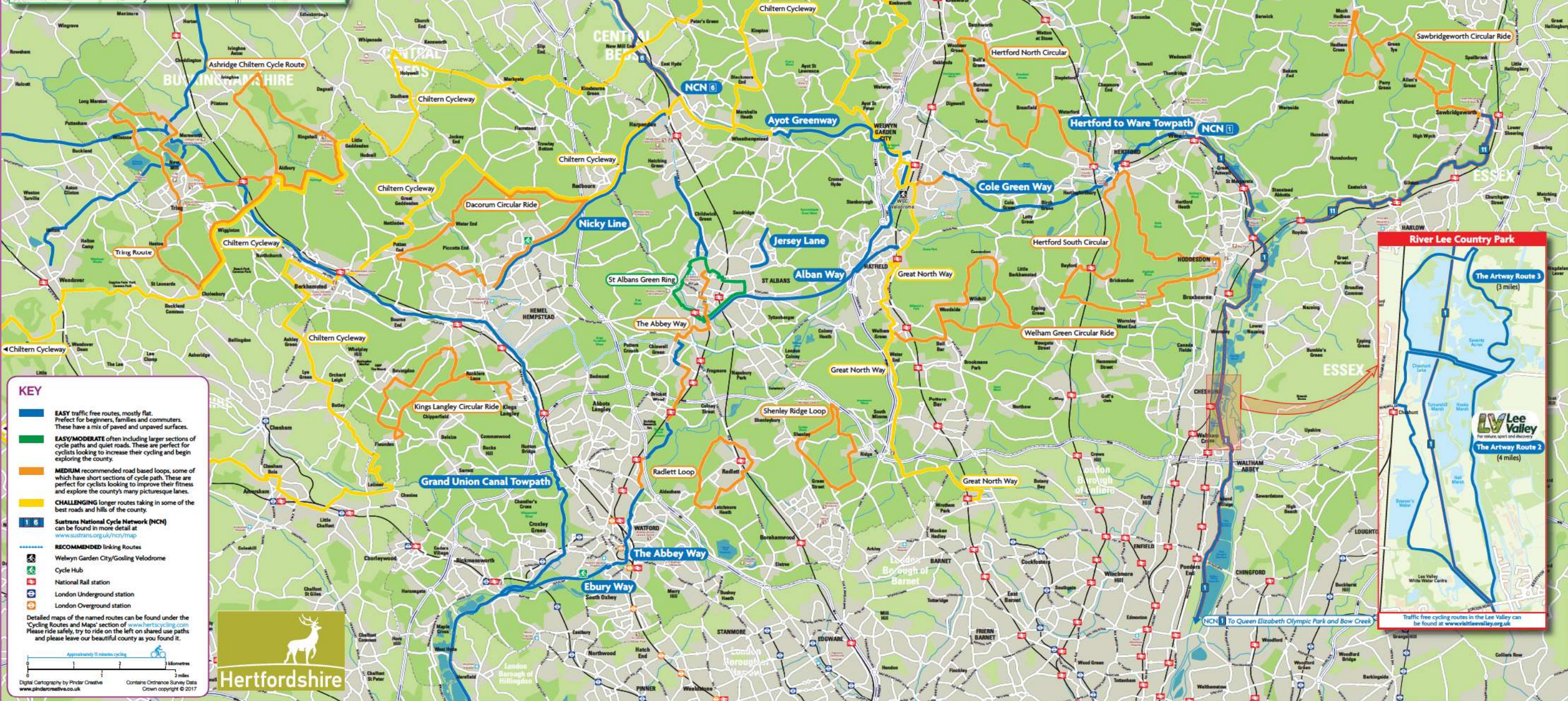
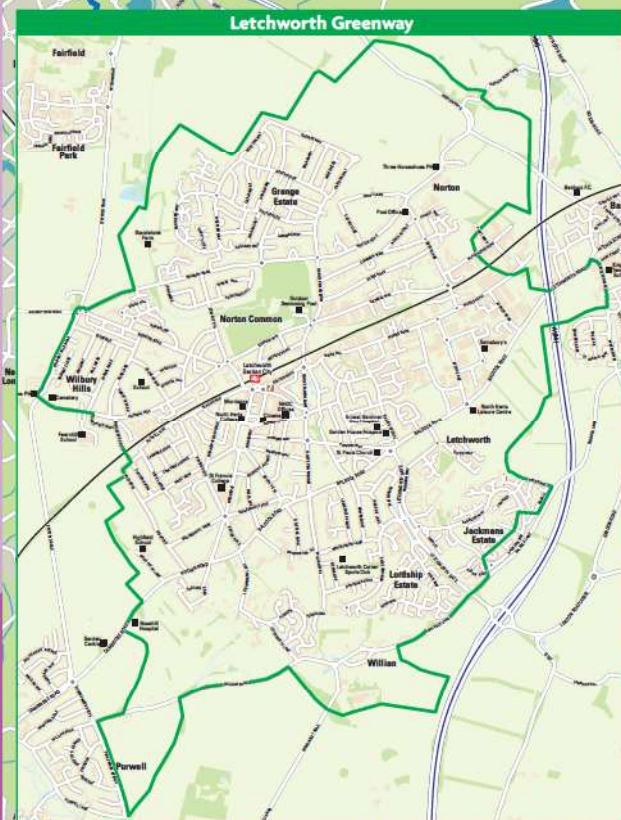
Turn over to see recommended recreational cycling routes across Hertfordshire.

KEY

- EASY** traffic free routes, mostly flat. Perfect for beginners, families and commuters. These have a mix of paved and unpaved surfaces.
- EASY/MODERATE** often including larger sections of cycle paths and quiet roads. These are perfect for cyclists looking to increase their cycling and begin exploring the county.
- MEDIUM** recommended road based loops, some of which have short sections of cycle paths. These are perfect for cyclists looking to improve their fitness and explore the county's many picturesque lanes.
- CHALLENGING** longer routes taking in some of the best roads and hills of the county.
- RECOMMENDED** linking routes.
- ADVISORY** other routes.



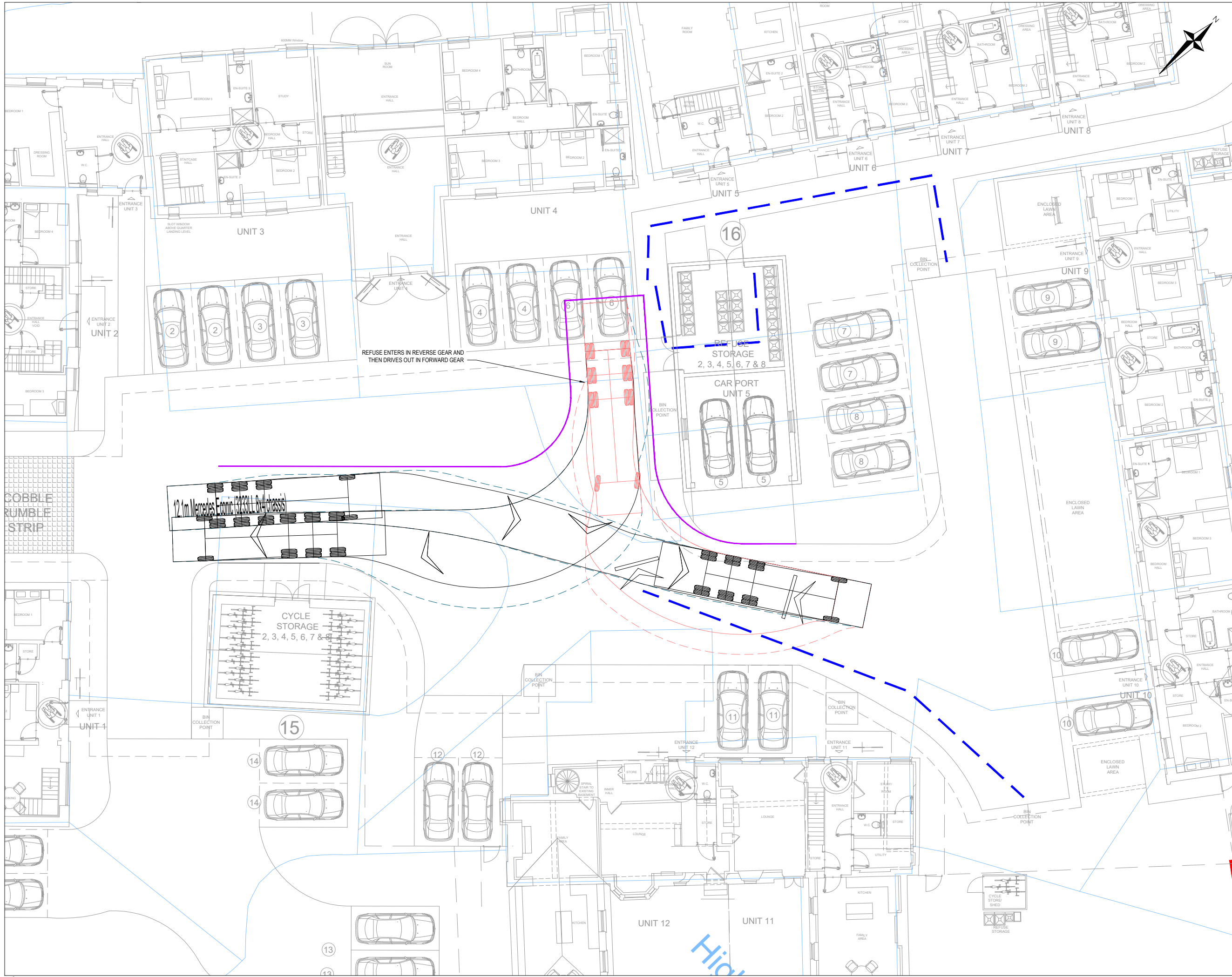
Hertfordshire Cycling Map for Recreation and Commuting



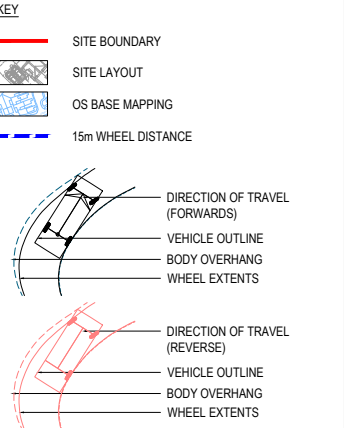
Appendix E

Refuse Turning Head Review





- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.
 5. THE DIMENSIONS FOR THE REFUSE VEHICLE HAS BEEN TAKEN FROM NORTH HERTS COUNCIL'S WEBPAGE 'WASTE AND RECYCLING PROVISION'. THIS STATES THAT THE REFUSE VEHICLES USED BY THE COUNCIL ARE AS FOLLOWS:
 - LENGTH: 12.1m
 - WIDTH: 2.5m
 - HEIGHT: 3.4m
 - TURNING CIRCLE: 22.8m



TECHNICAL DATA OF VEHICLES USED

12.1m Mercedes Eonic (3233LL 8x4 chassis)

Overall Length	12.100m
Overall Width	2.530m
Overall Body Height	3.750m
Min Body Ground Clearance	0.300m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.250m

FOR INFORMATION ONLY

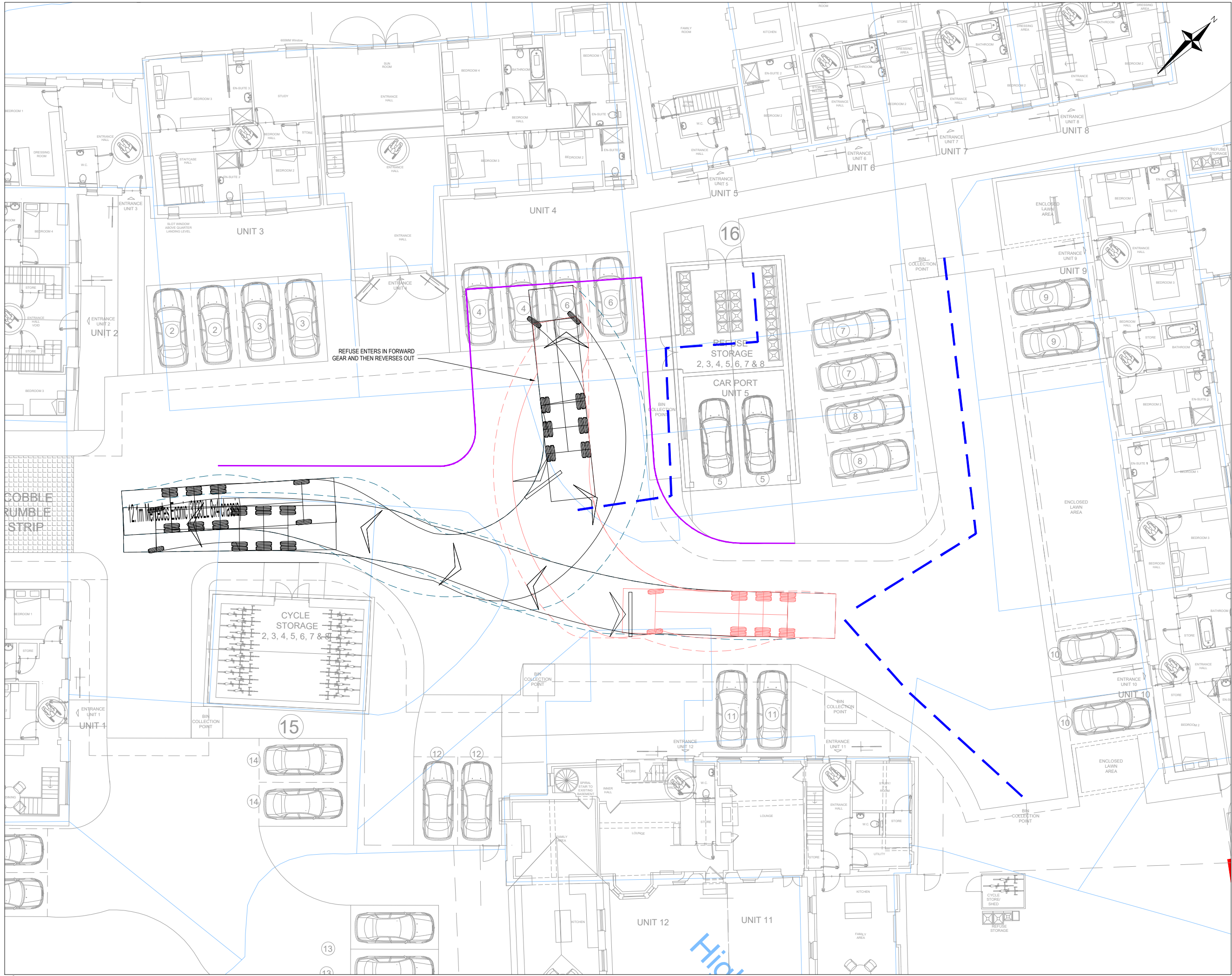
11	FIRST ISSUE	24/04/2025	DK	DK
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

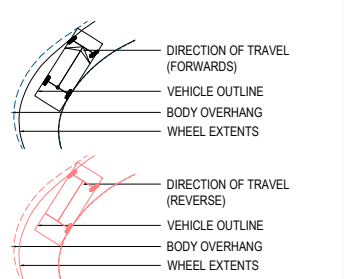
Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:	GILL HUDSON HOMES		
Project:	HIGHOVER FARM, HITCHIN, SG4 ORQ		
Title:	REFUSE VEHICLE TURNING HEAD OPTION 1		
Engineer:	DK	Date:	JANUARY 2025
Director:	HG	Scale:	1:200 @ A3
Status:	INFORMATION		
Drawing No.	4250115-SK009		Rev 11



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.
 5. THE DIMENSIONS FOR THE REFUSE VEHICLE HAS BEEN TAKEN FROM NORTH HERTS COUNCIL'S WEBPAGE 'WASTE AND RECYCLING PROVISION'. THIS STATES THAT THE REFUSE VEHICLES USED BY THE COUNCIL ARE AS FOLLOWS:

- LENGTH: 12.1m
 - WIDTH: 2.5m
 - HEIGHT: 3.4m
 - TURNING CIRCLE: 22.8m
- KEY
- SITE BOUNDARY
 - SITE LAYOUT
 - OS BASE MAPPING
 - 15m WHEEL DISTANCE



TECHNICAL DATA OF VEHICLES USED

12.1m Mercedes Eonic (3233LL 8x4 chassis)

Overall Length	12.100m
Overall Width	2.530m
Overall Body Height	3.750m
Min Body Ground Clearance	0.300m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.250m

FOR INFORMATION ONLY

11	FIRST ISSUE	24/04/2025	DK	DK
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:	GILL HUDSON HOMES
Project:	HIGHOVER FARM, HITCHIN, SG4 0RQ
Title:	REFUSE VEHICLE TURNING HEAD OPTION 2
Engineer: DK	Date: JANUARY 2025
Director: HG	Scale: 1200 @ A3
Status:	INFORMATION
Drawing No.	4250115-SK010
Rev	11



Appendix F

TRICS Output – Private Houses

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-30 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-19 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 05/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Friday	1
Main Location Types selected	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-225601-250130-0154

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
	MW	MEDWAY
		1 days
		2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 19 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

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

Selected survey days:

Monday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 3 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 2
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 2
 Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	1 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1):	HF-03-A-05	Site area:	0.19 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	8
Location:	WATFORD	Housing density:	44
Postcode:	WD19 7QY	Total Bedrooms:	24
Main Location Type:	Edge of Town	Survey Date:	05/06/23
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	16
Site(2):	MW-03-A-01	Site area:	0.20 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	8
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	16
Site(3):	MW-03-A-02	Site area:	0.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	19
Location:	RAINHAM	Housing density:	32
Postcode:	ME8 8XU	Total Bedrooms:	56
Main Location Type:	Edge of Town	Survey Date:	06/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.057	3	12	0.143	3	12	0.200
08:00 - 09:00	3	12	0.343	3	12	0.343	3	12	0.686
09:00 - 10:00	3	12	0.086	3	12	0.057	3	12	0.143
10:00 - 11:00	3	12	0.086	3	12	0.171	3	12	0.257
11:00 - 12:00	3	12	0.143	3	12	0.143	3	12	0.286
12:00 - 13:00	3	12	0.143	3	12	0.343	3	12	0.486
13:00 - 14:00	3	12	0.257	3	12	0.143	3	12	0.400
14:00 - 15:00	3	12	0.143	3	12	0.114	3	12	0.257
15:00 - 16:00	3	12	0.114	3	12	0.171	3	12	0.285
16:00 - 17:00	3	12	0.200	3	12	0.171	3	12	0.371
17:00 - 18:00	3	12	0.286	3	12	0.200	3	12	0.486
18:00 - 19:00	3	12	0.314	3	12	0.257	3	12	0.571
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.172			2.256			4.428

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	8 - 19 (units:)
Survey date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.029	3	12	0.029	3	12	0.058
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.000	3	12	0.000
13:00 - 14:00	3	12	0.000	3	12	0.000	3	12	0.000
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.029	3	12	0.029	3	12	0.058
16:00 - 17:00	3	12	0.000	3	12	0.000	3	12	0.000
17:00 - 18:00	3	12	0.000	3	12	0.000	3	12	0.000
18:00 - 19:00	3	12	0.000	3	12	0.000	3	12	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.058			0.116

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.000	3	12	0.029	3	12	0.029
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.029	3	12	0.029
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.000	3	12	0.000
13:00 - 14:00	3	12	0.029	3	12	0.029	3	12	0.058
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.029	3	12	0.000	3	12	0.029
16:00 - 17:00	3	12	0.000	3	12	0.000	3	12	0.000
17:00 - 18:00	3	12	0.000	3	12	0.000	3	12	0.000
18:00 - 19:00	3	12	0.000	3	12	0.000	3	12	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.087			0.145

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.086	3	12	0.229	3	12	0.315
08:00 - 09:00	3	12	0.486	3	12	0.429	3	12	0.915
09:00 - 10:00	3	12	0.086	3	12	0.057	3	12	0.143
10:00 - 11:00	3	12	0.086	3	12	0.200	3	12	0.286
11:00 - 12:00	3	12	0.143	3	12	0.143	3	12	0.286
12:00 - 13:00	3	12	0.143	3	12	0.400	3	12	0.543
13:00 - 14:00	3	12	0.257	3	12	0.171	3	12	0.428
14:00 - 15:00	3	12	0.200	3	12	0.171	3	12	0.371
15:00 - 16:00	3	12	0.114	3	12	0.171	3	12	0.285
16:00 - 17:00	3	12	0.257	3	12	0.171	3	12	0.428
17:00 - 18:00	3	12	0.457	3	12	0.229	3	12	0.686
18:00 - 19:00	3	12	0.400	3	12	0.314	3	12	0.714
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.715			2.685			5.400

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.000	3	12	0.086	3	12	0.086
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.029	3	12	0.000	3	12	0.029
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.029	3	12	0.029	3	12	0.058
13:00 - 14:00	3	12	0.029	3	12	0.029	3	12	0.058
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.057	3	12	0.029	3	12	0.086
16:00 - 17:00	3	12	0.114	3	12	0.114	3	12	0.228
17:00 - 18:00	3	12	0.000	3	12	0.029	3	12	0.029
18:00 - 19:00	3	12	0.057	3	12	0.029	3	12	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.315			0.345			0.660

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.057	3	12	0.057
08:00 - 09:00	3	12	0.000	3	12	0.029	3	12	0.029
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.000	3	12	0.000
13:00 - 14:00	3	12	0.029	3	12	0.000	3	12	0.029
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.000	3	12	0.000	3	12	0.000
16:00 - 17:00	3	12	0.029	3	12	0.000	3	12	0.029
17:00 - 18:00	3	12	0.000	3	12	0.000	3	12	0.000
18:00 - 19:00	3	12	0.029	3	12	0.000	3	12	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.086			0.173

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.029	3	12	0.029
08:00 - 09:00	3	12	0.000	3	12	0.000	3	12	0.000
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.029	3	12	0.029
13:00 - 14:00	3	12	0.000	3	12	0.000	3	12	0.000
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.029	3	12	0.000	3	12	0.029
16:00 - 17:00	3	12	0.000	3	12	0.000	3	12	0.000
17:00 - 18:00	3	12	0.029	3	12	0.000	3	12	0.029
18:00 - 19:00	3	12	0.000	3	12	0.000	3	12	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.058			0.116

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.086	3	12	0.086
08:00 - 09:00	3	12	0.000	3	12	0.029	3	12	0.029
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.029	3	12	0.029
13:00 - 14:00	3	12	0.029	3	12	0.000	3	12	0.029
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.029	3	12	0.000	3	12	0.029
16:00 - 17:00	3	12	0.029	3	12	0.000	3	12	0.029
17:00 - 18:00	3	12	0.029	3	12	0.000	3	12	0.029
18:00 - 19:00	3	12	0.029	3	12	0.000	3	12	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.144			0.289

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.086	3	12	0.314	3	12	0.400
08:00 - 09:00	3	12	0.486	3	12	0.571	3	12	1.057
09:00 - 10:00	3	12	0.086	3	12	0.057	3	12	0.143
10:00 - 11:00	3	12	0.114	3	12	0.229	3	12	0.343
11:00 - 12:00	3	12	0.143	3	12	0.143	3	12	0.286
12:00 - 13:00	3	12	0.171	3	12	0.457	3	12	0.628
13:00 - 14:00	3	12	0.343	3	12	0.229	3	12	0.572
14:00 - 15:00	3	12	0.200	3	12	0.171	3	12	0.371
15:00 - 16:00	3	12	0.229	3	12	0.200	3	12	0.429
16:00 - 17:00	3	12	0.400	3	12	0.286	3	12	0.686
17:00 - 18:00	3	12	0.486	3	12	0.257	3	12	0.743
18:00 - 19:00	3	12	0.486	3	12	0.343	3	12	0.829
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.230			3.257			6.487

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.143	3	12	0.143
08:00 - 09:00	3	12	0.229	3	12	0.229	3	12	0.458
09:00 - 10:00	3	12	0.086	3	12	0.057	3	12	0.143
10:00 - 11:00	3	12	0.086	3	12	0.171	3	12	0.257
11:00 - 12:00	3	12	0.057	3	12	0.114	3	12	0.171
12:00 - 13:00	3	12	0.114	3	12	0.257	3	12	0.371
13:00 - 14:00	3	12	0.229	3	12	0.086	3	12	0.315
14:00 - 15:00	3	12	0.114	3	12	0.086	3	12	0.200
15:00 - 16:00	3	12	0.057	3	12	0.114	3	12	0.171
16:00 - 17:00	3	12	0.171	3	12	0.143	3	12	0.314
17:00 - 18:00	3	12	0.257	3	12	0.200	3	12	0.457
18:00 - 19:00	3	12	0.286	3	12	0.229	3	12	0.515
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.686			1.829			3.515

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.057	3	12	0.000	3	12	0.057
08:00 - 09:00	3	12	0.057	3	12	0.057	3	12	0.114
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.086	3	12	0.029	3	12	0.115
12:00 - 13:00	3	12	0.029	3	12	0.086	3	12	0.115
13:00 - 14:00	3	12	0.029	3	12	0.057	3	12	0.086
14:00 - 15:00	3	12	0.029	3	12	0.029	3	12	0.058
15:00 - 16:00	3	12	0.029	3	12	0.029	3	12	0.058
16:00 - 17:00	3	12	0.029	3	12	0.029	3	12	0.058
17:00 - 18:00	3	12	0.000	3	12	0.000	3	12	0.000
18:00 - 19:00	3	12	0.029	3	12	0.029	3	12	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.374			0.345			0.719

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	12	0.000	3	12	0.000	3	12	0.000
08:00 - 09:00	3	12	0.029	3	12	0.029	3	12	0.058
09:00 - 10:00	3	12	0.000	3	12	0.000	3	12	0.000
10:00 - 11:00	3	12	0.000	3	12	0.000	3	12	0.000
11:00 - 12:00	3	12	0.000	3	12	0.000	3	12	0.000
12:00 - 13:00	3	12	0.000	3	12	0.000	3	12	0.000
13:00 - 14:00	3	12	0.000	3	12	0.000	3	12	0.000
14:00 - 15:00	3	12	0.000	3	12	0.000	3	12	0.000
15:00 - 16:00	3	12	0.000	3	12	0.000	3	12	0.000
16:00 - 17:00	3	12	0.000	3	12	0.000	3	12	0.000
17:00 - 18:00	3	12	0.029	3	12	0.000	3	12	0.029
18:00 - 19:00	3	12	0.000	3	12	0.000	3	12	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.029			0.087

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.

Hertfordshire

|

Oxfordshire

|

Cambridgeshire

|

Bristol

postbox@glanvillegroup.com | www.glanvillegroup.com



Glanville Consultants Ltd, Registered office: 3 Grovelands Business Centre,
Boundary Way, Hemel Hempstead, Hertfordshire, HP2 7TE