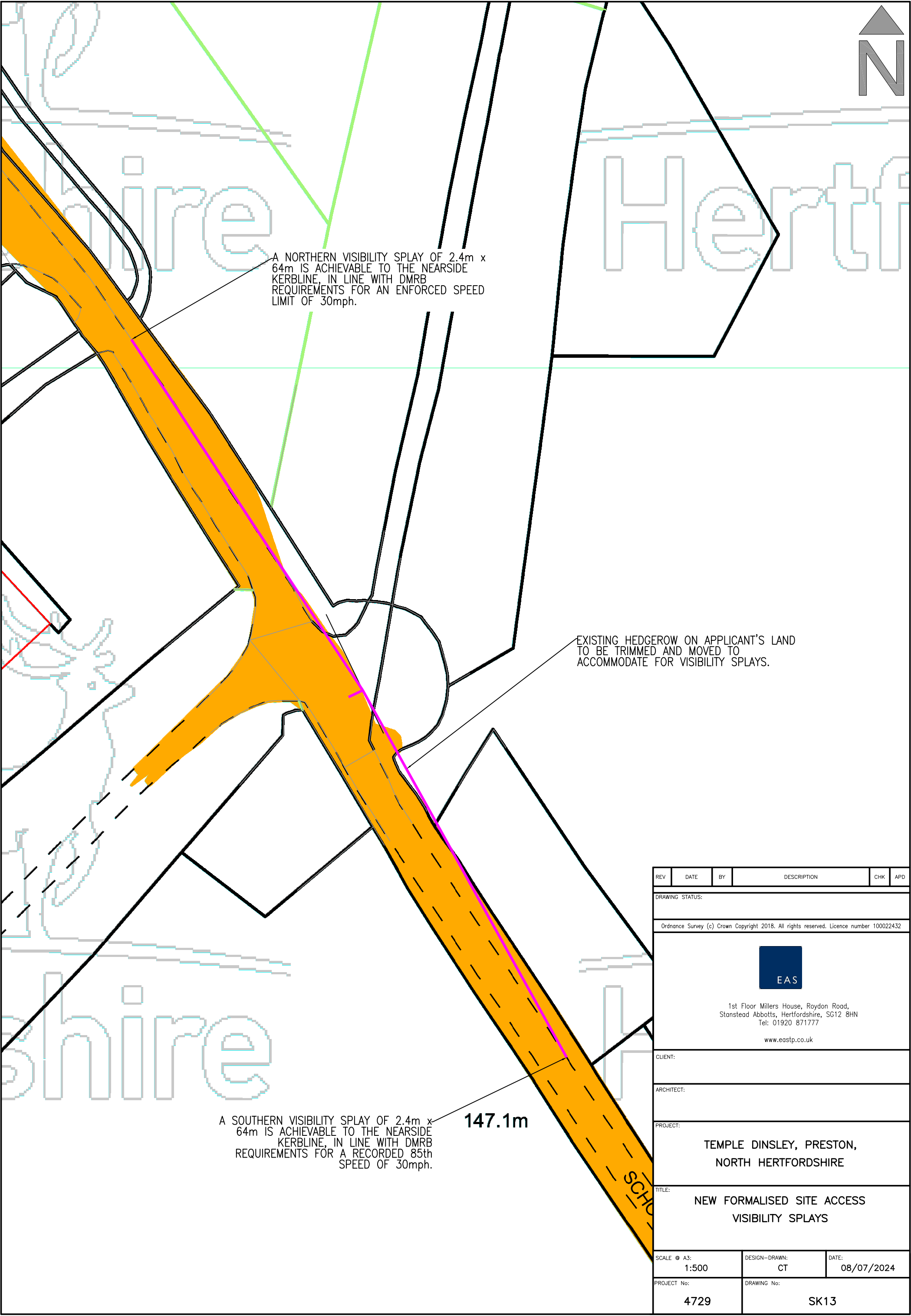


Appendix: J - School Lane Access Visibility Splays



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT:					
TEMPLE DINSLEY, PRESTON, NORTH HERTFORDSHIRE					
TITLE:					
NEW FORMALISED SITE ACCESS VISIBILITY SPLAYS					
SCALE @ A3:			DESIGN—DRAWN:		DATE:
1:500			CT		08/07/2024
PROJECT No:			DRAWING No:		
4729			SK13		

Appendix: K - ATC Survey Raw Data

K&M TRAFFIC SURVEYS

SITE: Site 1 - St Albans Highway North

LOCATION: Attached to neighbourhood watch sign

GRID REFERENCE: 51.908807, -0.276192

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

21 May 2024

[illegible]

[illegible]

22 May 2024

[illegible]

23 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36	-
0600	11	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	30.2	33.7
0700	38	1	3	5	10	15	3	1	0	0	0	0	0	0	0	0	29	36.4
0800	39	0	1	5	19	11	3	0	0	0	0	0	0	0	0	0	29.8	35
0900	26	1	1	0	8	13	3	0	0	0	0	0	0	0	0	0	30.9	36.7
1000	14	1	1	2	8	2	0	0	0	0	0	0	0	0	0	0	25.2	30.8
1100	21	0	0	6	8	6	1	0	0	0	0	0	0	0	0	0	28.5	33.9
1200	19	1	0	3	6	8	1	0	0	0	0	0	0	0	0	0	29.5	36
1300	15	2	1	1	4	4	2	1	0	0	0	0	0	0	0	0	28.6	38.2
1400	21	2	1	1	7	7	3	0	0	0	0	0	0	0	0	0	28.6	37.1
1500	24	1	0	5	10	6	2	0	0	0	0	0	0	0	0	0	28.7	34.1
1600	33	0	0	3	13	13	3	1	0	0	0	0	0	0	0	0	31.6	36.5
1700	52	0	2	6	17	23	4	0	0	0	0	0	0	0	0	0	30.6	36.6
1800	33	1	2	4	7	14	5	0	0	0	0	0	0	0	0	0	30.7	37.4
1900	18	0	0	1	6	6	4	1	0	0	0	0	0	0	0	0	33.7	39.8
2000	19	0	0	2	7	6	2	2	0	0	0	0	0	0	0	0	33	39.6
2100	9	1	0	0	3	2	2	0	0	0	1	0	0	0	0	0	33.5	-
2200	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	34.9	-
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.2	-
07-19	335	10	12	41	117	122	30	3	0	0	0	0	0	0	0	0	29.7	36.3
06-22	392	11	12	44	139	141	38	6	0	0	1	0	0	0	0	0	30.1	36.5
06-00	401	11	12	44	140	145	41	7	0	0	1	0	0	0	0	0	30.3	36.6
00-00	403	11	12	44	141	146	41	7	0	0	1	0	0	0	0	0	30.3	36.6

25 May 2024

[illegible]

26 May 2024

[illegible]

27 May 2024

[illegible]

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	2282	161	74	256	782	756	209	39	3	1	1	0	0	0	0	0	29.1	36.2

K&M TRAFFIC SURVEYS

SITE: Site 2 - St Albans Highway South

LOCATION: Attached to tree

GRID REFERENCE: 51.907371, -0.277004

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

21 May 2024

[illegible]

22 May 2024

[illegible]

23 May 2024

[illegible]

24 May 2024

[illegible]

25 May 2024

[illegible]

26 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	23.8	-
0100	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	28.4	-
0700	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0800	6	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	29.2	-
0900	7	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	26.8	-
1000	14	2	1	0	11	0	0	0	0	0	0	0	0	0	0	0	24.4	29.5
1100	15	1	4	4	6	0	0	0	0	0	0	0	0	0	0	0	21.1	27
1200	10	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	22	-
1300	13	0	1	5	4	3	0	0	0	0	0	0	0	0	0	0	25.4	33
1400	10	0	2	1	5	2	0	0	0	0	0	0	0	0	0	0	27.1	-
1500	8	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	32.9	-
1600	13	0	2	4	7	0	0	0	0	0	0	0	0	0	0	0	22.8	26.2
1700	8	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1800	9	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	26.7	-
1900	15	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	26.1	29.3
2000	5	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	26.6	-
2100	7	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2200	8	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	21.9	-
2300	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	35	-
07-19	118	3	15	29	61	8	1	0	0	0	0	0	0	0	0	1	25.1	29.8
06-22	148	3	15	39	79	9	2	0	0	0	0	0	0	0	0	1	25.4	29.4
06-00	159	3	17	43	82	10	3	0	0	0	0	0	0	0	0	1	25.4	29.5
00-00	167	3	17	48	83	12	3	0	0	0	0	0	0	0	0	1	25.3	29.7

27 May 2024

[illegible]

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	2159	41	136	448	1172	329	25	5	2	0	0	0	0	0	0	1	26.6	31.3

K&MTRAFFIC SURVEYS

SITE: Site 3 - School Lane

LOCATION: Attached to speed gate

GRID REFERENCE: 51.906836, -0.283337

DIRECTION: NORTHBOUND

SPEED LIMIT: 30 / NSL

21 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.8	-					
0600	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	30.7	-					
0700	20	1	2	4	7	5	1	0	0	0	0	0	0	0	0	0	26.7	35.3					
0800	48	1	2	13	20	10	2	0	0	0	0	0	0	0	0	0	27.3	33.5					
0900	25	0	1	6	8	9	1	0	0	0	0	0	0	0	0	0	28.7	34.7					
1000	16	1	3	7	3	1	1	0	0	0	0	0	0	0	0	0	23.6	30.6					
1100	23	1	0	4	12	5	1	0	0	0	0	0	0	0	0	0	27.8	34					
1200	17	0	0	7	7	1	1	1	0	0	0	0	0	0	0	0	27.7	34					
1300	20	3	3	1	9	2	2	0	0	0	0	0	0	0	0	0	24.6	32.7					
1400	14	0	0	3	7	3	1	0	0	0	0	0	0	0	0	0	29	35.7					
1500	33	0	1	5	15	9	3	0	0	0	0	0	0	0	0	0	29.1	33.8					
1600	48	0	7	6	27	7	1	0	0	0	0	0	0	0	0	0	26.3	31.4					
1700	50	1	2	6	26	13	2	0	0	0	0	0	0	0	0	0	28.3	33.2					
1800	28	0	2	2	18	4	2	0	0	0	0	0	0	0	0	0	29.1	34					
1900	7	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	33.1	-					
2000	9	0	2	1	3	2	1	0	0	0	0	0	0	0	0	0	28.4	-					
2100	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	24.2	-					
2200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.6	-					
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-					
07-19	342	8	23	64	159	69	18	1	0	0	0	0	0	0	0	0	27.5	33.4					
06-22	367	8	26	68	166	76	21	2	0	0	0	0	0	0	0	0	27.6	33.8					
06-00	370	8	26	68	167	78	21	2	0	0	0	0	0	0	0	0	27.7	33.8					
00-00	374	8	26	69	169	79	21	2	0	0	0	0	0	0	0	0	27.7	33.8					

22 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	-					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0500	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.4	-					
0600	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	36.2	-					
0700	27	0	0	8	14	4	1	0	0	0	0	0	0	0	0	0	27.7	33.5					
0800	37	0	2	13	16	6	0	0	0	0	0	0	0	0	0	0	26	31.4					
0900	28	0	0	8	15	3	2	0	0	0	0	0	0	0	0	0	27.5	32.7					
1000	14	1	1	5	6	1	0	0	0	0	0	0	0	0	0	0	24	29.8					
1100	11	0	1	3	5	2	0	0	0	0	0	0	0	0	0	0	25.6	31.3					
1200	22	1	0	4	10	7	0	0	0	0	0	0	0	0	0	0	28.2	34.1					
1300	13	1	3	3	4	2	0	0	0	0	0	0	0	0	0	0	22.9	31.9					
1400	14	0	0	4	8	2	0	0	0	0	0	0	0	0	0	0	27.2	31.7					
1500	32	2	2	8	10	8	2	0	0	0	0	0	0	0	0	0	26.4	34.5					
1600	38	0	1	14	16	6	1	0	0	0	0	0	0	0	0	0	27.1	34.6					
1700	44	0	0	5	27	11	1	0	0	0	0	0	0	0	0	0	29.5	33.8					
1800	19	1	0	5	4	8	0	1	0	0	0	0	0	0	0	0	29.4	35.5					
1900	11	0	0	5	1	4	1	0	0	0	0	0	0	0	0	0	28.4	35.3					
2000	12	0	1	2	4	5	0	0	0	0	0	0	0	0	0	0	29.4	35.1					
2100	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	27.8	-					
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.2	-					
2300	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	25.7	-					
07-19	299	6	10	80	135	60	7	1	0	0	0	0	0	0	0	0	27.2	33.2					
06-22	330	6	11	88	144	70	9	2	0	0	0	0	0	0	0	0	27.4	33.3					
06-00	335	6	11	90	145	72	9	2	0	0	0	0	0	0	0	0	27.4	33.2					
00-00	339	6	11	91	146	73	10	2	0	0	0	0	0	0	0	0	27.5	33.3					

23 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	34	-				
0600	8	0	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	29.6	-				
0700	26	0	2	8	10	2	4	0	0	0	0	0	0	0	0	0	0	27.3	37.8				
0800	30	0	0	12	11	5	2	0	0	0	0	0	0	0	0	0	0	27.4	33.5				
0900	20	1	0	4	12	3	0	0	0	0	0	0	0	0	0	0	0	27.2	33.4				
1000	15	1	2	6	5	1	0	0	0	0	0	0	0	0	0	0	0	22.5	30.7				
1100	18	0	1	3	11	2	1	0	0	0	0	0	0	0	0	0	0	26.8	32				
1200	18	0	0	6	9	3	0	0	0	0	0	0	0	0	0	0	0	26.6	31.2				
1300	17	0	0	1	11	2	2	1	0	0	0	0	0	0	0	0	0	30.6	41.5				
1400	21	1	6	4	7	3	0	0	0	0	0	0	0	0	0	0	0	23.5	31.8				
1500	32	1	3	6	17	5	0	0	0	0	0	0	0	0	0	0	0	26.2	31.4				
1600	34	0	3	5	19	6	1	0	0	0	0	0	0	0	0	0	0	27.7	31.6				
1700	58	1	2	16	19	15	4	1	0	0	0	0	0	0	0	0	0	28.4	35				
1800	38	1	2	6	17	11	1	0	0	0	0	0	0	0	0	0	0	28.2	34.8				
1900	21	0	1	3	11	5	1	0	0	0	0	0	0	0	0	0	0	28.4	34.2				
2000	14	0	1	1	7	4	1	0	0	0	0	0	0	0	0	0	0	30	36.2				
2100	6	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	28.3	-				
2200	8	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	31.4	-				
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-				
07-19	327	6	21	77	148	58	15	2	0	0	0	0	0	0	0	0	27.2	33.6					
06-22	376	6	23	85	168	74	18	2	0	0	0	0	0	0	0	0	27.4	33.7					
06-00	385	6	23	85	175	75	19	2	0	0	0	0	0	0	0	0	27.5	33.8					
00-00	388	6	24	85	175	77	19	2	0	0	0	0	0	0	0	0	27.5	33.8					

24 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	33.3	-				
0600	4	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	29.6	-				
0700	29	0	2	5	18	3	1	0	0	0	0	0	0	0	0	0	0	26.9	31.3				
0800	25	0	2	8	7	8	0	0	0	0	0	0	0	0	0	0	0	26.3	32				
0900	17	1	2	5	7	2	0	0	0	0	0	0	0	0	0	0	0	24.7	31.5				
1000	14	0	0	4	4	6	0	0	0	0	0	0	0	0	0	0	0	28.5	34				
1100	21	1	5	2	7	5	0	1	0	0	0	0	0	0	0	0	0	26.2	35.9				
1200	25	1	2	3	14	5	0	0	0	0	0	0	0	0	0	0	0	26.3	31.9				
1300	32	2	6	5	9	6	3	1	0	0	0	0	0	0	0	0	0	26.4	35.8				
1400	32	2	1	6	13	8	2	0	0	0	0	0	0	0	0	0	0	27.7	34.3				
1500	52	2	6	9	23	10	2	0	0	0	0	0	0	0	0	0	0	26	32.6				
1600	36	0	0	9	23	3	1	0	0	0	0	0	0	0	0	0	0	28	30.8				
1700	41	0	1	7	21	9	3	0	0	0	0	0	0	0	0	0	0	28.9	35.8				
1800	30	1	0	8	10	9	2	0	0	0	0	0	0	0	0	0	0	28.9	36.2				
1900	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	28.9	-				
2000	10	1	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	28.4	-				
2100	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	29.1	-				
2200	7	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-				
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-				
07-19	354	10	27	71	156	74	14	2	0	0	0	0	0	0	0	0	27.1	33.1					
06-22	381	11	27	75	169	81	16	2	0	0	0	0	0	0	0	0	27.3	33.1					
06-00	389	11	27	75	175	83	16	2	0	0	0	0	0	0	0	0	27.3	33.1					
00-00	394	11	27	75	176	87	16	2	0	0	0	0	0	0	0	0	27.4	33.1					

25 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.6	-					
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.3	-					
0700	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	29.8	-					
0800	8	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	24.2	-					
0900	26	2	1	3	6	9	4	1	0	0	0	0	0	0	0	0	29.8	40.2					
1000	26	4	9	4	7	2	0	0	0	0	0	0	0	0	0	0	20.5	29.8					
1100	40	2	18	4	11	4	1	0	0	0	0	0	0	0	0	0	21.7	31.1					
1200	26	0	3	7	10	4	2	0	0	0	0	0	0	0	0	0	26.4	33.5					
1300	23	2	5	1	10	5	0	0	0	0	0	0	0	0	0	0	24.3	32.7					
1400	24	2	4	5	8	5	0	0	0	0	0	0	0	0	0	0	24.2	31.8					
1500	14	1	2	0	7	3	1	0	0	0	0	0	0	0	0	0	26.7	32.9					
1600	18	0	0	2	11	4	1	0	0	0	0	0	0	0	0	0	29.8	35.6					
1700	22	0	0	2	8	9	2	0	1	0	0	0	0	0	0	0	31.6	37.9					
1800	16	1	0	3	6	5	1	0	0	0	0	0	0	0	0	0	28.7	34.1					
1900	15	0	0	1	7	6	1	0	0	0	0	0	0	0	0	0	30.8	34.4					
2000	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	29.4	-					
2100	9	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	30	-					
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
2300	7	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	31.4	-					
07-19	247	14	44	32	90	53	12	1	1	0	0	0	0	0	0	0	25.8	32.9					
06-22	279	14	44	36	103	66	14	1	1	0	0	0	0	0	0	0	26.4	33.4					
06-00	286	14	44	38	104	69	15	1	1	0	0	0	0	0	0	0	26.5	33.4					
00-00	288	14	44	38	105	70	15	1	1	0	0	0	0	0	0	0	26.5	33.4					

26 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	28.9	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-					
0700	5	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	26.4	-				
0800	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-				
0900	8	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	25.9	-				
1000	10	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-				
1100	18	4	1	4	6	3	0	0	0	0	0	0	0	0	0	0	0	23.6	34.2				
1200	18	1	0	5	6	5	1	0	0	0	0	0	0	0	0	0	0	28.1	36.4				
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1400	13	0	3	1	5	4	0	0	0	0	0	0	0	0	0	0	0	26.5	34.3				
1500	11	1	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	25.4	35.2				
1600	14	0	2	4	5	3	0	0	0	0	0	0	0	0	0	0	0	25.9	32.3				
1700	12	0	2	2	6	1	1	0	0	0	0	0	0	0	0	0	0	26.4	35.5				
1800	14	0	1	2	9	2	0	0	0	0	0	0	0	0	0	0	0	27.7	34.4				
1900	15	0	0	1	9	3	2	0	0	0	0	0	0	0	0	0	0	30.4	36.4				
2000	7	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	30.9	-				
2100	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	30.7	-				
2200	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	28	-				
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-				
07-19	144	7	18	32	56	29	2	0	0	0	0	0	0	0	0	0	25.9	32.5					
06-22	171	7	18	35	68	37	6	0	0	0	0	0	0	0	0	0	26.6	33.5					
06-00	176	7	18	36	70	39	6	0	0	0	0	0	0	0	0	0	26.7	33.5					
00-00	182	7	18	37	73	41	6	0	0	0	0	0	0	0	0	0	26.8	33.5					

27 May 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0100	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	24.4	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	26.2	-					
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.6	-					
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-					
0800	7	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	25.5	-					
0900	16	4	5	3	3	1	0	0	0	0	0	0	0	0	0	0	18.9	28.5					
1000	18	3	4	5	4	2	0	0	0	0	0	0	0	0	0	0	22	30.8					
1100	19	1	3	5	9	1	0	0	0	0	0	0	0	0	0	0	24.1	30.6					
1200	18	1	2	5	9	1	0	0	0	0	0	0	0	0	0	0	24.2	29					
1300	20	1	4	6	6	1	2	0	0	0	0	0	0	0	0	0	24.5	32.7					
1400	35	1	4	6	17	7	0	0	0	0	0	0	0	0	0	0	26.8	32.8					
1500	17	0	2	3	9	3	0	0	0	0	0	0	0	0	0	0	26.5	32.3					
1600	22	2	1	5	4	8	2	0	0	0	0	0	0	0	0	0	27	35.2					
1700	16	1	3	1	9	2	0	0	0	0	0	0	0	0	0	0	25.1	31					
1800	18	0	2	1	4	9	2	0	0	0	0	0	0	0	0	0	30.7	35.8					
1900	8	1	0	2	2	2	1	0	0	0	0	0	0	0	0	0	26.9	-					
2000	11	0	0	4	1	2	1	3	0	0	0	0	0	0	0	0	33.3	45					
2100	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.9	-					
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.1	-					
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-					
07-19	207	15	32	42	75	36	7	0	0	0	0	0	0	0	0	0	25.2	32.4					
06-22	228	17	32	48	78	41	9	3	0	0	0	0	0	0	0	0	25.6	33.3					
06-00	232	17	33	49	79	42	9	3	0	0	0	0	0	0	0	0	25.6	33.3					
00-00	238	17	34	50	81	44	9	3	0	0	0	0	0	0	0	0	25.6	33.3					

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85					
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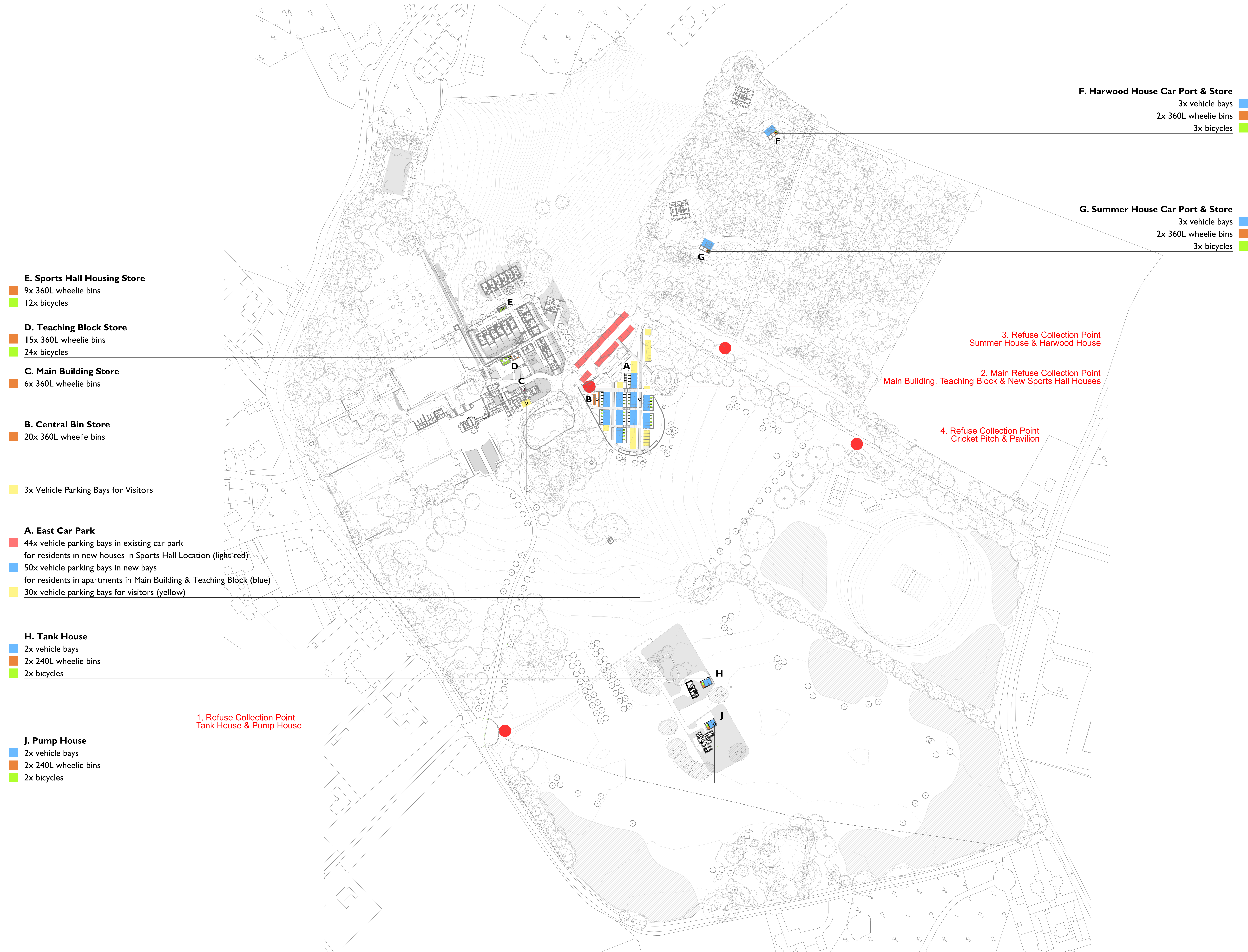
Appendix: L - New and Existing Internal Footways



- KEY:
- EXISTING PATH FROM PROPOSED DEVELOPMENT TO VILLAGE CENTER, VIA NEW ACCESS
 - EXISTING PERMISSIVE PATH
 - PROPOSED PATH FROM DOWER HOUSE TO VILLAGE CENTER, VIA NEW ACCESS
 - PROPOSED FOOTPATHS SPURRING OFF FROM THE EXISTING PERMISSIVE PATH

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: TEMPLE DINSLY ESTATE, PRESTON, NORTH HERTFORDSHIRE					
TITLE: NEW AND EXISTING FOOTPATHS WITHIN THE TEMPLE DINSLY ESTATE					
SCALE © A3: NOT TO SCALE			DESIGN—DRAWN: CT		DATE: 08/07/2024
PROJECT No: 4729			DRAWING No: SK08		

Appendix: M – Proposed Bin Store Locations



E. Sports Hall Housing Store
9x 360L wheelie bins
12x bicycles

D. Teaching Block Store
15x 360L wheelie bins
24x bicycles

C. Main Building Store
6x 360L wheelie bins

B. Central Bin Store
20x 360L wheelie bins

3x Vehicle Parking Bays for Visitors

A. East Car Park
44x vehicle parking bays in existing car park
for residents in new houses in Sports Hall Location (light red)
50x vehicle parking bays in new bays
for residents in apartments in Main Building & Teaching Block (blue)
30x vehicle parking bays for visitors (yellow)

H. Tank House
2x vehicle bays
2x 240L wheelie bins
2x bicycles

J. Pump House
2x vehicle bays
2x 240L wheelie bins
2x bicycles

F. Harwood House Car Port & Store
3x vehicle bays
2x 360L wheelie bins
3x bicycles

G. Summer House Car Port & Store
3x vehicle bays
2x 360L wheelie bins
3x bicycles

1. Refuse Collection Point
Tank House & Pump House

3. Refuse Collection Point
Summer House & Harwood House

2. Main Refuse Collection Point
Main Building, Teaching Block & New Sports Hall Houses

4. Refuse Collection Point
Cricket Pitch & Pavilion

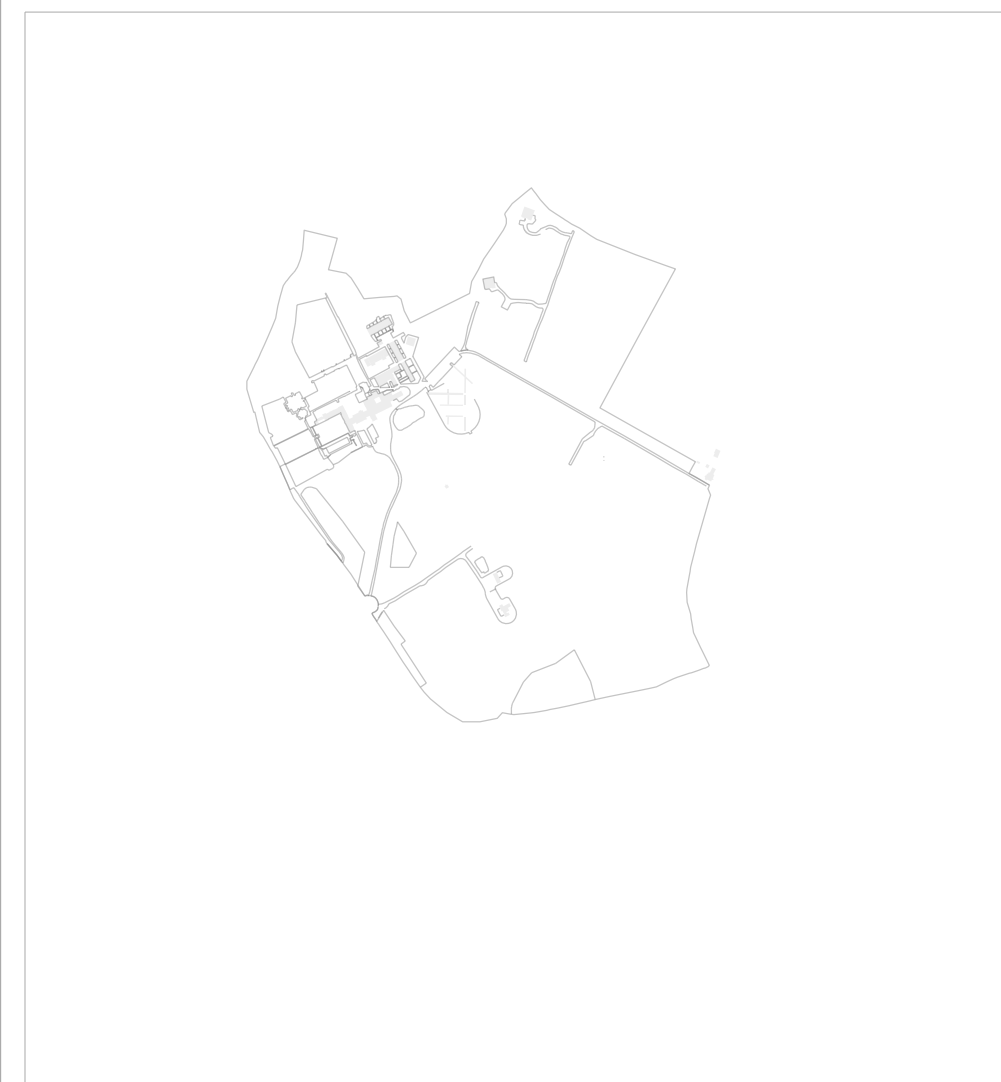
Note: Refuse strategy relies on on-site management company to move the bins from the houses / apartments / local stores to the refuse collection points, on collection day.

Background illustrated indicatively, please refer to the latest Proposed Site Plan drawing:

641-KS-03-XX-DR-A-10002

DO NOT SCALE OFF THIS DRAWING
DO NOT SUBSTITUTE ANY OF THE PRODUCTS
OR MATERIALS.

1. This is a planning drawing and is intended for this use only; it must not be used for construction.
2. All dimensions are in MM and should be checked on site prior to commencement of work; do not scale off this drawing.
3. This drawing is to be read in conjunction with all other relevant information.
3. Discrepancies between drawings and information to be referred to Architect without delay.



P01	Preliminary Issue	19.06.24
Revision	Description	Date



AY PILSBURY THOMAS ARCHITECTS
KAY PILSBURY THOMAS ARCHITECTS
S C A B A L
HONEYLANDS RADWINTER SAFFRON WALDEN ESSEX
CB10 2TJ 01799 599208 | info@kpt.co.uk | kpt.co.uk

Client
The Door UK Ltd

Project
Temple Dinsley
Preston, Hitchin, Hertfordshire,
SG4 7RT

Drawing title
**Sketch:
Proposed Parking & Refuse
Strategies**

Purpose of issue
Planning

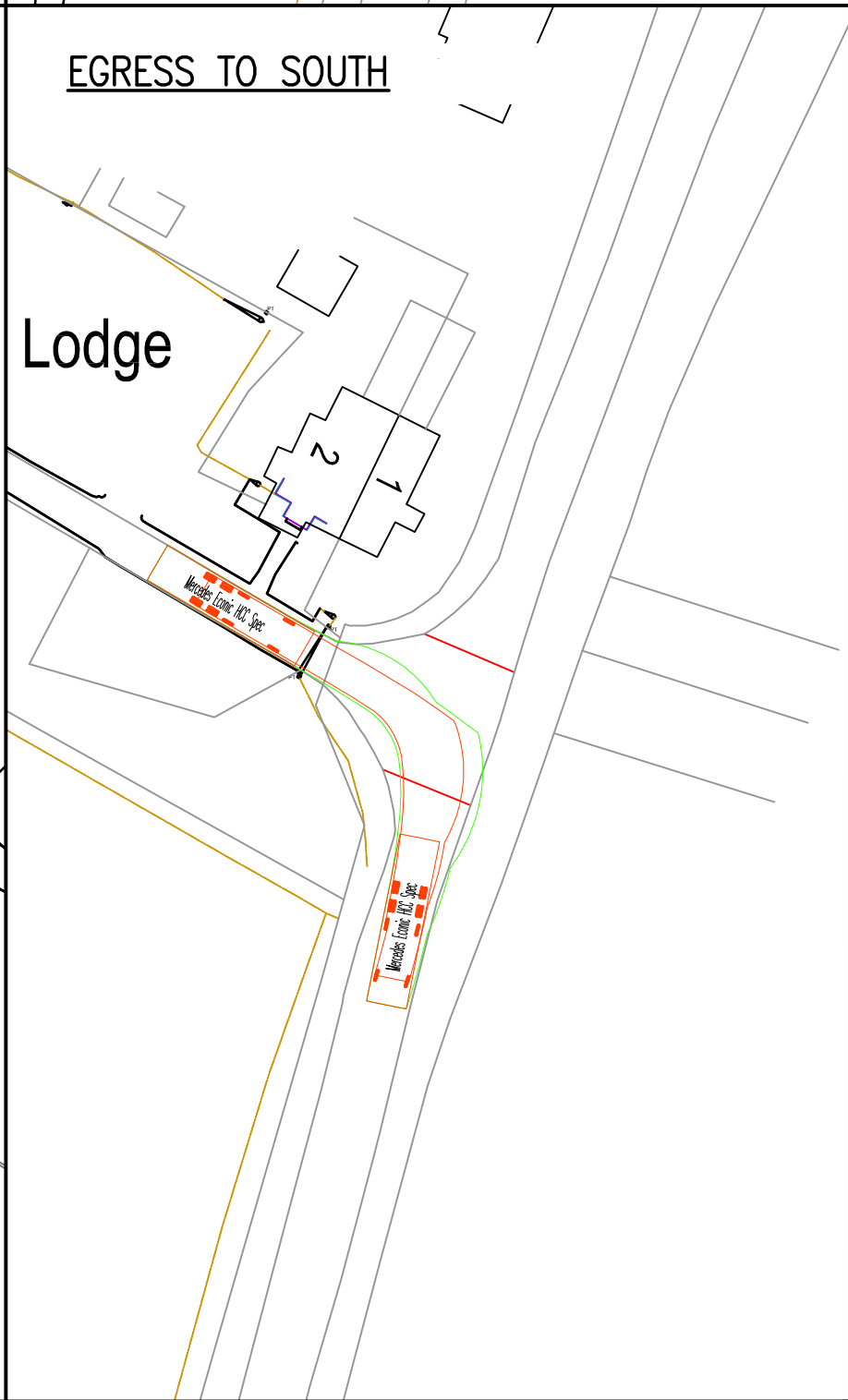
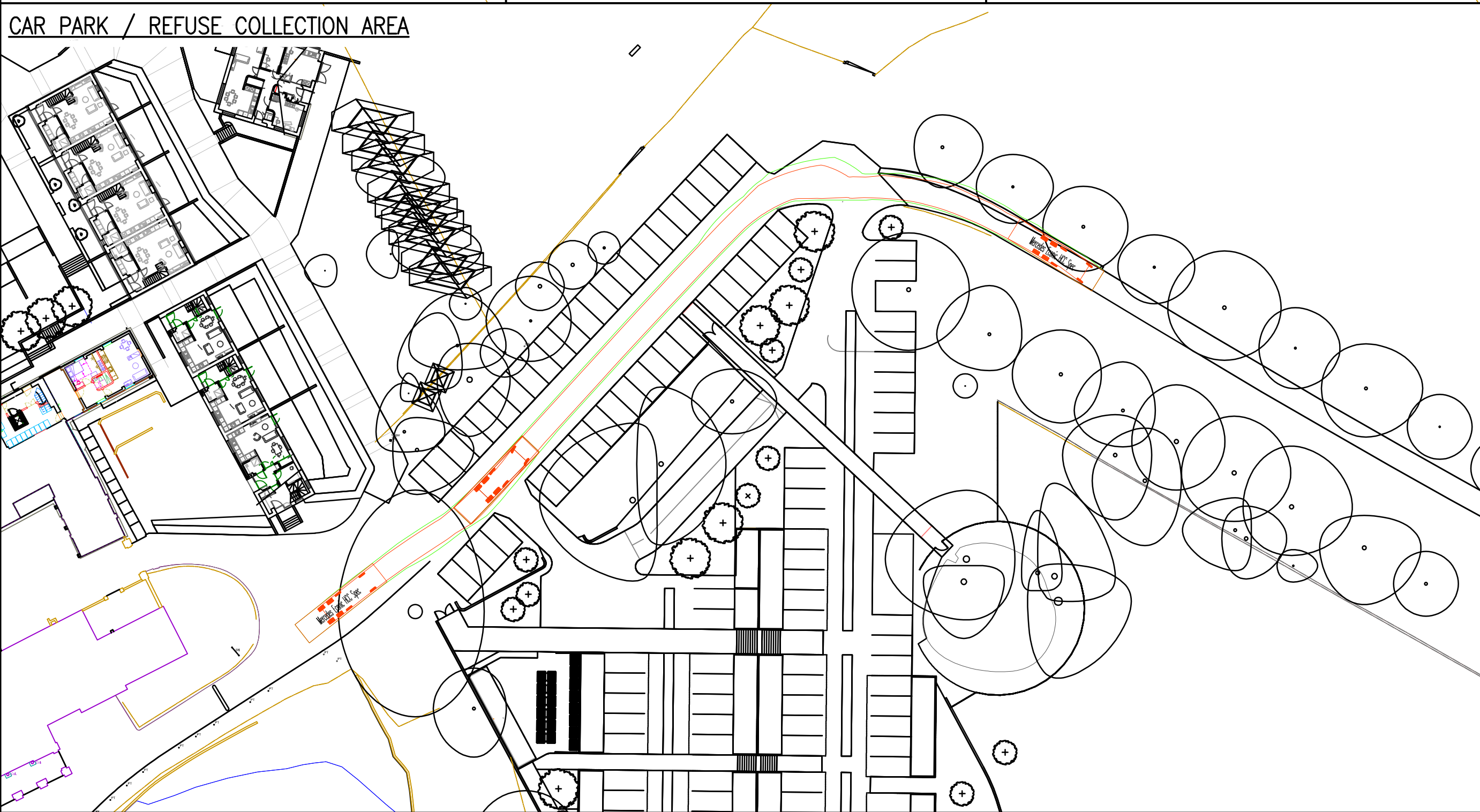
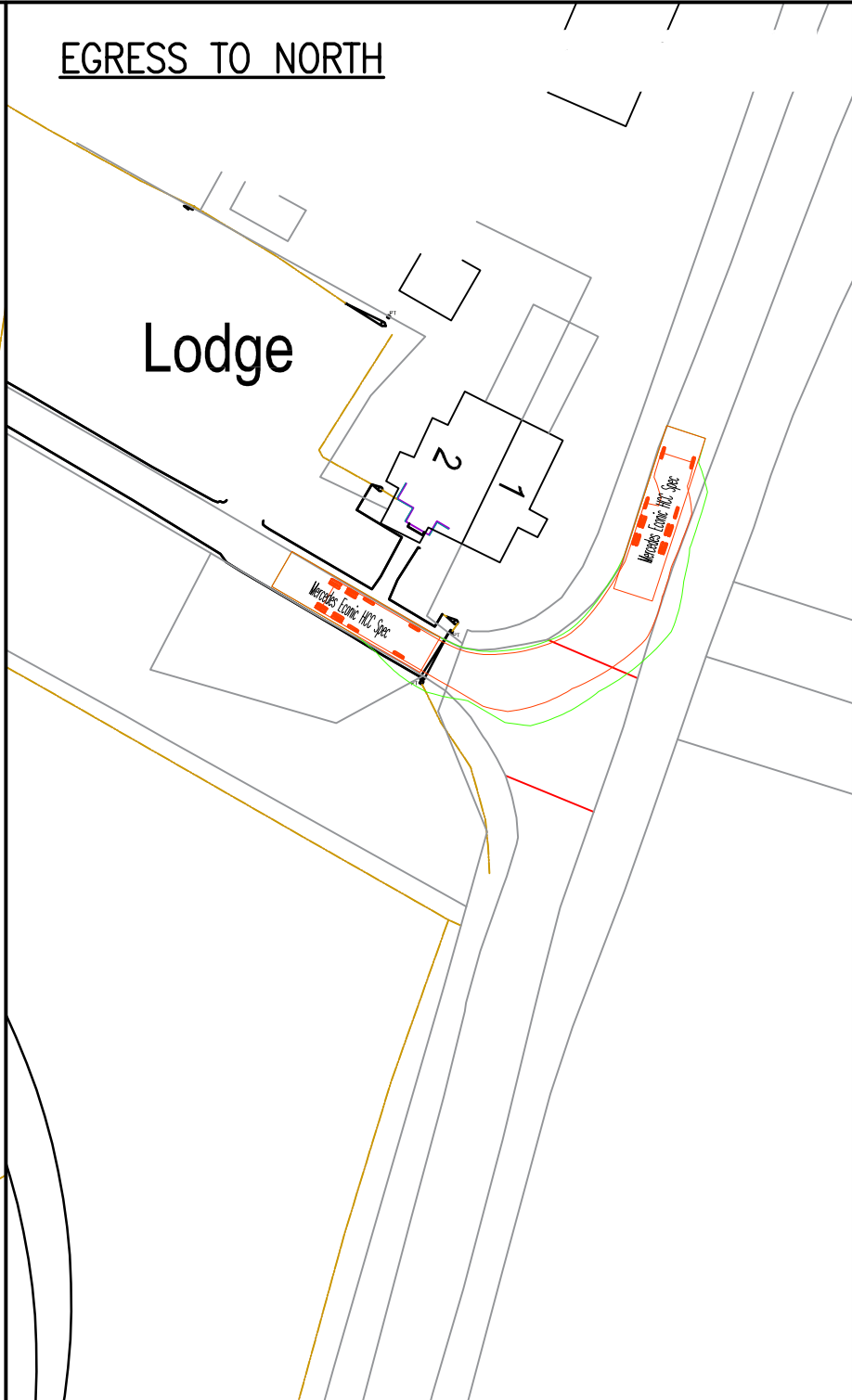
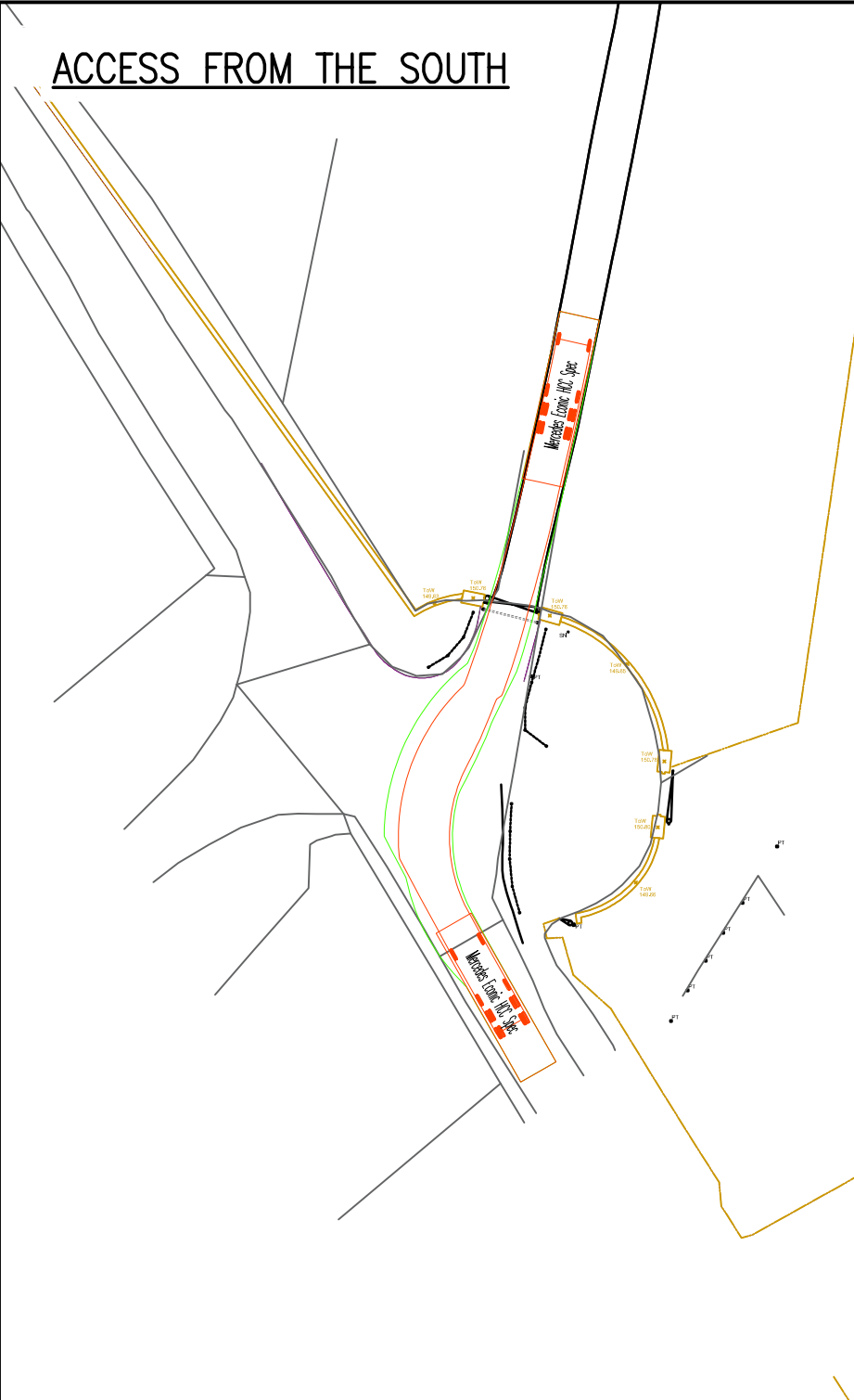
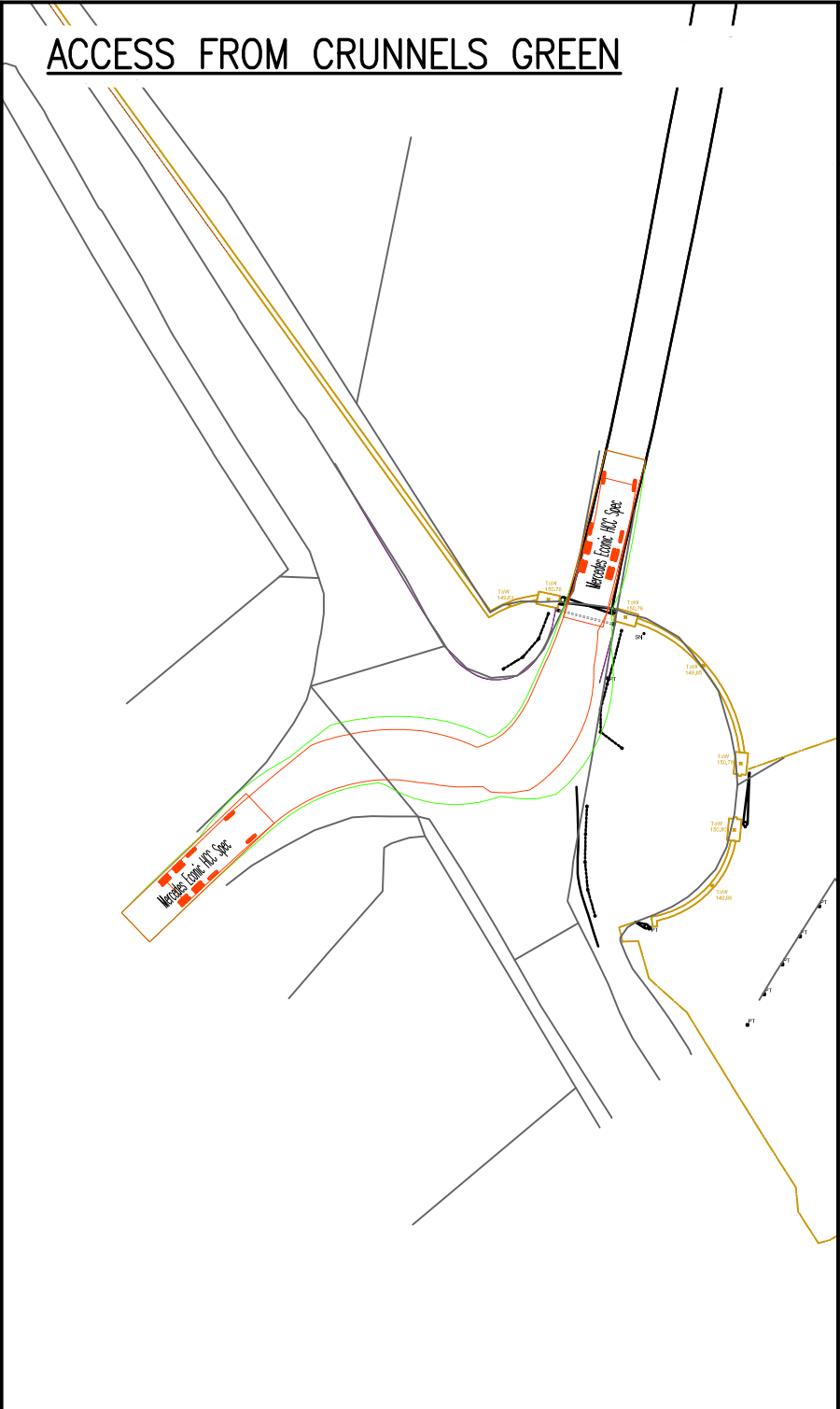
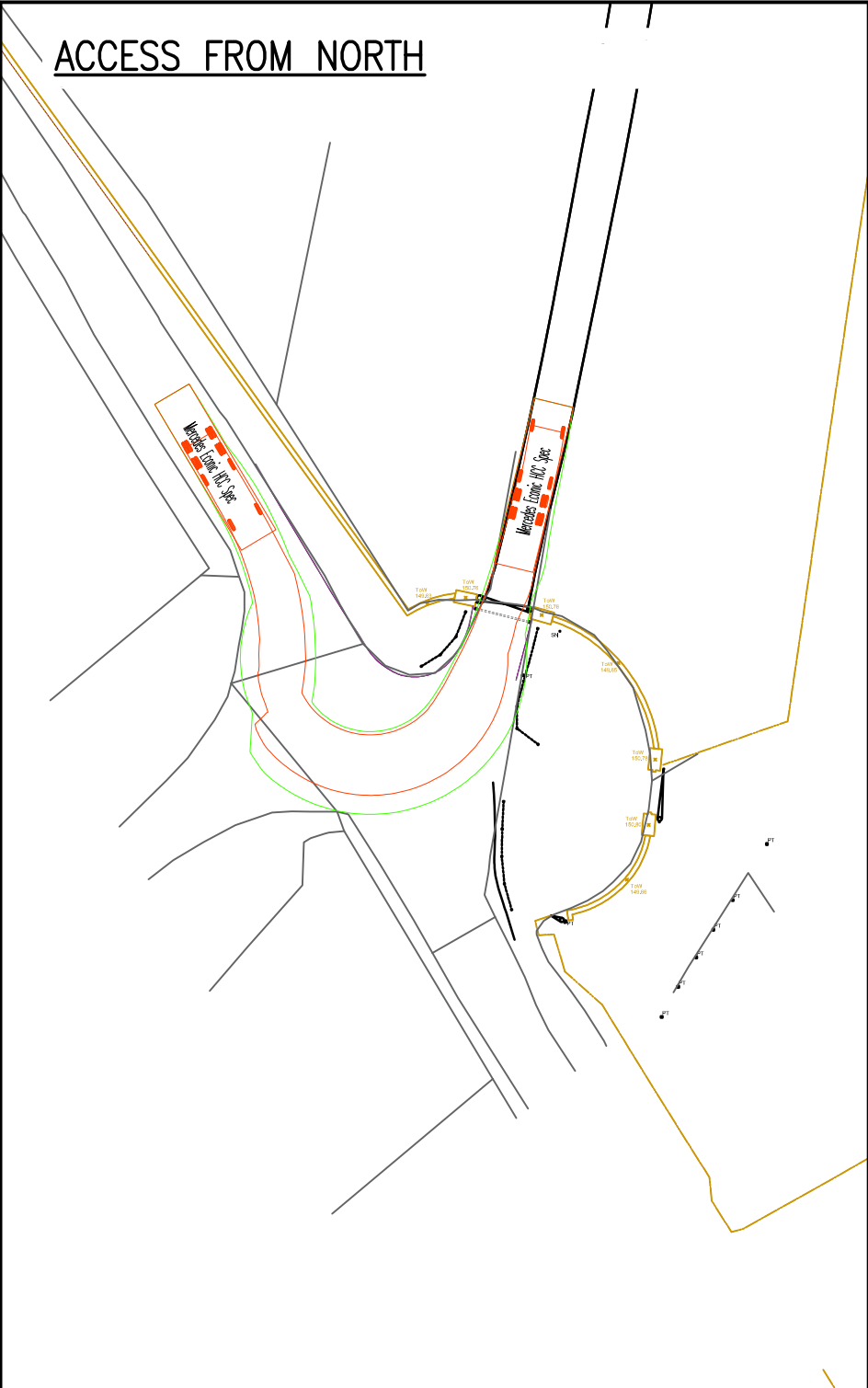
Job no. Status Scale @ A0
641 S0 1:1000

Checked by
ST

Date Revision
19.06.24 P01

Drawing number
641-KS-XX-XX-DR-A-00025

Appendix: N – Refuse Vehicle Swept Path Analysis

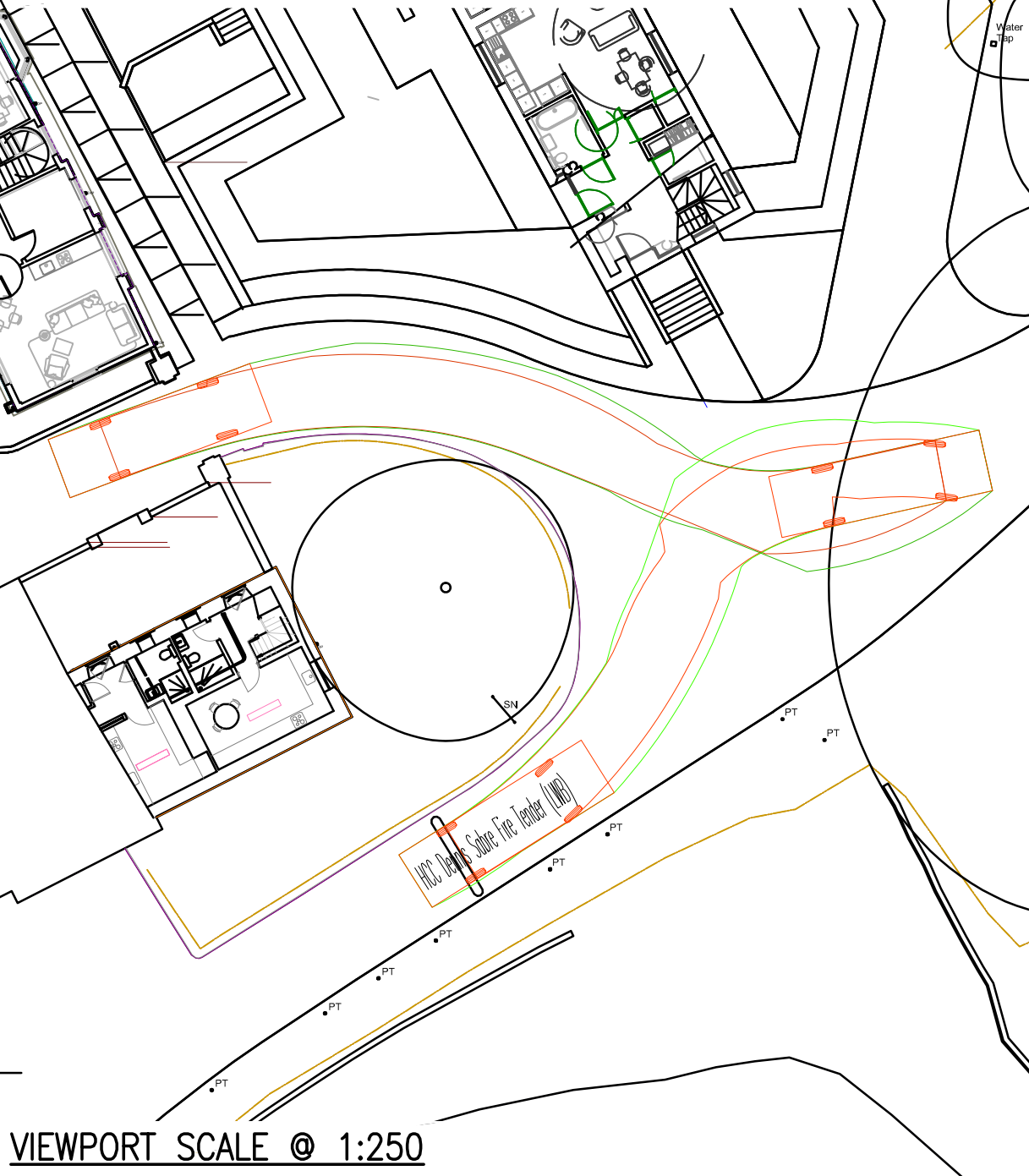


Mercedes Eonic HCC Spec
Overall Length 12.205m
Overall Width 2.890m
Overall Body Height 3.750m
Min Body Ground Clearance 0.302m
Max Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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CLIENT:					
ARCHITECT:					
PROJECT: TEMPLE DINSLEY ESTATE, PRESTON NORTH HERTFORDSHIRE					
TITLE: HCC SPEC REFUSE VEHICLE SWEEP PATH ANALYSIS					
SCALE @ A2: 1:500		DESIGN-DRAWN: CT		DATE: 27/06/2024	
PROJECT No: 4729		DRAWING No: SK04 REV F			

Appendix: O – Pumping Appliance Swept Path Analysis

INTERNAL ROUTING – 20M MAX REVERSE DISTANCE
AS PER MFS



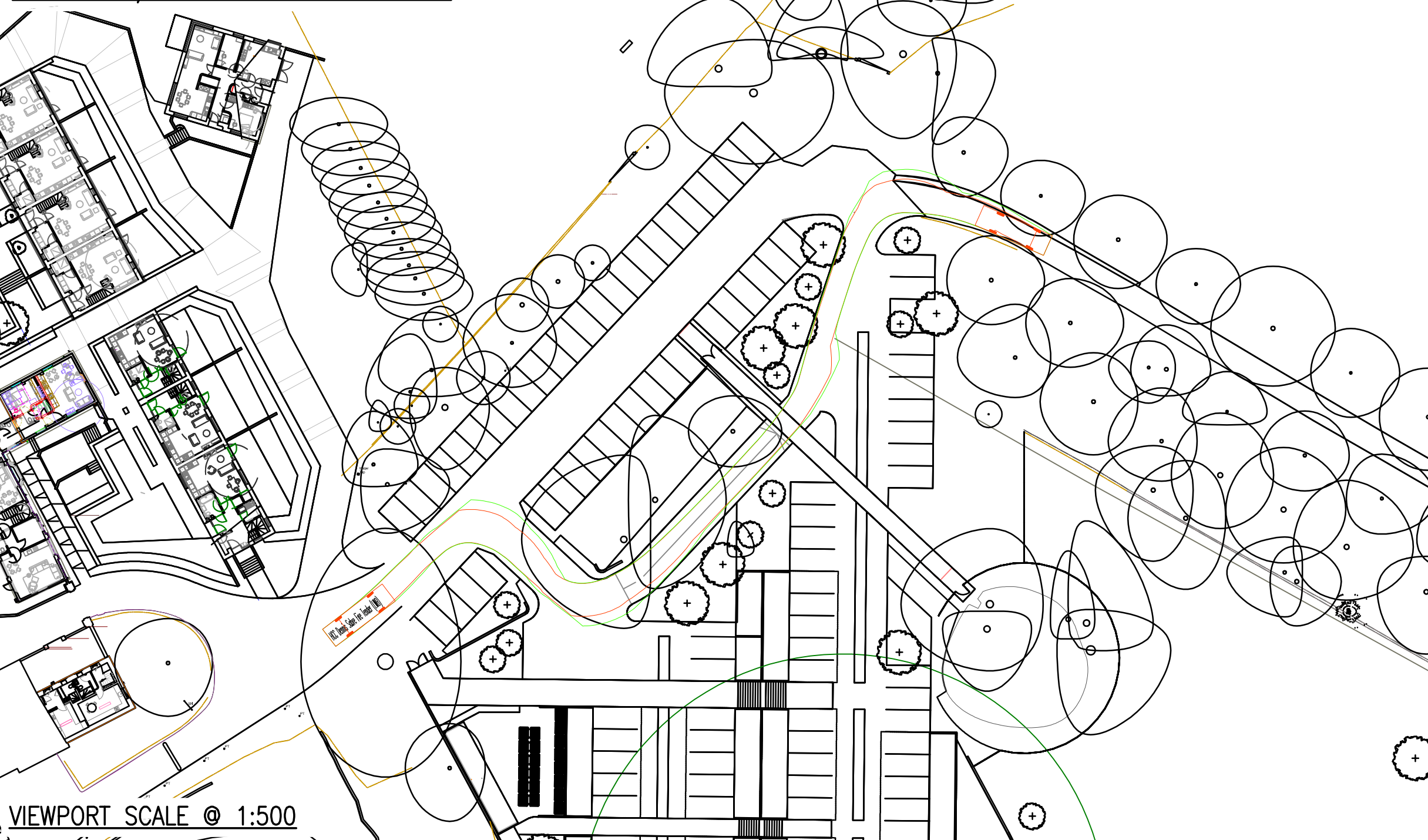
ACCESS TO TEACHING BLOCK



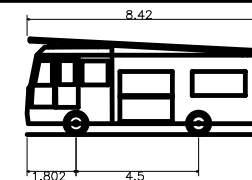
NORTH OF SITE



CAR PARK / REFUSE COLLECTION AREA



ACCESS TO NORTH SITE AND
TEACHING BLOCK



HCC Dennis Sabre Fire Tender (LWB)
Overall Length 8.420m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD
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Tel: 01920 871777
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CLIENT:

ARCHITECT:

PROJECT:

TEMPLE DINSLEY ESTATE, PRESTON,
HERTFORDSHIRE

TITLE:

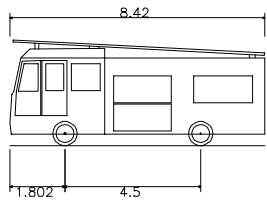
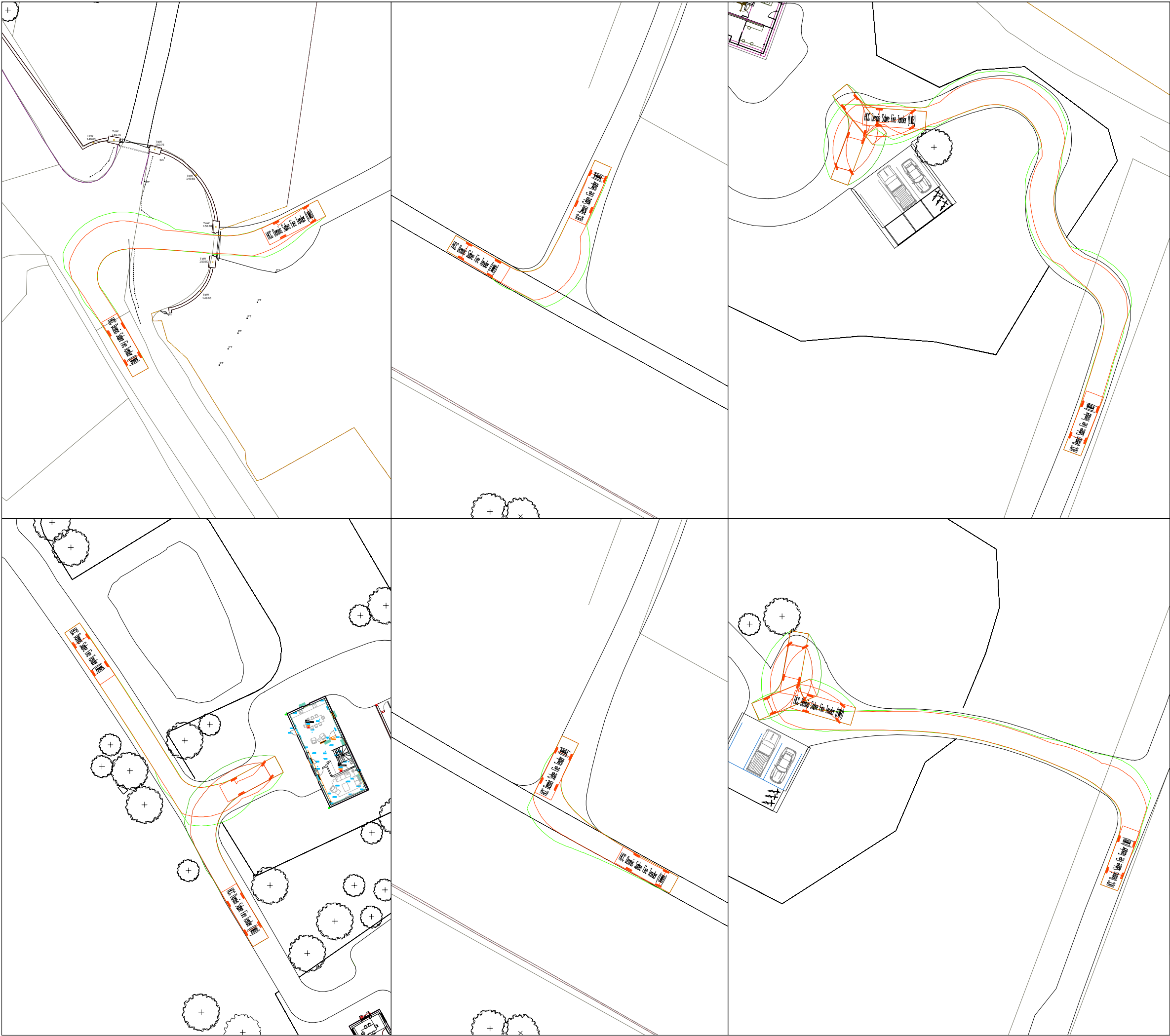
HCC SPEC PUMPING APPLIANCE
SWEEP PATH ANALYSIS

SCALE @ A2: DESIGN-DRAWN: DATE:

SEE VIEWPORTS CT 27/06/2024

PROJECT No: DRAWING No:

4729 SK06 REV E



HCC Dennis Sabre Fire Tender (LWB)

Overall Length	8.420m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

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

DRAWING STATUS:

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1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
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CLIENT:

ARCHITECT:

PROJECT:

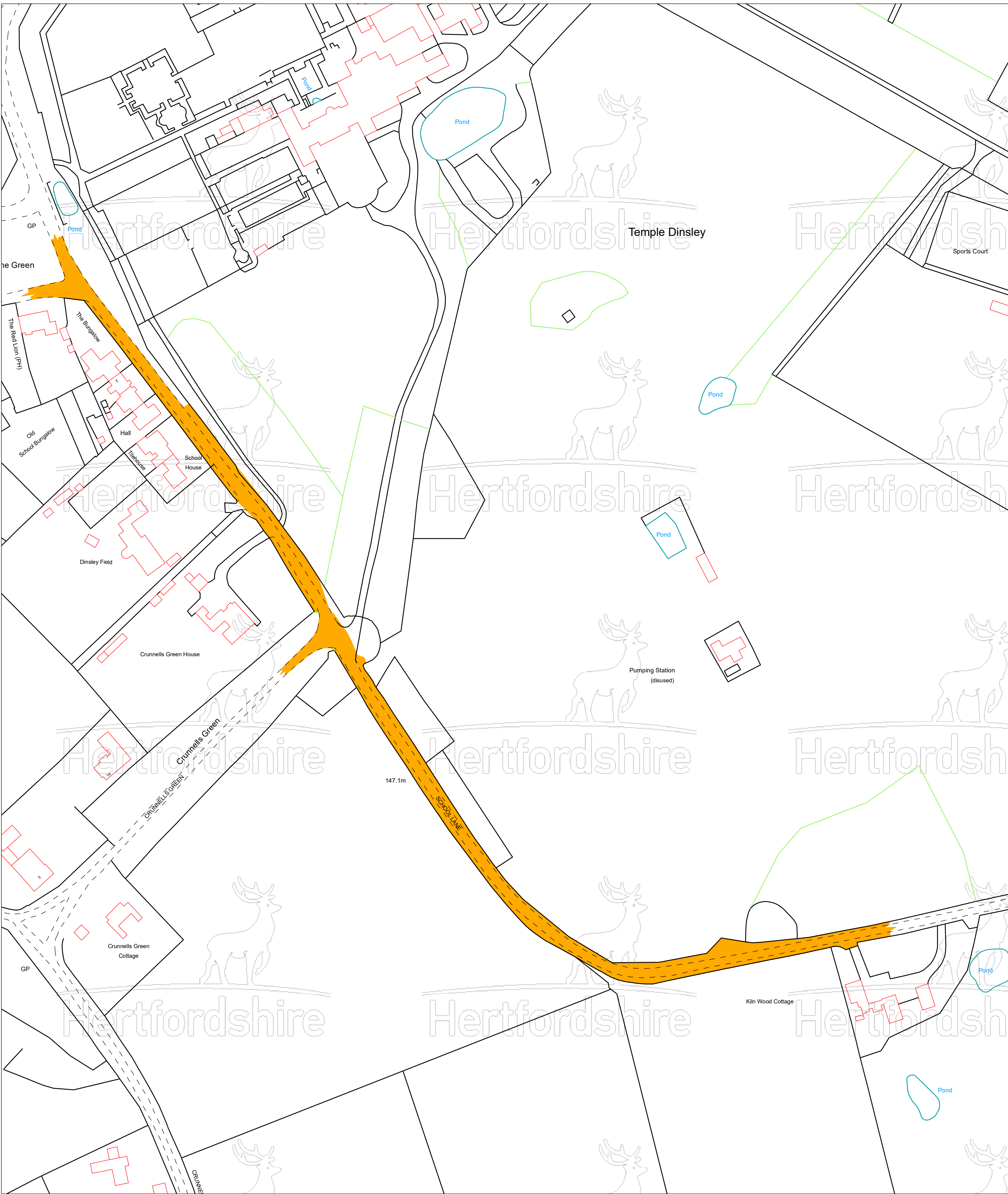
TEMPLE DINSLEY RSTATE, PRESTON,
NORTH HERTFORDSHIRE

TITLE:

DETACHED HOUSE PUMP
SWEEP PATH ANALYSIS

SCALE	⊗ A3: 1:500	DESIGN—DRAWN: TS	DATE: 09/07/2024
PROJECT No:	4729	DRAWING No:	SK14 REV C

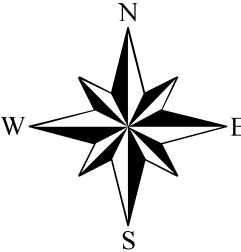
Appendix: P – School Lane Highway Boundary Mapping



0 25 50 100 150 200 Meters

School Lane
PRESTON

Area 1



Scale at A2

1:1,250

**For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council**

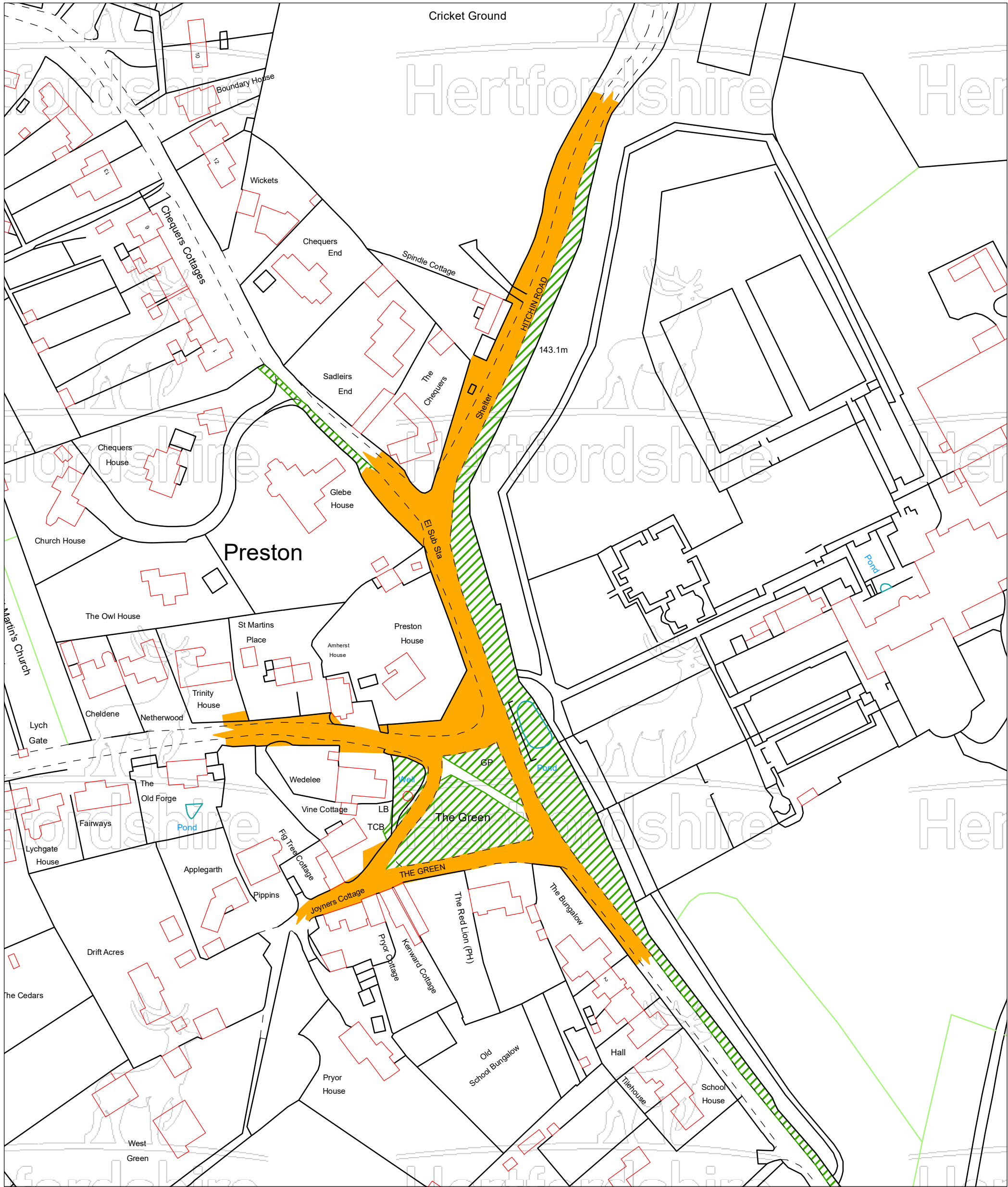
Date: 03/10/2023

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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.

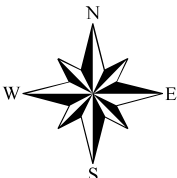


Appendix: Q – Hitchin Road Highway Boundary Mapping



0 25 50 100 150 200 Meters

Hitchin Road School Lane PRESTON



Scale at A3

1:1,250

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council
Date: 20/11/2023



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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.

Appendix: R – Highway Officer Email Correspondence

Callum Turner

From: Linda Loftin <[REDACTED]>
Sent: 24 November 2023 11:04
To: Callum Turner
Subject: : Preston - Hitchin Road, School Lane
Attachments: Hitchin Road, School Lane, PRESTON A3.pdf; School Lane, Preston 1250 A2.pdf; Hitchin Road, School Lane, PRESTON A3 vg.pdf; School Lane, Preston 1250 A2 VG.pdf

Dear Sir

REF:

Your Ref: Preston - Hitchin Road, School Lane

I refer to your recent subsequent enquiry in respect of the above.

Both highway boundary plans dated 3rd October 2023 and dated 20th November 2023 are correct. The documentary evidence is taken from the finance map number IR1/137 prepared in accordance with the Finance Act 1910.

Highway always take precedence over village green. Please find attached herewith an A3 plan shows village greens superimposed on highways.

Village greens are usually owned and maintained by local parish councils. Village greens are not maintained by highway authority.

For ownership of village green please contact HM Land Registry office and/or get a copy of the village green register from commons.enquiries@hertfordshire.gov.uk

For information about works within village green please contact Rights of Way Service at County Hall, Pegs Lane, Hertford SG13 8DN, email row@hertfordshire.gov.uk , telephone 01992-588433.

Attached herewith also is a revised A2 plan shows village greens superimposed on highways

This information is given after appropriate enquiries and in the belief that it is in accordance with the information at present available to the officers of this council but on the distinct understanding that neither the council, nor any of its officers is legally responsible for it except for negligence.

I trust the above is of assistance.

Yours faithfully



Linda Loftin
Highway Boundaries & Land Charges Officer | Legal, Democratic & Statutory Services |
Resources
Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DE
Room 348, Postal Point CHN207
[REDACTED]



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Appendix: S – Commons Enquiry Team Email Correspondence

Callum Turner

From: Gavin Harbour-Cooper [REDACTED]
Sent: 04 December 2023 16:26
To: Callum Turner
Cc: Commons Enquiries; Linda Loftin
Subject: RE: Preston - Hitchin Road, School Lane

Hi Callum

Thanks for the message and I hope you are well.

You are correct the signage, bus stop and other works could well be outside the type of works permissible by the two Victorian statutes. There are possible reasons for footways and signs etc to be located on a village green, for example it is possible that the footway was in physical existence before the land was registered as a village green in the 1960s. To further complicate matters it is also possible for land to be considered both common land/village green and Highway Maintainable at Public Expense. These designations are mutually exclusive and whilst the Commons Registration Act 1965 (CRA65) clearly stated that public highways should not be included in any registration, a significant number were. S.10 of the CRA65 provided that the register became legally conclusive evidence that the land was common or village green on final registration, meaning that there are a number of instances where land is now considered both common land/village green and highway. This can obviously lead to a conflict between what is and isn't permissible for the differing designations (something which is somewhat of a grey area).

As mentioned previously the County Council is the Registration Authority for commons and village greens in the county, our duties and powers do not include the authorisation of works on a village green nor do they automatically extend to enforcement. As set out below the Parish Council (or District Council where there is no PC) can bring proceedings under the Inclosure Act and it is possible for anyone, including any local authority, to issue proceedings under the Commons Act 1976. Both situations require a local authority, organisation or individual aggrieved enough to act through the courts.

The matter really comes down to opinion, legally any works would have to benefit the local inhabitants, though what constitutes a benefit or detriment to the enjoyment of the green is quite a subjective subject. Undertaking any works which would require the agreement of the landowner. In this instance as the register entries show this was (and likely still is) the Parish Council, it would be worthwhile contacting them to discuss the proposals and gauge local opinion.

I appreciate that this is not necessarily the answer you were looking for, but I hope the information helps.

Kind regards

Gavin

Gavin Harbour-Cooper

Senior Definitive Map Officer | Countryside & Rights of Way | Growth & Environment
Hertfordshire County Council

Address: County Hall, Pegs Lane, Hertford, SG13 8DE. Postal Point: CHN101.
[REDACTED]





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Integrity

We act
Sustainably

We champion
Equality & fairness

From: Callum Turner [REDACTED]
Sent: 04 December 2023 10:19
To: Gavin Harbour-Cooper [REDACTED]
Cc: Commons Enquiries <commons.enquiries@hertfordshire.gov.uk>; Linda Loftin [REDACTED]
Subject: RE: Preston - Hitchin Road, School Lane

Hi Gavin,

I hope you had a good weekend.

Sorry to chase this, is there any update on the below please?

Best regards,

Callum.

Callum Turner

Transport Engineer/Planner

1st Floor Millers House, Roydon Road, Stanstead Abbots SG12 8HN
[REDACTED]

EAS CIVIL ENGINEERING CONSULTANTS



**SPECIALISING IN TRANSPORT PLANNING, HIGHWAY DESIGN, FLOOD RISK AND DRAINAGE
INCORPORATING THE SuDS DESIGN CENTRE**

Please note that I am currently enrolled in a part-time Transport Planning & Management MSc and therefore I am not contactable on Thursdays.

EAS and The SuDS Design Centre are trading names of EAS Transport Planning Ltd registered 5751442

From: Callum Turner
Sent: Tuesday, November 28, 2023 9:37 AM
To: 'Gavin Harbour-Cooper' [REDACTED]
Cc: 'Commons Enquiries' <commons.enquiries@hertfordshire.gov.uk>; 'Linda Loftin' [REDACTED]
Subject: RE: Preston - Hitchin Road, School Lane

Hi Gavin,

Thank you for your email, that's very useful information, I do still have a few outstanding queries, however.

The below screenshot depicts an existing access that, through proposals, was going to be formalised with a footway to offer a pedestrian/cycling route into the site. Having now received the highway boundary for this area, I see this

verge is Village Green land (area north of the pond on the attached HWB mapping) . The HWB plans also depicts that this land extends all the way to the kerbline, although I note that road signs and stats fall in this land (as depicted below). Does the construction of a sign not constitute a structure, and therefore how was this allowed to be installed on this land. Similarly, if I wanted to propose the installation of a footway, does this also qualify as a structure?



Simlary, I note that a footway and bus stop have been installed on the northern side of 'The Green', in land which I belive is also labelled as village green (see below). Again, is this something that needs to be agreed by the Parish Council?



I have also linked the google maps location for reference:

<https://www.google.com/maps/place/Preston,+Hitchin/@51.9088866,-0.2866813,17.75z/data=!4m6!3m5!1s0x487631249ade2a6f:0x1b17253f5128339a!8m2!3d51.9100783!4d-0.2803954!16zL20vMDFzbWQw?entry=ttu>

Best regards,

Callum.

Callum Turner

Transport Engineer/Planner

1st Floor Millers House, Roydon Road, Stanstead Abbots SG12 8HN

Tel: 01920 871777

EAS CIVIL ENGINEERING CONSULTANTS



**SPECIALISING IN TRANSPORT PLANNING, HIGHWAY DESIGN, FLOOD RISK AND DRAINAGE
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From: Gavin Harbour-Cooper [REDACTED]
Sent: Monday, November 27, 2023 12:35 PM
To: Callum Turner [REDACTED]
Cc: Commons Enquiries <commons.enquiries@hertfordshire.gov.uk>; Linda Loftin [REDACTED]
Subject: RE: Preston - Hitchin Road, School Lane

Dear Callum

Thank you for the message, which has been passed to me for reply.

Before answering your specific queries I would clarify that as the Commons Registration Authority for Hertfordshire the County Council is only responsible for maintaining the Common Land and Village Green Registers. We do not own the underlying subsoil, nor are we responsible for managing or maintaining them.

In response to your two specific questions:

1. The register entries for Village Green 002 (The Green), 003 (Crunnells Green) and 004 (Wastes of the manor) all state that the land is owned by Preston Parish Council. However I would caveat this information by stating that the landownership was recorded when the land was first registered in the 1960s. There has been no requirement or mechanism in the intervening period to keep the landownership sections of the register up to date, it is therefore possible some or all of the land has changed hands. The best place to look for land ownership information is the Land Registry, alternatively you could contact the Parish Council directly.
2. With regards to possible development or works. The registration of land as a town or village green makes it extremely difficult for anyone, even the landowner, to undertake works or make any changes. Technically it is not possible to do anything which would interfere with the local inhabitants use or enjoyment of a village green, this includes encroachment, fencing, grazing, or erecting any structures, unless it is for the better enjoyment of the green. Unlike section 38 of the Commons Act 2006, which applies in relation to common land, there is no way of obtaining consent to carry out works or install structures on a village green. Legally, village greens are protected by two Victorian Statutes, the 1857 Inclosure Act, and the 1876 Commons Act.
 - i. The Inclosure Act makes it a criminal offence to damage any fences, graze animals on a green, deposit materials, 'injure' the green or take any action which would interrupt the use or enjoyment of the green. Any owner, inhabitant of the parish, parish council or district council, where there is no parish council, can bring proceedings through the Magistrates Court against an alleged offence under the Inclosure Act.
 - ii. The Commons Act makes it a public nuisance (a common law offence subject to criminal proceedings) to encroach on a green, enclose a green, erect any structure other than a structure for the better enjoyment of the green or disturb/occupy/interfere with the soil of the green, other than for the better enjoyment of the green. A public nuisance can be prosecuted in either the Magistrates Court or the Crown Court and proceedings can be brought by anyone.

With this in mind I would strongly advise you also seek independent legal advice on the effect the registration of the land as a village green would have on any proposals moving forward.

I hope this information helps but please let me know if you have any queries or require any additional information.

Kind regards

Gavin



Gavin Harbour-Cooper

Senior Definitive Map Officer | Countryside & Rights of Way | Growth & Environment
Hertfordshire County Council
Address: County Hall, Pegs Lane, Hertford, SG13 8DE. Postal Point: CHN101.



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From: Callum Turner

Sent: 24 November 2023 16:20

To: Commons Enquiries <commons.enquiries@hertfordshire.gov.uk>; ROW <row@hertfordshire.gov.uk>

Cc: Linda Loftin

Subject: Preston - Hitchin Road, School Lane

To whom it may concern,

I was wondering if you can advise on the attached mapping. I am currently exploring the scope of providing offsite improvements as part of a redevelopment within Preston North Hertfordshire. Having received land ownership mapping, it has been brought to my attention that not all verges within the village are owned or maintained by the highway authority and in fact some land is classified as 'Village Green' (see attached). I suppose my query is two-pronged.

Firstly, are you able to advise who owns the 'village Green' land and if there is a process I can embark on which acquires this land?

Secondly, would you be able to inform me of the rights a developer may have in altering Village Green land. Again, do I need to enter into an agreement with the landowner, how does this take place and who needs to approve this alteration?

Thank you in advance.

Best regards,

Callum.

Callum Turner

Transport Engineer/Planner

1st Floor Millers House, Roydon Road, Stanstead Abbots SG12 8HN

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Appendix: T – Preston Village Land Registry

NOTE: This section contains the registration of the land comprised in this register unit.

Registration authority **Hertfordshire County Council**

Register of TOWN OR VILLAGE GREENS

Register unit No. V.G.2

Edition No. _____

LAND SECTION—Sheet No.

See Overleaf
for Notes

No. and date of entry	Description of the land, reference to the register map, registration particulars, etc.
1. 8/2/67 (See entry No.2 below)	That tract called The Green, in the Parish of Preston in the Hitchin Rural District as marked in green on Sheet 28A of the Register Map and distinguished by the number of this Register Unit. Registered pursuant to application No. 8 made 26th January 1967 by the Preston Parish Council. (Registration Provisional)
2. 3.12.70.	The registration at entry No.1 above, being undisputed, became final on 1st October 1970.

[illegible]

Registration authority Hertfordshire County Council

Edition No. =

Register of TOWN OR VILLAGE GREENS

OWNERSHIP SECTION—Sheet No.

1 No. and date of entry	2 No. and date of application	3 Name and Address of person registered as owner	4 Particulars of the land to which the registration applies
1. 8/2/67 (See entry No.2 below)	9. 26/1/67	Preston Parish Council c/o The Clerk The Hollies Kings Walden Road Preston, Hitchin (Registration provisional)	The land at Preston comprised in this Register Unit and marked green on the Register Map.
2. 3.12.70.		The registration at entry No.1 above, being undisputed, became final	on 1st October 1970.

No. and date
of note

Notes

No. and date
of note

Notes

Register of

TOWN OR VILLAGE GREENS

Register unit No. V.G.3

Edition No.

LAND SECTION—Sheet No.

See Overleaf
for Notes

No. and date of entry	Description of the land, reference to the register map, registration particulars, etc.
1. 8/2/67 (See entry No.2 below)	That tract called Crunnels Green in the Parish of Preston in the Hitchin Rural District as marked in green on Sheet 28A of the Register Map and distinguished by the number of this Register Unit. Registered pursuant to application No. 8 made 26th January 1967 by the Preston Parish Council. (Registration Provisional)
2. 3.12.70.	The registration at entry No.1 above, being undisputed, became final on 1st October 1970.

[illegible]

NOTE: This section contains the registration of every person registered under the Act as owner of any of the land described in the land section of this register unit. It does not contain any registration in respect of land of which the freehold is registered under the Land Registration Acts 1925 and 1936, but the absence from this section of a registration in respect of any land described in the land section does not necessarily indicate that the freehold of that land is registered under those Acts.

Registration authority Hertfordshire County Council

Register unit No. V.G.3

Edition No.

Register of

TOWN OR VILLAGE GREENS

OWNERSHIP SECTION—Sheet No.

See Overleaf
for Notes

1 No. and date of entry	2 No. and date of application	3 Name and Address of person registered as owner	4 Particulars of the land to which the registration applies
1. 3/2/67 (See entry No.2 below)	9. 26/1/67	Preston Parish Council c/o The Clerk The Hollies Kings Walden Road, Preston, Hitchin (Registration provisional)	The land at Preston comprised in this Register Unit and marked green on the Register Map.
2. 3.12.70.		The registration at entry No.1 above, being undisputed, became final on 1st October 1970.	

No. and date
of note

Notes

No. and date
of note

Notes

NOTE: This section contains the registration of the land comprised in this register unit.

Registration authority Hertfordshire County Council

Register unit No. VG.4

Edition No. -

Register of

TOWN OR VILLAGE GREENS

LAND SECTION—Sheet No.

See Overleaf
for Notes

No. and date of entry	Description of the land, reference to the register map, registration particulars, etc.
1. 8/2/67 (See entry No.2 below)	20 and The remaining wastes of the Manor in the Parish of Preston in the Hitchin Rural District as marked in green on sheet/28A of the Register Map and distinguished by the number of this Register Unit. Registered pursuant to application No. 8 made 26th January 1967 by the Preston Parish Council. (Registration Provisional)
2. 3.12.70.	The registration at entry No.1 above, being undisputed, became final on 1st October 1970.

[illegible]

Registration authority Hertfordshire County
Council

Edition No. _____

Register of

TOWN OR VILLAGE GREENS

OWNERSHIP SECTION—Sheet No.

See Overleaf
for Notes

1 No. and date of entry	2 No. and date of application	3 Name and Address of person registered as owner	4 Particulars of the land to which the registration applies
1. 8/2/67 (See entry No.2 below)	9. 26/1/67	Preston Parish Council c/o The Clerk The Hollies Kings Walden Road, Preston, Litchin (Registration provisional)	The land at Preston comprised in this Register Unit and marked green on the Register Map.
2. 3.12.70.		The registration at entry No.1 above, being undisputed, became final on 1st October 1970.	

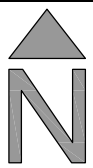
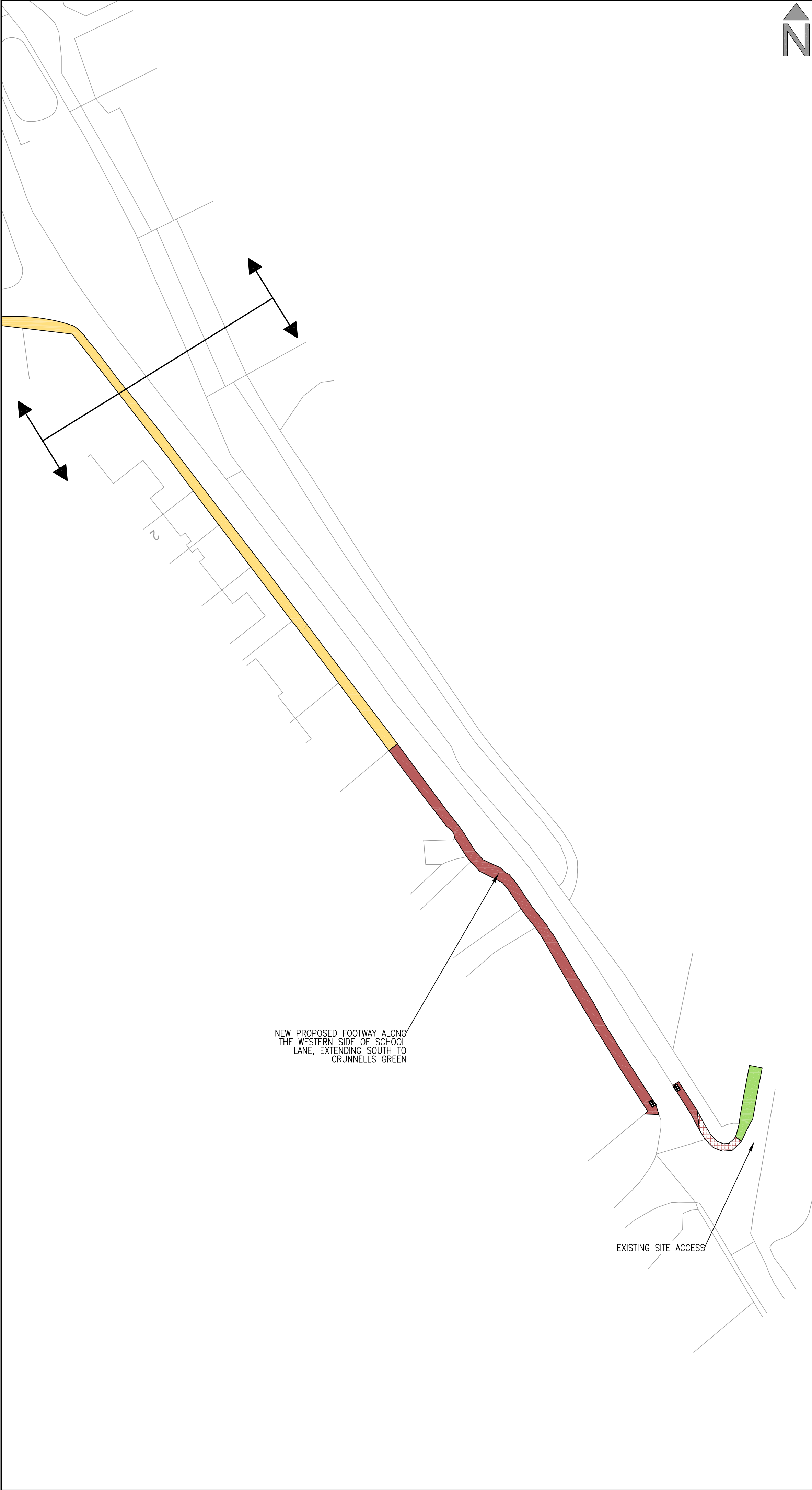
No. and date
of note

Notes

No. and date
of note

Notes

Appendix: U – Initial Off-site Improvements Sent to Parish Council

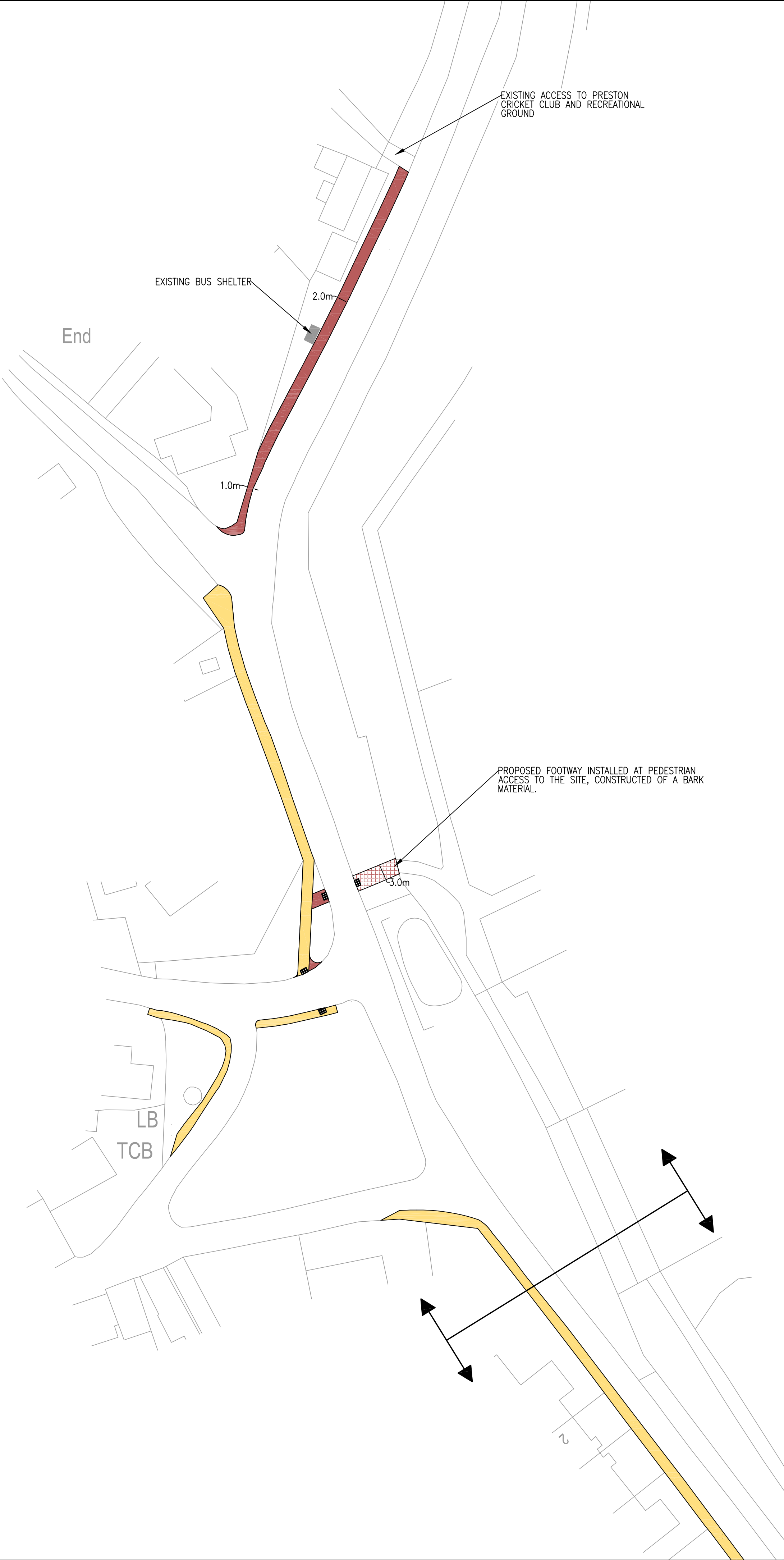


- KEY:
- IMPROVEMENTS WITHIN THE APPLICANTS OWNERSHIP
 - OFFSITE IMPROVEMENTS WITHIN 'VILLAGE GREEN' CLASSIFIED LAND
 - OFFSITE IMPROVEMENTS WITHIN LAND OWNED AND MAINTAINED BY THE HIGHWAY AUTHORITY
 - EXISTING FOOTWAY PROVISION
 - NEW PROPOSED TACTILE PAVING

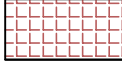
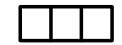
NEW PROPOSED FOOTWAY ALONG THE WESTERN SIDE OF SCHOOL LANE, EXTENDING SOUTH TO CRUNNELLS GREEN

EXISTING SITE ACCESS

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.easlp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: TEMPLE DINSLEY ESTATE, SCHOOL LANE, PRESTON					
TITLE: PROPOSED OFFSITE IMPROVEMENTS WITHIN PRESTON					
SCALE: A2: 1:500			DESIGN-DRAWN: CT		DATE: 03/03/2024
PROJECT No: 4729			DRAWING No: SK03 REV A		



KEY:

-  - OFFSITE IMPROVEMENTS WITHIN 'VILLAGE GREEN' CLASSIFIED LAND
-  - OFFSITE IMPROVEMENTS WITHIN LAND OWNED AND MAINTAINED BY THE HIGHWAY AUTHORITY
-  - EXISTING FOOTWAY PROVISION
-  - NEW PROPOSED TACTILE PAVING

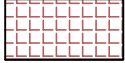
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.easlp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: TEMPLE DINSLEY ESTATE, SCHOOL LANE, PRESTON					
TITLE: PROPOSED OFF SITE IMPROVEMENTS WITHIN PRESTON VILLAGE					
SCALE @ A2: 1:500		DESIGN-DRAWN: CT		DATE: 03/03/2024	
PROJECT No: 4729		DRAWING No: SK02 REV A			

Appendix: V – Parish Council Approved Off-site Improvements



PROPOSED FOOTWAY INSTALLED AT PEDESTRIAN ACCESS TO THE SITE, CONSTRUCTED OF A BARK MATERIAL.

3.0m

- KEY:
-  - OFFSITE IMPROVEMENTS WITHIN 'VILLAGE GREEN' CLASSIFIED LAND
 -  - EXISTING FOOTWAY PROVISION

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

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Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.easlp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

TEMPLE DINSLEY ESTATE, SCHOOL
LANE, PRESTON

TITLE:
PROPOSED OFF SITE IMPROVEMENTS
WITHIN PRESTON VILLAGE

SCALE:  A2: 1:500	DESIGN-DRAWN: CT	DATE: 09/05/2024
---	---------------------	---------------------

PROJECT No: 4729	DRAWING No: SK02 REV A
---------------------	---------------------------

Appendix: W – Flats TRICS Data

Calculation Reference: AUDIT-743101-240430-0435

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	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:

12 to 82 (units:)

Range Selected by User:

6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/19 to 19/06/24

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

Selected survey days:

Monday

2 days

Tuesday

1 days

Thursday

1 days

Friday

1 days

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

Selected survey types:

Manual count

5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

3

Edge of Town

2

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 5

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

9 days - Selected

Servicing vehicles Excluded

X days - Selected

Secondary Filtering selection:

Use Class:

C3 5 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:

20,001 to 25,000	5 days
------------------	--------

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

Population within 5 miles:

75,001 to 100,000	2 days
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	5 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	3 days

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
2	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
3	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
4	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBAY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
5	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
	ABBAY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: FRIDAY	16/06/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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): 1.96

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	5	38	0.021	5	38	0.175	5	38	0.196
08:00 - 09:00	5	38	0.085	5	38	0.153	5	38	0.238
09:00 - 10:00	5	38	0.106	5	38	0.122	5	38	0.228
10:00 - 11:00	5	38	0.101	5	38	0.122	5	38	0.223
11:00 - 12:00	5	38	0.085	5	38	0.122	5	38	0.207
12:00 - 13:00	5	38	0.148	5	38	0.122	5	38	0.270
13:00 - 14:00	5	38	0.111	5	38	0.116	5	38	0.227
14:00 - 15:00	5	38	0.111	5	38	0.106	5	38	0.217
15:00 - 16:00	5	38	0.185	5	38	0.101	5	38	0.286
16:00 - 17:00	5	38	0.116	5	38	0.111	5	38	0.227
17:00 - 18:00	5	38	0.190	5	38	0.122	5	38	0.312
18:00 - 19:00	5	38	0.106	5	38	0.063	5	38	0.169
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.365			1.435			2.800

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

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

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Parameter summary

Trip rate parameter range selected:

12 - 82 (units:)

Survey date date range:

01/01/19 - 19/06/24

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	38	0.000	5	38	0.000	5	38	0.000
08:00 - 09:00	5	38	0.000	5	38	0.000	5	38	0.000
09:00 - 10:00	5	38	0.000	5	38	0.000	5	38	0.000
10:00 - 11:00	5	38	0.000	5	38	0.000	5	38	0.000
11:00 - 12:00	5	38	0.000	5	38	0.000	5	38	0.000
12:00 - 13:00	5	38	0.000	5	38	0.000	5	38	0.000
13:00 - 14:00	5	38	0.000	5	38	0.000	5	38	0.000
14:00 - 15:00	5	38	0.000	5	38	0.000	5	38	0.000
15:00 - 16:00	5	38	0.000	5	38	0.000	5	38	0.000
16:00 - 17:00	5	38	0.005	5	38	0.000	5	38	0.005
17:00 - 18:00	5	38	0.000	5	38	0.005	5	38	0.005
18:00 - 19:00	5	38	0.000	5	38	0.000	5	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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/C - FLATS 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	5	38	0.000	5	38	0.005	5	38	0.005
08:00 - 09:00	5	38	0.000	5	38	0.011	5	38	0.011
09:00 - 10:00	5	38	0.000	5	38	0.011	5	38	0.011
10:00 - 11:00	5	38	0.005	5	38	0.000	5	38	0.005
11:00 - 12:00	5	38	0.005	5	38	0.000	5	38	0.005
12:00 - 13:00	5	38	0.000	5	38	0.005	5	38	0.005
13:00 - 14:00	5	38	0.000	5	38	0.000	5	38	0.000
14:00 - 15:00	5	38	0.016	5	38	0.011	5	38	0.027
15:00 - 16:00	5	38	0.005	5	38	0.000	5	38	0.005
16:00 - 17:00	5	38	0.005	5	38	0.000	5	38	0.005
17:00 - 18:00	5	38	0.000	5	38	0.005	5	38	0.005
18:00 - 19:00	5	38	0.011	5	38	0.000	5	38	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.048			0.095

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/C - FLATS 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	5	38	0.005	5	38	0.037	5	38	0.042
08:00 - 09:00	5	38	0.048	5	38	0.249	5	38	0.297
09:00 - 10:00	5	38	0.048	5	38	0.090	5	38	0.138
10:00 - 11:00	5	38	0.037	5	38	0.063	5	38	0.100
11:00 - 12:00	5	38	0.042	5	38	0.058	5	38	0.100
12:00 - 13:00	5	38	0.079	5	38	0.048	5	38	0.127
13:00 - 14:00	5	38	0.042	5	38	0.048	5	38	0.090
14:00 - 15:00	5	38	0.079	5	38	0.048	5	38	0.127
15:00 - 16:00	5	38	0.106	5	38	0.037	5	38	0.143
16:00 - 17:00	5	38	0.063	5	38	0.037	5	38	0.100
17:00 - 18:00	5	38	0.101	5	38	0.090	5	38	0.191
18:00 - 19:00	5	38	0.048	5	38	0.016	5	38	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.698			0.821			1.519

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/C - FLATS 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	5	38	0.000	5	38	0.026	5	38	0.026
08:00 - 09:00	5	38	0.000	5	38	0.095	5	38	0.095
09:00 - 10:00	5	38	0.005	5	38	0.021	5	38	0.026
10:00 - 11:00	5	38	0.016	5	38	0.021	5	38	0.037
11:00 - 12:00	5	38	0.011	5	38	0.026	5	38	0.037
12:00 - 13:00	5	38	0.011	5	38	0.021	5	38	0.032
13:00 - 14:00	5	38	0.021	5	38	0.021	5	38	0.042
14:00 - 15:00	5	38	0.026	5	38	0.016	5	38	0.042
15:00 - 16:00	5	38	0.016	5	38	0.000	5	38	0.016
16:00 - 17:00	5	38	0.042	5	38	0.000	5	38	0.042
17:00 - 18:00	5	38	0.048	5	38	0.000	5	38	0.048
18:00 - 19:00	5	38	0.011	5	38	0.000	5	38	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.247			0.454

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/C - FLATS 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): 1.96

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	5	38	0.026	5	38	0.302	5	38	0.328
08:00 - 09:00	5	38	0.132	5	38	0.571	5	38	0.703
09:00 - 10:00	5	38	0.180	5	38	0.259	5	38	0.439
10:00 - 11:00	5	38	0.180	5	38	0.228	5	38	0.408
11:00 - 12:00	5	38	0.169	5	38	0.238	5	38	0.407
12:00 - 13:00	5	38	0.265	5	38	0.217	5	38	0.482
13:00 - 14:00	5	38	0.201	5	38	0.206	5	38	0.407
14:00 - 15:00	5	38	0.270	5	38	0.196	5	38	0.466
15:00 - 16:00	5	38	0.360	5	38	0.159	5	38	0.519
16:00 - 17:00	5	38	0.259	5	38	0.148	5	38	0.407
17:00 - 18:00	5	38	0.392	5	38	0.238	5	38	0.630
18:00 - 19:00	5	38	0.222	5	38	0.079	5	38	0.301
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.656			2.841			5.497

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/C - FLATS 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	5	38	0.016	5	38	0.169	5	38	0.185
08:00 - 09:00	5	38	0.069	5	38	0.138	5	38	0.207
09:00 - 10:00	5	38	0.079	5	38	0.095	5	38	0.174
10:00 - 11:00	5	38	0.090	5	38	0.111	5	38	0.201
11:00 - 12:00	5	38	0.074	5	38	0.122	5	38	0.196
12:00 - 13:00	5	38	0.132	5	38	0.101	5	38	0.233
13:00 - 14:00	5	38	0.090	5	38	0.101	5	38	0.191
14:00 - 15:00	5	38	0.090	5	38	0.085	5	38	0.175
15:00 - 16:00	5	38	0.159	5	38	0.079	5	38	0.238
16:00 - 17:00	5	38	0.101	5	38	0.095	5	38	0.196
17:00 - 18:00	5	38	0.185	5	38	0.111	5	38	0.296
18:00 - 19:00	5	38	0.095	5	38	0.053	5	38	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.180			1.260			2.440

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/C - FLATS 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	5	38	0.000	5	38	0.000	5	38	0.000
08:00 - 09:00	5	38	0.011	5	38	0.011	5	38	0.022
09:00 - 10:00	5	38	0.016	5	38	0.016	5	38	0.032
10:00 - 11:00	5	38	0.005	5	38	0.005	5	38	0.010
11:00 - 12:00	5	38	0.011	5	38	0.000	5	38	0.011
12:00 - 13:00	5	38	0.000	5	38	0.005	5	38	0.005
13:00 - 14:00	5	38	0.005	5	38	0.000	5	38	0.005
14:00 - 15:00	5	38	0.011	5	38	0.011	5	38	0.022
15:00 - 16:00	5	38	0.016	5	38	0.011	5	38	0.027
16:00 - 17:00	5	38	0.005	5	38	0.011	5	38	0.016
17:00 - 18:00	5	38	0.000	5	38	0.000	5	38	0.000
18:00 - 19:00	5	38	0.011	5	38	0.011	5	38	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.081			0.172

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

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

Appendix: X – Houses TRICS Data

Calculation Reference: AUDIT-743101-240430-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	4 days
	KC KENT	2 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/19 to 14/11/24

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	5 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	17

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	17
Village	1
Out of Town	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	48 days - Selected

Secondary Filtering selection:

Use Class:

C3 20 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days

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

Population within 5 miles:

25,001 to 50,000	7 days
50,001 to 75,000	8 days
75,001 to 100,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	14 days
1.6 to 2.0	2 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	20 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	20 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21	MIXED HOUSES	DORSET
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
4	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX
5	ES-03-A-09 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23	DETACHED & SEMI-DETACHED	EAST SUSSEX
6	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE
7	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21	MIXED HOUSES	HAMPSHIRE
8	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22	MIXED HOUSES & FLATS	HAMPSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: TUESDAY 04/07/23	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
10	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
11	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: 106 Survey date: TUESDAY 09/05/23	MIXED HOUSES	KENT	Survey Type: MANUAL
12	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 275 Survey date: MONDAY 23/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
13	NF-03-A-23 SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Total No of Dwellings: 514 Survey date: WEDNESDAY 22/09/21	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
14	NF-03-A-37 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: TUESDAY 27/09/22	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
15	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 537 Survey date: TUESDAY 20/09/22	MIXED HOUSES	NORFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-52	MIXED HOUSES	NORFOLK
	LYNNSPORT WAY		
	KING'S LYNN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	130	
	Survey date: TUESDAY	07/11/23	Survey Type: MANUAL
17	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
18	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
19	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
20	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

TRIP RATE for Land Use 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): 1.65

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	20	176	0.073	20	176	0.318	20	176	0.391
08:00 - 09:00	20	176	0.165	20	176	0.443	20	176	0.608
09:00 - 10:00	20	176	0.155	20	176	0.176	20	176	0.331
10:00 - 11:00	20	176	0.125	20	176	0.137	20	176	0.262
11:00 - 12:00	20	176	0.127	20	176	0.140	20	176	0.267
12:00 - 13:00	20	176	0.159	20	176	0.145	20	176	0.304
13:00 - 14:00	20	176	0.156	20	176	0.152	20	176	0.308
14:00 - 15:00	20	176	0.148	20	176	0.203	20	176	0.351
15:00 - 16:00	20	176	0.293	20	176	0.174	20	176	0.467
16:00 - 17:00	20	176	0.301	20	176	0.160	20	176	0.461
17:00 - 18:00	20	176	0.388	20	176	0.180	20	176	0.568
18:00 - 19:00	20	176	0.301	20	176	0.161	20	176	0.462
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.389			4.780

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

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

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Parameter summary

Trip rate parameter range selected:	14 - 918 (units:)
Survey date date range:	01/01/19 - 14/11/24
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	176	0.001	20	176	0.001	20	176	0.002
08:00 - 09:00	20	176	0.002	20	176	0.002	20	176	0.004
09:00 - 10:00	20	176	0.003	20	176	0.002	20	176	0.005
10:00 - 11:00	20	176	0.002	20	176	0.002	20	176	0.004
11:00 - 12:00	20	176	0.002	20	176	0.003	20	176	0.005
12:00 - 13:00	20	176	0.001	20	176	0.001	20	176	0.002
13:00 - 14:00	20	176	0.002	20	176	0.001	20	176	0.003
14:00 - 15:00	20	176	0.001	20	176	0.001	20	176	0.002
15:00 - 16:00	20	176	0.001	20	176	0.000	20	176	0.001
16:00 - 17:00	20	176	0.001	20	176	0.001	20	176	0.002
17:00 - 18:00	20	176	0.000	20	176	0.000	20	176	0.000
18:00 - 19:00	20	176	0.000	20	176	0.001	20	176	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.015			0.031

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	20	176	0.004	20	176	0.017	20	176	0.021
08:00 - 09:00	20	176	0.007	20	176	0.028	20	176	0.035
09:00 - 10:00	20	176	0.003	20	176	0.007	20	176	0.010
10:00 - 11:00	20	176	0.005	20	176	0.004	20	176	0.009
11:00 - 12:00	20	176	0.002	20	176	0.003	20	176	0.005
12:00 - 13:00	20	176	0.003	20	176	0.003	20	176	0.006
13:00 - 14:00	20	176	0.003	20	176	0.003	20	176	0.006
14:00 - 15:00	20	176	0.007	20	176	0.004	20	176	0.011
15:00 - 16:00	20	176	0.021	20	176	0.008	20	176	0.029
16:00 - 17:00	20	176	0.019	20	176	0.009	20	176	0.028
17:00 - 18:00	20	176	0.014	20	176	0.008	20	176	0.022
18:00 - 19:00	20	176	0.009	20	176	0.008	20	176	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.102			0.199

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	20	176	0.017	20	176	0.054	20	176	0.071
08:00 - 09:00	20	176	0.045	20	176	0.129	20	176	0.174
09:00 - 10:00	20	176	0.032	20	176	0.023	20	176	0.055
10:00 - 11:00	20	176	0.018	20	176	0.023	20	176	0.041
11:00 - 12:00	20	176	0.023	20	176	0.023	20	176	0.046
12:00 - 13:00	20	176	0.028	20	176	0.023	20	176	0.051
13:00 - 14:00	20	176	0.020	20	176	0.023	20	176	0.043
14:00 - 15:00	20	176	0.040	20	176	0.034	20	176	0.074
15:00 - 16:00	20	176	0.107	20	176	0.040	20	176	0.147
16:00 - 17:00	20	176	0.043	20	176	0.028	20	176	0.071
17:00 - 18:00	20	176	0.043	20	176	0.042	20	176	0.085
18:00 - 19:00	20	176	0.050	20	176	0.038	20	176	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.466			0.480			0.946

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	20	176	0.001	20	176	0.028	20	176	0.029
08:00 - 09:00	20	176	0.001	20	176	0.022	20	176	0.023
09:00 - 10:00	20	176	0.002	20	176	0.009	20	176	0.011
10:00 - 11:00	20	176	0.003	20	176	0.006	20	176	0.009
11:00 - 12:00	20	176	0.004	20	176	0.005	20	176	0.009
12:00 - 13:00	20	176	0.006	20	176	0.005	20	176	0.011
13:00 - 14:00	20	176	0.002	20	176	0.003	20	176	0.005
14:00 - 15:00	20	176	0.006	20	176	0.005	20	176	0.011
15:00 - 16:00	20	176	0.015	20	176	0.004	20	176	0.019
16:00 - 17:00	20	176	0.013	20	176	0.002	20	176	0.015
17:00 - 18:00	20	176	0.015	20	176	0.002	20	176	0.017
18:00 - 19:00	20	176	0.014	20	176	0.000	20	176	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.091			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 PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

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	20	176	0.103	20	176	0.522	20	176	0.625
08:00 - 09:00	20	176	0.238	20	176	0.918	20	176	1.156
09:00 - 10:00	20	176	0.214	20	176	0.259	20	176	0.473
10:00 - 11:00	20	176	0.177	20	176	0.209	20	176	0.386
11:00 - 12:00	20	176	0.183	20	176	0.208	20	176	0.391
12:00 - 13:00	20	176	0.236	20	176	0.216	20	176	0.452
13:00 - 14:00	20	176	0.228	20	176	0.218	20	176	0.446
14:00 - 15:00	20	176	0.239	20	176	0.305	20	176	0.544
15:00 - 16:00	20	176	0.664	20	176	0.278	20	176	0.942
16:00 - 17:00	20	176	0.534	20	176	0.263	20	176	0.797
17:00 - 18:00	20	176	0.619	20	176	0.297	20	176	0.916
18:00 - 19:00	20	176	0.497	20	176	0.275	20	176	0.772
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.932			3.968			7.900

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	20	176	0.060	20	176	0.282	20	176	0.342
08:00 - 09:00	20	176	0.142	20	176	0.406	20	176	0.548
09:00 - 10:00	20	176	0.128	20	176	0.149	20	176	0.277
10:00 - 11:00	20	176	0.101	20	176	0.112	20	176	0.213
11:00 - 12:00	20	176	0.103	20	176	0.115	20	176	0.218
12:00 - 13:00	20	176	0.133	20	176	0.122	20	176	0.255
13:00 - 14:00	20	176	0.135	20	176	0.130	20	176	0.265
14:00 - 15:00	20	176	0.127	20	176	0.179	20	176	0.306
15:00 - 16:00	20	176	0.266	20	176	0.152	20	176	0.418
16:00 - 17:00	20	176	0.270	20	176	0.139	20	176	0.409
17:00 - 18:00	20	176	0.353	20	176	0.162	20	176	0.515
18:00 - 19:00	20	176	0.278	20	176	0.149	20	176	0.427
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.096			2.097			4.193

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	20	176	0.009	20	176	0.029	20	176	0.038
08:00 - 09:00	20	176	0.014	20	176	0.026	20	176	0.040
09:00 - 10:00	20	176	0.019	20	176	0.022	20	176	0.041
10:00 - 11:00	20	176	0.020	20	176	0.021	20	176	0.041
11:00 - 12:00	20	176	0.020	20	176	0.018	20	176	0.038
12:00 - 13:00	20	176	0.023	20	176	0.021	20	176	0.044
13:00 - 14:00	20	176	0.017	20	176	0.019	20	176	0.036
14:00 - 15:00	20	176	0.018	20	176	0.020	20	176	0.038
15:00 - 16:00	20	176	0.021	20	176	0.016	20	176	0.037
16:00 - 17:00	20	176	0.025	20	176	0.016	20	176	0.041
17:00 - 18:00	20	176	0.033	20	176	0.015	20	176	0.048
18:00 - 19:00	20	176	0.019	20	176	0.008	20	176	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.238			0.231			0.469

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.