

45 Bury Mead Road, Hitchin

Highways Response Note

Client: Hitchin Mosque

Date: 11 November 2025

Prepared by: AW

Job No 328985

Approved by: JW

1. Introduction

1.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of Hitchin Mosque in relation to the planning application (ref: 25/02092/FP) submitted in September 2025 for:

A proposed change of use application from existing offices (Use Class E(g)(i)) at 45 Bury Mead Road to a new mosque (Use Class F1(f)). The renovation of existing buildings to create a mosque space of approximately 1,817sqm. This removal of buildings to the rear to allow for a landscaped garden, as well as the connection of the remaining buildings to provide a shared space. Appropriate car parking spaces, cycle parking and a refuse storage area will also be provided.

- 1.1.2 Hertfordshire County Council (HCC) highways provided comments on the application in October 2025, as provided in [Appendix A](#). HCC is noted to object to the proposed development in its current form, with the key comments summarised below.

- On-site parking provision should be enhanced to better meet operational and safety standards.
- The travel survey data is based on a limited sample from a location with differing parking controls and travel behaviour and may therefore not fully represent local conditions.
- The assessment of parking stress and trip generation would benefit from further detail, particularly in relation to peak period conditions.
- The internal layout presents opportunities for improvement in access arrangements, bay dimensions, and cycle storage design to further enhance safety.
- The site's industrial context, characterised by HGV movements, limited pedestrian infrastructure, and on-street parking activity, presents challenges for accommodating higher levels of pedestrian movement.

- 1.1.3 It is also noted that a Highways TN prepared by 'Mosodi' on behalf of a neighbouring business has also been reviewed as part of this assessment. While this document raises several points of objection to the proposed development, the key themes generally align with those identified by the HA. The main themes of the Mosodi report and HA response have been collectively addressed within this TN to ensure a coordinated and constructive response.
- 1.1.4 Whilst a written response has been received by a neighbouring property, it is important to acknowledge that a number of local businesses have been in support of the proposals at the site.
- 1.1.5 This TN has therefore been prepared to provide a response to the comments provided by HCC and to the 'Mosodi' Highways TN. It should be noted that this TN should be read in conjunction with the previously submitted Transport Statement (TS) in support of the planning application at the site.

1.2 Document Purpose

- 1.2.1 This TN addresses the above points raised by HCC and provides further information/clarification in relation to the following matters:
- An updated site layout to demonstrate functionality.
 - A detailed review of the site location and its immediate context, with specific consideration given to pedestrian safety and accessibility along Bury Mead Road.
 - Analysis of an expanded and representative travel survey dataset, which in turn informs the trip generation assessment of the proposals.
 - A revised parking assessment of the capacity of the local highway network, including parking stress.
 - A proposed parking management strategy designed to effectively manage parking and minimise impacts on the local highway network.
 - The promotion of sustainable travel measures aimed at reducing reliance on single-occupancy vehicle trips.

1.3 Document Structure

- 1.3.1 The remainder of this document is structured as follows:
- **Section 2: Site Layout** – This section outlines the updated site layout, detailing changes made to the car parking layout to improve functionality.
 - **Section 3: Travel Survey and Trip Generation** – This section presents the findings of an updated travel survey undertaken with an expanded sample size, along with the resulting trip generation estimates and associated parking demand analysis.

- **Section 4: Suitability of Site Location** – This section assesses the suitability of Bury Mead Road for pedestrian use, considering the existing infrastructure, local context, and connectivity within the surrounding area.
- **Section 5: Off-Site Parking Availability** – This section summarises the parking beat survey, providing a revised assessment of parking availability and demand within the surrounding local highway network.
- **Section 6: Parking Management Strategy** – This section details the proposed parking strategy designed to manage on-site parking activity, as well as outlining the measures proposed to reduce dependency on private car use.
- **Section 7: Conclusions** – This section presents the overall conclusions of the TN, summarising the key findings and recommendations.

2. Site Layout

2.1 Overview

- 2.1.1 HCC provided comments in relation to the proposed external site layout and recommended amendments to improve safety and operational efficiency.
- 2.1.2 It was noted that several car parking bays were undersized and are to be increased in size to facilitate safe vehicle manoeuvring.
- 2.1.3 Furthermore, it was noted that the site access points are to remain unobstructed to provide clear and safe routes for pedestrians, including those with disabilities, and to ensure accessibility for emergency vehicles.

2.2 Site Layout

- 2.2.1 In response to comments received, the proposed external layout has been redesigned to ensure a practical and safe layout with unobstructed access throughout. The revised design ensures that all parking spaces are accessible and provides a legible layout for future users.
- 2.2.2 It should be noted that the amended site layout has reduced the parking provision from 16 to 12 on-site parking spaces. This includes 2 blue badge bays and 2 electric vehicle charging spaces. For reference, the updated site layout is provided in **Appendix B**.
- 2.2.3 Swept path analysis, presented on **mode drawing 328985-AT-A01 and A02**, included in **Appendix C**, demonstrates that vehicles can safely manoeuvre within the site and to all car parking bays without obstruction.
- 2.2.4 Cycle storage provision has also been improved, accommodating 6 secure and covered cycle parking spaces.

2.3 Summary

- 2.3.1 In summary, the revised layout addresses the comments raised by HCC. The updated design provides a safe, accessible, and efficient internal arrangement, with appropriately sized parking bays, improved pedestrian connectivity and enhanced cycle provision. Swept path analysis confirms that the proposed parking bays can be accessed.
- 2.3.2 Whilst it is noted that the on-site parking provision has been reduced to improve functionality of the proposed site layout, it is considered appropriate to meet future demands as well as promote sustainable travel, in line with HCC policy. Further detail on the appropriateness of the proposed parking arrangement and expected future demand is provided later in this TN.

3. Travel Survey and Trip Generation

3.1 Overview

- 3.1.1 HCC noted that the travel survey presented within the previous TS had limitations, particularly regarding its sample size. Comments were also provided regarding the suitability of surveying the existing mosque site at 28 Florence Street (Jaami' Masjid & Islamic Centre) due to its location, which HCC notes has different characteristics from the site at Bury Mead Road.
- 3.1.2 Additionally, it is noted that the HA provided comments regarding the comparison of two-way trip generation between the proposed development and the site's extant office use. HCC have highlighted that, as the site has remained vacant for a significant period, any new development would result in a net increase in vehicle trips.
- 3.1.3 These comments have been taken into consideration, and a new travel survey has been undertaken with a broader scope and a larger participant base. The updated survey has been designed to provide a more accurate and representative assessment of existing and future congregant travel behaviour, enabling a clearer understanding of movement patterns to and from the site, as well as site-specific travel characteristics and local catchment areas.

3.2 Additional Travel Survey

- 3.2.1 The purpose of the updated travel survey is to obtain a clearer understanding of how a broader sample of the congregation currently travels to the existing Jaami' Masjid & Islamic Centre. The survey also incorporated an additional question relating to the anticipated mode of travel to the proposed mosque at Bury Mead Road, allowing for a comparative analysis between current and future travel behaviours.

- 3.2.2 The additional question asked was *"How will you travel to the new mosque?"*. Through this additional question, it is evident that the future travel patterns to the relocated mosque can be accurately determined.
- 3.2.3 The additional travel surveys were conducted on Friday 17th October and Friday 24th October 2025, between 13:00 and 14:00, and included 87 respondents. The full survey dataset is provided in [Appendix D](#).
- 3.2.4 Data from each surveyed day has been analysed individually, and an overall weighted average calculated. This approach ensures that the survey results accurately reflect the distribution of travel behaviour across all participants.
- 3.2.5 Before analysing the survey responses to establish mode shares of future congregants to the mosque, it is first important to note the location of residence of existing visitors at the Jaami' Masjid & Islamic Centre, which is summarised in [Table 3.1](#).

Table 3.1 Location of Residence

Location of Residence	Percentage of Participants
Hitchin Mosque Neighbourhood (<1mile)	70.1%
Hitchin Town	20.7%
Outside of Hitchin Town but within NHC region	5.7%
Outside NHC region	3.4%

- 3.2.6 As shown in [Table 3.1](#), approximately 90.8% of surveyed respondents reside locally within Hitchin Town and its immediate surrounding area. Furthermore, 70.1% of participants live within one mile of the existing mosque, demonstrating a high concentration of congregants in close proximity to the site. Only 3.4% of respondents reported living outside the North Herts Council (NHC) region.
- 3.2.7 Given the proximity of the two sites, the locale of residence to the relocated mosque is unlikely to significantly change, and future visitors to the mosque are still expected to live locally.
- 3.2.8 A summary of the travel modes for congregants travelling to both the existing and proposed mosque is presented in [Table 3.2](#), with the full survey dataset provided in [Appendix D](#).

Table 3.2 Existing and Proposed Methods of Travel

Method of Travel	Existing Mode Share	Proposed Mode Share
Walk	73.6%	73.6%
Cycle	2.3%	4.6%
Motorbike	0%	0%
Car (Private)	18.4%	14.9%
Car (Shared Ride)	4.6%	5.7%
Bus	0%	0%
Train	0%	0%
Other	1.1%	1.1%

3.2.9 **Table 3.2** indicates that 75.9% of surveyed congregants travel to the existing mosque using active modes of travel, with walking alone accounting for 73.6%. This continues to reflect the localised distribution of visitors shown in **Table 3.1**.

3.2.10 Of the surveyed congregants, 18.4% travel by private car and 4.6% via car sharing. Combined, this indicates that 23% of congregants arrive at the site by car, either as solo drivers or shared rides.

3.2.11 For the proposed mosque on Bury Mead Road, the mode share is expected to remain broadly consistent with the current patterns. Exceptions include a proposed 2.3% increase in cycling and 1.1% increase in car sharing, and a 3.4% decrease in private vehicle trips. The decrease in private vehicle use is likely due to the new mosque's proximity to a wider range of residential areas and congregants' place of residence, resulting in altered travel behaviours and shorter journey distances.

3.2.12 The data demonstrates that congregants predominantly travel by walking, often in family groups, rather than by single-occupancy car trips. Travel patterns are therefore expected to remain largely consistent at the new site, as many congregants are local, and the new mosque will serve the same community.

3.2.13 Indeed, walking is strongly promoted at the mosque, so the travel survey data reflects typical travel patterns observed. Further details on how sustainable travel will be further encouraged is detailed later within this TN.

3.3 Car Parking Restrictions

- 3.3.1 It is acknowledged that the site at 28 Florence Street is located within a Controlled Parking Zone (CPZ). The restrictions apply Monday to Friday between 8am and 6pm, during which time only permit holders may park. However, other vehicles are permitted to park for up to two hours, with no return within the same period. As such, the CPZ does not wholly prevent non-permit holders from parking on the street. In practice, most congregants typically attend the mosque for under two hours and therefore can make use of the available parking within the CPZ's allowances. Therefore, similar parking behaviour and demand are expected to occur at the new site on Bury Mead Road, despite the absence of CPZ restrictions.
- 3.3.2 Furthermore, the travel survey results indicate that travel behaviour to and from the site will not change. The new site is located approximately 780 metres from the existing mosque, within an approximate 10-minute walk. As detailed further in [Section 4](#), the travel survey data demonstrates that the majority of congregants travel on foot, and this is expected to continue through the analysis of future mode shares. This reflects the close proximity of congregants to the site.
- 3.3.3 It is also important to recognise that travel by walking and cycling aligns with the objectives of the National Planning Policy Framework (NPPF) and HCC's transport policies, which promote sustainable and active travel modes.
- 3.3.4 Notwithstanding this, a parking management strategy will be implemented to ensure effective operation of the site, particularly during peak periods such as Friday lunchtime prayers. This will include the management of both on-site and nearby off-site parking, alongside initiatives to encourage sustainable travel modes.

3.4 Extant Use Trip Generation

- 3.4.1 It is acknowledged that the site benefits from a previous industrial/office space operating on the site. Although currently unoccupied, it is recognised that the site would have historically generated trips associated with its lawful office use. Whilst this historic use does not form a key component of the current trip generation assessment, consideration of the potential trip generation associated with the former office use provides useful context for understanding the relative scale and impact of the proposed development on the local highway network.
- 3.4.2 As outlined within the previously submitted TS, a TRICS assessment indicated that the lawful office use of the site could have generated approximately 21 vehicle trips in the peak AM period, and 17 vehicle trips in the peak PM period. Across a typical day, the existing use of the site could have generated up to 70 arrivals and 70 departures, equating to around 140 daily two-way vehicle trips. Further details of this assessment can be found within the submitted TS.

3.5 Proposed Trip Generation

- 3.5.1 As outlined within the previously submitted TS, the proposed development is intended to serve the existing local community and will function as a replacement facility for the Jaami' Masjid & Islamic Centre, currently located approximately 780 metres southeast of the site on Florence Street.

Typical Day Trip Generation

- 3.5.2 Daily prayers take place five times per day at dawn, midday, afternoon, sunset and night. These prayer times typically fall outside of traditional AM and PM peak hours. Therefore, the level of trip generation during peak periods is expected to be negligible. Attendance throughout the week is generally low, with between 7 to 25 people attending at any one time. On this basis, a maximum of 50 two-way person movements will be expected at any one time on a typical day.
- 3.5.3 It is important to note that Friday prayers are required to be performed in congregation, whereas this requirement does not apply to the other daily prayers. Therefore, the travel patterns observed on the busiest Friday are unlikely to be representative of travel behaviour throughout the remainder of the week. For the daily prayers on other days, attendance is expected to primarily comprise local residents walking to the mosque.
- 3.5.4 The following trip generation, therefore presents a robust, 'worst-case' scenario, based on the travel characteristics observed on the busiest Friday, and more generally, people travelling by car will be significantly lower than that recorded on the Friday Travel Survey.
- 3.5.5 The expected generation of daily vehicle trips is calculated taking the most onerous attendance of 25 across five times a day (i.e. 250 two-way movements). Based on the updated travel survey and future mode share, 20.6% of congregants will travel to the new site by car, either as a solo driver or via car sharing. This would result in a total of approximately 52 two-way vehicle trips per day, occurring outside of peak hours.
- 3.5.6 It is important to note that more typically, between 2 and 6 vehicles would be expected at the site during a single prayer session, based on attendance of 7 to 25 people, as well as the 20.6% car driver mode share.
- 3.5.7 The level of vehicle trips anticipated for a typical day is therefore expected to be minimal and will not have a material impact on the surrounding road network.

Friday Lunchtime Trip Generation

- 3.5.8 The mosque's highest level of activity is anticipated during Friday lunchtime prayers, with up to 210 attendees across two prayer sessions. Based on this peak congregation size (i.e., 420 two-way person movements) and the future car mode share of 20.6%, this would generate approximately 87 two-way vehicle trips across the two prayer sessions.
- 3.5.9 Although this represents a temporary increase in vehicle trips, it occurs outside of the highway network's operational peak hours and is therefore unlikely to significantly impact traffic conditions. Furthermore, this peak activity is limited to one day per week and will be staggered across two prayer sessions, mitigating its overall effect on the local highway network.

3.6 Proposed Parking Demand

- 3.6.1 The proposed parking demand for the majority of the week has been calculated based on expected vehicle trips. For typical attendance of up to 25 congregants at any one time, this equates to 6 one-way vehicle trips, corresponding to a requirement of 6 car parking spaces. This demand can be accommodated on-site through the provision of 12 car parking spaces, ensuring no adverse impact on the surrounding highway network.
- 3.6.2 During the mosque's peak Friday lunchtime prayer, attendance of up to 210 congregants is expected to generate approximately 44 one-way vehicle trips, spread across the two-prayer sessions and resulting in a total parking demand of 44 spaces. The proposed development provides 12 on-site parking spaces, requiring 32 vehicles to park off-site. It is important to note that this demand is spread across two separate prayer sessions, reducing the number of vehicles requiring parking at any one time and will help to mitigate pressure on the local highway network. Further details on off-site parking availability are provided in [Section 5](#).

3.7 Summary

- 3.7.1 The updated travel survey and trip generation analysis demonstrate that the proposed mosque at Bury Mead Road will continue to serve its local congregation, with the majority of visitors travelling by sustainable modes such as walking and cycling. Vehicle trips associated with the development are expected to remain low and outside of the network peak hours, resulting in minimal impact on local traffic conditions.

4. Suitability of Site Location

4.1 Overview

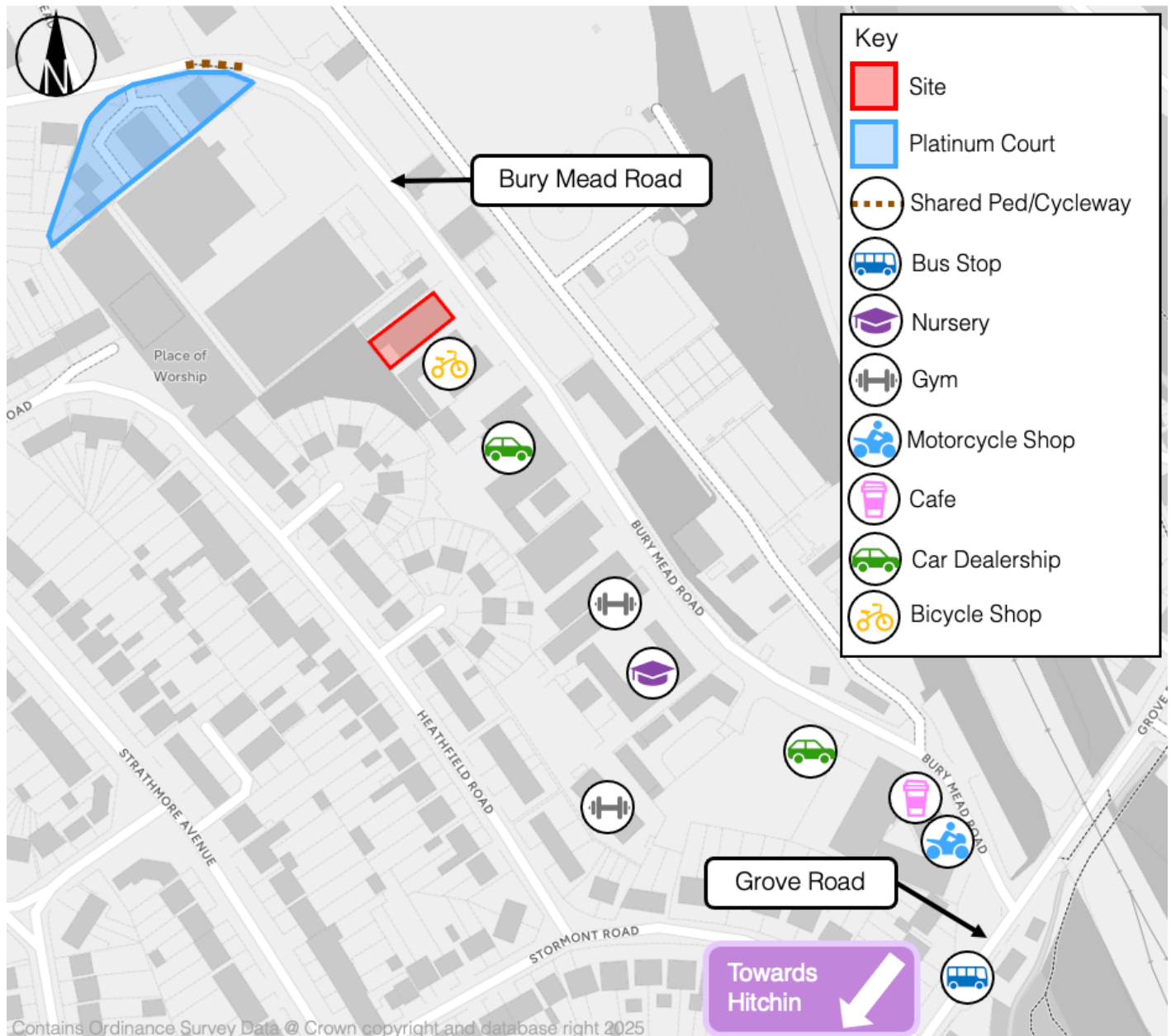
- 4.1.1 It is noted that HCC raised comments regarding the suitability of introducing a pedestrian-oriented use within an industrial/commercial area. However, it is important to note that, for the majority of the week, the proposed use will generate a very limited number of pedestrian movements. As outlined in **Section 3**, for most of the week, the mosque is expected to generate between 7-25 visitors at any one time, with up to 19 individuals anticipated to walk to the site during typical prayer sessions. Given the modest number of visitors, the overall pedestrian activity associated with the development is expected to be minimal and well within the capacity of the existing local infrastructure.
- 4.1.2 Specific concerns related to pedestrian safety, raised by HCC included:
- A lack of segregated pedestrian routes.
 - Absence of formal crossing points.
 - Congested and inconsistent parking patterns.
 - A tendency for visitors to park on both sides of the carriageway.
- 4.1.3 When considering the suitability of the site and the anticipated pedestrian activity of the site, it is first important to note key policy context, which is provided below.
- 4.1.4 The NPPF encourages the creation of inclusive, sustainable communities and supports access to places of worship. The proposed conversion of this vacant office building will bring a redundant site back into active use, contributing to local regeneration and cultural diversity. Furthermore, paragraph 115 of the NPPF states that sustainable transport modes should be prioritised and that safe and suitable access should be provided for all users.
- 4.1.5 In addition, Hertfordshire's Local Transport Plan 4 (LTP4) places walking and cycling at the top of the transport user hierarchy, seeking to achieve a modal shift towards more sustainable travel choices. LTP4 sets out the ambition to reduce dependence on private car use and requires that new developments demonstrate safe and convenient pedestrian and cycle access, ensuring that sustainable travel options are available for all users.
- 4.1.6 This proposal has been developed in accordance with these principles, adopting a policy-led approach that promotes safe and accessible design while discouraging car dependency. Although the site is located within a commercial and industrial context, the site benefits from existing pedestrian infrastructure along Bury Mead Road, which currently enables safe pedestrian movements. Further detail is provided below.

- 4.1.7 The development will also provide secure cycle parking and will encourage walking and cycling as primary modes of transport, as supported by the findings of the travel survey set out in [Section 3](#). These measures demonstrate the proposal's alignment with both the NPPF and Hertfordshire's LTP4 objectives to reduce reliance on single-occupancy car trips and promote active travel.

4.2 Site Context

- 4.2.1 This site is located in northwest Hitchin on the southwest side of Bury Mead Road. The site is within a predominantly industrial and commercial area and currently comprises a number of vacant buildings that have historically served as offices, light industrial workshops and storage areas.
- 4.2.2 The site is surrounded by a range of mixed-use commercial premises to the north, east, and south, with a landscaped buffer to the southwest separating it from nearby residential properties.
- 4.2.3 The site location and local context is demonstrated on [Figure 4.1](#).

Figure 4.1 Site Location and Context



- 4.2.4 As illustrated in **Figure 4.1**, nearby land uses include a bicycle shop, motorcycle shop with cafe, nursery school, training gym and used car dealership. These uses generate regular pedestrian movements throughout the day. Therefore, it is evident that existing footways along Bury Mead Road are already used safely by pedestrians accessing these facilities.
- 4.2.5 Furthermore Platinum Court, a residential development comprising 23 units, is situated approximately 200-metres north west of the site. It is anticipated that residents of Platinum Court are likely to utilise the footpath located to the north of Bury Mead Road to gain access to Bury Mead Road itself, using it as a convenient pedestrian route and shortcut towards Grove Road.

4.2.6 Grove Road benefits from a bus stop providing direct services to both Hitchin and Walsworth. In addition, Bury Mead Road offers good pedestrian connectivity to key local destinations. From Platinum Court, Ransoms Recreational Park is accessible within a 13-minute walk, while the Hitchin Railway Station is located approximately within a 20-minute walk.

4.3 Pedestrian Infrastructure

4.3.1 Bury Mead Road benefits from established pedestrian infrastructure. For example, on the western side of Bury Mead Road, continuous footways are present. In several locations, these footways are further separated from the carriageway by a grass verge, providing additional protection for pedestrians. The installation of protective bollards in certain locations further prevents vehicle encroachment and strengthens pedestrian safety. These features are illustrated in the Google Street View images shown in [Figures 4.2, 4.3, and 4.4](#), which show the pedestrian infrastructure along the extent of Bury Mead Road.

Figure 4.2 Start of Bury Mead Road



Figure 4.3 Middle of Bury Mead Road



Figure 4.4 End of Bury Mead Road



4.3.2 In addition, there is a shared pedestrian cycleway off the main carriageway at the northern end of Bury Mead Road, as shown in Figure 4.4. This offers a safe and direct connection to the surrounding residential areas and supports convenient pedestrian access.

- 4.3.3 While formal pedestrian crossings are not provided along Bury Mead Road, dropped kerbs and tactile paving are present at key crossing points, accommodating all users, including those with mobility impairments. Additionally, a formal pedestrian crossing is located on Grove Road, adjacent to Bury Mead Road, providing a suitable crossing route for pedestrians.
- 4.3.4 The existing pedestrian infrastructure in the vicinity of the site represents a typical urban environment, where both vehicles and pedestrians interact. The presence of dedicated footways on Bury Mead Road, which also benefit from separation through grass verges, provides good existing pedestrian facilities to accommodate future demands at the site.
- 4.3.5 It is therefore considered that the existing infrastructure is conducive to encouraging walking, and based on the typical daily demands of the proposed use, can be accommodated.

4.4 Road Safety

- 4.4.1 Furthermore, as referenced within the TS, there have been no recorded road traffic collisions along Bury Mead Road between 2019 and 2024. On this basis, there are no inherent safety issues within the vicinity of the site, and the industrial nature of the area has not led to any collisions, particularly between vehicles and pedestrians.

4.5 Summary

- 4.5.1 While the HA's concerns regarding pedestrian safety are acknowledged, following a further review of the location of the site, it is noted that Bury Mead Road benefits from dedicated footways, separated from the carriageway, and as such is unlikely to lead to a significantly increased risk of collisions. This is further supported given there have been no recorded collisions in the 5-year period between 2019 and 2024.
- 4.5.2 Further, it is noted that the site is located within an area with not only industrial uses, but other uses, including a nursery, training gym, bicycle shop, and motorbike shop with a cafe, which already accommodates pedestrian activity. The existing infrastructure in the vicinity of the site is therefore considered suitable to cater for future pedestrian demand in the area.

5. Off-Site Parking Availability

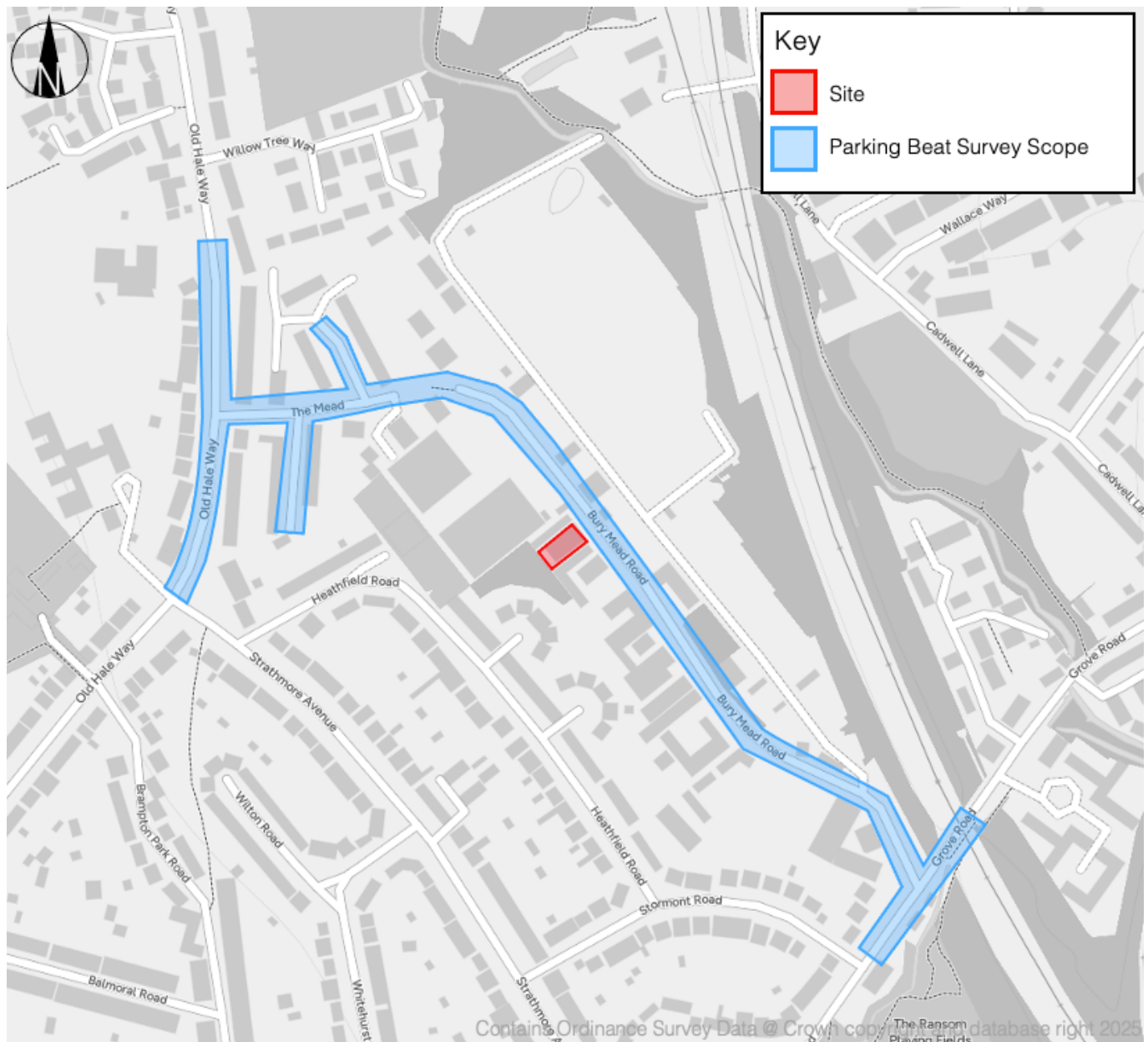
5.1 Overview

- 5.1.1 The HA noted that the original parking survey, as analysed in the previous TS, included parking spaces on both sides of Bury Mead Road. However, given the limited carriageway width along certain sections, parking on both sides of the road may not be feasible. Accordingly, in response to the HA's comments, the parking capacity calculations have been revised.
- 5.1.2 This parking beat survey was undertaken on Friday 11th July 2025 with a scope of 500m, during the hours of 10:00-15:00. It is important to note that this scope was undertaken to reflect the busiest time period for the mosque, during the Friday lunchtime congregation.

5.2 Revised Parking Beat Survey

- 5.2.1 The parking beat survey has been revised to assess street parking conditions and the capacity of the surrounding network to accommodate peak activity associated with the mosque during Friday lunchtime prayers. The revised assessment involves the following key refinements:
- Exclusion of double parking, considering local roads which may be too narrow to accommodate parking on both sides.
 - Removal of potential parking spaces located near bus stops on Old Hale Way.
 - Exclusion of non-public car parks and roads.
- 5.2.2 It is important to note that the parking survey continues to exclude parking on driveway access points and applies a 10-metre clearance at all road junctions.
- 5.2.3 The scope of the revised parking beat survey is shown on [Figure 5.1](#).

Figure 5.1 Revised Parking Beat Survey Scope



5.2.4 The industry standard Lambeth Transport Parking Survey Methodology has been adopted for the undertaking of the parking beat survey.

Results and Analysis

5.2.5 The revised parking occupation recorded within 500m has been assessed, and the parking demand across the surveyed day is summarised in [Table 5.1](#) and [Table 5.2](#), with the full survey results provided in [Appendix E](#).

Table 5.1 Revised Parking Capacity and Demands within Study Area

Road Name	Max Capacity	Number of Parked Vehicles					
		10:00	11:00	12:00	13:00	14:00	15:00
Old Hale Way	51	11	12	14	10	10	11
Shepherds Mead	42	14	14	11	11	12	14
Lammas Mead	12	12	12	14	16	17	14
Bury Mead Road	65	27	31	29	25	18	16
The Mead	25	14	14	16	16	15	16
Total Vehicles	195	78	83	84	78	72	71

Table 5.2 Revised Parking Stress

Road Name	Parking Stress					
	10:00	11:00	12:00	13:00	14:00	15:00
Old Hale Way	22%	24%	27%	20%	20%	22%
Shepherds Mead	33%	33%	26%	26%	29%	33%
Lammas Mead	100%	100%	117%	133%	142%	117%
Bury Mead Road	42%	48%	45%	38%	28%	25%
The Mead	56%	56%	64%	64%	60%	64%
Total	40%	43%	43%	40%	37%	36%

5.2.6 **Table 5.1** and **Table 5.2** summarise the total parked vehicles and parking stress within a 500m cordon of the site. The revised maximum parking capacity within this area, based on parking being permitted on only one side of the carriageway, is 195 spaces. The peak observed parking stress was 43%, with a maximum recorded occupancy of 84 spaces, leaving an additional 111 spaces available.

5.2.7 As outlined in the travel survey presented in **Section 3**, the peak Friday lunchtime congregation may generate an estimated maximum of 44 vehicles. The proposal provides 12 on-site parking spaces, requiring 32 vehicles to park off-site. The spare capacity of 111 spaces within a 500-metre cordon is sufficient to accommodate this demand without affecting the operation of the surrounding highway network.

5.2.8 During the peak Friday lunchtime prayer period, the total number of parked vehicles within the local highway network is expected to reach approximately 116, resulting in a peak parking stress of 59%.

5.2.9 It is important to note that this peak parking demand only occurs once per week and outside of the network's typical peak traffic periods. Furthermore, arrivals and departures are expected to be staggered over a two-hour period, further reducing any potential impact. For the remainder of the week, on-site parking provision of 12 spaces is expected to accommodate the typical day-to-day demand of 6 car parking spaces.

5.3 Summary

5.3.1 The revised parking beat survey provides an assessment of the available on-street parking capacity surrounding the site. This approach accounts for one-sided parking and excludes impractical spaces. The survey results confirm that sufficient parking capacity exists within a 500-metre cordon of the site to accommodate the peak demand associated with Friday lunchtime prayers.

6. Parking Management Strategy

6.1 Overview

- 6.1.1 The HA has highlighted that on-street parking along Bury Mead Road could potentially result in increased parking stress on the local highway network, including obstruction of access routes, restricted access for emergency and service vehicles, and inconsiderate parking on both sides of the carriageway. There are also safety considerations for pedestrians and other road users.
- 6.1.2 While the proposed development may result in an increase in parking demands, on the basis of the above analysis, there is ample spare capacity on surrounding roads to accommodate future demands.
- 6.1.3 Notwithstanding this, future vehicular demand will be managed to ensure minimal impact on the local highway network. To ensure the safe and efficient operation of the proposed development, a parking management strategy will be implemented to regulate parking activity and ensure compatibility with the surrounding industrial and commercial environment.

6.2 Objectives

- 6.2.1 The key aims of the parking management strategy are to:
- Ensure on-street parking occurs safely.
 - Maintain clear access for HGVs and emergency vehicles at all times.
 - Avoid obstruction of private driveways, business access points, or loading areas.

- Managing parking demand effectively during peak prayer times.

6.3 On-Street Parking Arrangement

- 6.3.1 To safely manage and ensure safe accessibility during the mosque's busiest Friday lunchtime period, a temporary traffic marshal (likely to be a mosque staff member) will be deployed to manage arrivals and departures. Stewarding will commence 30 minutes before and after each prayer session to manage turnover and reduce waiting or congestion.
- 6.3.2 Traffic marshals will ensure that driveways, business entrances, and turning areas remain unobstructed. Parking will be restricted to one side of the Bury Mead Road only, and no parking will be permitted opposite this side to preserve a minimum effective carriageway width for HGV passage. Vehicles will be parked in a formalised, parallel arrangement to maximise capacity without compromising access or visibility.

6.4 On-Site Car Parking

- 6.4.1 All standard and accessible car parking bays will be clearly marked and maintained to promote orderly use and compliance with accessibility requirements.
- 6.4.2 The management of the on-site car park will be overseen by Hitchin Mosque and parking marshals to ensure safe, efficient and consistent operation. Any obstruction will be recorded, and further measures may be introduced as necessary.

6.5 Communication and Travel Information

- 6.5.1 Congregants will be informed through pre-event announcements, signage and community notices that parking is only permitted on the designated side of the access road. Regular communication will encourage car sharing, walking, and public transport to reduce car dependency.
- 6.5.2 Ongoing liaison will be maintained with local businesses and residents to address any operational concerns relating to parking and access. A contact number will be shared with local businesses to enable the resolution of any parking-related issues. Feedback from neighbours will be used to refine the management approach over time.

6.6 Additional Measures

- 6.6.1 The mosque is committed to promoting sustainable and active modes of travel by encouraging walking and cycling, sharing information on sustainable transport options, and supporting car-sharing initiatives. These measures aim to minimise the reliance on private car use and contribute to sustainable travel.

Active Travel

- 6.6.2 Active travel will be prioritised to reduce the demand for motorised access to the site. This will be achieved through the integration with the existing local walking and cycling networks and the provision of high-quality cycle storage facilities. The development proposals involve the provision of secure cycle parking spaces. These facilities will be covered and well-lit to encourage cycling as a practical and attractive mode of transport.
- 6.6.3 Walking will be actively encouraged through the promotion of established health campaigns such as *Active 10* and *Walking for Health*. These initiatives will aim to embed walking into daily routines, reinforcing the physical and mental health benefits associated with active travel. Information will also be made available on journey planning tools such as *Traveline* and *Sustrans* websites.
- 6.6.4 As identified in **Section 3** the travel survey indicates that 73.6% of congregants travel to the site via walking. To further increase this proportion, maps highlighting local walking and cycling routes will be displayed on a noticeboard to promote awareness and accessibility of sustainable transport options.
- 6.6.5 Further to the above, it is important to note that walking to the mosque is a rewarded act of worship and therefore congregants are already encouraged to walk.

Promotion of Public Transport

- 6.6.6 Noticeboards specifically detailing up-to-date information on sustainable transport modes will be displayed at prominent locations across the site for congregators. The mosque will continue marketing and promoting public transport services to inform visitors of the benefits of travelling by bus as well as bus service provision. Information will also be displayed regarding planned service disruptions and various information on travel planning apps promoted.

Car Sharing

- 6.6.7 To further reduce reliance on single-occupancy car journeys, travel management measures will focus on increasing car-sharing participation. As outlined in **Section 4**, 4.6% of current attendees already engage in car sharing. This figure will be targeted for growth through the promotion of informal ride-sharing networks and ongoing, informal monitoring of travel behaviour.

6.7 Summary

- 6.7.1 The proposed parking management strategy provides a framework to ensure the parking demand associated with the mosque is managed safely and efficiently. Through the implementation of controlled on-street parking, the deployment of traffic marshals, and clear communication with congregants and local stakeholders, the strategy will maintain unobstructed access for HGVs, emergency vehicles and local businesses. These measures, combined with the active promotion of sustainable travel modes, will minimise parking stress and ensure safety.
- 6.7.2 The mosque maintains a strong commitment to promoting sustainable transport among congregants. By providing secure cycle storage and actively promoting public transport and car-sharing initiatives, the mosque will help to minimise the reliance on private car use. These measures will help to reduce parking demand and traffic generation whilst supporting wider environmental and health objectives.

7. Conclusions

- 7.1.1 In conclusion this TN has reinforced the following:

- The site layout has been revised to enhance both safety and accessibility. The development will provide 12 on-site parking spaces and 6 secure cycle parking spaces.
- Bury Mead Road benefits from established footways and a mixed-use context, with local training gyms, a nursery, bicycle shops and a café, already accommodating pedestrian activity and supporting safe access to the site.
- A larger travel survey of 87 participants has been undertaken to provide a representative assessment of current travel patterns. This survey indicates 75.9% of congregators travel to the existing mosque using active modes of transport. This mode share is expected to remain consistent with future patterns, noting the close proximity of the proposed and former site location.
- On an average weekday, attendance at the mosque is low, with no more than 7 to 25 congregants attending at any one time. It is forecasted that approximately 20.6% of congregants will travel by car, either as solo drivers or through car-sharing. This is expected to generate up to 52 two-way vehicle trips a day, occurring outside of peak hours.
- During the highest level of activity during Friday lunchtime prayers, attendance may reach up to 210 attendees across two prayer sessions. This is anticipated to generate up to 87 two-way vehicle trips.
- A revised parking beat survey indicates sufficient parking capacity within the local highway network, with 111 spaces available in the surrounding area. This will accommodate the demand of 32 vehicles requiring off-site parking during the peak Friday prayer sessions.

- A parking management strategy will be implemented, which involves controlled on-street parking, the deployment of traffic marshals, and clear communication between congregants and local stakeholders to ensure safety along Bury Mead Road.
- Sustainable transport will continue to be actively promoted. Measures include the provision of secure cycle storage, promotion of health and active travel campaigns, display of local walking and cycling routes, public transport information, and encouragement of car-sharing to reduce single-occupancy vehicle trips.

7.1.2 On the basis of the above, it is therefore evident that the proposals accord with the relevant national and local policies and should not be resisted on highways grounds.

APPENDICES

APPENDIX A

HCC Highways Response



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/02092/FP
HCC ref: NH/26398/2025
HCC received: 9 September 2025
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

45 Bury Mead Road, Hitchin, Hertfordshire, SG5 1RX

Application type

Full Application

Proposal

Full Planning Permission : Change of use from Class E (g)(office and light industrial) to Class F.1(Mosque) including enlargement (Alterations to roof and the addition of domes) and alterations to the building form of both buildings (including external cladding) and fenestration. Provision of 16 parking spaces, cycle store and bin storage following demolition of existing two outbuildings

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

The HA objects to the proposed development in its current form due to the following concerns:

- Insufficient and poorly designed on-site parking, which fails to meet operational and safety standards.
- Unrepresentative travel survey data, based on a limited sample from a location with different parking controls and travel behaviour.
- Inadequate assessment of parking stress and trip generation, particularly during peak periods.
- Safety risks associated with the internal layout, including obstructed access routes, substandard bay dimensions, and poor cycle storage design.
- Safety risks arising from the proposed location within an industrial area, which is unsuitable for high pedestrian activity due to frequent HGV movements, lack of pedestrian infrastructure, and erratic on-street parking.

Given these issues, the HA cannot support the application as submitted. The proposal fails to demonstrate a satisfactory, policy-led approach to delivering a safe and accessible development for all users. It does not adequately discourage car dependency or promote sustainable travel, contrary to the objectives of Hertfordshire's Local Transport Plan 4 (LTP4) and the principles of sustainable development outlined in the National Planning Policy Framework (NPPF). As such, the development presents an unacceptable risk to highway safety and does not meet the required standards for approval.

Highways comments:

The application seeks a change of use from Class E(g) (office/light industrial) to Class F.1 (place of worship – mosque), including demolition of two outbuildings and construction of a new facility accommodating up to 210 worshippers during peak Friday prayers (1pm–2pm). The proposal includes:

- 16 on-site car parking spaces (including 2 blue badge bays and 1 EV bay)
- 6 cycle parking spaces
- Bin storage provision

The Highway Authority (HA) has reviewed the Transport Statement (TS) dated August 2025 and has the following comments to make:

Parking Provision and Management

While the Local Planning Authority (LPA) is responsible for determining the adequacy of parking provision, the HA must ensure that parking is managed safely and efficiently to avoid adverse impacts on the local highway network.

The TS states that the proposed development will provide 16 on-site car parking spaces and places strong emphasis on promoting active and sustainable travel modes. It also notes that pre-application advice from North Herts Council (LPA) was supportive of a reduced parking provision, subject to further justification.

However, the HA considers the proposed on-site car parking provision to be significantly below the expected standard for a development of this nature and scale. This concern is further compounded by the impractical and unsafe design of the parking layout, which may reduce the effective number of usable spaces and compromise safe manoeuvring.

While the TS acknowledges that peak demand particularly during Friday prayers will result in overspill parking onto Bury Mead Road, the HA is concerned that this could lead to:

- Increased parking stress on Bury Mead Road and surrounding streets, causing nuisance and stress for local users
- Obstruction of access routes, including emergency and service vehicle access
- Inconsiderate or illegal parking on the highway (potentially on both sides of Bury Mead Road carriageway)
- Safety risks and concerns for pedestrians and other road users both near the site access and within the internal layout

Sustainable Location and Accessibility

The TS asserts that the site is in a sustainable location, citing access to public transport and active travel routes, and notes that pre-application advice was obtained from North Herts Council (LPA). However, no pre-application engagement was undertaken with the HA. Had such consultation taken place, the HA would have raised significant concerns regarding the suitability of the proposed use within an industrial area. This location is characterised by frequent car, van and HGV movements,

limited pedestrian infrastructure, and substantial on-street parking activity. These conditions present inherent safety risks and make the site unsuitable for a high-footfall, pedestrian-oriented use such as a place of worship. These concerns are expanded upon in the sections below.

The proposed development introduces a significant volume of pedestrian activity during its peak use, regardless of it occurring one afternoon a week, into an industrial area primarily designed for trade and commercial vehicle operations. Such areas typically experience frequent HGV movements, constrained manoeuvring space, and limited visibility, making them inherently unsuitable for high-footfall public use. Vulnerable road users, including children, elderly individuals, and those with mobility impairments, would be exposed to increased safety risks due to:

- Lack of segregated pedestrian routes, compounded by footway and inconsiderate parking
- Absence of formal crossing points
- Congested and erratic parking patterns along Bury Mead Road
- A tendency for visitors to park as close to the site as possible, resulting in heavy parking along both sides of the carriageway, exacerbated by drop-offs and instances of illegal or inconsiderate parking.

These conditions present a serious and unacceptable risk to pedestrian safety and conflict with the principles of safe and inclusive access promoted by both Hertfordshire's Local Transport Plan (LTP4) and the National Planning Policy Framework (NPPF).

As mentioned above, the proposal conflicts with both local and national transport and planning policies:

Hertfordshire County Council's Local Transport Plan 4 (LTP4) – Policy 1 prioritises walking and cycling at the top of the transport hierarchy and requires developments to demonstrate safe and accessible pedestrian provision. The current proposal fails to meet these standards.

National Planning Policy Framework (NPPF) – Paragraphs 104–106 require developments to:

- Provide safe and suitable access for all users
- Avoid conflicts between transport modes
- Promote healthy and inclusive communities

The proposed location and layout do not align with these principles and introduce avoidable safety risks.

Trip Generation and Survey Limitations

The TS relies on a travel survey of 32 congregants from the existing mosque, which is located within a Controlled Parking Zone (CPZ) and within a heavily residential area. This naturally restricts car use and encourages walking or drop-offs. The proposed site lacks such controls, which makes the use of this survey data unrepresentative of expected travel behaviour that can be expected at the proposed site, to clarify:

- The existing mosque is in a residential area, while the proposed site is in an industrial zone
- Visitors living south of the existing mosque will have a longer journey to the new site
- The lack of parking controls is likely to encourage more car trips than currently observed
- Assessment should be based on class of use as well as faith-specific patterns. However, it is acknowledged that places of worship and in this case peak mosque activity, occur outside traditional AM/PM peak hours, reducing impact on the wider highway network.

Parking Survey Accuracy

The TS claims there are 139 available spaces on Bury Mead Road and 521 within 500m. However:

- The parking survey covered spaces on both sides of the Bury Mead Road carriageway; however vehicles park on one side of the carriageway only, therefore the actual acceptable and usable capacity may be significantly lower than stated.

- Google Maps imagery shows high level of parking along the northern side of the road fronting the site

Comparison with Extant Use

The TA compares mosque trip generation (97 daily two-way trips) with the previous office use (140 trips). However:

- The proposed site appears to have been vacant for some time
- No evidence has been provided on when the sites existing class of uses ceased operation
- The comparison is not meaningful, as the current baseline trip generation is negligible
- Given the site's current inactivity and the nature of the proposed use, the extant use cannot be relied upon as a valid comparator for trip generation. The assessment should instead focus on the real-world impact of the proposed development, including its peak-time activity, pedestrian safety risks, and compatibility with the surrounding industrial environment.

Internal Layout Concerns

The HA has serious concerns on the internal car parking layout for the following reasons:

- Several parking bays (e.g., bays 5–8 and 12 and 13) are undersized and should be 6m long to allow safe manoeuvring
- The entry/exit door is located between bays 15 and 16, posing a safety risk for visitors egressing the building, especially for children
- Bay 6 obstructs the emergency exit route and must be removed or relocated
- Doors must be kept clear of any obstruction, to ensure unhindered path for pedestrians, people with disabilities in case of emergencies.
- Swept path analysis is required to demonstrate safe access to all bays
- Cycle storage is poorly located and inaccessible given the proximity of parking bay no.13 opposite

Other Considerations

- The applicant will be responsible for the cost of reinstating the redundant vehicle crossover to footway/verge
- A car parking management plan should have been provided on how the car parking during main events would be managed, controlled and restricted to ensure ease and safe accessibility by pedestrians, cyclists, vehicle traffic etc within and outside of the development on the public highway.

The planning process seeks/provides the opportunity to improve conditions for both development and highway safety by applying current higher standards of policies, design, accessibility, and safety to new developments, and not to retain and/or continue with past obsolete standards or expectations.

Recommendation

The HA objects to the proposed development in its current form due to the following concerns:

- Insufficient and poorly designed on-site parking, which fails to meet operational and safety standards.
- Unrepresentative travel survey data, based on a limited sample from a location with different parking controls and travel behaviour.
- Inadequate assessment of parking stress and trip generation, particularly during peak periods.
- Safety risks associated with the internal layout, including obstructed access routes, substandard bay dimensions, and poor cycle storage design.

- Safety risks arising from the proposed location within an industrial area, which is unsuitable for high pedestrian activity due to frequent HGV movements, lack of pedestrian infrastructure, and erratic on-street parking.

Given these issues, the HA cannot support the application as submitted. The proposal fails to demonstrate a satisfactory, policy-led approach to delivering a safe and accessible development for all users. It does not adequately discourage car dependency or promote sustainable travel, contrary to the objectives of Hertfordshire's Local Transport Plan 4 (LTP4) and the principles of sustainable development outlined in the National Planning Policy Framework (NPPF). As such, the development presents an unacceptable risk to highway safety and does not meet the required standards for approval.

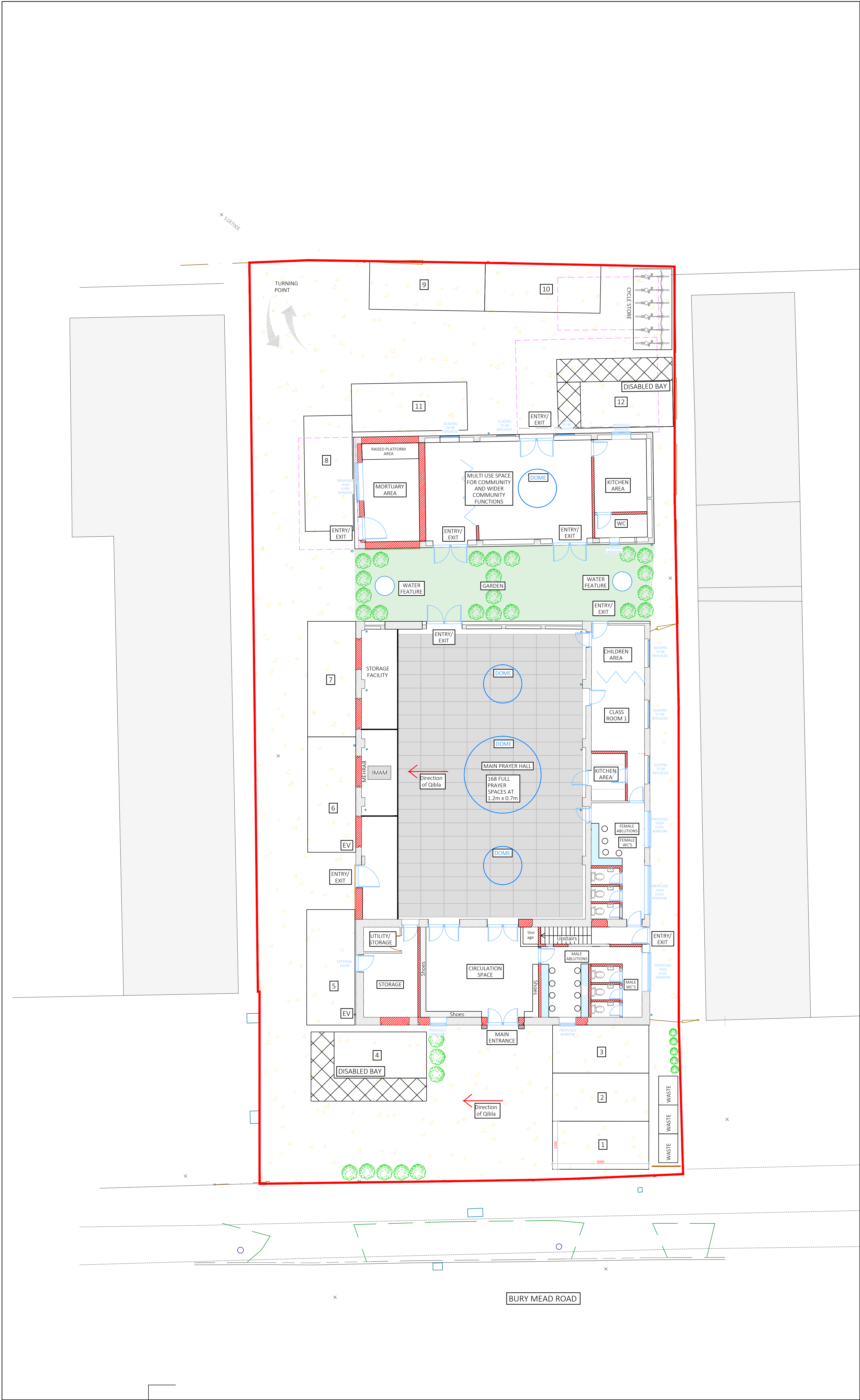
Signed

Senober Khan

1 October 2025

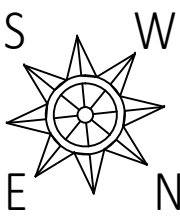
APPENDIX B

Site Layout



PROPOSED GROUND FLOOR PLAN - SCALE1:100

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



B	10.11.25	Amendments to external parking spaces
REV	DATE	NOTE
INTENDED USE		

PL-PLANNING



CLIENT
HITCHIN MOSQUE

PROJECT
45 BURY MEAD ROAD, HITCHIN
SG5 1RX

DRAWING TITLE
PROPOSED GROUND FLOOR LAYOUT

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



APPENDIX C

mode Drawings



- Note:
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 3. Do not scale from this drawing. Work from figured dimensions only.
 4. All dimensions are shown in metres unless noted otherwise.
 5. Layout based on Hitchin Mosque drawing: 45 Bury Mead.
 6. Dry Steering has been used.

Existing layout

Architect's layout

Site boundary

Proposed parking bay

4.71

0.885

2.755

Forward Gear

Reverse Gear

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

B	10.11.2025	Parking layout updated
A	04.11.2025	Parking layout updated
-	31.10.2025	Initial Issue
REV	DATE	REMARKS

CLIENT

Hitchin Mosque

JOB TITLE

45 Bury Mead Road, Hitchin

DRAWING TITLE

Swept Path Analysis -
Estate Car

DRAWING NO.

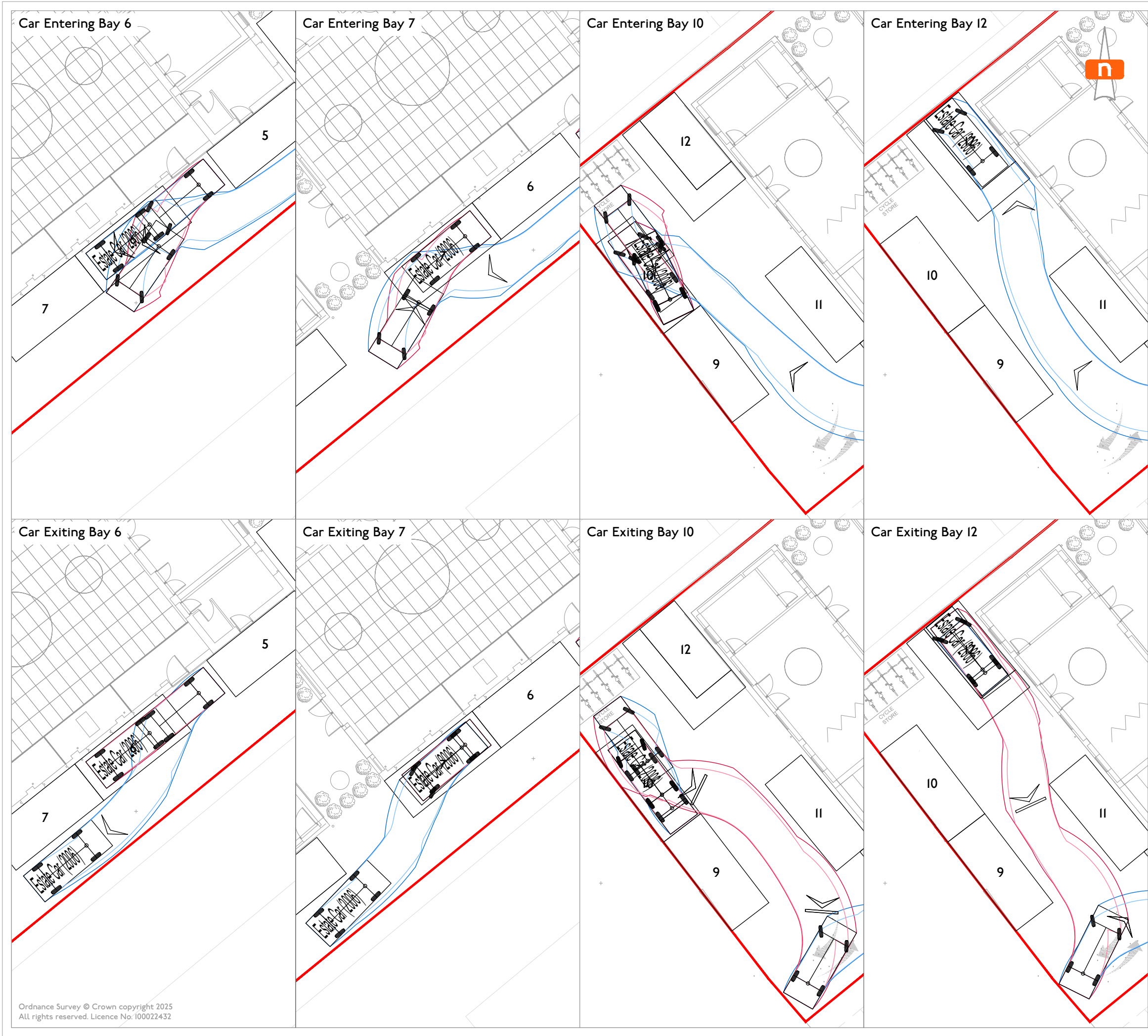
J32-8985-AT-A01

DRAWN	RM	CHECKED	JW
CREATED	OCT '25	SCALE	1:200 at A3

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- Note:
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 2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
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Existing layout

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Site boundary

Proposed parking bay

Estate Car (2006)

Overall Length 4.710m

Overall Width 1.804m

Overall Body Height 1.442m

Min Body Ground Clearance 0.207m

Max Track Width 1.756m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 5.950m

Forward Gear

Reverse Gear

C	10.11.2025	Swept path updated
B	10.11.2025	Parking layout updated
A	04.11.2025	Parking layout updated
-	31.10.2025	Initial Issue
REV	DATE	REMARKS

CLIENT

Hitchin Mosque

JOB TITLE

45 Bury Mead Road, Hitchin

DRAWING TITLE

Swept Path Analysis -
Estate Car

DRAWING NO.

J32-8985-AT-A02

DRAWN RM

CREATED OCT '25

CHECKED JW

SCALE 1:200 at A3

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APPENDIX D

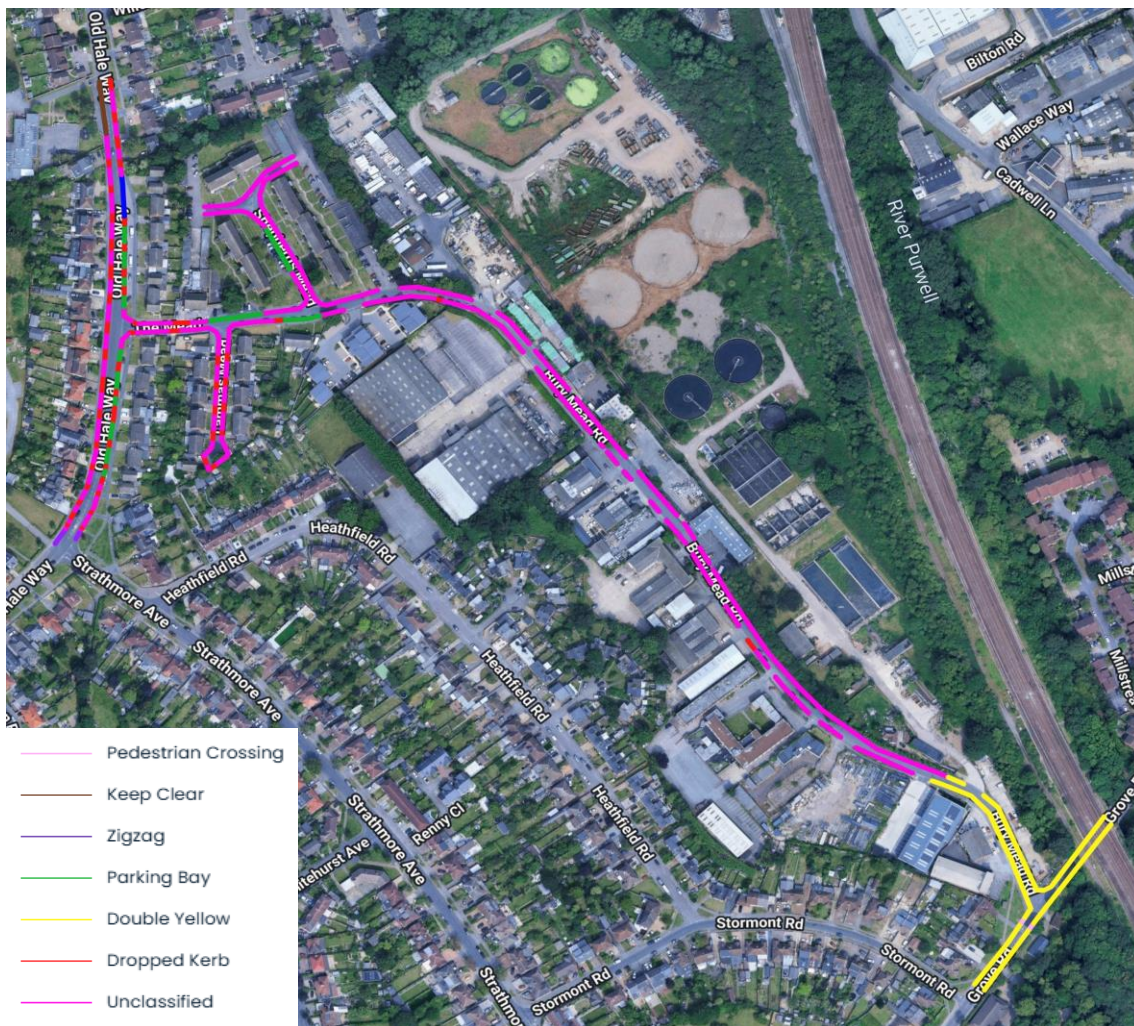
Travel Survey Dataset

[illegible]

	Date of survey	Time of Survey	Where do you live?				How did you travel to the mosque today?								If you drove, where did you park?			How would you travel to new mosque in Bury Mead Road?		Travel to the new mosque in bury mead road							
Participants			Hitchin Mosque Neighbourhood	In Hitchin Town	Hitchin but within NHDC Region	Outside County Visitor	Walk	Cycle	Motorbike	Car driving alone	Car (Shared Ride)	Bus	Train	Other	Car park near the Mosque	Street parking nearby	Other	Same as current - Yes	Same as current - No	Walk	Cycle	Motorbike	Car driving alone	Car (Shared Ride)	Bus	Train	Other
SA	24/10/2025	13:00		1						1						1		1									
NK	24/10/2025	13:00	1				1											1									
LU	24/10/2025	13:00	1				1											1									
SI	24/10/2025	13:10	1				1											1									
AM	24/10/2025	13:10	1				1											1									
AV	24/10/2025	13:15	1				1											1									
AV	24/10/2025	13:15	1				1											1									
ABI	24/10/2025	13:15	1				1											1									
ZI	24/10/2025	13:30	1							1									1	1							
S	24/10/2025	13:30	1								2					1		1									
SAM	24/10/2025	13:30	1							1						1			1			1					
SA	24/10/2025	13:30		1						1						1		1	1								
FM	24/10/2025	13:30		1			1											1		1							
SI	24/10/2025	13:30	1				1											1									
ADS	24/10/2025	13:30		1			1												1						1		
PM	24/10/2025	13:30	1				1											1									
SI	24/10/2025	13:30	1				1											1									
NM	24/10/2025	13:30	1				1											1									
MRH	24/10/2025	13:30		1			1											1									
AR	24/10/2025	13:30	1				1											1									
MA	24/10/2025	13:30	1				1											1									
PRK	24/10/2025	13:30	1				1											1									
AWH	24/10/2025	13:30				1	1												1			1					
SI	24/10/2025	13:30	1				1											1									
MA	24/10/2025	13:30		1						1						1		1							1		
AJ	24/10/2025	13:30	1				1											1	1								
SU	24/10/2025	13:30	1				1											1									
AR	24/10/2025	13:45	1				1											1									
RA	24/10/2025	13:50	1				1												1					1			
MAB	24/10/2025	13:50		1						1								1									
HA	24/10/2025	13:50	1				1											1									
AK	24/10/2025	13:50	1							1								1									
AT	24/10/2025	13:55	1				1											1									
BI	24/10/2025	13:55	1						1									1									
FI	24/10/2025	13:55	1				1											1									
FA	24/10/2025	13:57	1				1											1									
AB	24/10/2025	13:58	1				1											1									
SI	24/10/2025	14:00	1				1											1									
QN	24/10/2025	14:00	1				1											1									
DM	24/10/2025	14:00	1								3					1			1	1							
YP	24/10/2025	14:00	1				1											1									
IE	24/10/2025	14:00	1				1											1									
TA	24/10/2025	14:00			1						4							1									
KL	24/10/2025	14:00	1				1											1									
SI	24/10/2025	14:00	1				1											1									
AR	24/10/2025	14:00	1				1											1									
			37	7	1	1	35	1	0	7	9	0	0	0	0	6	0	38	8	3	2	0	1	2	0	0	0

APPENDIX E

Parking Beat Survey



Legend	
PB	Parking Bay
PC	Pedestrian Crossing
KC	Keep Clear
ZZ	Zigzag
DK	Dropped Kerb
UN	Unclassified
DY	Double Yellow

Hitchin Parking Survey
Parking Beat

Date
Friday 11 July 2025

Road Name	Capacity	10:00		11:00		12:00		13:00		14:00		15:00	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Old Hale Way	51	11	22%	12	24%	14	27%	10	20%	10	20%	11	22%
Grove Road	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Shepherds Mead	42	14	33%	14	33%	11	26%	11	26%	12	29%	14	33%
Lammas Mead	12	12	100%	12	100%	14	117%	16	133%	17	142%	14	117%
Bury Mead Road	65	27	42%	31	48%	29	45%	25	38%	18	28%	16	25%
The Mead	25	14	56%	14	56%	16	64%	16	64%	15	60%	16	64%
TOTAL	195	78	40%	83	43%	84	43%	78	40%	72	37%	71	36%

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

59	Old Hale Way	ES	DK	6							
60	Old Hale Way	ES	UN	14	2						
61	Old Hale Way	ES	UN								
62	Old Hale Way	ES	DK	7							
63	Old Hale Way	ES	UN	10	2		X				
64	Old Hale Way	ES	UN								
65	Old Hale Way	ES	DK	8							
66	Old Hale Way	ES	UN	7	1						
67	Old Hale Way	ES	DK	5							
68	Old Hale Way	ES	UN	6	1						
69	Old Hale Way	ES	BS	27				X	X	X	X
70	Old Hale Way	ES	BS								
71	Old Hale Way	ES	DK	5							
72	Old Hale Way	ES	PB	12	2						
73	Old Hale Way	ES	PB								
74	Old Hale Way	ES	DK	5							
75	Old Hale Way	ES	PB	115	2						
76	Old Hale Way	ES	PB			X					
77	Old Hale Way	ES	DK	55							
78	Old Hale Way	ES	PB	55	1			X			
79	Old Hale Way	ES	DK	6							
80	Old Hale Way	ES	PB	85	1	X	X	X			
81	Old Hale Way	ES	UN	6							
CROSS OVER AT THE MEAD											
82	Old Hale Way	ES	UN	7							
83	Old Hale Way	ES	PB	8.5	1	X	X		X	X	X
84	Old Hale Way	ES	DK	6							
85	Old Hale Way	ES	PB	12	2						
86	Old Hale Way	ES	PB						X		
87	Old Hale Way	ES	DK	5			X	X			
88	Old Hale Way	ES	PB	6	1						
89	Old Hale Way	ES	DK	10.5							
90	Old Hale Way	ES	DK								
91	Old Hale Way	ES	PB	12	2	X	X	X	X	X	X
92	Old Hale Way	ES	PB			X					X
93	Old Hale Way	ES	DK	3							
94	Old Hale Way	ES	PB	5	1						
95	Old Hale Way	ES	DK	5							X
96	Old Hale Way	ES	UN	5	1						
97	Old Hale Way	ES	DK	3							
98	Old Hale Way	ES	UN	10	2						
99	Old Hale Way	ES	UN								
100	Old Hale Way	ES	DK	3							
101	Old Hale Way	ES	UN	10	2						
102	Old Hale Way	ES	UN								
103	Old Hale Way	ES	DK	25							
104	Old Hale Way	ES	UN	15							
105	Old Hale Way	ES	ZZ	4							
END AT JUNCTION WITH STRATHMORE AVENUE (51.960534, -0.278149)											

S.No.	Road Name	Side	Feature	Length	Capacity	1000	1100	1200	1300	1400	1500	
START AT JUNCTION WITH STORMONT ROAD, LEFT SIDE HEADING NORTHBOUND (51.957849, -0.270042)												
1	Grove Road	WS	DY	54								
2	Grove Road	WS	DY									
3	Grove Road	WS	DY									
4	Grove Road	WS	DY									
5	Grove Road	WS	DY									
6	Grove Road	WS	DY									
7	Grove Road	WS	DY									
8	Grove Road	WS	DY									
9	Grove Road	WS	DY									
10	Grove Road	WS	DY									
11	Grove Road	WS	PC	3								
12	Grove Road	WS	DY	7								
CROSS OVER AT BURY MEAD ROAD												
13	Grove Road	WS	DY	63								
14	Grove Road	WS	DY									
15	Grove Road	WS	DY									
16	Grove Road	WS	DY									
17	Grove Road	WS	DY									
18	Grove Road	WS	DY									
19	Grove Road	WS	DY									
20	Grove Road	WS	DY									
21	Grove Road	WS	DY									
22	Grove Road	WS	DY									
23	Grove Road	WS	DY									
24	Grove Road	WS	DY									
CROSS OVER AND GO BACK SOUTHBOUND												
25	Grove Road	ES	DY	81								
26	Grove Road	ES	DY									
27	Grove Road	ES	DY									
28	Grove Road	ES	DY									
29	Grove Road	ES	DY									
30	Grove Road	ES	DY									
31	Grove Road	ES	DY									
32	Grove Road	ES	DY									
33	Grove Road	ES	DY									
34	Grove Road	ES	DY									
35	Grove Road	ES	DY									
36	Grove Road	ES	DY									
37	Grove Road	ES	DY									
38	Grove Road	ES	DY									
39	Grove Road	ES	DY									
40	Grove Road	ES	DY									
41	Grove Road	ES	PC		3							
42	Grove Road	ES	DY	51								
43	Grove Road	ES	DY									
44	Grove Road	ES	DY									
45	Grove Road	ES	DY									
46	Grove Road	ES	DY									
47	Grove Road	ES	DY									
48	Grove Road	ES	DY									
49	Grove Road	ES	DY									
50	Grove Road	ES	DY									
51	Grove Road	ES	DY									
END AT JUNCTION WITH STORMONT ROAD (51.957811, -0.269969)												

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

END AT JUNCTION WITH THE MEAD (51.961923, -0.275964)

S.No.	Road Name	Side	Feature	Length	Capacity	1000	1100	1200	1300	1400	1500
START AT JUNCTION WITH THE MEAD, LEFT SIDE HEADING SOUTHBOUND (51.961781,-0.276755)											
1	Lammas Mead	ES	UN	10	2	X	X				
2	Lammas Mead	ES	UN			X	X	X	X	X	X
3	Lammas Mead	ES	UN					X	X	X	
4	Lammas Mead	ES	UN	5	2	X	X				
5	Lammas Mead	ES	DK								
6	Lammas Mead	ES	UN					X			
7	Lammas Mead	ES	UN	10	2	X	X	X	X	X	X
8	Lammas Mead	ES	DK	55	2						
9	Lammas Mead	ES	UN	12		X	X	X	X	X	X
10	Lammas Mead	ES	UN						X	X	X
11	Lammas Mead	ES	DK	5	2						
12	Lammas Mead	ES	UN	125		X	X	X	X	X	X
13	Lammas Mead	ES	UN								
14	Lammas Mead	ES	DK	3	4						
15	Lammas Mead	ES	UN	23							
16	Lammas Mead	ES	UN								
17	Lammas Mead	ES	UN			X	X	X	X	X	X
18	Lammas Mead	ES	UN		X	X	X	X	X	X	
19	Lammas Mead	ES	DK	4							
GO NORTHBOUND											
20	Lammas Mead	WS	UN	5		X	X	X	X	X	X
21	Lammas Mead	WS	DK	5							
22	Lammas Mead	WS	UN	13		X	X	X	X	X	
23	Lammas Mead	WS	UN			X	X	X	X	X	X
24	Lammas Mead	WS	DK	6							
25	Lammas Mead	WS	UN	10							
26	Lammas Mead	WS	UN								
27	Lammas Mead	WS	DK	5							
28	Lammas Mead	WS	UN	10		X	X	X	X	X	X
29	Lammas Mead	WS	UN					X	X	X	X
30	Lammas Mead	WS	DK	5							
31	Lammas Mead	WS	UN	11					X	X	X
32	Lammas Mead	WS	UN						X	X	X
33	Lammas Mead	WS	DK	6							
34	Lammas Mead	WS	UN	8				X	X	X	X
35	Lammas Mead	WS	UN	10						X	
36	Lammas Mead	WS	UN								
END AT JUNCTION WITH THE MEAD (51.961767, -0.276933)											

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

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

115	Bury Mead Road	ES	UN	50	10							
116	Bury Mead Road	ES	UN			X	X					
117	Bury Mead Road	ES	UN									
118	Bury Mead Road	ES	UN			X	X	X				
119	Bury Mead Road	ES	UN				X	X				X
120	Bury Mead Road	ES	UN			X				X	X	X
121	Bury Mead Road	ES	UN	CROSS OVER AT LOCAL ACCESS								
122	Bury Mead Road	ES	UN	37								
123	Bury Mead Road	ES	UN									
124	Bury Mead Road	ES	UN									
125	Bury Mead Road	ES	UN			X						
126	Bury Mead Road	ES	UN									
127	Bury Mead Road	ES	UN									
128	Bury Mead Road	ES	UN	CROSS OVER AT LOCAL ACCESS								
129	Bury Mead Road	ES	UN	115								
130	Bury Mead Road	ES	UN									
CROSS OVER AT FERRARO METHOD RECOVERY ACCESS												
131	Bury Mead Road	ES	UN	12								
132	Bury Mead Road	ES	UN									
CROSS OVER AT FERRARO METHOD RECOVERY ACCESS												
133	Bury Mead Road	ES	UN	207								
134	Bury Mead Road	ES	UN									
135	Bury Mead Road	ES	UN									
136	Bury Mead Road	ES	UN									
137	Bury Mead Road	ES	UN									
138	Bury Mead Road	ES	UN									
139	Bury Mead Road	ES	UN									
140	Bury Mead Road	ES	UN									
141	Bury Mead Road	ES	UN									
142	Bury Mead Road	ES	UN									
143	Bury Mead Road	ES	UN									
144	Bury Mead Road	ES	UN									
145	Bury Mead Road	ES	UN									
146	Bury Mead Road	ES	UN									
147	Bury Mead Road	ES	UN									
148	Bury Mead Road	ES	UN									
149	Bury Mead Road	ES	UN									
150	Bury Mead Road	ES	UN									
151	Bury Mead Road	ES	UN									
152	Bury Mead Road	ES	UN									
153	Bury Mead Road	ES	UN									
154	Bury Mead Road	ES	UN									
155	Bury Mead Road	ES	UN									
156	Bury Mead Road	ES	UN									
157	Bury Mead Road	ES	UN									
158	Bury Mead Road	ES	UN									
159	Bury Mead Road	ES	UN									
160	Bury Mead Road	ES	UN									
161	Bury Mead Road	ES	UN									
162	Bury Mead Road	ES	UN									
163	Bury Mead Road	ES	UN									
164	Bury Mead Road	ES	UN									
165	Bury Mead Road	ES	UN									
166	Bury Mead Road	ES	UN									
167	Bury Mead Road	ES	UN									
168	Bury Mead Road	ES	UN									
169	Bury Mead Road	ES	UN									
170	Bury Mead Road	ES	UN									
171	Bury Mead Road	ES	UN									
172	Bury Mead Road	ES	UN									
173	Bury Mead Road	ES	UN									
174	Bury Mead Road	ES	DY	105								
175	Bury Mead Road	ES	DY									
CROSS OVER AT LOCAL ROAD												
176	Bury Mead Road	ES	DY	76								
177	Bury Mead Road	ES	DY									
178	Bury Mead Road	ES	DY									
179	Bury Mead Road	ES	DY									
180	Bury Mead Road	ES	DY									
181	Bury Mead Road	ES	DY									
182	Bury Mead Road	ES	DY									
183	Bury Mead Road	ES	DY									

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



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

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