

ST ALBANS LOCAL PLAN EXAMINATION

ADDITIONAL INFORMATION CONSULTATION – AUGUST 2025

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Appendix 1 TRANSPORT NOTE

1.0 Green Belt Previously Developed Land – Additional Clarification

- 1.1 At the hearing sessions, Stonebond made representations that the approach to identifying suitable sites in the Green Belt for release generally, did not accord with national policy, specifically paragraph 147 of the NPPF (December 2023) which is relevant to the examination of the emerging Local Plan.
- 1.2 The concerns stemmed from the use of buffers around the main settlements to identify 'sustainable' sites that were suitable for release to meet identified housing needs, which clearly fails to accord with the requirement to first identify suitable previously developed (PDL) site and / or those which are well served by public transport.
- 1.3 The current consultation addresses only part of this concern in relation to PDL sites – it does not address the more significant failing which is the approach to identifying sustainable locations for growth which are well served by public transport, which we assume will be picked up by the Inspector's in due course, noting the matters of soundness that are noted in paragraph 3 of their June letter (reference SADC/ED75).
- 1.4 Section 3 of the Clarification Note identifies that three brownfield/PDL sites were identified for allocation as:
- a) they were on those Green Belt HELAA sites which contained built development that was considered likely to meet the NPPF Annex 2 definition of 'Previously Developed Land; and
 - b) there were no significant impediments to developing the sites in terms of constraints or sustainability identified.
- 1.5 We have comments on the validity of this approach (set out later in this section) but would note at the outset that this explanation fails to acknowledge that the sites were only identified in the first instance as they lie (at least in part) within the 250/400m Green Belt buffers. This can be verified by the fact that there was no analysis of PDL sites outside of these buffers noted in the Council's evidence base.
- 1.6 In line with the comments made in our hearing statements and verbally at the hearing sessions, the approach of relying on sites within the buffers was not robust as it did not allow the Council to identify all PDL (or part PDL sites) across the area (or sites well served by public transport).
- 1.7 The Council have now created a list (Appendix A of the Clarification Note) which claims to list out the reasons why other PDL Green Belt Buffer sites were not allocated. On review of these sites, it is clear that these sites were not identified for allocation, not due to the lack of ability to deliver 5 dwellings on brownfield land, as stated in the consultation, but for other suitability reasons.
- 1.8 As examples, just taking the top two sites listed in Appendix A, the conclusion in the proformas do not make any reference to the number of homes that could be provided on the brownfield parts of sites:
- M-032 - Land North of Ragged Hall Lane, St Albans was ruled out seemingly due to already having permission for three dwellings
 - C-073 - Site A and C Common Lane, Harpenden – no specific reason given but the site is fully within a landscape character area

- 1.9 As noted above, there is no reference to the lack of being able to deliver 5 homes on PDL land as a reason for the sites not being allocated and Stonebond do not consider that this step has actually happened – the sites just happen to have been ruled out for other reasons which the Council should simply state.
- 1.10 There is no issue with not allocating sites that contain an element of PDL land for other reasons – so Stonebond are unclear as to why the 5 units requirement and reference to NPPF (December 2023) paragraph 154 g) is now being referenced as a justification, other than the fact the Council is seeking to retrofit arguments to suit the overall position.
- 1.11 Table B lists PDL sites outside of the settlement buffers. It is the non-identification of sites within this list for allocation, specifically land at Notcutts Garden centre, which Stonebond have an issue with.
- 1.12 As already noted, this is not just due to the fact that the sites are, at least in part, PDL (the subject of this consultation), but also due to the fact that sites well served by public transport should also be prioritised. The fact that sites well served by public transport have not been prioritised due to the Green Belt buffer approach, is in itself an issue of soundness that we are sure the Inspectors will come back to, but when sites contain at least an element of brownfield land, this issue is compounded.
- 1.13 At the hearing sessions, it was claimed that the Council ‘circled back’ to check brownfield sites in the context of needing to maximise the use of PDL land and the need to identify more deliverable land. Paragraph 4.1 (second section) of the Clarification Note, refers to the fact that none of the sites outside settlement buffers were subject to an additional proforma assessment, but there was an ‘informal officer review’ of these sites ahead of the Regulation 19 consultation. There is no evidence that this stage actually took place.
- 1.14 Even if the ‘informal review’ did take place, the application of a test to see if a site could accommodate at least 5 dwellings to accord with paragraph 154 g) would not be an appropriate mechanism to assess the suitability for allocation.
- 1.15 As noted in the Clarification Note, paragraph 154 g) of the NPPF (December 2023) refers to one of the exceptions to development in the Green Belt. It states:
g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
– not have a greater impact on the openness of the Green Belt than the existing development; or
– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.
- 1.16 In this context, it is unclear why a requirement to simply be capable of delivering 5 units has been applied. More pressing than number of homes (which is more of a consideration for infilling) is the ability to redevelop the site to have no greater impact on the openness of the Green Belt. We cannot see where this step has been undertaken in the evidence base for either the sites proposed for allocation or those identified in Table B.
- 1.17 Setting this point aside for a moment, in terms of the land at Notcutts Garden Centre, excluding the garden centre, c.0.6ha of the site is PDL, comprising:

a) an area of unused hardstanding to the rear of the garden centre and

b) the area of the site currently occupied by the PJ Camping Shop.

- 1.18 In total, these areas equate to c.25% of the available site. This area would be capable of accommodating well over 5 units (c.25 units at 40 dwellings dph) so the site would pass the simple test apparently applied by the Council, contrary to what is set out in Table B of the clarification note.
- 1.19 Developing these areas of the site in isolation, however, would not be suitable as a comprehensive development of the whole of the vacant land around the garden centre would likely be necessary.
- 1.20 Notwithstanding concerns with the approach to the use of buffers, which we hope that Inspector's will return to, Stonebond are of the view that in 'circling back' to sites with an element of PDL land within them, a more comprehensive and nuanced assessment should have been taken to look at the potential of sites.
- 1.21 Rather than simply looking at whether a site could accommodate 5 dwellings (which the land at Notcutts could), such a review should have looked at such sites to see if they made a strong contribution to the purposes of the Green Belt; the test that has been applied to the other site allocations.
- 1.22 It could also have considered the potential for development of sites to have an impact on Green Belt openness – noting that this is a test at application stage for inappropriate development in the Green Belt and not normally a consideration for the allocation of sites through a Local Plan (albeit this is what the Council have implied).
- 1.23 In 'circling back' to sites with an element of PDL, the Council's process could, and in our view should, have also taken the opportunity to look into the other considerations in the round, specifically the aforementioned connectivity to public transport routes. In taking this step, the process would have allowed a comprehensive sweep up of suitable sites that met both of the key policy aims of paragraph 147 of the NPPF (December 2023).
- 1.24 At this point, we would also note that irrespective of 'circling back' to identify PDL outside buffers, (recognising the restrictions that the buffer approach has), Stonebond see no reason why such a check could not have been carried to identify sites well related to public transport, irrespective of PDL considerations. In Green Belt policy terms, this is an equal consideration to PDL and the absence of this step remains a fundamental issue with the soundness of the Local Plan.
- 1.25 Overall, whilst Stonebond welcome clarification as to the status of sites which contain brownfield land, we have concerns that the approach to assessing sites outside the buffers has not been properly addressed, is not comprehensive, and has not facilitated a sound process to identify suitable sites for development, in accordance with paragraph 147 of the NPPF (December 2023).

2.0 Site Sifting Process Addendum – July 2025

- 2.1 Linked to the comments made in relation to the PDL clarification note, the Site Sifting process Addendum reinforces our opinion that the Council did not undertake the 'circling back' process that they have indicated took place post proforma stage.
- 2.2 Stonebond's site at Notcutts Garden Centre is listed in Table 2 of Appendix 1 to the Addendum with the outcome noted as '*Site not assessed as outside Green Belt buffer*'. This makes it clear that this was the stage that the site was ultimately ruled out – there is no reference to a second check to assess either that the site is brownfield in nature or whether it could accommodate 5 dwellings on PDL as has been indicated by the Council. This is reinforced by the fact that the last column in all tables in Appendix 1 refers to '*Final Evidence Sourced From*' clarifying that this was the stage that the site was ruled out – not after any additional stage.
- 2.3 The process demonstrates the importance placed on the Green Belt buffers to identify suitable sites for development. These buffers were clearly a blunt tool to sift sites out of consideration, despite the fact that they pay no attention to the key policy considerations of access to public transport and brownfield land.
- 2.4 In relation to Stonebond's site at Gustard Wood (reference WH-10-18) it is clear from the Addendum (Appendix 1) that the site was ruled out post Regulation 18 stage due to meeting the criteria for an extension to the Chilterns National Landscape Area. As discussed below in relation to the Council's update on the Chilterns National Landscape boundary extension cancellation, there is no suggestion at that site WH-10-18 was 'de-allocated' prior to the Regulation 19 stage for any other reason than being in the potential extension area.
- 2.5 As noted above, the table in Appendix 1 refer to '*Final Evidence Sourced From*' and for Gustard Wood, this links straight to the 2024 proforma. As discussed in more detail below, this makes no reference to the matters that the Council are now saying make site WH-10-18 unsuitable for development, despite the site lying within one of the Green Belt buffers that they rely on to identify suitable, sustainable sites.
- 2.6 This reinforces Stonebond's concerns that the process undertaken by the Council has not been robust or consistent.

3.0 SADC position on Chilterns National Landscape boundary extension cancellation

- 3.1 As noted above, Stonebond have a controlling interest in site WH10-18¹, Land off the Slype, Gustard Wood, which was proposed for allocation at Regulation 18 stage but then effectively de-allocated along with three of other sites due to lying within an area of potential expansion of the National Landscape Designation.
- 3.2 Stonebond made representations on this matter at Regulation 19 stage as well as in our Hearing Statements highlighting that the approach was not justified and made the draft Local Plan unsound. At this time, additional information was submitted as to how known constraints to the development of the site could be overcome. This included a Transport Statement prepared by Motion, which outlined how the site is accessible by a range of transport modes as well as detailing improvements to the local highway network to improve accessibility (discussed further below).
- 3.3 Given the cancellation of the National Landscape boundary review, Stonebond were pleased to see that the Council are proposing to 're-allocate' the removed sites as part of main modifications to the plan. These sites have been previously assessed and commented on, so Stonebond consider it is reasonable approach by the Council, particularly given the need for additional deliverable sites to be identified, as discussed at the hearing sessions.
- 3.4 However, given their interest in WH-10-18, Stonebond were unhappy to see that this was the one site that was not proposed to be 're-allocated'. Stonebond do not consider that this decision is justified.
- 3.5 The rationale for the removal of the site (and the other 3) in the Site Sifting Addendum is noted as '*This site was assessed but rejected post Reg 18. The site met criteria for an extension to the Chilterns National Landscape*'. No other factors are mentioned, indicating that this alone was the reason for the site being ruled out. Table 9 of the Addendum also highlights a further site that was allocated at Regulation 18 stage be removed prior to Regulation 19.
- 3.6 This site (HT-21-21 Cross land Harpenden) was noted to have been removed as a Transport solution did not have a reasonable prospect of being provided in the plan period. This shows that such matters were considered post Regulation 18 (and prior to Regulation 19 stage), with a review of the site proforma for HT-21-21 clearly identifying that it was not considered that suitable access for all modes of transport could be provided.
- 3.7 There is no such conclusion in relation to the matters that the Council are now saying justify not re-allocating the Gustard Wood site along with the three other National Landscape sites. For clarity, the proforma for site WH10-18 states:

The site is recommended for further consideration by the Green Belt Review Stage 2 Report.

The site is adjacent to Gustard Wood, a Tier 6 Settlement in the Settlement Hierarchy, for adjoining District.

¹ The site is also referred to as site M12 in the consultation material.

The whole site is within the Green Belt. It is within the 250 metres Green Belt Study settlement buffer.

The site is approximately; 3.5 kilometres from a primary school, 3.2 kilometres from a secondary school, 890 metres from a bus stop, 5.4 kilometres from Harpenden rail station and 3.1 kilometres from a District Centre.

The eastern half of the site is covered by a deciduous woodland Priority Habitat and mature trees. The western half of the site is mostly open fields, with some mature trees and is adjacent to other deciduous woodland Priority Habitats.

Adjacent to the south of the site is a landscape conservation area, and a Grade II listed building, Hogsland, is adjacent to the south east.

Potential access is via The Slype, which is a narrow single lane.

Technical work undertaken by Natural England, regarding the characteristics of land that meets their criteria for an extension to the Chilterns National Landscape into St Albans City & District, includes this site.

This site is not recommended to progress.

- 3.8 This conclusion, made at the same time as all sites which reached proforma stage were assessed on a fair and comparable basis, makes no reference to accessibility or sustainability of the site being an issue, as the case with other sites assessed. It is now claimed that (SADC/ED80A, paragraph 20) that:
- On the basis of a consistent and justified approach to the allocation of sites for development in sustainable locations in the district, the Council, without prejudice to any future consideration of sites in the Plan, does not consider that any changes to the draft Local Plan are justified with regard to land at site*
- 3.9 From analysis of the SADC/ED80A it appears that the Council are now claiming that sites within their Green Belt buffers – which they defined based on a set of parameters, and utilised to identify sustainable locations for development, may not actually be sustainable.
- 3.10 This calls in to question the soundness of the approach to utilising buffers (which we have questioned for other reasons in response to Stonebond's site at Notcutts Garden Centre, which is clearly in a sustainable location despite being outside a Green Belt buffer). The Council's use of buffers to identify sustainable sites is either sound or it is not, and the rationale for now saying sites within one buffer are not sustainable could have been picked up at the outset of the Green Belt Review project if that was the view of the Council.
- 3.11 The Council have claimed that they have assessed sites on a 'fair and transparent basis'. We have not looked at each of the Transport Impact Assessments on which the Council rely on to rule out the site WH-10-18 at this stage, but we have identified other site allocations are taken forward despite accessibility issues. Indeed, site P2 looks to be taken forward despite us not being able to identify a Transport Impact Assessment in the Council's evidence base, which calls into question a) how thorough the assessment process has been and b) how much importance has been placed on the assessments in concluding other sites are suitable for allocation.
- 3.12 As an example, site P3 off Blackwater Lane is taken forward for allocation despite being isolated from the edge of a settlement and not being connected by a footpath. Although it has potential access to public transport and is closer to the edge of a main settlement and a number of services and facilities, there would be a similar reliance on the car to site WH-10-18 which is not

recognised, particularly given there does not look to be scope to deliver a footpath along Hemel Hempstead Road.

- 3.13 For WH-10-18, as noted above, Stonebond commissioned Motion to prepare a Transport Statement to accompany their Regulation 19 response which included looking at the accessibility of the site by sustainable modes of transport. This Statement is appended to the letter from Motion which accompanies this representation.
- 3.14 The letter responds to the position set out in the Council's Transport Impact Assessment which they have used to justify ruling out the site as a suitable site for allocation.
- 3.15 Key aspects of the response are:
- NPPF (December 2023) paragraph 109 recognises that the relative accessibility of more rural areas should be taken into account in plan making – there is no expectation that all areas will have the same level of accessibility.
 - Despite the Council's conclusions, the site is accessible by a range of sustainable transport modes, including having access to public transport (within 750m of the site) and cycling routes which lead to key settlements.
 - There is scope to provide a footpath connection from the site into Gustard Wood from where public transport can be accessed on foot.
 - Highway improvement, including widening of the Skype, are possible within the public highway.
 - There are no issues with viably delivering the highway improvements, nor targeted improvements to the local cycling and walking links, which could include signage and wayfinding measures as well as physical enhancements
 - Some journeys would need to be made by car, but this is not uncommon for many sites, irrespective of the location.
- 3.16 Given the full and detailed assessment of the site which was provided to the Council at Regulation 19 stage, we do not consider that the approach taken to effectively re-assessing sites that were otherwise deemed suitable at Regulation 18 stage is justified.
- 3.17 Stonebond consider that a consistent approach to the assessment of sites has not been undertaken, with a lack of detail in the Transport Impact Assessment, and a lack of consideration of national policy, impacting on the decision of the Council not to allocate site WH-10-18.
- 3.18 To be sound, it is considered that the assessment of site WH-10-18 should be reviewed in the context of the points made above and the decision not to 're-allocate' the site reviewed.

APPENDIX 1

TRANSPORT NOTE

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13 August 2025

Dear Sir or Madam,

St Albans Local Plan Examination – Additional Information Consultation – WH-10-18

This letter has been prepared on behalf of Stonebond who hold a controlling interest in site WH-10-18 (Land off the Slype, Gustard Wood), which was proposed for allocation at Regulation 18 stage but removed, along with three other sites, due to its location within a potential expansion area for National Landscape designation. Stonebond submitted a suggested highway access design at the Regulation 18 stage.

At Regulation 19 and in Hearing Statements, Stonebond argued that this approach was unjustified and rendered the draft Local Plan unsound. They also submitted evidence showing development constraints could be overcome, including a full Transport Statement prepared by Motion which demonstrated the accessibility of the site by sustainable transport modes and outlined proposed highway improvements. Following the cancellation of the National Landscape boundary review, despite other sites being re-allocated, WH-10-18 remains excluded. We do not consider this decision to be justified.

I refer to St Albans District Council's (SADC) document 'SADC position on the decision by Natural England to stop work on the Chilterns National Landscape boundary extension project', which includes a full Transport Impact Assessment relating to WH-10-18 in Appendix 2. SADC have requested the following transport and access measures:

"Improved pedestrian and cycle routes linking the site towards Gustard Wood and Wheathampstead."

Additionally, SADC state that Hertfordshire County Council (HCC) require:

"Delivery of enhanced active mode connections to Wheathampstead, supported by plan led delivery of better active and sustainable connections to Harpenden would be required for this site to be considered"

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sustainable. There will likely be the need additional land beyond public highways for new provision or significant enhancement of the current connections."

HCC also state on page 6 (para19) that:

"It is considered that a transport solution facilitating active modes of travel to key services and facilities does not have a reasonable prospect of being provided within the Plan period."

There is reference to footnote 10 which refers to £236k highways contribution.

We assume that HCC are referring to the provision of a new cycle / footway along the B651 Kimpton Road. It can be seen from amenities plan given in Appendix B to the Transport Statement (attached as Appendix 1 to this letter), that there are alternative active travel routes to Wheathampstead via the existing public rights of way network and these can be improved. In this way the contribution can be targeted at cost effectively improving existing infrastructure to maximise active travel for residents of the site and surrounding areas. The amount of suggested highways contribution is viable for this site.

Footways are provided on the northern side of The Slype approximately 45 metres east of the site. This footway continues north along The Broadway where footways are then provided on both sides of the carriageway. The footways along The Broadway continue until a shared surface is provided to allow access to the bus stop located on Kimpton Road within Gustard Wood. These shared surfaces are along roads with low traffic flows and speeds and are thus appropriate pedestrian routes to the bus stops on Kimpton Road. The drawing at Appendix 2 to this letter (submitted to SHDC consultations) demonstrates that no land beyond highway is required.

The proposals set out within the Transport Statement include a new 1.5 metre footway along the northern side of The Slype between the eastern boundary of the site and the existing footway to the east of the site which connects with The Broadway. Detailed plans are included at Appendix D of the Transport Statement. These pedestrian routes provide access to existing bus stops along Kimpton Road approximately 700 metres north-east of the site.

Several public rights of way are located close to the site, offering off-road footpath and bridleway connections to Wheathampstead, Kimpton, and Harpenden. From the site, continuous routes via The Slype provide direct access to both Wheathampstead and Harpenden. Additionally, The Chiltern Cycleway passes the site along The Slype, offering routes north to Kimpton via Kimpton Road and south to Harpenden via Marshalls Heath Lane and Lower Luton Road. Harpenden is accessible within a 15-minute cycle from the site, while Kimpton can be accessed in approximately 11 minutes.

As such, the site offers good walking and cycling links, including direct connections to bus stops and the Chiltern Cycleway which provides access to Kimpton, Wheathampstead and Harpenden. The proposals will

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include a review of these routes to identify potential enhancements, signage, or wayfinding measures aimed at making them more accessible and appealing to future residents.

We note that HCC refer to the need to provide funding for an e-bike scheme and car club. This can be included in the development proposals for the site.

Furthermore, national and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. The documents also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.

Whilst some amenities and facilities would potentially need to be accessed by the private car, which is not uncommon, the trips would be over a relatively short distance. Paragraph 84 of the NPPF December 2023, states:

"Planning policies and decisions should avoid the development of isolated homes in the countryside".

and Paragraph 109 of the NPPF, December 2023, states:

"However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development cannot be deemed isolated as it is proposed within the existing settlement of the village of Gustard Wood / Blackmore End and identified in the council's sustainability buffer as part of the site sifting process.

In term of access, SADC state HCC also require:

"From our initial review of the allocation, it is not considered possible that The Slype can serve as the access route due the scale of development and nature of the highway meaning both policy and technical barriers to its use exist."

The Transport Statement submitted at Regulation 19 stage, appended to this letter for completeness, includes a detailed review of the access arrangements and proposed highway improvements to facilitate access. Vehicular access to the site is proposed via a new priority junction onto The Slype. The provision of a simple priority junction is considered appropriate taking into account the quantum of development. The proposals include relocating the speed limit change such that the site access is included within the 30mph speed limit zone. A set of measures are proposed to enforce the reduced speed limit. The proposals include widening The Slype east of the site access towards The Broadway, with passing places east of The Broadway. Detailed plans are included at Appendix D and Appendix E of the Transport Statement. These

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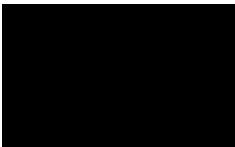
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improvements can be made within the public highway without detriment to the existing character of the Slype.

As such, the Transport Statement demonstrates that safe and suitable access to the site can be provided. The proposed priority junction, alongside the associated highway improvements and speed management measures, ensures that vehicular movements can be accommodated effectively while maintaining safe conditions for all road users.

In summary, WH-10-18 is well-connected by walking and cycling routes, and the proposed measures set out in the Transport Statement demonstrate that safe and suitable access can be provided. Development constraints can be effectively managed, and the site is not isolated but forms part of the existing settlement of Gustard Wood. For these reasons, the site is both deliverable and sustainable, and it should therefore be reconsidered for inclusion within the Local Plan allocation.

Yours sincerely



ANDREW WHITTINGHAM

Director

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Appendix 1

Transport Statement



Proposed Residential Development
The Slype, Gustard Wood, St Albans

Transport Statement

For

Stonebond Properties

Document Control Sheet

Proposed Residential Development
The Slype, Gustard Wood, St Albans
Stonebond Properties

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
29/10/2025	1 st Draft	EU	AW
05/11/2025	2 nd Draft	EU	AW
06/11/2025	Final	EU	AW



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B Amenities Plan

C Indicative Site Layout Plan

D Proposed Access Arrangements

E Proposed Carriageway Widening

F Swept Path Analysis – Refuse Vehicle

G TRICS Output – Private Houses

1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Stonebond Properties to accompany the promotion of a residential development at The Slype, Gustard Wood (herein referred to as 'the site') within Regulation 19. This report considers highways and transport matters in respect to the proposed development.
- 1.2 The site is located approximately 3 kilometres north-east of Harpenden within a small settlement known as Gustard Wood. The site benefits from close proximity to the M1 and the A1, as well as local bus stops. The site falls within the administrative boundaries of St Albans City and District Council and Hertfordshire County Council.
- 1.3 The site currently comprises undeveloped land directly north of The Slype. The proposals consist of 49 residential dwellings along with an area of public open space. Access to the site will be achieved via a new vehicular access taken from The Slype. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:
 - ▶ The site is accessible by public transport, walking and cycling. This offers future residents a real choice of more sustainable modes;
 - ▶ Safe and suitable access to the site can be achieved for all users;
 - ▶ Appropriate provision is made for car and cycle parking having regard to the relevant guidance;
 - ▶ The proposals include appropriate provision for servicing activity; and,
 - ▶ The levels of traffic associated with the proposals will not lead to a material impact on the operation of the local transport network.
- 1.5 Following this introduction, this Transport Statement is split into 4 sections as follows:
 - ▶ Section 2 provides information on the site, reviews the accessibility of the site by all modes of transport and assesses existing traffic and road safety conditions;
 - ▶ Section 3 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
 - ▶ Section 4 considers the trip generating potential of the proposals by all modes; and,
 - ▶ Section 5 summarises the key findings and conclusions of this report.

2.0 Existing Conditions

Overview

- 2.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

The Site

- 2.2 The site is located approximately 3 kilometres north-east of Harpenden within a small settlement known as Gustard Wood. The built-up areas of Wheathampstead (to the south of the site) and Kimpton (to the north of the site) are located approximately 2.5 kilometres and 2 kilometres from the site respectively. Harpenden is the nearest town to the site approximately 3.6 kilometres south-east of the site. The site location is shown in Figure 2.1 below.



Figure 2.1: Site Location

- 2.3 The site currently comprises undeveloped land directly north of The Slype. The surrounding area is residential in nature with large areas of open space and farmland to the south, north and west.

Local Highway Network

- 2.4 The site will be accessed from The Slype, a rural single carriageway lane with passing places which is subject to a 30mph speed limit within the centre of Gustard Wood. The speed limit on The Slype changes from 30mph to the national speed limit (60mph) at the eastern edge of the site.

- 2.5 The Slype connects with the B651 Kimpton Road to the east and Sauncey Wood Lane to the west. The B651 provides access to Wheathampstead to the south of the site and Kimpton to the north of the site. The B651 connects with the B653 within Wheathampstead which provides access westbound to Harpenden. Junction 6 of the A1 (M) can be accessed via the B656 which runs through the centre of Kimpton to the north of the site. Junction 9 of the M1 can be accessed to the west of Harpenden.

Speed Surveys

- 2.6 Speed surveys were undertaken along The Slype between 17th September 2024 and 23rd September 2024, by means of an Automatic Traffic Counter (ATC). The results provide 85th percentile speeds both westbound and eastbound along The Slype. The recorded 85th percentile speeds were as follows:

- ▶ Eastbound – 38.3mph
- ▶ Westbound – 35mph

- 2.7 The ATC results are attached for reference at **Appendix A**.

Traffic Flows

- 2.8 Existing traffic flows along The Slype have been taken from the ATC data attached at **Appendix A**. Observed traffic movements for the busiest weekday are summarised in Table 2.1 below. Figures in brackets relate to heavy goods vehicles (HGVs).

Time Period	Eastbound	Westbound
Morning Peak Hour (08:00-09:00)	24 (0)	37 (0)
Evening Peak Hour (17:00-18:00)	39 (0)	28 (0)
Weekday Daily (24 hours)	302 (0)	289 (0)

Table 2.1: Traffic Flows on The Slype (September 2024)

- 2.9 Table 2.1 indicates that traffic volumes along The Slype are currently low.

Road Safety Review

- 2.10 A review of personal injury collision (PIC) data for a stretch of The Slype within the vicinity of the site has been undertaken using the Crashmap online tool. This identified that no incidents have occurred along The Slype within the vicinity of the site in the latest 5-year period.

Sustainable Transport Accessibility

Walking and Cycling

- 2.11 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot... but beyond that distance cars are the dominant modes" (Planning for Walking, 2015)
- ▶ "Majority of cycling trips are used for shorter distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)

- 2.12 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortable on foot"*.

Accessibility on Foot and by Cycle

- 2.13 Footways are provided on the northern side of The Slype approximately 45 metres east of the site. This footway continues north along The Broadway where footways are then provided on both sides of carriageway. The footways along The Broadway continue until a shared surface is provided to allow access to the bus stop located on Kimpton Road within Gustard Wood.
- 2.14 A number of public right of ways are accessible within close proximity to the site. These footpaths and bridleways provide off-road routes towards Weathampstead, Kimpton and Harpenden. Continuous routes are available from the site via The Slype to both Weathampstead and Harpenden via public rights of way, this is illustrated on Figure 2.2 below.
- 2.15 Chiltern Cycleway runs past the site along The Slype and provides access to Kimpton to the north via Kimpton Road and Harpenden to the south via Marshalls Heath Lane and Lower Luton Road. Harpenden can be accessed within a 15 minute cycle from the site via the Chiltern Cycleway. Whilst Kimpton can be accessed within an 11 minute cycle from the site via the Chiltern Cycleway. Figure 2.2 illustrates the location of the site in relation to public right of ways and Chiltern Cycleway.

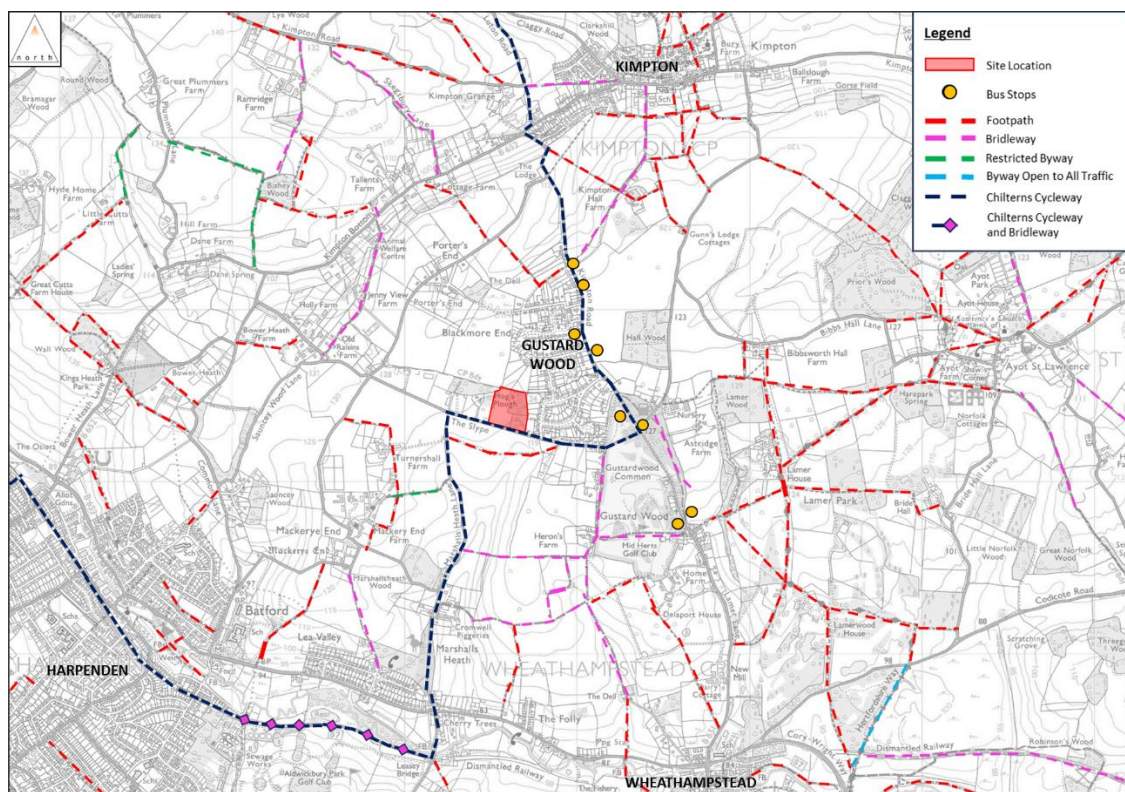


Figure 2.2: Footpaths, Bridleways and Chiltern Cycleway

- 2.16 Therefore, the site is well located in relation to sustainable travel options via foot and cycle.

Accessibility by Bus

- 2.17 Local pedestrian and cycle links provide access to existing bus stops along Kimpton Road approximately 700 metres north-east of the site. These stops provide access to bus routes 403 and 45. Bus route 403 runs between Hitchin and St Albans Monday to Saturday, at a frequency of three times a day towards St Albans and four times a day towards Hitchin. Bus route 45 runs between Stevenage and Luton Monday to Friday once a day in each direction. The southbound bus stop includes a bus shelter, seating and bus flag, whilst the northbound bus stop includes seating and a bus flag.

Accessibility by Rail

- 2.18 The nearest railway station is Harpenden approximately 6 kilometres south-west of the site, this equates to a 19 minute cycle via Chiltern Cycleway. Harpenden railway station includes a car park within 674 spaces and cycle storage for 548 cycles. The station provides regular services towards Brighton, Bedford, Luton, Rainham, East Grinstead, Rainham, Horsham and Three Bridges.

Access to Local Amenities

- 2.19 There are a number of local amenities within the local built-up areas surrounding the site. This includes primary and secondary schools, convenience store/supermarkets, doctors' surgery and pharmacy, as well as recreational and social facilities. The local amenities along with local walk/cycle infrastructure within 3 kilometres of the site are shown on the amenities plan attached at **Appendix B**.

Summary

- 2.20 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon private car. In this regard, it is considered that the location of the site accords with the National Planning Policy Framework and as such gives future residents a genuine choice about how they travel.

3.0 Development Proposals

Overview

- 3.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposals include 49 dwellings with associated car parking and landscaping and public open space. The indicative site layout plan is included at **Appendix C**.

Access Arrangements

Vehicular Access

- 3.2 Vehicular access to the site is proposed via a new priority junction onto The Slype. The provision of a simple priority junction is considered appropriate when taking into account the quantum of the development. The access road has been designed with a 5.5 metre wide carriageway with 6 metre kerb radii to enable a car to pass an HGV or refuse vehicle. The drawing attached at **Appendix D** illustrates the proposed access arrangements.
- 3.3 The proposals include relocating the speed limit change such that the site access is included within the 30mph speed limit zone. This results in a 130 metre extension to the 30mph zone. In order to enforce the 30mph speed limit along the vicinity of the site and towards The Broadway, coloured surfacing with 30mph roundel repeater markings and build outs are proposed. A new gateway feature will be provided to the west of the access to clearly define the 30mph zone, this will create an environment where vehicles are expecting the village ahead which includes the site. The informal passing places will remain and will act as a natural speed calming measure. It is proposed to widen the carriageway adjacent to the access to provide a 5 metre wide carriageway. This will allow two-way vehicle movements within the vicinity of the access, as well as allowing a refuse vehicle to enter/exit the site.
- 3.4 The proposals also include widening to The Slype to the east of the site access between the eastern site boundary towards The Broadway and to the east of The Broadway. The existing hedge to the south of The Slype will be retained but cut back within highway land to facilitate the widening of the carriageway. This will provide a betterment to the existing situation and allow two-way vehicle movements. Considering the modest level of traffic currently observed along The Slype and the low traffic flows predicted for the proposed development (identified within the following section), it is not considered necessary to widen the entirety of The Slype but instead provide locations where vehicles can pass if required. This strikes a balance between ensuring traffic speeds do not exceed the 30mph speed limit but also allowing free flow of traffic with areas for vehicles to pass. The drawing included at **Appendix E** demonstrates the carriageway widening along The Slype.
- 3.5 In line with the 30mph speed limit and in accordance with guidance contained within Manual for Streets, visibility splays of 2.4 metres by 43 metres should be provided at the site access. These visibility splays are demonstrated on the drawing included at **Appendix D**. Vegetation within the visibility splays will be removed or cut back as required. Small sections of lower quality vegetation will be removed to facilitate the access, these can be replaced by on-site enhancements.

Pedestrian/Cycle Access

- 3.6 The proposals include a new 1.5 metre footway along the northern side of The Slype between the eastern boundary of the site and the existing footway to the east of the site which connects with The Broadway. A 1.5 metre wide footway accords with existing footways, in terms of width, within Gustard Wood. This provides a link between the site and the existing footways provided on both sides of The Broadway which provide access to local bus stops. The proposed footway includes a pinch point of 1 metre for approximately 20 metres at the eastern end due to adjoining land constraints. This is deemed appropriate considering the rural nature of The Slype and the ability for pedestrians to pass either side of the pinch point.

3.7 To achieve this footway link, The Slype carriageway will be widened into the existing verge and hedges to accommodate a 4.8 metre carriageway and a 1.5 metre footway. The existing hedges will be retained but cut back within highway land to facilitate the widening of the carriageway and footway. A 4.8 metre carriageway provides a betterment to the existing situation and allows two-way vehicle movements adjacent to the footway. The proposed footway will continue within the site to provide access to both the public open space and the residential units.

3.8 The proposed internal spine road network would be formed of low speed and lightly trafficked residential streets with carriageway widths of 5.5 metres which render them suitable for on-carriageway cycling. This is outlined in LTN 1/20 which states that:

"...in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds".

3.9 Considering the quantum of development and the predicted vehicular flows likely to use the proposed access road, cyclist will be expected to cycle on the carriageway within the site.

Sustainable Travel

3.10 The proposals will include a number of initiatives in order to encourage sustainable travel, these include:

- ▶ Introduction of 2 metre footways within the site
- ▶ Improvements to local public rights of way and cycle paths
- ▶ Localised widening to The Slype
- ▶ Enhancements to local bus stops
- ▶ Electric vehicle charging facilities at all dwellings
- ▶ High quality secure cycle parking facilities
- ▶ High speed broadband to all dwellings and home office provision

Parking Provision

3.11 Car parking on site will be designed in accordance with the standards set out in the St Albans City and District 'Revised Parking Policies and Standards' document. Levels of on-site car parking will be confirmed once the type and tenure of dwellings are known.

Servicing Arrangements

3.12 It is intended that refuse collection will occur from the internal access roads within the site. The proposed access arrangement can accommodate the required refuse vehicle movements into and out of the site in a forward gear. In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access has been undertaken. Swept path analysis included at **Appendix F**, demonstrates the refuse vehicle entering the site in forward gear and exiting the site in forward gear. As part of the detailed scheme design, sufficient turning areas will be available within the site to enable the vehicle to manoeuvre to ensure it can enter and leave the site in a forward gear.

Summary

- 3.13 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, servicing vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance.

4.0 Trip Generation

Overview

- 4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Residential Trip Generation

- 4.2 The trip generation potential for the 49 proposed dwellings has been assessed based on trip rates derived from the TRICS database using the category '03 – Residential: A – Houses Privately Owned' under the following criteria:
- ▶ Locations in England (excluding Greater London);
 - ▶ Sites up to 50 units; and,
 - ▶ Areas classed as 'Neighbourhood Centre'.
- 4.3 The predicted trip generation of the site, assuming the proposed 49 dwellings are built, is contained in Table 4.1 below. The full TRICS report is contained at [Appendix G](#).

Mode of Travel	Weekday AM PEAK (08:00-09:00)		Weekday PM PEAK (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.290	0.925	0.665	0.310	4.015	4.300
Total Person Trips	14	45	33	15	197	211
Vehicular Trip Rates	0.140	0.320	0.310	0.120	1.965	2.045
Vehicular Trips	7	16	15	6	96	100

Table 4.1: Trip Rates and Trip Generation

- 4.4 Table 4.1 indicates that the proposed dwellings could generate 59 total person movements in the weekday morning peak hour, of which 23 could be vehicular. In the evening peak hour, the proposed dwellings could generate 48 total person movements, of which 21 could be vehicular. Over an average weekday, the proposed dwellings could generate 408 two-way total person trips, of which 196 could be vehicular.

Summary

- 4.5 In summary, it is anticipated that the proposed development will lead to a slight increase in vehicle movements on the local road network within the network peak periods. It is widely accepted that junction capacity assessments should be undertaken where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As the proposed vehicle trip generation suggests the site will attract less than 30 two-way vehicle movements within the peak hours, it is not considered necessary to undertake junction capacity analysis for local junctions.

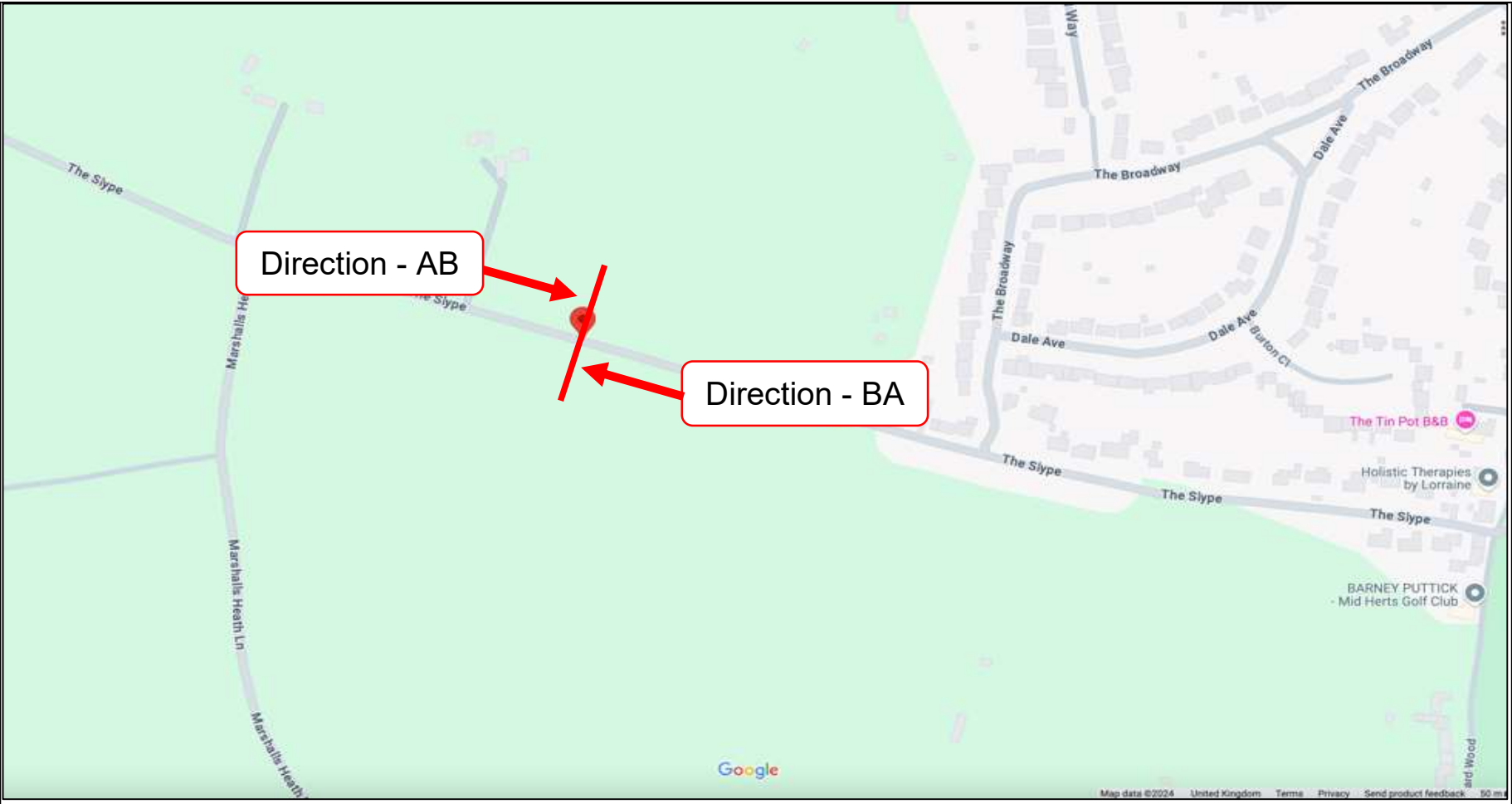
5.0 Summary and Conclusion

- 5.1 This Transport Statement has been prepared on behalf of Stonebond Properties to accompany the promotion of a residential development at The Slype, Gustard Wood within Regulation 19. The site is located approximately 3 kilometres north-east of Harpenden within a small settlement known as Gustard Wood.
- 5.2 The site currently comprises undeveloped land directly north of The Slype. The proposals consist of 49 residential dwellings along with an area of public open space. Access to the site will be achieved via a new vehicular access taken from The Slype. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 5.3 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:
- ▶ The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
 - ▶ Safe and suitable access to the site can be achieved for all users;
 - ▶ Appropriate provision is made for car and cycle parking having regard to the relevant guidance;
 - ▶ The proposals include appropriate provision for servicing activity; and,
 - ▶ The levels of traffic associated with the proposals will not lead to a material impact on the operation of the local transport network.
- 5.4 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts.

Appendix A

ATC Results

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0292	The Slype, Gustard Wood	The Slype (West)	51.833514, -0.310604	17/09/2024 - 23/09/2024	Tuesday - Monday	0000-0000hrs on each day





17 September 2024

[illegible]



18 September 2004

[illegible]

[illegible]



20 September 2024

[illegible]



21 September 2024

Year	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	Mean	VSD	VSD1	VSD2	VSD3	VSD4	VSD5	VSD6	VSD7	VSD8	VSD9	VSD10	VSD11	VSD12	VSD13	VSD14	VSD15	VSD16	VSD17	VSD18	VSD19	VSD20	VSD21	VSD22	VSD23	VSD24	VSD25	VSD26	VSD27	VSD28	VSD29	VSD30	VSD31	VSD32	VSD33	VSD34	VSD35	VSD36	VSD37	VSD38	VSD39	VSD40	VSD41	VSD42	VSD43	VSD44	VSD45	VSD46	VSD47	VSD48	VSD49	VSD50	VSD51	VSD52	VSD53	VSD54	VSD55	VSD56	VSD57	VSD58	VSD59	VSD60	VSD61	VSD62	VSD63	VSD64	VSD65	VSD66	VSD67	VSD68	VSD69	VSD70	VSD71	VSD72	VSD73	VSD74	VSD75	VSD76	VSD77	VSD78	VSD79	VSD80	VSD81	VSD82	VSD83	VSD84	VSD85	VSD86	VSD87	VSD88	VSD89	VSD90	VSD91	VSD92	VSD93	VSD94	VSD95	VSD96	VSD97	VSD98	VSD99	VSD100	VSD101	VSD102	VSD103	VSD104	VSD105	VSD106	VSD107	VSD108	VSD109	VSD110	VSD111	VSD112	VSD113	VSD114	VSD115	VSD116	VSD117	VSD118	VSD119	VSD120	VSD121	VSD122	VSD123	VSD124	VSD125	VSD126	VSD127	VSD128	VSD129	VSD130	VSD131	VSD132	VSD133	VSD134	VSD135	VSD136	VSD137	VSD138	VSD139	VSD140	VSD141	VSD142	VSD143	VSD144	VSD145	VSD146	VSD147	VSD148	VSD149	VSD150	VSD151	VSD152	VSD153	VSD154	VSD155	VSD156	VSD157	VSD158	VSD159	VSD160	VSD161	VSD162	VSD163	VSD164	VSD165	VSD166	VSD167	VSD168	VSD169	VSD170	VSD171	VSD172	VSD173	VSD174	VSD175	VSD176	VSD177	VSD178	VSD179	VSD180	VSD181	VSD182	VSD183	VSD184	VSD185	VSD186	VSD187	VSD188	VSD189	VSD190	VSD191	VSD192	VSD193	VSD194	VSD195	VSD196	VSD197	VSD198	VSD199	VSD200	VSD201	VSD202	VSD203	VSD204	VSD205	VSD206	VSD207	VSD208	VSD209	VSD210	VSD211	VSD212	VSD213	VSD214	VSD215	VSD216	VSD217	VSD218	VSD219	VSD220	VSD221	VSD222	VSD223	VSD224	VSD225	VSD226	VSD227	VSD228	VSD229	VSD230	VSD231	VSD232	VSD233	VSD234	VSD235	VSD236	VSD237	VSD238	VSD239	VSD240	VSD241	VSD242	VSD243	VSD244	VSD245	VSD246	VSD247	VSD248	VSD249	VSD250	VSD251	VSD252	VSD253	VSD254	VSD255	VSD256	VSD257	VSD258	VSD259	VSD260	VSD261	VSD262	VSD263	VSD264	VSD265	VSD266	VSD267	VSD268	VSD269	VSD270	VSD271	VSD272	VSD273	VSD274	VSD275	VSD276	VSD277	VSD278	VSD279	VSD280	VSD281	VSD282	VSD283	VSD284	VSD285	VSD286	VSD287	VSD288	VSD289	VSD290	VSD291	VSD292	VSD293	VSD294	VSD295	VSD296	VSD297	VSD298	VSD299	VSD300	VSD301	VSD302	VSD303	VSD304	VSD305	VSD306	VSD307	VSD308	VSD309	VSD310	VSD311	VSD312	VSD313	VSD314	VSD315	VSD316	VSD317	VSD318	VSD319	VSD320	VSD321	VSD322	VSD323	VSD324	VSD325	VSD326	VSD327	VSD328	VSD329	VSD330	VSD331	VSD332	VSD333	VSD334	VSD335	VSD336	VSD337	VSD338	VSD339	VSD340	VSD341	VSD342	VSD343	VSD344	VSD345	VSD346	VSD347	VSD348	VSD349	VSD350	VSD351	VSD352	VSD353	VSD354	VSD355	VSD356	VSD357	VSD358	VSD359	VSD360	VSD361	VSD362	VSD363	VSD364	VSD365	VSD366	VSD367	VSD368	VSD369	VSD370	VSD371	VSD372	VSD373	VSD374	VSD375	VSD376	VSD377	VSD378	VSD379	VSD380	VSD381	VSD382	VSD383	VSD384	VSD385	VSD386	VSD387	VSD388	VSD389	VSD390	VSD391	VSD392	VSD393	VSD394	VSD395	VSD396	VSD397	VSD398	VSD399	VSD400	VSD401	VSD402	VSD403	VSD404	VSD405	VSD406	VSD407	VSD408	VSD409	VSD410	VSD411	VSD412	VSD413	VSD414	VSD415	VSD416	VSD417	VSD418	VSD419	VSD420	VSD421	VSD422	VSD423	VSD424	VSD425	VSD426	VSD427	VSD428	VSD429	VSD430	VSD431	VSD432	VSD433	VSD434	VSD435	VSD436	VSD437	VSD438	VSD439	VSD440	VSD441	VSD442	VSD443	VSD444	VSD445	VSD446	VSD447	VSD448	VSD449	VSD450	VSD451	VSD452	VSD453	VSD454	VSD455	VSD456	VSD457	VSD458	VSD459	VSD460	VSD461	VSD462	VSD463	VSD464	VSD465	VSD466	VSD467	VSD468	VSD469	VSD470	VSD471	VSD472	VSD473	VSD474	VSD475	VSD476	VSD477	VSD478	VSD479	VSD480	VSD481	VSD482	VSD483	VSD484	VSD485	VSD486	VSD487	VSD488	VSD489	VSD490	VSD491	VSD492	VSD493	VSD494	VSD495	VSD496	VSD497	VSD498	VSD499	VSD500	VSD501	VSD502	VSD503	VSD504	VSD505	VSD506	VSD507	VSD508	VSD509	VSD510	VSD511	VSD512	VSD513	VSD514	VSD515	VSD516	VSD517	VSD518	VSD519	VSD520	VSD521	VSD522	VSD523	VSD524	VSD525	VSD526	VSD527	VSD528	VSD529	VSD530	VSD531	VSD532	VSD533	VSD534	VSD535	VSD536	VSD537	VSD538	VSD539	VSD540	VSD541	VSD542	VSD543	VSD544	VSD545	VSD546	VSD547	VSD548	VSD549	VSD550	VSD551	VSD552	VSD553	VSD554	VSD555	VSD556	VSD557	VSD558	VSD559	VSD560	VSD561	VSD562	VSD563	VSD564	VSD565	VSD566	VSD567	VSD568	VSD569	VSD570	VSD571	VSD572	VSD573	VSD574	VSD575	VSD576	VSD577	VSD578	VSD579	VSD580	VSD581	VSD582	VSD583	VSD584	VSD585	VSD586	VSD587	VSD588	VSD589	VSD590	VSD591	VSD592	VSD593	VSD594	VSD595	VSD596	VSD597	VSD598	VSD599	VSD600	VSD601	VSD602	VSD603	VSD604	VSD605	VSD606	VSD607	VSD608	VSD609	VSD610	VSD611	VSD612	VSD613	VSD614	VSD615	VSD616	VSD617	VSD618	VSD619	VSD620	VSD621	VSD622	VSD623	VSD624	VSD625	VSD626	VSD627	VSD628	VSD629	VSD630	VSD631	VSD632	VSD633	VSD634	VSD635	VSD636	VSD637	VSD638	VSD639	VSD640	VSD641	VSD642	VSD643	VSD644	VSD645	VSD646	VSD647	VSD648	VSD649	VSD650	VSD651	VSD652	VSD653	VSD654	VSD655	VSD656	VSD657	VSD658	VSD659	VSD660	VSD661	VSD662	VSD663	VSD664	VSD665	VSD666	VSD667	VSD668	VSD669	VSD670	VSD671	VSD672	VSD673	VSD674	VSD675	VSD676	VSD677	VSD678	VSD679	VSD680	VSD681	VSD682	VSD683	VSD684	VSD685	VSD686	VSD687	VSD688	VSD689	VSD690	VSD691	VSD692	VSD693	VSD694	VSD695	VSD696	VSD697	VSD698	VSD699	VSD700	VSD701	VSD702	VSD703	VSD704	VSD705	VSD706	VSD707	VSD708	VSD709	VSD710	VSD711	VSD712	VSD713	VSD714	VSD715	VSD716	VSD717	VSD718	VSD719	VSD720	VSD721	VSD722	VSD723	VSD724	VSD725	VSD726	VSD727	VSD728	VSD729	VSD730	VSD731	VSD732	VSD733	VSD734	VSD735	VSD736	VSD737	VSD738	VSD739	VSD740	VSD741	VSD742	VSD743	VSD744	VSD745	VSD746	VSD747	VSD748	VSD749	VSD750	VSD751	VSD752	VSD753	VSD754	VSD755	VSD756	VSD757	VSD758	VSD759	VSD760	VSD761	VSD762	VSD763	VSD764	VSD765	VSD766	VSD767	VSD768	VSD769	VSD770	VSD771	VSD772	VSD773	VSD774	VSD775	VSD776	VSD777	VSD778	VSD779	VSD780	VSD781	VSD782	VSD783	VSD784	VSD785	VSD786	VSD787	VSD788	VSD789	VSD790	VSD791	VSD792	VSD793	VSD794	VSD795	VSD796	VSD797	VSD798	VSD799	VSD800	VSD801	VSD802	VSD803	VSD804	VSD805	VSD806	VSD807	VSD808	VSD809	VSD810	VSD811	VSD812	VSD813	VSD814	VSD815	VSD816	VSD817	VSD818	VSD819	VSD820	VSD821	VSD822	VSD823	VSD824	VSD825	VSD826	VSD827	VSD828	VSD829	VSD830	VSD831	VSD832	VSD833	VSD834	VSD835	VSD836	VSD837	VSD838	VSD839	VSD840	VSD841	VSD842	VSD843	VSD844	VSD845	VSD846	VSD847	VSD848	VSD849	VSD850	VSD851	VSD852	VSD853	VSD854	VSD855	VSD856	VSD857	VSD858	VSD859	VSD860	VSD861	VSD862	VSD863	VSD864	VSD865	VSD866	VSD867	VSD868	VSD869	VSD870	VSD871	VSD872	VSD873	VSD874	VSD875	VSD876	VSD877	VSD878	VSD879	VSD880	VSD881	VSD882	VSD883	VSD884	VSD885	VSD886	VSD887	VSD888	VSD889	VSD890	VSD891	VSD892	VSD893	VSD894	VSD895	VSD896	VSD897	VSD898	VSD899	VSD900	VSD901	VSD902	VSD903	VSD904	VSD905	VSD906	VSD907	VSD908	VSD909	VSD910	VSD911	VSD912	VSD913	VSD914	VSD915	VSD916	VSD917	VSD918	VSD919	VSD920	VSD921	VSD922	VSD923	VSD924	VSD925	VSD926	VSD927	VSD928	VSD929	VSD930	VSD931	VSD932	VSD933	VSD934	VSD935	VSD936	VSD937	VSD938	VSD939	VSD940	VSD941	VSD942	VSD943	VSD944	VSD945	VSD946	VSD947	VSD948	VSD949	VSD950	VSD951	VSD952	VSD953	VSD954	VSD955	VSD956	VSD957	VSD958	VSD959	VSD960	VSD961	VSD962	VSD963	VSD964	VSD965	VSD966	VSD967	VSD968	VSD969	VSD970	VSD971	VSD972	VSD973	VSD974	VSD975	VSD976	VSD977	VSD978	VSD979	VSD980	VSD981	VSD982	VSD983	VSD984	VSD985	VSD986	VSD987	VSD988	VSD989	VSD990	VSD991	VSD992	VSD993	VSD994	VSD995	VSD996	VSD997	VSD998	VSD999	VSD1000
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17 September 2024

Year	Total	C1a	C1b	C1c	C1d	C1e	C1f	C1g	C1h	C1i	C1j	C1k	C1l	C1m	C1n	C1o	C1p	C1q	C1r	C1s	C1t	C1u	C1v	C1w	C1x	C1y	C1z	C1aa	C1ab	C1ac	C1ad	C1ae	C1af	C1ag	C1ah	C1ai	C1aj	C1ak	C1al	C1am	C1an	C1ao	C1ap	C1aq	C1ar	C1as	C1at	C1au	C1av	C1aw	C1ax	C1ay	C1az	C1ba	C1bb	C1bc	C1bd	C1be	C1bf	C1bg	C1bh	C1bi	C1bj	C1bk	C1bl	C1bm	C1bn	C1bo	C1bp	C1bq	C1br	C1bs	C1bt	C1bu	C1bv	C1bw	C1bx	C1by	C1bz	C1ca	C1cb	C1cc	C1cd	C1ce	C1cf	C1cg	C1ch	C1ci	C1cj	C1ck	C1cl	C1cm	C1cn	C1co	C1cp	C1cq	C1cr	C1cs	C1ct	C1cu	C1cv	C1cw	C1cx	C1cy	C1cz	C1da	C1db	C1dc	C1dd	C1de	C1df	C1dg	C1dh	C1di	C1dj	C1dk	C1dl	C1dm	C1dn	C1do	C1dp	C1dq	C1dr	C1ds	C1dt	C1du	C1dv	C1dw	C1dx	C1dy	C1dz	C1ea	C1eb	C1ec	C1ed	C1ee	C1ef	C1eg	C1eh	C1ei	C1ej	C1ek	C1el	C1em	C1en	C1eo	C1ep	C1eq	C1er	C1es	C1et	C1eu	C1ev	C1ew	C1ex	C1ey	C1ez	C1fa	C1fb	C1fc	C1fd	C1fe	C1ff	C1fg	C1fh	C1fi	C1fj	C1fk	C1fl	C1fm	C1fn	C1fo	C1fp	C1fq	C1fr	C1fs	C1ft	C1fu	C1fv	C1fw	C1fx	C1fy	C1fz	C1ga	C1gb	C1gc	C1gd	C1ge	C1gf	C1gg	C1gh	C1gi	C1gj	C1gk	C1gl	C1gm	C1gn	C1go	C1gp	C1gq	C1gr	C1gs	C1gt	C1gu	C1gv	C1gw	C1gx	C1gy	C1gz	C1ha	C1hb	C1hc	C1hd	C1he	C1hf	C1hg	C1hh	C1hi	C1hj	C1hk	C1hl	C1hm	C1hn	C1ho	C1hp	C1hq	C1hr	C1hs	C1ht	C1hu	C1hv	C1hw	C1hx	C1hy	C1hz	C1ia	C1ib	C1ic	C1id	C1ie	C1if	C1ig	C1ih	C1ii	C1ij	C1ik	C1il	C1im	C1in	C1io	C1ip	C1iq	C1ir	C1is	C1it	C1iu	C1iv	C1iw	C1ix	C1iy	C1iz	C1ja	C1jb	C1jc	C1jd	C1je	C1jf	C1jg	C1jh	C1ji	C1jj	C1jk	C1jl	C1jm	C1jn	C1jo	C1jp	C1jq	C1jr	C1js	C1jt	C1ju	C1jv	C1jw	C1jx	C1jy	C1jz	C1ka	C1kb	C1kc	C1kd	C1ke	C1kf	C1kg	C1kh	C1ki	C1kj	C1kk	C1kl	C1km	C1kn	C1ko	C1kp	C1kq	C1kr	C1ks	C1kt	C1ku	C1kv	C1kw	C1kx	C1ky	C1kz	C1la	C1lb	C1lc	C1ld	C1le	C1lf	C1lg	C1lh	C1li	C1lj	C1lk	C1ll	C1lm	C1ln	C1lo	C1lp	C1lq	C1lr	C1ls	C1lt	C1lu	C1lv	C1lw	C1lx	C1ly	C1lz	C1ma	C1mb	C1mc	C1md	C1me	C1mf	C1mg	C1mh	C1mi	C1mj	C1mk	C1ml	C1mm	C1mn	C1mo	C1mp	C1mq	C1mr	C1ms	C1mt	C1mu	C1mv	C1mw	C1mx	C1my	C1mz	C1na	C1nb	C1nc	C1nd	C1ne	C1nf	C1ng	C1nh	C1ni	C1nj	C1nk	C1nl	C1nm	C1nn	C1no	C1np	C1nq	C1nr	C1ns	C1nt	C1nu	C1nv	C1nw	C1nx	C1ny	C1nz	C1oa	C1ob	C1oc	C1od	C1oe	C1of	C1og	C1oh	C1oi	C1oj	C1ok	C1ol	C1om	C1on	C1oo	C1op	C1oq	C1or	C1os	C1ot	C1ou	C1ov	C1ow	C1ox	C1oy	C1oz	C1pa	C1pb	C1pc	C1pd	C1pe	C1pf	C1pg	C1ph	C1pi	C1pj	C1pk	C1pl	C1pm	C1pn	C1po	C1pp	C1pq	C1pr	C1ps	C1pt	C1pu	C1pv	C1pw	C1px	C1py	C1pz	C1qa	C1qb	C1qc	C1qd	C1qe	C1qf	C1qg	C1qh	C1qi	C1qj	C1qk	C1ql	C1qm	C1qn	C1qo	C1qp	C1qq	C1qr	C1qs	C1qt	C1qu	C1qv	C1qw	C1qx	C1qy	C1qz	C1ra	C1rb	C1rc	C1rd	C1re	C1rf	C1rg	C1rh	C1ri	C1rj	C1rk	C1rl	C1rm	C1rn	C1ro	C1rp	C1rq	C1rr	C1rs	C1rt	C1ru	C1rv	C1rw	C1rx	C1ry	C1rz	C1sa	C1sb	C1sc	C1sd	C1se	C1sf	C1sg	C1sh	C1si	C1sj	C1sk	C1sl	C1sm	C1sn	C1so	C1sp	C1sq	C1sr	C1ss	C1st	C1su	C1sv	C1sw	C1sx	C1sy	C1sz	C1ta	C1tb	C1tc	C1td	C1te	C1tf	C1tg	C1th	C1ti	C1tj	C1tk	C1tl	C1tm	C1tn	C1to	C1tp	C1tq	C1tr	C1ts	C1tt	C1tu	C1tv	C1tw	C1tx	C1ty	C1tz	C1ua	C1ub	C1uc	C1ud	C1ue	C1uf	C1ug	C1uh	C1ui	C1uj	C1uk	C1ul	C1um	C1un	C1uo	C1up	C1uq	C1ur	C1us	C1ut	C1uu	C1uv	C1uw	C1ux	C1uy	C1uz	C1va	C1vb	C1vc	C1vd	C1ve	C1vf	C1vg	C1vh	C1vi	C1vj	C1vk	C1vl	C1vm	C1vn	C1vo	C1vp	C1vq	C1vr	C1vs	C1vt	C1vu	C1vv	C1vw	C1vx	C1vy	C1vz	C1wa	C1wb	C1wc	C1wd	C1we	C1wf	C1wg	C1wh	C1wi	C1wj	C1wk	C1wl	C1wm	C1wn	C1wo	C1wp	C1wq	C1wr	C1ws	C1wt	C1wu	C1wv	C1ww	C1wx	C1wy	C1wz	C1xa	C1xb	C1xc	C1xd	C1xe	C1xf	C1xg	C1xh	C1xi	C1xj	C1xk	C1xl	C1xm	C1xn	C1xo	C1xp	C1xq	C1xr	C1xs	C1xt	C1xu	C1xv	C1xw	C1xx	C1xy	C1xz	C1ya	C1yb	C1yc	C1yd	C1ye	C1yf	C1yg	C1yh	C1yi	C1yj	C1yk	C1yl	C1ym	C1yn	C1yo	C1yp	C1yq	C1yr	C1ys	C1yt	C1yu	C1yv	C1yw	C1yx	C1yy	C1yz	C1za	C1zb	C1zc	C1zd	C1ze	C1zf	C1zg	C1zh	C1zi	C1zj	C1zk	C1zl	C1zm	C1zn	C1zo	C1zp	C1zq	C1zr	C1zs	C1zt	C1zu	C1zv	C1zw	C1zx	C1zy	C1zz
Period	1	2	3	4	5	6	7	8	9	10	11	12	14	15	Mean	Vpp	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50	V50																																																																																																																																																																																																																																																																													



18 September 2024

Year	Total	City																Mean	Vpp	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	Vbn	
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Year	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	Mean	Vpp	Vmin	V1st	V2nd	V3rd	V4th	V5th	V6th	V7th	V8th	V9th	V10th	V11th	V12th	V13th	V14th	V15th	V16th	V17th	V18th	V19th	V20th	V21st	V22nd	V23rd	V24th	V25th	V26th	V27th	V28th	V29th	V30th	V31st	V32nd	V33rd	V34th	V35th	V36th	V37th	V38th	V39th	V40th	V41st	V42nd	V43rd	V44th	V45th	V46th	V47th	V48th	V49th	V50th	V51st	V52nd	V53rd	V54th	V55th	V56th	V57th	V58th	V59th	V60th	V61st	V62nd	V63rd	V64th	V65th	V66th	V67th	V68th	V69th	V70th	V71st	V72nd	V73rd	V74th	V75th	V76th	V77th	V78th	V79th	V80th	V81st	V82nd	V83rd	V84th	V85th	V86th	V87th	V88th	V89th	V90th	V91st	V92nd	V93rd	V94th	V95th	V96th	V97th	V98th	V99th	V100th	Number of outliers detected																																																																																																																																																																																																																																																																																																
Period	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	



20 September 2024

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22 September 2024

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23 September 2024

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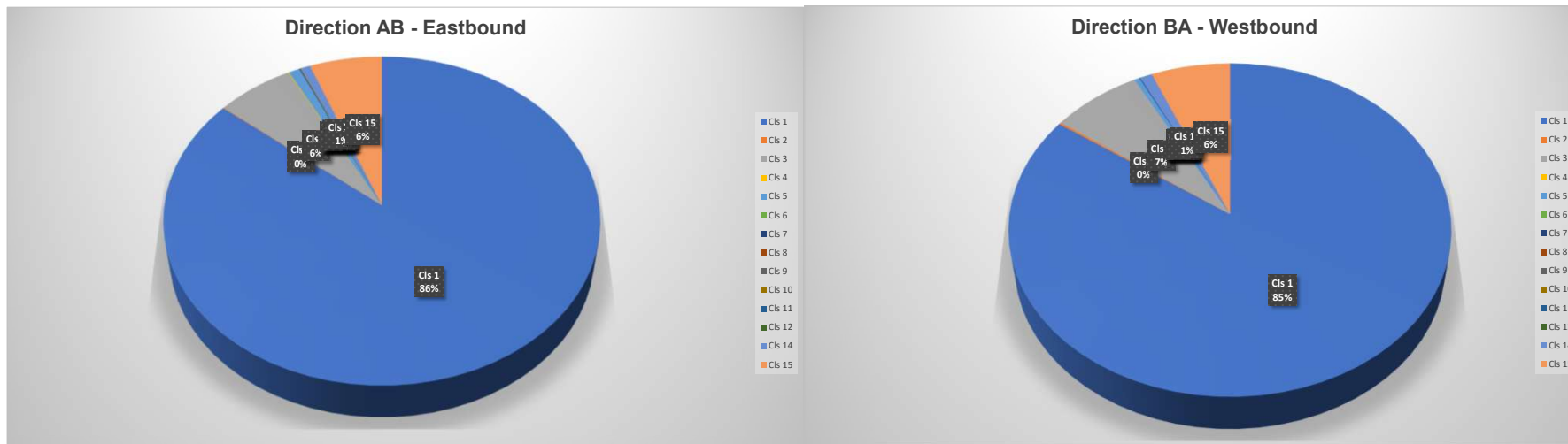


Project ID and Name: IW0292 The Slype, Gustard Wood
 Site No: 1
 Location Name: The Slype (West)
 Direction: AB (Eastbound) + BA (Westbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (60mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	1667	7	0%
Direction BA - Westbound	1628	3	0%

Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	1432	1	105	1	15	0	1	0	0	1	0	0	13	98
Vehicle Proportion - %	85.9%	0.1%	6.3%	0.1%	0.9%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.8%	5.9%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	1380	3	118	0	7	0	1	0	0	0	0	0	16	103
Vehicle Proportion - %	84.8%	0.2%	7.2%	0.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	6.3%



Direction AB

Vehicles = 1667

Posted speed limit = 60 mph, Exceeding = 7 (0.420%), Mean Exceeding = 64.49 mph

Maximum = 70.8 mph, Minimum = 6.8 mph, Mean = 30.8 mph

85% Speed = 38.45 mph, 95% Speed = 43.62 mph, Median = 30.87 mph

10 mph Pace = 26 - 36, Number in Pace = 884 (53.03%)

Variance = 65.78, Standard Deviation = 8.11 mph

Direction BA

Vehicles = 1628

Posted speed limit = 60 mph, Exceeding = 3 (0.184%), Mean Exceeding = 62.66 mph

Maximum = 67.2 mph, Minimum = 7.8 mph, Mean = 30.8 mph

85% Speed = 39.11 mph, 95% Speed = 45.02 mph, Median = 30.98 mph

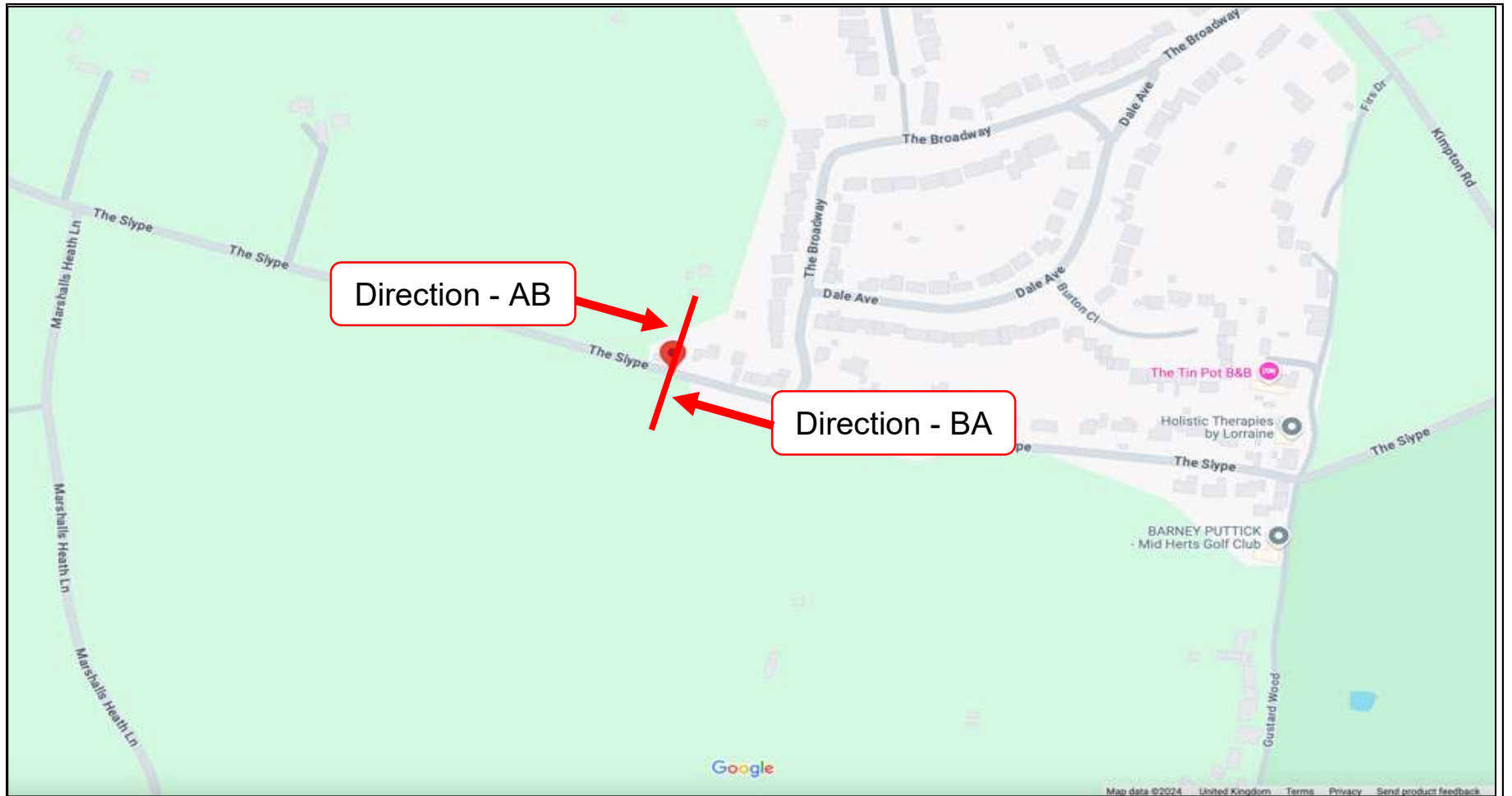
10 mph Pace = 26 - 36, Number in Pace = 798 (49.02%)

Variance = 78.70, Standard Deviation = 8.87 mph

Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0292	The Slype, Gustard Wood	The Slype (Mid)	51.832943, -0.307716	17/09/2024 - 23/09/2024	Tuesday - Monday	0000-0000hrs on each day





17 September 2024

Year	Total	C1a	C1b	C1c	C1d	C1e	C1f	C1g	C1h	C1i	C1j	C1k	C1l	C1m	C1n	C1o	C1p	C1q	C1r	C1s	C1t	C1u	C1v	C1w	C1x	C1y	C1z	C1aa	C1ab	C1ac	C1ad	C1ae	C1af	C1ag	C1ah	C1ai	C1aj	C1ak	C1al	C1am	C1an	C1ao	C1ap	C1aq	C1ar	C1as	C1at	C1au	C1av	C1aw	C1ax	C1ay	C1az	C1ba	C1bb	C1bc	C1bd	C1be	C1bf	C1bg	C1bh	C1bi	C1bj	C1bk	C1bl	C1bm	C1bn	C1bo	C1bp	C1bq	C1br	C1bs	C1bt	C1bu	C1bv	C1bw	C1bx	C1by	C1bz	C1ca	C1cb	C1cc	C1cd	C1ce	C1cf	C1cg	C1ch	C1ci	C1cj	C1ck	C1cl	C1cm	C1cn	C1co	C1cp	C1cq	C1cr	C1cs	C1ct	C1cu	C1cv	C1cw	C1cx	C1cy	C1cz	C1da	C1db	C1dc	C1dd	C1de	C1df	C1dg	C1dh	C1di	C1dj	C1dk	C1dl	C1dm	C1dn	C1do	C1dp	C1dq	C1dr	C1ds	C1dt	C1du	C1dv	C1dw	C1dx	C1dy	C1dz	C1ea	C1eb	C1ec	C1ed	C1ee	C1ef	C1eg	C1eh	C1ei	C1ej	C1ek	C1el	C1em	C1en	C1eo	C1ep	C1eq	C1er	C1es	C1et	C1eu	C1ev	C1ew	C1ex	C1ey	C1ez	C1fa	C1fb	C1fc	C1fd	C1fe	C1ff	C1fg	C1fh	C1fi	C1fj	C1fk	C1fl	C1fm	C1fn	C1fo	C1fp	C1fq	C1fr	C1fs	C1ft	C1fu	C1fv	C1fw	C1fx	C1fy	C1fz	C1ga	C1gb	C1gc	C1gd	C1ge	C1gf	C1gg	C1gh	C1gi	C1gj	C1gk	C1gl	C1gm	C1gn	C1go	C1gp	C1gq	C1gr	C1gs	C1gt	C1gu	C1gv	C1gw	C1gx	C1gy	C1gz	C1ha	C1hb	C1hc	C1hd	C1he	C1hf	C1hg	C1hh	C1hi	C1hj	C1hk	C1hl	C1hm	C1hn	C1ho	C1hp	C1hq	C1hr	C1hs	C1ht	C1hu	C1hv	C1hw	C1hx	C1hy	C1hz	C1ia	C1ib	C1ic	C1id	C1ie	C1if	C1ig	C1ih	C1ii	C1ij	C1ik	C1il	C1im	C1in	C1io	C1ip	C1iq	C1ir	C1is	C1it	C1iu	C1iv	C1iw	C1ix	C1iy	C1iz	C1ja	C1jb	C1jc	C1jd	C1je	C1jf	C1jg	C1jh	C1ji	C1jj	C1jk	C1jl	C1jm	C1jn	C1jo	C1jp	C1jq	C1jr	C1js	C1jt	C1ju	C1jv	C1jw	C1jx	C1jy	C1jz	C1ka	C1kb	C1kc	C1kd	C1ke	C1kf	C1kg	C1kh	C1ki	C1kj	C1kk	C1kl	C1km	C1kn	C1ko	C1kp	C1kq	C1kr	C1ks	C1kt	C1ku	C1kv	C1kw	C1kx	C1ky	C1kz	C1la	C1lb	C1lc	C1ld	C1le	C1lf	C1lg	C1lh	C1li	C1lj	C1lk	C1ll	C1lm	C1ln	C1lo	C1lp	C1lq	C1lr	C1ls	C1lt	C1lu	C1lv	C1lw	C1lx	C1ly	C1lz	C1ma	C1mb	C1mc	C1md	C1me	C1mf	C1mg	C1mh	C1mi	C1mj	C1mk	C1ml	C1mm	C1mn	C1mo	C1mp	C1mq	C1mr	C1ms	C1mt	C1mu	C1mv	C1mw	C1mx	C1my	C1mz	C1na	C1nb	C1nc	C1nd	C1ne	C1nf	C1ng	C1nh	C1ni	C1nj	C1nk	C1nl	C1nm	C1nn	C1no	C1np	C1nq	C1nr	C1ns	C1nt	C1nu	C1nv	C1nw	C1nx	C1ny	C1nz	C1oa	C1ob	C1oc	C1od	C1oe	C1of	C1og	C1oh	C1oi	C1oj	C1ok	C1ol	C1om	C1on	C1oo	C1op	C1oq	C1or	C1os	C1ot	C1ou	C1ov	C1ow	C1ox	C1oy	C1oz	C1pa	C1pb	C1pc	C1pd	C1pe	C1pf	C1pg	C1ph	C1pi	C1pj	C1pk	C1pl	C1pm	C1pn	C1po	C1pp	C1pq	C1pr	C1ps	C1pt	C1pu	C1pv	C1pw	C1px	C1py	C1pz	C1qa	C1qb	C1qc	C1qd	C1qe	C1qf	C1qg	C1qh	C1qi	C1qj	C1qk	C1ql	C1qm	C1qn	C1qo	C1qp	C1qq	C1qr	C1qs	C1qt	C1qu	C1qv	C1qw	C1qx	C1qy	C1qz	C1ra	C1rb	C1rc	C1rd	C1re	C1rf	C1rg	C1rh	C1ri	C1rj	C1rk	C1rl	C1rm	C1rn	C1ro	C1rp	C1rq	C1rr	C1rs	C1rt	C1ru	C1rv	C1rw	C1rx	C1ry	C1rz	C1sa	C1sb	C1sc	C1sd	C1se	C1sf	C1sg	C1sh	C1si	C1sj	C1sk	C1sl	C1sm	C1sn	C1so	C1sp	C1sq	C1sr	C1ss	C1st	C1su	C1sv	C1sw	C1sx	C1sy	C1sz	C1ta	C1tb	C1tc	C1td	C1te	C1tf	C1tg	C1th	C1ti	C1tj	C1tk	C1tl	C1tm	C1tn	C1to	C1tp	C1tq	C1tr	C1ts	C1tt	C1tu	C1tv	C1tw	C1tx	C1ty	C1tz	C1ua	C1ub	C1uc	C1ud	C1ue	C1uf	C1ug	C1uh	C1ui	C1uj	C1uk	C1ul	C1um	C1un	C1uo	C1up	C1uq	C1ur	C1us	C1ut	C1uu	C1uv	C1uw	C1ux	C1uy	C1uz	C1va	C1vb	C1vc	C1vd	C1ve	C1vf	C1vg	C1vh	C1vi	C1vj	C1vk	C1vl	C1vm	C1vn	C1vo	C1vp	C1vq	C1vr	C1vs	C1vt	C1vu	C1vv	C1vw	C1vx	C1vy	C1vz	C1wa	C1wb	C1wc	C1wd	C1we	C1wf	C1wg	C1wh	C1wi	C1wj	C1wk	C1wl	C1wm	C1wn	C1wo	C1wp	C1wq	C1wr	C1ws	C1wt	C1wu	C1wv	C1ww	C1wx	C1wy	C1wz	C1xa	C1xb	C1xc	C1xd	C1xe	C1xf	C1xg	C1xh	C1xi	C1xj	C1xk	C1xl	C1xm	C1xn	C1xo	C1xp	C1xq	C1xr	C1xs	C1xt	C1xu	C1xv	C1xw	C1xx	C1xy	C1xz	C1ya	C1yb	C1yc	C1yd	C1ye	C1yf	C1yg	C1yh	C1yi	C1yj	C1yk	C1yl	C1ym	C1yn	C1yo	C1yp	C1yq	C1yr	C1ys	C1yt	C1yu	C1yv	C1yw	C1yx	C1yy	C1yz	C1za	C1zb	C1zc	C1zd	C1ze	C1zf	C1zg	C1zh	C1zi	C1zj	C1zk	C1zl	C1zm	C1zn	C1zo	C1zp	C1zq	C1zr	C1zs	C1zt	C1zu	C1zv	C1zw	C1zx	C1zy	C1zz
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Year	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	Mean	Vpp	Vm1	Vm2	Vm3	Vm4	Vm5	Vm6	Vm7	Vm8	Vm9	Vm10	Vm11	Vm12	Vm13	Vm14	Vm15	Vm16	Vm17	Vm18	Vm19	Vm20	Vm21	Vm22	Vm23	Vm24	Vm25	Vm26	Vm27	Vm28	Vm29	Vm30	Vm31	Vm32	Vm33	Vm34	Vm35	Vm36	Vm37	Vm38	Vm39	Vm40	Vm41	Vm42	Vm43	Vm44	Vm45	Vm46	Vm47	Vm48	Vm49	Vm50	Vm51	Vm52	Vm53	Vm54	Vm55	Vm56	Vm57	Vm58	Vm59	Vm60	Vm61	Vm62	Vm63	Vm64	Vm65	Vm66	Vm67	Vm68	Vm69	Vm70	Vm71	Vm72	Vm73	Vm74	Vm75	Vm76	Vm77	Vm78	Vm79	Vm80	Vm81	Vm82	Vm83	Vm84	Vm85	Vm86	Vm87	Vm88	Vm89	Vm90	Vm91	Vm92	Vm93	Vm94	Vm95	Vm96	Vm97	Vm98	Vm99	Vm100	Number of unusually high values																																																																																																																																																																																																																																																																																																	
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Year	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	Mean	Vpp	Vmin	V10	V20	V30	V40	V50	V60	V70	V80	V90	Vmax	Number of responsible cases
Period	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	85	9	9	10	10	10	10	10	10	10	10	10	10	10
00000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	-	-	-	-	-	-	-	-	-	-	-	0
00020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	-	-	-	-	-	-	-	-	-	-	-	0
00040	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	-	-	-	-	-	-	-	-	-	-	-	-	0
00240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00410	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00440	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0
00500	0	0	0	0	0																									

23 September 2024

[illegible]

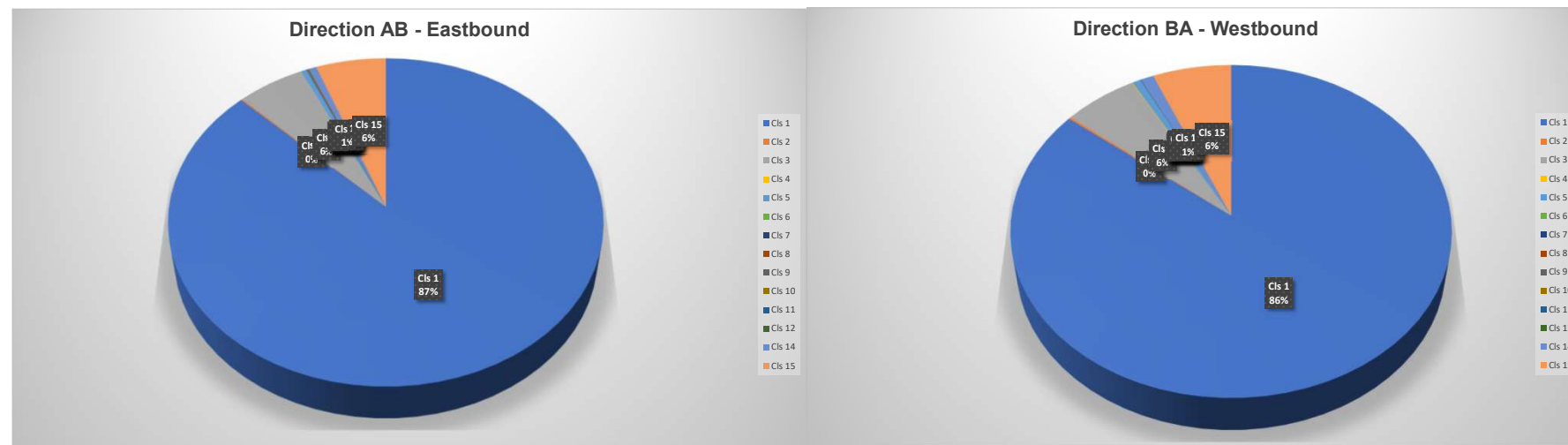


Project ID and Name: IW0292 The Slype, Gustard Wood
 Site No: 2
 Location Name: The Slype (Mid)
 Direction: AB (Eastbound) + BA (Westbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	1773	650	37%
Direction BA - Westbound	1629	652	40%

Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	1549	2	98	0	8	0	0	0	3	1	0	0	11	101
Vehicle Proportion - %	87.4%	0.1%	5.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.6%	5.7%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	1396	3	97	1	11	0	0	0	1	0	0	0	17	103
Vehicle Proportion - %	85.7%	0.2%	6.0%	0.1%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	1.0%	6.3%



Direction AB

Vehicles = 1773

Posted speed limit = 30 mph, Exceeding = 650 (36.66%), Mean Exceeding = 34.75 mph

Maximum = 60.1 mph, Minimum = 8.0 mph, Mean = 27.7 mph

85% Speed = 34.45 mph, 95% Speed = 39.03 mph, Median = 27.85 mph

10 mph Pace = 24 - 34, Number in Pace = 987 (55.67%)

Variance = 50.79, Standard Deviation = 7.13 mph

Direction BA

Vehicles = 1629

Posted speed limit = 30 mph, Exceeding = 652 (40.02%), Mean Exceeding = 35.72 mph

Maximum = 68.2 mph, Minimum = 6.3 mph, Mean = 28.3 mph

85% Speed = 35.68 mph, 95% Speed = 40.82 mph, Median = 27.85 mph

10 mph Pace = 24 - 34, Number in Pace = 841 (51.63%)

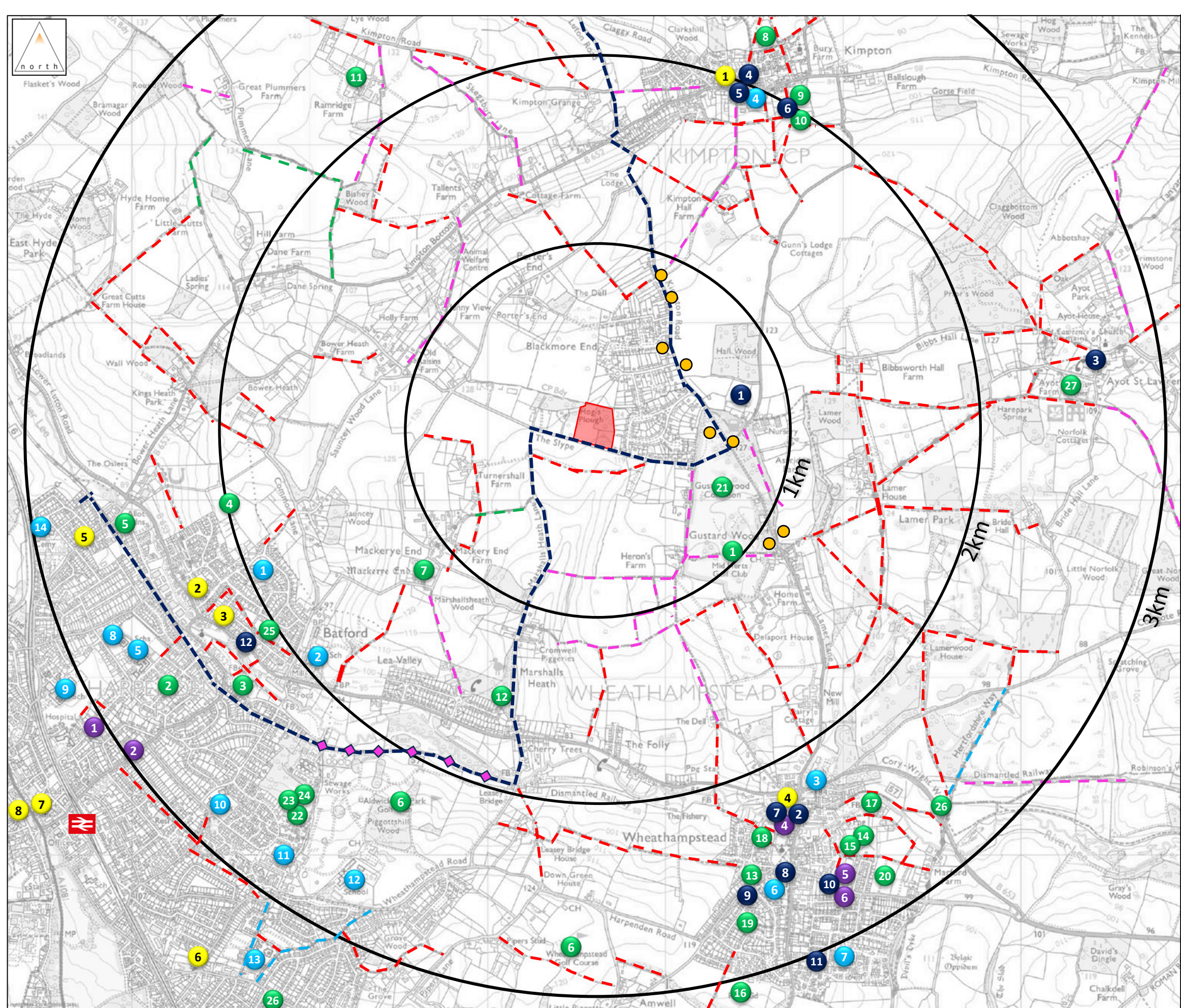
Variance = 63.35, Standard Deviation = 7.96 mph

Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Appendix B

Amenities Plan



The Slype, St Albans
Local Amenities
Not to Scale



Legend

- Site Location
- Bus Stops
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Chilterns Cycleway
- Chilterns Cycleway and Bridleway
- Harpenden Railway Station

Amenities

Schools

- 1

Sauncey Wood Primary
- 2

Katherine Warington School
- 3

St. Albans High School Prep
- 4

Kimpton Primary School
- 5

Sir John Lawes School
- 6

St Helen’s C of E Primary School
- 7

Beech Hyde Primary School
- 8

Manland Primary School
- 9

St Georges School
- 10

Crabtree Infants/Junior School
- 11

The Beeches Primary School
- 12

Aldwickbury School
- 13

The Grove Junior School
- 14

The Lea Primary School

Supermarkets

- 1

Budgens
- 2

Co-Op Food - Batford
- 3

Tesco Esso Express
- 4

Tesco Express
- 5

Best-One
- 6

Co-op Food
- 7

Sainsbury’s
- 8

Waitrose

Recreation Facilities

- 1

Mid Herts Golf Club
- 2

Elliswick Lawn Tennis Club
- 3

Batford Springs Nature Reserve
- 4

Porters Hill Park
- 5

Westfield Recreation Ground
- 6

Golf Clubs
- 7

Mackerye End House
- 8

Kimpton Cricket Club
- 9

Kimpton Recreation Ground
- 10

Kimpton Bowls Club
- 11

Kimpton Cross Equestrian Centre
- 12

Marshals Heath Lane Park & Play Area
- 13

Chapel Gym Wheathampstead
- 14

Wheathampstead Lawn Tennis Club
- 15

Wheathampstead Playing Fields
- 16

Butterfield Playing Fields
- 17

River Park
- 18

Rectory Meadow Play Area
- 19

Maltings Drive Play Area
- 20

Wheathampstead Allotments
- 21

Gustard Wood Common
- 22

Harpenden Indoor Bowling Club
- 23

Crabtree Fields Scout HQ
- 24

Harpenden Junior Air Training Corps
- 24

Holcroft Road Allotments
- 25

Oakley Road Play Area
- 26

Marford Farm Fishery/Fishing Club
- 27

National Trust – Shaw’s Corner

Health Facilities

- 1

The Elms Medical Practice
- 2

Aviva Dentistry Limited
- 3

Manor Pharmacy
- 4

Wheathampstead Dentist
- 5

The Village Surgery
- 6

Marford Dental Practice

Social Facilities

- 1

Cross Keys Pub - Wheathampstead
- 2

Miller and Carter
- 3

Brocket Arms
- 4

The Boot
- 5

Kimpton Memorial Hall
- 6

The Homstead Café
- 7

Marleys Café & Tearooms
- 8

The Swan
- 9

Brewhouse Café
- 10

Marford Memorial Hall
- 11

Hilldyke Community Centre
- 12

Gibraltar Castle

Appendix C

Indicative Site Layout Plan



KEY



Residential parcel approximately 49 dwellings



Public open space circa 3.04ha



Potential recreational walking route



Location of attenuation



Private drives at green edges



Layout landscape space



Landscape buffer



Existing vegetation retained and enhanced



Potential play area with footpath connection



Priority habitat retained and enhanced



Vehicular access through development



Proposed footpath connection to existing development



Listed building



Vehicular and pedestrian access



Existing footpath

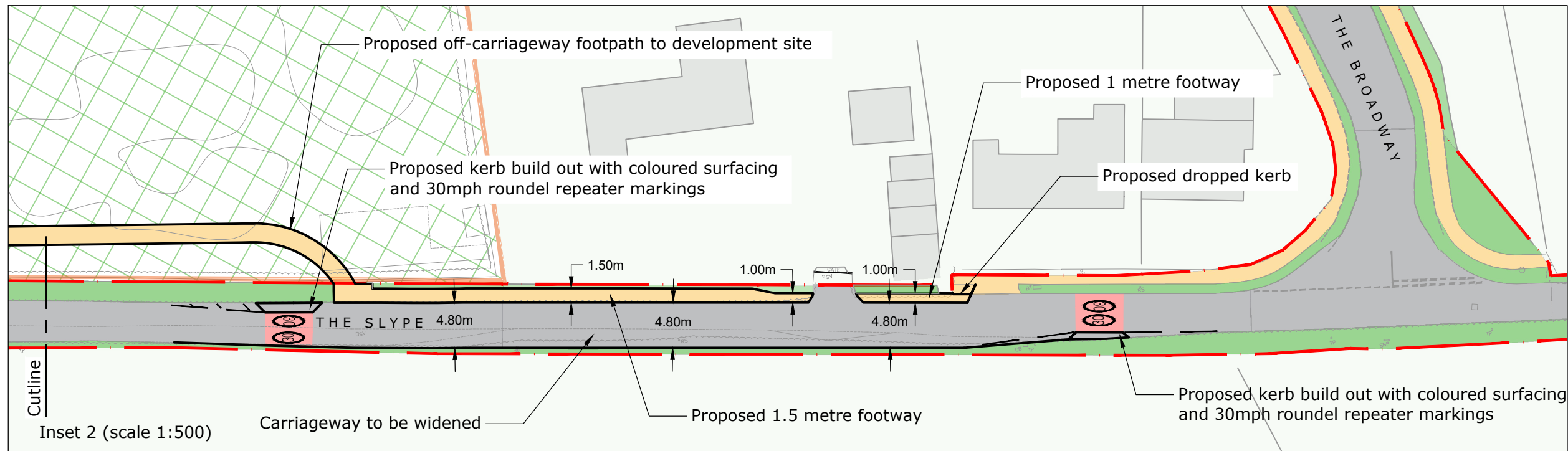
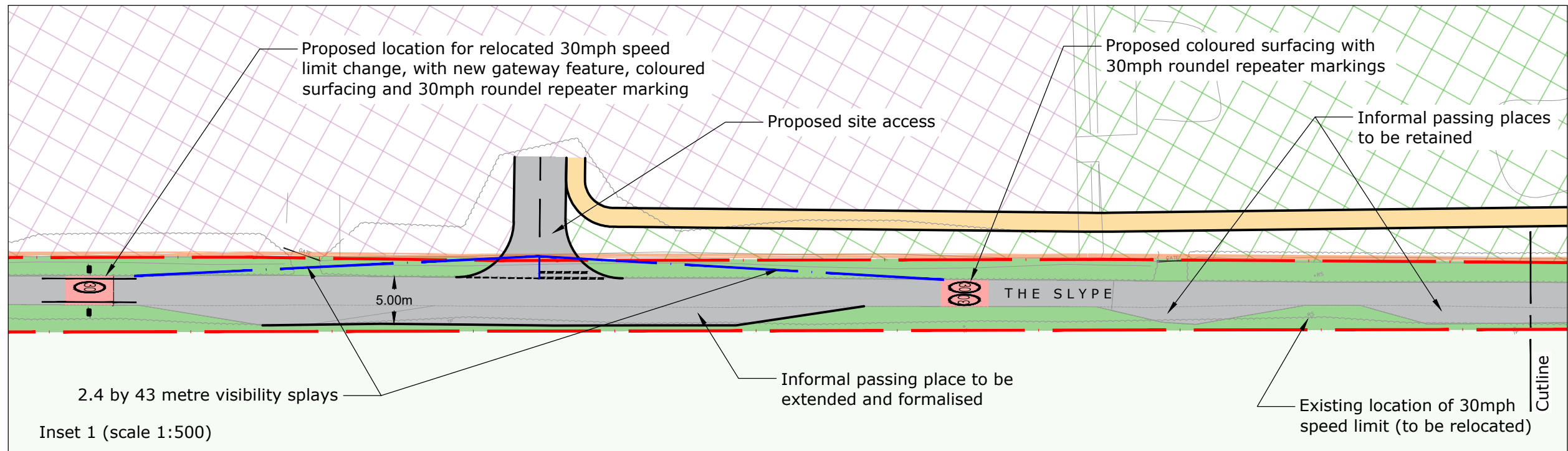
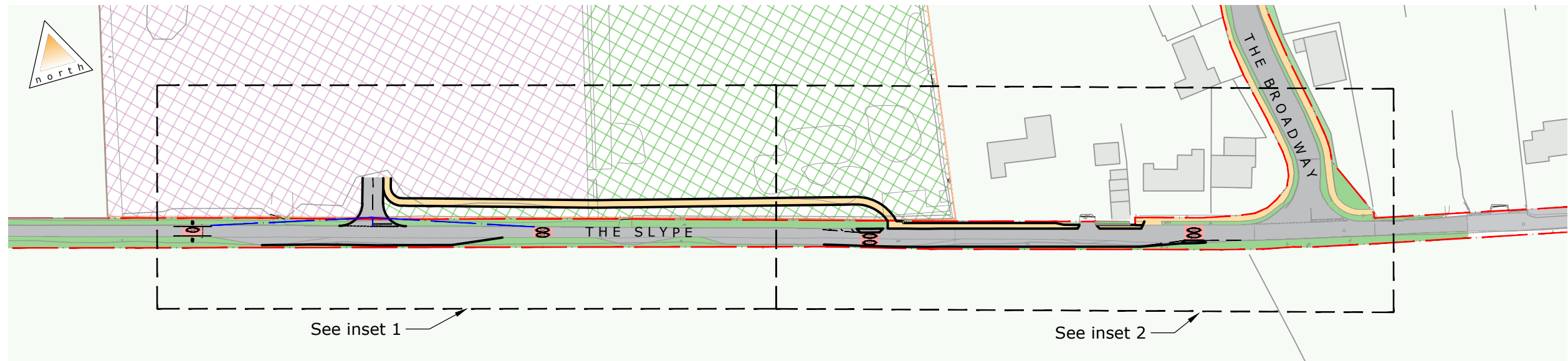


Existing dwellings

Appendix D

Proposed Access Arrangements

C:\Users\elleupton\Motion\StaffSite - Sstslp 2308013\Drawings\2308013-03e.dwg



- Legend
- Highway Boundary
 - Site Boundary
 - Visibility Splays
 - Coloured Surfacing
 - Residential Proposal
 - Open Space Proposal

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Stonebond Properties

Project:

The Slype, Gustard Wood

Title:

Proposed Site Access with Associated
Highway Improvement Works

Scale: 1:1,000 (@ A3)

Drawing:

2308013-03

Revision:

E

Appendix E

Proposed Carriageway Widening

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Legend
— · — Highway Boundary

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Stonebond Properties

Project:
The Slype, Gustard Wood

Title:
Proposed Carriageway Widening

Scale: 1:500 (@ A3)

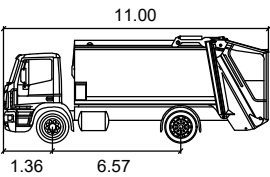
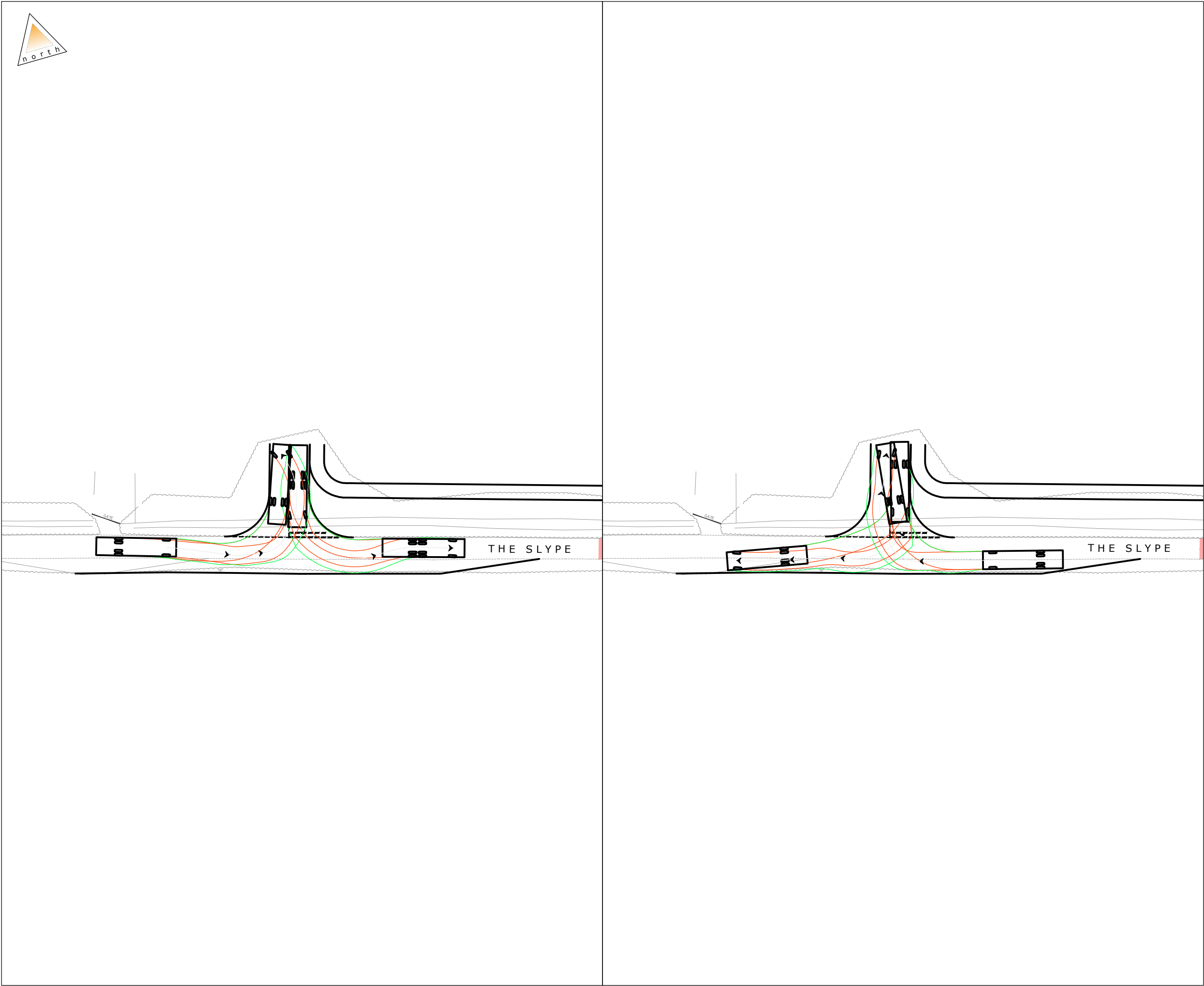
Drawing:
2308013-04

Revision:
A

Appendix F

Swept Path Analysis – Refuse Vehicle

C:\Users\elleupton\Motion\StaffSite - Stslyp 2308013\Drawings\2308013-TK01.dwg



Iveco ML 180 (2009)
Width : 2.47 meters
Track : 2.45
Lock to Lock Time : 6.0
Steering Angle : 51.5

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Stonebond Properties

Project:
The Slype, Gustard Wood

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing: 2308013-TK01
Revision: -

Appendix G

TRICS Output – Private Houses

Calculation Reference: AUDIT-734001-241029-1020

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	
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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:

8 to 42 (units:)

Range Selected by User:

6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

1 days

Tuesday

2 days

Wednesday

1 days

Friday

2 days

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

Selected survey types:

Manual count

6 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:

Neighbourhood Centre (PPS6 Local Centre) 6

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

1

Village

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

5 days - Selected

Servicing vehicles Excluded

5 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
10,001 to 15,000	1 days
25,001 to 50,000	1 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	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	5 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	6 days
-----------------	--------

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI -DETACHED	MEDWAY	Survey Type: MANUAL
2	SC-03-A-10 GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 Survey date: WEDNESDAY 14/09/22	MIXED HOUSES	SURREY	Survey Type: MANUAL
3	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17	DETACHED & SEMI -DETACHED	SUFFOLK	Survey Type: MANUAL
4	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL
5	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL
6	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16	TERRACED HOUSES	WEST MIDLANDS	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Covid
CA-03-A-07	Covid

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): 2.07

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	6	33	0.080	6	33	0.300	6	33	0.380
08:00 - 09:00	6	33	0.140	6	33	0.320	6	33	0.460
09:00 - 10:00	6	33	0.140	6	33	0.180	6	33	0.320
10:00 - 11:00	6	33	0.135	6	33	0.140	6	33	0.275
11:00 - 12:00	6	33	0.115	6	33	0.140	6	33	0.255
12:00 - 13:00	6	33	0.130	6	33	0.140	6	33	0.270
13:00 - 14:00	6	33	0.140	6	33	0.125	6	33	0.265
14:00 - 15:00	6	33	0.170	6	33	0.160	6	33	0.330
15:00 - 16:00	6	33	0.180	6	33	0.155	6	33	0.335
16:00 - 17:00	6	33	0.185	6	33	0.140	6	33	0.325
17:00 - 18:00	6	33	0.310	6	33	0.120	6	33	0.430
18:00 - 19:00	6	33	0.240	6	33	0.125	6	33	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.965			2.045			4.010

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.*

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Parameter summary

Trip rate parameter range selected:	8 - 42 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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/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): 2.07

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	6	33	0.120	6	33	0.495	6	33	0.615
08:00 - 09:00	6	33	0.290	6	33	0.925	6	33	1.215
09:00 - 10:00	6	33	0.305	6	33	0.375	6	33	0.680
10:00 - 11:00	6	33	0.210	6	33	0.245	6	33	0.455
11:00 - 12:00	6	33	0.165	6	33	0.240	6	33	0.405
12:00 - 13:00	6	33	0.290	6	33	0.310	6	33	0.600
13:00 - 14:00	6	33	0.255	6	33	0.195	6	33	0.450
14:00 - 15:00	6	33	0.270	6	33	0.240	6	33	0.510
15:00 - 16:00	6	33	0.585	6	33	0.435	6	33	1.020
16:00 - 17:00	6	33	0.375	6	33	0.285	6	33	0.660
17:00 - 18:00	6	33	0.665	6	33	0.310	6	33	0.975
18:00 - 19:00	6	33	0.485	6	33	0.245	6	33	0.730
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.015			4.300			8.315

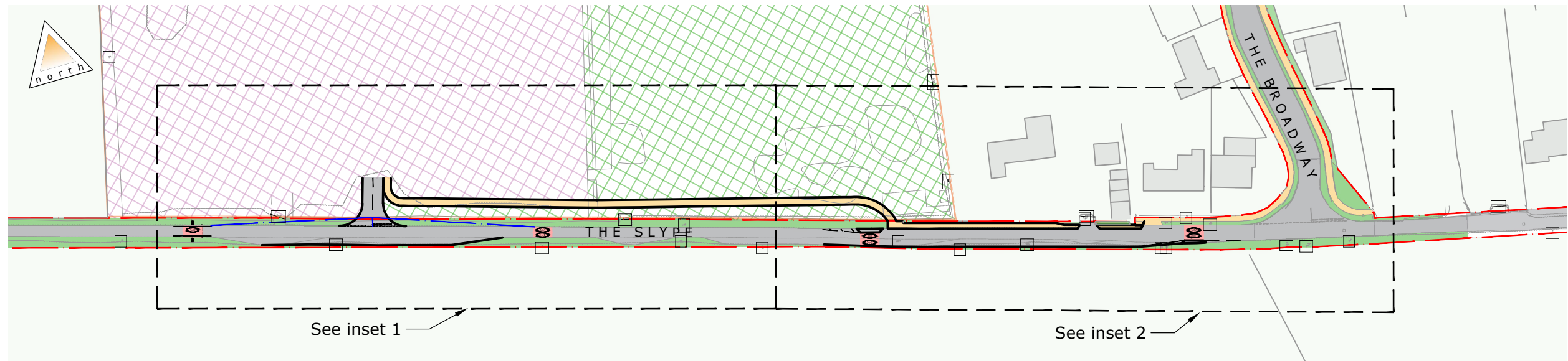
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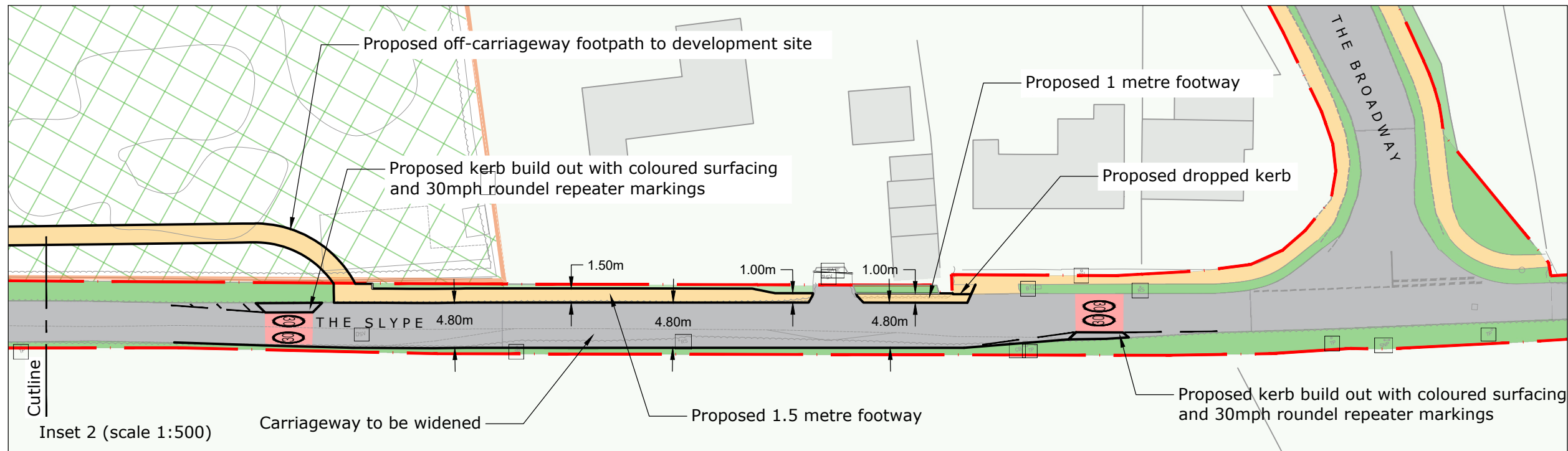
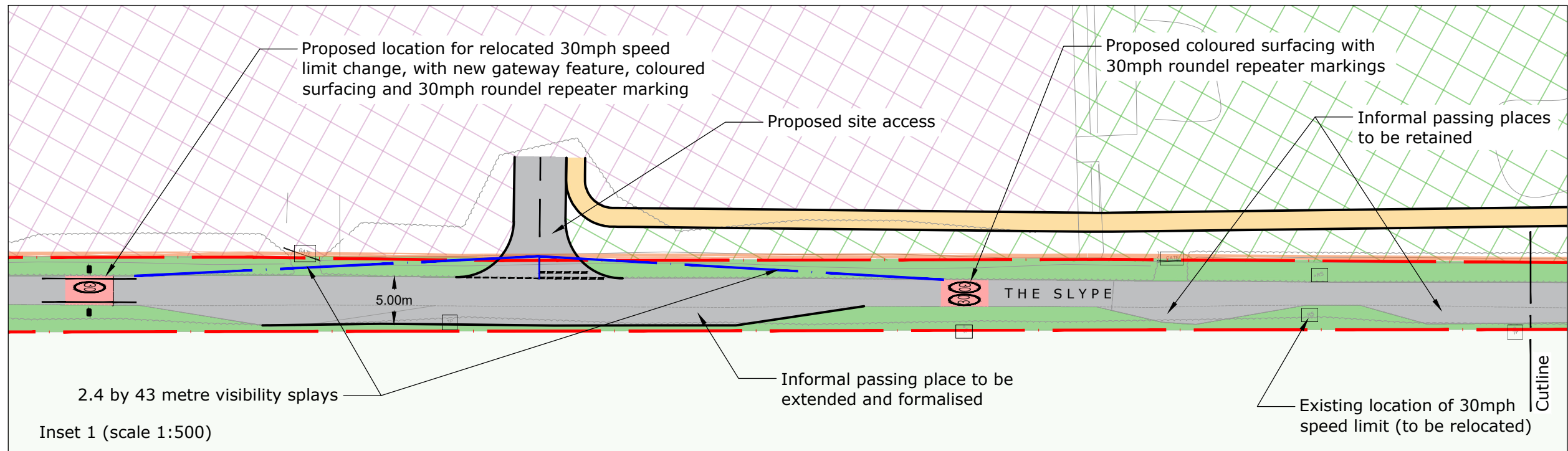
Appendix 2

Proposed Access Arrangements

C:\Users\elleupton\Motion\StaffSite - Sstslp 2308013\Drawings\2308013-03e.dwg



- Legend
- Highway Boundary
 - Site Boundary
 - Visibility Splays
 - Coloured Surfacing
 - Residential Proposal
 - Open Space Proposal



Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Stonebond Properties

Project:
The Slype, Gustard Wood

Title:
Proposed Site Access with Associated
Highway Improvement Works

Scale: 1:1,000 (@ A3)

Drawing:
2308013-03

Revision:
E

C:\Users\elleupton\Motion\StaffSite - Stslyp 2308013\Drawings\2308013-04A.dwg



Legend
— · — Highway Boundary

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Stonebond Properties

Project:
The Slype, Gustard Wood

Title:
Proposed Carriageway Widening

Scale: 1:500 (@ A3)

Drawing:
2308013-04

Revision:
A

