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CC: Mark Williams, DLA Town Planning (by email)

7th September 2026

Dear Senober

Full Planning Application for 2 Detached Dwellings at Danesbury Park Road, Pottersheath

EAS Transport Planning Limited has been appointed to prepare this Transport Response letter in regard to the proposed minor residential scheme at Danesbury Park Road, in Pottersheath.

The site is located on a land parcel, adjacent to 21 Danesbury Park Road, Pottersheath, Hertfordshire, AL6 9SH.

A map showing the location of the site is contained at **Appendix A**.

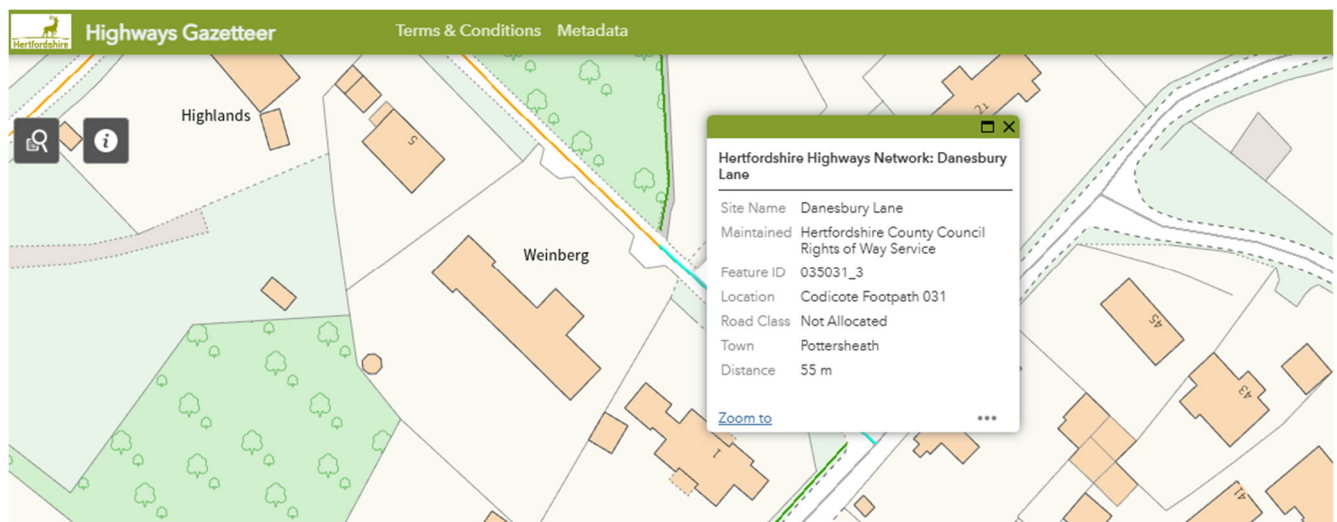
The site is therefore located within the administrative boundaries of North Hertfordshire District Council ('NHDC'), which administers the local planning processes and on-street parking within the Borough in its role as the Local Planning Authority ('LPA'). Hertfordshire County Council ('HCC') acts as a consultee on planning applications in NHDC, as well as is responsible for managing the local highway network and regional transport services as the Local Highways Authority ('LHA').

EAS has previously prepared a Transport Technical Note in support of a minor planning application for the residential development of the site under consideration, and provided highways advice in relation to this application.

This response answers comments made on the 30th of July 2026 by HCC Highways, in regard to NHDC application 26/00115/FP.

It is worth adding that both Danesbury Park Road and Danesbury Lane are not adopted streets, and are privately maintained, with HCC retaining some rights upon parts of each.

An extract of the HCC Highways Gazetteer is shown below:





The Proposed Development

The proposed development comprises the formation of a site access and 2 detached dwellings.

Access into the site is proposed to be taken via a shared access off a private road, known as Danesbury Lane, which in turn takes its access off Danesbury Park Road (also a privately maintained road).

The scheme therefore provides 2 new family units within a highly sought after area, and equates to a net uplift of 2 units.

The revised site plan is contained at **Appendix B**.

Highways Comments

HCC have recently extended their objection to this development, concluding their latest comments, by stating the following:

“The HA notes that the applicant has undertaken an ATC survey and has therefore provided measured vehicle speed data. The survey confirms low vehicle speeds at the survey location.

However, the applicant has failed to demonstrate how this information addresses the matters raised within the HA's previous consultation response.

Whilst speed survey information has been supplied, no visibility assessment, dimensioned visibility drawing, visibility land ownership plan or maintenance strategy has been provided. The applicant has therefore failed to demonstrate that any visibility requirements arising from the recorded vehicle speeds can actually be achieved and maintained.

More fundamentally, the submission does not address the HA's principal concerns regarding:

- the lack of safe pedestrian connectivity;*
- poor accessibility to public transport;*
- absence of suitable infrastructure for active travel;*
- the unsustainable location of the site; and*
- the resulting dependence on private car travel.*

The key issues raised in the HA's previous consultation response therefore remain unresolved.”

For reference, the original comments made in March 2026, by HCC Highways had concluded that:

“The Highway Authority cannot support the application.

The proposal fails to demonstrate compliance with national and local policy requiring safe, sustainable and inclusive access for all users. The development does not provide, nor is it capable of providing, safe walking and cycling connections or policy compliant visibility splays. As such, it:

- Conflicts with Hertfordshire LTP4 Policies 5 and 6, and*
- Contravenes the NPPF principles for achieving safe, suitable and sustainable access.*

The development therefore presents a risk to highway safety and is not considered acceptable.”

Based upon the above, one should conclude that the LHA considers that in the absence of safe and convenient alternative methods of travel to the private car, the local area is not suitable for any type of residential





development, and on this basis, no new development should be granted within the local area, where no public transport or active travel infrastructure is provided.

Furthermore, clarification in explaining of the evidence for the speed data is requested.

The full comments by HCC are contained within **Appendix C**.

Junction Visibility

Further to the initial set of comments, the developer has accepted that the junction visibility for the junction of Danesbury Lane with Danesbury Park Road does not meet the policy requirement for a 30 mile per hour road. It is, however, stated within our initial Transport Technical Note dated December 2025, that the poor condition and narrow nature of local streets do not permit vehicles to safely drive near the posted speed limit. We had therefore taken an educated estimate for the visibility splay requirement to be in line with that for a 20 mile per hour street at the time.

HCC Highways did not however, accept this assumption, and requested more evidence in their original feedback.

EAS therefore organised Automated Traffic Count ('ATC') surveys on behalf of the developer to collect data assessing the local speeds. The survey was undertaken at the junction of these two streets and data was collected for 7 days between the 6th and 12th of June 2026.

The surveyed data is tabulated in Table 1:

Table 1 Surveyed Traffic Flows and Speeds

Travel Direction	Weekday AM Peak Hour Flow	Weekday PM Peak Hour Flow	Weekday Daily Traffic Flows	Average Speed	85 th Percentile Speed
South-westbound (towards Welwyn)	13	16	176	11.6	15.0
North-eastbound (towards Knebworth)	20	10	153	12.9	17.5

The survey indicated 85th percentile speeds of 15 miles per hour for vehicles approaching the site from the south-west of the access and 17.5 miles per hour for vehicles approaching from the north-eastern side.

The surveyed data was previously submitted with the planning application, and is contained at **Appendix D**. As noted above, further clarification on this was requested.

Based upon these recorded speeds, we can hence quantify the junction visibility splay in line with Manual for Streets guidance. For south-westbound traffic moving along Danesbury Park Road, driving past the site frontage, the junction would therefore require a junction visibility y-distance of 17.55 metres, whereas for the north-eastbound traffic, this would be expected to be of around 21.06 metres. It is worth adding that the junction visibility, according to the same guidance, should be reviewed from an x-distance setback of 2.4 metres (which is assumed as the driver's position), and that the y-distance is measured along the carriageway edge alignment.

The junction visibility requirement for the existing junction of Danesbury Lane with Danesbury Park Road is therefore fully achievable in line with policy requirements.

The revised visibility splay drawing is contained in **Appendix E**.

We can also add that being the owner of the site which bound the visibility splay to the east, as well as the hedge which fronts that site, that the owners of the site (and any future title-holders) will maintain the hedge





outside the visibility splay area, as was already required from them over the past (as this junction also serves more than a handful of existing dwellings). No changes to this junction are being proposed. Similarly, the low planting to the south-west will be maintained by the respective owners to the south of the junction.

Local Highway Safety

It is noted within the HCC Highways comments that they do not consider the local area to be safe for alternative modes of travel to the private car.

Having said so, considering the above evidenced speeds, one could argue as to why a pedestrian or a cyclist would not be able to safely share a street with a car driving at 15 or 17.5 miles per hour. A car travelling at this speed should easily stop within a short distance, and it is pertinent to add that the y-distances discussed above relate to the stopping distance required by an old vehicle.

Walking and cycling are therefore clearly safe on the local street network. The low traffic volumes also bring into question if such a conflict would even happen at all, given that the peak vehicular traffic volumes were recorded to be of just 20 trips per hour, or 1 car trip every 3 minutes.

A highway safety review for the local area was also undertaken as part of our original report reviewing the site context. No collisions were reported locally over the 5-year study period.

The above evidence shows very low speeds and a low chance of two street users meeting, further evidence that the local area is completely safe for sharing between different modes of travel.

As such, we can conclude that the local streets are actually very safe and inclusive for active travel users (such as walking, wheeling, and cycling).

Site Sustainability

Further comments are also made by HCC in regard to the sustainability of the site, noting that the local area suffers from a lack of alternative modes of travel other than the private car, or, in simpler terms, that these streets are unfit for their purpose as a street.

The highly sought after nature of the dwellings in the local area seems to indicate otherwise.

Whilst the limited local alternatives to the private car for long-distance commuting purposes are noted, this argument cannot really be accepted when made by the LHA, given that it would be the same LHA who is responsible for providing and managing the local highway network, as well as administering the provision of public transport networks. HCC should thereby provide these same alternative modes of travel in its position as the Highway Authority. Should the HCC consider such infrastructure necessary, additional funding would become available through this scheme for this infrastructure.

Ultimately, should the LHA consider that these alternatives remain essential elements to provide safe and suitable dwellings for new residents of the local area, this concern should (with or without the proposed development), as a minimum, be extended to the existing residents of the area, and the same infrastructure be provided for them to live safely and suitably, given that they are the LHA responsible in delivering such infrastructure. Being an infill development, the scheme proposes a minor intensification of density within an established built-up area.

Concluding on the above, as there is clearly no evidence that the local streets are unsuitable, the LHA's argument that a 2-dwelling scheme should not be developed in this location should not be taken into consideration any further.





Planning Consistency

The above sustainability consideration also extends to neighbouring dwellings located within the same area, and which were also recently subject to planning applications.

Examples of these are NHDC planning applications 26/00014/PIP and 26/01131/PIP, which were granted consent in January and June 2026 for the construction of one and two new dwellings, respectively, both being just in very close proximity to the application site, at No 25 Danesbury Park Road. No objections on site sustainability grounds were made by the LHA in that regard.

It is worth adding that Planning-in-Principle applications do consider the location of a site, and therefore its sustainability and suitability for the proposed type of development.

In both cases, HCC Highways noted that as Danesbury Park Road is privately maintained street, technically this consideration:

"... lies outside the jurisdiction of the Highway Authority".

One should hence also argue about the consistency in HCC Highways' comments on sustainability and jurisdiction matters.

Summary and Conclusion

EAS Transport Planning Limited has been appointed to prepare this Transport Response letter in regard to the proposed minor residential scheme at Danesbury Park Road, Pottersheath.

It is evidenced above that the LHA's objection in regard to the junction visibility of Danesbury Lane with Danesbury Park Road is not justified.

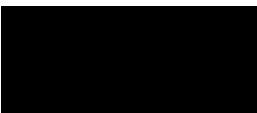
Furthermore, HCC Highways' objection in regard to the site being unsustainable for residential development cannot be considered valid for such a minor infill extension to an established residential area.

It is also evidenced that the local area is completely safe and inclusive for active travel users.

As such, it is concluded that the scheme remains acceptable from a transport and highways perspective.

Please do not hesitate to contact me if you require any clarifications in terms of transport and highways in relation to this scheme.

Yours Sincerely,



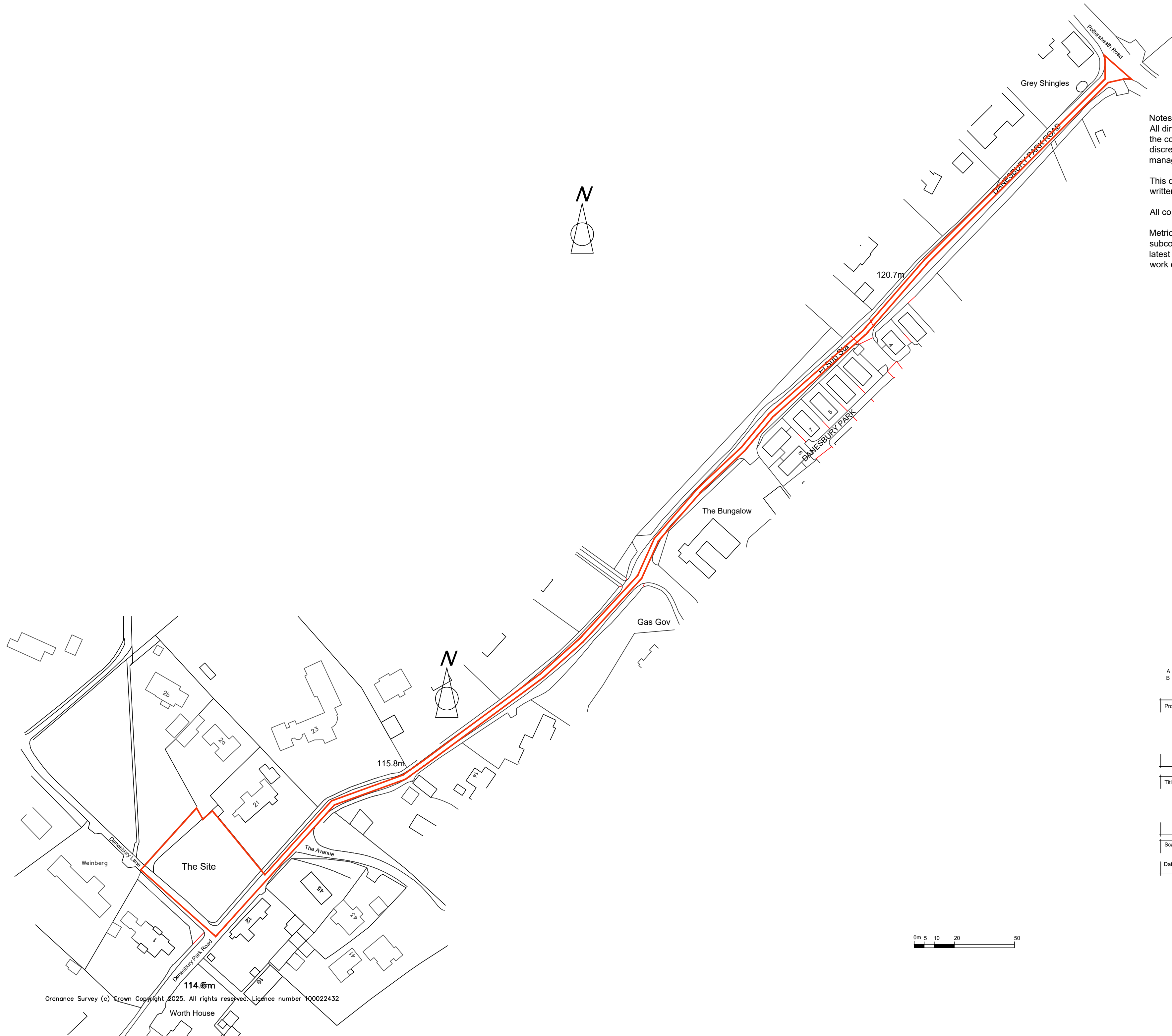
Joseph Mercieca | CIHT ARB MSc (Transport) BE&A (Hons)
Principal Engineer, for and on behalf of EAS Transport Planning





Appendix A: Location Plan





Notes
 All dimensions to be checked on site prior to the commencement of construction and any discrepancy reported to the construction manager.

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Metric drawing all imperial dims approximate subcontractors MUST ensure they have the latest issue drawing before they commence work on site.

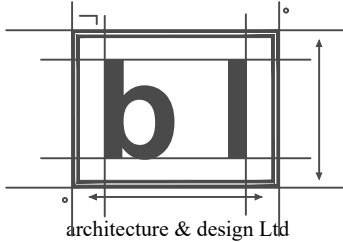
A Jan 2026 Redrawn to include access to adopted highway
 B 29.01.2026 Minor amendment to red line

Project
Proposed Development
Land Adjacent
21 Danesbury Park Road,
Welwyn AL6 9SH

Title
Location Plan

Scale
 1/1250 @ A2
 Date
 Jan 2026

Drg. No
622-001-B

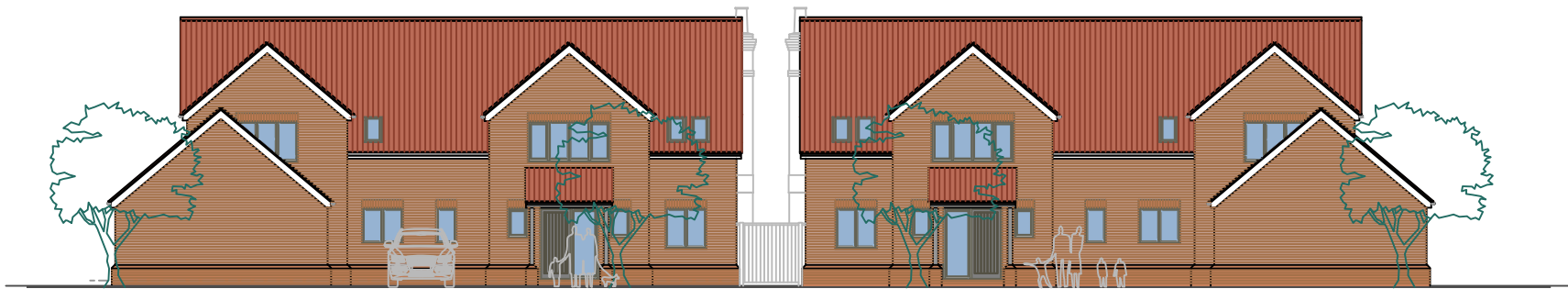


The Studio
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Appendix B : Proposed Plans





Street Elevation

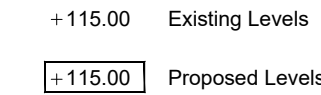
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Metric drawing all imperial dims approximate subcontractors MUST ensure they have the latest issue drawing before they commence work on site.



Based on Global surveys drawing ref 25083-TOPO and Ordnance Survey extract

For landscaping layout see landscape drawings

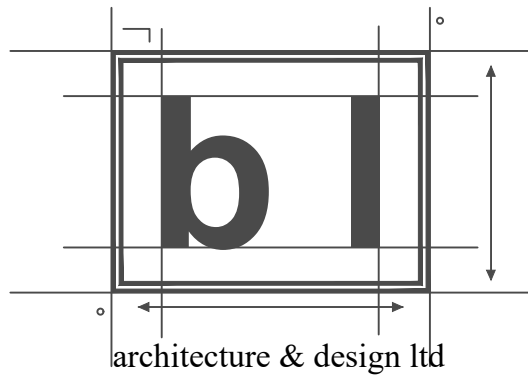


A	Dec 2025	Planning Issue
Rev.		Date

Project
**Proposed Development
Land Adjacent
21 Danesbury Park Road,
Welwyn AL6 9SH**

Title
**Block Plan
Proposed**

Scale	1/200 (at A1)	Orig. No	
Date	Oct 2025		622-010-A



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Appendix C: HCC Comments





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

Director of Planning

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

District ref: 26/00115/FP
HCC ref: NH/28352/2026
HCC received: 26 February 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Land Adjacent 21, Danesbury Park Road, Pottersheath, Hertfordshire, AL6 9SH

Application type

Full Application

Proposal

Full Planning Permission : Erection of two detached dwellings with detached garages including parking and hard and soft landscaping

Recommendation

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

The Highway Authority cannot support the application.

The proposal fails to demonstrate compliance with national and local policy requiring safe, sustainable and inclusive access for all users. The development does not provide, nor is it capable of providing, safe walking and cycling connections or policy compliant visibility splays. As such, it:

- Conflicts with Hertfordshire LTP4 Policies 5 and 6, and
- Contravenes the NPPF principles for achieving safe, suitable and sustainable access.

The development therefore presents a risk to highway safety and is not considered acceptable.

Highways comments:

The proposal involves the erection of 2 dwellings with associated garage parking on land that is currently not developed.

The applicant has submitted a Transport Technical Note (TTN) in support of the planning application. The Highway Authority (HA) has reviewed this document, and the key points presented by the applicant can be summarised as follows:

- Danesbury Lane is a private road maintained by residents.
- Danesbury Park Road is a highway not maintainable at public expense.
- Each dwelling proposes 3 cycle parking spaces within the garage.
- Narrow private roads are claimed to keep speeds low, with an assumed 85th percentile speed of approx. 20mph.
- The TTN states that low speeds enable safe sharing between vehicles and cyclists.
- Nearest bus stops ("Great North Road") are approx. 950m away.
- A five year personal injury collision review within 500m recorded no incidents.
- Visibility splays at the site access are stated to exceed requirements for a 20mph street.
- Access is claimed to accommodate an HCC fire tender based on swept path analysis.
- Waste collection is expected from Danesbury Lane, with residents moving bins on collection day.
- Refuse pickup point is approx. 10m from the waiting refuse vehicle.
- Traffic impact is stated to be negligible.

The level and suitability of car parking provision falls under the remit of the Local Planning Authority (LPA). However, the HA must ensure that the operation of parking and access does not result in unsafe manoeuvres or harmful impacts on the local highway network.

Although the additional vehicle trip generation from two dwellings is likely to be low, the HA's key concern relates not to volume of traffic but to the site's accessibility and safety for sustainable travel modes.

1. Accessibility and Sustainable Travel

The site is located in a rural area with no footways along Danesbury Lane, Danesbury Park Road, or the majority of The Avenue. There is also no street lighting, except for limited isolated points further south.

Current national and local policy, including NPPF (Feb 2025) and Hertfordshire LTP4, places strong emphasis on ensuring developments are accessible and safe for walking, cycling and public transport. The environment surrounding the site does not meet these criteria.

Walking Conditions

To access the nearest bus stops (approximately 950m–1km away, which is well in excess of the recommended 400m walking threshold for residential development), pedestrians are required to walk along the following routes:

- Danesbury Lane and Danesbury Park Road:
 - o Single lane rural carriageway
 - o No footway
 - o Unlit
 - o National speed limit (60mph) – Eastern arm heading north of its junction with Danesbury Lane
- The Avenue:
 - o Private "highway not maintainable"
 - o Mostly single lane with narrow sections
 - o Steep gradient in parts
 - o No formal footway provision for most of its length
 - o Minimal street lighting

- o 30mph only on private, unadopted sections; becomes 20mph only at the southern end where footway is present is initially not on public highway land until its junction with Gwynfa Close after which there is street lighting

These conditions do not present a safe or inclusive walking environment.

They particularly disadvantage:

- Families with small children
- People with pushchairs
- People with disabilities (Equalities Act)
- Those using mobility scooters
- Visually impaired individuals

The HA therefore considers the location to be unsuitable for residential development without provision of safe, lit, direct pedestrian routes.

2. Reliance on the Private Car

Due to the lack of safe pedestrian and cycling infrastructure and distance/conditions to nearest bus stops, future residents would be wholly dependent on private vehicles for even basic daily needs.

This is contrary to:

- NPPF aims for development in sustainable locations
- LTP4 policy objectives to minimise car dependence and maximise active travel
- Best practice guidance on creating safe and inclusive environments

The proposal therefore represents an unsustainable form of development.

3. Visibility, Speed Evidence and Junction Safety

The TTN states that 85th percentile speeds are “assumed” to be no more than 20mph.

The HA cannot accept unverified assumptions. Speed surveys are required to establish actual speeds, not anecdotal opinion.

Furthermore:

- Danesbury Park Road has a 30mph limit, and MfS requires 2.4m x 43m visibility splays for such speeds.
- The TTN instead shows splays of 2.4m x 25m, which are substandard.
- Visibility to the north at the Danesbury Lane/Danesbury Park Road junction is heavily restricted by dense foliage.
- It is unclear how any compliant splay, particularly northbound, could be achieved or maintained.

Given that the legal speed limit is actually 60mph on Danesbury Park Road east of its junction with Danesbury Lane (national speed limit), the required splays would need to be significantly greater and appear unachievable.

Without demonstrably safe visibility, any intensification of use at this junction cannot be supported.

The applicant must provide dimensioned drawings showing:

- Exact extent of highway and the sites boundary
- All obstructions
- How visibility splays can be secured and maintained permanently, not reliant on third party land or future maintenance.

4. Emergency and Refuse Vehicle Access

Although a swept path has been submitted for a fire tender, the available manoeuvring space at the Danesbury Park Road / Danesbury Lane junction appears insufficient.

Large vehicles would likely:

- Override verge corners
- Damage kerbs, foliage and surfaces
- Struggle to turn safely

This raises concerns regarding reliable emergency access.

Waste collection arrangements would follow existing practices, but this does not overcome wider safety issues.

5. Precedent

Approving development in a location with such limited and unsafe pedestrian and cycling connectivity would set an undesirable precedent for similar proposals in this local or in other rural, inaccessible locations across Hertfordshire.

Recommendation:

The Highway Authority cannot support the application.

The proposal fails to demonstrate compliance with national and local policy requiring safe, sustainable and inclusive access for all users. The development does not provide, nor is it capable of providing, safe walking and cycling connections or policy compliant visibility splays. As such, it:

- Conflicts with Hertfordshire LTP4 Policies 5 and 6, and
- Contravenes the NPPF principles for achieving safe, suitable and sustainable access.

The development therefore presents a risk to highway safety and is not considered acceptable.

Signed

Senober Khan

18 March 2026



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

Director of Planning

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

District ref: 26/00115/FP
HCC ref: NH/28352/2026
HCC received: 9 July 2026
Area manager: Manjinder Sehmi
Case officer: Senober Khan

Location

Land Adjacent 21, Danesbury Park Road, Pottersheath, Hertfordshire, AL6 9SH

Application type

Full Application

Proposal

ADDITIONAL INFORMATION

Full Planning Permission : Erection of two detached dwellings with detached garages including parking and hard and soft landscaping

Recommendation

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

Whilst the survey is noted, however the applicant has not shown what it means, how it informs the design, or how it resolves any of the HA's substantive concerns, the applicant has failed to demonstrate how that information addresses the concerns previously raised by the HA.

The proposal continues to fail to demonstrate safe, suitable and sustainable access and remains contrary to:

- Hertfordshire Local Transport Plan 4 (LTP4) Policies 5 and 6; and
- the National Planning Policy Framework (NPPF) objectives for achieving safe, suitable and sustainable access for all users.

The proposal therefore remains unacceptable on highway and transportation grounds.

Highways comments:

The Highway Authority (HA) has reviewed the additional information consisting only of Automatic Traffic Count (ATC) survey undertaken on Danesbury Park Road submitted in response to the HA comments dated 18 March 2026. The survey records corresponding 85th percentile speeds of 17.5mph eastbound and 15mph westbound.

Traffic speeds and visibility

The HA acknowledges that the applicant has sought to address the previous concern regarding reliance upon assumed traffic speeds through the provision of surveyed speed data. The submitted ATC survey confirms that vehicle speeds at the survey location are relatively low, with recorded 85th percentile speeds below 20mph in both directions.

However, whilst the submission provides speed survey data, it fails to demonstrate how that information addresses the concerns raised in the HA's previous consultation response.

The survey results have been submitted without any accompanying technical assessment explaining:

- what visibility standard is considered appropriate having regard to the measured vehicle speeds;
- what visibility splay distances are required;
- whether the applicant continues to rely upon the previously stated visibility splays;
- whether the required visibility splays are available on the ground;
- whether the visibility splays fall wholly within land under the applicant's control;
- what existing obstructions exist within the required visibility envelope; and
- how any required visibility splays would be secured and maintained in perpetuity.

The HA's previous comments specifically requested dimensioned drawings demonstrating the required visibility splays, the extent of available visibility and how visibility could be secured and maintained. No such assessment or drawing has been provided.

Whilst the recorded speeds may be relevant when determining the visibility requirements, the applicant has not undertaken the subsequent exercise of demonstrating that those visibility requirements can actually be achieved.

Consequently, the submitted ATC survey does not in itself demonstrate that the access arrangements are acceptable, nor does it address the concerns previously raised regarding visibility.

The burden rests with the applicant to demonstrate that safe and suitable access can be achieved. The applicant has not demonstrated how the submitted speed survey evidence resolves the visibility concerns identified by the HA.

Sustainable travel and accessibility

Notwithstanding the above, the HA's principal concerns remain unchanged.

The site remains located in a rural and isolated location with limited opportunities for travel by sustainable modes.

The applicant has not addressed the HA's previous concerns regarding the absence of safe and suitable pedestrian infrastructure between the site and nearby services and facilities.

Future residents would continue to rely upon routes comprising Danesbury Lane, Danesbury Park Road and The Avenue, all of which are characterised by:

- absence of continuous footway provision;
- limited or no street lighting;
- narrow carriageways;
- limited provision for vulnerable road users; and
- the need for pedestrians to share carriageway space with vehicles for significant distances.

The location therefore remains heavily reliant upon private car travel.

Inclusive access

The applicant has not provided any additional information demonstrating how safe and inclusive access would be achieved for all users, including:

- children and families;
- elderly persons;
- wheelchair users;
- people with reduced mobility;
- visually impaired users; and
- users of mobility aids.

The surrounding highway network remains unsuitable as an inclusive pedestrian environment and the concerns previously identified by the HA remain applicable.

Reliance on the private car

The additional information submitted does not alter the HA's assessment that future occupiers would be heavily dependent upon the private car for day-to-day journeys.

No evidence has been submitted demonstrating that the development would provide a realistic opportunity to access local services, facilities or public transport by sustainable modes.

The proposal therefore continues to conflict with the objectives of promoting sustainable travel and reducing reliance upon private vehicle use.

Conclusion

The HA notes that the applicant has undertaken an ATC survey and has therefore provided measured vehicle speed data. The survey confirms low vehicle speeds at the survey location.

However, the applicant has failed to demonstrate how this information addresses the matters raised within the HA's previous consultation response.

Whilst speed survey information has been supplied, no visibility assessment, dimensioned visibility drawing, visibility land ownership plan or maintenance strategy has been provided. The applicant has therefore failed to demonstrate that any visibility requirements arising from the recorded vehicle speeds can actually be achieved and maintained.

More fundamentally, the submission does not address the HA's principal concerns regarding:

- the lack of safe pedestrian connectivity;
- poor accessibility to public transport;
- absence of suitable infrastructure for active travel;
- the unsustainable location of the site; and
- the resulting dependence on private car travel.

The key issues raised in the HA's previous consultation response therefore remain unresolved.

Recommendation:

Whilst the survey is noted, however the applicant has not shown what it means, how it informs the design, or how it resolves any of the HA's substantive concerns, the applicant has failed to demonstrate how that information addresses the concerns previously raised by the HA.

The proposal continues to fail to demonstrate safe, suitable and sustainable access and remains contrary to:

- Hertfordshire Local Transport Plan 4 (LTP4) Policies 5 and 6; and
- the National Planning Policy Framework (NPPF) objectives for achieving safe, suitable and sustainable access for all users.

The proposal therefore remains unacceptable on highway and transportation grounds.

Signed

Senober Khan

30 July 2026



Appendix D: ATC Data





Survey Type: Automatic Traffic Counter

Location: Danesbury Park Road



Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axes=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axes=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axes=2		Medium
4	TB3	3	2	Three axle truck or Bus	axes=3 & groups=2		
5	T4	>3	2	Four axle truck	axes>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m$, axes=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axes = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axes = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axes=6 & groups>2 or axes>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axes>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axes>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axes>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axes=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axes=2		

	Eastbound	Westbound
Total	924	1084
Mean Speed	12.9	11.6
85%	17.5	15



SITE: ATC - Danesbury Park Road, Welwyn

LOCATION: Attached to signpost

GRID REFERENCE: 51.843942, -0.206022

DIRECTION: EASTBOUND

SPEED LIMIT: Private Road

06 June 2026

Time [--]	Total	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	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
1000	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11.1	14.6
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-
1200	12	10	0	0	0	0	0	0	0	0	0	0	0	1	1	12.4	18
1300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
1600	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	10.1	-
1700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
1800	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	7.7	-
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
07-19	66	59	1	1	0	0	0	0	0	0	0	0	0	2	3	12.3	17.9
06-22	71	62	1	1	0	0	0	0	0	0	0	0	0	2	5	12.4	17.9
06-00	73	64	1	1	0	0	0	0	0	0	0	0	0	2	5	12.4	17.9

00-00	76	67	1	1	0	0	0	0	0	0	0	0	0	2	5	12.5	17.9
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07 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14.5 -
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9 -
0800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6 -
0900	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12.6 -
1000	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14.1 -
1100	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.1 -
1200	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11.1 14.4
1300	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.1 -
1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2 -
1500	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13.2 -
1600	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	9.8 -
1700	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10.4 -
1800	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11.4 -
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6 -
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3 -
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9 -
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	73	59	0	1	0	0	0	0	0	0	0	0	0	3	10	12.3	18.6
06-22	80	65	0	1	0	0	0	0	0	0	0	0	0	3	11	12.5	18.6
06-00	80	65	0	1	0	0	0	0	0	0	0	0	0	3	11	12.5	18.6
00-00	81	66	0	1	0	0	0	0	0	0	0	0	0	3	11	12.5	18.6

08 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0700	8	6	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	-
0800	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	19
0900	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	9.9	-
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	-
1100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
1200	7	5	0	1	1	0	0	0	0	0	0	0	0	0	0	13	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
1500	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	11.7	-
1600	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	11.3	-
1700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
1800	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	13.6	-
1900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	14.3	-
2000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-
2100	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	100	91	0	2	2	0	0	0	0	0	0	0	0	2	3	12.5	17.4
06-22	119	105	1	4	2	0	0	0	0	0	0	0	0	2	5	13	17.6
06-00	119	105	1	4	2	0	0	0	0	0	0	0	0	2	5	13	17.6
00-00	119	105	1	4	2	0	0	0	0	0	0	0	0	2	5	13	17.6

09 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0700	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	12.2	14.2
0800	17	15	0	0	0	0	0	0	0	0	0	0	0	0	2	13.6	18.4
0900	12	9	0	1	0	0	0	0	0	0	0	0	0	0	2	11.9	16.3
1000	15	13	0	0	0	1	0	0	0	0	0	0	0	0	1	9.9	11.6
1100	5	2	0	0	1	0	0	0	0	0	0	0	0	1	1	11.7	-
1200	10	7	0	1	1	0	0	0	0	0	0	0	0	1	0	13.4	-
1300	8	6	0	0	0	0	0	0	0	0	0	0	0	0	2	10	-
1400	12	5	0	2	0	1	0	0	0	0	0	0	0	0	4	10.4	17.4
1500	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	13.5	-
1600	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	13.4	-
1700	9	7	0	1	0	1	0	0	0	0	0	0	0	0	0	14	-
1800	15	11	0	0	0	0	0	0	0	0	0	0	0	0	4	14.4	18.6
1900	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	14.7	18.7
2000	7	6	0	0	0	1	0	0	0	0	0	0	0	0	0	14.6	-
2100	6	3	0	0	1	0	0	0	0	0	0	0	0	0	2	13.4	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	137	104	1	6	2	3	0	0	0	0	0	0	0	2	19	12.4	16.7
06-22	162	124	1	6	3	4	0	0	0	0	0	0	0	2	22	12.7	16.7
06-00	164	126	1	6	3	4	0	0	0	0	0	0	0	2	22	12.7	16.7
00-00	164	126	1	6	3	4	0	0	0	0	0	0	0	2	22	12.7	16.7

10 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1	-
0700	12	10	0	0	1	0	0	0	0	0	0	0	0	0	1	15.6	17.7
0800	26	25	0	0	0	0	0	0	0	0	0	0	0	0	1	15.5	19.6
0900	8	6	0	0	0	0	0	0	0	0	0	0	0	1	1	13.3	-
1000	13	11	0	0	0	0	0	0	0	0	0	0	0	0	2	13.3	17.4
1100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	10.7	-
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
1300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	12.4	-
1400	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	15.2	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
1600	12	10	0	0	0	0	0	0	0	1	0	0	0	0	1	12.5	16
1700	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	16.8
1800	18	13	0	0	2	0	0	1	0	1	0	0	0	1	0	12.5	16.4
1900	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	12.1	16.4
2000	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8.9	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	132	114	0	3	3	0	0	1	0	2	0	0	0	3	6	13.6	17.5
06-22	159	137	0	3	5	0	0	1	0	2	0	0	0	4	7	13.3	17.1
06-00	161	139	0	3	5	0	0	1	0	2	0	0	0	4	7	13.2	17.1
00-00	162	140	0	3	5	0	0	1	0	2	0	0	0	4	7	13.2	17.1

11 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
0700	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	16.1
0800	20	16	0	1	2	0	0	0	0	0	0	0	0	0	1	14.6	18.7
0900	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	14.2	18.7
1000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
1100	16	15	0	0	0	0	0	1	0	0	0	0	0	0	0	10.3	11.3
1200	15	13	0	0	1	1	0	0	0	0	0	0	0	0	0	13.9	19.8
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
1400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
1500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
1600	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	18
1700	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	12.3	-
1800	14	13	0	0	0	0	0	0	0	0	0	0	0	1	0	14.9	18.5
1900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
2000	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	16.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	145	135	0	1	4	1	0	1	0	0	0	0	0	1	2	13.5	17.6
06-22	163	152	0	1	4	1	0	1	0	0	0	0	0	1	3	13.9	18.6
06-00	164	153	0	1	4	1	0	1	0	0	0	0	0	1	3	13.9	18.6
00-00	164	153	0	1	4	1	0	1	0	0	0	0	0	1	3	13.9	18.6

12 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13	-
0700	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	17.2
0800	18	15	0	0	1	0	0	0	0	0	0	0	0	0	2	13.6	18.4
0900	15	13	0	1	1	0	0	0	0	0	0	0	0	0	0	10.1	13.9
1000	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	14.7
1100	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9.1	-
1200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
1300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-
1500	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	11.9	-
1600	10	8	0	0	0	1	0	0	0	0	0	0	0	1	0	11.1	-
1700	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	9.8	-
1800	17	16	0	0	1	0	0	0	0	0	0	0	0	0	0	10.6	15.4
1900	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	13.2	-
2000	7	3	0	0	1	0	0	0	0	0	0	0	0	0	3	15	-
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7.9	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-
07-19	133	121	0	1	4	1	0	0	0	0	0	0	0	1	5	11.8	16.8
06-22	154	135	1	1	5	1	0	0	0	0	0	0	0	1	10	12	16.9
06-00	157	138	1	1	5	1	0	0	0	0	0	0	0	1	10	12	16.8
00-00	158	139	1	1	5	1	0	0	0	0	0	0	0	1	10	12	16.8



LOCATION: Attached to signpost

GRID REFERENCE: 51.843942, -0.206022

DIRECTION: EASTBOUND

SPEED LIMIT: Private Road

06 June 2026

[illegible]

[illegible]

07 June 2026

[illegible]

08 June 2026

[illegible]

09 June 2026

[illegible]

10 June 2026

[illegible]

11 June 2026

[illegible]

12 June 2026

[illegible]

Grand Total

[illegible]



SITE: ATC - Danesbury Park Road, Welwyn

LOCATION: Attached to signpost

GRID REFERENCE: 51.843942, -0.206022

DIRECTION: EASTBOUND

SPEED LIMIT: Private Road

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	06-Jun	07-Jun	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun	1-5.	1-7.
Hour									
0000-0100	1	0	0	0	1	0	1	0.4	0.4
0100-0200	2	0	0	0	0	0	0	0	0.3
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	1	0	0	0	0	0	0	0.1
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0
0600-0700	1	1	5	1	5	3	3	3.4	2.7
0700-0800	0	2	8	16	12	13	16	13	9.6
0800-0900	5	5	19	17	26	20	18	20	15.7
0900-1000	3	6	10	12	8	15	15	12	9.9
1000-1100	11	9	4	15	13	8	11	10.2	10.1
1100-1200	4	3	7	5	7	16	9	8.8	7.3
1200-1300	12	13	7	10	3	15	8	8.6	9.7
1300-1400	6	8	1	8	6	4	8	5.4	5.9
1400-1500	1	3	7	12	6	10	4	7.8	6.1
1500-1600	6	9	10	10	6	6	8	8	7.9
1600-1700	7	5	8	8	12	18	10	11.2	9.7
1700-1800	6	6	9	9	15	6	9	9.6	8.6
1800-1900	5	4	10	15	18	14	17	14.8	11.9
1900-2000	3	2	5	11	11	10	10	9.4	7.4
2000-2100	1	1	5	7	10	5	7	6.8	5.1
2100-2200	0	3	4	6	1	0	1	2.4	2.1
2200-2300	1	0	0	2	2	1	2	1.4	1.1
2300-2400	1	0	0	0	0	0	1	0.2	0.3

Totals									
07-19	66	73	100	137	132	145	133	129.4	112.3
06-22	71	80	119	162	159	163	154	151.4	129.7
06-00	73	80	119	164	161	164	157	153	131.1
00-00	76	81	119	164	162	164	158	153.4	132
AM Peak	1000	1000	800	800	800	800	800		
	11	9	19	17	26	20	18		
PM Peak	1200	1200	1800	1800	1800	1600	1800		
	12	13	10	15	18	18	17		



SITE: ATC - Danesbury Park Road, Welwyn

LOCATION: Attached to signpost

GRID REFERENCE: 51.843942, -0.206022

DIRECTION: WESTBOUND

SPEED LIMIT: Private Road

06 June 2026

Time [--]	Total	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	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	-
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	-
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
1000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-
1100	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
1200	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11.4	15
1300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8.5	-
1400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-
1600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
1700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
1800	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	10.6	-
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-
07-19	73	69	1	2	0	0	0	0	0	0	0	0	0	1	0	10.8	13.7
06-22	83	79	1	2	0	0	0	0	0	0	0	0	0	1	0	11.1	14.1
06-00	88	84	1	2	0	0	0	0	0	0	0	0	0	1	0	11.2	14.2

00-00	90	86	1	2	0	0	0	0	0	0	0	0	0	0	1	0	11.3	14.3
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07 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
0700	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0900	12	9	0	1	0	0	0	0	0	0	0	0	0	1	1	11.1	14.7
1000	6	4	0	0	1	1	0	0	0	0	0	0	0	0	0	13.4	-
1100	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	13.7	-
1200	7	4	0	0	2	0	0	0	0	0	0	0	0	1	0	9.3	-
1300	13	12	0	0	1	0	0	0	0	0	0	0	0	0	0	11.3	15.8
1400	11	6	0	0	1	0	0	0	0	0	0	0	0	1	3	9.1	13.1
1500	8	5	0	0	2	0	0	0	0	0	0	0	0	0	1	8.3	-
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1700	12	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10.3	16.9
1800	5	3	0	0	2	0	0	0	0	0	0	0	0	0	0	9.3	-
1900	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	12.8	-
2000	7	5	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	92	68	0	2	10	1	0	0	0	0	0	0	0	4	7	10.7	14.7
06-22	108	81	0	2	12	1	0	0	0	0	0	0	0	5	7	10.9	14.7
06-00	111	84	0	2	12	1	0	0	0	0	0	0	0	5	7	10.9	14.8
00-00	113	86	0	2	12	1	0	0	0	0	0	0	0	5	7	11	15

08 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-
0800	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	9.5	12.1
0900	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	17
1000	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	-
1100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-
1200	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	10.1	-
1300	6	4	0	0	1	0	0	0	0	0	0	0	0	0	1	10.4	-
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-
1500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	17.3
1600	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	10.2	15.3
1700	20	15	1	0	1	0	0	0	0	0	0	0	0	0	3	13.2	16.9
1800	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	15
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
2000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	120	107	1	3	5	0	0	0	0	0	0	0	0	0	4	11.3	15.1
06-22	144	131	1	3	5	0	0	0	0	0	0	0	0	0	4	11.2	14.9
06-00	147	134	1	3	5	0	0	0	0	0	0	0	0	0	4	11.2	15.1
00-00	148	135	1	3	5	0	0	0	0	0	0	0	0	0	4	11.2	15.1

09 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
0700	8	5	0	0	0	0	0	0	0	0	0	0	0	1	2	10.8	-
0800	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	11.5	15.9
0900	11	8	0	1	1	1	0	0	0	0	0	0	0	0	0	10.7	14.5
1000	12	9	0	1	1	0	0	0	0	0	0	0	0	1	0	9.5	12.7
1100	6	4	0	0	0	0	0	1	0	0	0	0	0	1	0	9.9	-
1200	12	9	0	1	1	0	0	0	0	0	0	0	0	0	1	8.6	10.3
1300	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	11.2	-
1400	9	7	0	1	0	0	0	1	0	0	0	0	0	0	0	11.2	-
1500	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-
1600	17	10	0	0	1	1	0	0	0	0	0	0	0	0	5	10.8	15.2
1700	15	13	1	0	0	0	0	0	0	0	0	0	0	0	1	11.9	15.5
1800	20	18	0	0	0	0	0	0	0	0	0	0	0	0	2	11.2	15.9
1900	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	13.5	16.8
2000	10	9	0	0	0	1	0	0	0	0	0	0	0	0	0	13.5	-
2100	9	6	0	1	2	0	0	0	0	0	0	0	0	0	0	9.5	-
2200	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	17.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
07-19	140	106	1	9	5	2	0	2	0	0	0	0	0	3	12	10.7	14.3
06-22	176	137	1	10	8	3	0	2	0	0	0	0	0	3	12	11.1	14.4
06-00	180	140	1	10	8	3	0	2	0	0	0	0	0	4	12	11.2	14.4
00-00	180	140	1	10	8	3	0	2	0	0	0	0	0	4	12	11.2	14.4

10 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
0800	19	18	0	0	1	0	0	0	0	0	0	0	0	0	0	13.3	17.9
0900	12	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10.6	14.2
1000	11	10	0	0	0	1	0	0	0	0	0	0	0	0	0	10.9	13.5
1100	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	11.5	-
1200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	11	-
1300	11	8	0	0	0	1	0	0	0	0	0	0	0	1	1	12.3	15.9
1400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
1500	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	11.6	14.8
1600	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	11.6	14.1
1700	24	23	0	0	0	0	0	0	0	0	0	0	0	0	1	11.4	16.6
1800	21	17	0	1	1	0	0	0	0	0	1	0	0	0	1	11.5	13.3
1900	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11.5	13.2
2000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7.7	-
07-19	146	128	0	5	4	2	0	0	0	0	1	0	0	2	4	11.8	14.8
06-22	174	155	0	5	5	2	0	0	0	0	1	0	0	2	4	11.8	14.7
06-00	179	159	0	5	6	2	0	0	0	0	1	0	0	2	4	11.8	14.8
00-00	181	161	0	5	6	2	0	0	0	0	1	0	0	2	4	11.8	14.7

11 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
0800	17	13	0	3	1	0	0	0	0	0	0	0	0	0	0	13	16.6
0900	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	17
1000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
1100	18	14	0	2	1	0	0	0	0	0	0	0	0	0	0	12.2	15.4
1200	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	16
1300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-
1400	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	-
1500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	11.9	-
1600	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	14.8
1700	12	8	0	0	3	0	0	0	0	0	0	0	0	1	0	12.6	15.7
1800	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.4
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
2100	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	13.3	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
07-19	152	137	0	6	6	0	0	0	0	0	0	0	0	1	2	12.2	15.4
06-22	173	157	0	6	6	0	0	0	0	0	0	0	0	2	2	12.3	16
06-00	179	163	0	6	6	0	0	0	0	0	0	0	0	2	2	12.5	16
00-00	180	164	0	6	6	0	0	0	0	0	0	0	0	2	2	12.5	16

12 June 2026

Time [--	Total	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	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
0700	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	13.7	-
0800	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	14.4	17.7
0900	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	10.1	11.8
1000	16	11	0	2	1	1	0	0	0	0	0	0	0	0	1	10.7	17.2
1100	11	9	0	1	1	0	0	0	0	0	0	0	0	0	0	10.1	14.3
1200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-
1300	14	10	0	1	0	0	0	0	0	0	0	0	0	0	1	10.6	14.4
1400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-
1500	14	10	0	1	1	0	0	0	0	0	0	0	0	0	2	11.6	14.3
1600	17	16	0	0	1	0	0	0	0	0	0	0	0	0	0	11.9	14.7
1700	10	7	1	0	0	0	0	0	0	0	0	0	0	0	2	11.3	-
1800	20	19	0	0	0	1	0	0	0	0	0	0	0	0	0	10.9	14.5
1900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	12.2
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-
2100	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8.2	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.4	-
2300	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	9.4	-
07-19	167	142	1	8	4	2	0	0	0	0	0	0	0	3	7	11.5	15.3
06-22	186	160	1	8	4	3	0	0	0	0	0	0	0	3	7	11.5	15.3
06-00	191	164	1	8	5	3	0	0	0	0	0	0	0	3	7	11.4	15.3
00-00	192	165	1	8	5	3	0	0	0	0	0	0	0	3	7	11.5	15.3



LOCATION: Attached to signpost

GRID REFERENCE: 51.843942, -0.206022

DIRECTION: WESTBOUND

SPEED LIMIT: Private Road

06 June 2026

[illegible]

[illegible]

07 June 2026

[illegible]

08 June 2026

[illegible]

09 June 2026

[illegible]

10 June 2026

[illegible]

11 June 2026

[illegible]

12 June 2026

[illegible]

Grand Total

[illegible]



SITE: ATC - Danesbury Park Road, Welwyn

LOCATION: Attached to signpost

GRID REFERENCE: 51.843942, -0.206022

DIRECTION: WESTBOUND

SPEED LIMIT: Private Road

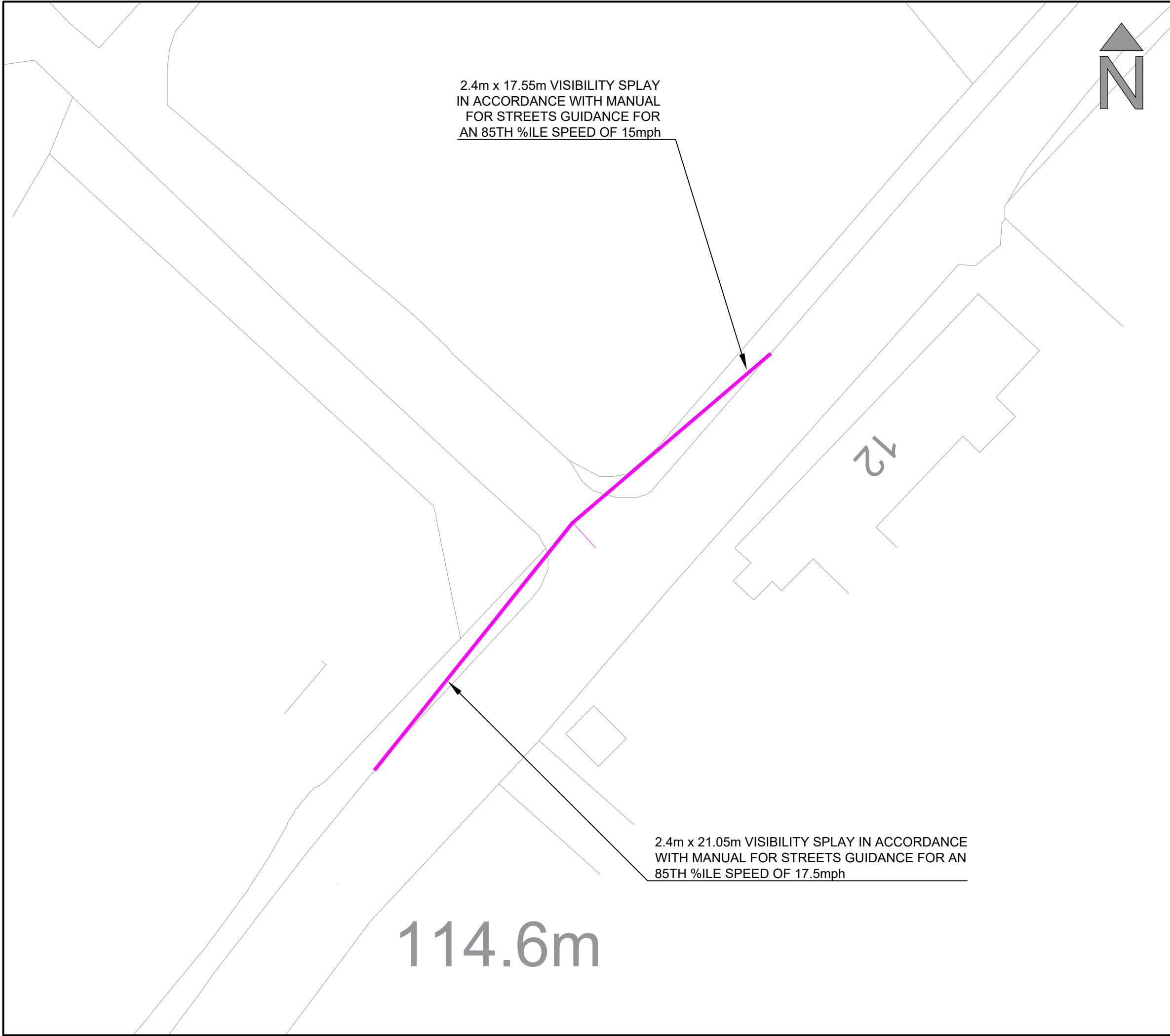
	Sat	Sun	Mon	Tue	Wed	Thu	Fri		Averages	
	06-Jun	07-Jun	08-Jun	09-Jun	10-Jun	11-Jun	12-Jun		1-5.	1-7.
Hour										
0000-0100	2	0	0	0	2	0	1		0.6	0.7
0100-0200	0	2	0	0	0	0	0		0	0.3
0200-0300	0	0	0	0	0	0	0		0	0
0300-0400	0	0	1	0	0	0	0		0.2	0.1
0400-0500	0	0	0	0	0	1	0		0.2	0.1
0500-0600	0	0	0	0	0	0	0		0	0
0600-0700	0	1	2	2	5	2	2		2.6	2
0700-0800	1	2	2	8	5	5	10		6	4.7
0800-0900	2	1	13	12	19	17	21		16.4	12.1
0900-1000	5	12	11	11	12	15	17		13.2	11.9
1000-1100	6	6	9	12	11	10	16		11.6	10
1100-1200	7	7	4	6	8	18	11		9.4	8.7
1200-1300	11	7	9	12	7	14	7		9.8	9.6
1300-1400	3	13	6	9	11	9	14		9.8	9.3
1400-1500	9	11	8	9	5	9	10		8.2	8.7
1500-1600	8	8	11	9	12	7	14		10.6	9.9
1600-1700	5	8	11	17	11	22	17		15.6	13
1700-1800	9	12	20	15	24	12	10		16.2	14.6
1800-1900	7	5	16	20	21	14	20		18.2	14.7
1900-2000	6	6	6	15	11	9	12		10.6	9.3
2000-2100	1	7	10	10	10	7	3		8	6.9
2100-2200	3	2	6	9	2	3	2		4.4	3.9
2200-2300	2	3	3	2	4	5	2		3.2	3
2300-2400	3	0	0	2	1	1	3		1.4	1.4

Totals									
07-19	73	92	120	140	146	152	167	145	127.1
06-22	83	108	144	176	174	173	186	170.6	149.1
06-00	88	111	147	180	179	179	191	175.2	153.6
00-00	90	113	148	180	181	180	192	176.2	154.9
AM Peak	1100	900	800	1000	800	1100	800		
	7	12	13	12	19	18	21		
PM Peak	1200	1300	1700	1800	1700	1600	1800		
	11	13	20	20	24	22	20		



Appendix E: Revised Visibility Splay





REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: DANESBURY LANE, WELWYN HATFIELD DC					
TITLE: VISIBILITY SPLAY					
SCALE @ A3: 1:250			DESIGN-DRAWN: MDC		DATE: 22/12/2025
PROJECT No: 6124			DRAWING No: SK01 Rev A		