

Ashwell Road, Bygrave

Transport Note

Client: Pathfinder Clean Energy Ltd

REPORT DETAILS

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1. INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Note (TN) has been produced to provide further information to Hertfordshire County Council (HCC) in relation to a proposed c. 40MW solar farm development on land to the west of Ashwell Road, Bygrave, Hertfordshire. This relates to a planning application for which HCC have provided a consultation response (App Ref: 22/00741/FP). The proposed site layout is included at Appendix A.
- 1.1.2 This TN considers the consultation response and provides further information in relation to the points raised by HCC. The key points relate to the access onto the highway, vehicle numbers, vehicle routing and further consideration of the public right of way.
- 1.1.3 An initial response was issued to HCC, whereby HCC suggested the proposed vehicle route could be acceptable for 10m long rigid HGVs. Following this, an online meeting was held with HCC to discuss the proposed vehicle route and accommodating 16.5 long articulated HGVs. HCC have concerns with this size of vehicle using the route. It was discussed and agreed that a detailed site visit was required, as well as further background information including traffic and non-motorised surveys. This information is presented in this report. A site visit was undertaken on 25 January 2023. The route has been discussed with HCC Highways Matthew Armstrong via Teams on 15 December 2022. During discussions with HCC Highways, more information was requested on the existing traffic conditions. As such, a package of surveys was commissioned along Ashwell Road between the site and North Road as agreed with HCC Highways. This provides background data for all movements along the route, including fully classified traffic flows and speeds, in addition to recording pedestrian and cycle movements at key locations. The results of these surveys are discussed in Section 2 with a fully copy of the data included at Appendix B.

2. EXISTING SITUATION

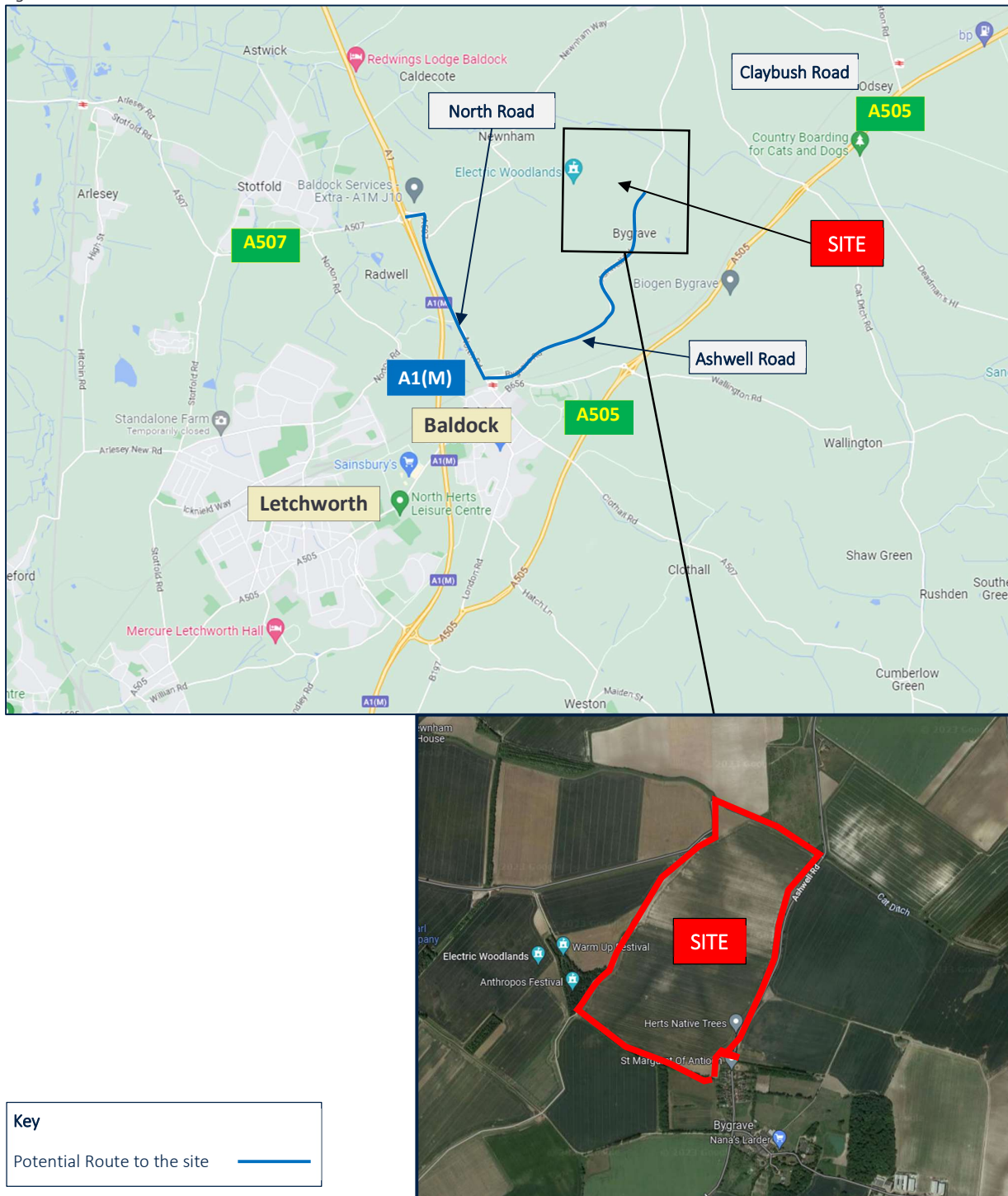
2.1 Site Location, Use and Access

- 2.1.1 The site is situated approximately 3.2km to the north east of Baldock and c.6km to the north east of Letchworth. It is bound to the east by Ashwell Road which provides access, with agricultural fields/uses to the north west and south.
- 2.1.2 The site lies within proximity to a number of strategic roads, with the A1(M) and A507 located approximately 3km to the south west and the A505 approximately 1.8km to the south east.
- 2.1.3 The site is currently used for agricultural purposes. This is similar to the majority of the surrounding land uses in this location, many of which are served from Ashwell Road.
- 2.1.4 Access to the site is currently obtained from Ashwell Road via an existing field access point located to the north east corner of the site. This access provides the main access and egress and is currently used by agricultural vehicles. This access is located adjacent to a PRoW which continues along the site's northern boundary and routes east to west in this location either side of Ashwell Road.
- 2.1.5 The proposed construction route is along Ashwell Road connecting to North Road, then the A1(M). The proposed construction route extends over a c. 4km distance and passes through the north eastern edge of Baldock as well as through Bygrave and Ashwell. The construction route is considered in more detail in Section 3.

2.1.6 Ashwell Road is a single carriageway road which routes along the eastern edge of the site for approximately 1km, and provides a connection between Baldock to the south and Ashwell to the north.

2.1.7 The site's location within the context of the local area is shown in Figure 2-1. This also shows the route from the site to the A1(M).

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Traffic Flows and Speeds

- 2.2.1 An Automated Traffic Count (ATC) survey was undertaken by independent traffic survey specialist, Road Data Services Ltd. The ATC was completed over a nine day period between 17/01/23 – 26/01/23 along a straight section of Ashwell Road to the south of Bygrave. The survey recorded fully classified two-way vehicle movements as well as speed information. The survey location is shown in Figure 2-2.

Figure 2-2: ATC Location



Source: Google Maps

- 2.2.2 A summary of the ATC survey results, in terms of the maximum traffic flows recorded in any hour on any day, the weekday average peak hours, and over a daily period, is set out in Table 2-1. A summary of the 85th percentile speeds recorded across the relevant nine day period (unadjusted for wet weather) is set out in Table 2-2. The full ATC survey outputs are provided in Appendix B.

Table 2-1: 2022 Weekday Vehicle Flows on Ashwell Road

Period	Total vehicles (two-way)
	ATC
Worst Case Weekday AM Peak Hour (0800-0900)	119
Worst Case Weekday PM Peak Hour (1600-1700)	113
Peak Hour on Any Day (Thursday 26/01, 0800-0900)	119
Max Total Daily Flow (Thursday 26/01)	1149
Average Weekday Total Flow	1049
Average Weekday HGV flow	46 (4% of average total traffic flow)
Max Daily HGV Flow (17/01)	74
Max Peak Hour HGV Flow (17/01)	11
Average OGV2 Weekday Flow	8 (17% of average weekday HGV flow)
Max Daily OGV2 Flow (17/01)	13

Table 2-2: 85th Percentile Traffic Speeds (7-day average)

Direction	85 th Percentile Speed (mph)	Average Speed (mph)
Northbound	46.4	37.1
Southbound	44.3	36.0

- 2.2.3 The results show there were 119 two-way movements in the weekday AM peak (0800-0900), with 113 two-way movements in the weekday PM peak (1600-1700). This equates to approximately two vehicles per minute, on average during the network peak hours.
- 2.2.4 The survey shows an average of 46 HGV weekday movements, which equates to 4% of the average total weekday traffic flow. The survey recorded a maximum daily HGV flow of 74 on Tuesday 17/01/23. The survey recorded an average weekday flow of 8 OGV2's and a maximum flow of 13 OGV2's, on Tuesday 17/01/23. As set out in CD224 of the DMRB an OGV2 is 'Other Goods Vehicle – 4-axle rigid and articulated vehicles with any number of axles'. On this basis, there are existing large HGV movements accommodated on this route on a typical day.
- 2.2.5 The majority (93%) of HGV movements occurred between 0700-1900 (12 hrs), with a peak hourly flow of 11 movements observed between 0800-0900. This would equate to 1 vehicle every 5 minutes, on average, during the busiest peak hour.
- 2.2.6 In relation to speeds, these were significantly slower than the 60mph speed limit for this section of Ashwell Road (national speed limit for single carriageway roads). The 85th percentile vehicular speeds for northbound vehicles was recorded at 44.2mph, with 41.3mph for southbound vehicles. Average speeds were 37.1mph for northbound vehicles and 36.0mph for southbound vehicles.

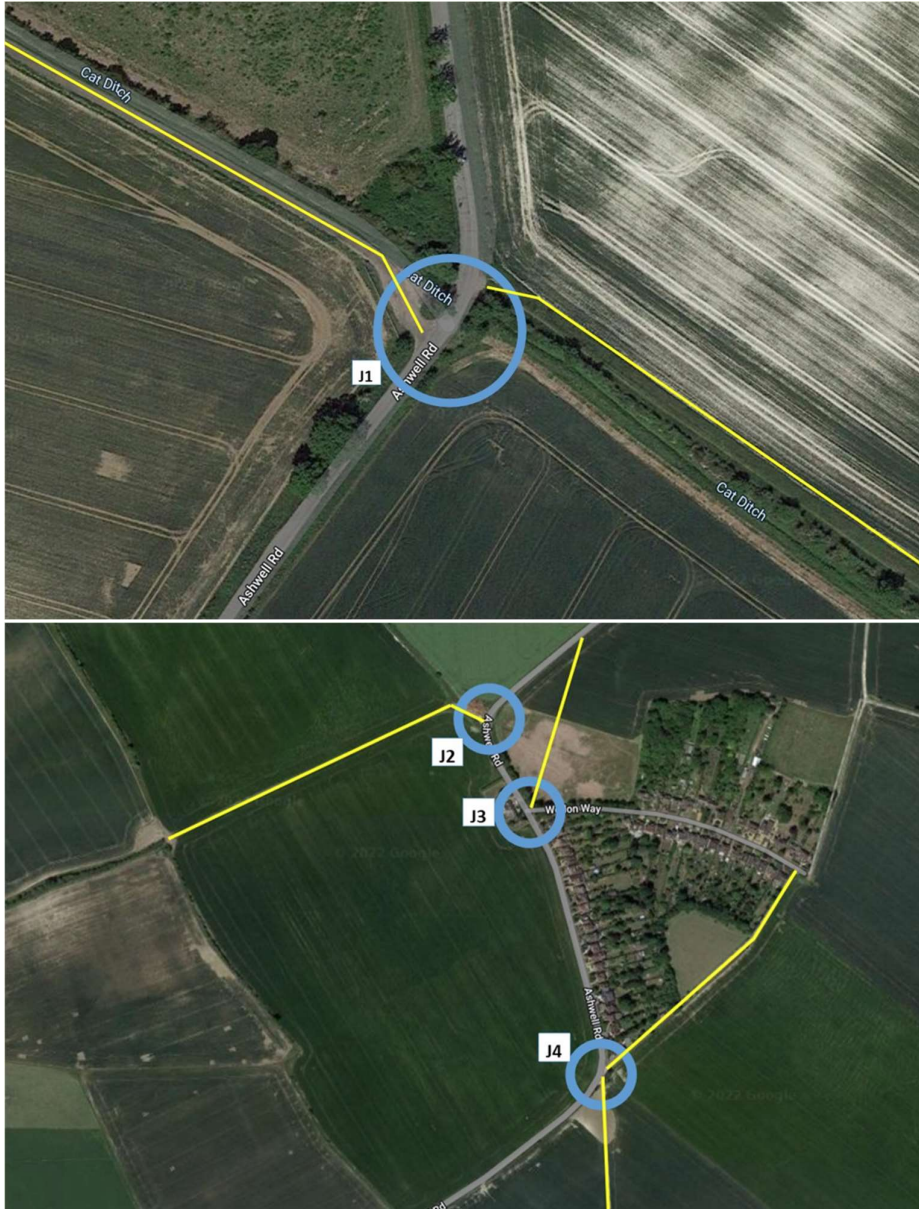
2.3 Turning Count Surveys

Overview

- 2.3.1 In addition to the ATC, four 12-hour turning count surveys were commissioned at separate locations within the vicinity of the public rights of way (PRoW) which intersect the proposed construction route. The purpose of the surveys was to understand the number and pattern of movements from vehicles, pedestrians, cyclists and equestrians at locations where vehicles are most likely to interact with vulnerable road users, along the construction route. However, it is noted that the road safety analysis in Section 2.4 shows no evidence of a road safety issue in relation to pedestrian and cycle movements along the whole route.
- 2.3.2 The surveys were conducted on Tuesday 17th January 2023 and recorded all movements every 15 minutes throughout a 12 hour period (07:00 and 19:00). The results can be found at Appendix B.

- 2.3.3 One survey was undertaken at the site access location which included all movements on the PRow that routes in an east-west direction in this location, as well as along Ashwell Road itself. The other three surveys were undertaken to the north and south of Wedon Way within proximity to a number of PRow links which connect to Ashwell Road. The survey locations and PRow are shown on Figure 2-3.

Figure 2-3: Turning Count Survey Locations



- 2.3.4 Table 2-3 provides a summary of the results for two-way vehicle movements along Ashwell Road during the peak hours, over a 12 hour daily period, as well as recording the maximum hourly flows.

Table 2-3: Turning Count Survey Results - Two-Way Vehicle Flows on Ashwell Road

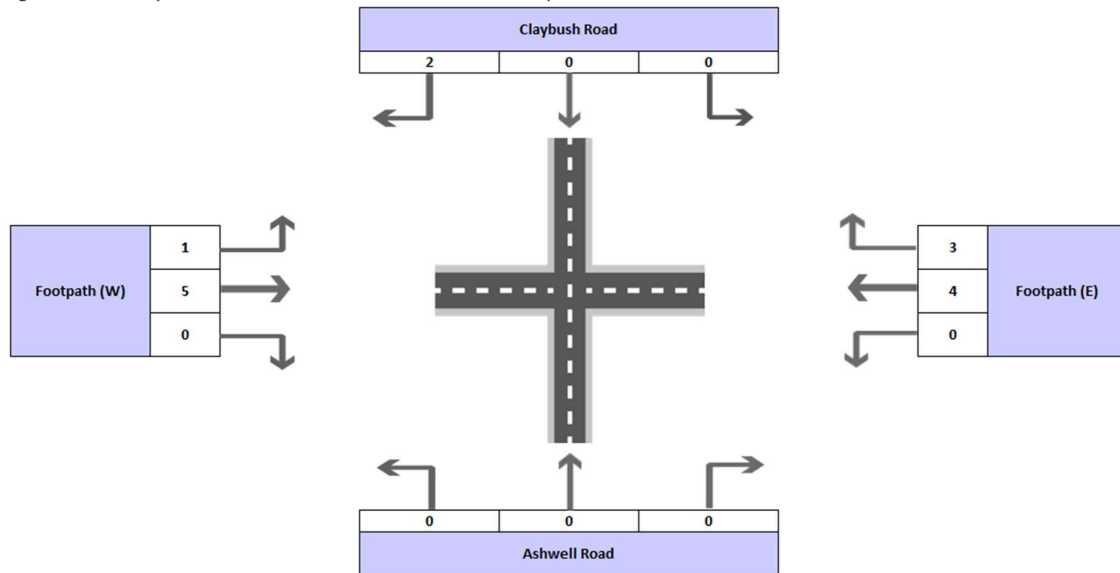
Location	Period	All Vehicles	HGVs
Survey 1 – South of Site Access	AM Peak (0800-0900)	74	2
	PM Peak (1600-1700)	61	1
	Max Hourly (0815-0915)	78	1
	Daily Total	552	12
Survey 2 – Ashwell Road North of public right of way	AM Peak (0800-0900)	92	2
	PM Peak (1600-1700)	83	1
	Max Hourly (0815-0915)	93	2
	Daily Total	726	31
Survey 3 – Ashwell Road North of Wedon Way	AM Peak (0800-0900)	92	2
	PM Peak (1600-1700)	83	1
	Max Hourly (0815-0915)	93	1
	Daily Total	746	31
Survey 4 – Ashwell Road, Between public right of way and Wedon Way	AM Peak (0800-0900)	104	4
	PM Peak (1600-1700)	93	1
	Max Hourly (0815-0915)	104	3
	Daily Total	885	36

- 2.3.5 The analysis shows similar peak hour vehicle movements along Ashwell Road in Surveys 2-4, with a slightly lower level of movements adjacent to the site access. The survey results are comparable with the ATC and as such are considered representative of the traffic conditions in this location.
- 2.3.6 It is shown that the vehicle movements reduce in a northbound direction which is expected with vehicles turning into Wedon Way and agricultural vehicles turning onto the public rights of way.
- 2.3.7 Although not shown in the table, cycle movements were minimal across all survey sites, with a maximum of just six movements over a 12-hour period recorded at Survey Site 4 (one movement every two hours).
- 2.3.8 The pedestrian movements on the public rights of way and along Ashwell Road have been considered separately, by survey as follows.

Survey 1 - Site Access / Ashwell Road / PRoW

- 2.3.9 There were a total of 15 pedestrians across all turning movements over a 12 hour period. The majority of pedestrian movements route along the public rights of way with 9 of the 15 daily movements travelling east to west and crossing Ashwell Road. Six movements turn to and from the north along Claybush Road in the direction of Ashwell. No pedestrian movements were recorded to and from the south along the proposed construction traffic route. Figure 2-4 shows the movements of pedestrians across the 12 hour period.
- 2.3.10 A total of 9 movements therefore travelled along the public right of way linking to the site which equates to an average of less than one movement per hour. In addition a total of 14 vehicles travelled along the public right of way, which shows that this route is currently shared between pedestrians and vehicles. There is no evidence of a safety issue in relation to these movements as set out in Section 2.4.

Figure 2-4: Survey 1: Pedestrian Movements over a 12 hour period

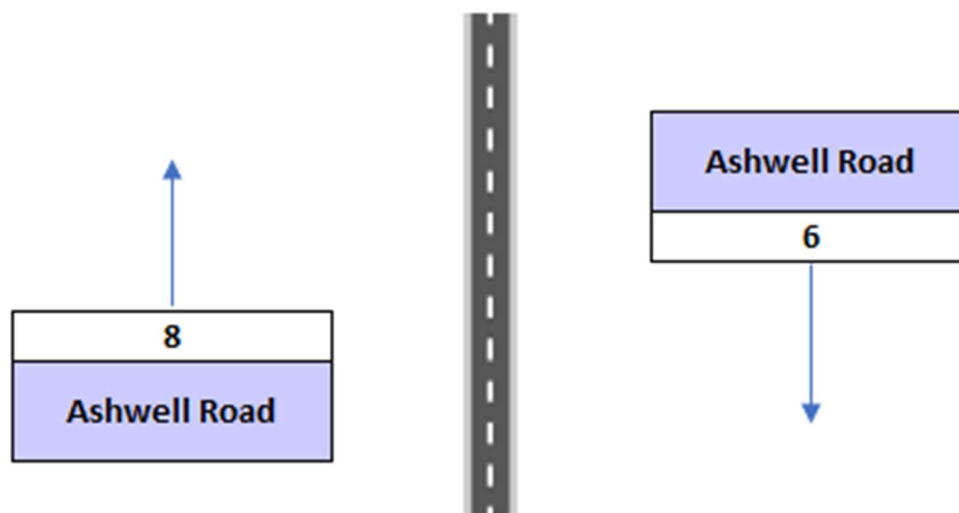


Survey 2 – Ashwell Road - North of Wedon Way

2.3.11 Analysis of the 12 hour movements at this location shows 14 pedestrians routing to and from the footpath to the west of Ashwell Road from the south in the direction of Wedon Way. No movements were recorded to and from the north of this location. As such, some pedestrian movements were recorded walking on the carriageway for the 130 metre section along Ashwell Road where there is not a footway to the south of this public right of way. However, pedestrians can use a grass verge and a formal lay-by to step off the carriageway to allow vehicles to pass, if necessary, as occurs throughout the rural road network. There is no evidence of a safety issue in relation to these movements as set out in Section 2.4.

2.3.12 Figure 2-5 shows the movements of pedestrians across the 12 hour period.

Figure 2-5: Survey 2: Pedestrian Movements over a 12 hour period

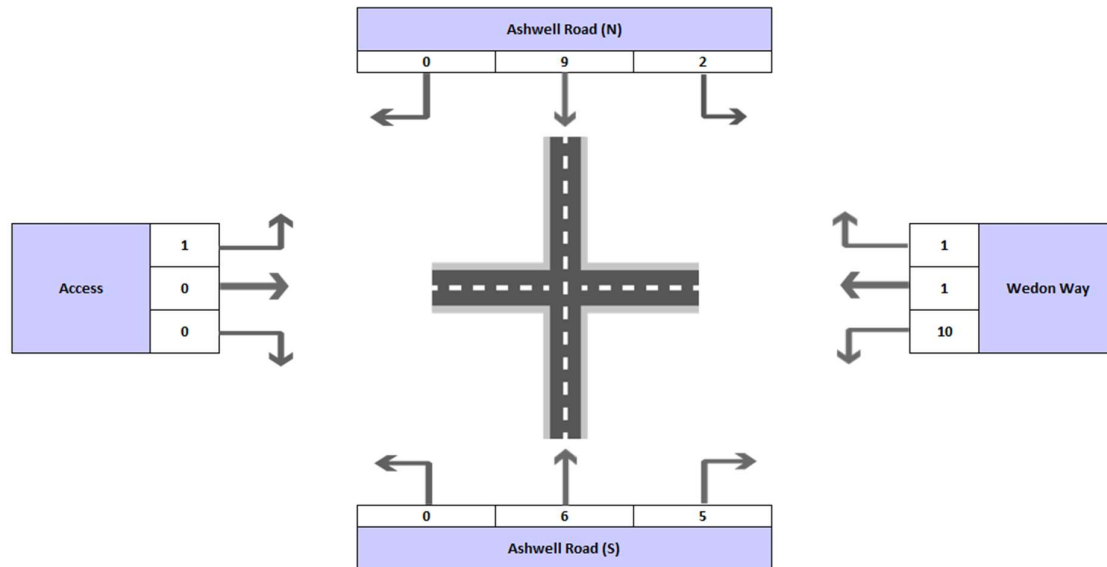


Survey 3 – Ashwell Road / Wedon Way

2.3.13 There were a total of 35 pedestrians across all turning movements over a 12 hour period. The majority of these route to and from Wedon Way, with more routing to the south in the direction of the dwellings. A footway is provided to the south of Wedon Way which accommodates pedestrian movements to and from the south and as such, all pedestrian movements can be accommodated away from the carriageway.

2.3.14 Figure 2-6 shows the movements of pedestrians across the 12 hour period.

Figure 2-6: Survey 3: Pedestrian Movements over a 12 hour period

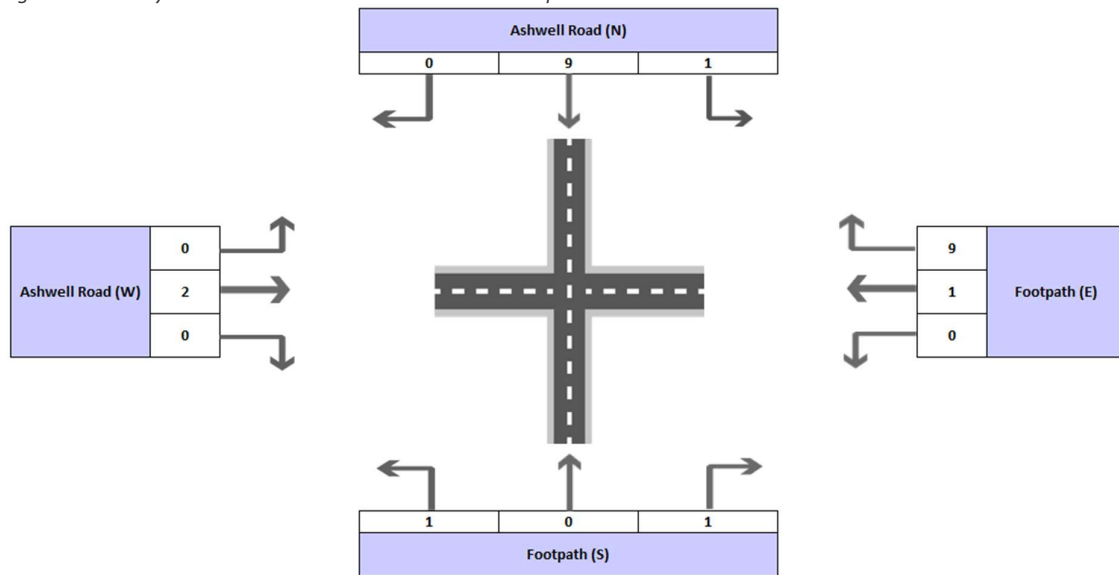


Survey 4 – Ashwell Road, South of Wedon Way

2.3.15 There were a total of 24 pedestrians across all turning movements over a 12 hour period. The majority of pedestrian movements route to or from the two footpaths, with 23 movements turning to or from one of the footpaths. The majority of these movements route to and from the north in the direction of the dwellings within Bygrave using the footway adjacent to the carriageway. Only four movements routed to and from the southwest along the section of Ashwell Road without footways.

2.3.16 Figure 2-7 shows the movements of pedestrians across the 12 hour period.

Figure 2-7: Survey 4: Pedestrian Movements over a 12 hour period



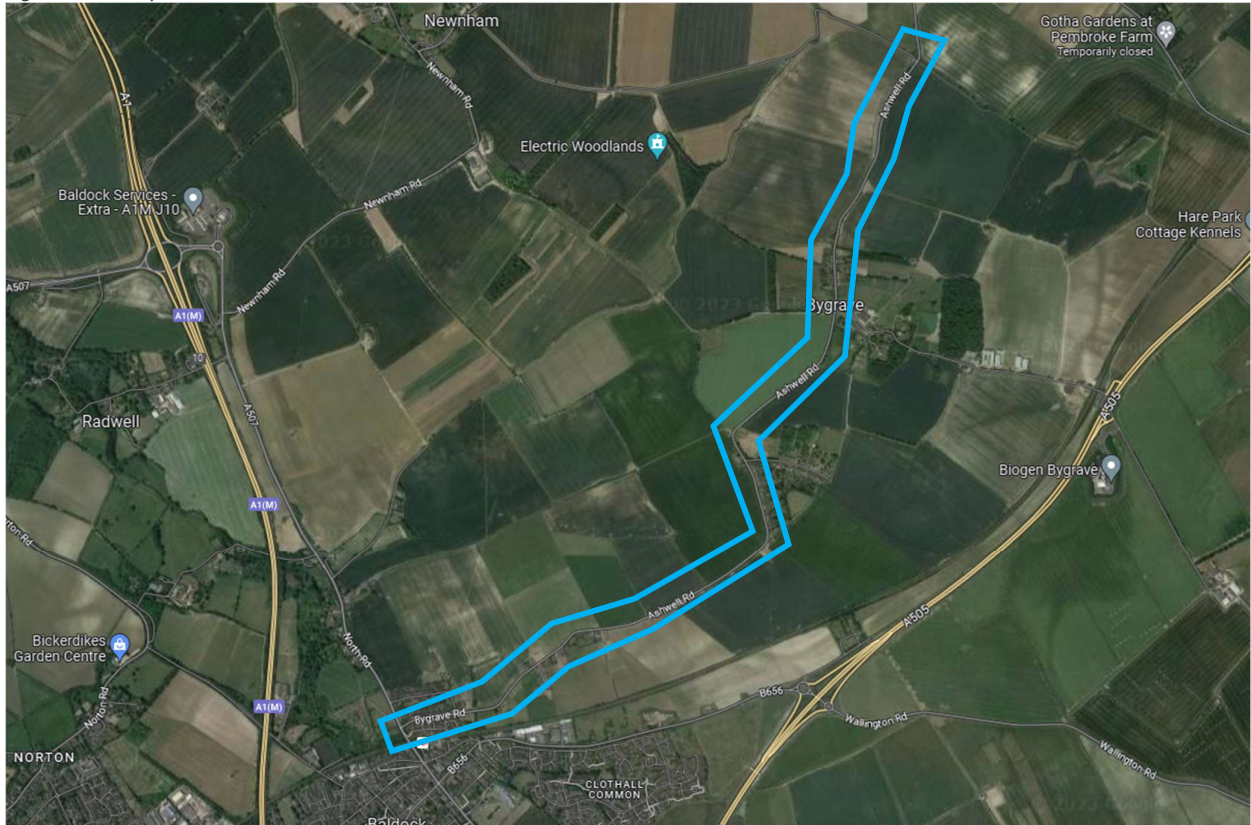
Summary

- 2.3.17 As such, the surveys show that there is a minimal level of pedestrian activity along Ashwell Road, with the majority of pedestrian movements occurring on the footway within Bygrave and to / from public rights of way. There were few pedestrians walking on the carriageway to the north and south of the village and a small number walking on the carriageway connecting to the northern public right of way within the village.
- 2.3.18 As such, the significant majority of movements would be accommodated away from vehicle movements and verges are provided along the route which would enable pedestrians to step out of carriageway enabling a vehicle to pass.

2.4 Road Safety

- 2.4.1 Personal Injury Accident (PIA) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. The most recently available five-year dataset, prior to the pandemic therefore covering a position with typical traffic flows, covers between 1st January 2015 and 31st December 2019. The review has also considered the data in 2020 and 2021. A total of seven years of data has therefore been reviewed.
- 2.4.2 The study area considered within the analysis covers the proposed access route from the site to North Road, with the entire study area shown in Figure 2-8. The PIA's are shown on Figure 2-9.

Figure 2-8: Study Area



Source: Google Maps

Figure 2-9: Study Area PIA's



Source: Crashmap

- 2.4.3 Over the seven year period, a total of six incidents occurred with the study area. This comprised three slight, two serious and one fatal PIA's. Within the majority of the study area, including along the site frontage, there were no incidents.
- 2.4.4 All of the incidents occurred to the south of Wedon Way located approximately 1.5km to the south of the site.
- 2.4.5 The fatal incident occurred in 2016 c.600m east of North Road and involved one vehicle and resulted in one casualty. This occurred as a result of the vehicle leaving the road and colliding with a tree around a left hand bend. This occurred in the hours of darkness at 1am on a Saturday.
- 2.4.6 None of the incidents involved pedestrians or cyclists and as such there is no evidence of a road safety issue in relation to active travel movements or with pedestrians sharing the carriageway with pedestrians / cyclists.
- 2.4.7 There were no clusters of four or more PIA's within the study area to suggest a pattern of road safety issues.
- 2.4.8 As such, although all incidents are regrettable, the PIAs that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposals, particularly when considering that the area already accommodates pedestrian and vehicular activity.

3. ACCESS APPRAISAL

3.1 Overview

- 3.1.1 The access appraisal has been based on accommodating up to 16.5m long articulated HGVs for the construction period, which represent the largest vehicle size required to transport components and materials to the proposed solar farm development site.
- 3.1.2 However, the significant majority of the construction vehicles are likely to be up to 10m rigid HGVs, which are capable of transporting all construction materials and components associated with the Solar development. Only the substation components would require transportation by larger vehicles up to 16.5m long articulated HGVs. This has been considered as part of the construction routing analysis. Due to the modular nature of the site's construction and ability to partially assemble components on site, no abnormal load movements are required, and these have not been considered in this appraisal.
- 3.1.3 Ashwell Road already accommodates HGV's which access the agricultural uses, as well as accommodating refuse vehicles. The analysis in Section 2 shows Ashwell Road accommodates approximately 46 HGVs on average per day, which equates to 4% of the total traffic flows. There is no evidence of a recurrent road safety issue on the route, and no evidence of any issue for pedestrians and cyclists along the route.

3.2 Site Access

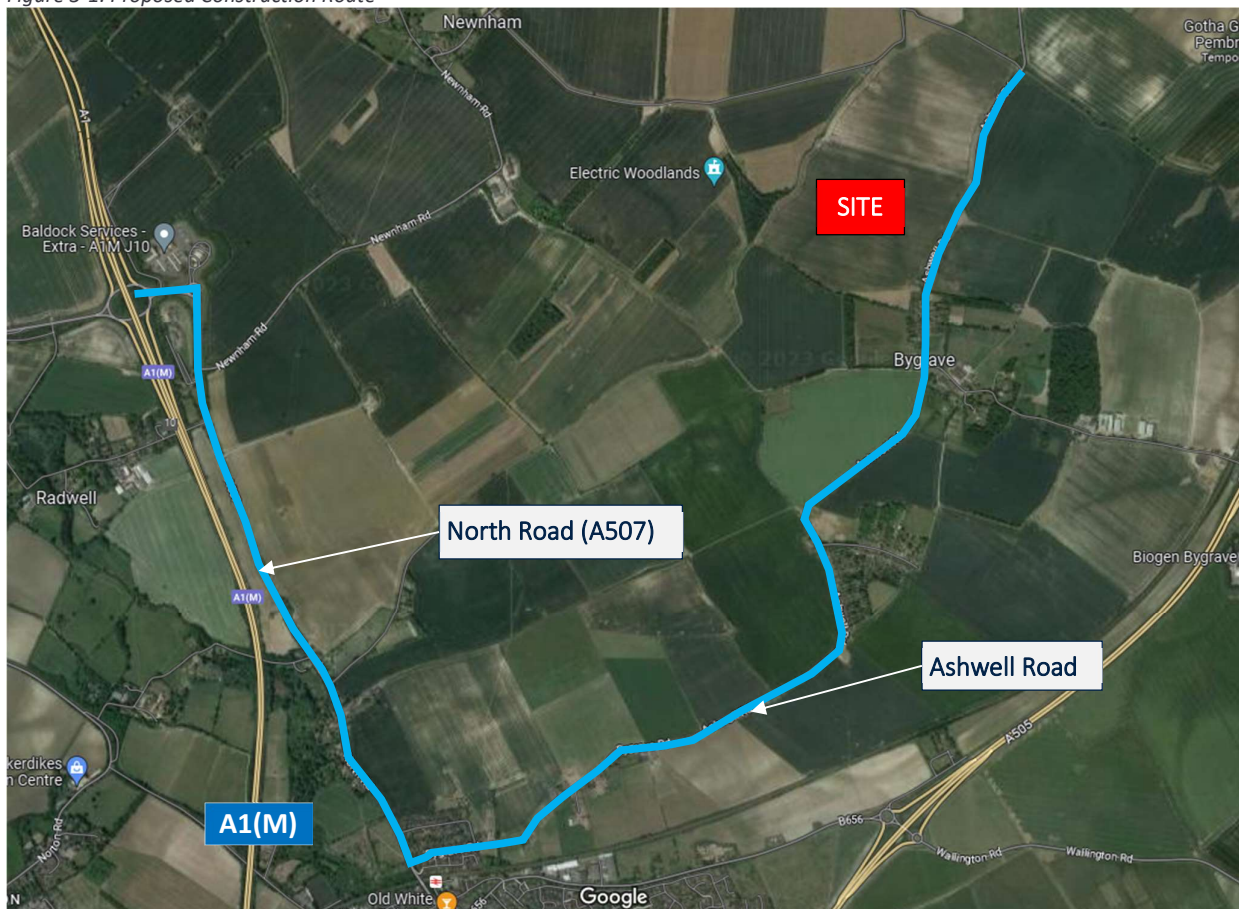
- 3.2.1 It is proposed that all construction traffic will access and egress the site from the south via Ashwell Road using the existing access point, subject to some enabling works. The access will be subject to a stop-go traffic control arrangement due to the limited visibility in this location, as set out in Section 4. This will ensure vehicles can safely access and egress the site.

3.3 Proposed Temporary Construction Access Route

- 3.3.1 All vehicle movements would route to and from the site access from the southwest via Ashwell Road, Bygrave Road and North Road (A507) before routing north to the A1(M). This provides the shortest

- route to the Strategic Road Network (SRN) and avoids routing through Baldock and the low bridge to the south.
- 3.3.2 North Road (A507) forms one of the key routes to this location, serving Baldock (and Letchworth) and other settlements, providing connections to the A1(M) as well as the SRN at the M1 further to the west. North Road (A507) already accommodates HGV traffic and is considered an appropriate route for construction traffic.
- 3.3.3 Routing south towards the site from the A1(M) along North Road, vehicles would turn left onto Bygrave Road at the ghost island right turn junction to the north of Baldock. From this junction, construction vehicles would continue in a north easterly direction towards the site access over a distance of approximately 4.4km. The route passes through Baldock and Bygrave on approach to the site.
- 3.3.4 There is a restriction on HGV movements in excess of 7.5 tonnes (except for loading) on Bygrave Road to the east of Salisbury Road. This restricts HGV through movements but it is considered that for temporary construction movements associated with the site, this route would be acceptable, as movements would be accessing the site for loading and unloading. As demonstrated in Section 2, Ashwell Road already accommodates HGV movements and these were observed on a site visit travelling to the agricultural and industrial uses.
- 3.3.5 The proposed route to and from the site via the A1(M) is shown on Figure 3-1.

Figure 3-1: Proposed Construction Route



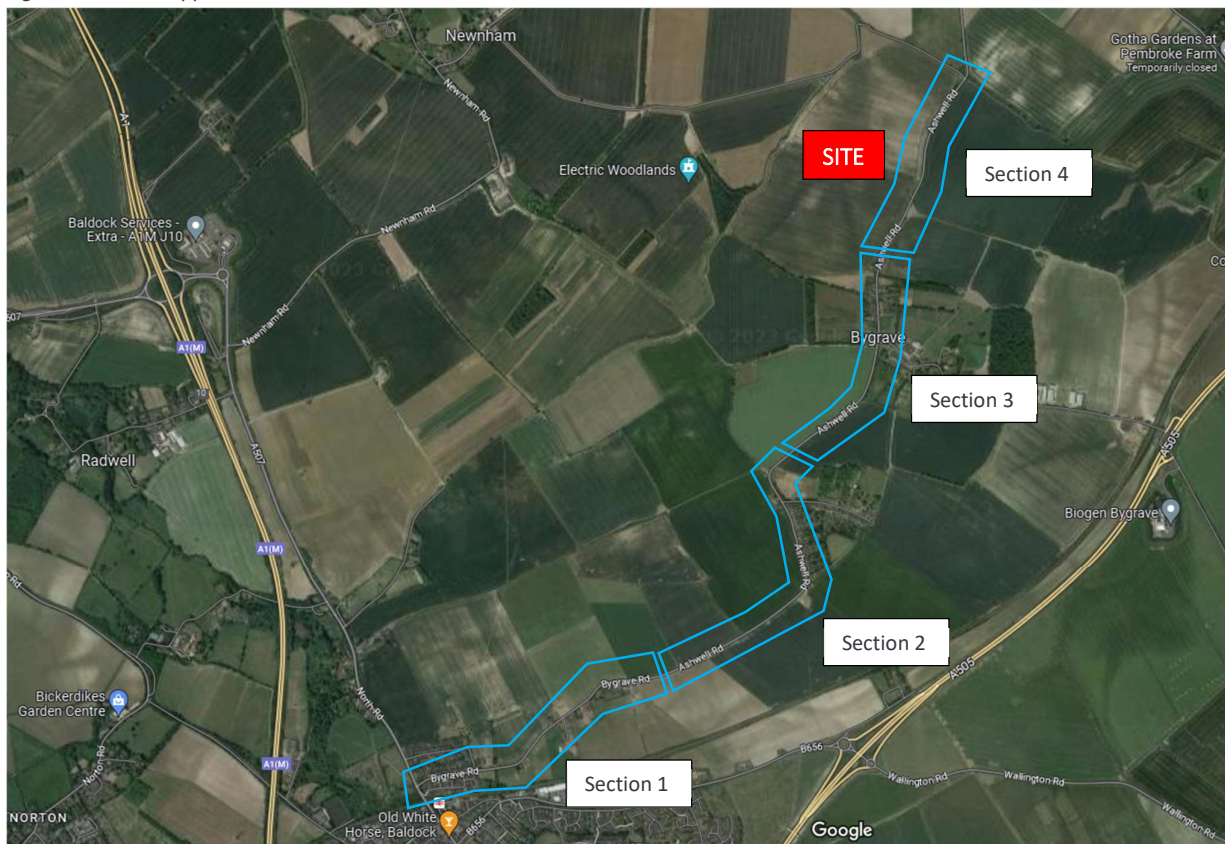
Source: Google Maps

3.4 Route Appraisal – Bygrave Road / Ashwell Road

Overview

- 3.4.1 The following appraisal presents a detailed review of the proposed construction route along Bygrave Road and Ashwell Road, from North Road (A507) to the site access location. The appraisal considers the ability of the route to accommodate up to a 16.5m long articulated HGV, which are the largest construction vehicles anticipated to be used at the site.
- 3.4.2 The appraisal considers carriageway widths and features using OS mapping, verified with measurements taken during a site visit conducted on 25 January 2023. In addition, georeferenced aerial imagery has been used to present the analysis as this picks up additional features such as passing places and widenings, which assists where the OS mapping differs to the on-site measurements. The appraisal is supplemented with vehicle tracking along the route to demonstrate vehicle passing movements between a car and 16.5m long articulated HGV.
- 3.4.3 Manual for Streets Figure 7.1 shows a carriageway width of 4.8 metres enables a HGV to pass a car. This width has been considered along the route and where the carriageway is narrower, this has been recorded.
- 3.4.4 The route along Bygrave Road and Ashwell Road has been split into four sections, with Section 1 located to the south adjacent to North Road and Section 4 comprising the site frontage and site access location. These sections are shown on Figure 3-2.

Figure 3-2: Route Appraisal Sections



3.4.5 The assessment shows carriageway widths are at or above 4.8m for c.80% of the route between North Road (A507) and the site access on Ashwell Road. In general, this provides sufficient width for two vehicles (HGV and car) to pass safely. The assessment also shows there are passing places, lay-bys and widenings along the route with suitable inter-visibility, which can be used for vehicles to pass safely. Carriageway widths were narrower along Section 4 and this section has been highlighted as requiring some minor mitigation to accommodate construction vehicles. It is suggested that temporary traffic management at this location in the form of a stop/go arrangement and potentially an additional passing place would be required and can be provided.

3.4.6 A drawing of the overall route and each section of the route are provided in Appendix C. The green hatching represents where the carriageway is at least 4.8 metres in width. The red hatching represents where the carriageway is less than 4.8 metres wide.

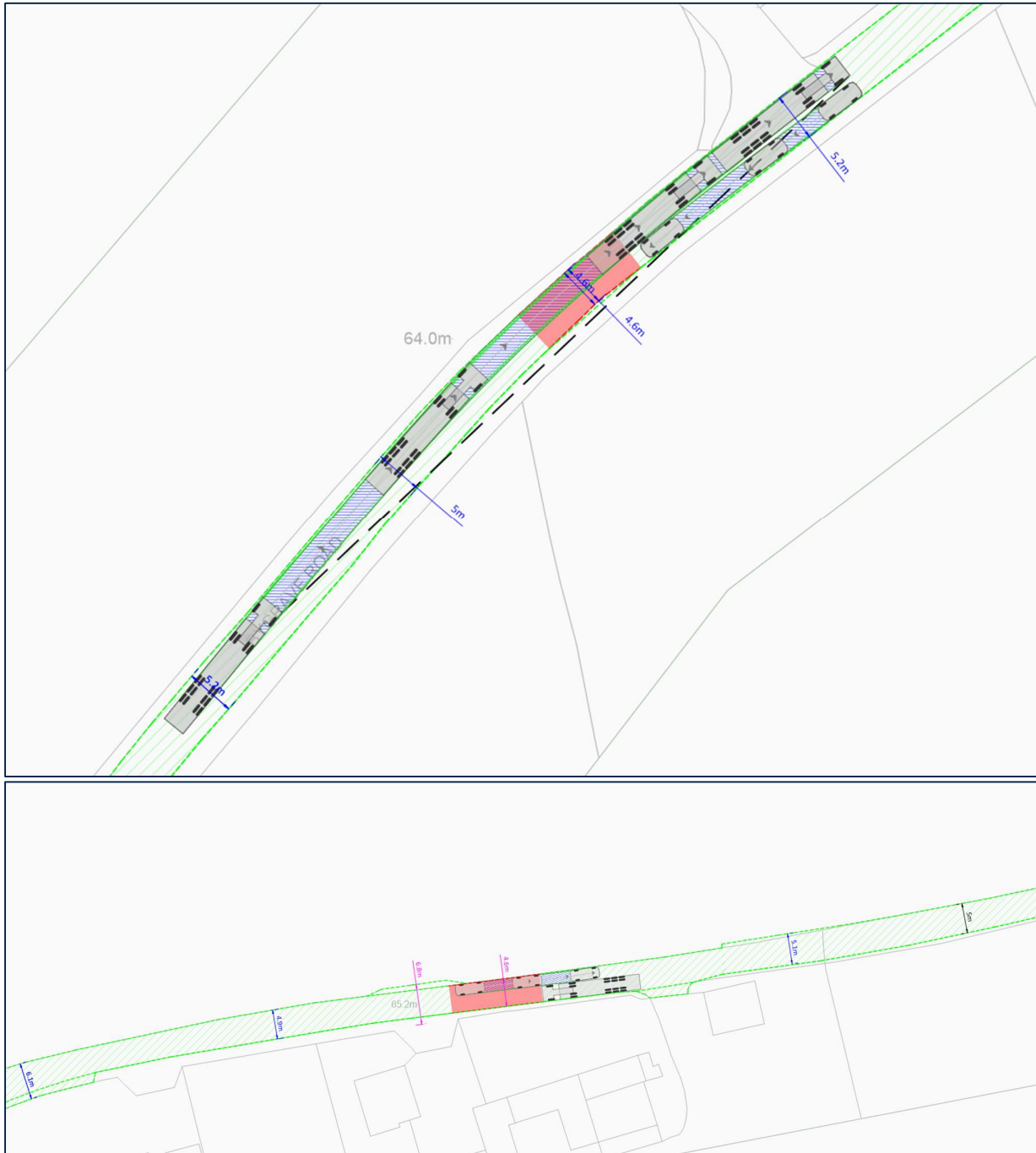
3.5 Section 1 – North Road (A507) / Bygrave Road Junction to Ashwell Road

3.5.1 This section covers the built up area of Baldock to the east of North Road, as shown in the drawings in Appendix C. This section of the route is subject to a 40mph speed limit.

3.5.2 The carriageway is up to 6.5m wide in places, with an average width of approximately 5.2m. These measurements exclude locations with additional width such as widenings and passing places which see the width increase to between 6.5m and 6.8m at two locations. There are limited changes in horizontal and vertical alignment. The road safety analysis in section 2.4 does not identify a road safety issue along this section to suggest an issue with the layout or geometry of the route.

3.5.3 Two locations along this section were identified as measuring below 4.8m, although these sections were over a short distance of 12m and 15m and there is appropriate forward visibility for vehicles to manoeuvre safely using the wider carriageway widths either side. Forward visibility can be achieved for at least 82 metres at these locations which is appropriate for the 40mph speed limit in accordance with MfS2 visibility guidance. Swept path analysis has been undertaken which shows a HGV successfully passing a car along the majority of this section, with the exception of these two narrower locations. These locations and snippets of the drawing in Appendix C showing the tracking is provided in Figure 3-3.

Figure 3-3: Section 1 – Vehicle tracking and forward visibility at narrower sections



3.6 Section 2 – Baldock in the vicinity of Wedon Way

- 3.6.1 This section includes the southern part of Ashwell Road within the vicinity of Wedon Way in Bygrave. This section passes residential dwellings located along one side of the road (eastern side), which are set back from the carriageway edge behind a verge and footway. This location is subject to a 30mph speed limit alongside the dwellings which changes to 60mph (national speed limit for single carriageway roads) for vehicles routing south and 40mph for vehicles routing north from this location.
- 3.6.2 The majority of this section has carriageway widths of at least 4.8m (c.80%), with up to 7.0m width available in places and there are five locations where additional width is provided in the form of

widening and/or lay-bys. The average width is approximately 5.2 metres. The road safety analysis in section 2.4 does not identify a road safety issue along this section to suggest an issue with the layout or geometry of the route.

3.6.3 The sections of carriageway less than 4.8m wide are located to the west of the residential area in Bygrave and extend intermittently over a 370m length. However, drivers are provided with forward visibility along this entire section and there are passing places / widening located at each end of the narrower sections to allow vehicles to pass safely. At least 102m forward visibility to all narrower sections which is in accordance with visibility recommendations in Manual for Streets 2 for the observed speeds identified on this section of 46.4mph.

3.6.4 Figure 3-4 shows photographs at these locations which demonstrate the suitable visibility along the narrow sections.

Figure 3-4: Photographs taken along narrower section to the west of Bygrave



Notes: Photo No.1 <https://goo.gl/maps/jca8LcvoEPiGzzqt5>, Photo No.2 <https://goo.gl/maps/HtWC5TKePo7CBZHPA>

3.6.5 As such, the narrow section of this section of the route can accommodate two vehicles passing safely, by utilising informal passing places. This was also observed during the site visit.

3.6.6 Swept path analysis has been undertaken which shows a HGV successfully passing a car along the majority of this section, with the exception of the narrower locations which provide appropriate forward visibility between passing places. These locations and the tracking showing vehicles passing on each side of the narrowing's is shown in snippets of the drawing in Appendix C in Figure 3-5.

Figure 3-5: Section 2 – Vehicle tracking and forward visibility at four narrower sections



3.7 Section 3 – Bygrave village

- 3.7.1 This section includes Bygrave and a section of Ashwell Road on approach to the residential dwellings/built-up area. This section passes residential dwellings located along both sides of the road and some industrial uses to the south of these. The residential properties are set back from the carriageway edge behind verges and footways, providing separation from passing traffic.
- 3.7.2 As stated in Section 2, during the site visit the industrial land uses were observed to generate HGV movements including large articulated HGVs up to 16.5m in length.
- 3.7.3 This location is subject to a 30mph speed limit alongside the built-up areas, which changes to 40mph for vehicles routing south and 60mph for vehicles routing north from this location. This location is subject to a 30mph speed limit alongside the built-up areas, which changes to 40mph (national speed limit) for vehicles routing south and 60mph for vehicles routing north from this location.
- 3.7.4 The majority of this section has a carriageway width of at least 4.8m (c.85%), with up to 5.7m available in places and three locations where additional width is provided in the form of widening. Analysis shows an average width of approximately 5.2 metres. The width increases to between 6.0m-6.3m at two locations. There are limited changes in horizontal and vertical alignment on this section, which assists with passing movements. The road safety analysis in section 2.4 does not identify a road safety issue along this section to suggest an issue with the layout or geometry of the route.
- 3.7.5 There are two narrower sections of carriageway along this section (one of which is just 15m long) which are below 4.8m in width and as such would not accommodate a HGV passing a car. One section is located to the south of the dwellings in Bygrave and measures between 4.5m-4.7m over a 130m

distance. Drivers are provided with sufficient forward visibility (at least 150m) along this section between wider sections of carriageway at either end, allowing vehicles to pass safely.

- 3.7.6 Figure 3-4 shows photographs taken from the narrow location to the south of Bygrave, which demonstrate the excellent level of forward visibility along this section.

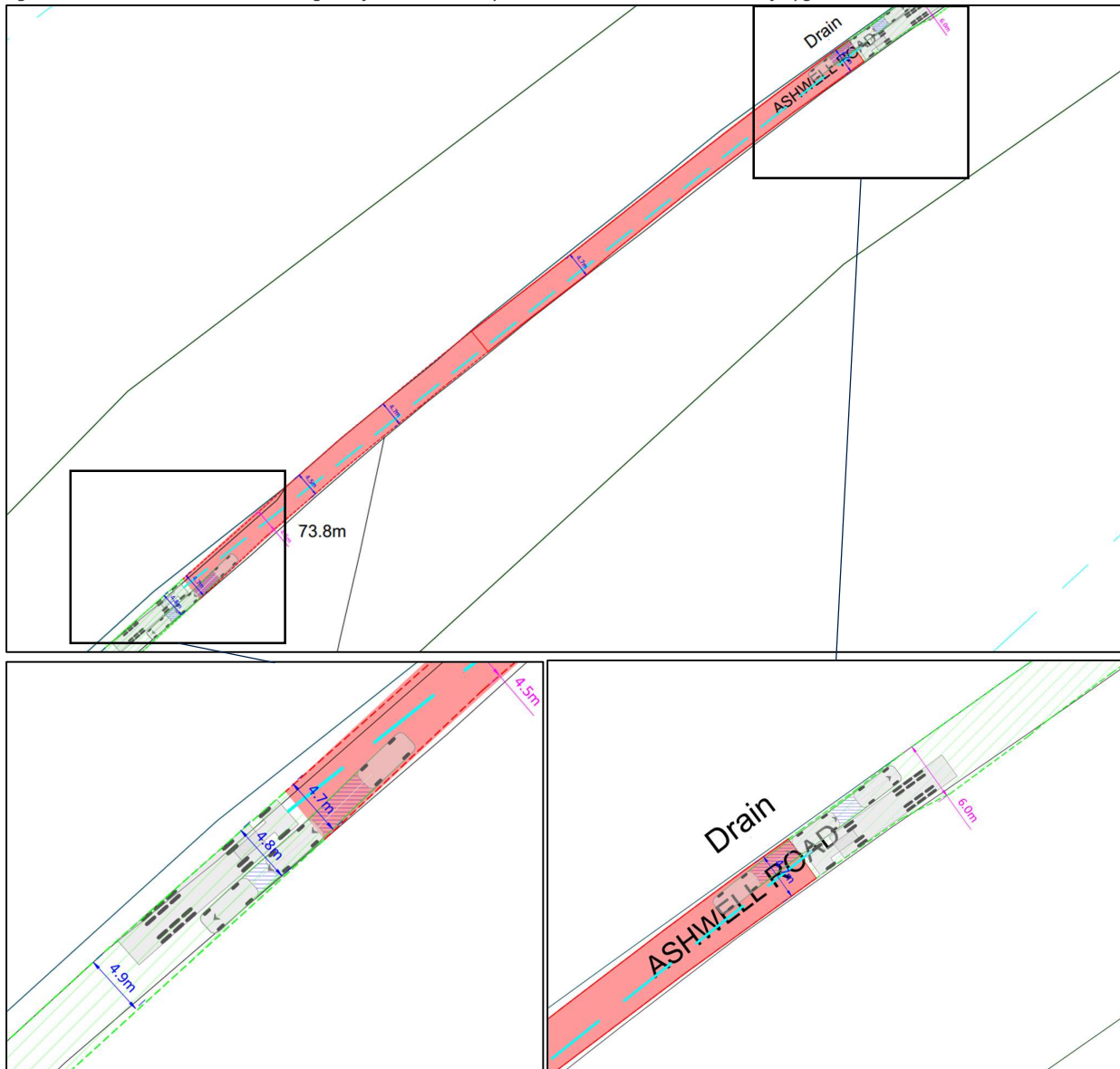
Figure 3-6: Photographs taken along narrower section to the south of Bygrave



Notes: Photograph location <https://goo.gl/maps/wofb3B3Panfvq7N96>

- 3.7.7 Swept path analysis has been undertaken which shows a HGV successfully passing a car along the majority of this section and a HGV passing a car at either end of the narrower section. The swept paths at the narrower section are shown in Figure 3-7 which is a snippet of the drawing in Appendix C.

Figure 3-7: Section 3 – Vehicle tracking and forward visibility at narrow section to the south of Bygrave



3.8 Section 4 – North of Bygrave alongside site boundary

- 3.8.1 This section covers the northern part of the construction route and the site access location to the north of Bygrave. This section passes along the sites eastern boundary with Ashwell Road, which consists of agricultural land uses either side of the road. This section is subject to a 60mph speed limit (national speed limit for single carriageway roads). However, during the site visit speeds were observed to be lower than this.
- 3.8.2 The analysis and findings from the site visit confirm the majority of the carriageway measures at least 4.8m (c.75%), with up to 6.0m available in places and additional width available at the site access location. The average width was approximately 4.8 metres. This section is the narrowest part of the construction route on average, although there are opportunities for additional width to be provided as the majority of the route is adjacent to the site boundary. The road safety analysis in section does not identify a road safety issue along this section to suggest an issues with the layout or geometry of the route.

- 3.8.3 There are six narrower sections of carriageway along this section (including two short sections between 15m-19m in length) which are at or below 4.8m in width and as such would not accommodate a HGV passing a car. These sections measure between 4.1m-4.7m in width. A longer section (c.230m) is located to the south of the site access, which is separated by wider sections which allow vehicles to pass safely. Drivers are provided with forward visibility between these wider sections of carriageway, making it possible for vehicles to pass safely.
- 3.8.4 Figure 3-4 shows photographs at these narrower locations which demonstrate the good level of visibility along this section.

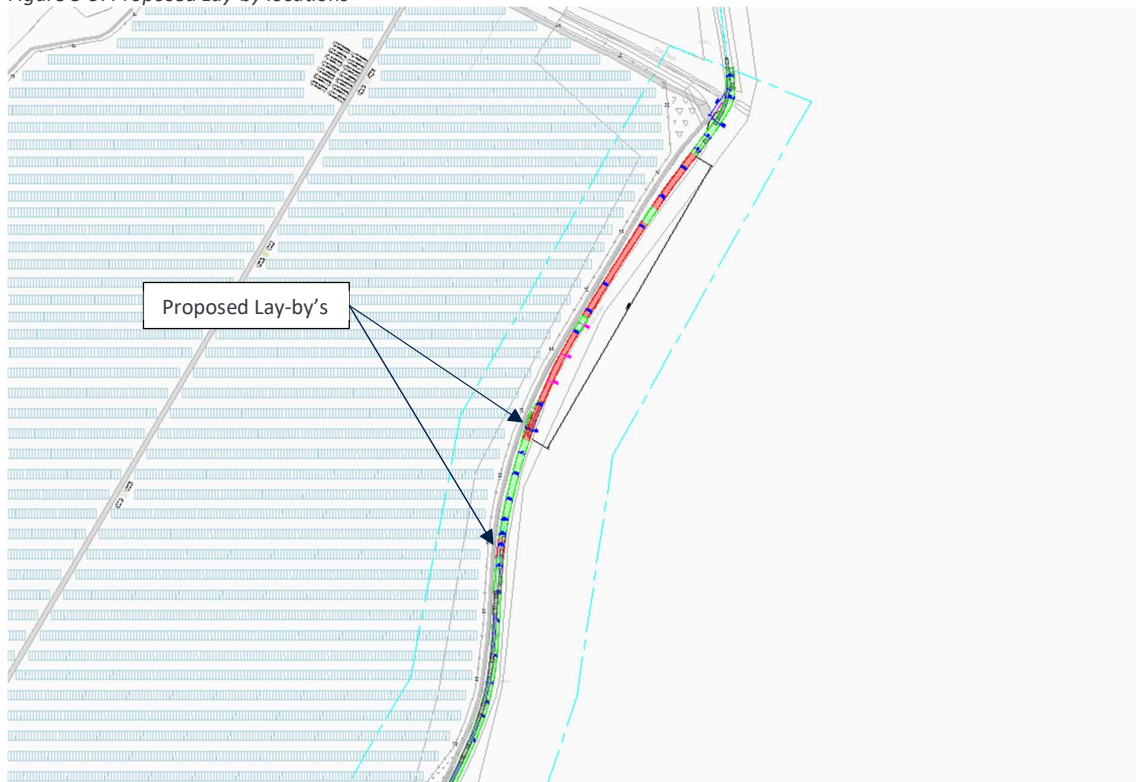
Figure 3-8: Photographs taken along narrower section to the south of the site access



Notes: Photo Locations - No.1 <https://goo.gl/maps/fb73o8Y7q7Frr7dp8>, No. 2 <https://goo.gl/maps/Tz4MBjKBriF7h8iP9>, No. 3 <https://goo.gl/maps/QaVb7U19vzsNvuY79>, No. 4 <https://goo.gl/maps/AQs34j4C2cfEcWyt8>

- 3.8.5 However, there is one location further south where the road narrows on a bend. As such it is proposed to widen the carriageway adjacent to the site boundary in this location, as shown on Figure 3-9. This widening would also assist with the traffic management proposed for the site access, as detailed in Section 4. The widening is shown on the drawings in Appendix C.

Figure 3-9: Proposed Lay-by locations



Summary

- 3.8.6 The analysis shows it is possible for a large HGV and a car to pass safely along the majority of the route and where the carriageway narrows, forward visibility is appropriate to and from wider sections which enables vehicles to pass safely. This was observed during the site visit and there should not be a requirement for vehicles to reverse on the highway.
- 3.8.7 Widening is proposed adjacent to the site access on the only section where passing would not be possible between narrower sections of carriageway.
- 3.8.8 The road safety analysis in Section 2 does not identify a specific road safety issue along this route to suggest an issue with the layout or geometry of the route or indicate that HGVs cause a safety issue when passing cars.
- 3.8.9 As such, based on the site visit, width analysis, swept paths and forward visibility it is considered that the route, subject to the mitigation adjacent to the site boundary, is appropriate to accommodate up to 16.5m long articulated HGV's during the construction period, particularly considering HGV movements already occur on the route.

4. MITIGATION

4.1 Site Access

- 4.1.1 Separately to the carriageway route assessment, the proposed access from Ashwell Road has been considered in relation to the highway authority comments on sub-standard visibility.
- 4.1.2 Visibility is below guidance levels to the north based on the posted 60mph speed limit in this location (up to 215m). The preferred approach is to retain the access in this location to reduce the impacts from the construction of a new HGV access further to the south.
- 4.1.3 As such, as shown on the drawing in Appendix C, temporary traffic management is proposed at this location in the form of a stop/go signals arrangement which would also mitigate against the narrow carriageway widths in this location.
- 4.1.4 The temporary traffic signals cover a length of c. 300m and the site access would also be included, so there would be a three-way signal operation. The site access arm signals would only be called on demand, as the level of flows exiting the site would be minimal. The signals would only be operational during the construction hours of the site.
- 4.1.5 Given the low background flows in this location, forecast low daily construction movements and managing construction movements outside peak hours it is considered that this would be the most appropriate and least impactful solution.
- 4.1.6 The full details of this can be discussed and agreed with the traffic management team post-determination as part of a planning condition.

4.2 North Road / Bygrave Road Junction

- 4.2.1 The North Road / Bygrave Road junction to the southwest of the site has been considered in terms of accommodating a 16.5m articulated HGV. Swept path analysis provided in Appendix C shows that temporary mitigation would be required at this junction to accommodate larger HGV's. On this basis, mitigation is proposed to realign the carriageway on the northern side within the verge to enable vehicles to turn left and avoid the central island. This would be a temporary arrangement and the original junction can be reinstated once construction is completed, if needed.

4.3 Booking System

- 4.3.1 Vehicle movements will be managed with booking slots to ensure that no vehicles pass on the network along Ashwell Road. Drivers will be in communication with the site to ensure that they are ready for the arrival and ensure that they are arriving at the correct time. If they are outside of their booking slot, they will be advised to wait at a suitable HGV parking location, well away from the site. At least two HGVs will be able to be accommodated on the site, and these will pass within the site and no HGVs will be allowed to park on the highway network on Ashwell Road or Bygrave Road. This will form part of the contract with operators / drivers, as needed.

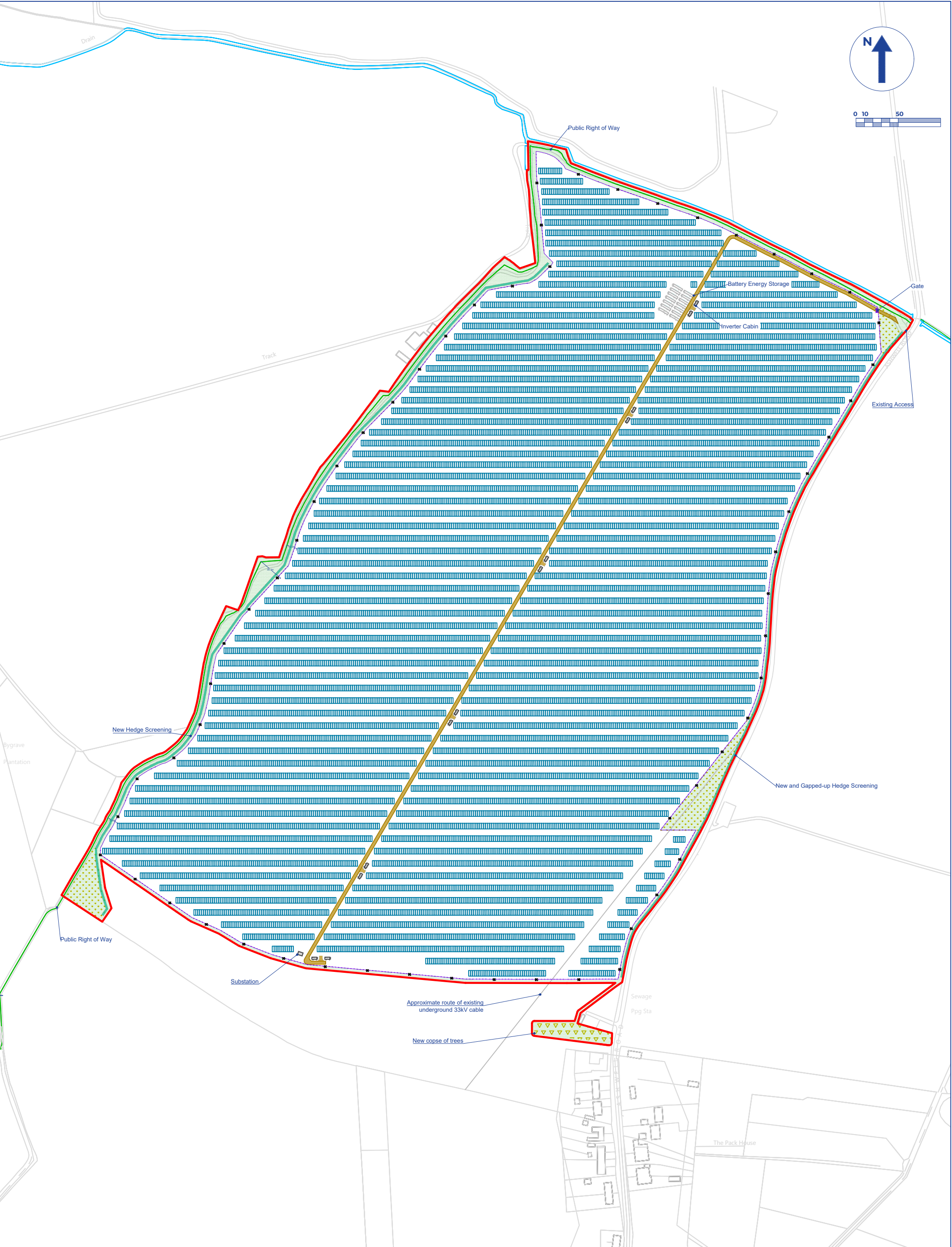
4.4 Car Sharing

- 4.4.1 Car sharing will be encouraged, as far as possible, for workers on the site to minimise vehicle movements to and from the site and along the surrounding highway network.

5. CONCLUSION

- 5.1.1 This TN has demonstrated that, subject to deliverable mitigation, the proposed construction route is suitable and safe to accommodate the vehicles generated by the site over the short-term temporary construction period. There is a minimal level of active travel movements using the carriageway and therefore it is unlikely there would be conflict between the low level of vehicles travelling to and from the site and pedestrians. There are already existing HGV movements along the route and the evidence does not suggest there is a safety issue in relation to these movements.

Appendix A Proposed Layout



Scale:	1:4000 (A3)	
Redline:	53.62 ha / 132.5 acres	
		TD 14,572; 45,34 ESSD 21/12; 31v
PACE PATHFINDER CLEAN ENERGY		
Filename:	UKF092 EXT.dwg	

Drawing Title:	UKF092_09 Layout Plan
Site:	----
Date:	06/07/2022

Key			
Planning Application Site Area		PRoW	
Area Outside of Solar Development		New Hedge Screening	
Battery Energy Storage		Planting	
Inverter Cabin		Tree Planting	
Fence		CCTV	

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Appendix B Survey Data

Bygrave

Tuesday 17th January 2023

Junction:

1

Approach:

Claybush Road

TIME	To Footpath (E)										To Ashwell Road									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	1	0	0	0	3	3.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	1	7	1	0	0	0	9	8.4
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	1	17	2	0	0	0	20	19.4
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	1	11	12.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	11	4	0	0	0	15	15.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	3	0	0	0	8	8.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	1	1	0	0	11	10.9
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	1	34	8	1	0	1	45	45.9
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	0	0	0	0	8	8.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	1	4	5.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	21	0	0	0	1	22	23.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	0	0	0	0	7	7.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	2	0	0	0	5	5.0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	0	1	1.0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	14	2	0	0	0	16	16.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	1	0	0	0	2	2.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	3	0	0	0	5	5.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	2	0	0	0	5	5.0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	6	0	0	0	15	15.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	1	0	0	0	3	3.0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	1	0	0	3	3.5
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	16	1	1	0	0	18	18.5
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	1	0	0	0	5	5.0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	0	0	0	0	7	7.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	20	1	0	0	0	21	21.0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	1	0	0	0	9	9.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	2	2	0	0	6	7.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	1	0	3	0	0	0	0	4	3.2
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	1	0	19	3	2	0	0	25	25.2
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	2	0	0	0	6	6.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	2	0	0	0	12	12.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	21	4	0	0	0	25	25.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	0	1	0	0	10	10.5
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	1	0	0	0	2	2.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	0	7	7.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	18	2	1	0	0	21	21.5
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	1	0	0	4	4.5
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	1	0	0	0	8	8.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	16	1	1	0	0	18	18.5
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	0	0	0	0	8	8.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	0	2	2.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	1	0	0	0	13	13.0
TOTAL	0	0	0	0	0	0	0	0	0	0.0	0	1	2	217	31	6	0	2	259	262.0

Bygrave
Tuesday 17th January 2023
Junction: 1
Approach: Footpath East

[illegible]

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

[illegible]

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BIIS	2.0

Bygrave

Tuesday 17th January 2023

Junction:

Approach: Footpath West

	To Claybush Road										To Footpath (E)									
TIME	PED	CYCLE	M/CYCLE	CAR	LSGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LSGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0
08:45 - 09:00	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	0	0	0	0	1	1.0	1	0	0	0	0	0	0	0	1	0.0
09:00 - 09:15	0	0	1	0	0	0	0	0	1	0.4	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	0	0	1	0	0	2	1.9	0	0	0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0
Hourly Total	0	0	0	0	1	0	0	0	1	1.0	1	0	0	0	0	0	0	0	1	0.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	1	0	0	0	0	0	0	0	1	0.0	2	0	0	0	0	0	0	0	2	0.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	1	0	0	0	0	1	0.0	0	0	0	0	1	1.0	0	0	1	0.0
Hourly Total	1	0	0	1	0	0	0	0	2	1.0	2	0	0	0	0	0	0	0	2	0.0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	1	0	1	4	1	2	0	0	9	8.4	5	0	0	0	0	0	0	0	5	0.0

Bygrave
Tuesday 17th January 2023
Junction: 2
Approach: Ashwell Road

TIME	Northbound										Southbound									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	2	0	0	0	0	2	2.0	0	0	0	3	1	0	0	0	4	4.0
07:15 - 07:30	0	0	0	3	1	0	0	0	4	4.0	0	0	0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	0	0	1	1	0	0	0	2	2.0	0	0	1	10	1	0	0	0	12	11.4
07:45 - 08:00	0	0	0	3	1	0	0	0	4	4.0	0	0	0	5	0	1	1	0	7	8.8
Hourly Total	0	0	0	9	3	0	0	0	12	12.0	0	0	1	20	2	1	1	0	25	26.2
08:00 - 08:15	0	0	0	4	0	0	0	0	4	4.0	0	0	0	10	1	0	0	1	12	13.0
08:15 - 08:30	0	0	0	12	1	0	0	0	13	13.0	0	0	0	12	1	0	0	0	13	13.0
08:30 - 08:45	0	0	0	16	1	0	0	0	17	17.0	0	0	0	7	2	0	0	0	9	9.0
08:45 - 09:00	0	0	0	12	1	1	0	0	14	14.5	0	0	1	9	0	0	0	0	10	9.4
Hourly Total	0	0	0	44	3	1	0	0	48	48.5	0	0	1	38	4	0	0	1	44	44.4
09:00 - 09:15	0	0	0	7	0	0	0	0	7	7.0	0	0	0	9	1	0	0	0	10	10.0
09:15 - 09:30	0	0	0	3	1	0	0	0	4	4.0	0	0	0	9	3	0	1	0	13	14.3
09:30 - 09:45	0	0	0	2	1	0	0	0	3	3.0	0	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	0	4	1	0	0	0	5	5.0	0	0	0	5	0	0	0	1	6	7.0
Hourly Total	0	0	0	16	3	0	0	0	19	19.0	0	0	0	26	4	0	1	1	32	34.3
10:00 - 10:15	0	0	0	2	2	0	0	0	4	4.0	0	0	0	7	1	0	1	0	9	10.3
10:15 - 10:30	0	0	0	2	1	1	0	0	4	4.5	0	0	0	4	2	0	0	0	6	6.0
10:30 - 10:45	0	0	0	3	1	0	0	0	4	4.0	0	0	0	2	1	0	0	0	3	3.0
10:45 - 11:00	0	0	0	3	2	1	0	0	6	6.5	0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	0	10	6	2	0	0	18	19.0	0	0	0	17	4	0	1	0	22	23.3
11:00 - 11:15	0	1	0	6	1	0	0	0	8	7.2	0	0	0	4	0	0	0	0	4	4.0
11:15 - 11:30	0	0	0	6	0	0	0	0	6	6.0	0	0	0	4	3	0	0	0	7	7.0
11:30 - 11:45	0	0	0	8	1	1	0	0	10	10.5	0	0	0	6	0	0	0	0	6	6.0
11:45 - 12:00	0	0	0	6	0	2	0	0	8	9.0	0	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	1	0	26	2	3	0	0	32	32.7	0	0	0	18	4	0	0	0	22	22.0
12:00 - 12:15	0	0	0	5	1	0	1	0	7	8.3	0	0	0	4	0	1	0	0	5	5.5
12:15 - 12:30	0	0	0	3	0	1	0	0	4	4.5	0	0	0	5	0	0	0	0	5	5.0
12:30 - 12:45	0	0	0	6	2	0	0	0	8	8.0	0	0	0	7	1	1	0	0	9	9.5
12:45 - 13:00	0	0	0	6	0	1	0	0	7	7.5	0	0	0	6	0	1	1	0	8	9.8
Hourly Total	0	0	0	20	3	2	1	0	26	28.3	0	0	0	22	1	3	1	0	27	29.8
13:00 - 13:15	0	0	0	8	0	0	1	0	9	10.3	0	0	0	4	1	1	0	0	6	6.5
13:15 - 13:30	0	0	0	4	1	0	0	0	5	5.0	0	0	0	9	1	0	0	0	10	10.0
13:30 - 13:45	0	0	0	9	2	0	0	0	11	11.0	0	0	0	6	0	0	0	0	6	6.0
13:45 - 14:00	0	0	0	6	0	0	1	1	8	10.3	0	0	0	4	2	0	0	0	6	6.0
Hourly Total	0	0	0	27	3	0	2	1	33	36.6	0	0	0	23	4	1	0	0	28	28.5
14:00 - 14:15	0	0	0	6	2	0	0	0	8	8.0	0	0	0	10	0	0	1	0	11	12.3
14:15 - 14:30	0	0	0	7	2	0	0	0	9	9.0	0	0	0	4	1	1	1	0	7	8.8
14:30 - 14:45	0	0	0	6	1	0	0	0	7	7.0	0	0	0	4	1	0	0	0	5	5.0
14:45 - 15:00	0	0	0	7	1	0	0	0	8	8.0	0	0	0	3	1	0	0	0	4	4.0
Hourly Total	0	0	0	26	6	0	0	0	32	32.0	0	0	0	21	3	1	2	0	27	30.1
15:00 - 15:15	0	0	0	14	4	0	0	0	18	18.0	0	0	0	8	1	0	0	0	9	9.0
15:15 - 15:30	0	0	0	13	0	1	1	0	15	16.8	0	0	0	10	2	0	0	0	12	12.0
15:30 - 15:45	0	0	0	12	1	0	0	1	14	15.0	0	0	0	5	0	0	0	0	5	5.0
15:45 - 16:00	0	0	0	5	0	0	0	0	5	5.0	0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	0	44	5	1	1	1	52	54.8	0	0	0	28	3	0	0	0	31	31.0
16:00 - 16:15	0	0	1	8	1	0	0	0	10	9.4	0	0	0	6	1	0	0	0	7	7.0
16:15 - 16:30	0	0	0	9	1	0	0	0	10	10.0	0	0	0	8	2	0	1	0	11	12.3
16:30 - 16:45	0	0	0	13	2	0	0	0	15	15.0	0	0	0	7	2	0	0	0	9	9.0
16:45 - 17:00	0	0	0	12	0	0	0	0	12	12.0	0	0	0	8	1	0	0	0	9	9.0
Hourly Total	0	0	1	42	4	0	0	0	47	46.4	0	0	0	29	6	0	1	0	36	37.3
17:00 - 17:15	0	0	1	13	0	0	0	0	14	13.4	0	0	0	3	0	1	0	0	4	4.5
17:15 - 17:30	0	0	0	6	0	0	0	0	6	6.0	0	0	0	10	1	0	0	0	11	11.0
17:30 - 17:45	0	0	0	9	0	0	0	0	9	9.0	0	0	0	10	0	0	0	0	10	10.0
17:45 - 18:00	0	0	0	6	0	0	0	0	6	6.0	0	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	0	1	34	0	0	0	0	35	34.4	0	0	0	24	2	1	0	0	27	27.5
18:00 - 18:15	0	0	0	5	0	0	0	0	5	5.0	0	0	0	10	1	0	0	0	11	11.0
18:15 - 18:30	0	0	0	11	0	0	0	0	11	11.0	0	0	0	6	1	0	0	0	7	7.0
18:30 - 18:45	0	0	0	7	0	0	0	0	7	7.0	0	0	0	3	0	0	0	0	3	3.0
18:45 - 19:00	0	0	0	3	0	0	0	0	3	3.0	0	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	0	0	26	0	0	0	0	26	26.0	0	0	0	23	3	0	0	0	26	26.0
TOTAL	0	1	2	324	38	9	4	2	380	389.7	0	0	2	289	40	7	7	2	347	360.4

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bygrave

Tuesday 17th January 2023

Junction: 2

	Footpath to Ashwell Road (South)	Ashwell Road (South) to Footpath
TIME	PED	PED
07:00 - 07:15	0	0
07:15 - 07:30	0	0
07:30 - 07:45	0	0
07:45 - 08:00	0	1
Hourly Total	0	1
08:00 - 08:15	0	0
08:15 - 08:30	0	0
08:30 - 08:45	1	0
08:45 - 09:00	0	0
Hourly Total	1	0
09:00 - 09:15	0	0
09:15 - 09:30	0	0
09:30 - 09:45	0	0
09:45 - 10:00	0	0
Hourly Total	0	0
10:00 - 10:15	0	0
10:15 - 10:30	0	0
10:30 - 10:45	0	0
10:45 - 11:00	1	1
Hourly Total	1	1
11:00 - 11:15	0	0
11:15 - 11:30	0	0
11:30 - 11:45	0	2
11:45 - 12:00	0	2
Hourly Total	0	4
12:00 - 12:15	0	0
12:15 - 12:30	1	0
12:30 - 12:45	0	0
12:45 - 13:00	0	0
Hourly Total	1	0
13:00 - 13:15	0	0
13:15 - 13:30	1	0
13:30 - 13:45	0	0
13:45 - 14:00	0	0
Hourly Total	1	0
14:00 - 14:15	0	0
14:15 - 14:30	0	0
14:30 - 14:45	0	0
14:45 - 15:00	0	0
Hourly Total	0	0
15:00 - 15:15	0	0
15:15 - 15:30	0	0
15:30 - 15:45	0	0
15:45 - 16:00	0	1
Hourly Total	0	1
16:00 - 16:15	0	0
16:15 - 16:30	1	0
16:30 - 16:45	0	0
16:45 - 17:00	0	0
Hourly Total	1	0
17:00 - 17:15	0	0
17:15 - 17:30	0	1
17:30 - 17:45	1	0
17:45 - 18:00	0	0
Hourly Total	1	1
18:00 - 18:15	0	0
18:15 - 18:30	0	0
18:30 - 18:45	0	0
18:45 - 19:00	0	0
Hourly Total	0	0
TOTAL	6	8

Bygrave
Tuesday 17th January 2023
Junction: 3
Approach: Ashwell Road North

TIME	To Wedon Way										To Ashwell Road (S)										To Access										
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	1	10	1	0	0	0	12	11.4	0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	1	1	0	7	8.8	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	1	20	2	1	1	0	25	26.2	0	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	1	0	0	1	12	13.0	0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	1	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	1	0	0	0	0	1	1.0	1	0	0	6	2	0	0	0	9	8.0	0	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	1	0	0	0	0	1	1.0	0	0	1	8	0	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	2	0	0	0	0	2	2.0	1	0	1	36	4	0	0	1	43	42.4	0	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	1	0	0	9	3	0	1	0	14	14.3	0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	1	6	7.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	26	4	0	1	1	33	34.3	0	0	0	0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	1	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	1	0	0	0	0	0	0	0	1	0.0	0	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	0	0	0	1	0.0	0	0	0	17	4	0	1	0	22	23.3	0	0	0	0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	3	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	1	1	0	0	0	2	2.0	0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	1	0	0	0	2	2.0	0	0	0	17	3	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	1	0	0	5	0	0	0	0	6	5.0	0	0	0	0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	1	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	22	1	3	1	0	28	29.8	0	0	0	0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	1	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	1	0	0	0	0	0	0	0	1	0.0	0	0	0	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	0	0	0	1	0.0	0	0	0	23	4	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	1	1	1	0	7	8.8	0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	1	0	0	4	1	0	0	0	6	5.0	0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	21	3	1	2	0	28	30.1	0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	1	0	0	0	0	1	1.0	0	0	0	9	2	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	1	0	0	0	0	1	1.0	3	0	0	4	0	0	0	0	7	4.0	0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	2	0	0	0	0	2	2.0	3	0	0	26	3	0	0	0	32	29.0	0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	1	0	0	8	2	0	1	0	12	12.3	0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	2	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	29	6	0	1	0	37	37.3	0	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0																											

Bygrave

Tuesday 17th January 2023

Junction:

Approach: We

Applicant: _____ Reason: _____

TIME	To Ashwell Road (\$)										To Access									
	PED	CYCLE	M/CYCLE	CAR	LSV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	4	0	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	9	1	2	0	0	12	13.0	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	1	0	0	2	0	0	0	0	3	2.0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1	0	0	0	3	2.0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	0	0	5	2	0	0	0	9	7.0	0	0	0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	1	1	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	1	0	0	1	1	0	0	0	3	2.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	5	2	1	0	0	9	8.5	0	0	0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	1	0	0	1	0	0	0	0	2	1.0	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	1	0	0	0	0	1	1.0	1	0	0	0	0	0	0	0	1	0.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	2	1	0	0	0	4	3.0	1	0	0	0	0	0	0	0	1	0.0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	3	1	0	0	0	5	4.0	0	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	2	0	0	0	0	0	0	0	2	0.0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	0	0	3	0	0	0	0	5	3.0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	1	0	0	3	1	0	0	0	5	4.0	1	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	7	1	0	0	0	9	8.0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	2	0	0	0	0	0	0	0	2	0.0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	0	0	1	0	0	0	0	3	1.0	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	10	0	0	50	10	3	0	0	73	64.5	1	0	0	0	0	0	0	0	1	0.0

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bygrave

Tuesday 17th January 2023

Junction:

3

Approach:

Ashwell Road South

TIME	To Access										To Ashwell Road (N)									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	1	0	0	0	0	1	1.0	0	0	0	2	0	0	0	0	2	2.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	1	0	0	0	2	2.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	1	0	0	3	1	0	0	0	5	4.0
Hourly Total	0	0	0	1	0	0	0	0	1	1.0	1	0	0	9	2	0	0	0	12	11.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	11	1	0	0	0	12	12.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	15	0	0	0	0	16	16.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	1	1	0	0	14	14.5
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	41	3	1	0	0	45	45.5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	0	0	0	0	7	7.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	1	0	0	0	4	4.0
09:30 - 09:45	0	0	0	0	1	0	0	0	1	1.0	0	0	0	2	1	0	0	0	3	3.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	0	0	1	0	0	0	1	1.0	0	0	0	16	2	0	0	0	18	18.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	2	0	0	0	4	4.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	2	1	1	0	0	4	4.5
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	1	0	0	0	4	4.0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	2	1	0	0	6	6.5
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	6	2	0	0	18	19.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	1	0	6	1	0	0	0	8	7.2
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	1	0	0	8	1	1	0	0	11	10.5
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	2	0	0	5	0	2	0	0	9	8.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	3	1	0	25	2	3	0	0	34	31.7
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	1	0	6	7.3
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	1	0	0	4	4.5
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	2	0	0	0	8	8.0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	1	0	0	7	7.5
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	20	2	2	1	0	25	27.3
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	0	0	1	0	9	10.3
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	1	0	0	0	5	5.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	2	0	0	0	11	11.0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	1	1	8	10.3
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	27	3	0	2	1	33	36.6
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	2	0	0	0	8	8.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	1	0	0	0	8	8.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	0	7	7.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	1	0	0	7	1	0	0	0	8	8.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	26	5	0	0	0	31	31.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	4	0	0	0	16	16.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	13	0	1	1	0	15	16.8
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	1	0	0	1	14	15.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	1	0	0	5	0	0	0	0	6	5.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	42	5	1	1	1	51	52.8
16:00 - 16:15	0	0	0	1	0	0	0	0	1	1.0	0	0	1	8	1	0	0	0	10	9.4
16:15 - 16:30	0	0	0	1	0	0	0	0	1	1.0	0	0	0	8	1	0	0	0	9	9.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	13	2	0	0	0	15	15.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	0	0	0	0	12	12.0
Hourly Total	0	0	0	2	0	0	0	0	2	2.0	0	0	1	41	4	0	0	0	46	45.4
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	1	13	0	0	0	0	14	13.4
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	1	0	0	6	0	0	0	0	7	6.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	0	0	0	0	8	8.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	1	33	0	0	0	0	35	33.4
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	11	0	0	0	0	11	11.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	0	0	0	0	7	7.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	26	0	0	0	0	26	26.0
TOTAL	0	0	0	3	1	0	0	0	4	4.0	6	1	2	316	34	9	4	2	374	377.7

To Wedon Way									
PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
1	0	0	1	3	0	0	0	5	4.0
0	0	0	0	1	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
1	0	0	3	4	0	0	0	8	7.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	1	1	0	0	0	2	2.0
0	0	0	0	1	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	3	2	0	0	0	5	5.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	1	1	0	0	0	2	2.0
0	0	0	0	1	0	0	0	1	1.0
0	0	0	2	2	0	0	0	4	4.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	0	0	0	0	0	0	0.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	0	1	0	0	0	1	1.0
1	0	0	1	0	1	0	0	3	2.5
0	0	0	1	0	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
1	0	0	3	1	1	0	0	6	5.5
0	0	0	2	1	0	0	0	3	3.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	0	0	0	0	1	1	2.0
0	0	0	4	1	0	0	1	6	7.0
0	0	0	1	1	0	0	0	2	2.0
1	0	0	1	0	0	0	0	2	1.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	0	0	0	0	0	0	0.0
1	0	0	4	1	0	0	0	6	5.0
0	0	0	0	1	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
1	0	0	2	1	0	0	0	4	3.0
0	0	0	0	0	0	0	0	0	0.0
1	0	0	3	2	0	0	0	6	5.0
1	0	0	0	1	0	0	0	2	1.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	2	0	0	0	0	2	2.0
1	0	0	5	1	0	0	0	7	6.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	4	0	0	0	0	4	4.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	9	0	0	0	0	9	9.0
0	0	0	2	0	0	0	0	2	2.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	1	0	0	0	0	1	1.0
0	0	0	5	0	0	0	0	5	5.0
5	0	0	43	14	1	0	1	64	60.5

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bygrave
Tuesday 17th January 2023
Junction: 3
Approach: Access

TIME	To Ashwell Road (N)										To Wedon Way									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	0	1	1.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	1	0	0	1	1	0	0	0	3	2.0	0	0	0	0	1	0	0	0	1	1.0

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bygrave
Tuesday 17th January 2023
Junction: 4
Approach: Ashwell Road North

	To Footpath (E)										To Footpath (S)										To Ashwell Road (W)									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	0	0	0	0	9	9.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	0	0	0	5	5.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	1	10	2	0	0	0	13	12.4
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	1	1	0	8	9.8
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	1	30	2	1	1	0	35	36.2
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	2	0	13	0	0	0	1	16	15.4
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	16	1	1	0	0	18	18.5
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	11	1	1	0	0	13	13.5
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	3	0	0	0	12	14.4
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	2	1	48	5	2	0	1	59	58.5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	0	2.0	0	0	0	10	1	0	0	0	11	11.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	3	0	1	0	14	15.3
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	1	0	0	0	6	6.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	1	8	9.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	0	2	2.0	0	0	0	31	6	0	1	1	39	41.3
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	2	0	1	0	10	11.3
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	7	2	0	0	0	9	9.0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	3	1	0	0	8	8.5
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	0	1.0	0	0	0	5	2	0	0	0	7	7.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	1.0	0	0	0	23	9	1	1	0	34	35.8
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	0	7	7.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	3	0	0	0	7	7.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	8	0	0	0	0	8	8.0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	0	1.0	0	0	0	4	1	0	0	0	5	5.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	1	0	0	0	0	0	0	1	1.0	0	0	0	22	5	0	0	0	27	27.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	1	0	0	6	6.5
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	0	7	7.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	0	1	0	0	7	7.5
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	1	1	0	9	10.8
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	23	2	3	1	0	29	31.8
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	1	1	0	0	7	7.5
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	2	0	0	0	14	14.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
13:45 - 14:00	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	1	0	0	0	7	7.0
Hourly Total	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	27	4	1	0	0	32	32.5
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	0	0	2.0	0	0	0	11	2	0	1	0	14	15.3
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	1	1	1	0	8	9.8
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	1	0	0	0	6	6.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	3	0	0	0	8	7.2
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	2	2	0	0	0	0	0	0	0	2.0	0	1	0	25	7	1	2	0	36	38.5
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	11	1	0	0	0	12	12.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	2	0	0	0	13	13.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	0	0	2.0	0	0	0	9	1	0	0	0	10	10.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	0	2	2.0	0	0	0	35	4	0	0	0	39	39.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	1.0	0	0	0	6	1	0	0	0	7	7.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	2	0	1	0	12	13.3
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	6	2	0	0	0	8	8.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	1.0	0	0	0	31	6	0	1	0	38	39.3
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	5	0	1	0	0	6	6.5
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	14	0	0	0	0	14	14.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	9	0	0	0	0	9	9.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	32	0	1	0	0	33	33.5
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	12	1	0	0	0	13	13.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	10	0	0	0	0	10	10.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	4	0	0	0	0	4	4.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0</												

PCU Factors:	
PED	0.0
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Bygrave

Tuesday 17th January 2023

Junction:

Approach: Footpath East

	To Footpath (S)										To Ashwell Road (W)									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	0	1	0.0

Bygrave

Tuesday 17th January 2023

Junction:

Approach: Footpath South

	To Ashwell Road (W)										To Ashwell Road (N)									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	1	0	0	0	0	0	0	0	1	0.0	0	0	0	0	0	0	0	0	0	0.0

Bygrave

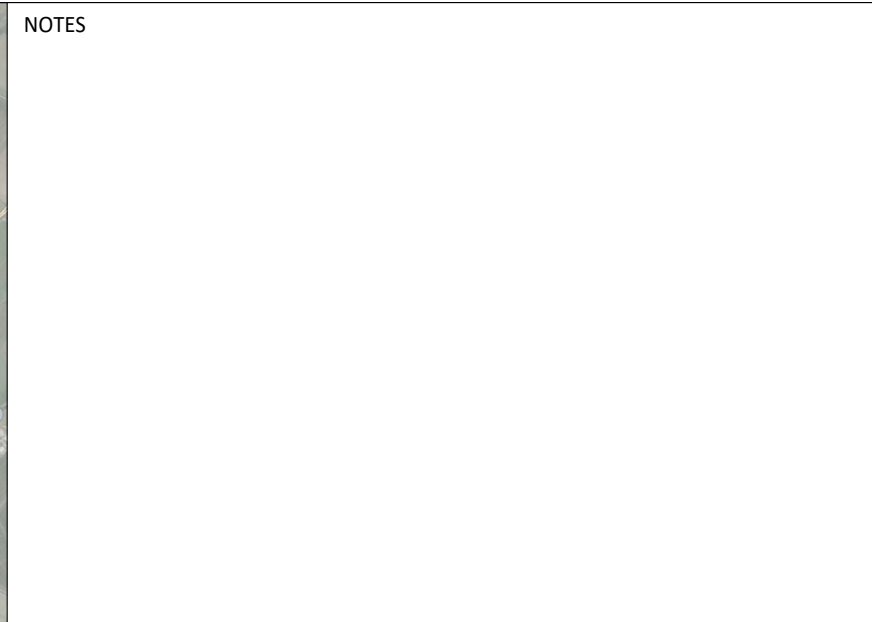
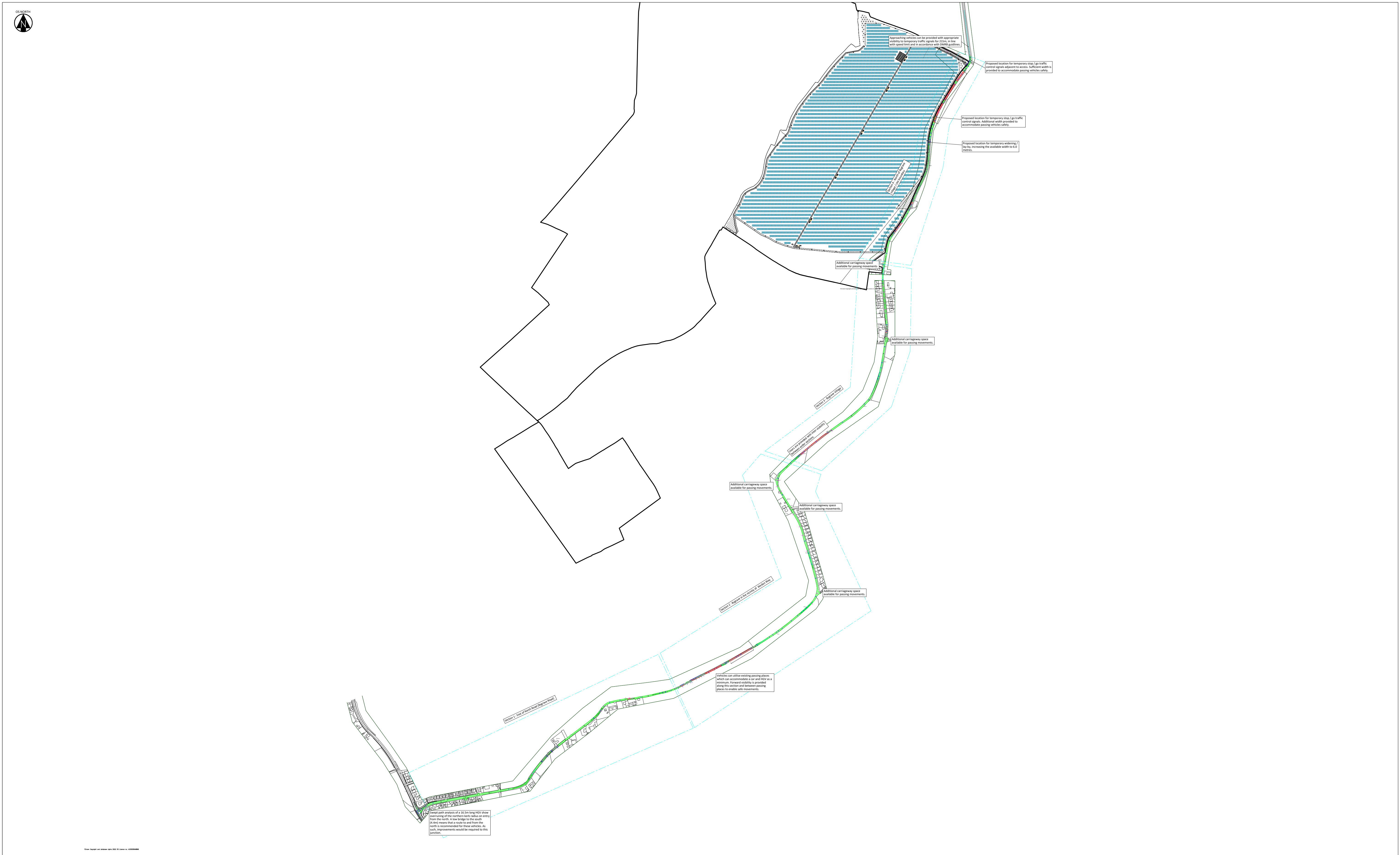
Tuesday 17th January 2023

Junction:

Approach: Ashwell Road West

	To Ashwell Road (N)										To Footpath (E)									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	2	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	3	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	2	3	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	14	2	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	11	2	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	38	8	1	0	0	47	47.5	0	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	3	4	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	20	4	0	0	0	24	24.0	0	0	0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	2	3	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	2	2	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	5	2	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	12	8	2	0	0	22	23.0	0	0	0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	1	0	6	2	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	6	0	2	0	0	8	9.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	0	26	3	3	0	0	33	33.7	0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	0	5	1	0	1	0	7	8.3	0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	5	0	2	0	0	7	8.0	0	0	0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	8	1	1	0	0	10	10.5	1	0	0	0	0	0	0	0	1	0.0
Hourly Total	0	0	0	26	3	3	1	0	33	35.8	1	0	0	0	0	0	0	0	1	0.0
13:00 - 13:15	0	0	0	8	1	0	1	0	10	11.3	0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	12	2	0	0	0	14	14.0	1	0	0	0	0	0	0	0	1	0.0
13:45 - 14:00	0	0	0	6	0	0	1	2	9	12.3	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	31	4	0	2	2	39	43.6	1	0	0	0	0	0	0	0	1	0.0
14:00 - 14:15	0	0	0	9	3	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	32	6	0	0	0	38	38.0	0	0	0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	13	5	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	14	0	1	1	0	16	17.8	0	0	0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	2	0	16	2	0	0	0	21	20.4	0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	0	50	7	1	1	1	62	63.2	0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	0	1	8	2	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	15	1	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	15	1	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	48	6	0	0	0	55	54.4	0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	1	19	0	0	0	0	20	19.4	0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	52	0	0	0	0	53	52.4	0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	10	1	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	12	1	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	7	7	0	0	0	14	8.0	0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	35	3	0	0	0	38	38.0	0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	3	2	380	54	10	4	3	456	465.6	2	0	0	0	0	0	0	0	2	0.0

Appendix C Route Assessment Drawings and Swept Path Analysis



1. Preliminary design for information purposes only
2. The content of this drawing is subject to detailed design considerations such as ground conditions, drainage and signage.
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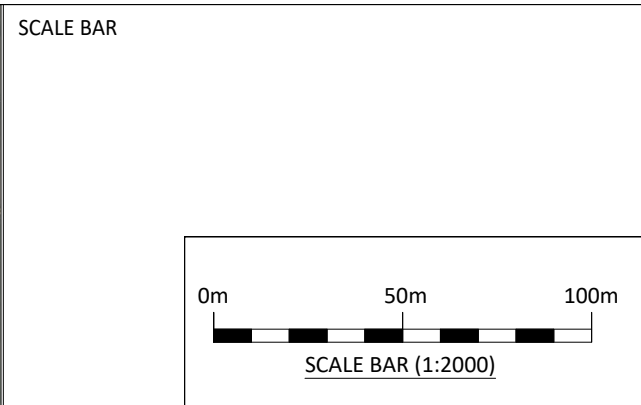
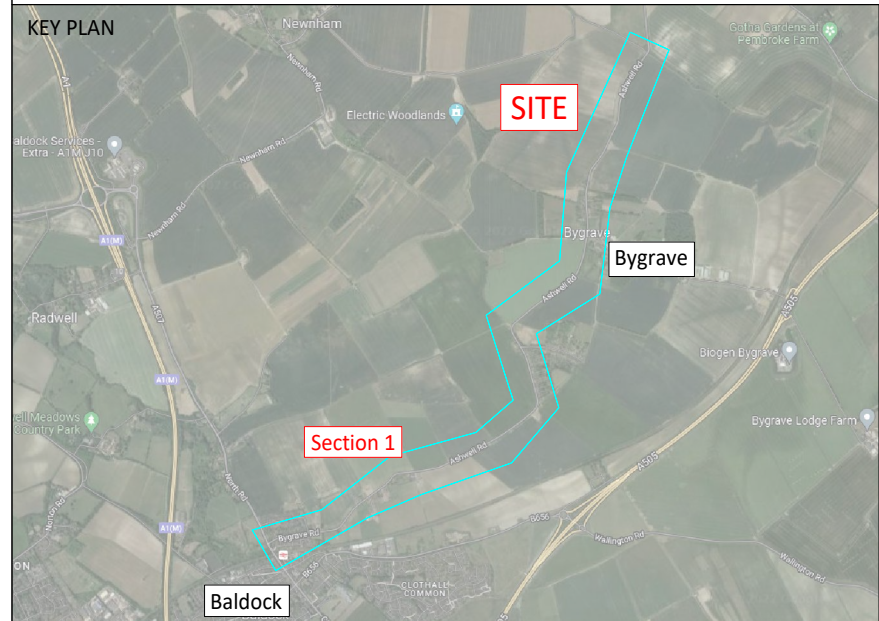
 TRANSPORT PLANNING	11-13 PENHILL ROAD CARDIFF CF11 9PQ t: 02920 619 361 e: info@apextp.co.uk
CLIENT PACE JOLT ENERGY LIMITED	
PROJECT LAND WEST OF ASHWELL ROAD	

TITLE	
CONSTRUCTION ROUTE ASSESSMENT	
ASHWELL ROAD	
OVERVIEW PLAN	
PROJECT NO.	SCALE @ A1
C22-028	NOT TO SCALE
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INFORMATION	S2
DRAWING NO.	
C22028-ATP-DR-TP-01	



Swept path analysis of a 16.5m long HGV show overrunning of the northern kerb radius on entry from the north. A low bridge to the south (4.4m) means that a route to and from the north is recommended for these vehicles. As such, improvements would be required to this junction.

Vehicles can utilise existing passing places which can accommodate a car and HGV as a minimum. Forward visibility is provided along this section and between passing places to enable safe movements.



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PROJECT
LAND WEST OF ASHWELL ROAD

TITLE
CONSTRUCTION ROUTE ASSESSMENT

ASHWELL ROAD

SECTION 1

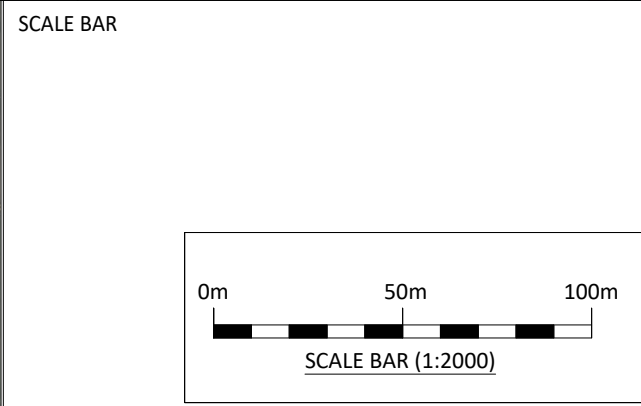
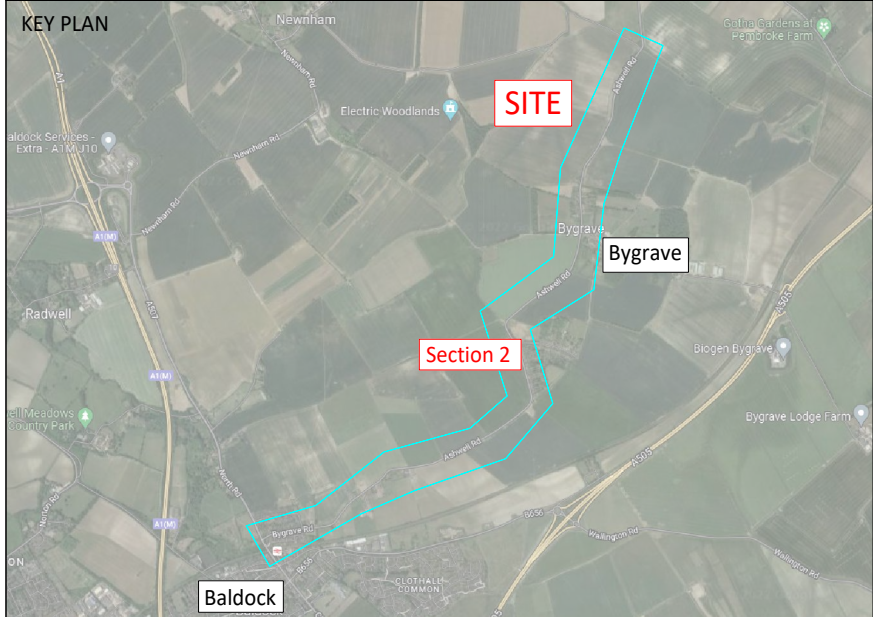
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SCALE @ A1
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STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C22028-ATP-DR-TP-002



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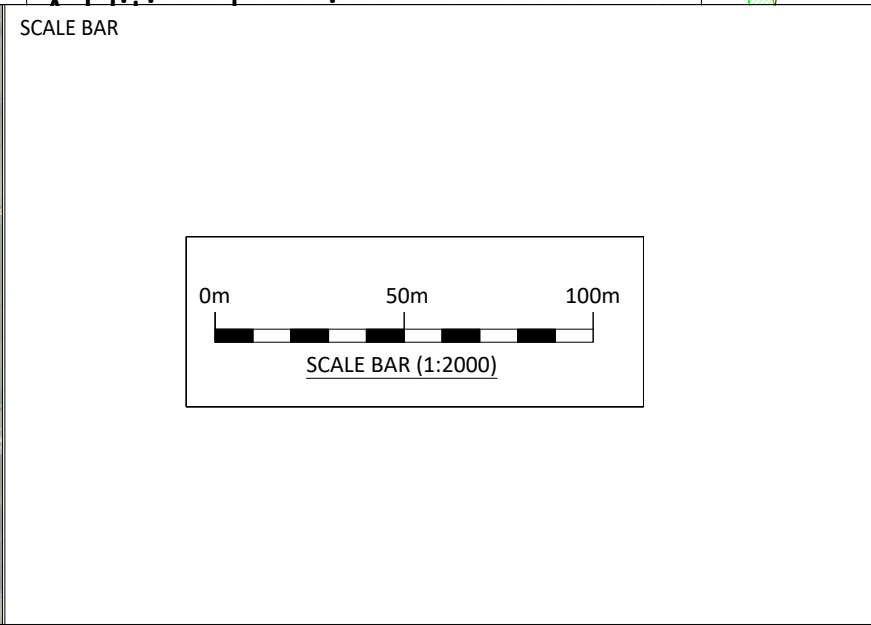
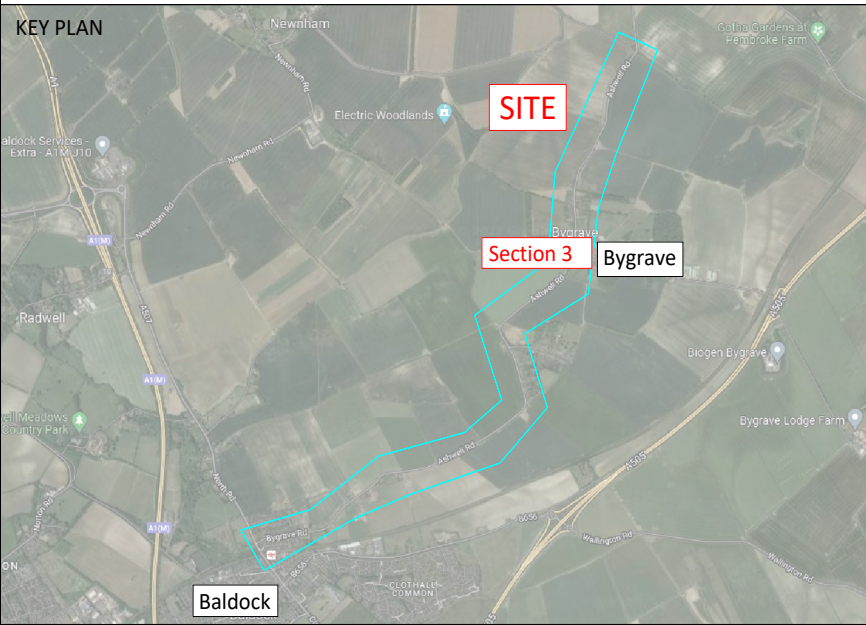
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PROJECT
LAND WEST OF ASHWELL ROAD

TITLE CONSTRUCTION ROUTE ASSESSMENT		
ASHWELL ROAD		
SECTION 2		
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STATUS DESCRIPTION INFORMATION		STATUS S2
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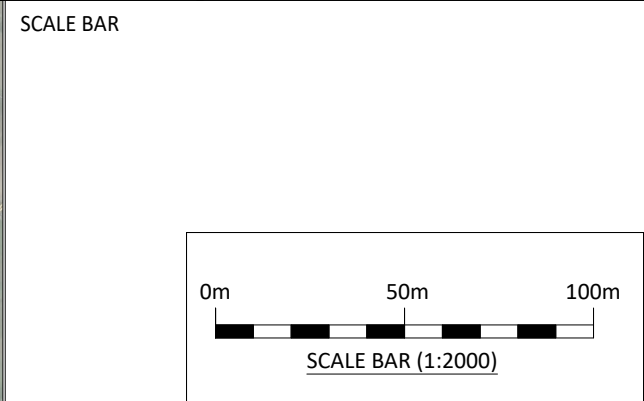
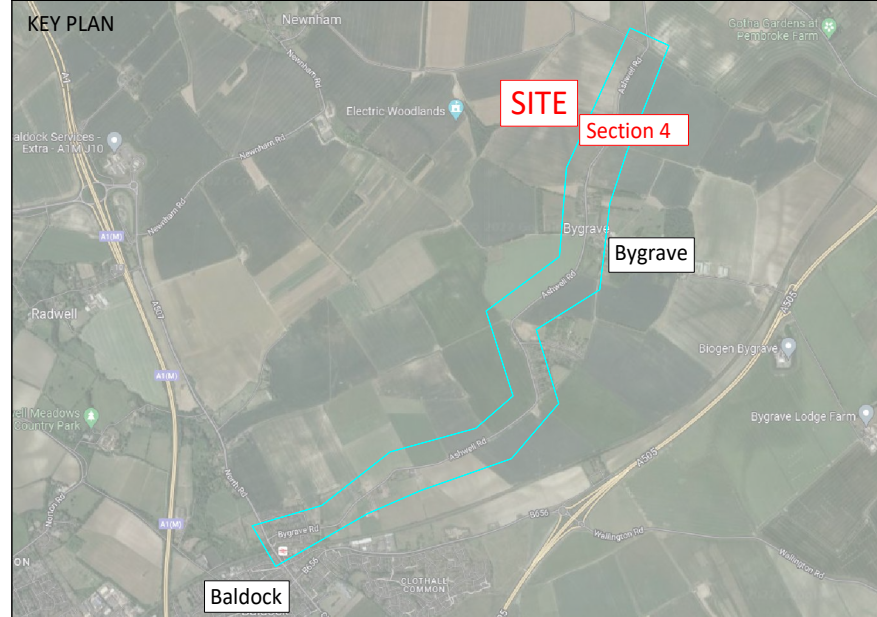
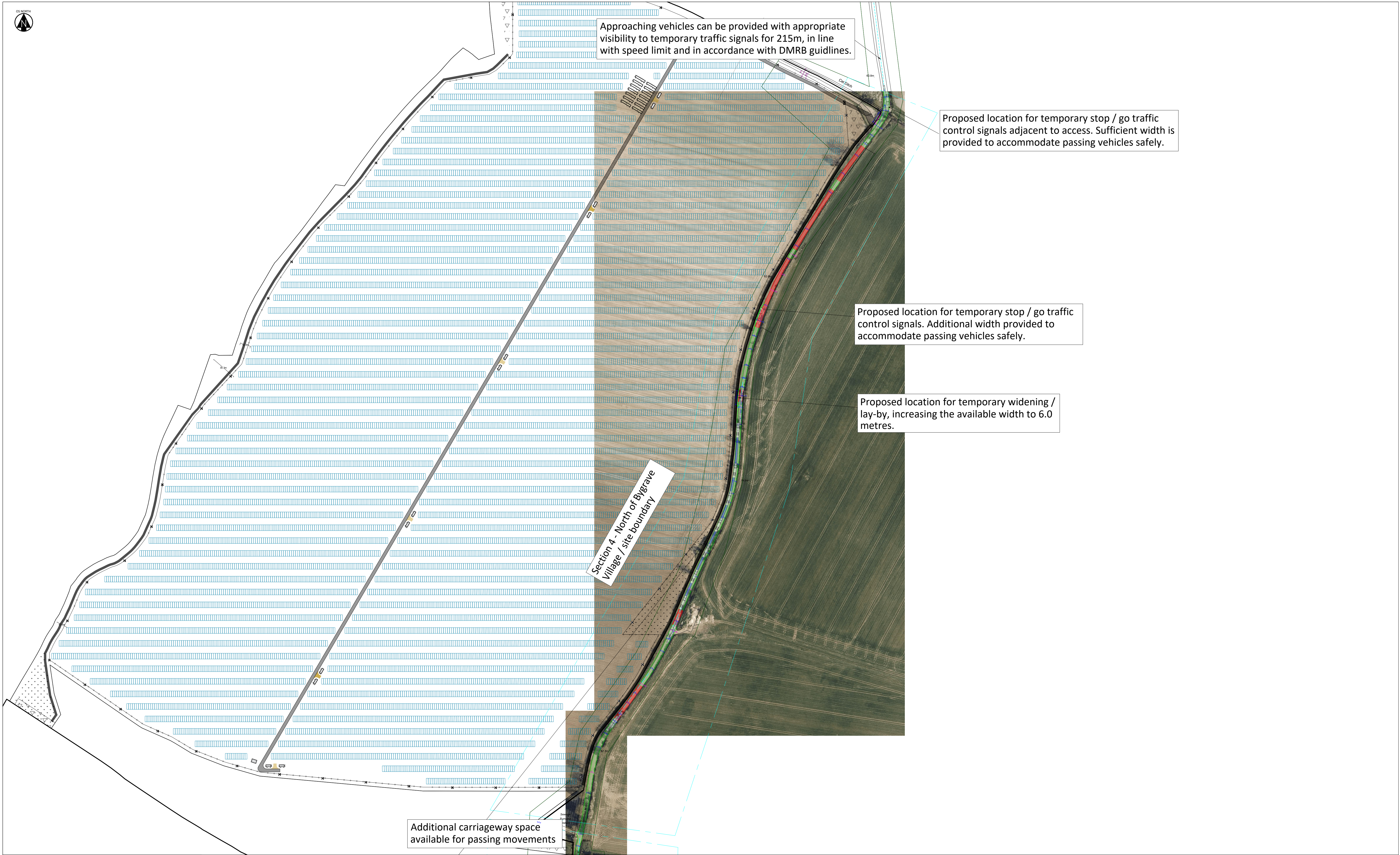
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LAND WEST OF ASHWELL ROAD

TITLE CONSTRUCTION ROUTE ASSESSMENT		
ASHWELL ROAD		
SECTION 4		
PROJECT NO. C22-028	SCALE @ A1 1:2000	
STATUS DESCRIPTION INFORMATION		STATUS S2
DRAWING NO. C22028-ATP-DR-TP-005		