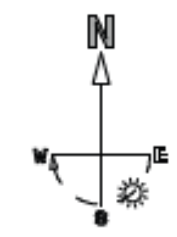


APPENDIX A. Site Layout



SCHEDULE			
PLOT 1	3B	92m ²	990ft ²
PLOT 2	3B	92m ²	990ft ²
PLOT 3	4B	158m ²	1700ft ²
PLOT 4	4B	181.4m ²	1953ft ²
PLOT 5	3B	88.4m ²	952ft ²
PLOT 6	2B	76.2m ²	820ft ²
PLOT 7	2B	76.2m ²	820ft ²
TOTAL		764.2m ²	8226m ²

Site area 3620m² (0.89ac)

EV DENOTES EV CHARGING POINT

DRAFT 3-7-2024

PROJECT. LAND OFF GREEN LANE, ASHWELL, HERTS SG7 5LW	SCALE. 1:500 @ A3
	DATE JUNE 20 24
	DRAWN. IAN BARNETT

TITLE.
SITE LAYOUT-DRAFT 3-7-2024

DRAWING No.
GLA-Pdraft-01

59 DITCHFIELD ROAD, HODDERSDON, HERTS, EN11 8JG
TEL: 01892 5431575, FAX: 01892 5410051, MOB: 07790 102611
EMAIL: IANBARNETT@BNTU.CO.UK

IAN BARNETT
ARCHITECTURAL DESIGNER +
TECHNICAL CONSULTANT

APPENDIX C. TRICS Data

Calculation Reference: AUDIT-236603-230904-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 19 (units:)
 Range Selected by User: 1 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 06/06/22

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

Selected survey days:

Monday	1 days
Wednesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Village	1

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

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
2	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
3	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
4	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
5	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
6	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BY-03-A-01	covid19
ES-03-A-06	covid19
HF-03-A-04	covid19
KC-03-A-09	covid19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.085	6	14	0.195	6	14	0.280
08:00 - 09:00	6	14	0.183	6	14	0.280	6	14	0.463
09:00 - 10:00	6	14	0.085	6	14	0.159	6	14	0.244
10:00 - 11:00	6	14	0.183	6	14	0.171	6	14	0.354
11:00 - 12:00	6	14	0.098	6	14	0.122	6	14	0.220
12:00 - 13:00	6	14	0.195	6	14	0.232	6	14	0.427
13:00 - 14:00	6	14	0.183	6	14	0.159	6	14	0.342
14:00 - 15:00	6	14	0.122	6	14	0.122	6	14	0.244
15:00 - 16:00	6	14	0.171	6	14	0.183	6	14	0.354
16:00 - 17:00	6	14	0.159	6	14	0.134	6	14	0.293
17:00 - 18:00	6	14	0.317	6	14	0.146	6	14	0.463
18:00 - 19:00	6	14	0.207	6	14	0.122	6	14	0.329
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.988			2.025			4.013

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 19 (units:)
Survey date range:	01/01/15 - 06/06/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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

APPENDIX B. Pre-Application Scoping Meeting Notes

Notes of Meeting

Project No: ITL16680
Project Title: Green Lane, Ashwell
Date: 12 March 2024
Venue: Hertford County Hall

Attendees

Paul Marshall	— Hertfordshire County Council (PM)
Lucy Blake	— Beechwood Homes (LB)
James Bevis	— i-Transport LLP (JB)
Amy Hoyle	— i-Transport LLP (AH)
Arabella Hall	— Savills (AH)

Item	Actions
1.0 Project Overview and Background	
1.1 JB provided background on the site and development proposals: - i There has been a positive pre-app response from NHDC. - ii That response suggests speaking to HCC on the access arrangements. - iii There is unhelpful planning history with a site on the opposite side of the road. - iv However, the emerging scheme has key <i>differentiators</i>: ▪ It is smaller. ▪ Time and planning policy has moved on. ▪ It can deliver a scheme that addresses the Inspectors' specific concerns about vehicular impacts on the shared surface of Green Lane. - v Green Lane meets the requirements for a shared surface. - vi A scheme is proposed to better provide for vehicle passing and manoeuvring to improve the operation of the shared surface for pedestrians and cyclists. - vii This should offer an overall benefit and mitigate the impacts of the modest development proposal.	
2.0 Policy	
2.1 PM outlined that LPT4 emphasised the importance of providing for vulnerable road users and prioritising pedestrians.	

Item	Actions
3.0 Pedestrian Safety 3.1 PM therefore requested that further measures to improve pedestrian safety on Green Lane need to be considered. 3.2 JB proposed two to three pedestrian refuge areas on the western side of Green Lane, e.g. at the pedestrian access, another after the first vehicle passing area and one to the northern end of the site frontage. These could/should be attractively designed, e.g. with wooden bollards to prevent vehicles from entering this area. 3.3 LB noted that the existing access to the retained house will need to be maintained when adding the pedestrian refuge areas. 3.4 PM welcomed this suggestion and would support the proposal with such measures. 3.5 i-T to update the drawing and issue to PM for further comment. This will include updated tracking (see below).	i-T
4.0 Vehicle Standards 4.1 PM noted that the vehicles used for tracking did not meet HCC standards. For future proofing PM recommends that future tracking should reflect the following vehicles: • 12.205m x 2.89m Merc Econic Refuse Vehicle – this vehicle would also be sufficient to show that a fire tender can also manoeuvre on Green Lane. • 19 tonne fire tender; • 5.03m length Large Saloon Car. 4.2 PM will require parking spaces to be 5.0m x 2.7m and internal garages to 6.0m x 3.0m.	NB
5.0 Scheme Proposal 5.1 LB asked if there would be scope to increase the scheme from 5 to approximately 7 dwellings. 5.2 PM recommended that if the pedestrian refuge areas are included in the proposal, he sees no problem in additional dwellings. 5.3 PM requested that there is sufficient space left between driveway / garages and front entrances to the houses.	
6.0 Delivery and Servicing 6.1 PM requested that i-Transport check that bin drag distances are kept a sensible distance with the ability to incorporate a bin collection area close to the access, if necessary. 6.2 JB highlighted the turning head areas within the site that can be used by delivery and servicing vehicles and assured that drag distances will be kept within the advised length.	

Item		Actions
7.0	Traffic Impact	
7.1	PM advised that a TRICS based trip generation assessment is not required due to the scale of the development.	
7.2	PM recommended completing a speed survey of Station Road near to the junction with Green Lane to highlight low vehicle speeds and to demonstrate the adequacy of visibility splays.	
7.3	It is still possible that this junction is sub-standard in visibility terms. It was agreed that this would not be a significant issue if: • The existing safety record is 'good'. • The impact of the proposal on operation was immaterial - this might be shown through a Junctions 10 assessment.	
8.0	TS Structure	
8.1	PM outlined that a policy section and TRICS assessment are not necessary.	

Circulation

- Paul Marshall
- Lucy Blake
- James Bevis
- Arabella Hall

Author

Amy Hoyle

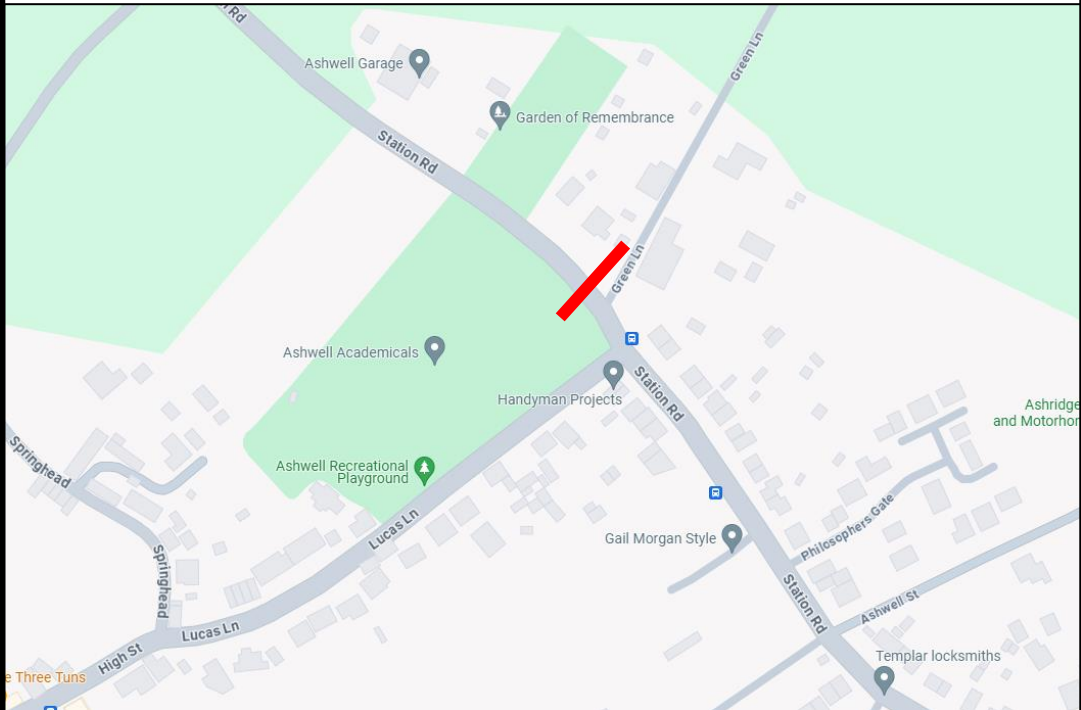
APPENDIX D.Traffic Survey Data



**CHARGE
SURVEYS**

Survey Type: Automatic Traffic Counter

Location: Station Road Ashwell



Charge Surveys Ltd

chargesurveys.co.uk



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

	Eastbound	Westbound
Total	4066	4156
Mean Speed	21.6	21.7
85%	26.2	26.3

SITE: Station Road, Ashwell, Hertfordshire

LOCATION: Attached to street sign

GRID REFERENCE: 52 043411 -0 145924

DIRECTION: EASTBOUND

SPEED LIMIT 30

15 June 2024

	Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 14	Cs 15	Mean	Upp
0000		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0100		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-
0200		0	0	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	19.5	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0700		19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	2.3	28.6
0800		34	23	0	0	0	1	0	0	0	0	0	0	0	0	10	19	25.8
0900		45	33	0	4	0	0	0	0	0	0	0	0	0	0	7	21.3	26.4
1000		44	35	3	3	1	0	0	0	0	0	0	0	0	0	5	20.2	25.6
1100		38	32	1	1	0	0	0	0	0	0	0	0	0	1	3	21.5	26.3
1200		41	34	0	4	0	1	0	0	0	0	0	0	0	0	2	21.8	26.5
1300		42	38	2	2	1	0	0	0	0	0	0	0	0	1	21	24.8	-
1400		30	26	0	2	0	0	0	0	0	0	0	0	0	1	1	21	24.5
1500		35	28	0	3	0	1	0	1	0	0	0	0	0	0	2	21.2	25.7
1600		26	1	1	2	0	0	0	0	0	0	0	0	0	0	0	21.8	25.9
1700		27	22	0	4	0	0	0	0	0	0	0	0	0	0	1	21	23.5
1800		22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	26.7
1900		22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	25
2000		15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26.6
2100		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
2200		9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-
2300		7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
00:19		408	334	1	26	26	6	1	6	6	6	3	34	34.2	26.7	1	21.3	26.7
00:22		464	381	1	27	0	7	0	1	0	0	0	0	3	34	21.3	26.8	-
00:24		476	398	1	28	0	7	0	1	0	0	0	0	3	34	21.3	26.7	-
00:26		492	408	1	28	0	7	0	1	0	0	0	0	3	34	21.3	26.7	-

16 June 2024

	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	Upp 85	
0000		6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	0	
0300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	0	
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	
0500		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	
0600		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	
0700		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	0	
0800		14	12	0	0	0	0	0	0	0	0	0	0	0	0	2	22.6	27.1	
0900		18	11	1	2	0	0	0	0	0	0	0	0	0	0	3	20	24.2	
1000		37	29	1	1	2	0	0	0	1	0	0	0	0	0	1	22.4	27.6	
1100		39	33	0	1	0	0	0	0	0	0	0	0	0	1	3	19.2	23.4	
1200		33	25	0	0	0	0	1	0	0	0	0	0	0	2	3	20.5	26.1	
1300		36	28	0	0	0	0	0	0	1	4	0	0	0	4	0	20.2	25.7	
1400		33	25	0	0	0	0	0	0	0	0	0	0	0	5	3	21	24.8	
1500		30	26	0	1	0	0	0	0	0	0	0	0	0	3	5	21.3	25.6	
1600		33	27	0	2	2	0	0	0	0	0	0	0	0	3	2	21.7	25.7	
1700		33	28	1	1	0	0	0	0	0	0	0	0	0	3	0	19.9	23.4	
1800		21	20	0	1	0	0	0	0	0	0	0	0	0	2	0	23.3	27.7	
1900		12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	28.2	
2000		7	5	0	0	0	0	0	0	0	0	0	0	0	1	1	21.3	-	
2100		6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	
2200		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	
2300		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	
07-19		334	265	2	11	11	4	0	0	3	3	6	0	17	17	32	21	26.5	32
06-22		366	289	2	12	6	4	0	0	0	3	3	0	0	18	34	21.1	26.6	
06-00		368	291	3	12	6	4	0	0	0	3	3	0	0	18	34	21.1	26.6	
06-00		376	300	13	13	13	13	0	0	0	9	18	34	34	21.2	26.8	21.2	26.8	

17 June 2024

	Time	Total	Cl 1	Cl 2	Cl 3	Cl 4	Cl 5	Cl 6	Cl 7	Cl 8	Cl 9	Cl 10	Cl 11	Cl 12	Cl 14	Cl 15	Mean	Upp 85
0000		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0100		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.7	-
0200		0	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	26.3	-
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0500		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
0600		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0700		31	26	1	1	1	1	1	1	1	1	1	1	1	1	1	24.2	27.9
0800		59	54	0	5	0	0	0	0	0	0	0	0	0	0	0	22.5	26.5
0900		33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	27.2
1000		40	35	3	3	1	1	1	1	1	1	1	1	1	1	1	22	26.2
1100		41	36	0	1	1	0	1	0	0	0	0	0	0	0	2	20	23.2
1200		42	37	0	2	0	0	0	0	0	0	0	0	0	0	2	22	27.6
1300		37	29	2	2	1	1	1	1	1	1	1	1	1	1	2	20.1	25.2
1400		41	31	0	7	0	0	0	0	0	0	0	0	0	0	3	21.7	26.7
1500		53	46	0	5	0	1	0	0	0	0	0	0	0	0	1	20.9	25.4
1600		52	45	0	6	0	0	0	0	0	0	0	0	0	0	2	22.1	26.3
1700		68	61	0	3	0	0	0	0	0	0	0	0	0	0	2	22	28.1
1800		36	32	1	1	0	0	0	0	0	0	0	0	0	0	2	21.5	26.2
1900		22	18	0	1	0	0	0	0	0	0	0	0	0	0	1	2	18.7
2000		17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	22.8	27.3
2100		8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
2200		9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	-
2300		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
00-22		87	78	2	36	36	4	1	1	1	1	1	1	1	1	1	18	26.2
00-22		685	611	2	2	39	4	1	1	1	0	1	0	0	0	6	20	21.8
00-22		850	820	2	2	40	4	1	1	1	0	1	0	0	0	6	20	21.8
00-22		605	529	2	2	40	4	2	1	1	0	1	0	0	0	6	21	21.9

18 June 2024

	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	Upp
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0100		2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.0	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.0	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.0	-
0500		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	0.8
0600		7	5	0	1	1	0	0	0	0	0	0	0	0	1	0	26.3	-
0700		33	28	0	2	0	0	0	0	0	0	0	0	0	3	247	28.6	-
0800		56	47	1	5	5	0	0	0	0	0	0	0	0	3	437	0.4	-
0900		46	37	1	6	2	0	0	0	0	0	0	0	0	0	0	20.3	24.1
1000		35	31	3	3	0	0	0	0	0	0	0	0	1	1	102	24.1	-
1100		47	31	0	6	0	0	0	1	0	0	0	0	0	3	6	19.1	24.2
1200		43	31	2	4	0	0	0	0	0	0	0	0	0	0	6	18.8	25.0
1300		48	35	2	7	0	0	0	0	0	0	0	0	4	4	207	26	-
1400		38	31	1	1	0	0	0	0	1	0	0	0	0	2	2	19.5	24.3
1500		53	45	2	1	2	0	0	0	0	0	0	0	0	2	1	22.6	25.1
1600		60	52	1	6	0	0	0	0	0	0	0	0	0	1	23	0.4	-
1700		60	55	0	1	0	1	0	0	0	0	0	0	0	2	1	20.8	26.5
1800		39	36	1	0	0	0	0	0	0	0	0	0	1	1	23.1	26.4	-
1900		28	20	0	0	0	1	0	0	0	0	0	0	0	7	19.7	24.0	-
2000		16	12	0	0	0	0	0	0	0	0	0	0	0	4	11.1	24.9	-
2100		11	8	0	0	0	0	0	0	0	0	0	0	0	2	23.3	27.1	-
2200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
2300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
00:19		558	469	11	62	62	0	0	1	1	0	0	0	10	29	414	26.2	-
06:22		620	504	11	43	4	2	0	1	1	0	0	0	13	41	214	26.1	-
06:40		620	507	11	43	4	2	0	1	0	1	0	0	13	41	214	26.1	-
07:10		630	513	11	41	4	1	1	1	1	0	0	0	13	41	214	26.2	-

19 June 2024

	Time	Total	Cl 1	Cl 2	Cl 3	Cl 4	Cl 5	Cl 6	Cl 7	Cl 8	Cl 9	Cl 10	Cl 11	Cl 12	Cl 14	Cl 15	Mean	Upp
0000		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0600		5	3	0	1	3	0	0	0	0	0	0	0	0	0	0	1	23.7
0700		33	28	3	3	3	0	0	0	0	0	0	0	0	0	0	26	29.9
0800		54	48	0	5	0	0	0	0	0	0	0	0	0	1	0	23.3	26.8
0900		47	42	1	2	0	0	0	0	0	0	0	0	0	0	2	21.5	26.0
1000		38	32	6	6	0	0	0	0	0	0	0	0	0	0	18.8	23.3	26.0
1100		38	32	3	3	0	0	0	0	0	0	0	0	0	0	3	20.3	25
1200		45	39	0	0	0	0	0	0	0	0	0	0	0	1	1	21.3	26.1
1300		47	35	7	7	0	0	0	0	0	0	0	0	0	1	21	25.7	26.1
1400		51	44	0	5	0	0	0	0	0	0	0	0	0	1	1	21.3	27.4
1500		54	49	4	4	0	0	0	0	0	0	0	0	0	1	20	27.2	26
1600		54	48	0	4	0	0	0	0	0	0	0	0	0	0	2	21.7	25.7
1700		67	60	0	3	0	0	0	0	0	0	0	0	0	4	21.9	26.8	26.8
1800		38	34	1	1	0	0	0	0	0	0	0	0	1	2	22.9	27.7	26.8
1900		25	23	0	0	0	0	0	0	0	0	0	0	0	2	0	22.5	27.7
2000		39	18	0	0	0	1	0	0	0	0	0	1	0	18	0	23.2	26.6
2100		19	11	0	0	0	0	0	0	8	0	0	0	0	8	0	22.8	24.8
2200		8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	21.6	-
2300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
00-22		567	491	1	47	0	0	0	0	0	0	0	0	0	7	21	21.9	26.4
00-22		655	546	1	48	0	1	0	1	0	0	0	1	0	35	22	22	26.4
00-22		654	554	1	48	0	1	0	1	0	0	1	1	0	36	22	22	26.4
00-22		670	560	1	48	0	1	0	1	0	0	1	0	0	36	22	22	26.3

20 June 2024

	Time [s]	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 14	Cs 15	Mean	Upp 95
0000		0	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	23	-
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	0
0600		10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23.1
0700		29	23	0	5	5	0	0	0	0	0	0	0	0	0	0	25.7	32.4
0800		62	52	0	10	0	0	0	0	0	0	0	0	0	0	0	22.8	20.8
0900		42	26	0	12	0	0	0	0	0	0	0	0	0	0	0	4	21.8
1000		37	31	0	5	5	0	0	0	0	0	0	0	0	0	0	1	20.7
1100		36	31	0	1	0	0	0	0	0	0	0	0	0	0	0	5	21.5
1200		38	34	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20.1
1300		40	26	0	8	8	0	0	0	0	0	0	0	0	0	0	3	22.7
1400		42	37	0	4	0	0	0	0	0	0	0	0	0	0	0	1	21.5
1500		58	51	0	5	0	0	0	0	0	1	0	0	0	0	0	1	22.5
1600		66	61	0	1	0	0	0	0	1	3	0	0	0	0	0	2	22.8
1700		54	47	0	4	0	0	0	0	0	0	0	0	0	0	0	3	20
1800		26	25	0	3	3	0	0	0	0	0	0	0	0	0	0	23.9	23.2
1900		30	26	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21
2000		19	16	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19.9
2100		8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5
2200		11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3
2300		7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3
07-19		531	443	1	99	99	0	0	1	9	19	19	19	19	19	19	22.4	26.5
06-22		698	600	1	81	81	0	0	0	1	11	24	24	24	24	24	22.3	26.5
06-22		616	518	1	81	81	0	0	0	1	1	8	8	8	11	24	22.3	26.5
06-22		622	524	1	81	81	0	0	0	1	11	24	24	24	24	24	22.4	26.4

21 June 2024

	Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C14	C15	Mean	Up 85	
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100		2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-	
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300		0	1	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	11	-	
0500		5	4	0	1	1	0	0	0	0	0	0	0	0	0	0	30.2	-	
0600		8	5	0	0	2	0	0	0	0	0	0	0	0	0	0	22.4	-	
0800		28	21	3	3	3	0	0	0	0	0	0	0	4	4	4	23.5	-	
0900		53	49	0	3	3	0	0	0	0	0	0	0	1	22.5	26.8			
1000		48	35	2	9	0	0	0	0	0	0	1	0	0	0	1	22.7	27.3	
1100		36	30	1	2	0	0	0	0	0	0	0	0	0	0	2	21	27.3	
1200		59	52	0	4	0	0	0	0	0	0	0	0	0	2	1	21.1	26.3	
1300		43	30	0	9	1	0	0	0	0	0	0	0	0	1	22.5	25.6		
1400		54	43	0	6	0	0	0	0	1	0	0	0	0	2	21	27		
1500		46	40	0	5	0	0	0	0	0	0	0	0	0	1	0	21.4	25.6	
1600		54	49	0	4	0	0	0	0	0	0	0	0	0	1	21.8	26.6		
1700		63	57	0	4	0	0	0	0	0	0	0	0	0	2	0	20.6	25	
1800		07	05	0	4	1	0	0	0	0	0	0	0	0	2	4	16	20.6	
1900		43	38	1	1	0	0	0	0	0	0	0	0	0	2	16.3	20.2		
2000		19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	21.6	
2100		19	17	0	1	0	0	0	0	0	0	0	0	0	0	1	18.4	22.6	
2200		15	14	0	0	0	0	0	0	0	0	0	0	0	0	1	21.2	26.3	
2300		14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	27.9	
0010		11	9	2	2	0	0	0	0	0	0	0	0	0	0	0	20.7	26.8	
0120		594	500	3	54	2	0	0	0	0	2	0	0	0	16	17	20.8	24.6	
0230		655	555	3	85	4	0	0	0	0	0	0	0	0	18	16	20.7	24.6	
0340		800	678	3	87	4	0	0	0	2	2	0	0	0	16	16	16	20.8	24.6
0450		688	564	3	99	4	0	0	0	0	0	0	0	0	18	15	20.9	24.8	

SITE: Station Road, Ashwell, Hertfordshire	LOCATION: Attached to street sign
GRID REFERENCE: 52.043411, -0.145924	DIRECTION: EASTBOUND SPEED LIMIT: 30

15 June 2024

[illegible]

16 June 2024

[illegible]

17 June 2024

[illegible]

18 June 2024

[illegible]

19 June 2024

[illegible]

20 June 2024

[illegible]

21 June 2024

[illegible]

Grand Total

[illegible]



SITE: Station Road, Ashwell, Hertfordshire

LOCATION: Attached to street sign

GRID REFERENCE: 52.043411, -0.145924

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun	20-Jun	21-Jun	1-5.	1-7.
Hour									
0000-0100	4	6	3	1	2	0	0	1.2	2.3
0100-0200	1	0	1	2	0	2	2	1.4	1.1
0200-0300	0	1	0	0	0	0	0	0	0.1
0300-0400	1	1	1	0	0	0	0	0.2	0.4
0400-0500	0	1	1	0	0	0	1	0.4	0.4
0500-0600	0	1	4	4	4	4	5	4.2	3.1
0600-0700	2	3	5	7	5	10	8	7	5.7
0700-0800	19	2	31	33	33	29	28	30.8	25
0800-0900	34	14	59	56	54	62	53	56.8	47.4
0900-1000	45	18	33	46	47	42	48	43.2	39.9
1000-1100	44	37	40	35	39	37	36	37.4	38.3
1100-1200	38	39	41	47	38	36	59	44.2	42.6
1200-1300	41	33	42	43	45	38	43	42.2	40.7
1300-1400	42	36	37	48	47	40	54	45.2	43.4
1400-1500	30	33	41	38	51	42	46	43.6	40.1
1500-1600	35	35	53	53	54	58	54	54.4	48.9
1600-1700	29	33	52	60	54	65	63	58.8	50.9
1700-1800	27	33	68	60	67	54	67	63.2	53.7
1800-1900	22	21	36	39	38	28	43	36.8	32.4
1900-2000	22	12	22	28	25	30	19	24.8	22.6
2000-2100	15	7	17	16	39	19	19	22	18.9
2100-2200	9	6	8	11	19	8	15	12.2	10.9
2200-2300	9	2	9	3	8	11	14	9	8
2300-2400	7	1	1	0	1	7	11	4	4
Totals									
0700-1900	406	334	533	558	567	531	594	556.6	503.3
0600-2200	454	362	585	620	655	598	655	622.6	561.3
0600-0000	470	365	595	623	664	616	680	635.6	573.3
0000-0000	476	375	605	630	670	622	688	643	580.9
AM Peak	900	1100	800	800	800	800	1100		
	45	39	59	56	54	62	59		
PM Peak	1300	1300	1700	1700	1700	1600	1700		
	42	36	68	60	67	65	67		

SITE: Station Road, Ashwell, Hertfordshire

DIRECTION: WESTBOUND SPEED LIMIT: 30

GRID REFERENCE: 52 043411 -0 145924

DIRECTION: WESTBOUND SPEED LIMIT: 30

15 June 2024

	Time [s]	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	Up 85
0000		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	16.2	-
0100		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	0
0200		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-
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		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	0
0600		4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23.7
0700		9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25
0800		25	18	3	3	1	0	0	1	0	0	0	0	0	2	2	21.7	25.3
0900		35	24	1	4	0	0	0	0	0	0	0	0	0	1	6	20.9	25.9
1000		36	31	1	4	0	0	0	0	0	0	0	0	0	0	0	21.5	26.6
1100		49	43	3	3	2	0	0	0	0	0	0	0	0	1	1	21.3	25.6
1200		33	26	0	3	0	1	0	0	0	0	0	0	0	1	1	21.8	28.1
1300		46	44	2	2	0	0	0	0	0	0	0	0	0	0	0	22.8	26.5
1400		40	38	0	3	0	1	0	0	0	0	0	0	0	0	0	20.2	23.5
1500		27	24	0	0	0	0	0	0	0	0	0	0	0	0	3	21.5	25.7
1600		31	28	1	1	0	0	0	0	0	0	0	0	0	2	2	21.7	24.8
1700		29	27	0	0	0	0	0	0	0	0	0	0	0	1	1	22	26.5
1800		31	27	0	1	0	0	0	0	0	0	0	0	0	0	1	22.8	26
1900		18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	22.4	27.4
2000		12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	27.8
2100		11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	30.6
2200		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
2300		5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
2400		39	38	2	2	2	2	2	2	2	2	2	2	2	1	1	17	21.7
06-22		436	378	2	25	0	5	0	2	0	1	0	0	0	0	5	18	21.9
06-22		460	392	2	25	0	5	0	2	0	1	0	0	0	0	5	18	22
06-22		456	396	2	27	0	5	0	2	0	1	0	0	0	0	5	18	22

16 June 2024

	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	Upp 85		
0000		5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	22.2	-		
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0200		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-		
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
0500		3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-		
0600		5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25.8		
0700		6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28.5		
0800		7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	-		
0900		22	14	1	0	0	0	0	0	0	1	0	0	0	0	0	4	20.4		
1000		26	16	0	0	0	0	0	0	0	0	0	0	1	1	22.4	26.9			
1100		40	31	1	0	0	2	0	0	0	0	0	0	2	4	2	20	23.9		
1200		55	39	0	0	0	0	0	0	0	1	0	1	7	7	7	21.8	26.2		
1300		67	31	2	2	2	2	2	1	0	0	0	0	16	5	20.9	24.8			
1400		43	31	0	1	0	0	0	0	0	0	0	0	6	5	20.7	25.9			
1500		30	25	0	0	0	0	0	0	0	0	0	0	1	4	20.3	24.1			
1600		98	32	1	0	0	0	0	0	0	0	0	0	5	0.8	25.8	25.3			
1700		32	27	0	0	0	0	0	0	0	0	0	0	4	1	21.5	24.4			
1800		16	15	1	0	0	0	0	0	0	0	0	0	1	1	20.4	25.1			
1900		14	11	0	0	0	0	0	0	0	0	0	0	1	2	21.3	27.2			
2000		12	8	1	1	0	0	0	0	0	0	0	0	2	2	24.5	31.9			
2100		10	9	0	0	0	0	0	0	0	0	0	0	1	21.4	21	-			
2200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-		
2300		-	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-		
07-19		378	272	2	11	11	6	6	6	2	2	2	2	6	3	39	41	21	26.1	
06-22		416	304	3	12	12	6	6	0	1	2	2	0	1	0	41	46	21.2	28.4	
06-00		441	308	3	12	0	6	0	0	0	1	2	0	1	0	0	41	47	21.2	28.4
06-10		420	316	13	13	13	1	2	2	2	2	2	2	9	41	47	21.2	28.4		

17 June 2024

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	Yp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
0500	10	8	2	2	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
0600	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	22.6	-	
0700	44	42	0	2	2	0	0	0	0	0	0	0	0	0	0	22.3	25.1	
0800	62	47	10	10	1	0	0	0	0	0	0	0	0	2	1	20.8	25.7	
0900	42	34	0	5	0	0	0	0	0	0	0	0	0	0	0	2	21.8	26.5
1000	38	31	5	5	0	0	0	0	0	0	0	0	0	2	20	20.1	24.6	
1100	58	43	0	8	1	0	0	0	0	0	0	0	0	0	0	5	20.3	23.5
1200	43	34	1	5	0	0	0	0	1	0	0	0	0	0	0	2	22.1	25.5
1300	48	38	4	4	0	0	0	0	0	0	0	0	0	0	0	2	21.1	25
1400	44	35	0	7	0	0	0	0	0	0	0	0	0	0	0	2	21.9	26.4
1500	45	41	0	1	0	0	0	0	0	0	0	0	0	1	2	21.8	26.7	
1600	48	41	0	2	2	1	0	0	0	0	0	0	0	3	22	22.5	27.8	
1700	59	52	5	5	0	0	0	0	0	0	0	0	0	0	0	2	22.4	27.2
1800	32	27	1	1	0	0	0	1	1	0	0	0	0	2	23.8	27.6	27.8	
1900	38	31	0	1	0	0	0	0	0	0	0	0	0	6	0	21.8	27.9	
2000	20	15	0	2	0	0	0	0	0	0	0	0	0	2	1	22.9	28.3	
2100	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	22.2	-	
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
00-23	864	668	1	85	85	3	2	2	2	2	2	2	2	25	21.8	26.2	26.2	
00-22	862	629	1	89	3	1	2	0	2	0	2	0	0	0	19	26	21.7	26.3
00-21	854	641	1	89	3	1	2	2	2	2	2	2	2	0	19	26	21.7	26.3
00-20	669	551	1	82	3	1	1	2	0	2	2	0	0	19	26	21.7	26.4	

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	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	Upp	
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500		9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	
0600		16	11	0	4	0	0	0	0	0	0	0	0	0	1	0	24	29.3	
0700		45	38	0	5	0	0	0	0	0	0	0	0	0	2	23	26	-	
0800		49	39	0	7	7	1	0	0	0	0	0	0	0	1	23	27	-	
0900		45	35	1	6	0	0	0	0	0	0	0	0	0	3	22.5	28.4	-	
1000		40	32	6	6	0	0	0	0	0	0	0	0	0	1	21.2	24.8	-	
1100		53	42	0	6	0	1	0	0	0	0	0	0	0	4	20.5	23.8	-	
1200		39	32	2	2	2	0	0	0	0	0	0	0	0	3	20.5	24.6	-	
1300		34	24	3	3	3	0	0	0	0	0	0	0	0	3	21.8	27	-	
1400		49	37	0	3	0	0	0	0	0	0	0	0	0	3	6	20.3	25.8	-
1500		58	47	3	4	0	0	0	0	0	0	0	0	0	3	21.2	24.7	-	
1600		42	34	1	4	0	0	0	0	0	0	0	0	0	3	23.9	29.3	-	
1700		56	47	0	4	0	1	0	0	0	0	0	0	0	1	3	23	28.3	-
1800		20	7	2	0	0	0	0	0	1	0	0	0	0	2	21.7	27.9	-	
1900		19	12	0	2	0	0	0	0	0	1	1	0	0	2	21.3	26.5	-	
2000		17	14	0	0	0	0	0	0	0	0	0	0	0	3	22.1	27.6	-	
2100		17	16	1	1	0	0	0	0	0	0	0	0	0	0	23.1	28.6	-	
2200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	
07-19		542	427	9	82	82	9	4	19	9	1	6	9	11	37	19.9	26.8	-	
06-22		611	480	9	89	1	4	0	0	0	2	1	6	9	13	42	22	26.8	-
06-22		614	483	9	89	1	4	0	0	0	2	1	6	9	13	42	22	26.7	-
06-22		626	493	9	89	1	4	0	0	0	2	1	6	9	13	42	22	26.7	-

19 June 2024

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 14	Cs 15	Mean	Upp	
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	25.1	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	9	8	0	0	0	0	0	0	0	0	0	1	1	0	0	21.1	-	
0600	18	14	0	2	0	0	0	0	1	0	0	0	0	0	0	22	28.6	
0700	37	33	0	2	0	0	0	0	0	0	0	0	1	1	0	23.6	30.0	
0800	64	56	4	4	2	1	0	0	2	27	2	0	0	0	0	27.2	26.4	
0900	36	28	1	4	0	0	0	0	0	0	0	0	0	0	0	3.1	26.4	
1000	36	26	3	3	1	1	0	0	0	0	0	0	1	2	0	20.6	25.1	
1100	42	33	0	5	0	0	0	0	1	0	0	0	0	0	0	3.0	20.8	
1200	44	36	0	4	0	0	0	0	0	0	0	0	0	0	0	1.3	20.9	
1300	32	24	4	4	0	0	0	0	0	0	0	0	0	0	0	3.3	22.7	
1400	43	37	0	2	0	0	0	0	0	0	0	0	0	1	3	22.2	26.7	
1500	43	39	0	1	0	0	0	0	0	0	0	0	0	0	2	21.3	25.1	
1600	44	38	0	5	0	0	0	0	1	0	0	0	0	0	0	22.2	26.3	
1700	64	52	1	1	0	0	0	0	0	0	0	0	0	0	0	7.3	27.2	
1800	77	41	1	1	0	8	0	0	0	1	1	29	2	0	0	29	27.2	
1900	35	26	0	3	0	1	0	0	0	0	0	0	0	2	2	22.8	26.9	
2000	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	26.3	
2100	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00-23	561	443	2	37	36	0	11	1	2	1	1	1	1	0	38	25	21	26.1
00-22	636	498	2	41	0	12	12	1	2	2	2	1	1	0	47	29	22	26.4
00-21	639	501	2	41	0	12	12	1	2	2	2	1	1	0	47	29	22	26.4
00-20	636	498	2	41	0	12	12	1	2	2	2	1	1	0	47	30	22.1	26.3

20 June 2024

	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	Upp
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0100		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0400		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25	-
0500		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	0
0600		20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	36.2	33.7
0700		39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	23.8	28.1
0800		61	52	0	7	1	0	0	0	0	0	0	0	0	0	0	22.2	25.7
0900		41	35	0	4	0	1	0	0	0	0	0	0	0	0	0	1	21.7
1000		32	23	0	2	3	1	0	0	0	0	0	0	0	0	0	2	26.1
1100		58	47	1	4	0	0	0	0	0	0	0	0	0	0	0	2	3
1200		41	29	0	5	0	1	0	0	0	0	0	0	0	0	0	4	2
1300		44	28	0	9	0	0	0	0	0	0	0	0	0	0	0	3	21.7
1400		42	32	0	5	1	0	0	0	0	0	0	0	0	0	0	2	2
1500		43	36	0	4	0	0	0	0	0	0	0	0	0	0	1	1	21.9
1600		51	42	0	5	5	0	0	0	1	0	0	0	0	0	0	3	22.6
1700		49	41	1	4	0	0	0	0	0	0	0	0	0	0	1	1	22
1800		33	28	0	2	0	0	0	0	0	0	0	0	0	0	0	1	21.8
1900		26	21	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
2000		25	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2100		11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
2200		10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300		8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2
00-19		534	429	86	86	7	8	0	0	0	1	0	0	0	0	0	17	17
00-22		636	501	4	88	1	8	0	0	0	1	1	0	0	0	0	19	23
00-23		614	510	4	88	1	8	0	0	0	1	1	0	0	0	0	19	23
00-24		647	530	60	60	0	0	0	0	1	1	0	0	0	0	0	23	23

21 June 2024

	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	Up 85	
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300		2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.5	
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500		11	9	0	0	0	0	2	0	0	0	0	0	0	2	2	21	30.4	
0600		13	8	0	1	1	1	0	0	0	0	0	0	0	1	2	21.9	28.9	
0700		23	0	7	7	0	0	0	0	0	0	0	0	0	1	1	23.2	29.3	
0800		61	50	0	8	1	1	0	0	0	0	0	0	0	1	1	23.3	28	
0900		39	35	0	3	0	0	0	0	0	0	0	0	0	0	0	22.1	26.7	
1000		38	31	4	4	0	0	0	0	0	0	0	0	0	2	2	21.5	26.1	
1100		45	37	0	5	0	0	0	0	0	0	0	0	0	2	1	21.4	25.8	
1200		49	43	0	3	1	0	0	0	0	0	0	0	0	1	1	21.1	24.4	
1300		50	40	3	3	0	0	0	0	0	0	0	0	0	5	0	20.7	25.5	
1400		48	37	2	4	0	0	0	0	0	0	0	0	0	3	1	22.5	27.9	
1500		53	45	2	2	1	0	0	0	0	0	0	0	0	2	3	21.6	26.8	
1600		56	48	0	3	0	0	0	0	0	0	0	0	0	4	1	21.1	26.7	
1700		67	60	0	3	1	0	0	0	0	0	0	0	0	1	2	13.8	28.5	
1800		46	41	1	1	0	0	0	0	0	0	0	0	0	2	12.5	16.3		
1900		20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	20.1	
2000		19	17	0	0	0	0	0	0	0	0	0	0	0	1	1	19.8	27.8	
2100		12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	27.5	
2200		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	
2300		7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	0	
07-19		585	490	4	46	3	4	0	0	0	0	0	0	0	1	16	21	20.2	28.7
08-22		649	547	4	47	4	4	0	0	0	0	0	0	0	1	18	24	20.1	28.7
09-24		655	552	4	48	4	4	0	0	0	0	0	0	0	1	18	24	20.2	28.8
10-26		678	572	4	49	4	4	0	0	0	0	0	0	0	1	18	26	20.3	28.9

GRID REFERENCE: 52 M3411 -0 145924

DIRECTION: WESTBOUND SPEED LIMIT: 30

15 June 2024

[illegible]

16 June 2024

[illegible]

17 June 2024

Time	Total	Vbin	6	12	19	Vbin	25	31	37	43	50	56	62	68	Vbin	75	81	87	93	Mean	Ypp
[--			0	1	25	31	37	43	50	56	62	68	75	81	87	93	99				
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
0100	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0500	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0600	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0700	44	0	4	32	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	25.1
0800	42	3	12	34	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	25.7
0900	52	1	7	25	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	26.5
1000	48	4	9	25	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.6
1100	48	1	13	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.5
1200	43	0	7	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.5
1300	48	0	15	38	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.2
1400	44	0	8	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	26.4
1500	45	1	5	29	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	26.7
1600	49	3	5	25	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.8
1700	59	2	8	32	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.2
1800	52	0	6	29	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	27.6
1900	38	0	13	15	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	27.9
2000	20	0	3	11	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	28.3
2100	210	0	3	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	28.4
2200	220	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
00-19	56	15	99	330	113	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26.2
06-22	642	15	119	366	133	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.3
06-08	658	15	119	375	128	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.3
08-00	669	15	120	384	144	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.4

18 June 2024

[illegible]

19 June 2024

[illegible]

20 June 2024

[illegible]

21 June 2024

[illegible]

Grand Total

[illegible]



SITE: Station Road, Ashwell, Hertfordshire

LOCATION: Attached to street sign

GRID REFERENCE: 52.043411, -0.145924

DIRECTION: WESTBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun	20-Jun	21-Jun	1-5.	1-7.
Hour									
0000-0100	3	5	1	1	0	1	0	0.6	1.6
0100-0200	1	0	0	0	2	1	0	0.6	0.6
0200-0300	1	1	0	0	0	0	0	0	0.3
0300-0400	0	0	2	1	1	1	2	1.4	1
0400-0500	0	0	2	0	0	1	0	0.6	0.4
0500-0600	1	3	10	9	9	9	11	9.6	7.4
0600-0700	4	5	10	16	18	20	13	15.4	12.3
0700-0800	9	6	44	45	37	39	33	39.6	30.4
0800-0900	25	7	62	49	64	61	61	59.4	47
0900-1000	35	22	42	45	36	41	39	40.6	37.1
1000-1100	36	26	38	40	35	32	38	36.6	35
1100-1200	49	40	58	53	42	58	45	51.2	49.3
1200-1300	33	55	43	39	44	41	49	43.2	43.4
1300-1400	46	57	48	34	32	44	50	41.6	44.4
1400-1500	40	43	44	49	43	42	48	45.2	44.1
1500-1600	27	30	45	58	43	43	53	48.4	42.7
1600-1700	31	39	49	42	44	51	56	48.4	44.6
1700-1800	29	32	59	56	64	49	67	59	50.9
1800-1900	31	18	32	32	77	33	46	44	38.4
1900-2000	18	14	38	19	35	26	20	27.6	24.3
2000-2100	12	12	20	17	12	25	19	18.6	16.7
2100-2200	11	10	10	17	10	11	12	12	11.6
2200-2300	9	3	10	0	2	10	9	6.2	6.1
2300-2400	5	2	2	3	1	8	7	4.2	4
Totals									
0700-1900	391	375	564	542	561	534	585	557.2	507.4
0600-2200	436	416	642	611	636	616	649	630.8	572.3
0600-0000	450	421	654	614	639	634	665	641.2	582.4
0000-0000	456	430	669	625	651	647	678	654	593.7
AM Peak	1100	1100	800	1100	800	800	800		
	49	40	62	53	64	61	61		
PM Peak	1300	1300	1700	1500	1800	1600	1700		
	46	57	59	58	77	51	67		

