



Land at Green Lane, Ashwell

Updated Transport Statement

Client: Osprey Homes

i-Transport Ref: JCB/JG/ITL16680-006B

Date: 04 February 2025

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Quality Management

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ITL16680-GA-015D	Swept Path Analysis – Estate
ITL16680-GA-016E	Swept Path Analysis - Supermarket Delivery
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SECTION 1 Introduction

1.1 Background

- 1.1.1 A Transport Statement (report ref: ITL16680-004B TN dated 24 September 2024) accompanied the planning application for Osprey Homes' proposal for seven new homes to the west of Green Lane, Ashwell. That report concluded (ref: para 6.2.1):

"The development proposal is acceptable in transport terms. It passes easily beneath the NPPF paragraph 115 'severe impact' test – the impact is vanishingly small and more than mitigated by the proposed improvements to Green Lane that have been subject to detailed pre-application discussions with HCC."

- 1.1.2 The first Hertfordshire County Council (HCC) consultation response to the planning application (dated 20 November 2024) did not raise an objection to the planning application but noted concerns relating to the distance between the end of the existing Green Lane shared surface area and the first pedestrian area/entrance proposed as part of the Green Lane improvement scheme.

- 1.1.3 That consultation response was addressed in a Transport Addendum (report ref: ITL16680-005 TN dated 9 December 2024). The Transport Addendum concludes:

"4.1 HCC has raised highway safety concerns regarding pedestrian safety that are inconsistent with both the detailed paid-for pre-application process and their own guidance."

4.2 The proposed amendments to Green Lane more than offset the modest impacts and represent a benefit of the scheme."

4.3 Given the very high bar set by the severe impact test in the NPPF, a transport reason for refusal on this basis is not justifiable."

4.4 Notwithstanding the above, the applicant is willing to discuss matters further with HCC, potentially amend the Green Lane improvement scheme to overcome their stated concerns."

- 1.1.4 The Green Lane improvement scheme was modified following subsequent discussions to include an additional pedestrian refuge, halving the distance between the end of the existing Green Lane shared surface area and the pedestrian entrance. The updated HCC consultation response dated 6 January 2025 added the following:

"However, the applicant has provided another pedestrian refuge area as show on drawing (Site Access Arrangements and Green Land Improvements Rev F). This will definitely help with pedestrian access / access for all along Green Lane."

1.1.5 A discussion of the HCC consultation response and how this has been addressed is set out in Section 6 of this Updated Transport Statement.

1.1.6 This report provides an update to the original Transport Statement to allow for the amended Green Lane improvement scheme. It also picks up various minor transport-related comments that have been raised by the planning officer:

- Update swept path plans for the amended site layout (e.g. the previously proposed gates at the entrance to the site have been removed).
- Update the note to refer to the third pedestrian refuge that is now proposed following discussions with HCC.
- Respond to the waste team's comments:

“Vehicle tracking plan is for a correct size waste collection vehicle, however, drawings do not show entering/exiting the site. Vehicles should be able to enter and exit a site in forwards motion and any reversing manoeuvres should be kept to a minimum and not more than 12m. It is important that the Highways Authority agree any proposed accesses into and out of a site onto the highway regardless of whether they adopt any new road.”

Image 1.1: Site Location



Source: Consultant

- 1.1.7 A plan showing the updated site layout is included in Appendix A, with an extract provided as Image 1.2 overleaf.

Image 1.2: Proposed Scheme



Source: ADTC

1.2 Other Development Proposals

- 1.2.1 There have been two unsuccessful planning applications for a separate site on the opposite side of Green Lane. Both of those applications were for different and larger schemes. Nevertheless, the Osprey Homes' proposal has been mindful of the transport issues raised for those schemes, which are summarised below.

First Scheme (ref: 15/00691/1)

- 1.2.2 A 14-dwelling scheme was refused by North Hertfordshire District Council (NHDC) in 2015 with an appeal dismissed in 2016. The reasons for refusal relating to highway matters were as follows:

- Green Lane is of inadequate width for two-way traffic; and

- The narrow width of Green Lane is inadequate to accommodate large vehicles (e.g. delivery and refuse vehicle) satisfactorily.

1.2.3 That scheme proposed re-marking Green Lane to provide 'give-way' markings and provision of a passing/waiting area on Green Lane adjacent to the access to the site. However, the Inspector was concerned about:

- The distance that vehicles would need to reverse if they met on the single-track part of Green Lane;
- The absence of pedestrian provision on Green Lane; and
- The single-track section impeding access by emergency vehicles.

Second Scheme (ref: 16/02863/1)

1.2.4 A subsequent 9-dwelling scheme was refused by the council in 2017 with an appeal dismissed in 2018. It proposed the same access arrangements / works as the 14-dwelling scheme but was refused for the same highway reasons as before. Additional safety concerns regarding vehicles parking near the Green Lane, Station Road T-junction were raised.

1.2.5 The inspector remained concerned about highway safety, specifically:

"This would pose a significant safety risk to drivers, as well as pedestrians using Green Lane, which acts as a shared surface. Access to the site by an emergency vehicle would also be significantly compromised as they could be delayed in reaching an incident."

"I still consider that the development would be likely to entail a not insignificant number of manoeuvres out onto Station Road, which would pose a significant safety risk".

1.3 Scoping

1.3.1 Against this background, detailed pre-application discussions were held with the highway authority, Hertfordshire County Council (HCC). A scoping note was prepared and informed a meeting on 12 March 2024. Notes of that meeting are included in Appendix B. In summary:

- i Green Lane meets the technical criteria for where shared surfaces¹ work well and has an unblemished safety record.
- ii The development proposal will have modest impacts and will not change this.

¹ As set out in the Manual for Streets. A shared surface is a street where all users share the same space, e.g. pedestrians, cyclists and vehicles.

- iii HCC's focus for the application will be sustainable transport, particularly providing for vulnerable road users and prioritising pedestrians.
- iv The scheme should include the provision of pedestrian refuge areas to provide areas for pedestrians to wait clear of Green Lane when occasional vehicles want to pass.
- v With these refuge areas, HCC would be supportive of a scheme of circa 7 new homes² in transport and highways terms.

1.3.2 The planning application for the development proposal has taken on board this helpful input.

1.4 Policy Tests

1.4.1 This Transport Statement assesses the development proposal against the *key transport tests* set out in paragraph 115 of the NPPF, which can be summarised as follows:

- 1 Will the opportunities for sustainable travel be appropriately taken up?
- 2 Will safe and suitable access be provided?
- 3 Will the development be designed in accordance with relevant design guidance?
- 4 Will the traffic impacts be acceptable?

1.4.2 These tests are reflected in local planning policy including: Hertfordshire Local Transport Plan 4 2018-2031 (2018); North Herts Local Plan 2011-2031 (November 2022); and the Ashwell Neighbourhood Plan (December 2018).

1.4.3 Paragraph 116 of the NPPF sets a *high bar* for preventing development from coming forward for transport reasons:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

This matter has been tested at numerous appeals. Development can have very significant adverse impacts without being considered unacceptable. In this case the development will have vanishingly small impacts and will provide an improvement scheme to Green Lane that will provide improved provision for pedestrians and for vehicles passing and manoeuvring. It offers a net benefit in transport terms and therefore passes easily below this high bar.

² The scoping exercise was undertaken on the basis of 5 new homes. The quantum of development has been increased following HCC's advice.

SECTION 2 Will the opportunities for sustainable travel be appropriately taken up?

2.1 Site Location

2.1.1 The site is located to the east of Ashwell, a circa 750m walk from the centre of the village. The site is therefore located within a 'walkable neighbourhood'³ to most facilities and services in Ashwell:

Table 2.1: Local Facilities

Destination	Approx. Distance from Site (m)	Walking Time	Cycling Time
Retail			
Days Bakery	750	9	3
Ashwell Stores	800	10	3
Education			
Ashwell Primary School	800	10	3
Ashwell Playgroup	1300	15	5
Leisure			
Ashwell Recreational Playground	230	3	1
The Three Tuns Pub	550	7	2
Ashwell Tennis Club	700	8	3
Ashwell Village Museum	800	10	3
Rose & Crown Pub	800	10	3
Ashwell Gallery	900	11	3
Bushel & Strike Pub	1000	12	4
Health			
Ashwell Pharmacy	600	7	2
Ashwell Dental Surgery	700	8	3
Ashwell Surgery	1100	13	4

Source: Consultant's Estimates

Note: Distanced measured from proposed access.

Key:

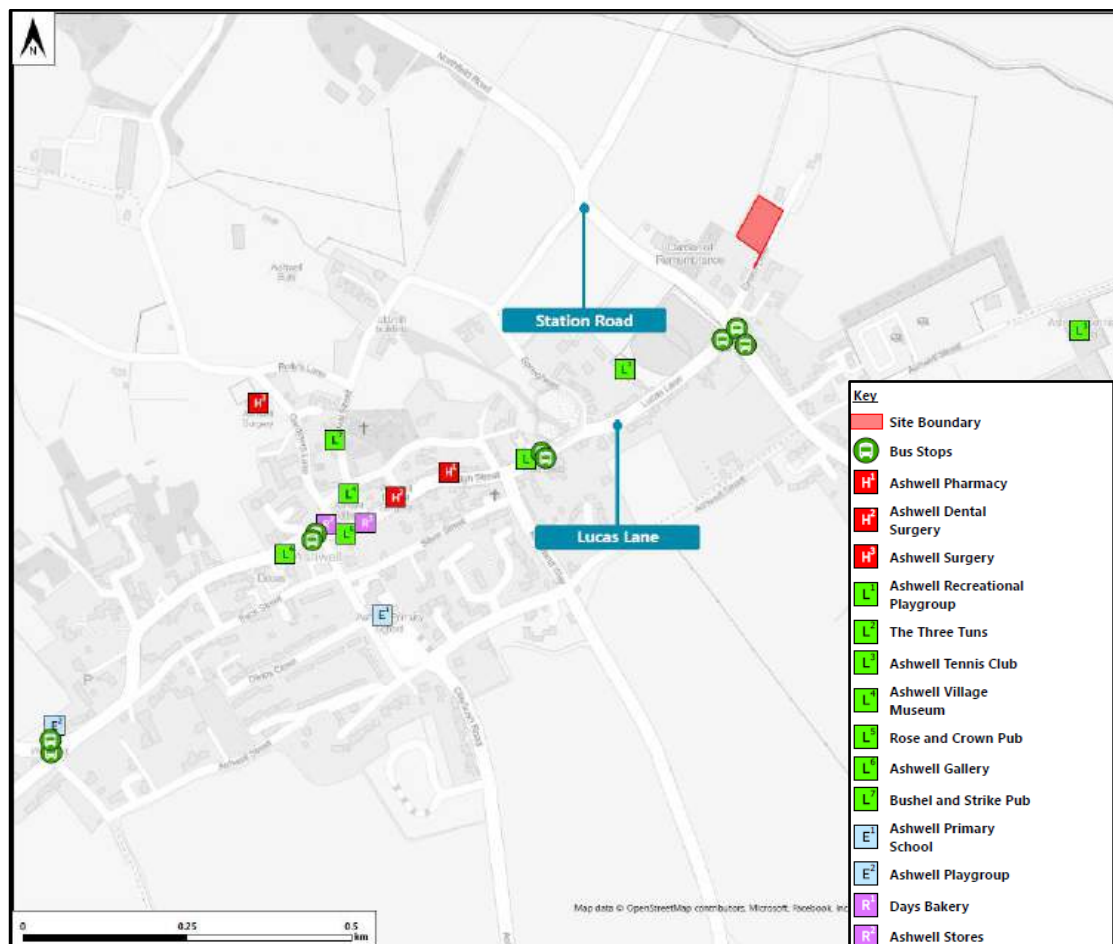
 Within a 'walkable neighborhood' distance where most people will walk (800m)

³ The Government's National Design Guide defines "walkable" well-designed places as having local facilities within 800m.

- Within a 'comfortable' walking distance which some people are still prepared to walk (1,600m)
- Within a 'maximum' 3,200m walking distance.

2.1.2 **Figure 1** at the end of this report shows the location of these facilities and an extract is provided below:

Image 2.1 – Location of local facilities



Source: Consultant

2.2 Active travel

Green Lane

2.2.1 Pedestrians accessing these nearby facilities will initially use Green Lane for their journey.

2.2.2 Green Lane currently serves a total of 28 dwellings, including 22 flats at 'The Maltings,' a historic converted former maltings building which is positioned close to the junction of Green Lane with Station Road.

2.2.3 The first 40m of Green Lane is surfaced with road markings and is wide enough for two vehicles to pass. Beyond this Green Lane becomes an informally surfaced/gravelled track which varies in width from between circa 3m to 3.7m, with a grassed verge to each side. The gravelled part of Green Lane serves 6 dwellings, as well as agricultural land.

2.2.4 Paragraph 7.2.14 of the DfT's Manual for Streets identifies that shared surfaces work well:

- i Over short lengths or in cul-de-sacs. Green Lane is a cul-de-sac and meets this criterion.
- ii Where parking is controlled or specifically provided for. All of the properties have curtilage and/or marked parking spaces.
- iii Where traffic volumes are less than 100 vehicles per hour (vph). 28 dwellings will generate circa 14 vehicle movements in the peak hours. Green Lane therefore falls well within this criterion.

2.2.5 The development proposal will not change any of these matters – Green Lane will continue to meet these criteria. As set out in Section 3 of this statement, the scheme will bring forward measures on Green Lane that will offer improved arrangements for pedestrians.

2.3 **Route into central Ashwell**

2.3.1 As its southern end, Green Lane includes a footway on its eastern side. This connects with the wider footway network within Ashwell, which includes:

- a A footway initially on the eastern side of Station Road and then on both sides.
- b A footway along the southern side of Lucas Lane towards the centre of Ashwell.
- c Lucas Lane becomes High Street, which has footways on both sides of the road.

2.3.2 These footways are formally surfaced and are lit. The walk into central Ashwell is pleasant in terms of: a) passing buildings of architectural/heritage interest; b) having unchallenging gradients; c) being well overlooked by adjacent properties; and d) being lightly trafficked and relatively slow speed. It is an attractive route that will encourage new residents to make walking journeys.

2.3.3 It is also an attractive route for local cycling journeys within the carriageway.

2.4 **Bus services**

2.4.1 The nearest bus stops are located on Station Road:

- Southbound buses serve a stop at the Green Lane junction, a circa 140 metre walk south of the site. The bus stop includes a well-maintained shelter.

- Northbound buses serve an informal stop on Station Road. The distance to the bus stop location shown on the bus operator website (and Google Maps) is less than 250m from the site.

2.4.2 These bus stops are within easy walking distance of the site.

2.4.3 Bus services 90 and 91 use these stops. These services provide five buses per day in both directions between Royston, Baldock and Letchworth. The timetabled journey time to/from these locations is:

- Circa 30 minutes to Letchworth
- Circa 20 minutes to Baldock
- Circa 5 minutes to Ashwell and Morden Station
- Circa 15 minutes to Royston

2.4.4 These buses provide the opportunity for non-car travel further afield. Whilst the development proposal is modest in scale, additional homes in Ashwell will provide additional patronage and revenue to these buses, which will assist their long-term commercial viability.

2.5 Rail services

2.5.1 Ashwell and Morden Rail Station is located 2.8 kilometres to the south-east of the site. This is accessible in a circa 12-minute cycle or 5-minute bus journey.

2.5.2 The typical off-peak frequency is two trains per hour in each direction between Cambridge and Brighton via London Bridge. In the peak, there are an additional two services per hour to both London Kings Cross and Cambridge.

2.5.3 The typical journey time to key destinations is as follows:

- Cambridge – 22 minutes
- Royston – 5 minutes
- Baldock – 5 minutes
- Letchworth – 8 minutes
- Hitchin – 14 minutes
- Stevenage – 19 minutes
- London St Pancras – 47 minutes
- London Blackfriars – 55 minutes

- London Bridge – one hour
- East Croydon – one hour and 15 minutes
- Gatwick Airport – one and half hours
- Three Bridges – 1 hour and 40 minutes
- Brighton – 2 hours and 5 minutes

2.6 Taking up the opportunities

2.6.1 The site is therefore well located for new residents to travel by non-car modes. There is a good range of local facilities, which are all within easy walking distance using an attractive route that will encourage local journeys to be made on foot. Journeys further afield can be accommodated by nearby buses and good train services at Ashwell and Morden Rail Station.

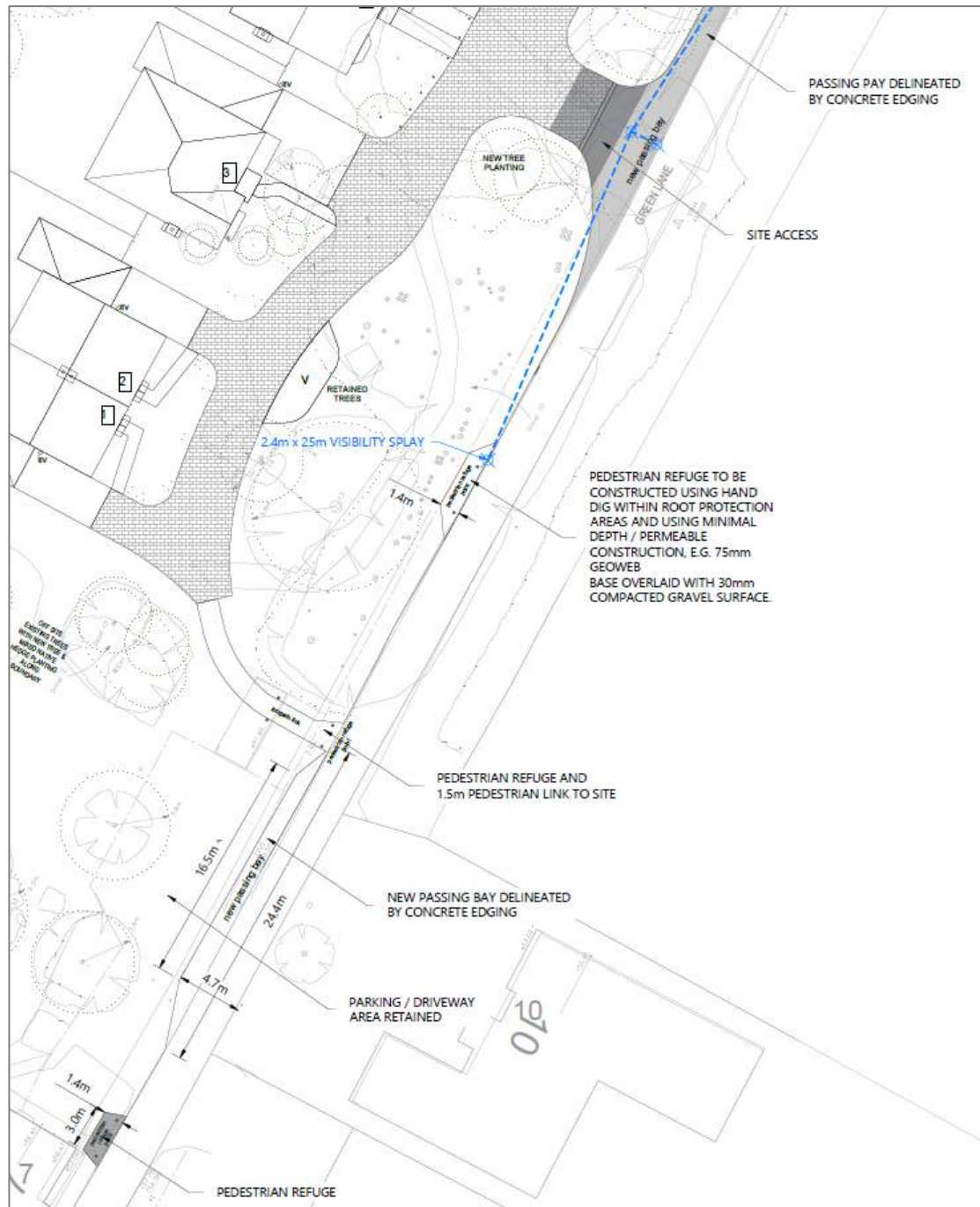
2.6.2 Whilst the two appeal decisions on another site nearby raise issues around the operation of Green Lane, they do not raise any issue with this location being unsuitable or unsustainable for a modest level of residential development.

2.6.3 The proposed access arrangements set out in Section 3 of this Transport Statement include the following measures to improve pedestrian provision on Green Lane:

- Localised widening at two locations so that larger vehicles (e.g. the weekly refuse vehicle) can pass cars without either needing to reverse back.
- A site access design that enables the refuse vehicle to turn around – there is no existing turning arrangement so the refuse vehicle currently needs to reverse. British Standards recommends a reversing distance of no more than 12m primarily for pedestrian safety reasons and the existing reversing distance on Green Lane greatly exceeds this.
- Three pedestrian refuge areas so that pedestrians can (if they want to⁴) step off Green Lane to a separate designated area protected by a pair of wooden bollards whilst vehicles pass. Green Lane has good lines of visibility so that pedestrians will be able to see an approaching vehicle and decide if they want to use this refuge area.

⁴ Much of Green Lane is wide enough for a vehicle to pass a pedestrian and there are adjacent verge areas so there is ample opportunity for pedestrians and vehicles to safely pass each other.

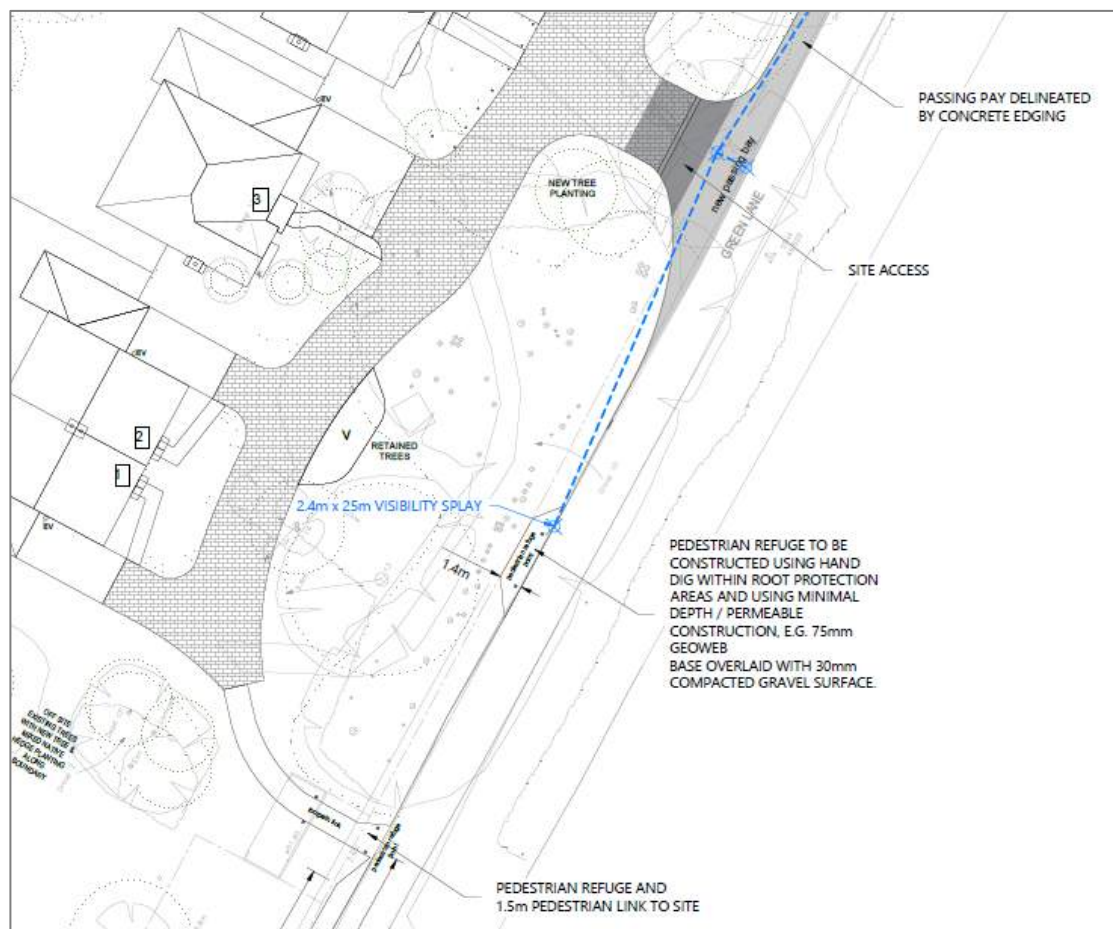
Image 2.2: Proposed Passing and Refuge Areas



Source: Consultant

3.1 Proposed Access

Image 3.1: Proposed Site Access Arrangements



3.1.2 The proposed access arrangements include the following:

- 2.4m by 25m visibility splays – suitable for a 20mph design speed and in line with Manual for Streets / HCC guidance.
- Closure of the existing gated site access and a new access provided slightly to the north (for tree impact reasons), which will serve all seven new homes.
- Localised widening of Green Lane in the vicinity of the access to allow a car and refuse/emergency vehicle to pass.

- Localised widening of Green Lane is also proposed towards the southern end of the site frontage. Again, this will allow a car and refuse/emergency vehicle to pass.
- The provision of three pedestrian refuge areas (see Section 2 of this Transport Statement).
- The access designed so that it provides a turning head for the large refuse vehicle used in the local area – there is currently no turning provision on Green Lane.

3.1.3 Swept paths of the proposed access and Green Lane improvements are shown on drawing number ITL16680-GA-011 Revision J.

3.1.4 The localised widenings of Green Lane will eliminate the occasions when two vehicles meet requiring reversing to allow passing.

3.1.5 Safe and suitable access will therefore be provided. The proposed site access complies with design standards and makes adequate provision for visibility and vehicle turning. The improvements to Green Lane will more than off-set the modest traffic impacts (see Section 6) by providing space for vehicles to pass, turning for refuse vehicles and refuge areas for those pedestrians that want them.

SECTION 4 Will the development be designed in accordance with relevant design guidance?

4.1 Proposed scheme

4.1.1 The proposed site layout is provided in Appendix A with an extract below. Seven new homes are proposed:

- 2 x 2-bedroom homes
- 3 x 3-bedroom homes
- 2 x 4-bedroom homes

Image 4.1: Proposed Site Layout



Source: ADTC

4.2 Parking

Cycle parking

4.3 The North Hertfordshire SPD document states that no cycle parking is required if a house has a garage or an in curtilage secure area.

4.4 Five of the seven dwellings will have appropriately sized garages. The remaining two dwellings will include a secure cycle store – see Table 4.1 below.

Car parking

4.5 The North Hertfordshire SPD document states that a minimum of 2 car parking spaces per dwelling is required. The proposal meets this requirement as follows:

Table 4.1: Proposed Parking Provision

Plot	Size	Parking Spaces	Cycle Parking
1	3 bedrooms	1 driveway space + 1 garage = 2 spaces	In garage
2	3 bedrooms	1 driveway space + 1 garage space = 2 spaces	In garage
3	4 bedrooms	2 driveway spaces + 1 garage = 3 spaces	In garage
4	4 bedrooms	2 driveway spaces + 1 garage = 3 spaces	In garage
5	3 bedrooms	1 driveway space + 1 garage = 2 spaces	In garage
6	2 bedrooms	2 spaces	Secure store at northern end of new access road
7	2 bedrooms	2 spaces	Secure store in back garden

Plot	Size	Parking Spaces	Cycle Parking
Visitor parking		3 spaces	-

4.6 Manoeuvring

4.6.1 The proposed site layout has been designed to make appropriate provision for vehicle manoeuvring. The following drawings are provided at the end of this Transport Statement:

- ITL16680-GA-011 Revision J shows the swept path of a refuse vehicle using the proposed site access.
- ITL16680-GA-015 Revision D shows the swept path of cars accessing the most constrained parking spaces.
- ITL16680-GA-016 Revision E shows a delivery vehicle turning in the site access.
- ITL16680-GA-019 Revision A shows the swept path of a fire tender turning within the site and within an acceptable distance⁵ of the proposed dwellings.

4.6.2 The refuse vehicle swept path plan shows the refuse vehicle turning around within the site access rather than within the site. This is acceptable and appropriate on the following basis:

- It minimises the amount of additional hard surfacing required, e.g. it makes best use of the site entrance which will be very lightly trafficked, serving just 7 homes.
- The northern end of Green Lane serves just one dwelling – there is no harm in the refuse vehicle using this section of Green Lane for manoeuvring.
- The refuse vehicle currently needs to reverse the full length of Green Lane. The turning provision provided by the site access is a material net benefit of the development proposal.
- There is clear visibility along Green Lane of a refuse vehicle manoeuvring in this way.
- It is one vehicle movement per week. In line with Manual for Streets guidance over-providing for such occasional vehicle movements results in over-designed streets that favour vehicles and encourage faster vehicle speeds.

⁵ i.e. less than 45m to the back of any new home in line with Building Regulations.

- The drag distances to the refuse vehicle comply with the Building Regulations guidance.

4.7 **Summary**

- 4.7.1 The proposed site layout provides adequate car and cycle parking in line with local standards. It has been designed to make appropriate provision for manoeuvring by cars, delivery vehicles and refuse vehicles.

SECTION 5 Will the traffic impacts be acceptable?

5.1 Traffic impact

5.1.1 To estimate the traffic generation of the proposed development, trip rates have been derived from surveys of similar developments in similar locations contained within the TRICS database. The sites have been filtered based on the following parameters:

- Type: Houses Privately Owned
- Region: England (Excluding Greater London)
- Size Range: 1 to 10 units; and
- Location: Neighbourhood Centre, Suburban Area and Edge of Town.

5.1.2 The full TRICS report is provided at Appendix C. Table 5.1 summarises the resulting traffic generation the proposed new homes.

Table 5.1: Proposed Trip Generation

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles						
<i>Trip Rate (per unit)</i>	0.183	0.280	0.463	0.317	0.146	0.463
Trip Generation (7 units)	1	2	3	2	1	3

Source: TRICS and Consultant's Estimates

5.1.3 On average, the traffic generation of the scheme will be circa one vehicle movement every 20-minutes in the busiest hours of the day. This is a very modest level of additional traffic that will not have a noticeable impact.

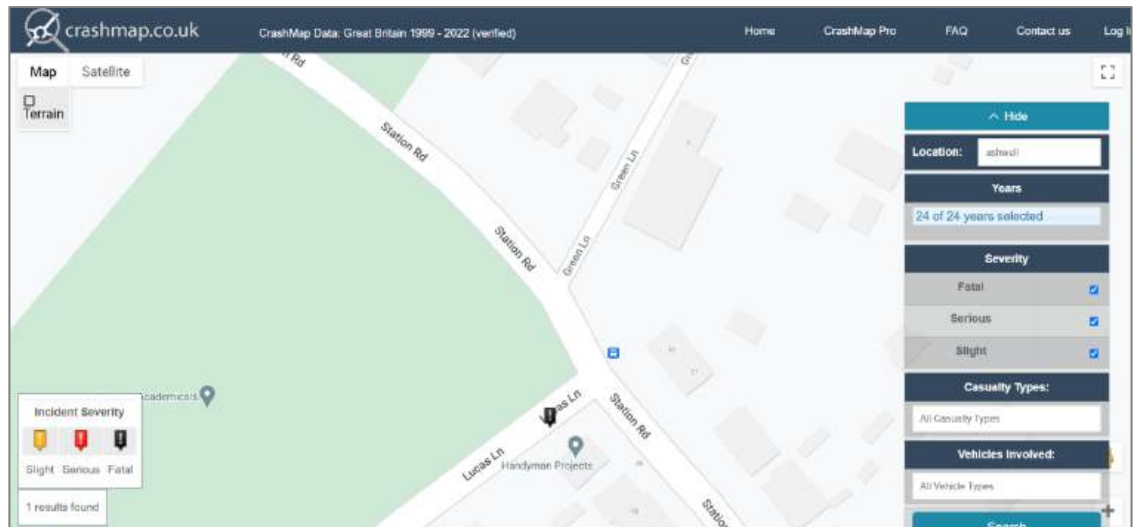
5.2 Station Road / Green Lane Junction

Accident Data

5.2.1 Crash Map data shows that the Green Lane / Station Road junction has an unblemished safety record⁶, with no recorded injury accidents over the most recently available 24-year period:

⁶ There was however a fatal accident on Lucas Lane in May 2007 involving a car and a bike (Crash Map ref: 20074100G0323). This did not occur at the Green Lane junction and appears to be a tragic 'one-off' – there have been no recorded injury accidents since then, a period of more than 15 years.

Image 5.1: Crash Map Data



Source: Crash Map

5.3 Speed Survey Data

- 5.3.1 A traffic count on Station Road was undertaken between 15 and 21 June 2024. This measured vehicle volumes and speeds and the survey data is included in Appendix D. Measurements were undertaken in dry weather conditions⁷.

Table 5.2: 85th Percentile Design Speed of Station Road

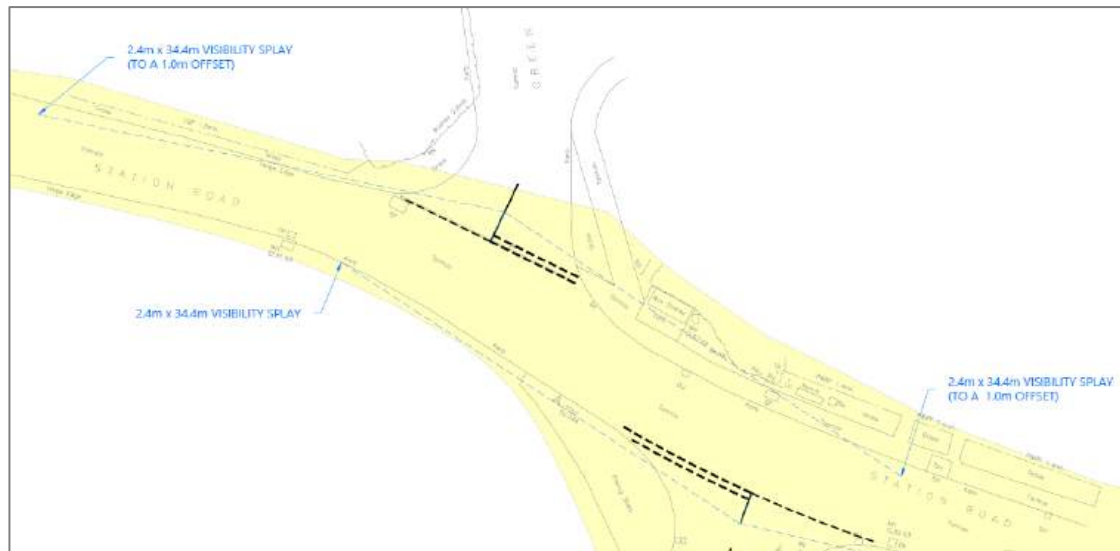
	Eastbound (mph)				Westbound (mph)			
	10 am to 11 am	11 am to 12pm	2pm to 3pm	3pm to 4pm	10 am to 11 am	11 am to 12pm	2pm to 3pm	3pm to 4pm
Monday 17 June	26.2	23.2	26.7	25.4	24.6	23.5	26.4	26.7
Tuesday 18 June	24.1	24.2	24.3	25.1	24.8	23.8	25.8	24.7
Wednesday 19 June	23.3	25	26.1	27.2	25.1	25.5	26.7	25.1
Thursday 20 June	26.6	26.2	25.8	28	26.1	25.1	26.6	25.4
Friday 21 June	27.3	25.3	25.6	26.6	26.1	25.8	27.9	26.8
Overall 85th percentile	25.6				25.6			

Source: Traffic survey data

- 5.3.2 This design speed requires a 2.4m x 34.4m visibility splay in both directions. These splays are shown on drawing number ITL16680-GA-017, with an extract provided below.

⁷ Source: <https://www.timeanddate.com/weather/@2656911/historic>

Image 5.2: Station Road / Green Lane visibility splays



Source: Consultant

- 5.3.3 Vehicles approaching on Station Road can therefore safely see and be seen by a vehicle emerging from Green Lane⁸. This may help to explain the unblemished safety record of the Station Road / Green Lane junction.

5.4 Summary

- 5.4.1 On average, the traffic impact of the development proposal will be circa one vehicle movement every 20-minutes, which is a negligible increase that will not have a noticeable impact on the local highway network. Whilst concerns were raised regarding the Station Road / Green Lane junction for one of the previous appeals for the site opposite, accident and speed survey data has been collected, which shows that the junction has an unblemished safety record for a 24-year period and that vehicles approaching on Station Road can safely see and be seen.

⁸ Visibility splays have been taken to a 1m offset from the carriageway edge, i.e. where vehicles 'track', in accordance with paragraph 10.5.3 of Manual for Streets 2.

SECTION 6 HCC consultation responses discussion

6.1 First HCC consultation response

6.1.1 The first HCC consultation response to the planning application is dated 20 November 2024. It does not raise any objection to the proposal in terms of its location, layout, vehicular access arrangement or traffic impact.

6.1.2 The consultation response highlights that there would not be a demonstrable highways impact:

“This level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity, therefore; the highway authority would not wish to restrict the grant of planning permission from the access (Station Road) into the private access road.”

6.1.3 It does however raise one highways issue relating to the distance between the formal surface of Green Lane and the first proposed pedestrian refuge / access, as follows:

“Accesses in new builds should adhere to current higher standards of accessibility as outlined in both local and national policies, guidance’s, and regulations. The planning process seeks/provides the opportunity to improve safety and conditions by applying current higher standards of design, build and safety to new developments, and not to retain and/or continue with past obsolete standards.

The distance between the back edge of the surfaced area and the first pedestrian refuge (pedestrian access point to the site) is approx. 70 meters. This distance then becomes an unlit shared surface and does not account for the needs of those with small children, pushchairs and those with reduced mobility, including visually impaired people and people using wheelchairs or mobility scooters (Equalities Act).

Shared surfaces are only suitable and acceptable for short length of roads and not for significantly long lengths as being proposed. This then would be refused on an unsafe unsustainable access.”

6.1.4 This consultation response is surprising because it is inconsistent with the detailed in-person pre-application discussions with HCC (ref: meeting note in Appendix A). HCC was sufficiently comfortable with the Green Lane improvement scheme originally proposed that they were comfortable that the number of dwellings proposed could be increased.

6.1.5 The meeting note confirms that the highways officer specifically ***“welcomed this suggestion and would support the proposal with such measures.”*** (ref: para 3.4 of the meeting note) and the highways officer ***“recommended that if the pedestrian refuge areas are included in the proposal, he sees no problem in additional dwellings.”*** (para 5.2 of the meeting note).

6.1.6 The consultation response is also wrong in two important regards:

- i* Firstly, that the ***“application site has a long and varied planning history”***. HCC has wrongly thought that the appeal decisions for another separate site on Green Lane (see Section 1 of this report) apply to this site. This is also a mistake made by the Parish Council, some local residents and councillors. This is a different site, of a different scale, and with a different approach to dealing with pedestrian safety on Green Lane.
- ii* Secondly, that shared surfaces are only suitable for short lengths:

 - The overarching street design guidance is set out in the Manual for Streets, which states at paragraph 7.2.14 that shared surfaces are likely to work well ***“in short lengths, or where they form cul-de-sacs”***. The use of the word ‘or’ should be noted. Green Lane is a cul-de-sac and does not need to be a short length.
 - There is not anything in HCC’s ‘Place & Movement Planning and Design Guidance for Hertfordshire’ that limits the length of shared surfaces.
 - Part 3 Chapter 1 of the HCC Guidance identifies that a Mews Cul-de-Sac can serve up to 25 homes acceptably as a shared surface. The section of Green Lane serving the site as a shared surface will remain within this threshold and also meets HCC’s minimum width requirements for a shared surface.

6.2 Second HCC consultation response

- 6.2.1 Notwithstanding the above, as set out in Section 1 of this report, the scheme was amended to include a third pedestrian refuge that halves the distance from the formally surfaced section of Green Lane to the refuge proposed at pedestrian entrance to the site.
- 6.2.2 The second HCC consultation response is a ‘copy and paste’ of the first consultation response but notes the proposed additional refuge and acknowledges the benefit that this will have to existing and new residents travelling by all modes:

“However, the applicant has provided another pedestrian refuge area as show on drawing (Site Access Arrangements and Green Land Improvements Rev F). This will definitely help with pedestrian access / access for all along Green Lane. It is for the LPA to determine if this is enough to approve the application.”

6.3 Decision making

- 6.3.1 Neither HCC consultation response objects to the planning application because ***“Green Lane is a private access road, which is beyond the authority of the Highway Authority.”***

6.3.2 It is therefore for the Local Planning Authority (LPA) to note HCC's comments and make a decision accordingly. In this regard, the LPA need to carefully consider the following:

- a HCC's consultation responses are caveated, i.e. ***If the development were accessed by maintainable highway, it would be refused on the grounds of being unsustainable with limited pedestrian access.*** In this regard:
 - The development is not accessed from the maintainable highway. If it were, then the access solutions would be different, e.g. a footway might be provided.
 - The improvement scheme is therefore what is proposed, appropriate and achievable in the context of the road not being public highway.
 - This is in accordance with the NPPF, which does not advocate or require a one-size-fits-all approach:
 - Paragraph 110 recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
 - Paragraph 115 requires sustainable transport modes to be promoted taking account of the type of development and its location.
- b What is achievable and acceptable in a rural location with access from a private road will be different where access is taken from the public highway in a more urban location. The proposal should be assessed in this context.
- c The Green Lane improvement scheme is deliverable by the applicant – all of the works are on the site frontage and on the site-side-of-the-lane, i.e. on land controlled by the applicant. This is a further difference from the previous different schemes on a different site. For example, the 2018 appeal decision refers to a proposed Grampian style condition for works on land outside of the control of that appellant. Those works were not deliverable because Green Lane is not public highway
- d The Green Lane improvement scheme originally proposed for this application was subject to specific and carefully recorded pre-application discussions with HCC. Not only was HCC's view that pedestrian refuges, provision for passing and a new turning head would make the proposal acceptable, but they would enable the number of dwellings to be increased. Their advice that the proposal was acceptable was unequivocal and without nuance.

- e The HCC consultation response is wrong in terms of: a) confusing the historic appeal decisions that relate to a different site, with different scales of development, and with a different approach to dealing with pedestrian safety on Green Lane; and b) stating that shared surfaces are only acceptable over short distances – that is not what national or HCC guidance says.
- f The Green Lane scheme has been amended to halve the distance between the formal surface of Green Lane and the first pedestrian refuge. HCC recognise that this will ***“definitely help”*** movement by existing and new residents by all modes.
- g HCC also recognise the immaterial traffic impacts of the development proposal. These immaterial impacts are more than outweighed by the proposed Green Lane improvements, which offer a net benefit in this context:
 - The scheme will provide pedestrian refuges where there are currently none.
 - The scheme will provide for vehicle passing where there is no existing formal provision.
 - The scheme will provide for refuse, delivery and fire vehicle turning where there is no existing formal provision. In particular, the existing arrangements require refuse vehicles to reverse further than the 12m maximum identified in British Standards for pedestrian safety reasons. With the development proposal, such reversing will be eliminated.
- h The scheme is acceptable in transport terms, particularly given the high bar identified by paragraph 116 of the NPPF. A net benefit is necessarily less than a severe impact.

SECTION 7 Summary and Conclusion

7.1 Summary

- 7.1.1 Osprey Homes propose to provide seven new homes to the west of Green Lane, Ashwell.
- 7.1.2 This Transport Statement assesses that scheme and has been informed by a review of transport issues for two larger, different and historic schemes on the eastern side of Green Lane. Those matters have been discussed in detail with HCC through their pre-application process and an agreed way forward identified.
- 7.1.3 Given the level of agreement at the pre-application stage, surprisingly the first HCC consultation response raised concerns about the distance to the first proposed pedestrian refuge / site entrance. The development proposal has therefore been amended to include an additional refuge, which halves this distance. The second HCC consultation response acknowledges this.
- 7.1.4 This Transport Statement demonstrates that the proposal complies with the *key transport tests* set out in paragraph 115 of the NPPF:

Will the opportunities for sustainable travel be appropriately taken up?

- 7.1.5 The site is well located for new residents to travel by non-car modes. There is a good range of local facilities, which are all within easy walking distance using an attractive route that will encourage local journeys to be made on foot. Journeys further afield can be accommodated by nearby buses and good train services at Ashwell and Morden Rail Station.
- 7.1.6 Whilst the two appeal decisions for a different site raise issues around the operation of Green Lane, they do not raise any issue with this location being unsuitable or unsustainable for a modest level of residential development.
- 7.1.7 The proposed access arrangements include the following measures to improve pedestrian provision on Green Lane:
- Localised widening at two locations so that larger vehicles (e.g. the weekly refuse vehicle) can pass cars without either needing to reverse back.
 - A site access design that enables the refuse vehicle to turn around – there is no existing turning arrangement so the refuse vehicle currently needs to reverse. British Standards recommends a reversing distance of no more than 12m primarily for pedestrian safety reasons and the existing reversing distance on Green Lane greatly exceeds this.

- Three pedestrian refuge areas so that pedestrians can step off Green Lane to a separate designated area protected by a pair of wooden bollards whilst vehicles pass. Green Lane has good lines of visibility so that pedestrians will be able to see an approaching vehicle and decide if they want to use this refuge area.

Will safe and suitable access be provided?

- 7.1.8 The proposed site access complies with design standards and makes adequate provision for visibility and vehicle turning. The improvements to Green Lane will more than off-set the modest traffic impacts by providing space for vehicles to pass, turning for refuse vehicles and refuge areas for those pedestrians that want them.

Will the development be designed in accordance with relevant design guidance?

- 7.1.9 The proposed site layout provides adequate car and cycle parking in line with local standards. It has been designed to make appropriate provision for manoeuvring by cars, delivery vehicles and refuse vehicles.

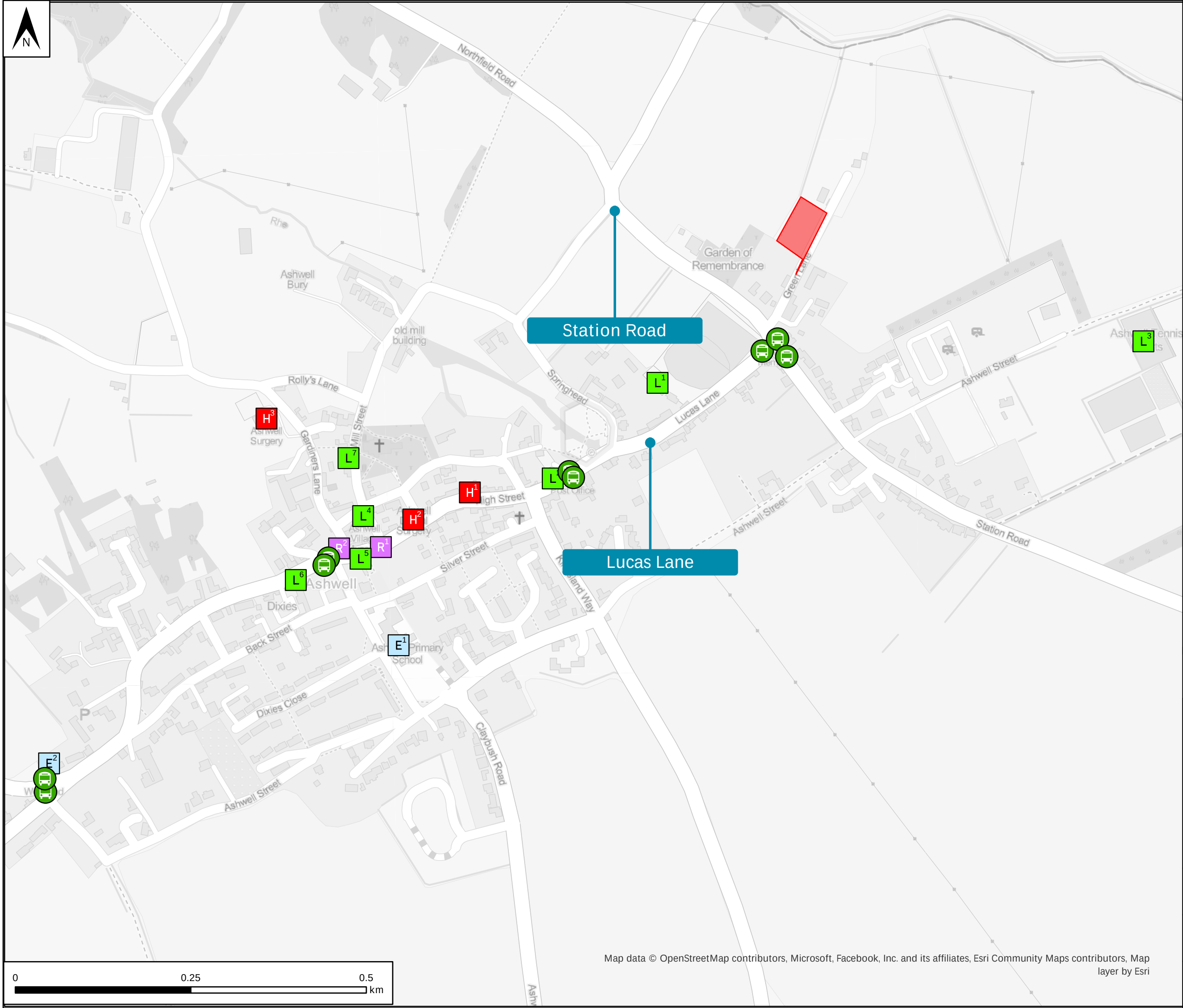
Will the traffic impacts be acceptable?

- 7.1.10 On average, the traffic impact of the development proposal will be circa one vehicle movement every 20-minutes, which is a negligible increase that will not have a noticeable impact on the local highway network. Whilst concerns were raised regarding the Station Road / Green Lane junction for one of the previous appeals for the site opposite, accident and speed survey data has been collected, which shows that the junction has an unblemished safety record for a 24-year period and that vehicles approaching on Station Road can safely see and be seen.

7.2 Conclusion

- 7.2.1 The development proposal is acceptable in transport terms. It passes easily beneath the NPPF paragraph 116 'severe impact' test – the impact is vanishingly small and more than mitigated by the proposed improvements to Green Lane that have a) been subject to detailed pre-application discussions with HCC; and b) refined as a result of HCC's consultation response to the planning application.

FIGURES



Key

- Site Boundary
- Bus Stops
- Ashwell Pharmacy
- Ashwell Dental Surgery
- Ashwell Surgery
- Ashwell Recreational Playgroup
- The Three Tuns
- Ashwell Tennis Club
- Ashwell Village Museum
- Rose and Crown Pub
- Ashwell Gallery
- Bushel and Strike Pub
- Ashwell Primary School
- Ashwell Playgroup
- Days Bakery
- Ashwell Stores

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Leeds: 0113 280 5805
London: 0204 531 3660
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:

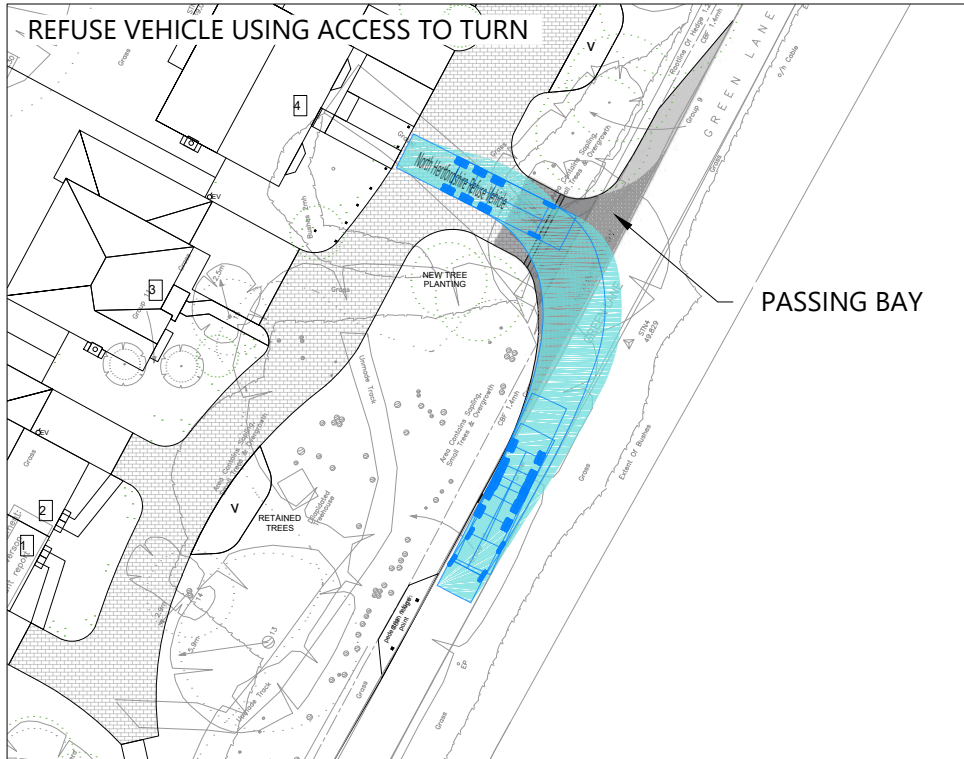
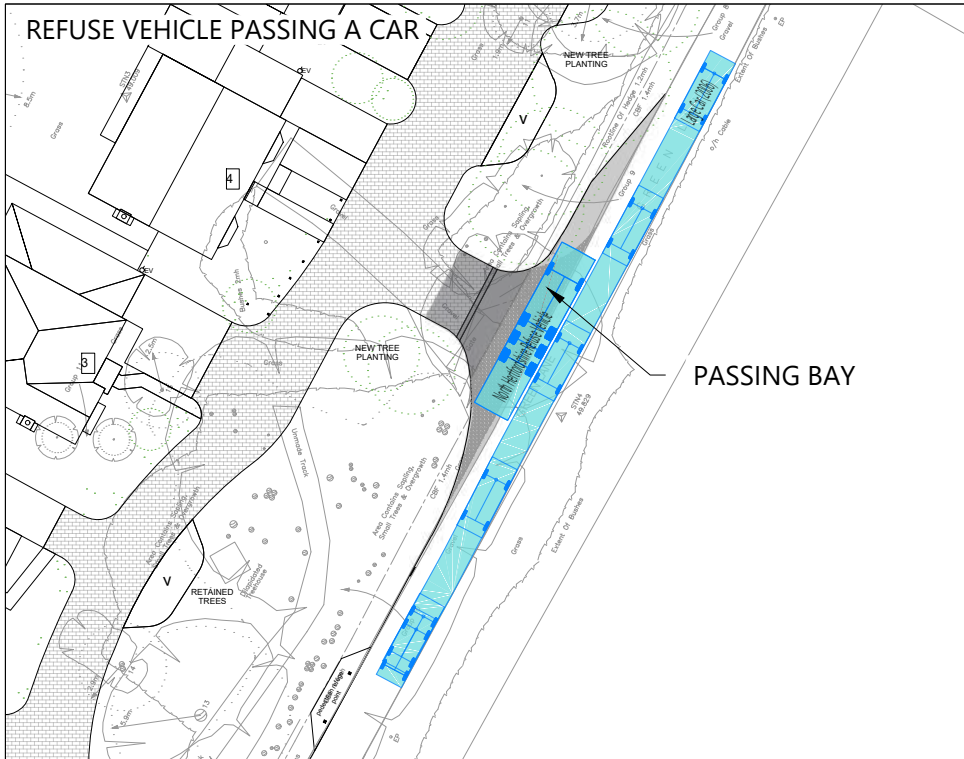
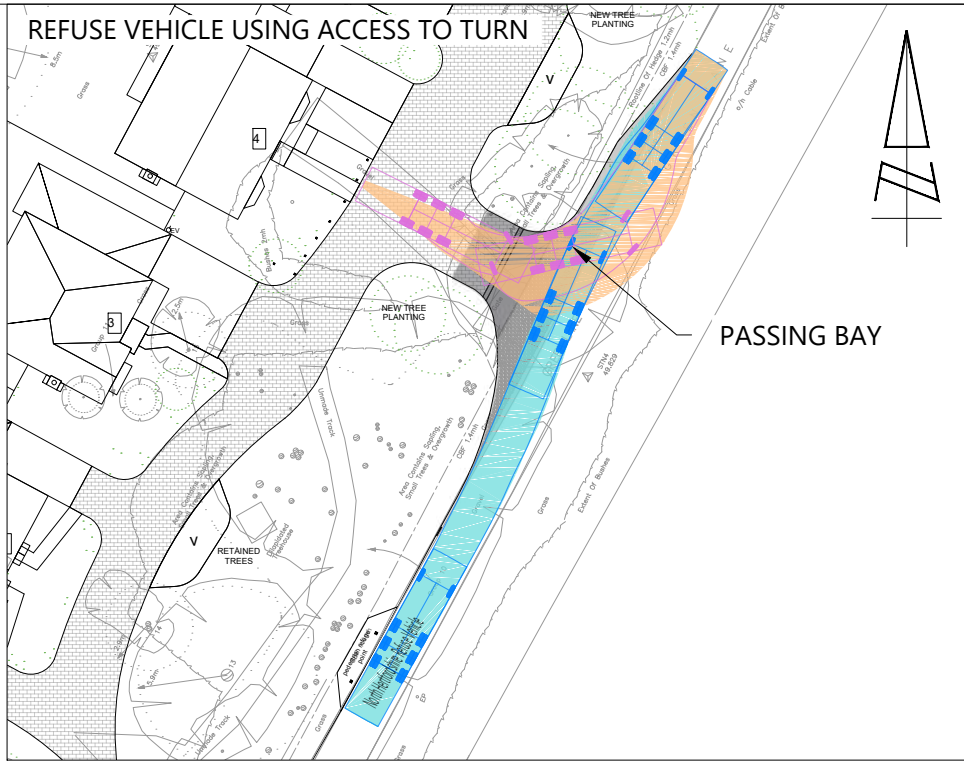
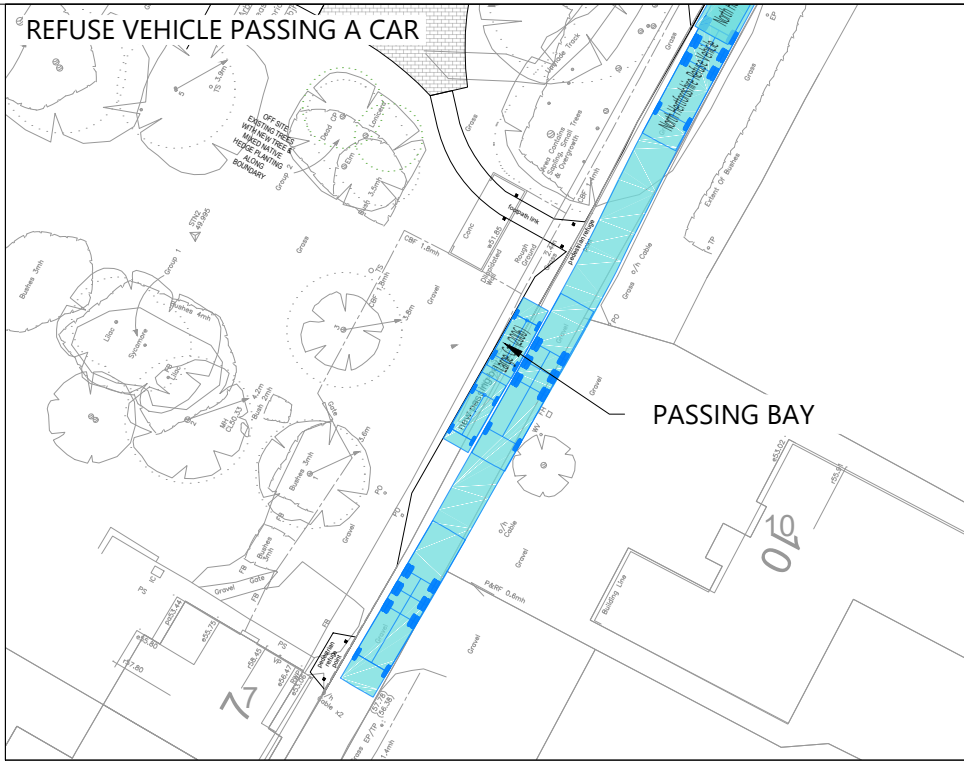
Local Facilities Plan

Project:

Green Lane, Ashwell

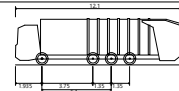
Project Number:	Figure Number:	Revision:
ITL16680	Figure 2.1	-

DRAWINGS



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SCALE BAR @ 1:500



North Hertfordshire Refuse Vehicle
Overall Length 12.100m
Overall Width 2.500m
Overall Body Height 3.401m
Min Body Ground Clearance 0.354m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.400m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.812m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.811m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

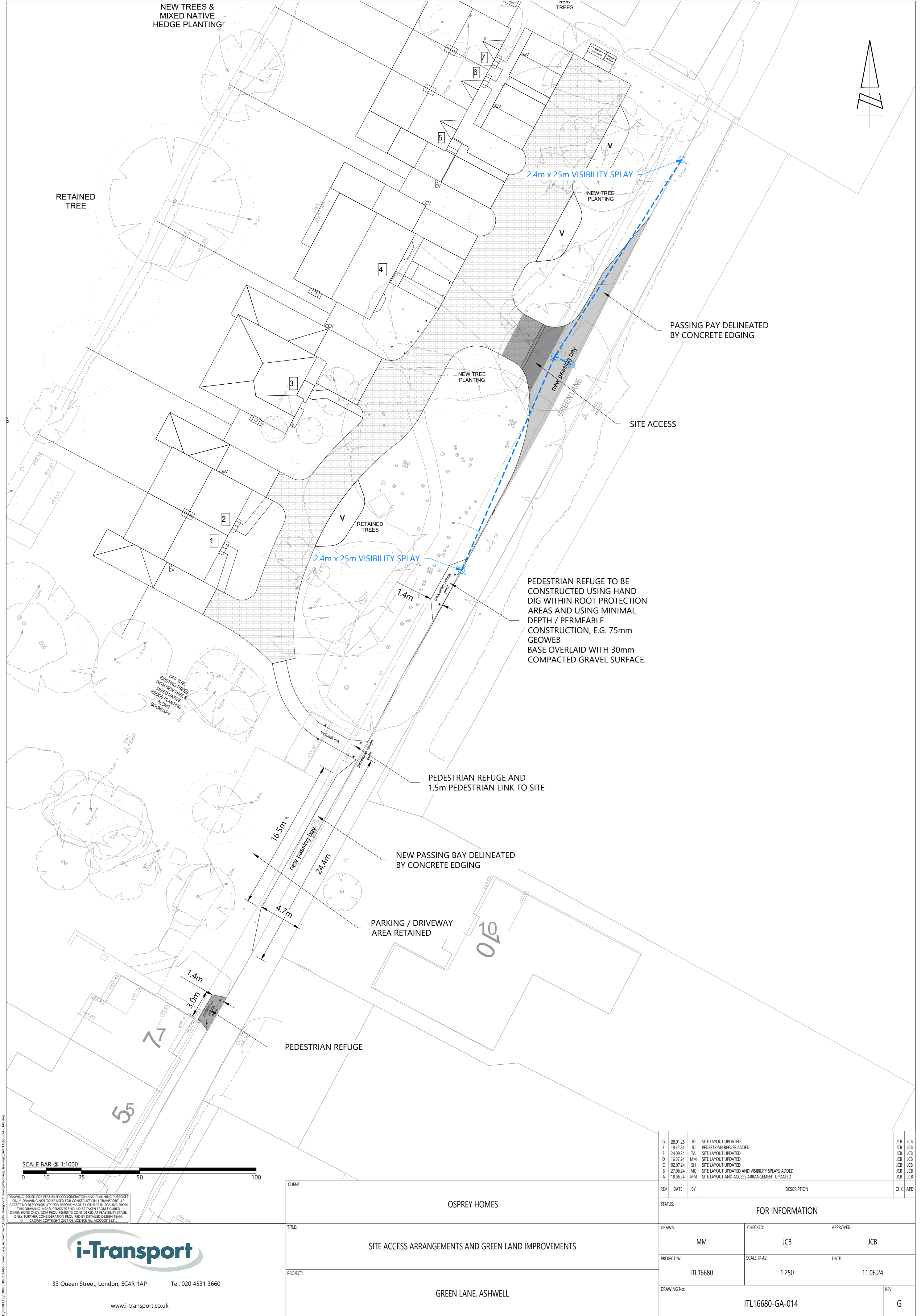
Tel: 01256 637940

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REV	DATE	BY	DESCRIPTION	CHK	APD
J	28.01.25	JD	SITE LAYOUT UPDATED	JCB	JCB
I	24.09.24	TA	SITE LAYOUT UPDATED	JCB	JCB
H	16.07.24	MM	SITE LAYOUT UPDATED	JCB	JCB
G	02.07.24	SH	SITE LAYOUT ADDED AND SWEEP PATHS UPDATED	JCB	JCB
F	27.06.24	MC	SITE LAYOUT ADDED AND SWEEP PATHS UPDATED	JCB	JCB
E	21.06.24	MM	SITE LAYOUT ADDED AND SWEEP PATHS UPDATED	JCB	JCB
D	18.06.24	MM	SITE ACCESS AND SWEEP PATHS UPDATED	JCB	JCB
C	19.03.24	JMc	UPDATED SWEEP PATH ANALYSIS	JCB	JCB
STATUS:			FOR INFORMATION		

TITLE:	SWEPT PATH ANALYSIS - REFUSE VEHICLE	
PROJECT:	GREEN LANE, ASHWELL	CUSTOMER:
CLIENT:	OSPREY H OMES	

DRAWN:	SH	CHECKED:	JCB	APPROVED:	JCB
PROJECT No:	ITL16680	SCALE @ A3:	1:500	DATE:	06.12.23
DRAWING No:	ITL16680-GA-011				REV:
					J



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CLIENT:

OSPREY HOMES

TITLE:

SITE ACCESS ARRANGEMENTS AND GREEN LAND IMPROVEMENTS

PROJECT:

GREEN LANE, ASHWELL

G	28.01.23	JD	SITE LAYOUT UPDATED	JCB	JCB
F	18.12.24	JD	PEDESTRIAN REFUGE ADDED	JCB	JCB
E	24.09.24	TA	SITE LAYOUT UPDATED	JCB	JCB
D	16.07.24	MM	SITE LAYOUT UPDATED	JCB	JCB
C	02.07.24	SH	SITE LAYOUT UPDATED	JCB	JCB
B	27.06.24	MC	SITE LAYOUT UPDATED AND VISIBILITY SPLAYS ADDED	JCB	JCB
A	18.06.24	MM	SITE LAYOUT AND ACCESS ARRANGEMENT UPDATED	JCB	JCB

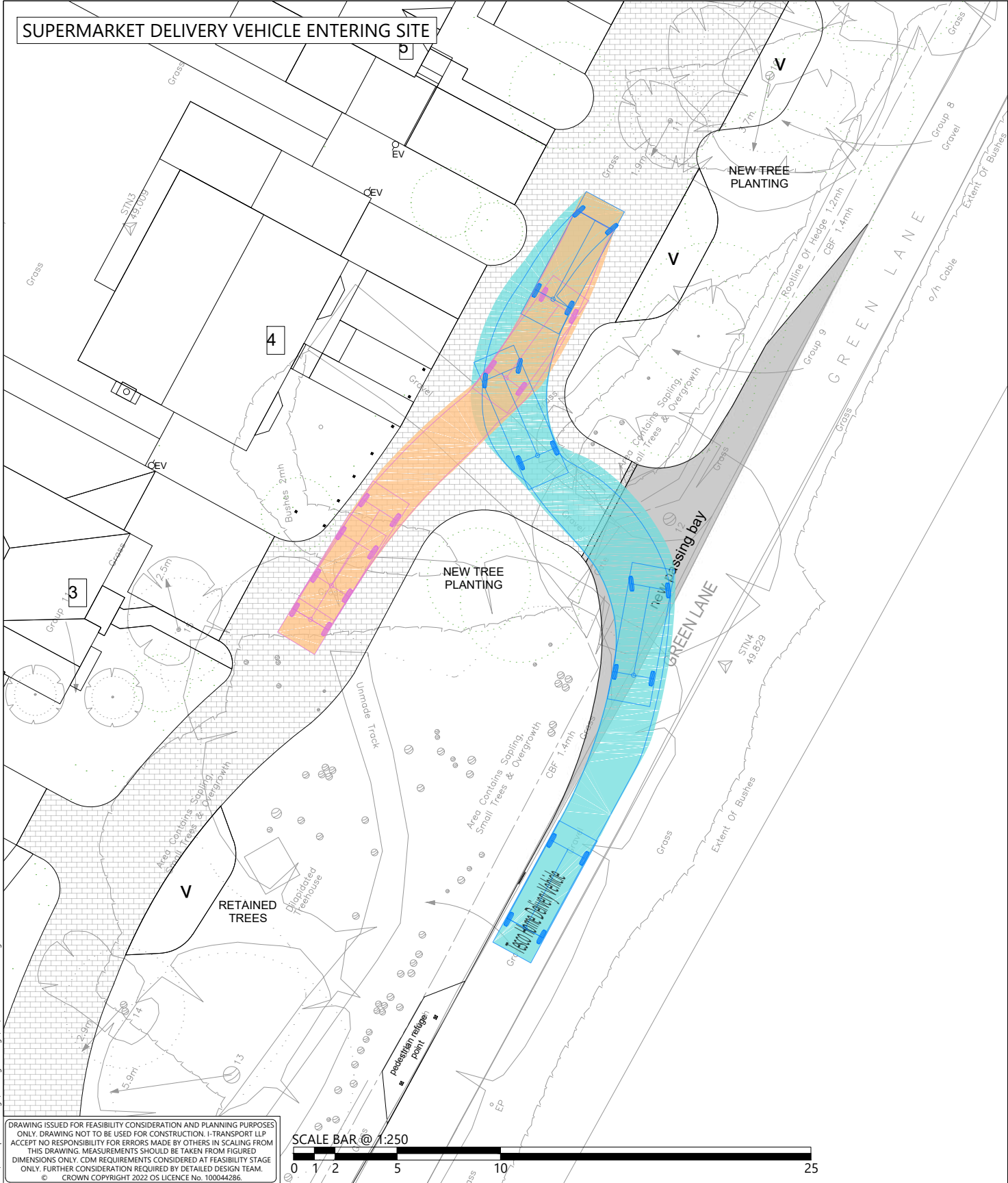
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STATUS:			FOR INFORMATION		
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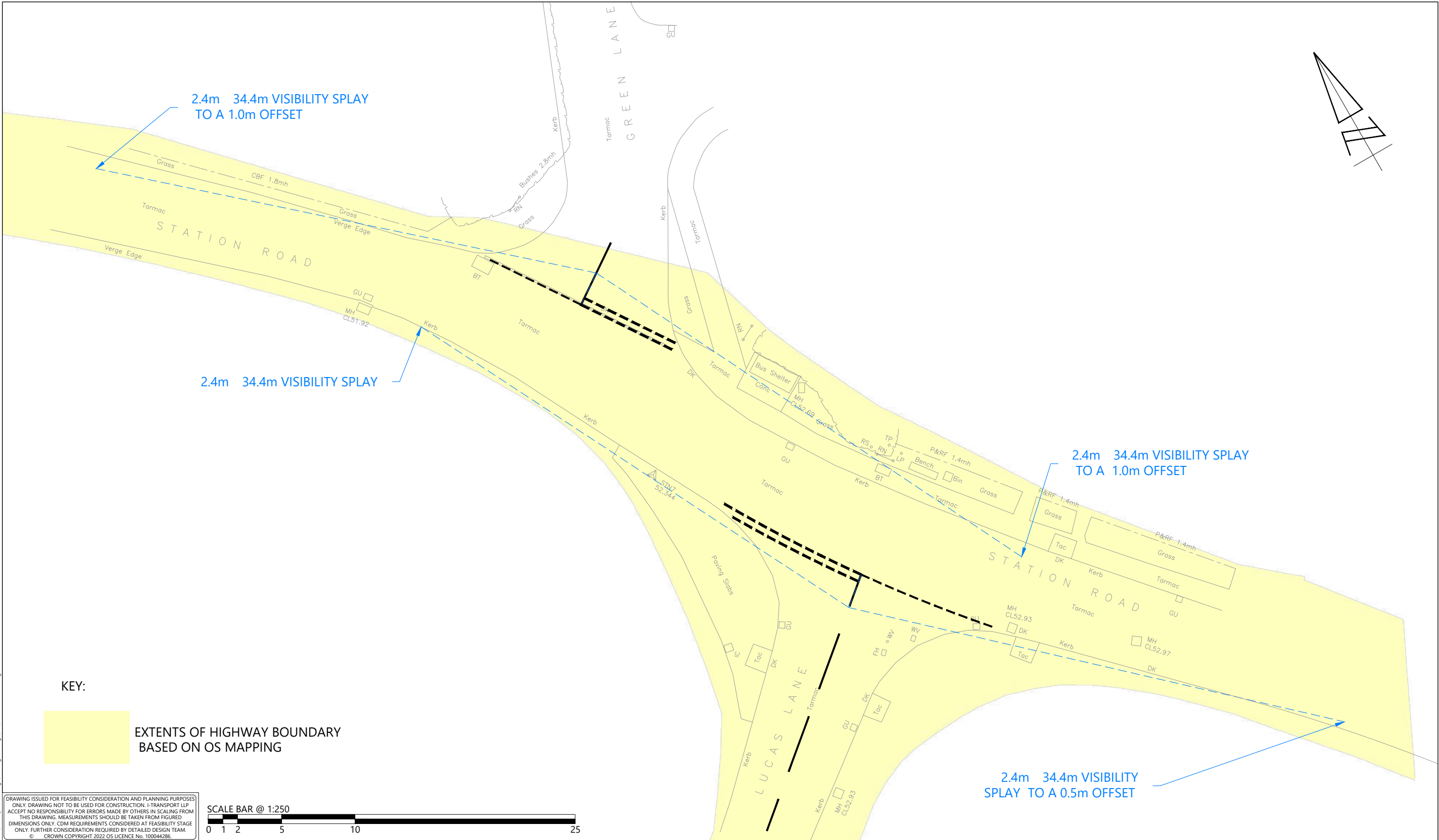
DRAWN:	CHECKED:	APPROVED:
MM	JCB	JCB

PROJECT No:	SCALE @ A2:	DATE:
ITL16680	1:250	11.06.24

DRAWING No:	REV:
ITL16680-GA-014	G



 33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660 www.i-transport.co.uk		E	28.01.25	JD	SITE LAYOUT UPDATED	JCB	JCB	TITLE: SWEPT PATH ANALYSIS - SUPERMARKET DELIVERY VEHICLE	DRAWN: MM	CHECKED: JCB	APPROVED: JCB	
		D	24.09.24	TA	SITE LAYOUT UPDATED	JCB	JCB		PROJECT: GREEN LANE, ASHWELL	PROJECT No: ITL16680	SCALE @ A3: 1:250	DATE: 19.06.24
		C	16.07.24	MM	SITE LAYOUT AND SWEPT PATHS UPDATED	JCB	JCB					
		B	02.07.24	SH	SITE LAYOUT UPDATED	JCB	JCB					
		A	27.06.24	MC	SITE LAYOUT UPDATED	JCB	JCB					
REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT: GREEN LANE, ASHWELL		CLIENT: OSPREY HOMES		DRAWING No: ITL16680-GA-016		REV: E
STATUS: FOR INFORMATION												



L:\PROJECTS\16000 SERIES\16680 - Green Lane, Ashwell\Tech\Kash\Transport Drawings\GA\ITL16680-GA-017.dwg

KEY:

EXTENTS OF HIGHWAY BOUNDARY
BASED ON OS MAPPING

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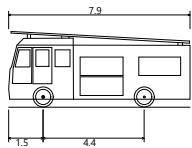
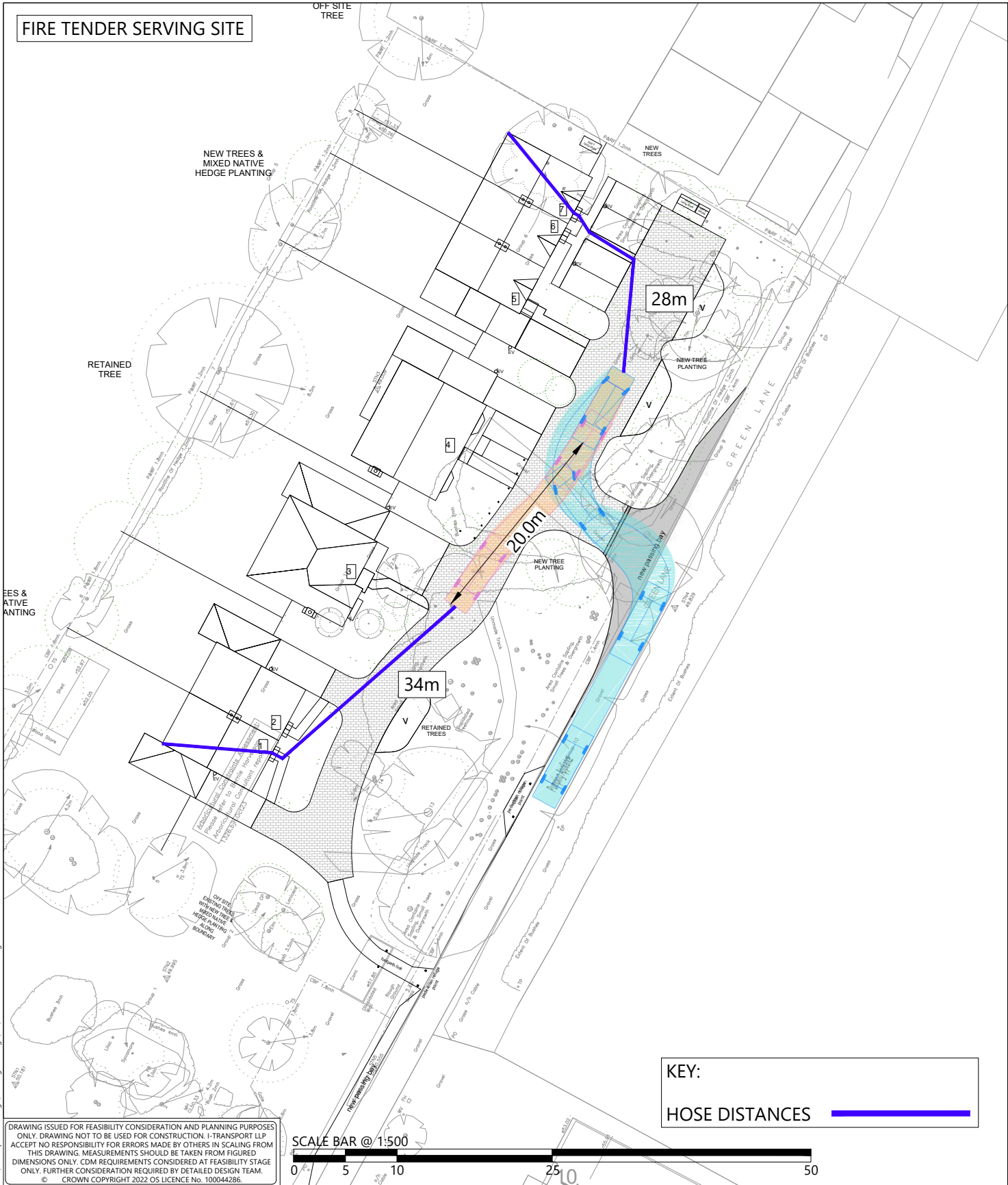


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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:			FOR INFORMATION		

TITLE: STATION ROAD JUNCTION WITH LUCAS LAND AND GREEN LANE JUNCTION VISIBILITY	
PROJECT: GREEN LANE, ASHWELL	CLIENT: OSPREY HOMES

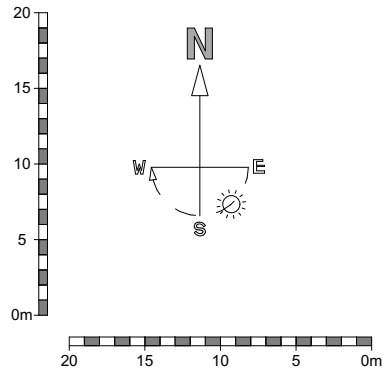
DRAWN: MC	CHECKED: JCB	APPROVED: JCB
PROJECT No: ITL16680	SCALE @ A3: 1:250	DATE: 27.06.24
DRAWING No: ITL16680-GA-017		REV: -



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

 33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660 www.i-transport.co.uk				TITLE: SWEPT PATH ANALYSIS - FIRE TENDER				DRAWN: MM		CHECKED: JCB		APPROVED: JCB	
A 28.01.25 JD SITE LAYOUT UPDATED				PROJECT: GREEN LANE, ASHWELL				PROJECT No: ITL16680		SCALE @ A3: 1:500		DATE: 16.07.24	
REV DATE BY DESCRIPTION				CLIENT: OSPREY HOMES				DRAWING No: ITL16680-GA-019		REV: A			
STATUS: FOR INFORMATION													

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

KEY TO LANDSCAPING



RETAINED EXISTING TREES



PROPOSED NEW TREES TBC



PROPOSED NEW NATIVE HEDGING TBC

REV. 'B' 20-1-2025 GATES EITHER SIDE OF NEW SITE ACCESS REMOVED. ROOF TO PLOTS 1 & 2 REVISED TO SLATE.
REV. 'A' 18-12-2024 ADDITIONAL PEDESTRIAN REFUGE ADDED OUTSIDE No.7 GREEN LANE.

PROJECT.

LAND OFF GREEN LANE,
ASHWELL, HERTS SG7 5LW

SCALE.

1:500 @ A3

DATE

AUGUST 2024

DRAWN.

IAN BARNETT

TITLE.
SITE LAYOUT

DRAWING No.
GLA-P-01B

59 DITCHFIELD ROAD, HODDESON, HERTS, EN11 9HS
TEL. (01992) 421575, FAX. (01992) 410051, MOB. 07790 102611
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IAN BARNETT
ARCHITECTURAL DESIGNER +
TECHNICAL CONSULTANT

GREEN LANE, ASHWELL

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

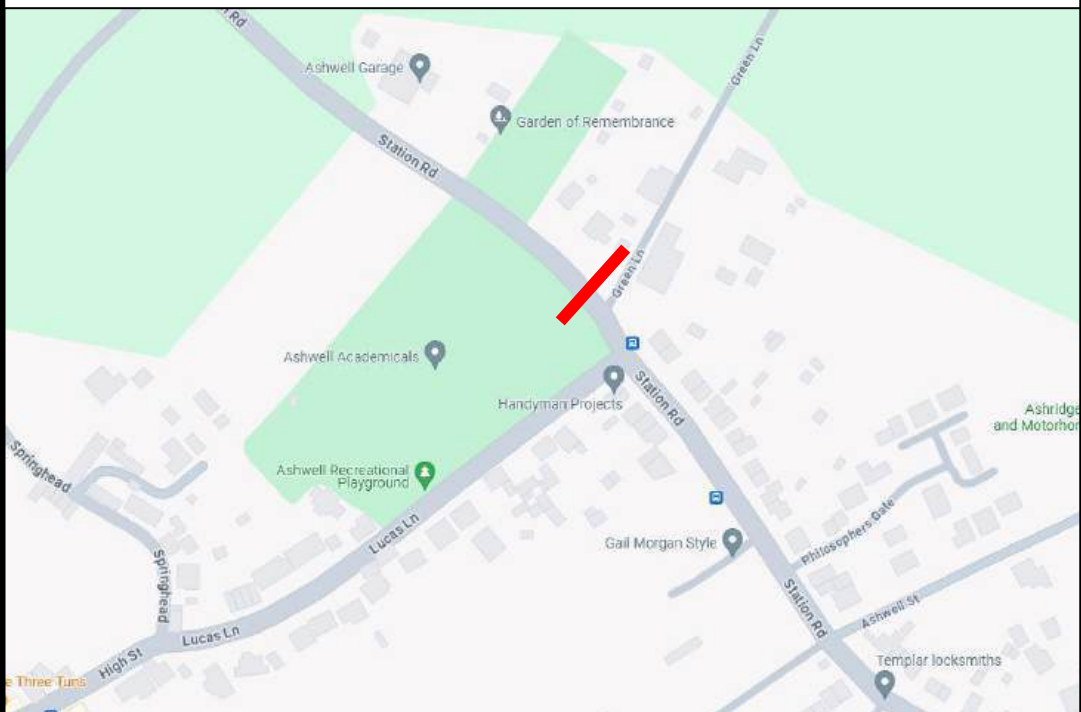
Amy Hoyle

APPENDIX D.Traffic Survey Data



Survey Type: Automatic Traffic Counter

Location: Station Road Ashwell



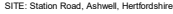
Charge Surveys Ltd

chargesurveys.co.uk



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

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



LOCATION: Attached to street sign

DIRECTION: EASTBOUND SPEED LIMIT: 30

	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	85
0000		4	4	0	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	0	10.1	-
0200		0	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	0	19.5	-
0400		0	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	0	-
0600		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0700		19	16	10	1	0	0	0	0	0	0	0	0	0	0	0	2	23.8	28.6
0800		34	23	0	0	0	1	0	0	0	0	0	0	0	0	10	19	25.8	0
0900		45	33	0	4	0	0	0	0	0	0	0	0	0	0	7	21.3	26.4	0
1000		44	35	3	3	1	0	0	0	0	0	0	0	0	0	5	20.2	25.6	0
1100		38	32	1	1	0	0	0	0	0	0	0	0	0	1	3	21.5	26.3	0
1200		41	34	0	4	0	1	0	0	0	0	0	0	0	0	2	21.8	26.5	0
1300		42	38	2	2	1	0	0	0	0	0	0	0	0	1	21	24.8	24.8	0
1400		30	26	0	2	0	0	0	0	0	0	0	0	0	1	1	21	24.5	0
1500		35	28	0	3	0	1	0	1	0	0	0	0	0	0	2	21.2	25.7	0
1600		26	1	1	2	0	0	0	0	0	0	0	0	0	0	0	21.8	25.9	0
1700		27	22	0	4	0	0	0	0	0	0	0	0	0	0	1	21	23.5	0
1800		22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	26.7	0
1900		22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	25	0
2000		15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26.6	0
2100		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0
2200		9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0
2300		7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0
00:19		406	334	1	26	26	6	1	6	6	6	6	3	34	34.2	26.7	1	21.3	26.7
06:22		464	381	1	27	0	7	0	1	0	0	0	0	0	3	34	21.3	26.8	0
06:40		476	396	1	28	0	7	0	1	0	0	0	0	0	3	34	21.3	26.7	0
06:58		462	386	1	28	0	7	0	1	0	0	0	0	0	3	34	21.3	26.7	0

	Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp	85
0000		6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	-
0300		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0400		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0500		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0600		3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0700		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	18.4	-
0800		14	12	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	27.1	-
0900		18	11	1	2	0	1	0	0	0	0	0	0	0	0	3	20	34.2	-
1000		37	28	0	1	2	0	0	0	0	0	0	0	1	3	22.4	27.8	-	-
1100		39	33	0	1	0	0	0	0	0	0	0	0	1	3	19.2	23.4	-	-
1200		33	25	0	2	1	0	0	0	0	0	0	0	2	3	20.5	26.1	-	-
1300		36	28	0	0	0	0	0	0	1	0	0	0	4	0	2.2	25.7	-	-
1400		33	25	0	0	0	0	0	0	0	0	0	0	5	3	21	24.8	-	-
1500		36	28	1	1	0	0	0	0	0	0	0	0	3	3	21.5	25.6	-	-
1600		33	27	0	2	0	0	0	0	0	0	0	0	1	3	21.7	25.7	-	-
1700		33	28	1	1	0	0	0	0	0	0	0	0	3	3	19.9	23.4	-	-
1800		21	20	0	1	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
2300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
00-22		334	265	2	11	0	4	0	0	0	0	3	0	0	17	32	21	26.5	-
00-22		362	289	2	12	0	4	0	0	0	0	3	0	0	18	34	21.1	26.6	-
00-22		365	291	3	12	0	4	0	0	0	3	0	0	0	18	34	21.1	26.6	-
00-22		375	300	3	13	0	4	0	0	0	3	0	0	0	18	34	21.2	26.8	-

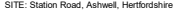
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0000		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	
0100		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.7	-	
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
0400		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	
0500		4	4	0	0	0	0	0	0	0	0	0	0	0	0	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	2	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	2	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	28	2	2	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	1	20.9	25.4		
1600		52	45	0	6	0	0	0	0	0	0	0	0	0	2	22	23.1		
1700		68	61	0	3	0	0	0	0	0	0	0	0	0	2	2	23	28.1	
1800		36	32	1	1	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	1	2	18.7	24.2	
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	-	
00-11		87	78	2	36	36	4	1	1	1	1	1	1	1	6	16	21.8	26.2	
00-22		685	611	2	2	39	4	1	1	1	0	1	0	0	0	6	20	21.8	26.1
00-30		850	820	2	2	40	4	1	1	1	1	1	1	1	6	20	21.8	26.1	
00-36		605	529	2	2	40	4	2	1	1	0	1	0	0	6	21	21.9	26.2	

	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	237	28.4	-	
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	24	-	
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	1	0	0	10	29	414	26.2	-	
06:22		620	504	11	43	4	2	0	1	1	1	0	0	9	13	41	21.4	26.1	-
06:40		623	507	11	43	4	2	0	1	1	1	0	0	9	13	41	21.4	26.1	-
07:10		630	513	11	41	4	1	0	1	1	1	0	0	9	13	41	21.4	26.2	-

	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		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	4	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0600		5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23.7
0700		33	28	0	3	0	0	0	0	0	0	0	0	0	0	2	25	29.9
0800		54	48	5	5	0	0	0	0	0	0	0	0	0	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		39	32	0	0	0	0	0	0	0	0	0	0	0	0	1	18.8	23.3
1100		38	32	3	3	3	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	27.4
1300		47	35	7	7	0	0	0	0	0	0	0	0	0	1	21	25.7	27
1400		51	44	0	5	0	0	0	0	0	0	0	0	0	1	1	21	26.1
1500		54	49	0	0	0	0	0	0	0	0	0	0	0	0	3	23	27.2
1600		54	48	4	4	2	0	0	0	0	0	0	0	0	0	21.7	25.7	27
1700		67	60	3	3	0	0	0	0	0	0	0	0	0	0	4	21.9	26.8
1800		36	34	0	1	0	0	0	0	0	0	0	0	0	1	2	22.9	26.9
1900		25	23	0	0	0	0	0	0	0	0	0	0	0	2	22.5	27.7	27
2000		39	18	0	0	0	1	0	1	0	0	0	0	0	18	0	23.2	26.6
2100		19	11	11	0	0	0	0	0	0	0	0	0	0	23.6	24.8	24.8	26.6
2200		8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18.2
2300		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6
87-18		567	611	47	47	47	47	47	47	47	47	47	47	47	21	11.8	26.4	26.4
96-22		665	546	1	48	0	1	1	0	0	0	0	0	0	35	22	22	26.4
96-22		664	554	1	48	0	1	0	1	0	0	0	0	0	36	22	22	26.4
96-22		1	570	550	46	46	1	1	0	0	0	0	0	0	22	22	22	26.4

	Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	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	25	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		65	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		25	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	22.3	2.8
2300		7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9
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	8	8	21	24
06-22		622	524	1	81	81	0	0	0	1	11	24	24	24	24	24	22.4	26.4

[illegible]



LOCATION: Attached to street sign

GRID REFERENCE: 52.043411, -0.145924

Year	2010	2011	2012	2013
2010	100	100	100	100
2011	100	100	100	100
2012	100	100	100	100
2013	100	100	100	100

[illegible]

10

Time	Time- Interval	Total	Vain				Vain				Vain				Vain				Mean	Vpp
			12	19	25	31	37	43	49	56	62	68	75	81	87	93	99			
0000		6	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	25.4		
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28		
0200		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8		
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4		
0400		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1		
0500		1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35		
0600		18	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	18.6		
0700		2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8		
0800		14	0	2	8	3	1	0	0	0	0	0	0	0	0	0	0	22.6	27.1	
0900		960	1	5	8	1	0	0	0	0	0	0	0	0	0	0	0	26.2	27.1	
1000		38	1	9	17	8	2	0	0	0	0	0	0	0	0	0	0	22.4	27.6	
1100		37	2	17	18	2	0	0	0	0	0	0	0	0	0	0	0	19.2	23.4	
1200		133	3	7	13	6	0	0	0	0	0	0	0	0	0	0	0	20.5	26.1	
1300		38	2	14	12	8	0	0	0	0	0	0	0	0	0	0	0	20.2	25.7	
1400		33	1	7	21	4	0	0	0	0	0	0	0	0	0	0	0	21	24.6	
1500		150	1	7	35	9	0	0	0	0	0	0	0	0	0	0	0	21.5	25.8	
1600		33	0	4	24	5	0	0	0	0	0	0	0	0	0	0	0	21.7	25.7	
1700		173	2	11	17	11	0	0	0	0	0	0	0	0	0	0	0	19.9	23.4	
1800		21	0	0	8	8	1	0	0	0	0	0	0	0	0	0	0	23.3	27.7	
1900		12	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	21.2	28.2	
2000		7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	21.3		
2100		6	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	21		
2200		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1		
2300		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7		
07-19		334	13	88	173	86	4	0	0	0	0	0	0	0	0	0	0	21	26.6	
06-22		362	14	96	183	64	5	0	1	0	0	0	0	0	0	0	0	21	26.6	
06-04		349	14	96	184	68	6	1	1	0	0	0	0	0	0	0	0	21.8	26.6	
06-00		375	14	98	186	70	6	0	1	0	0	0	0	0	0	0	0	21.2	26.6	

100

Year	Time	Total	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	Y22	Y23	Y24	Y25	Y26	Y27	Y28	Y29	Y30	Y31	Y32	Y33	Y34	Y35	Y36	Y37	Y38	Y39	Y40	Y41	Y42	Y43	Y44	Y45	Y46	Y47	Y48	Y49	Y50	Y51	Y52	Y53	Y54	Y55	Y56	Y57	Y58	Y59	Y60	Y61	Y62	Y63	Y64	Y65	Y66	Y67	Y68	Y69	Y70	Y71	Y72	Y73	Y74	Y75	Y76	Y77	Y78	Y79	Y80	Y81	Y82	Y83	Y84	Y85	Y86	Y87	Y88	Y89	Y90	Y91	Y92	Y93	Y94	Y95	Y96	Y97	Y98	Y99	Mean	Vpp	Std																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
0000		3	0	1	1	0	1	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	

100

Year	Time-Interval	Total	Vn				Vn				Vn				Vn				Mean	Vpp
			12	19	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	248.7	-
0100	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252.7	-
0200	0	0	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	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	269.8	-
0600	7	7	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	263.3	-
0700	33	1	3	8	19	2	0	0	0	0	0	0	0	0	0	0	0	0	247.7	28.6
0800	56	1	6	26	21	4	0	0	0	0	0	0	0	0	0	0	0	0	237.4	28.4
0900	46	4	6	46	24	4	0	0	0	0	0	0	0	0	0	0	0	0	203.3	28.4
1000	36	0	10	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	202.2	24.1
1100	47	2	23	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	191.1	24.2
1200	33	4	12	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	28.4
1300	48	4	8	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	207.2	26.0
1400	30	5	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	195.3	24.3
1500	40	4	10	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	206.2	25.1
1600	60	1	12	29	15	11	3	0	0	0	0	0	0	0	0	0	0	0	223.2	28.4
1700	170	0	14	10	15	3	0	0	0	0	0	0	0	0	0	0	0	0	223.5	28.4
1800	39	1	5	19	12	2	0	0	0	0	0	0	0	0	0	0	0	0	231.1	28.4
1900	28	2	8	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	197.7	24.4
2000	1	4	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211.1	24.9
2100	110	0	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	223.7	27.1
2200	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	272.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220.0	-
07-19		558	27	119	282	117	13	0	0	0	0	0	0	0	0	0	0	0	214.4	26.2
06-22		620	30	134	314	128	14	0	0	0	0	0	0	0	0	0	0	0	214.4	26.1
06-00		621	30	134	314	128	14	0	0	0	0	0	0	0	0	0	0	0	214.4	26.1
06-00		620	30	134	317	135	14	0	0	0	0	0	0	0	0	0	0	0	214.2	26.1

Time

[illegible]

Time

[illegible]

Time

[illegible]

Time

[illegible]



SITE: Station Road, Ashwell, Hertfordshire

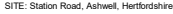
LOCATION: Attached to street sign

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		



LOCATION: Attached to street sign

DIRECTION: WESTBOUND SPEED LIMIT: 30

	Time [s]	Total	Cis 1	Cis 2	Cis 3	Cis 4	Cis 5	Cis 6	Cis 7	Cis 8	Cis 9	Cis 10	Cis 11	Cis 12	Cis 13	Cis 14	Cis 15	Mean	Vpp [s]	
0000		3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
0001		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
0200		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0600		4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	
0700		9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	-	
0800		25	18	0	3	0	1	0	0	0	0	0	0	0	0	0	0	21.7	25.3	
0900		35	24	1	3	0	0	0	0	0	0	0	0	0	0	0	0	16.9	25.9	
1000		36	31	1	4	0	0	0	0	0	0	0	0	0	0	0	0	21.5	26.8	
1100		49	43	3	3	2	0	0	0	0	0	0	0	0	0	0	0	21.3	26.6	
1200		33	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.8	21.8	
1300		46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.8	26.1	
1400		60	56	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0.2	23.5	
1500		27	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.1	25.7	
1600		31	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	26.8	
1700		29	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	26.5
1800		31	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	22.9	28
1900		18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.4	
2000		12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.4	27.8	
2100		11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	30.6	
2200		9	9	0	0	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	0	0	25	-
2400		39	33	2	24	24	2	2	2	1	6	8	9	9	9	9	17	11.7	24.9	
06-22		436	378	2	25	25	0	0	0	2	0	1	0	0	0	5	18	11.9	26.2	
06-22		466	392	2	25	0	0	0	0	2	0	1	0	0	0	5	18	21	26.2	
06-22		456	386	2	27	27	0	0	0	1	0	0	0	0	0	5	18	22	26.2	

	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 13	Cls 14	Cls 15	Mean	Vpp [s]
0000		5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0100		0	0	2	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	0	19	-
0300		0	0	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	0	-
0500		3	3	0	0	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	0	24.6	-
0700		6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0800		7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0900		22	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	26.7
1000		26	16	0	5	0	0	0	0	0	0	0	0	0	0	0	0	44	22.4
1100		40	31	1	0	0	2	0	0	0	0	2	0	0	0	0	0	20	23.9
1200		55	39	0	0	0	0	0	0	0	0	1	0	1	0	0	0	7	21.8
1300		57	31	2	2	2	2	0	0	1	0	0	0	0	0	0	0	16	20.9
1400		43	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	20.7
1500		30	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
1600		38	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20.8
1700		32	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
1800		16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20.4
1900		14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
2000		12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	24.5
2100		10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4
2200		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2
2300		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00-19		375	272	2	11	11	6	0	0	0	2	2	0	0	0	0	0	39	41
00-22		416	304	3	12	12	6	6	0	0	1	2	0	0	0	0	0	41	46
00-24		3	471	308	12	12	6	0	0	0	1	2	0	0	0	0	0	41	47
00-26		430	316	3	13	0	6	0	0	0	1	2	0	0	0	0	0	41	47

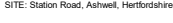
	Time [s]	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	Mean	Vpp	
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	
0300		2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
0400		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
0500		10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
0600		10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	0	
0700		44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.3	25.1	
0800		62	47	0	10	1	0	0	0	0	0	0	0	0	2	1	10.8	25.7	-	
0900		42	34	0	5	0	0	0	0	0	0	0	0	0	0	2	2	21.8	20.5	
1000		38	31	0	5	0	0	0	0	0	0	0	0	0	0	2	20.1	24.6	-	
1100		58	43	0	8	0	0	0	0	0	0	0	0	0	5	5	10.3	23.5	-	
1200		43	34	1	5	0	0	0	0	0	1	0	0	0	0	0	0	22.1	25.5	
1300		48	39	0	4	0	0	0	0	0	0	0	0	0	2	2	21.1	26	-	
1400		44	35	0	7	0	0	0	0	0	0	0	0	0	0	0	0	21.9	26.4	
1500		45	41	0	1	0	0	0	0	0	0	0	0	0	1	2	11.8	26.7	-	
1600		46	41	0	2	1	0	0	0	0	0	0	0	0	3	22.5	27.8	-	-	
1700		59	52	0	5	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.2	-
1800		32	27	0	1	0	0	0	0	0	1	0	0	0	0	0	2	22.8	27.8	-
1900		38	31	1	1	0	0	0	0	0	0	0	0	0	2	6	11.6	27.9	-	
2000		20	15	0	2	0	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	0	1	22.2	-	-	
2200		10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	-
2300		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	-
00-19		664	466	1	85	85	3	2	2	0	0	0	0	0	9	24	21.4	26.2	-	
00-22		642	529	1	89	3	1	2	0	2	0	0	0	0	9	19	26	21.7	26.3	-
00-24		654	541	1	99	9	3	1	2	2	2	0	0	0	9	19	26	21.7	26.3	-
00-25		669	553	1	82	3	1	2	0	2	0	0	0	0	9	19	26	21.7	26.4	-

	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 13	Cls 14	Mean	Vpp [dB]
0000		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0300		1	0	1	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	26.6	-
0500		9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
0600		16	11	4	4	0	0	0	0	0	0	0	0	0	0	24	29.3	1
0700		45	38	0	5	0	0	0	0	0	0	0	0	0	0	2	23.1	28
0800		49	39	0	7	1	0	0	0	0	0	0	0	0	0	2	23.2	27
0900		45	35	1	6	0	0	0	0	0	0	0	0	0	0	3	22.2	26.4
1000		40	32	1	6	0	0	0	0	0	0	0	0	0	0	1	21.6	24.8
1100		53	42	0	6	1	0	0	0	0	0	0	0	0	0	4	20.5	23.8
1200		39	32	2	2	0	0	0	0	0	0	0	0	0	0	3	20.5	24.6
1300		34	24	0	3	0	0	0	0	0	0	0	0	0	0	3	21.6	27
1400		48	37	0	3	0	0	0	0	0	0	0	0	0	0	3	20.3	22.8
1500		58	47	3	4	0	0	0	0	0	0	0	0	0	0	1	21.2	24.7
1600		42	34	1	4	0	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	0	1	23	28.3
1800		32	20	1	2	0	0	0	0	0	0	0	0	0	0	2	21.7	27.9
1900		19	12	0	0	0	0	0	0	1	1	1	1	1	1	2	21.3	26.5
2000		17	14	0	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	3	23.1	28.6
2200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2300		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
00:19		542	427	82	82	0	0	0	0	1	6	8	9	11	11	37	18.8	24.8
06:22		611	486	9	89	1	4	0	0	2	1	0	0	0	13	42	22	26.8
06:22		614	483	9	89	1	4	0	0	2	1	0	0	0	13	42	22	26.7
06:22		603	493	9	90	1	4	0	0	2	1	0	0	0	13	42	22	26.7

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C14s	C15s	Mean	Vpp
[--]																85	85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	2	2	2	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	0	-
0300	1	1	0	0	1	1	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	0	-
0500	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	18	14	2	2	2	2	2	1	2	1	1	1	1	1	22	28.6	-
0700	37	33	3	2	0	0	0	0	0	0	0	0	0	1	23.6	30.1	-
0800	64	56	0	4	4	1	0	1	1	0	0	0	0	2	0	22.7	28.4
0900	86	76	1	4	4	0	0	0	0	0	0	0	0	3	21.1	26.4	-
1000	35	26	1	3	0	1	1	0	0	0	0	0	0	1	2	20.8	25.1
1100	33	5	5	0	0	0	1	1	1	1	1	1	1	3	20.8	25.5	-
1200	44	36	0	4	0	0	0	0	0	0	0	0	0	1	3	20.9	24.9
1300	32	24	0	4	0	0	0	0	0	0	0	0	0	3	1	22.3	25.7
1400	43	37	2	2	0	0	0	0	0	0	0	0	0	1	3	22.2	26.7
1500	43	39	0	1	0	1	0	0	0	0	0	0	0	0	2	21.3	25.1
1600	44	38	0	0	0	0	0	1	0	0	0	0	0	0	22.2	26.3	-
1700	64	52	0	1	0	0	0	0	0	0	0	0	0	7	4	22.3	27.2
1800	77	41	0	1	0	1	0	0	0	0	0	0	0	22	3	23	27.2
1900	35	26	3	3	2	0	0	0	0	0	0	0	0	22.8	0	22.8	26.9
2000	12	9	0	0	0	0	0	0	0	0	0	0	0	2	1	22	26.3
2100	6	0	0	0	0	0	0	0	0	0	0	0	0	4	23.8	26.8	-
2200	2	2	0	2200	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	0	-
00:19	861	443	36	36	11	2	1	2	1	1	1	1	1	38	38	25	26.1
06:22	636	468	2	41	0	12	1	2	2	0	1	1	1	47	29	22.1	26.4
06:33	638	501	2	41	0	12	1	2	2	0	1	1	1	47	29	22.1	26.4
06:42	551	2	42	62	6	12	1	2	2	0	1	1	1	47	29	22.1	26.3

Time [s]	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	Mean	Vpp [s]
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0001	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0003	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29	-
0240	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0600	20	17	2	2	2	0	0	0	0	0	0	0	0	0	0	36.2	33.7
0700	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0800	52	7	7	1	0	0	0	0	0	0	0	0	0	1	0	22.2	25.7
0900	41	35	0	4	0	0	0	0	0	0	0	0	0	0	1	21.7	25.9
1000	32	23	2	3	0	1	0	0	0	0	0	0	0	0	1	22	26
1100	58	47	4	4	1	0	0	0	0	0	0	0	0	0	2	21.3	25.1
1200	41	29	0	5	0	0	0	0	0	0	0	0	0	4	2	22	28.4
1300	44	29	0	9	0	0	0	0	0	0	0	0	0	3	2	21.7	26.1
1400	42	32	0	5	1	0	0	0	0	0	0	0	0	2	2	21.7	26.9
1500	43	36	0	4	0	0	0	0	0	0	0	0	0	1	1	21.9	25.4
1600	51	42	0	5	5	0	0	1	0	0	0	0	0	3	2	22.6	27.2
1700	49	41	1	4	0	0	0	0	0	0	0	0	0	1	1	22.1	27.8
1800	33	28	0	2	0	0	0	0	0	0	0	0	0	1	1	21.8	26.5
1900	26	21	0	0	0	1	0	0	0	0	0	0	0	3	2	23.4	30.4
2000	25	23	0	0	0	0	0	0	0	0	0	0	0	0	2	21.7	24.9
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24	28.7
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
00:19	429	429	86	86	1	8	0	0	1	0	0	0	0	17	17	22	26.2
06:22	616	616	4	88	1	8	0	0	1	1	1	0	0	19	23	22.3	26.9
06:40	634	619	4	80	1	8	0	0	1	1	0	0	0	19	23	22.3	26.8
06:58	647	636	60	1	8	0	0	0	1	1	0	0	0	19	23	22.3	26.6

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 13	Cls 14	Cls 15	Mean	Vpp 65
0000	0	0	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	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	15.5	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	9	0	0	1	0	0	0	0	0	0	0	0	0	0	2	26.1	39.4
0600	13	8	1	1	1	1	1	1	0	0	0	0	0	0	2	21.9	29.8	0
0700	33	23	3	7	0	0	0	0	0	0	0	0	0	1	1	1	23.2	29.3
0800	61	50	0	8	1	1	0	0	0	0	0	0	0	1	1	23.3	29.6	0
0900	98	85	3	9	0	0	0	0	0	0	0	0	0	1	1	22.1	28.7	0
1000	38	31	1	4	0	0	0	0	0	0	0	0	0	0	2	21.5	26.1	0
1100	45	37	5	5	0	0	0	0	0	0	0	0	0	2	2	21.4	25.8	0
1200	49	43	0	3	1	0	0	0	0	0	0	0	0	1	1	21.1	24.4	0
1300	50	40	0	3	0	1	0	0	0	0	0	0	0	1	5	20.7	25.5	0
1400	48	37	4	1	2	4	0	0	0	0	0	0	0	3	22.5	27.9	0	
1500	53	45	0	2	0	1	0	0	0	0	0	0	0	2	3	21.8	26.8	0
1600	56	48	0	2	0	0	0	0	0	0	0	0	0	4	2	21.1	26.7	0
1700	67	60	0	3	1	0	0	0	0	0	0	0	0	1	2	13.8	18.5	0
1800	46	41	1	1	0	0	0	0	0	0	0	0	0	1	2	12.5	16.3	0
1900	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	20.1	0
2000	19	17	0	0	0	0	0	0	0	0	0	0	0	1	1	11.9	17.8	0
2100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.5	0
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	24.0	0
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	29.2	0
07-19	585	495	46	46	2	4	6	4	6	4	6	4	6	16	21	68.2	26.7	26.7
06-22	649	547	4	47	4	4	4	0	0	0	0	0	0	1	18	24	26.1	26.7
06-00	685	562	4	48	4	4	0	0	0	0	0	0	0	1	18	24	26.2	26.8
06-00	576	572	6	6	6	6	6	6	6	6	6	6	6	1	18	26	26.0	26.0



LOCATION: Attached to street sign

DIRECTION: WESTBOUND SPEED LIMIT: 30

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][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		

