

TN14 RESPONSE TO FURTHER LHA COMMENT - EMPLOYMENT

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED BY	REVIEWED BY
5.0	06.02.2025	23161 – Buntingford	JD	MG

1. INTRODUCTION

- 1.1.1. Ridge, as acquirers of Jubb Consulting Engineers, has been retained by Hallam Land Management to provide transport and highways advice in relation to a proposed employment development on land to the west of Buntingford and within the district of East Hertfordshire.
- 1.1.2. A planning application has been submitted and validated on the 11th of July 2024 (planning application reference 3/24/1255/OUT), for an 'Outline planning application for development of employment land (flexible use B2, B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new access from A507, with all matters reserved except for access'. The latest associated land use components plan for this is set out in **Appendix A** of this Technical Note (TN).
- 1.1.3. Following receipt of this planning application the Local Highway Authority (LHA) provided a detailed response (dated 1st of August 2024), which was responded to by Jubb in early June 2025. After receipt of this response the LHA has provided further comment in relation to the application on the 4th August 2025 (**Appendix B**). This Technical Note (TN) therefore provides a response to this most recent set of LHA comment.
- 1.1.4. The scope of this TN is therefore as follows:
- **Section 2** – Summarises design discussions that have been held with the LHA in relation to the proposals and nearby linked residential led proposals to the north (planning application reference 3/24/0966/OUT) that have led to amendments to the access design and offsite mitigation on Baldock Road; and,
 - **Section 3** – Sets out a response to each of the comments in the LHA response dated 4th August 2025 (**Appendix B**).
- 1.1.5. In addition, summary and conclusions are also included as **Section 4** of this TN.

2. CONSULTATION WITH LHA

- 2.1.1. It is noted that in tandem with the work carried out in relation to the employment proposals discussions have also been held with the LHA in relation to a further development to the north (planning application reference 3/24/0966/OUT) which is described as follows:
- 'Outline planning application for development of up to 600 dwellings (C3), elderly accommodation (C3), Mixed Use Local Centre (including flexible use E, F and Sui Generis), First School, informal and formal open space, associated works and infrastructure including a new access from the A507 and pedestrian bridge over the A10, with all matters reserved save for access'*
- 2.1.2. This application is linked to the employment proposals in that it would share the same proposed access albeit the proposed residential led development would be accessed from a connecting arm

to the north of the proposed roundabout whereas access for the employment proposals would be taken from an arm connecting with the south of the proposed roundabout. In addition, the proposed active travel connection strategy connecting along Baldock Road and into Buntingford has been designed to cater for both the employment proposals and residential proposals, and these applications can therefore be delivered in tandem or independently as individual developments.

- 2.1.3. As set out in **Section 1** Jubb has provided a response to initial comments raised by the LHA on the 1st August 2024, which included a revised pack of drawings. These drawings were subject to Road Safety Audit (RSA) with the associated agreed brief for this included as **Appendix C** of this TN. Furthermore, the subsequent RSA is included as **Appendix D**, which has been revised, following the LHAs 4th August 2025 comment (**Appendix B**), to also consider the proposed measures on Baldock Road on the eastern side of the A10 as included for in the original brief but not picked up by the auditor at the time of the original audit. It is noted that neither the previous nor revised RSA identified any specific safety concerns with the proposed access strategy, however, design considerations have been raised which are discussed in **Section 3** of this TN.
- 2.1.4. It should be noted that the RSA brief (**Appendix C**) and subsequent RSA audit (**Appendix D**) considered the transport strategy for both the residential and employment proposals, with the residential proposals providing further measures such as additional active travel bridge crossings on the A10. However, in relation to the employment proposals, the access strategy is specifically focused on the links to and along Baldock Road that connect into Buntingford, and associated speed changes on Baldock Road and the A10.
- 2.1.5. Following further consultation relating to the northern residential proposals a final access strategy for Baldock Road (i.e. east and west of the A10) was agreed, which further developed the strategy as put forward in the RSA brief and subsequent audit. This TN however considers the outstanding further considerations relating to the 4th August 2025 LHA note responding on the employment application (**Appendix B**) that refers to the previous access strategy as set out in the RSA brief (**Appendix C**).
- 2.1.6. A set of access plans are included within **Appendix E, F, G, and H** of this note which include for the further changes as agreed for the residential application, and subsequent changes to account for adjustments in consideration of the LHA comment, relating to the 4th August 2025 response, as discussed in **Section 3** below. The drawings are described as follows:
 - Drawing 23161 010 P5 (**Appendix E**) – This sets out the details of the site access from the A507 Baldock Road for the employment proposals only. This is based on a compact roundabout with vehicle access provided from the south. The drawing also shows active travel connections up to and across the A10 on the A507 Baldock Road.
 - Drawing 23161 023 P10 (**Appendix F**) – This drawing shows the cumulative access proposals which includes the northern arm linking the roundabout access to the residential access. In addition to the connections provided by the employment only access, this also includes an active travel corridor (i.e. a shared footway and cycleway) on the western side of the proposed northern arm. The drawing also shows active travel connections up to and across the A10 on the A507 Baldock Road, which are the same as those shown in Drawing 23161 010 P5 in **Appendix E**.
 - Drawing 23161 035 P1 (**Appendix G**) – This drawing shows details of proposed speed restriction and signage on the A10 following further comment from the LHA in the 4th August 2025 response (**Appendix B**) which is discussed in further detail in **Section 3** below.

- Drawing 003 (P5) (**Appendix H**) – Sets out details of active travel corridor improvements on the eastern side of the A10 on and in the vicinity of Baldock Road.

2.1.7. To note, in addition to alterations made in response to LHA comment (i.e. for the Residential and Employment proposals), the following further amendments have also been made to the transport strategy to further enhance the proposals:

- Update to land use components plan (**Appendix A**) to include for a mobility hub specifically for the employment proposals. This mobility hub, which will be located in close proximity to the proposed Baldock Road bus stops, will further enhance the attractiveness for trips to be made to and from the site by sustainable modes. It is proposed that the mobility hub could include the following:
 - Bicycle parking;
 - Digital information;
 - Community planters;
 - Local artwork; and,
 - Way finding information between the site and nearby bus stops.
- Further update to access plans, as shown in **Appendix E** and **Appendix F**, to include the following:
 - The introduction of coloured surfacing on approach to the access roundabout to alert drivers of the junction and to further emphasise the roundabout as a gateway feature.
 - The introduction of local art just west of the access junction, and either side of Baldock Road, to further emphasise the 'gateway feature' into the town.
 - Introduction of comment in relation to an existing direction sign, recently introduced to the north of the A10 roundabout, to state that this will be raised in height to achieve appropriate visibility for active travel users crossing the A10 via the proposed Toucan crossing facility.

3. LHA COMMENT AND RESPONSE

3.1.1. This section sets out response to each comment as raised by the LHA in their response note dated 4th August 2024 (**Appendix B**) in relation to the employment proposals.

3.1.2. The LHA comments are presented in blue below, with Ridge's response also shown in black text following each comment.

LHA Comment 1

"It is not considered the scope of the current Road Safety Audit (RSA) provided in support of the application sufficiently covers the full extent of the proposals. It is also considered that the road safety issues commented on by the RSA should be mitigated at this stage so they do not become road safety problems. HCC's active travel team also have numerous concerns over the designs for the active travel corridor.

HCC's road safety team considers that the current the current RSA is insufficient and identify a number of concerns:

- The Active Travel Connection to Buntingford Village Centre document was not reviewed during this Stage 1 Road Safety Audit, despite representing a significant portion of the scheme proposals.
- Based on local knowledge and comparisons with recent Buntingford active-travel projects, the varying proposals could introduce inconsistent guidance for pedestrians and cyclists.
- While Road Safety Audit is inherently a professional and subjective assessment, an initial review of the materials suggests there are safety aspects that local teams would customarily highlight at this stage.

Subsequently they recommend that a supplementary Stage 1 Road Safety Audit to ensure all active-travel elements and potential safety issues are fully examined.”

Ridge Response to LHA Comment 1

- 3.1.3. It is noted that the scope of the audit was discussed and agreed in advance with the LHA and set out in an associated brief for the LHA. The details of the email discussion agreeing this is included as **Appendix I** with the associated brief also included as **Appendix C**.
- 3.1.4. Notwithstanding this, it is agreed that the original audit did not include the drawing (Drawing number 23161 003 P2) showing routes into Buntingford as set out in Appendix K of the original brief (**Appendix C**). On this basis the auditor was contacted to ensure that this drawing was also considered, and an updated Road Safety Audit was provided, which is included as **Appendix D** of this technical note.
- 3.1.5. To note the agreed brief and subsequent audit is based on the previous version of the access and offsite works design. These designs do not include for the further discussions undertaken relating to the residential proposals, which has led to further amendments to the access, and active travel connections on Baldock Road thereafter.
- 3.1.6. In addition, further amendments have been undertaken since the RSA audit in response to specific comments raised, on the 4th August 2025, in relation to the employment proposals, which are discussed in this TN.
- 3.1.7. The independent RSA did not identify any safety concerns with drawing 23161 003 P2 or any other drawings provided in the briefing pack. Notwithstanding this, the audit did identify some minor design comment in relation to drawing 23161 003 P2 which is set out below:
- Give way (paragraph 3.4 of the RSA) – The RSA states that give way marking should only be provided on one side of the carriageway narrowing arrangement east of Folly Lane. This has been updated with the latest drawing included as **Appendix H** of this TN, which now only has give way markings on one side (i.e. for eastbound movements).
 - Parking at Bowling Green Lane (paragraph 3.5 of the RSA) – The RSA flags the parking to the south of the junction but acknowledges this as re-providing existing parking. Thus, no changes are required to the design in consideration of this.
 - Lighting of crossings (paragraph 3.6 of the RSA) – The RSA points out that any crossing facilities would need appropriate lighting. Details of lighting can be provided at detailed design stage and therefore no amendments to the design are required at this stage in response to this.
- 3.1.8. The previous iteration of the RSA also made some minor design suggestions in Section 3 relating to the active travel crossing of the A10 to the north of the Baldock Road roundabout, which are reiterated in the updated RSA included in **Appendix D**. These comments were identified and

responded to in the Jubb response note provided in early June 2025 and are also discussed further below following further LHA comment (i.e. 'Ridge Response to LHA Comment 2').

LHA Comment 2

"Expanding on the last item the RSA identifies a number of Road Safety Issues in comments, such as the A10 being too long in this location to achieve safe speed reduction or the 'constant green effect' where drivers see the traffic green light and continue on to the roundabout without giving way resulting in collisions. These issues rather than being addressed in comments should be clearly highlighted as potential problems and mitigated before they become actual problems.

Ridge Response to LHA Comment 2

- 3.1.9. As set out in the comment the RSA makes minor design recommendations in relation to the approach to the A10 active travel crossing just north of the Baldock Road roundabout. These include countdown 40mph speed markers and signage providing prior warning of the approach to this crossing. In addition, the audit also recommends positioning the speed limit change further north to separate the driver consideration of speed change and the crossing facility.
- 3.1.10. In this regard it is proposed that the proposed 40mph speed signage at the northern arm of the Baldock Road junction be extended further north to include the Throcking Lane junction. Furthermore, signage is also proposed on the southbound carriageway between the Throcking Lane junction and Baldock Road roundabout to inform drivers of the proposed crossing just north of the Baldock Road roundabout. A drawing showing details of this signage strategy has been included as **Appendix G**.
- 3.1.11. It is noted that speed countdown markers have not been applied given that Chapter 3 (paragraph 8.2.6) of the Department of Transport 'Traffic Signs Manual' specifically recommends against the introduction of this type of signage:
"Countdown" signs giving advance indication of a change in the speed limit are not prescribed and must not be used, unless they have been authorised by the national authority. In England, there is a clear policy not to authorise these signs."
- 3.1.12. However, the extension of the speed limit and separate crossing sign should provide appropriate advanced warning in any case.
- 3.1.13. Given there is no formal crossing proposed to the south of the Baldock Road roundabout it is not proposed to extend the 40mph zone in advance of this area. It is also noted that the introduction of the access roundabout associated with the consented 'Land East of the A10 Buntingford' proposals (application number 3/23/1447/OUT) will serve to slow approaching vehicles in advance of the Baldock Road roundabout in any case.
- 3.1.14. It is noted that the RSA also identifies that control can be implemented to bring in additional red phases at the signals of the proposed A10 active travel crossing north of Baldock Road to prevent drivers from experiencing a constant green effect where they would expect the signal to show green and not pick up on red light changes. The introduction of these additional red phases, i.e. further to that relating to active travel users push button call, can be programmed into the signal control at this crossing.

LHA Comment 3

"The RSA suggests that as there are crossings elsewhere in the UK which are located on wider and faster roads in the UK, a crossing can operate safely in this location west of Buntingford.

However, HCC are sceptical of this response and have referred the RSA to our Road Safety Team and are awaiting their response. Its likely existing A10 vehicle speeds will be required to support their review.

Furthermore, if the crossing/ route cannot be used safely it won't encourage the mode shift we require and the site must be considered non policy compliant, a non sustainable location. Additionally, if flows and speeds on the A10 and A507 are too high, long crossing times may be encountered and as a result the crossing will be also ineffective.

Ridge Response to LHA Comment 3

- 3.1.15. It is noted that the brief of the RSA (**Appendix C**), which was agreed by the LHA (**Appendix I**), included a specific requirement to review the proposed at grade crossing of the A10 to the north of Baldock Road. Moreover, following the RSA, the assigned safety auditor who was approved as part of this brief, has identified no safety concerns with this crossing and has only recommended minor design considerations which are discussed above (see 'Ridge Response to LHA Comment 2').
- 3.1.16. Notwithstanding this Ridge have reviewed the locations of similar crossing points to provide further comfort to the LHA in this regard. These are set out as follows:
 - A10 / A121 Winston Churchill Way / B198 Lieutenant Way (Cheshunt) – This junction is also located on the A10 and within Hertfordshire. The eastern arm (A121 Winston Churchill Way) includes a staggered crossing very similar to that proposed albeit is crossing a dual carriageway so four lanes of traffic need to be negotiated by the active travel users (**Figure 2.1**). This approach is also 40mph. A review of collision records at this crossing on the www.cyclestreets.net web site has not identified any specific collisions relating to active travel users at this crossing between the latest available five year period between 2019 and 2024.



Figure 2.1 – Extract showing Winston Churchill Way approach to A10 / A121 Winston Churchill Way / B198 Lieutenant Way junction (Source Google maps 2025)

- Cattlemarket roundabout, Newark – This junction is located on the A46 in Nottinghamshire. The eastern A46 arm includes a staggered crossing very similar to that proposed (**Figure 2.2**) and is subject to National speed limit. A review of collision records at this crossing on the www.cyclestreets.net web site has not identified any specific collisions relating to active travel users at this crossing between the latest available five year period between 2019 and 2024.



Figure 2.2 – Extract showing A46 approach to Cattlemarket roundabout (Source Google maps 2025)

- 3.1.17. It is also noted that the LHA provided, on the 23rd October 2024, the following associated response from the LHAs Speed Management Group, which confirmed support of speed changes on Baldock Road and the A10:

"The SMG would be minded to support a 40mph speed limit on Baldock Road, which will include the A10 roundabout (north and south approaches) and the short section east of the roundabout to the 30mph speed limit."

- 3.1.18. Thus, the proposed speed limit changes on the A10 are supported by the LHA. Moreover, the example of the Cattlemarket roundabout also demonstrates precedence of these crossings being introduced on national speed limit roads.

LHA Comment 4

"Drawing 23161 030 Rev P1: Baldock Road Roundabout – southern access

- Rather than the shared space at the crossing of the southern access road can segregation be maintained as it has been at the crossing of the A507.
- The crossing of the southern arm is located too far south and the desire line of pedestrians and cyclists is likely to be closer to the A507 junction.
- Given that the primary origin/destination of sustainable trips will be Buntingford and the buildings within the proposal site are also east of the southern access road the cycle track would be better on the eastern side of the access road. This may also help with forward visibility to and from the crossing which is likely to be encroached by vegetation in its existing location.

- Deflection on approaches to the site roundabout are considered insufficient, particularly those on the Baldock Road approaches, and will not encourage reduced speeds. Deflection should be in line with CD116.
- The crossing of the A507 should be located closer to the proposed bus stops on Baldock Road to encourage use of this mode.
- Given the higher speed nature of the A10 the crossing must be located at least 20m north of roundabout as required by DMRB CD116 and not the circa 12m currently shown.
- The location of the proposed southbound 60mph to 40mph speed limit change on the Northern A10 approach is too close to the Toucan crossing for vehicles to have slowed sufficiently by the time they reach it. Further, HCC RSA team comments are needed.

Ridge Response to LHA Comment 4

- 3.1.19. It is noted that these responses review the original drawing as presented in Appendix D of the RSA brief (**Appendix C**). Since then, as set out in **Section 2**, the access strategy has been amended in consideration of specific comment made by the LHA in relation to the northern residential application proposals. Notwithstanding this a response to each comment made by the LHA on this access is provided below in any case and where relevant refers to the new proposed design.
- 3.1.20. The response to each bullet is set out in order as follows:
- Bullet 1 – Following discussions and agreement in relation to the residential proposals, as discussed in **Section 2**, the segregation of the main cycleway / footway has now been removed. On this basis it is considered the crossing should also remain shared as shown in the plans within **Appendix E** and **F** to remain consistent.
 - Bullet 2 – The main purpose of the southern crossing is to serve the employment rather than through movements and for this reason the crossing has been set back as appropriate as users would already be travelling south into the access road.
 - Bullet 3 – The location of the cycle track on the western side is consistent with the residential application, which has the track on the western side to tie in with the proposed school and local centre. Therefore, the provision of this facility on the western side is most appropriate as this will encourage active travel movements between the two sites. Moreover, appropriate visibility is proposed to the active travel crossing on Baldock Road which is set out on the access plan. It is also noted that active travel connection is also provided further east within the site in any case at the proposed crossing point, where access into the site can be obtained, on the western side of the existing Buntingford Business Park access.
 - Bullet 4 – A drawing setting out deflection is provided in **Appendix J**. This demonstrates that entry path radius does not exceed 70m on the identified key approaches in line with DMRB guidance document CD116 'Geometric design of roundabouts'.
- To note the central island has been adjusted to show a wider overrun area and smaller central island both in accordance with CD116. For consistency this change is shown both on the deflection drawing in **Appendix J** and also on the revised access plans (i.e. as shown in **Appendix E** and **Appendix F**).
- Bullet 5 – The position of the crossing on Baldock Road as been introduced to allow room for bus manoeuvre in advance of the crossing and is considered therefore to be in the most appropriate position, whilst being close enough to the bus stops to allow convenient

pedestrian access. There will also be direct access from the north of the site to the active travel route on the southern side of the road, which will also provide more direct connection to the southern (westbound) bus stop and the proposed crossing point west of Buntingford Business Park providing access to the northern (eastbound) bus stop.

- Bullet 6 – With reference to crossing positions it is noted that guidance within DMRB CD116 (paragraph 8.2.4) references requirements for pedestrian crossing junction distance separation as ‘should’ guidance:

*“Non-staggered signal-controlled crossings **should [Ridge emphasis]** be sited either at 20 metres or more than 60 metres from the roundabout entry give way line.*

NOTE 1 On the approach to the roundabout, a distance of 20 metres for a signal-controlled crossing can reduce the likelihood of drivers confusing the signal with one controlling flow into the roundabout and it leaves sufficient storage space for vehicles waiting to enter the roundabout.

NOTE 2 On the exit, a distance of 20 metres reduces the likelihood that ‘blocking back’ can occur where traffic queues extend onto the circulatory carriageway and it helps to ensure that drivers are still travelling slowly as they approach the crossing.

NOTE 3 Where the crossing is staggered, the part of the crossing on the entry arm can be within the 20 metres to 60 metres zone.

...”

DMRB document GG101 provides the following clarification in relation to ‘Should’ guidance:

“The verb ‘should’ indicates advice expressed as a recommendation.

Note: Recommendations with this verb form are good practice and can be varied without recourse to the departures process, but require justification and a safety risk assessment where the recommendation is not followed.”

It is considered that the positioning of the crossing provides a more direct route for active travel users. Moreover, the crossing has been subject to a safety audit as required with no safety concerns raised.

- Bullet 7 – As set out above (‘Ridge Response to LHA Comment 2’) the 40mph speed limit has now been extended to past Throcking Lane.

LHA Comment 5

[“Drawing 23161 003 Rev P2: Active Travel connection to Buntingford village centre](#)

- [Eastbound bus stop immediately east of the A10: movement conflict between pedestrians and cycle users on the shared use footway as it passes the bus stop. Safety, particularly of bus passengers, should be considered. The 2024 Living Streets report on floating bus stops and bus stop boarders is informative in this regard. As a minimum, the bus shelter should either be set back from the shared use footway or visibility provided from within it to both directions along the shared use footway for the appropriate stopping sight distance.](#)
- [The Greenways bellmouth radii should be reduced in accordance with P&MPDG guidance to reduce turning speeds and put the crossing closer to the pedestrian and cycle desire line without making it unduly long. If the side road southbound traffic speeds are low enough this](#)

junction may be suitable for introducing a continuous footway (see HCC Standard drawings HST-1100-50 and 51).

- The transition between the shared use footway and the residential road (Deacon Place cul-de-sac) carriageway should be considered more thoroughly than appears on the drawing.
- Have Crossings been Identified as complying with LTN 1/20 Table 10-2.
- The width of the road narrowing located just to the east of The Pyghtle must not be in the critical 3.2-3.9m range that is dangerous to cyclists.
- The continuous footway proposed across The Folly should be designed in accordance with HCC Standard drawings HST-1100-50 and 51.
- It is likely that cyclists will not use the proposed cycle stands located circa 100m from the village centre and instead continue to it. The interaction of cyclists and traffic needs to be considered and appropriate speed controls introduced.

Ridge Response to LHA Comment 5

- 3.1.21. It is noted that these responses review the original drawing as presented in Appendix K of the RSA brief (**Appendix C**). Since then, as set out in **Section 2**, the access strategy has been amended in consideration of specific comment made by the LHA in relation to the northern residential application proposals. Notwithstanding this, a response to each comment made by the LHA on this access is provided below in any case and where relevant refers to the new proposed design.
- 3.1.22. The response to each bullet is set out in order as follows:
- Bullet 1 – It is noted that, as shown in the extract in **Figure 3.1** below, there is significant available highway boundary on the landscape area to the north. Thus, there is space to introduce the bus shelter in this location to the back of the shared footway / cycleway and the exact detail can be provided at detailed design as part of S278 drawings issued post consent.



Figure 3.1 – Extract showing available highway, in orange boundary, north of bus stop location to introduced bus shelter

- Bullet 2 – Proposed amendments to the design of the Greenway junction, and other bell mouth junctions on route to central Buntingford, to narrow the road to reduce active travel crossing distance have already been included for in the latest proposals for Baldock Road to the east of the A10. These revisions were agreed in discussions with the LHA in relation to the Residential proposals and are included in the drawing as **Appendix H** of this TN.
- Bullet 3 – A crossing point is already provided to the east of Greenways (i.e. in advance of Deacon Place) to connect with the proposed shared pedestrian / cycleway to the north. On this basis further amendments to the proposals up to Deacon Place are not considered necessary nor appropriate.
- Bullet 4 – LTN1/20 Table 10-2 confirms that at the proposed parallel type crossings, east of Greenways and west of Bowling Green Lane some users may have more difficulty crossing for higher flow roads. However, it is noted that the proposed raised table features should provide further comfort for users in this regard through the lowering of traffic speeds.

Furthermore, the proposed informal crossing east of the Pyghtle is at the proposed narrowing and therefore crosses only one lane with LTN1/20 Table 10-2 indicating that informal crossing types are acceptable for most users on a one lane crossing.

It should also be noted that these crossing arrangements were presented and agreed as part of the residential application and have also been subject to third party safety audit which identified no safety concerns.

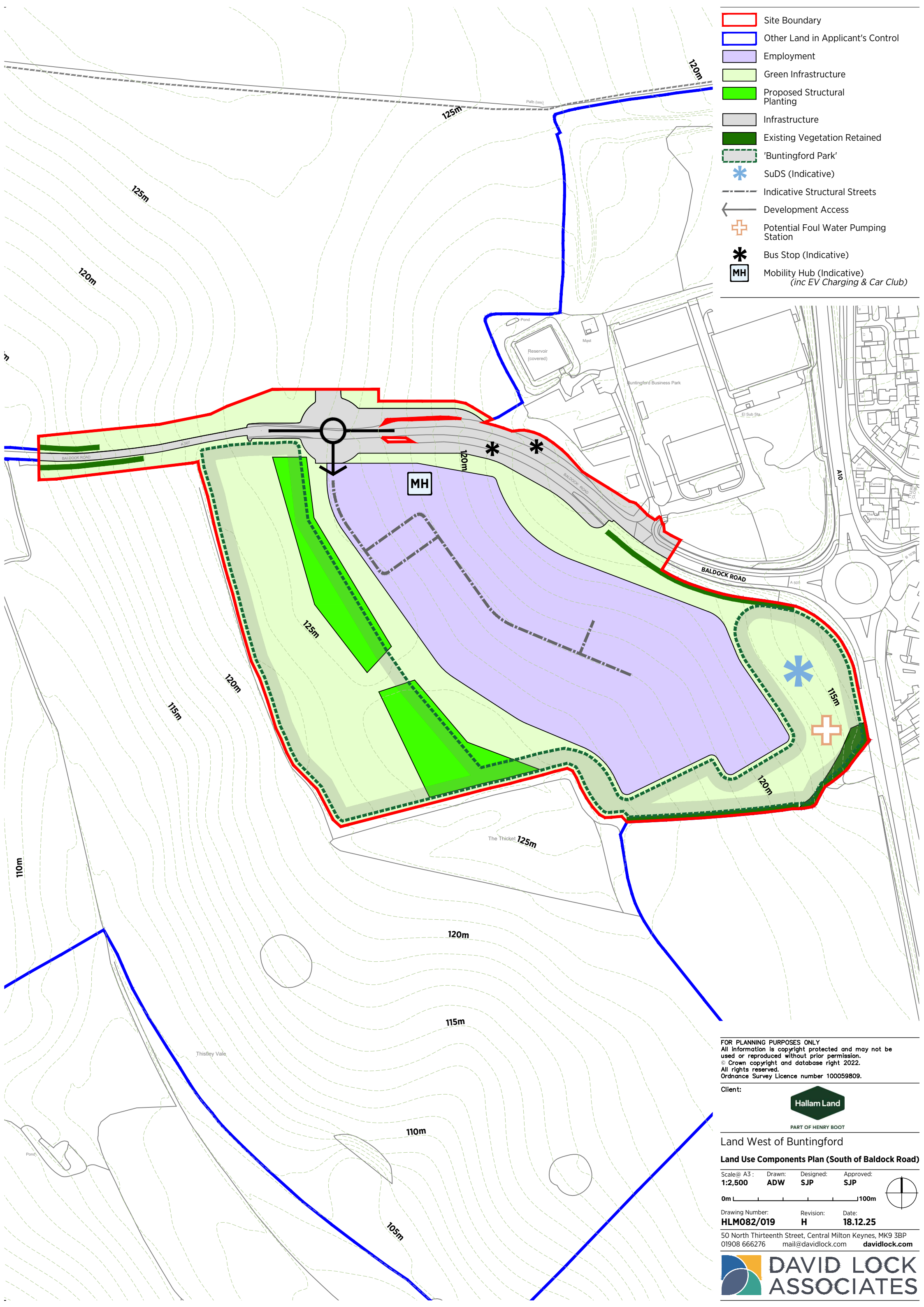
- Bullet 5 – Noted. The drawing in **Appendix H** now shows a narrowing of 3m which is therefore outside this range.
- Bullet 6 – Noted. The detail of this crossing can be reviewed further at detailed design stage in consideration of this guidance.
- Bullet 7 – Noted. A further raised table feature is proposed in this area as a gateway feature to the town centre. This raised table and raised tables proposed at the parallel crossings would be designed with a sinusoidal vertical deflection in consideration of the transition for cycle users and LTN1/20 guidance. It should also be noted that, following further discussions relating to the residential proposals, further shared footway / cycleway has been proposed into Bowling Green Lane (i.e. towards Buntingford's central public car park) with a contribution also proposed for further cycle parking in this area.

4. SUMMARY AND CONCLUSION

- 4.1.1. The above response to LHA highway comment demonstrates that the proposed access and active travel enhancements provide appropriate and high-quality connection. However, where further information or minor amendments are required, these have been set out as appropriate.
- 4.1.2. The response relating to the A10 signalised crossing also sets out that similar crossings have been introduced in other areas to provide safe crossing. Moreover, the crossing has been audited as part of the independent safety audit, with no safety concerns identified by the auditor. Notwithstanding this, further detail in relation to the signage strategy on approach to this crossing has now been included in the design in consideration of RSA comments.

- 4.1.3. Following this response and in consideration of previous technical submissions relating to the proposals it is evident that there are no reasons for highway refusal in this regard.

Appendix A Development components plan



- Site Boundary
- Other Land in Applicant's Control
- Employment
- Green Infrastructure
- Proposed Structural Planting
- Infrastructure
- Existing Vegetation Retained
- 'Buntingford Park'
- SuDS (Indicative)
- Indicative Structural Streets
- Development Access
- Potential Foul Water Pumping Station
- Bus Stop (Indicative)
- Mobility Hub (Indicative)
(inc EV Charging & Car Club)

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Client: **Hallam Land**
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (South of Baldock Road)

Scale@ A3: 1:2,500 Drawn: ADW Designed: SJP Approved: SJP

0m L 100m

Drawing Number: HLM082/019 Revision: H Date: 18.12.25

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP 01908 666276 mail@davidlock.com davidlock.com



Appendix B LHA response dated 4th August 2025



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

Director of Planning

East Herts District Council
Wallfields
Pegs Lane
Hertford
Hertfordshire
SG13 8EQ

District ref: 3/24/1255/OUT
HCC ref: EH/21612/2024
HCC received: 10 June 2025
Area manager: Roger Flowerday
Case officer: Adrian McHale

Location

Land South Of A507, West Of A10 Buntingford

Application type

Outline

Proposal

AMENDED PROPOSAL

Outline planning application for development of employment land (flexible use B2, B8, E(c) and E(g)), informal open space, associated works and infrastructure including a new access from A507, with all matters reserved except for access

Recommendation

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

REASONS AND COMMENTS

It is not considered the scope of the current Road Safety Audit (RSA) provided in support of the application sufficiently covers the full extent of the proposals. It is also considered that the road safety issues commented on by the RSA should be mitigated at this stage so they do not become road safety problems. HCC's active travel team also have numerous concerns over the designs for the active travel corridor.

HCC's road safety team considers that the current the current RSA is insufficient and identify a number of concerns:

- The Active Travel Connection to Buntingford Village Centre document was not reviewed during this Stage 1 Road Safety Audit, despite representing a significant portion of the scheme proposals.
- Based on local knowledge and comparisons with recent Buntingford active-travel projects, the varying proposals could introduce inconsistent guidance for pedestrians and cyclists.
- While Road Safety Audit is inherently a professional and subjective assessment, an initial review of the materials suggests there are safety aspects that local teams would customarily highlight at this stage.

Subsequently they recommend that a supplementary Stage 1 Road Safety Audit to ensure all active-travel elements and potential safety issues are fully examined.

Expanding on the last item the RSA identifies a number of Road Safety Issues in comments, such as the A10 being too long in this location to achieve safe speed reduction or the 'constant green effect' where drivers see the traffic green light and continue on to the roundabout without giving way resulting in collisions. These issues rather than being addressed in comments should be clearly highlighted as potential problems and mitigated before they become actual problems.

The RSA suggests that as there are crossings elsewhere in the UK which are located on wider and faster roads in the UK, a crossing can operate safely in this location west of Buntingford. However, HCC are sceptical of this response and have referred the RSA to our Road Safety Team and are awaiting their response. Its likely existing A10 vehicle speeds will be required to support their review.

Furthermore, if the crossing/ route cannot be used safely it won't encourage the mode shift we require and the site must be considered non policy compliant, a non sustainable location. Additionally, if flows and speeds on the A10 and A507 are too high, long crossing times may be encountered and as a result the crossing will be also ineffective.

The active travel team also comment as follows:

Drawing 23161 030 Rev P1: Baldock Road Roundabout – southern access

- Rather than the shared space at the crossing of the southern access road can segregation be maintained as it has been at the crossing of the A507.
- The crossing of the southern arm is located too far south and the desire line of pedestrians and cyclists is likely to be closer to the A507 junction.
- Given that the primary origin/destination of sustainable trips will be Buntingford and the buildings within the proposal site are also east of the southern access road the cycle track would be better on the eastern side of the access road. This may also help with forward visibility to and from the crossing which is likely to be encroached by vegetation in its existing location.
- Deflection on approaches to the site roundabout are considered insufficient, particularly those on the Baldock Road approaches, and will not encourage reduced speeds. Deflection should be in line with CD116.
- The crossing of the A507 should be located closer to the proposed bus stops on Baldock Road to encourage use of this mode.
- Given the higher speed nature of the A10 the crossing must be located at least 20m north of roundabout as required by DMRB CD116 and not the circa 12m currently shown.

- The location of the proposed southbound 60mph to 40mph speed limit change on the Northern A10 approach is too close to the Toucan crossing for vehicles to have slowed sufficiently by the time they reach it. Further, HCC RSA team comments are needed.

Drawing 23161 003 Rev P2: Active Travel connection to Buntingford village centre

- Eastbound bus stop immediately east of the A10: movement conflict between pedestrians and cycle users on the shared use footway as it passes the bus stop. Safety, particularly of bus passengers, should be considered. The 2024 Living Streets report on floating bus stops and bus stop boarders is informative in this regard. As a minimum, the bus shelter should either be set back from the shared use footway or visibility provided from within it to both directions along the shared use footway for the appropriate stopping sight distance.
- The Greenways bellmouth radii should be reduced in accordance with P&MPDG guidance to reduce turning speeds and put the crossing closer to the pedestrian and cycle desire line without making it unduly long. If the side road southbound traffic speeds are low enough this junction may be suitable for introducing a continuous footway (see HCC Standard drawings HST-1100-50 and 51).
- The transition between the shared use footway and the residential road (Deacon Place cul-de-sac) carriageway should be considered more thoroughly than appears on the drawing.
- Have Crossings been Identified as complying with LTN 1/20 Table 10-2.
- The width of the road narrowing located just to the east of The Pyghtle must not be in the critical 3.2-3.9m range that is dangerous to cyclists.
- The continuous footway proposed across The Folly should be designed in accordance with HCC Standard drawings HST-1100-50 and 51.
- It is likely that cyclists will not use the proposed cycle stands located circa 100m from the village centre and instead continue to it. The interaction of cyclists and traffic needs to be considered and appropriate speed controls introduced.

Signed

Adrian McHale

4 August 2025

Appendix C RSA Brief



Title: 23161 - TN10 Road Safety Audit Brief 2nd Issue

Date: May 2025

PROJECT SUMMARY	
Date:	May 2025
Document Reference:	23161 - TN10 Road Safety Audit Brief 2 nd Issue
Prepared by:	James Duffy
On behalf of:	Jubb
Authorisation Sheet	
Project:	Land North and South of A507 and West of Buntingford
Report Title:	Site Access Audit Brief
Prepared by:	
Name:	James Duffy
Signed	
Organisation:	Jubb
Date:	May 2025
I approve the RSA brief and instruct the RSA to take place on behalf of the overseeing organisation:	
Name:	Oliver Sowerby / Adrian McHale
Signed:	Confirmed via email
Organisation:	Hertfordshire County Council
Date:	May 2025
GENERAL DETAILS	
Highway scheme name and road number:	Baldock Road, A10 and Throcking Lane
Type of scheme:	Site access by all modes
RSA stage:	Stage 1
Overseeing Organisation details:	Design organisation details:
Oliver Sowerby Senior Development Officer Development Management	James Duffy Associate Director Transport Planner Jubb

Environment & Infrastructure Hertfordshire County Council Farnham House Stevenage Postal Point: CHN213 Email: oliver.sowerby@hertfordshire.gov.uk	Kings Orchard, 1 Queen Street, Bristol, BS2 0HQ Email: j.duffy@jubba.uk.com
Police contact details:	Maintaining agent contact details
N/A	N/A
RSA team membership	
Julian Bartlett BEng (Hons), FCIHT, FSoRSA See attached CV (Appendix A)	Lyn Jones HNC, MCIHT, MSoRSA See attached CV (Appendix A) Or (dependent on availability) Ian Medd MCIHT FSoRSA See attached CV (Appendix A)
Terms of reference:	
N/A	
SCHEME DETAILS	
Scheme description / objective	
The proposals provide associated access points to serve two separate developments located to the north and south of the A507 Baldock Road and just west of the A10. Details of these developments are set out in the associated parameter plans included as Appendix B that includes Residential proposals (Planning Reference 3/24/0966/OUT) comprising up to 600 units, a First School and associated local centre to the north of the A507; and circa 27,420sqm of employment floorspace (Planning Reference 3/24/1255/OUT) located to the south of the A507. The proposals introduce two points of vehicle access which are described as follows: • A507 Baldock Road – This access provides a vehicle connection (in the form of a roundabout junction) and active travel connection (in the form of active travel links towards the A10) at a point located approximately 450m west of the A10. Access design allows a potential phased delivery of the access as follows: ○ Northern only access (Appendix C) – This access would be provided in the event of the residential development coming forward in isolation (potentially as a first phase or as a long term access should the employment proposals not receive consent). The access therefore includes a connecting arm to the north of the A10 only. The northern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just north of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below.	

Active travel links would be provided connecting with the A10 on the northern side of the A507 Baldock Road in the form of segregated footway and cycleway, with a parallel crossing also provided across the existing access for Buntingford Business Park.

- Southern only access (**Appendix D**) – This access would be provided in the event of the employment development coming forward in isolation (potentially as a first phase or as a long term access should the residential proposals not receive consent). The access therefore includes a connecting arm to the south of the A10 only.

The southern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just south of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below.

Active travel links would be provided connecting with the A10, in the form of segregated footway and cycleway, in part on the southern side of A507 Baldock Road and further east crossing to the northern side. In addition, the proposals would include bus stops on the A507 (in the form of bus laybys) with an appropriate active travel crossing (i.e. a parallel crossing) provided on the A507 to link the eastbound and southbound bus stop / connect with proposed active travel routes linking with Buntingford. A parallel crossing will also be provided across the existing Buntingford Business Park access.

- Cumulative access (**Appendix E**) – This access would be provided to serve both the residential and employment access and essentially combines the Northern and Southern access (inclusive of vehicle, active travel and bus connection). In addition, a further active travel crossing (Toucan crossing) is provided just west of the vehicle access to accommodate crossing demand between the residential and employment proposals.

Forward visibilities have been marked on the horizontal plan of the cumulative access included as **Appendix E** and, in effect, demonstrate achievement of visibility for the residential and employment only access given this is a combined drawing. In addition, at the request of the Local Highway Authority (LHA), a vertical visibility splay drawing has also been provided, and is included in **Appendix E**, to demonstrate that these visibilities are also achievable in the vertical plane. The forward visibilities are based on the introduction of a 40mph design speed (as discussed later in this brief) and in accordance with Hertfordshire County Council and Design Manual for Roads and Bridges design standards. In order to achieve forward visibility from the west of the access roundabout earthworks are required which are shown as red contour markings on the plan view design.

- Throcking Lane (**Appendix F**) – This will serve the residential proposals providing a secondary point of vehicle access from a rediverted Throcking Lane. The western approach from Throcking Lane will provide the minor arm of this priority junction, which will also serve as a traffic calming feature for approaching vehicles which will need to give way to traffic on the main road. Throcking Road East and the entrance to the development will form the mainline flow on this junction.
- Active travel bridges – two active travel bridges are proposed across the A10 as part of the residential proposals as described below:
 - A parallel active travel bridge is proposed adjacent to the existing bridge providing an additional wider bridge crossing linking Public Right of Way (PRoW) 40 and 36 (**Appendix G**). In addition, the existing bridge running parallel will also include upgraded architectural parapets with 1.4m hand rail height.

- An additional footbridge linking PRoW 41 and 35 **Appendix H**.
- Proposed improvements to PRoW (**Appendix I**) – Improvements to PRoW 35 on the eastern side of the A10 in the area marked red on the drawing (i.e. located just west of Norris Way) to include surfacing and potential inclusion of barrier provision near the existing drainage ditch. In addition, further PRoW improvements are proposed in the area marked yellow (i.e. to the west of Park Farm Industrial Estate) to include resurfacing, hedge cut back to allow a typical width of 2.5m, and introduction of Bollard lighting.

Improvements are also proposed to PRoW 36 in the area marked in blue on the drawing which would include cut back of hedgerow to achieve a typical 3m width, introduction of bollard lighting and resurfacing.

The drawing in **Appendix I** includes details of the location of the parallel active bridge and proposed footbridge for context.

In addition, the design principles statement in **Appendix J** highlights the point of connection from the west, through the masterplan and linking with the bridge crossings, for active travel.

- Baldock Road improvements east of the A10 (**Appendix K**) which will be provided as part of residential and / or employment proposals – These improvements encompass:

- Introduction of a staggered Toucan crossing on northern arm of the A10 / Baldock Road roundabout, which will also include for an appropriate refuge area. Please note Hertfordshire County Council have made the following comment in this regard:

“an RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.”

- Introduction of a widened active travel corridor route initially on the northern side of Baldock Road between the A10 and a point just east of Greenways, and then on the southern side between Greenways and a point approximately 100m west of the village centre.
- Gateway feature at the entrance to Buntingford to mark the 30mph vehicle speed limit, which starts between the junctions with Deacons Place and Greenways;
- Relocation of the bus shelter on the northern section of Baldock Road to provide for an improved active travel connection;
- Raised crossing to facilitate the crossing of pedestrians and people with mobility impairment to the east of Greenways;
- Raised crossing on Monks Walk (West);
- Priority narrowing on Baldock Road to the east of the junction with The Pyghle;
- Change in texture/colour at The Folly by the junction with Baldock Road to further emphasise active travel movements to approaching drivers;
- Raised crossing between Monks Walk (East) and Bowling Green Lane;
- Relocation of parking spaces on Baldock Road opposite the junction with Bowling Green Lane, and conversion of the Bowling Green lane roundabout to a priority junction, in order to facilitate the circulation of active users.

Swept path analysis drawings have also been included as follows:

- **Appendix L** - This shows swept path analysis of the cumulative access proposals to demonstrate all movements for large vehicles are achievable. The swept path analysis is shown for a max legal artic as a

worst case assessment. It is likely however that the largest vehicles accessing the north arm would be buses as these will be diverted into the residential proposals.

- **Appendix M** – This shows the swept path analysis of the Throcking Lane access. Max legal artic swept paths are shown for vehicles still travelling between the east and west on Throcking Lane, In addition, buses are shown travelling between the development access and the east on Throcking Lane to allow for proposed diversion of buses through the site. Furthermore, a swept path movement of refuse vehicles turning left out of the site from the south is shown, which would be the largest vehicle that would require access from the proposals in this direction.
- **Appendix N** – This shows swept path analysis (based on a max legal artic) of the northern arm of the A10 / Baldock Road junction which would have reduced carriageway width to incorporate the enhanced active travel crossing point on the northern arm.

Further considerations – The LHA has requested that additional lighting be provided at the Throcking Lane / A10 junction and therefore it is proposed that a suitable financial contribution be provided towards this. Lighting will also be provided on the A507 Baldock Road and Throcking Lane in the vicinity of the proposed points of access and will be set out as part of detailed S278 / S38 drawings post consent.

In addition, the LHA has also requested that a connection be provided through a nearby field area (just outside the red line to the southwest) to Byway 046 (location outlined in **Figure 1** below). It is proposed in this instance that land would be gifted for this purpose in the S106 agreement for the associated planning consent. In addition, financial contribution will also be provided for the associated rights of way orders to apply for this byway connection.

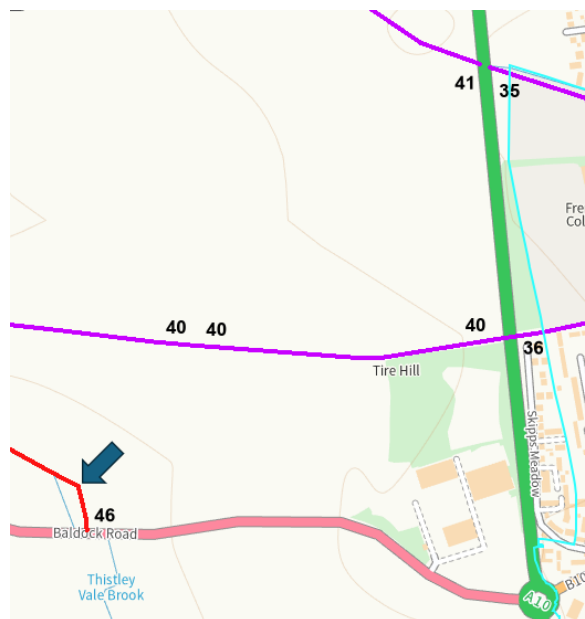


Figure 1 – Location of Byway 46

Design standards applied to the scheme design:

Hertfordshire County Council design guidance, Design Manual for Roads and Bridges (for roads signed 40mph or above), and Manual for Streets (for roads signed 30mph).

Design speeds:

Roads have been designed in accordance with the identified signed speed which is discussed in further detail below.

Speed limits:
Throcking Lane, A507 Baldock Road (i.e. west of the A10), and the A10 in the vicinity of the proposed access are subject to 'National' speed limit. In addition, a short section of Baldock Road, between the A10 and a point approximately 100m east of the A10, is currently signed as 'National' speed limit. Further east along Baldock Road (i.e. beyond the National speed limit signage) to the east of the A10, a 30mph signed speed is in place in accordance with the connection with the residential street network. An original proposal for reduced speeds (i.e. originally to 30mph) was proposed on Baldock Road and Throcking Lane for the following reasons: - Recorded speeds (i.e. in the range of 40mph) on Baldock Road and Throcking Lane in the vicinity of the site access, are already shown to be well below national speed limit levels. This is shown in the Automatic Traffic Count data included as Appendix O, which also includes a front summary sheet outlining recorded speeds and survey locations. - Existing precedence has already been provided at a development site in Hitchin (Planning Reference 18/01154/OP) where a reduction of speed limits from National speed limit to 30mph was agreed by the LHA where the site access was proposed. - The character of the road could also be changed to reflect the new 30mph designation to include gateway features; lighting; and the introduction of active travel infrastructure. This change in character would serve to provide indication to approaching drivers to reduce speeds in accordance with the proposed 30mph signage. Whilst the Speed Management Group (SMG) at the LHA has confirmed acceptance of a reduced speed this was only to the level of 40mph with the LHA providing the following response in an email dated 23rd October 2024: "The SMG would be minded to support a 40mph speed limit on Baldock Road, which will include the A10 roundabout (north and south approaches) and the short section east of the roundabout to the 30mph speed limit." In this regard, these 40mph speed limits have been introduced as part of the access design and are summarised in the drawings included as Appendix C, Appendix D, Appendix E, and Appendix K. "With reference to the northern access to Throcking Lane, once again, a short section of 40mph is supported from A10 junction to beyond the access, but it should be noted that the northern junction should consist of a change in priority at the proposed priority junction. To clarify, priority at the junction should be directly to/from the proposed development. This being due to traffic flows." In this regard the proposed 40mph speed limit is introduced on Throcking Lane between the A10 and 200m to the west. From this point a 30mph speed limit is introduced where the road diverts from its existing alignment into the proposed residential community. This 30mph is also introduced from the west towards the newly introduced priority junction, with the introduction of this priority junction creating a traffic calming facility to further support this reduced speed. Just over 100m west of the Throcking Lane priority junction national speed limit is retained. Details of these speed limits are set out in the drawing included as Appendix F.
Existing traffic flows / queues:
Outlined in the Transport Assessment associated with the Residential application (document reference 23161-TA-01 v4) and Employment application (document reference 23161-TA-02 v2), which will be issued as separate documents to the appointed auditors with the audit brief.

Forecast traffic flows:
Outlined in the Transport Assessment associated with the Residential application (document reference 23161-TA-01 v4) and Employment application (document reference 23161-TA-02 v2), which will be issued as separate documents to the appointed auditors with the audit brief.
Pedestrian, cyclist and equestrian desire lines:
The key desire line would be to the east towards Buntingford.
Environmental constraints:
None identified in relation to the access proposals. Hedge removal / trimming on Baldock Road and Throcking Lane may need to be compensated by planting elsewhere, but this would be outside of identified highway works and visibility splays. Where planting is included in the highway verges, for landscaping purposes, this will also be set at low height to not interfere with appropriate vertical visibility.
LOCALITY
Description of locality:
Throcking Lane and the A507 Baldock Road to the west of the A10 are rural in character with the proposed developments being introduced on green field plots either side of the A507 Baldock Road. The A10 is a higher order road providing connection from between urban area areas such as Royston / Buntingford / Hertford, and London. East of the A10 is the residential street network of Buntingford, which also includes the aforementioned PRow connections subject to improvement.
General description:
Throcking Lane, A507 Baldock Road, and Baldock Road are single carriageway roads running on an east west alignment. The A10 is also single carriageway in the vicinity of the site and runs on a north south alignment.
Relevant factors which may affect road safety:
• Two additional priority junctions introducing vehicle turning movements. • Additional vehicles on the local road network • Introduction of walking and cycling movements on the local road network. • Introduction of traffic calming and active travel infrastructure.
Collision data analysis:
Outlined in the Transport Assessment associated with the Residential application (document reference 23161-TA-01 v4) and Employment application (document reference 23161-TA-02 v2), which will be issued as separate documents to the appointed auditors with the audit brief.
Departures from standards:
N/A
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions:
N/A
Strategic decisions:
To assess the safety implications of the scheme, as set out in the drawings included as Appendix C to Appendix I and Appendix K to Appendix N , for all road users.

Appendix A Road safety auditor CVs

Julian Bartlett

BEng (Hons), FCIHT, FSoRSA

Past Member of CIHT Council 2013 - 2015

Past Chair SoRSA (Society of Road Safety Auditors)

2011 – 2013. Secretary SoRSA 2023 present

Profile:

A Traffic Engineer, with broad experience of technical and managerial issues within the Traffic and Transportation fields, particular Road Safety Engineering. Secretary Society of Road Safety Auditors (2023 to present). Past Chair of Society of Road Safety Auditors (2011 to 2013) and Member of CIHT Council 2013,14 & 15; regularly speak on behalf of CIHT and AlderCross on Road Safety & SoRSA matters. Expert witness. Fellow of CIHT and the Society of Road Safety Auditors; passed annual review during 2024 as compliant with the requirements of GG119. Qualified and experienced Lead Auditor to the requirements of the Quality (ISO9001), Occupational Health & Safety (ISO45001) Standard and Environmental (ISO14001) Standard. Undertake third party certification and surveillance Audits to these standards on behalf of UKAS Accredited Certification Body.

Key Skills:

- Traffic and Transportation Engineer, particularly vulnerable road user issues;
- Road Safety Audit Team Leader to GG119, over 2000 road safety audits to date;
- Road Safety Strategy and Team Development;
- International Road Safety and Traffic Engineering experience
- Accredited for Terrorist Threat Assessment through CPNI;
- Project Manager and Team Leader;
- Private & Public Sector Transportation and Traffic Schemes;
- Business Development and Client Care; and
- Quality, Environmental & Health & Safety Management Systems

Employment History:

J Bartlett Consulting Ltd (2011 to date). I am a road safety and traffic engineer working in the UK and internationally. I have completed numerous road safety audits and crash prevention studies for City and County of Swansea as well as for Hydrock Consulting, JUBB Consulting Engineers, Connect Consultants, Pell Frischmann Consulting Engineers, Corun Associates, AECOM, Bellway and Persimmon Homes as well as several other private individuals, National Highways and Welsh Government.

Relevant Projects:

- **Various Road Safety Audits at all stages and for numerous clients including work on the UK TERN Trunk Road.**
- **Qatar Road Safety Project on behalf of TRL** – Approved by Ashghal to undertake road safety auditing and assessment of a significant proportion of the existing highway network across the Gulf Emirate of Qatar, including 1700km of link roads and 100 signalised and roundabout intersections. The results of these assessments forming a significant part of the development of the new Road Safety Auditing Standard for Qatar and also the introduction of the Road Safety Strategy for the Country. The project also included the assessment and remedial scheme design for 200 schools across Qatar as well as the formal safety auditing of number of the expressway projects currently under development, including Salwa Road Stage 2, Durkhan Central Section Stage 2, Al Bustan Project 7 Stage 1 and Preliminary Audits for Al Khor Expressway and Al Muntazah Road;
- **Middle East Experience** Approved by the Kingdom of Bahrain, United Arab Emirates & Kuwait to undertake road safety audit, undertaking numerous development led and infrastructure Audits on behalf of various clients, including Bahrain Marina and AMAS Social Housing, Diyar Al Murharraq Temporary Roads, Infrastructure Phase 12 and Habitat

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment, Health & Safety Management Systems

- **PQAL.** Undertaken in the order of 300 UKAS accredited IMS audits on behalf of Peers and others for companies within varied sectors including construction, landscaping, manufacturing, recycling and re-use, financial services etc.

Senior Traffic Safety Engineer. Atkins (2009 - 2011):

Road Safety Auditor. City & County of Swansea (2009)

Traffic Engineering. Pell Frischmann (2008 - 2009)

Traffic Engineering. Mott MacDonald Group (2005 - 2008)

FaberMaunsell Ltd Road Safety And Traffic Engineering. (2004 - 2005)

AmeyMouchel Highways Agency Area 9: Road Safety and Traffic Engineering. (2002 - 2004)

WSP [Civils Ltd] Transportation: Road Safety Engineering and Traffic Management. (1999 - 2002)

Gwent Consultancy / Gwent County Council: Senior Assistant Engineer (1991 - 1999)

Qualifications:

Higher: BEng (Hons) Civil Engineering – University of Wales (Cardiff)
Additional: Fellow of the Chartered Institution of Highways and Transportation (FCIHT)
Fellow of Society of Road Safety Auditors (FSoRSA)

Traffic And Road Safety Engineering

RoSPA Road Safety Engineering (AiP) Course (10 days)
ITH International Road Safety Audit Forum (2 days)
The Passive Revolution Conference Cardiff
IHT Conference – Manual for Streets (Cardiff)
IHT Conference – IHT Collision Prevention & Reduction

CDM 2007 (1 day) CDM 2015 Changes Requirements (2 days)
Design Against Vehicle Bourn Threat (2 day CPNI Course)
CIHT Building Quality into your Design Solutions

3rd Annual International Road Safety Forum Abu Dhabi (3 days) November 2011.
2nd PIECE Expressways Conference Johor Bahru Malaysia (3 days) September 2013
Annual SoRSA two day Conference, (June 08, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20 (Virtual), 22, 23, 24)
Highways England Certificate of Competency Course (2 days) September 2016
The Safe System Approach: Managing for Better Road Safety Results (2 days) April 2017
Road Safety Audit – Keeping Up To Date – December 2019

Quality / Environmental / Health and Safety Audit

IRCA ISO 9001: Quality Management Systems Lead Auditor (5 days)
IRCA OSHAS 18001: Health and Safety Management Lead Auditor (5 days)
IRCA ISO 14001: Internal Environmental Management Auditor (2 days)
IRCA ISO 14001: Foundation in Environmental Management Systems
IoSH Managing Safely (4 days)

IoSH Working Safely (1 day)

ISO9001:2015 Update; ISO14001: 2015 Update; Annex SL Training January 2016
ISO45001: 2018 Transition Training (2 days) September 2018

Speaker: AlderCross Road Safety Audit Seminar – Pontypridd, Leeds, London 2007.
Launch of IHT Guidelines for Road Safety Audit 2008.
SE IHT Branch Conference on Road Safety 2009.
CIHT South Wales Branch Seminar 2010.
Chair SoRSA Annual Conference 2011 and 2012.
Keynote Speaker IRF Road Safety Conference Abu Dhabi 2011.
Speaker PIECE Expressway Conference, Johor Bahru, Malaysia 2013
Collision Investigation Workshop Contributor SoRSA Conference 2014

Papers: 2009 to date

- Road Safety Audit, The European Directive and Other Developments 2009: Sands E and Bartlett JD,
- SoRSA Future Developments 2010: Bartlett JD.
- Road Safety Audit and Accident Investigation an Update 2010: Bartlett JD.
- Collision Investigation, Where are we Now 2011: Bartlett JD.
- Road Safety Audit – A History and Other Lessons Learned 2011 (Abu Dhabi): Bartlett JD.
- Road Safety Audit – Where We Are / Where Do We Go International Cooperation (Johor Bahru) 2013: Bartlett JD.

Continued Professional Development: This is core to my development as an engineer and I ensure that I keep up to date with my CPD requirements for all the sectors I work in.

Personal Details: Penllan Farm, Machen, Caerphilly, CF83 8QE British National, Full UK driving licence. Car owner.

**Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment, Health & Safety Management Systems**

17th January 2025

Compliance with GG119/20

Certificate of Competency in Road Safety Audit 2016

Fellow of Society of Road Safety Auditors Reviewed 2024

Random Sample of Road Safety Audits in last 12 months:

Scheme Name	Date	Leader / Member / Observer	Stage	Description of scheme
HMP Ford	Sept 24	Leader	1 / 2	New vehicle access and improved footway works to serve an existing prison facility
Manor Inn, Woolsery	October 24	Leader	3	Village Centre vulnerable road user improvements including footways, virtual traffic calming and new uncontrolled crossings
Bridgend Bus Hub Controlled Crossing	November 2024	Leader	1	Improved cycle and pedestrian facilities including Toucan Crossing to link new bus hub to town centre
Aldi Powerstation Rd Rugeley	November 2024	Leader	3	New access arm off existing 3 arm roundabout to serve food retail store, improved footways and uncontrolled crossing points
Old Gloucester Rd Cheltenham	November 2024	Leader	1	Give way residential junction improved footway and cycleway works and introduction of Toucan Crossing
Other Audits				
Caerlloi Development	April 24	Leader	2	Left in Left out improvements for existing junction onto A40 dual carriageway to serve commercial recycling facility
Bodieve Wadebridge	October 24	Leader	1 / 2	Primary infrastructure, traffic calming, roundabout and junction provision for large housing development
Dumballs Road Cardiff	May 2024	Leader	1	Footway improvements, controlled crossing and vehicle access points to new student residential flats
Middlezoy Highway Improvements	July 2024	Leader	1 / 2	Village traffic calming including give way to oncoming vehicles carriageway narrowing's, and junction visibility improvements
Theale Fire Station	May 2024	Leader	4	Collision analysis for new emergency only fire station access to 5 arm signal controlled roundabout

Collision Investigation and Prevention Studies in last 24 months:

- Welsh Government Road Safety Grant for City and County of Swansea (January to March 2024) involved development of several collision investigation based proposed schemes. Work included statistical analysis of base crash data from Go Safe to form a ranked list of sites. More detailed investigation was undertaken on the top sites to include full statistical analysis and identification of common themes, from these results some preliminary design was undertaken with first year rates of return developed. These sites were then put forward to Welsh Government for funding. Schemes put forward were:
 - Gower Villages Collision Investigation
 - Owls Lodge Lane, Mumbles, Swansea
- Theale Fire Station Stage 4 Road Safety Audit including detailed collision analysis
- Aldi Development Diss Norfolk Road Safety Review – review of TTM and phasing as precontract works for retail store development

Continuing Professional development in last 24 months:

- Graham Feest Consultancy: Delivering The Safer Systems Approach (1 day) – 23 October 2023

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment, Health & Safety Management Systems

17th January 2025

- SoRSA Conference 2024 Manchester (2 days) – June 2024
- Graham Feest Consultancy: Transport Traffic Safety Roads (1 day) – October 2024

Julian Bartlett

BEng (Hons), FCIHT, FSoRSA

Member of CIHT Council 2015

Past Chair SoRSA:

(Society of Road Safety Auditors)

Pen Portrait

Name: Julian David Bartlett

Date of Birth: 14th September 1966

Education: Degree in Civil Engineering, University of Wales (Cardiff) – 1991.

Memberships: Fellow of the Chartered Institute of Highways and Transportation (FCIHT); Fellow of the Society of Road Safety Auditors (FSoRSA); Past Chair Society of Road Safety Auditors, Honorary Secretary SoRSA 2023 - date

Training: RoSPA AiP Course (1997), Certificate of Competency in Road Safety Audit (2016)

Years of Experience: 24

International Experience: Republic of Ireland, Abu Dhabi, Qatar, Dubai, Kingdom of Saudi Arabia and Bahrain

Julian Bartlett is currently working as a specialist road safety engineer and auditor internationally and within the UK. He was previously a Senior Project Manager with several of the UK's leading consulting engineers including, Atkins, Mott MacDonald, Amey, Mouchel and WSP. He is a specialist in collision investigation, preliminary scheme design and road safety audit. Julian was the Chair of the Society of Road Safety Auditors between 2011 and 2013 and has contributed to the development of HD19/03, HD19/15 as well as the Qatar Road Safety Audit Standard and Temporary Traffic Management documentation. Julian currently runs his own engineering consultancy specialising in traffic engineering and road safety solutions as well as quality, environmental and health and safety management systems.

Julian is a recognised expert in his field undertaking more than 3000 road safety audits (at all Stages 1, 2, 3 and 4) as well as numerous collision investigation studies during his 20 years in road safety engineering; most of these being undertaken on the UK Trunk Road Network. In 2012 he completed an eight-month secondment in Qatar where Julian was part of the team reviewing the road safety performance of 150 major intersections, 1700 km of high speed road and 200 school zones. Since leaving Qatar Julian has continued to work across the Middle East, in particular completing over 30 Road Safety Audits in Bahrain as well as a route collision study in the Kingdom of Saudi Arabia of 300km of dual three carriageway forming a major truck route to the Kuwait border.

Julian is an experienced team and project manager having delivered numerous high profile projects as well as managed the delivery of road safety for Highways Agency Area 9 West Midlands. He has also provided evidence to Public Inquiry and to Coroners Court within the UK.

Julian speaks regularly on behalf of the companies he has worked for as well as CIHT and SoRSA. He was the Keynote Speaker at the IRF International Road Safety Forum in Abu Dhabi in 2012. As Chair of SoRSA Julian hosted the annual two-day conference in Birmingham in June 2012, where in the order of 150 specialist road safety engineers from across the UK met and discuss issues within the specialisation. Julian continues to be active within the SoRSA committee and recently undertook a review of the Society, its goals and objectives for the future.

Julian also undertakes third party audits to the international standards ISO9001: Quality Management Systems; ISO14001: Environmental Management Systems, OHSAS18001 and ISO45001: Health and Safety Management Systems on behalf of a UKAS accreditation company. While specialising in the construction sector Julian has also audited numerous companies across the broad spectrum of industry within the UK.

Lyn Jones
HNC, MCIHT, MSoRSA

Profile:

A Traffic Engineer, with broad experience of technical and managerial issues within the Traffic and Transportation fields, particular Road Safety Engineering. Member of the Society of Road Safety Auditors passed annual review for 2024.

Key Skills:

- Traffic and Transportation Engineer, particularly vulnerable road user issues;
- Road Safety Audit Team Leader to GG119;
- Road Safety Strategy and Team Development;
- Project Manager and Team Leader;
- Private & Public Sector Transportation and Traffic Schemes;
- Event Traffic Management and Vehicle Bourne Threat Assessments
- Business Development and Client Care;
- Highway Design;
- Procurement;
- Public Relations.

Employment History:

J Bartlett Consulting Ltd (2011 to date). Road safety and traffic engineer working in the UK and middle east with J Bartlett Consulting. Completed a number of road safety projects for both private and public sector clients.

Relevant Projects:

- **Various Road Safety Audits at all stages and for numerous clients including work on the UK TERN Trunk Road in England and Wales.**

Traffic Team Leader. City & County of Swansea (2006 - date): Responsible for the investigation and amelioration of accident clusters and route analysis. Procurement of Welsh Government Grant for Road Safety Improvements, Area Traffic Management Schemes. Accident reduction (performance indicator) Drafting of bids for external funding. Analysis of development portfolios, traffic assessments, Authority's only qualified Safety Auditor, Auditor for neighbouring Authorities. Responsible for financial management, investigated and implemented change in financial processes, event management, Systems Thinking, responsible for 6 Staff.

Consultant Road Safety Engineer. Cardiff City Council (2000 - 2005): Set up Road Safety Audit procurement for the Authority & Carried out Road Safety Audits (all stages) on every Civil scheme that the authority undertook (over 700 complete), Accident investigation, Liaison with Design & Client Function, liaison with external Consultants, Project Management to deliver numerous city wide infrastructure projects. (IKEA, Sports Village, CCFC Stadium) Outline Design of Traffic Management Schemes, detailed drawings, inspection for Section 38/278 works, liaison with developers and contractors, site supervision, event management planning, traffic management.

Asst. Engineer/Site Engineer. South Gloucestershire Engineering Consultancy (1999 - 2005) Supervisory role, Traffic Signal installation to major Bristol Ring Road Roundabout, Public Relations, Supervising Contractors, Supervising Traffic Management, Supervising Construction, Measurement, Site Administration. Liaison with statutory undertakers, Programming works, Design and

**Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment, Health & Safety Management Systems**

17th January 2025

Estimating for Works Rolling Programme, Produce detailed quantities for interim payments, Safety Audit.

Business Manager. Ivor J Powell Ltd (1998 - 1999) Developed Strategic Business Plan based on rectifying the failings identified. Reorganisation of procedures and practices, Pricing structure, identified key product groups and increased purchasing power for increased profit margin, increased product variety in line with customer demand, changed culture of business, changed attitude of suppliers, ensured sourcing delivery and product always met demand for customer time scale, ensured outstanding payments were dealt with quickly, marketed the business effectively to reflect its history and standing, develop partnerships with customers. Communicate and develop rapport with customers on a one to one basis to overcome obstacles. Organised and procured the restructuring/culture change of company. Key role to expand customer base. Relationship with clients built on mutual respect that was gained by ensuring their resource procurements were constantly met. Responsible for the preparation of all month end reports sales and purchase. Research economic and market frameworks. Continual assessment of customer service and satisfaction. Responsible for Budget monitoring, resource allocation and all Purchasing. Responsible for implementation of I.T., New Stock and price retrieval. Responsible for preparing reports for all matters of litigation, County Court, Magistrates, Liquidation. Responsible for preparation of all month end reports.

Neath Port Talbot Council. Senior Technician (1997 - 1998)

Harnison & Gearson Consulting Engineers (New Zealand) (1997)

Neath Port Talbot Council. Senior Technician (1997 - 1998)

Qualifications:

Higher: HNC Civil Engineering - Swansea Institute of Higher Education

Additional: Member of the Chartered Institution of Highways and Transportation (MCIHT)
Member of the Society of Road Safety Auditors (MSoRSA)

Traffic And Road Safety Engineering

RoSPA Road Safety Engineering (AiP) Course (10 days)	CIHT SoRSA Annual Conference 2016 2 days
ITH International Road Safety Audit Forum (2 days)	MAST Training – All Wales Safety Camera Partnership 2016
The Passive Revolution Conference Cardiff	TMS Road Safety Audit – Keeping Up to Date 2017 (2 Days)
IHT Conference – Manual for Streets (Cardiff)	Welsh Extreme Counter Terrorism Unit - Vehicle Mitigation Measures (1/2 Day)
IHT Conference – IHT Collision Prevention & Reduction	ICE Wales Urbanisation and Climate Change (1/2 Day)
CDM 2007 for Designers	CIHT SoRSA Annual Conference 2018 2 days TMS Collision Investigation Course 2019 2 days
Keeping Up To Date including Certificate of Competence in Road Safety Audit 2012	TMS Collision Road Safety Audit Keeping Up To Date Course 2022 2 days

Continued Professional Development: This is core to my development as an engineer and I ensure that I keep up to date with my CPD requirements for all the sectors I work in.

Personal Details:

British National, Full UK driving licence. Car owner.

**Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment, Health & Safety Management Systems**

17th January 2025

Compliance with GG119 / 2020

Certificate of Competency in Road Safety Audit 2012

Member of Society of Road Safety Auditors Reviewed 2024

Sample of Road Safety Audits in last 24 months:

Scheme Name and Client	Date	Leader Member Observer	Stage	Description of scheme
Bridgend Bus Hub Controlled Crossing	November 2024	Member	1	Improved cycle and pedestrian facilities including Toucan Crossing to link new bus hub to town centre
Dumballs Road Cardiff	May 2024	Member	1	Footway improvements, controlled crossing and vehicle access points to new student residential flats
Penllegaer	October 24	Leader	3	Off carriageway cycling Active Travel Scheme
Residential development A483(T) Pen-y-banc Road Ammanford	May 2024	Member	1 / 2	Residential development access
Brondeg House	January 24	Leader	1 / 2	S278 and S38 works for residential development
HMP Ford	Sept 24	Member	1 / 2	New vehicle access and improved footway works to serve an existing prison facility
Other Audits				
Ynysallen	January 24	Leader	3	Off carriageway cycling Active Travel Scheme
Neath Abbey Drop Off	April 24	Leader	1	Parent drop off facility for school
Bridgend Bus Hub Controlled Crossing	November 2024	Leader	1	Improved cycle and pedestrian facilities including Toucan Crossing to link new bus hub to town centre
Old Gloucester Rd Cheltenham	November 2024	Member	1	Give way residential junction improved footway and cycleway works and introduction of Toucan Crossing
A483(T) Pen-Y-Banc Road, Ammanford	May 24	Member	1	Give way access to residential development

Collision Investigation and Prevention Studies in last 24 months:

- Welsh Government Road Safety Grant for City and County of Swansea (February and March 2024) involved development of several collision investigation based proposed schemes. Work included statistical analysis of base crash data from Go Safe to form a ranked list of sites. More detailed investigation was undertaken on the top sites to include full statistical analysis and identification of common themes, from these results some preliminary design was undertaken with first year rates of return developed. In particular collision reconstruction work with South Wales Police Collision Investigation Unit for pedestrian fatality on A4067:
 - A4067 Ynysforgan to Glais

Continuing Professional development in last 24 month

- Wales Road Safety Conference (1 Day) – October 2023
- Graham Feest Consultancy: Delivering The Safer Systems Approach (1 day) – October 2023
- In house CDM for Designers (1 day) – April 2024
- Graham Feest Consultancy: Transport Traffic Safety Roads (1 day) – October 2024

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment, Health & Safety Management Systems

17th January 2025

Ian Medd MCIHT FSoRSA

Curriculum Vitae

Year of Birth 1955

Qualifications Certificate in Road Safety Studies (Middlesex Polytechnic 1982)

Career to Date

1974 to 1978

Hampshire County Council (HCC) Traffic Engineering Technician latterly responsible for casualty database and report production

1978 to 1989

HCC Road Safety Officer responsible for ETP functions in various areas and latterly development of casualty led ETP programmes.

1989 to 1992

HCC Safety Engineer carrying out data analysis, low-cost scheme design and implementation.

1992 to 2007

HCC Principal Safety Audit advisor. Responsible for development, management, and operation of RSA service, staff training, support, and advice. Development of Hants & IoW Safety Camera Partnership.

2007 to 2011 Service Manager Road user Audit and Performance

- Continued management and development of RSA service with a team of four.
- Team leader on over 1200 audits at all stages ranging from motorways to urban shared space schemes.
- Management of specific safety engineering programmes.
- Chair of Hants and IoW Safer Roads Partnership steering group and leading for HCC on enforcement matters.
- Representing HCC on highway safety including public enquiries.
- Managing development of HCC Non-Motorised Road User Audit system.
- Development of road safety policy for LTP3
- Monitoring and presentation of performance data against national and local targets.
- Member of working group developing HCC policy in relation to Manual for Streets.
- Branch learning and development group and standards committee member reviewing highway design standards.
- Speaker on various courses including RoSPA accident investigation course, National Police Traffic management course, Southampton University Transport Planning MSc. Also, numerous conferences.
- Contributor to various publications including CIHT Safety Audit guidelines (2008 and current) Quality audit guidelines CIHT/LTN2011, What goes wrong in Highway design TMS/AA.
- Founder member of CIHT Society of Road Safety Auditors, past chair and currently committee member

2011 to date. Following early retirement from HCC I work with a number of consultants on a wide range of road safety audit and engineering projects. I continue as a member of SoRSA committee and have spoken at national conference as well as continuing to speak at Southampton University.

Work Experience

Road safety and accident Investigation consultant with 10 years' experience, as detailed below:

1) General Road Safety Engineering Experience

- While employed at HCC, at various times I was involved in the identification of high risk sites, data analysis and subsequent scheme design of casualty reduction schemes. I managed the fatal collision investigation process and was responsible for the production of statistical reports to lead various programmes. Since retirement I have carried out a number of studies for individual sites mainly in association with development proposals.

2) Road Safety Audit Experience

- Completion of over 3000 road safety audits in UK, since 1992 covering all types of road layout and design.
- 117 Road Safety Audits completed in 2024
- 108 Road Safety Audits completed in 2023
- 64 Road Safety Audits completed in 2022.
- 61 Road Safety Audits completed in 2021.
- 53 Road Safety Audits completed in 2020.
- 195 Road Safety Audits completed in 2019.
- 232 Road Safety Audits completed in 2018.

Relevant sample Audits

1	Scheme Type	Date	Audit Stage	Role TL/TM
Enfield town centre phase 2	Civic improvement scheme with enhanced cycle and pedestrian facilities	Sep2024	2	TM
Fosters estate Barnet	Refurbishment of large residential estate; Access improvements for all road user types	Dec 2024	1	TM
Cooksholme farm Littleworth	New development access in village setting.	Dec 2024	2	TM
Kingsley Hall Dagenham	Pedestrian and vehicular access improvements to refurbished residential development	Jan 2025	3	TM
Monkton Heathfield Taunton	Junction improvement schemes on A38 with enhanced cycle and pedestrian facilities as part of major development	Jan 2025	1	TM

3) Road Safety Engineering Projects and Accident Studies

Last 2 years

- M6/M69 junction 2. Analysis of 55 RTCs around the interchange to identify factors which could affect proposed signals upgrades. Sept 2023
-

- A20 Wrotham Kent between M20 and M26. Analysis of 42 RTCs to identify factors which could affect provision of new Industrial estate, particularly HGV movements. Nov 2024

More than 2 years

- Study of pedestrian movements around Ashton Gate stadium (Bristol City F.C.) before and after home games to identify actual and potential safety issues resulting from development of “Sporting Quarter” around the stadium. Apr 2022.
- M25 junction 26/A121 roundabout: Analysis of data to identify collision types and locations prior to capacity improvements on two approaches. Apr 2020.
- A3/A2030 roundabout Bedhampton: Analysis of data to identify collision types and locations prior to partial signalisation and provision of additional cycle facilities. Feb 2019
- A404/A4006 L.B. Brent: Analysis of data to identify collision types and locations prior to partial signalisation. Sept 2018
- Cranham Rd/ Wheelers Hill Little Waltham: Analyse data to identify high risk locations and common collision types along route.
- B686 Carlton Rd/ Hooton St Nottingham. Analysis of 10 collisions at the junction, 6 of which involved cyclists all travelling in the same direction. Identified measures to improve existing cycle facilities.

Training Experience including Continuing Professional Development (CPD)

Last 12 months

- Injury severity reporting and adjustments in STATS19 SoRSA (1hr)
- IHE How can AI improve road safety (1hr)
- SoRSA Annual Conference 2024 (12hrs)
- A journey through the STATS 19 update(1hr)

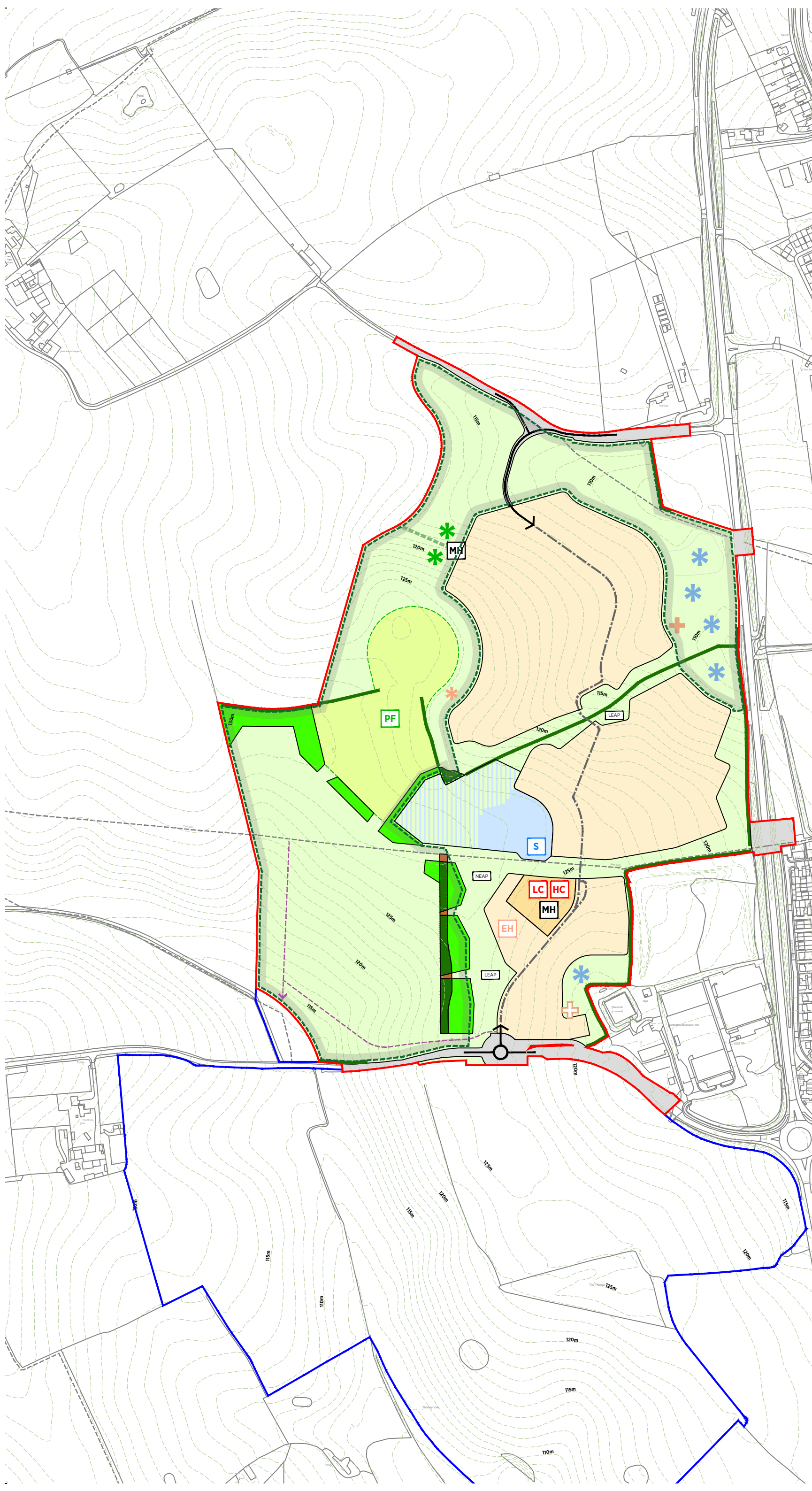
Over 12 months

- Department of Transport Accident investigation course (10 days) 1977

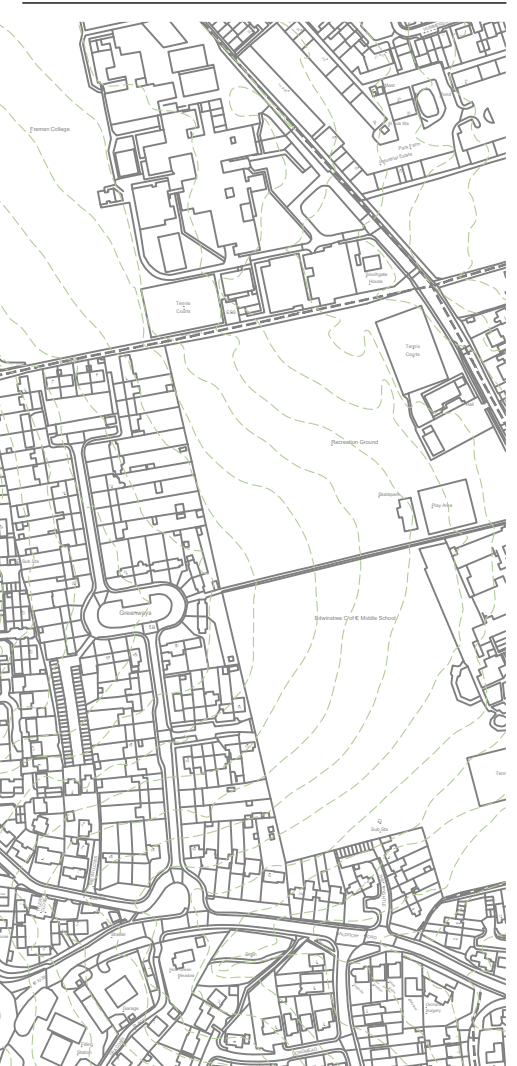
Compliance with DMRB Standard GG119 “Road Safety Audit”

Collision Investigation / Road Safety Engineering Experience	49 years
Road Safety Audit Experience	<i>Please refer to Section 2</i>
Collision Investigation / Road Safety Engineering work in last 2 years	<i>Please refer to Section 3</i>
10 days formal Collision Investigation or RSE Training	
● DoT Road Safety Engineering (AIP) – 2 Week Course	1977
CPD training in the last 12 months	<i>Please refer to Training Experience & CPD section</i>

Appendix B Land use components plans



- Site Boundary - 50.12ha
- Other Land in Applicant's Control
- Residential - 15.54ha
- Mixed Use - 0.53ha
- Site for First School - 2.00ha
- Playing Fields - 3.46ha
- Green Infrastructure - 24.67ha
- Proposed Structural Planting - 1.53ha
- Infrastructure - 2.03ha
- Existing Vegetation Retained - 0.32ha
- Existing Vegetation to be Removed - 0.03ha
- 'Buntingford Park'
- SuDS (Indicative)
- Productive Landscape Features (Allotments/Orchards)
- Indicative Structural Street
- Development Access
- Agricultural Access
- LC Mixed Use Local Centre
- HC Site for Health Centre
- EH Elderly Housing Provision
- MH Mobility Hubs
- Sports Pavilion & Parking
- NEAP Neighbourhood Equipped Area of Play
- LEAP Locally Equipped Area of Play
- Public Right of Way
- Recreational Route (Indicative)
- Foul Water Pumping Station
- Potential Foul Water Pumping Station



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Client: 
PART OF HENRY BOOT

Land West of Buntingford
Land Use Components Plan (North of Baldock Road)

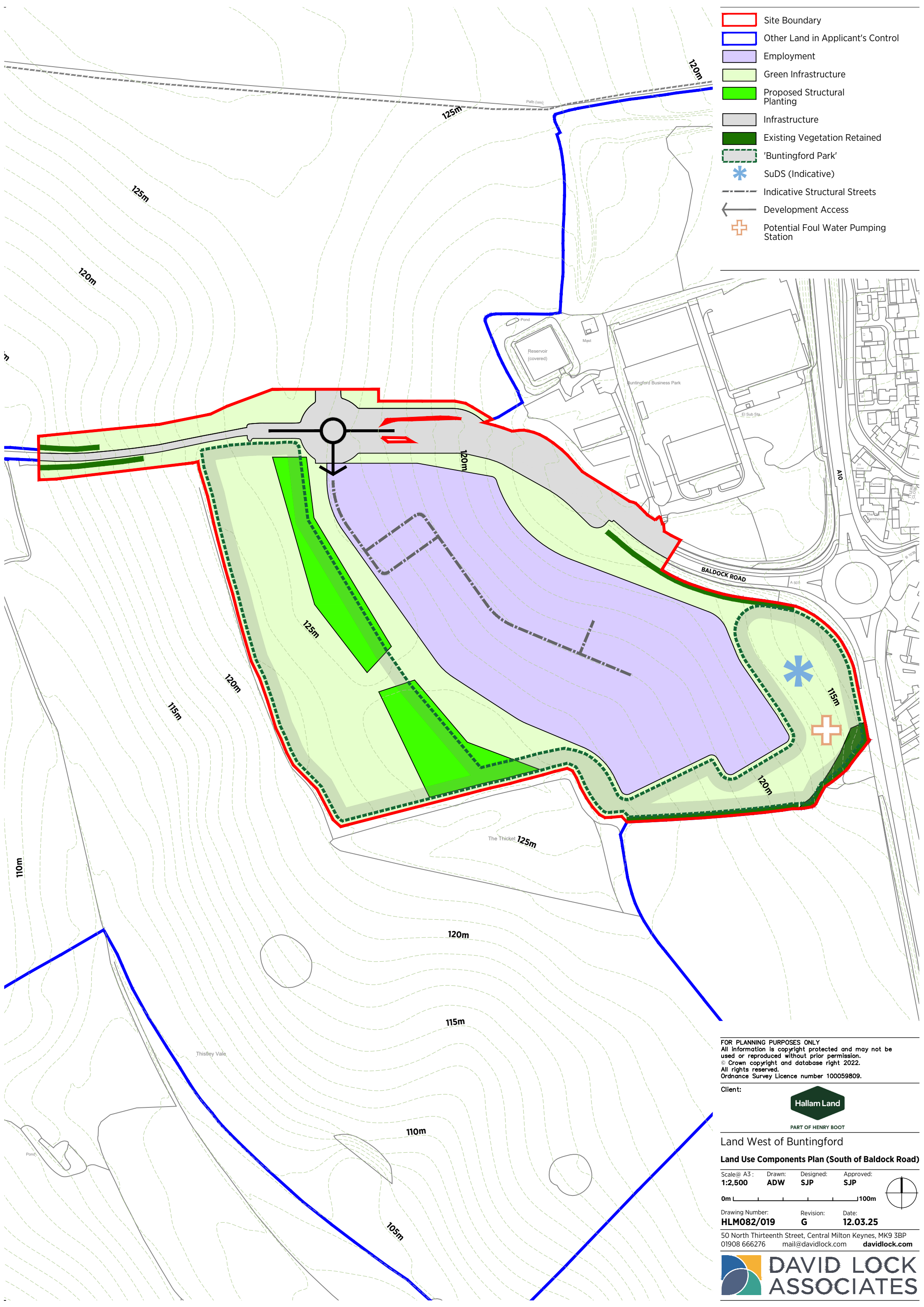
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0m L 200m

Drawing Number: HLM082/018 Revision: N Date: 12.03.25

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@davidlock.com davidlock.com





- Site Boundary
- Other Land in Applicant's Control
- Employment
- Green Infrastructure
- Proposed Structural Planting
- Infrastructure
- Existing Vegetation Retained
- 'Buntingford Park'
- SuDS (Indicative)
- Indicative Structural Streets
- Development Access
- Potential Foul Water Pumping Station

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Client: **Hallam Land**
PART OF HENRY BOOT

Land West of Buntingford
Land Use Components Plan (South of Baldock Road)

Scale@ A3: 1:2,500 Drawn: ADW Designed: SJP Approved: SJP

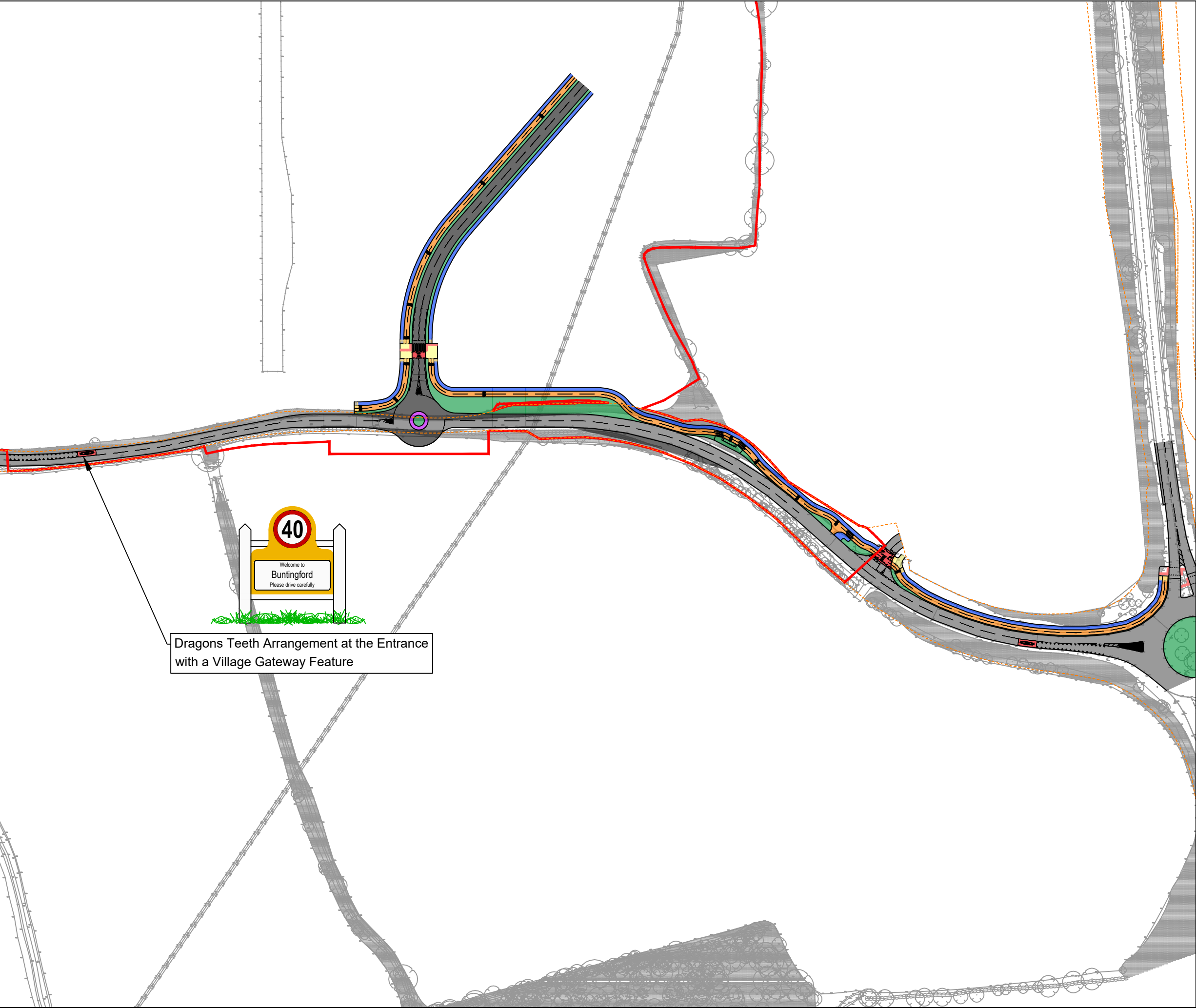
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Drawing Number: HLM082/019 Revision: G Date: 12.03.25

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
01908 666276 mail@davidlock.com davidlock.com



Appendix C A507 Baldock Road northern only access



Dragons Teeth Arrangement at the Entrance
with a Village Gateway Feature

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Cycleway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area

P1	16.04.25	Preliminary issue	DL	JD
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT -
NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

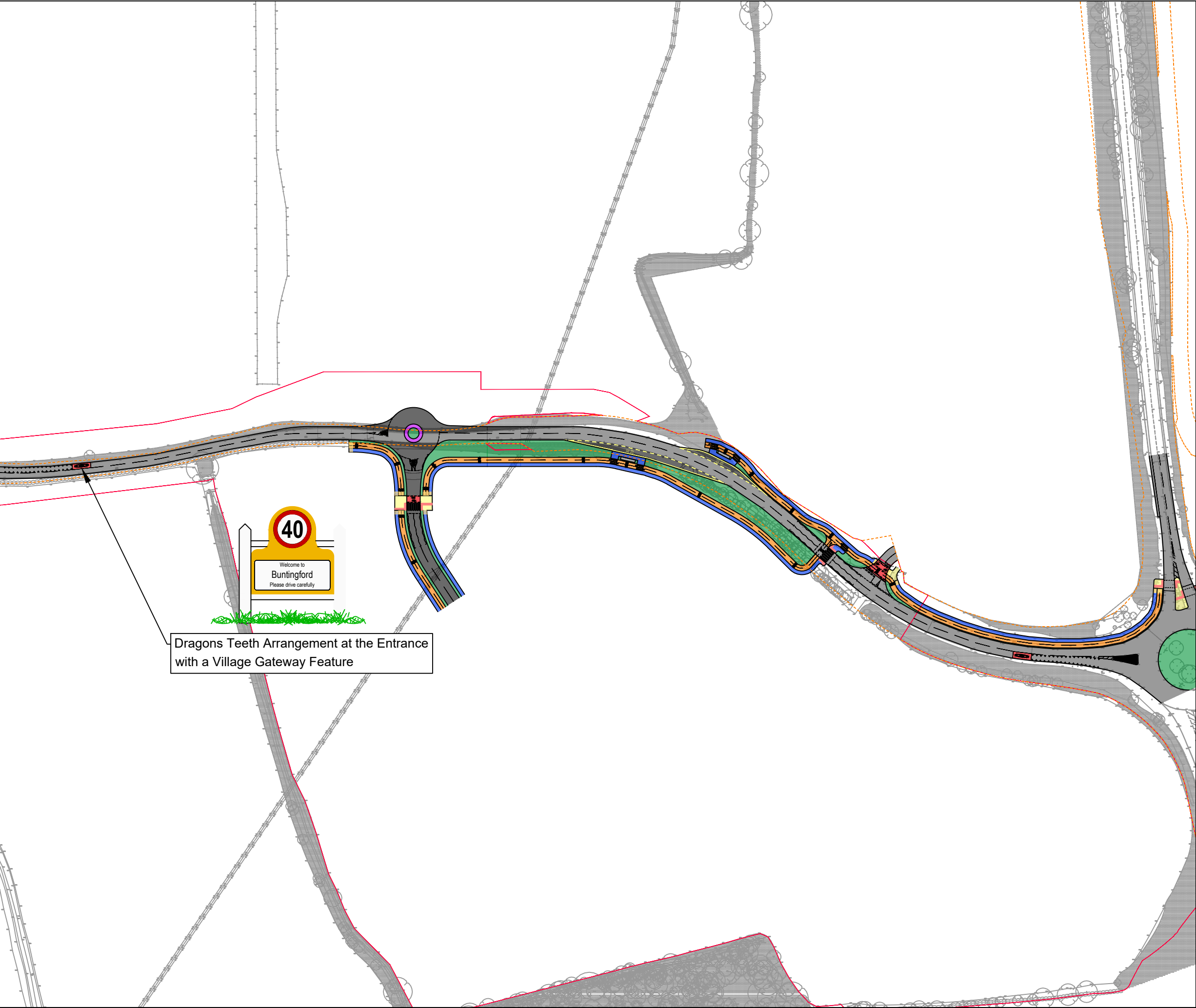
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PROJECT REF: 23161	STATUS: N/A
DRAWING No: 029	REV: P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix D A507 Baldock Road southern only access



Dragons Teeth Arrangement at the Entrance
with a Village Gateway Feature

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Cycleway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area

P1	16.04.25	Preliminary issue	DL	JD
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT -
SOUTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

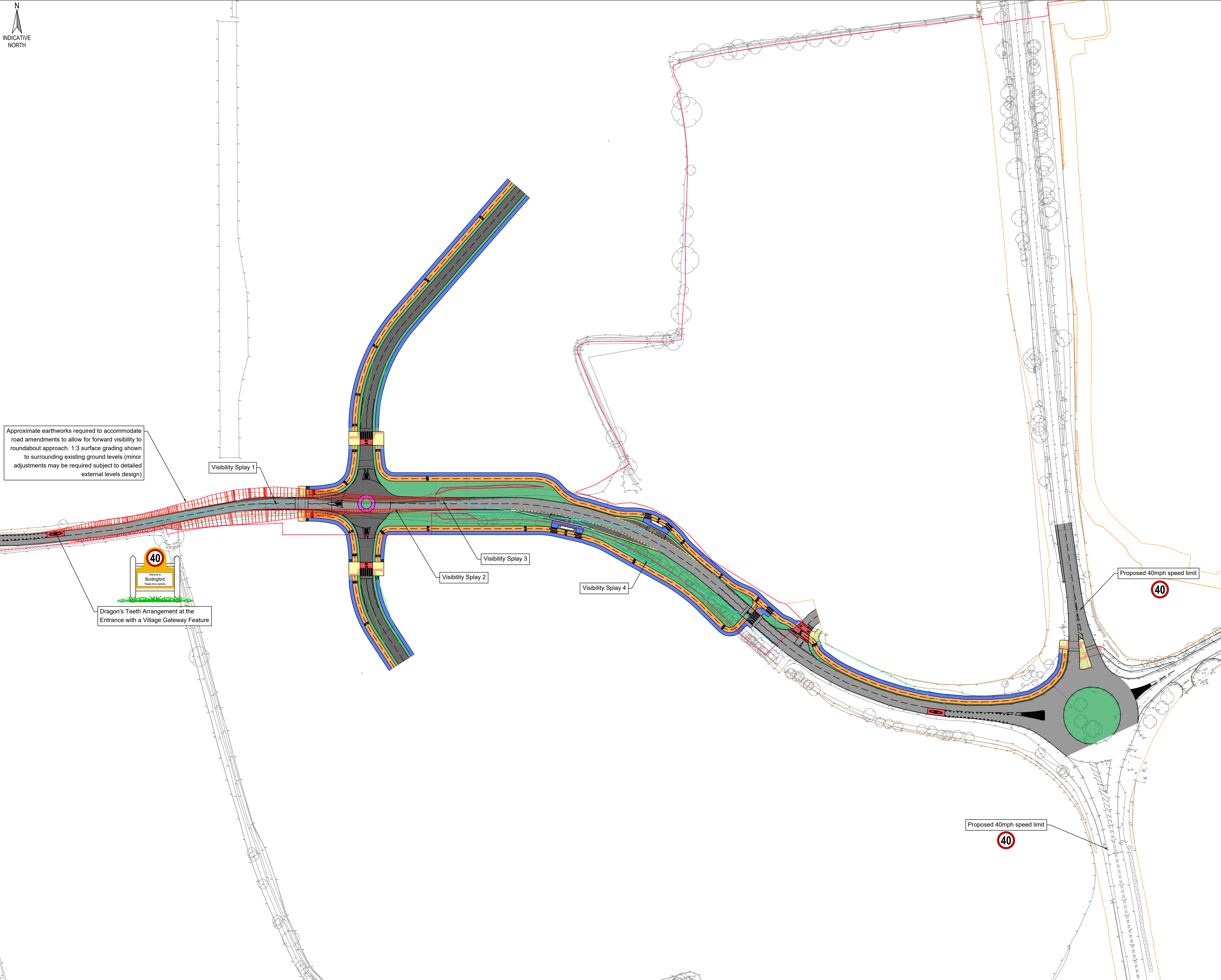
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PROJECT REF: 23161	STATUS: N/A
DRAWING No: 030	REV: P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix E A507 Baldock Road cumulative access (with forward visibility)



LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Cycleway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Existing Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area
- Visibility Splay (40mph, 1.5m x 120m)
- Forward Visibility Splay (40mph, 120m)
- Visibility Splay (30mph, 1.5m x 43m)

P5	01.04.25	Revision	DL	JD
P4	20.03.25	Revision	BB	JD
P3	12.03.25	Revision	DL	JD
P2	03.02.25	Grading updated	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF: 23161
DRAWING No: 023

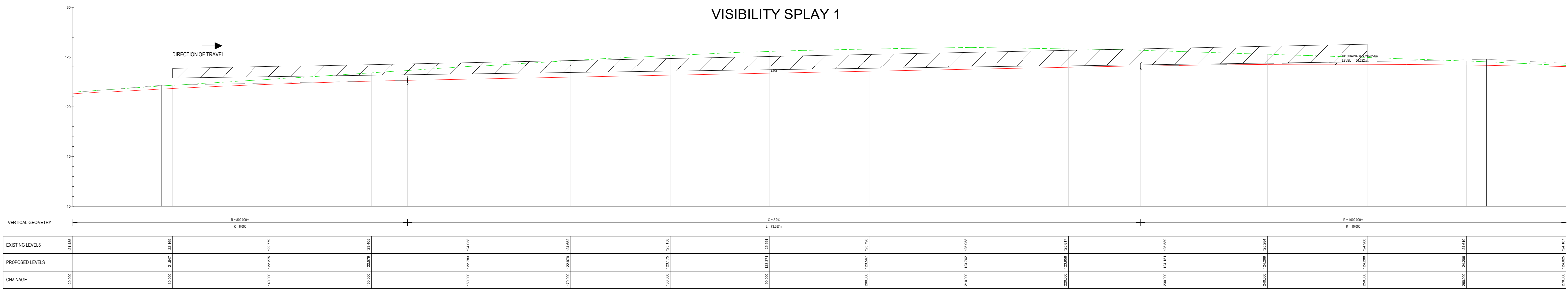
STATUS: N/A
REV: P5

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

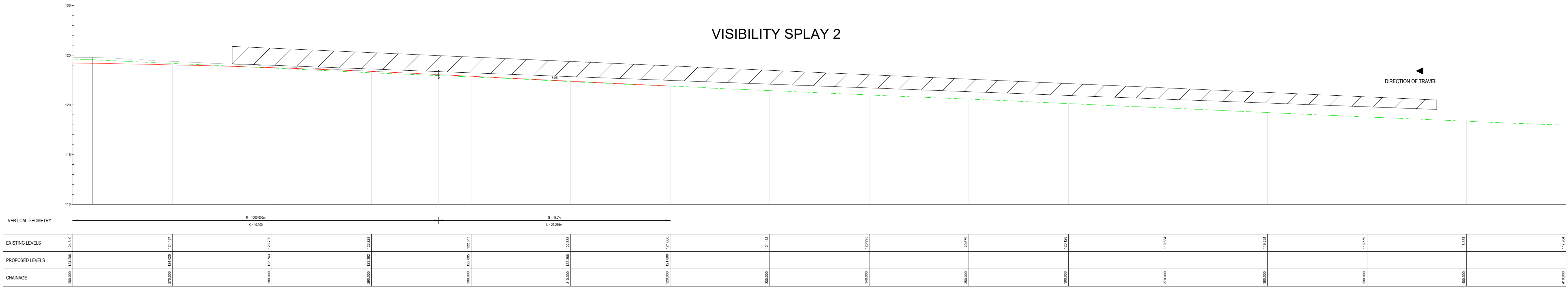
Jubb



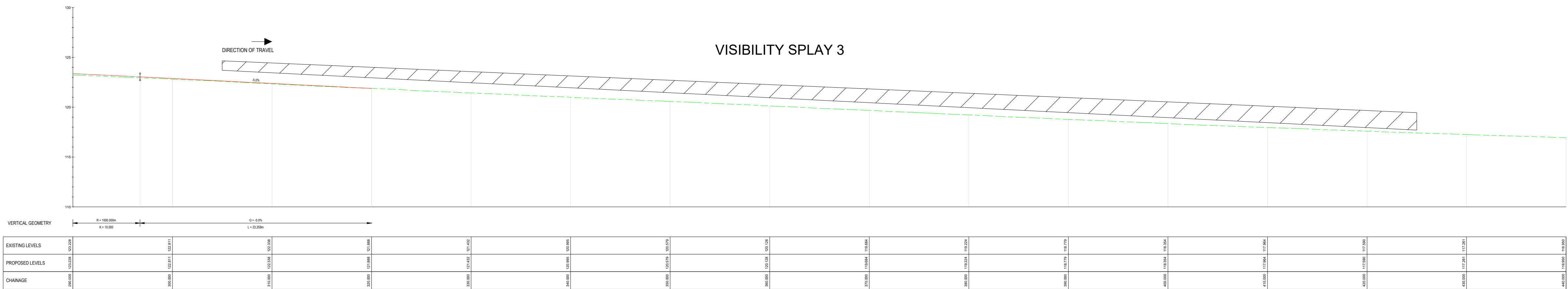
VISIBILITY SPLAY 1



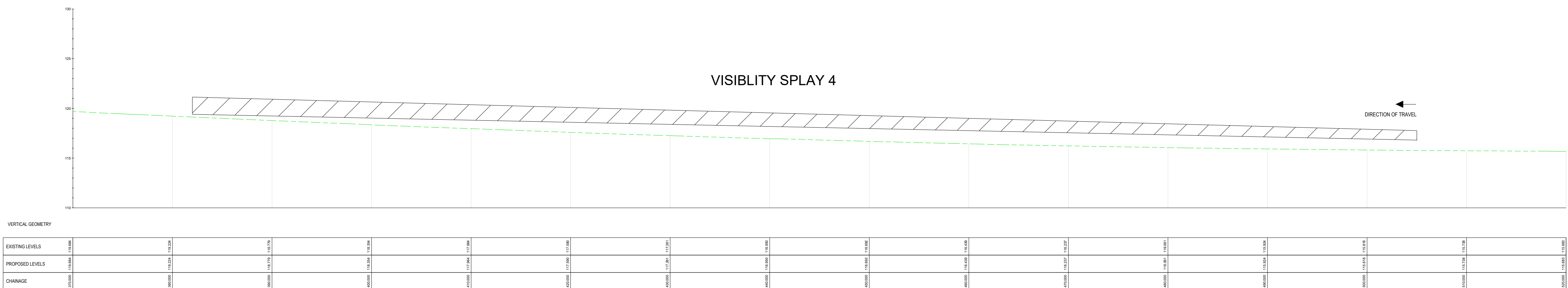
VISIBILITY SPLAY 2



VISIBILITY SPLAY 3



VISIBILITY SPLAY 4



- LEGEND
- Existing Ground
 - Proposed Road
 - Forward Visibility Splay (Envelope of Visibility)

P2	03.02.25	Preliminary Issue	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
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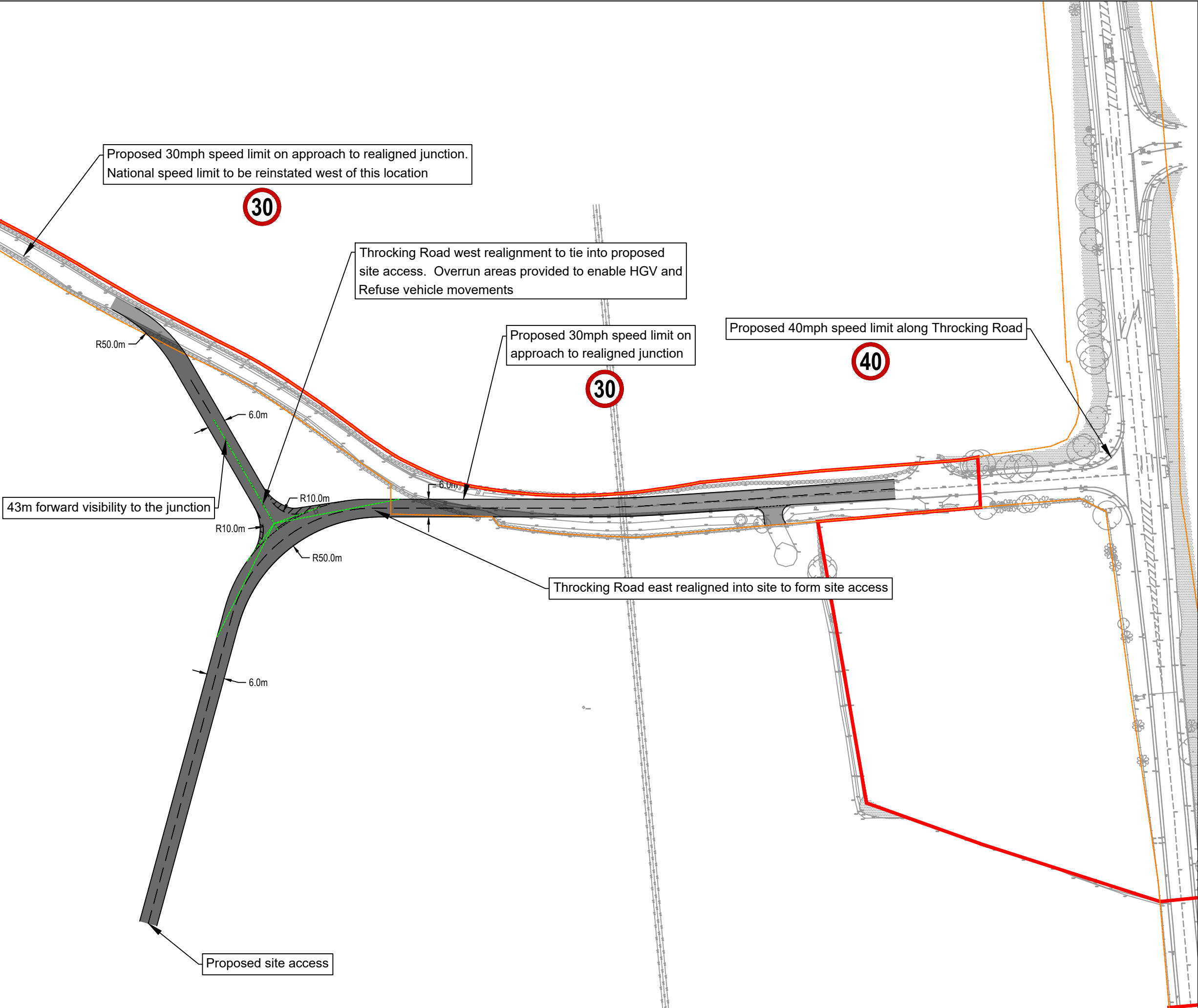
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23161
DRAWING No:
024

STATUS:
N/A
REV:
P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix F Throcking Lane northern access



LEGEND

- Site Boundary
- 2.4m x 43m Visibility Splays (30mph)
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway

P3	16.04.25	Revision	DL	JD
P2	26.03.25	Revision	DL	JD
P1	13.03.25	Preliminary issue	DL	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
NORTHERN PARCEL THROCKING LANE
ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

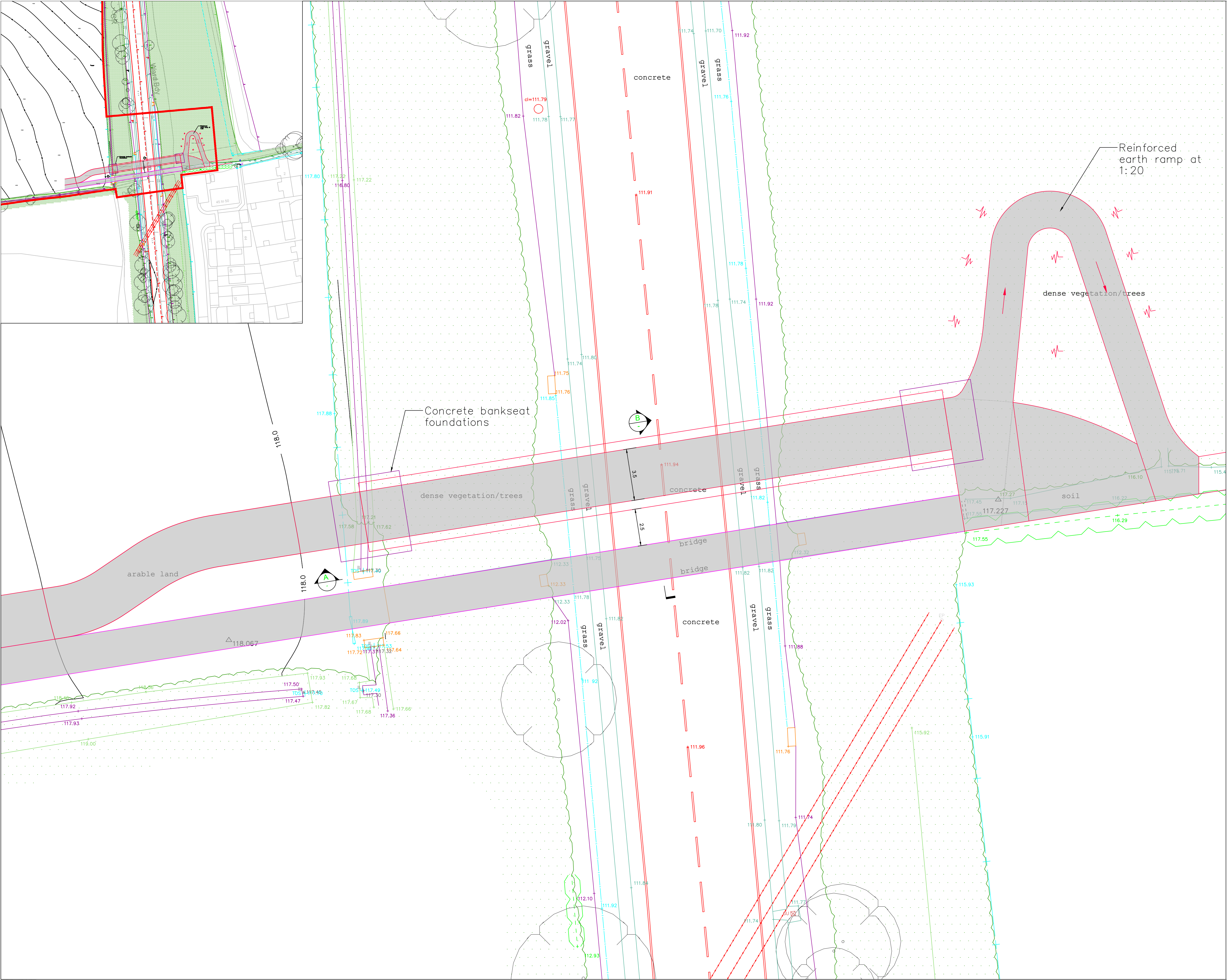
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PROJECT REF: 23161	STATUS: N/A
DRAWING No: 025	REV: P3

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix G Parallel active travel bridge



P1	06.12.24	Preliminary issue	DL	JD
Rev	Date	Description	By	Apvd

PROJECT:
Buntingford

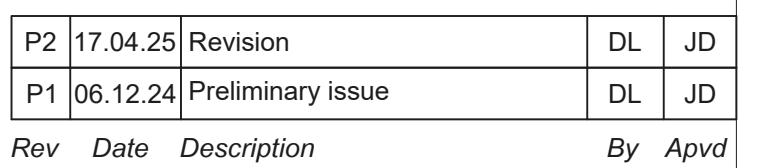
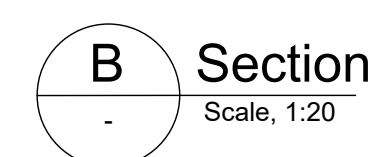
TITLE:
Southern Bridge Crossing

CLIENT:
Hallam Land Management

SCALE@A1:
NTS

PROJECT REF: 23161	STATUS: N/A
DRAWING No: DRAWING_NO	REV: P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

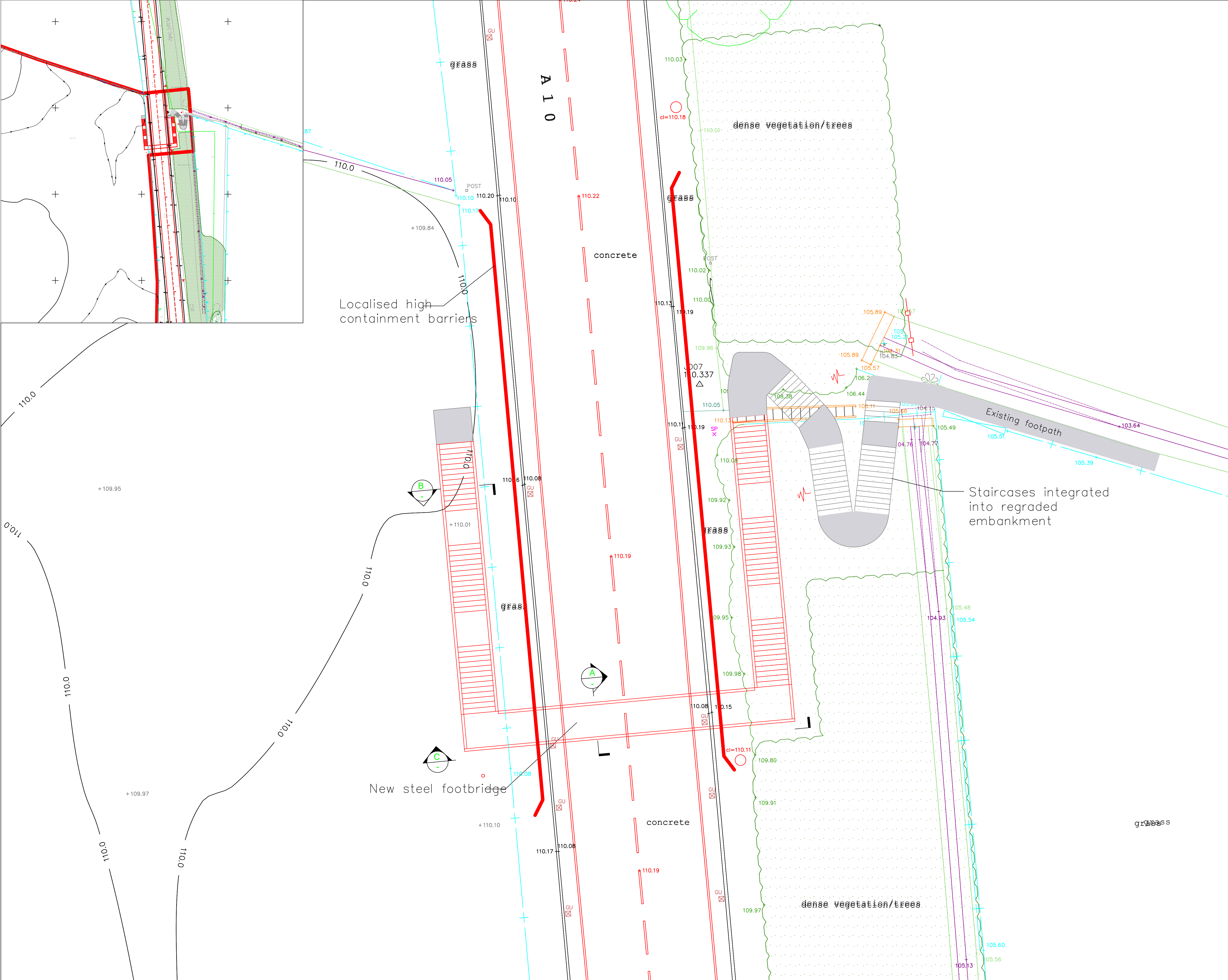
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PROJECT REF:	STATUS:
23161	N/A
DRAWING No:	REV:
022	P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix H Northern pedestrian bridge



P1	24.04.25	Preliminary issue	BB	JD
Rev	Date	Description	By	Apvd

PROJECT:
Buntingford

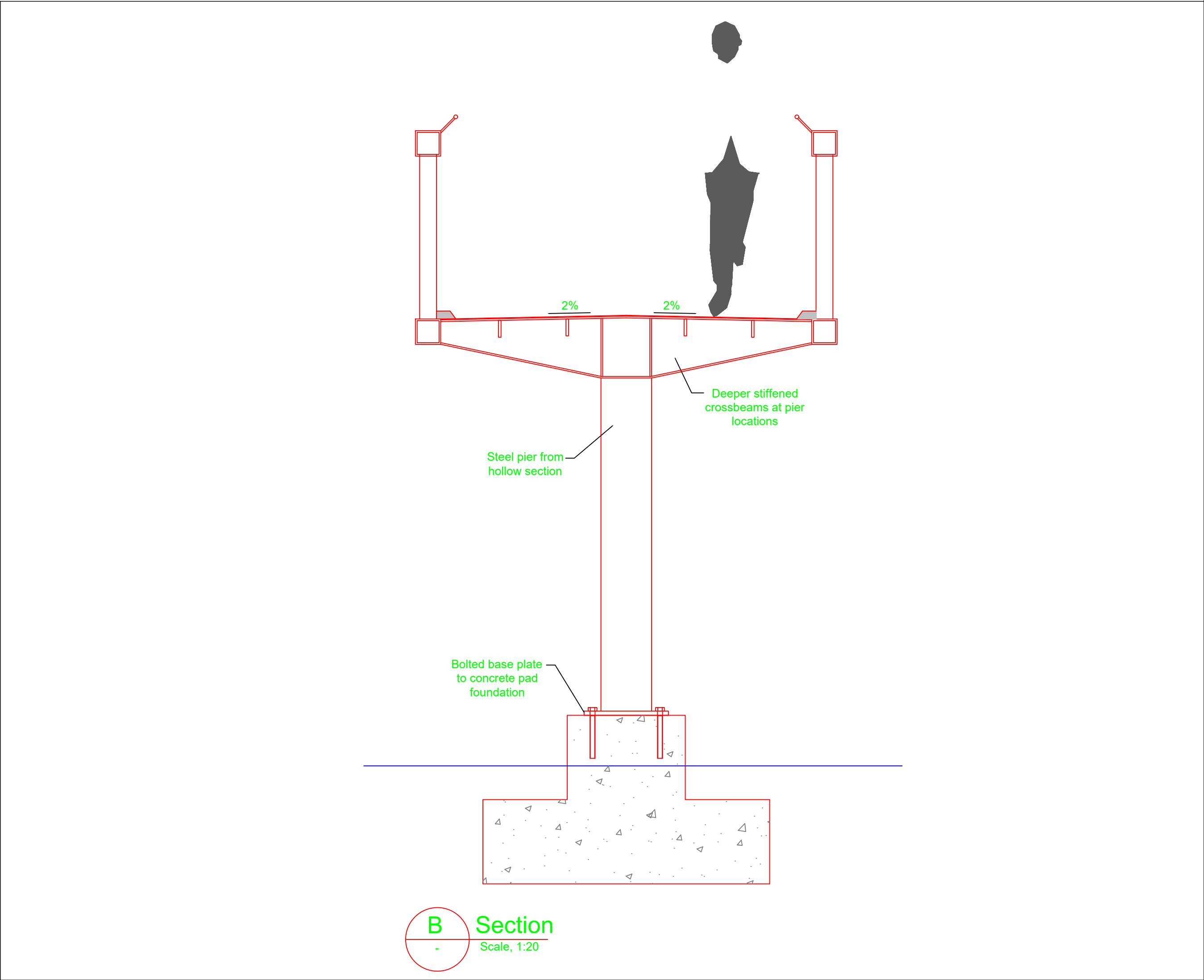
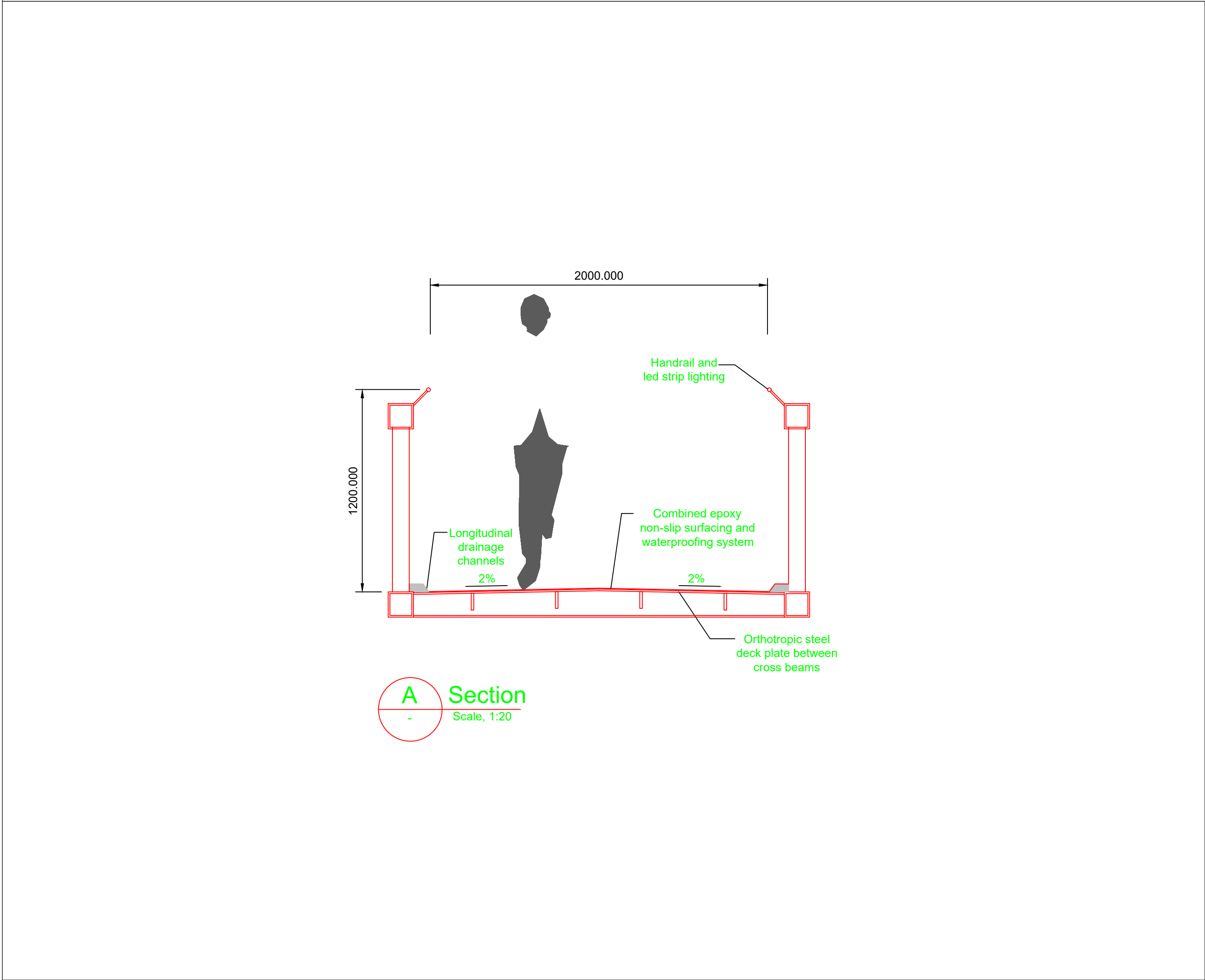
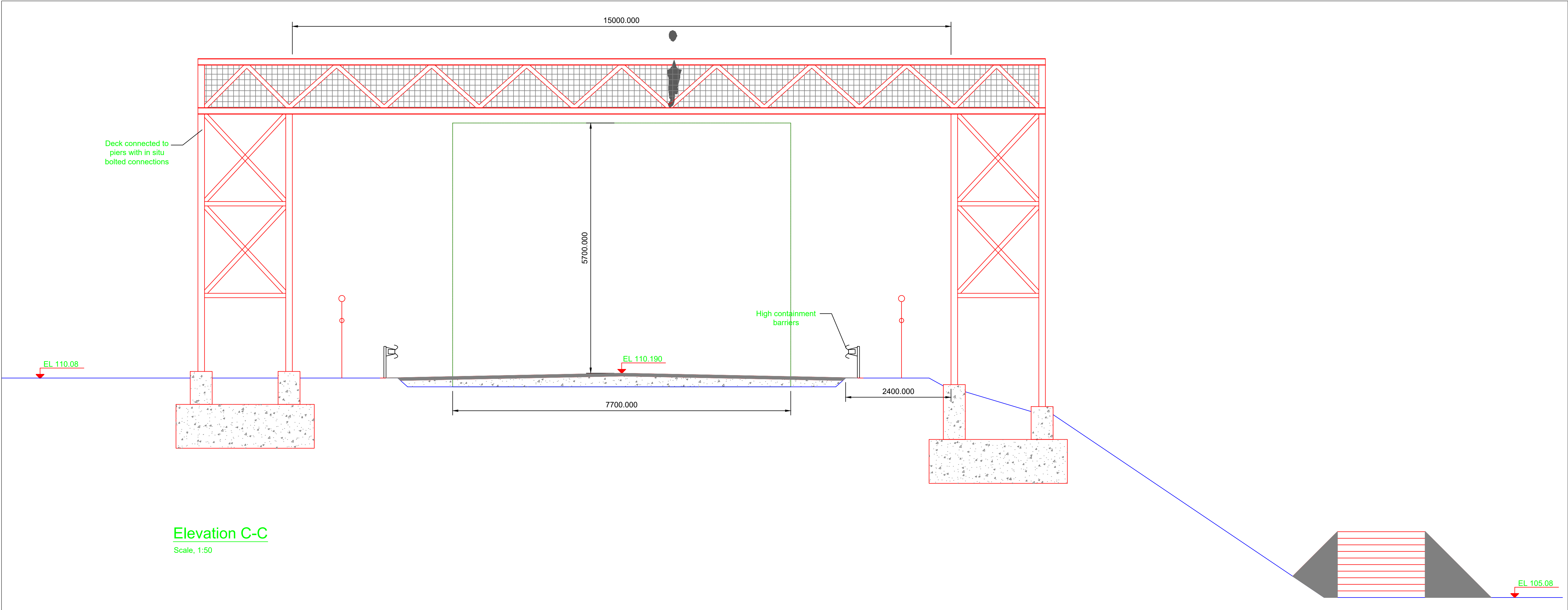
TITLE:
Northern Bridge Crossing

CLIENT:
Hallam Land Management

SCALE@A1:
1:100 and 1:1000

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 032	REV: P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



P1	24.04.25	Preliminary Issue	BB	JD
Rev	Date	Description	By	Apvd

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

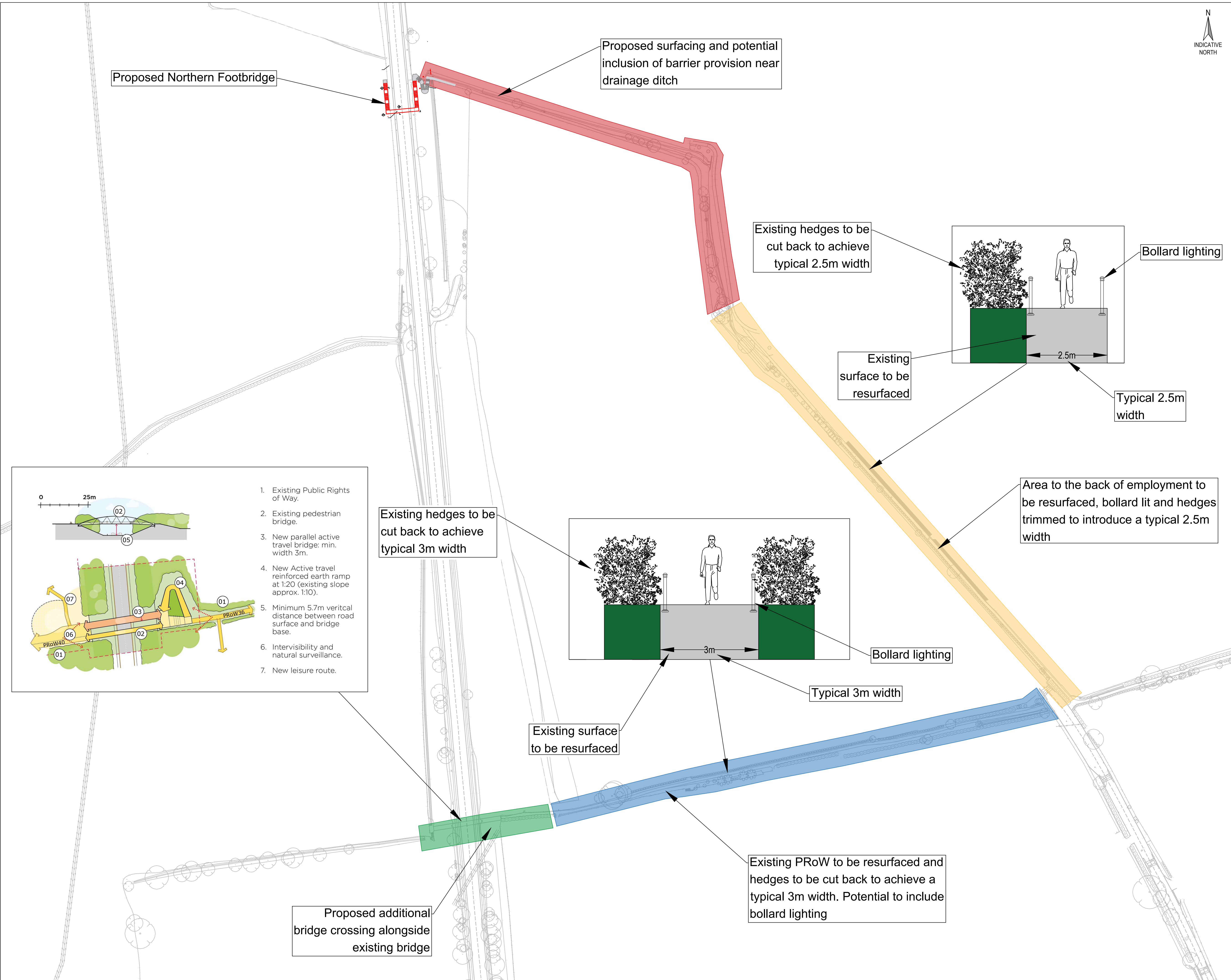
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PROJECT REF:
23161
DRAWING No:
033

STATUS:
N/A
REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Appendix I Proposed improvements to PRow



LEGEND

- Existing Path
- Hedge Area

Rev	Date	Description	By	Apvd
P2	25.04.25	Amendment	DL	JD
P1	02.10.24	Preliminary issue	BT	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED CROSS SECTIONS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 0018	REV: P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix J Movement and access principles (within Residential masterplan)

Movement and Access Principles

- Access and Movement Principles
- Public Rights of Way & Sustainable Travel
 - Active Travel Bridge
- Street Design and Street Hierarchy
 - Structural Street
 - Secondary Streets
- Site Access
- Mobility Hubs

Access and Movement Principles

- Buntingford, Parkside is designed to encourage and facilitate active and sustainable transport movements.
- Movement networks are designed to be legible and navigable.
- Pedestrian and cycle networks must be connected, permeable and uninterrupted across the site, with convenient linkages to key spaces, uses, and surrounding areas.
- The movement network must be safe and accessible, with routes that are well-

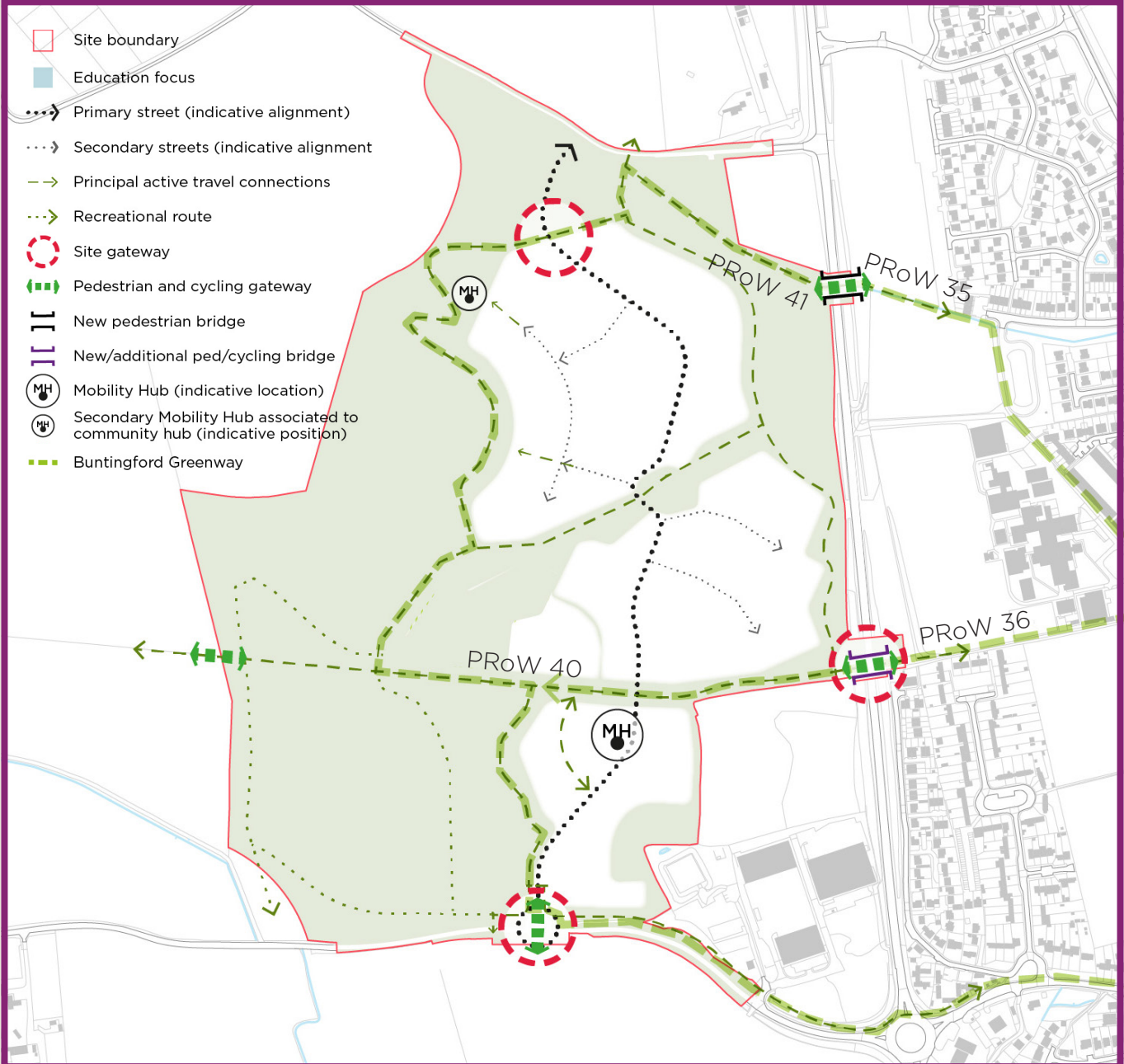
fronted and overlooked.

- A North-South Structural Street connects Baldock Road (A507) to Throcking Lane, both serving the development and acting as a central route for all transport modes.
- The structural street has been aligned to work with the landscape and topography. All streets, paths and connections must align with the terrain to minimise steep gradients.
- Streets must be designed to serve both place and movement functions, complemented by traffic calming measures to reduce vehicle speeds and

encourage the use of spaces.

- Streets are to be designed in compliance with standards acceptable and adoptable to the local highway authority.
- Streets should look to incorporate green features, such as SuDS, tree planting and landscaped verges, where appropriate.
- PRowWs are to be retained, improved, and integrated into the overall movement network.

Urban Design Principles Plan: Movement



Public Rights of Way & Sustainable Travel

- A new permeable network of pedestrian and cycling links.
- Connectivity between new and existing green infrastructure is achieved through the retention and incorporation of existing public rights of way.

- Links are to broadly follow the site topography to ease active travel movement.
- To create attractive links and spaces that are well-overlooked by buildings within Buntingford, Parkside.
- Links to connect key open spaces accommodating a variety of activities.
- A series of recreational

routes within the new Buntingford Park.

- 'Buntingford Greenway' a green connection going from the new Buntingford Park to Buntingford Town Centre passing through the new development, consisting of existing and new active travel links. Landscaped and variable in width (see Urban Design Principles Plan : Movement on p.19).

Central Green Corridor Design Principles

01 Gateway and signage

02 Clear understorey of existing overgrown vegetation to allow visual and physical connection to playing fields

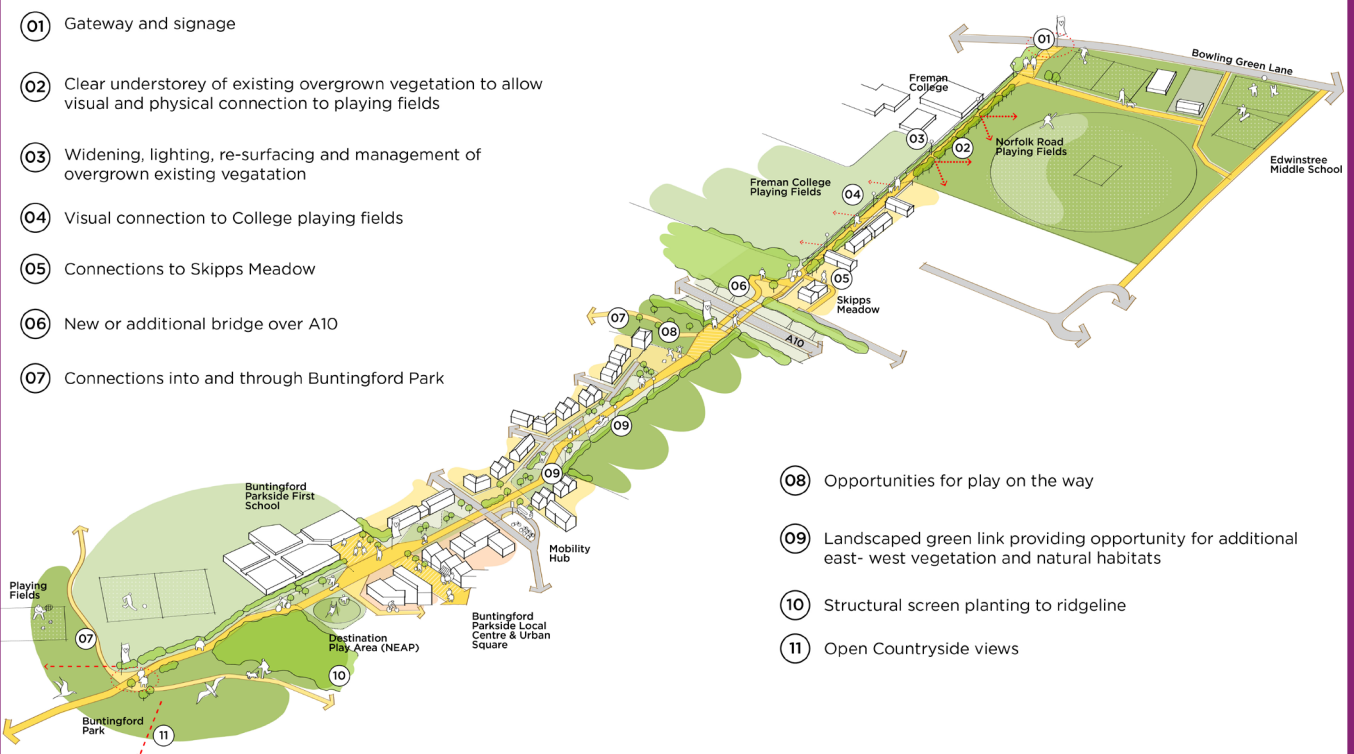
03 Widening, lighting, re-surfacing and management of overgrown existing vegetation

04 Visual connection to College playing fields

05 Connections to Skipp's Meadow

06 New or additional bridge over A10

07 Connections into and through Buntingford Park



08 Opportunities for play on the way

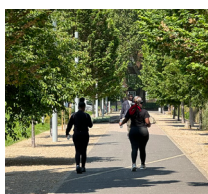
09 Landscaped green link providing opportunity for additional east- west vegetation and natural habitats

10 Structural screen planting to ridgeline

11 Open Countryside views



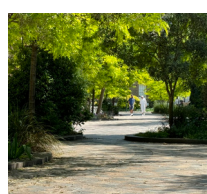
Development access.



Walking and cycling.



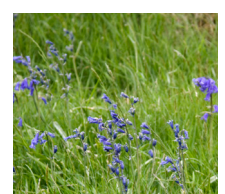
Play-on-the-Way.



Planting.



SuDS.



Ecological Areas.

• A **Central Green Corridor**, running along PRow 40 (see below) to provide:

- Development access
- SuDS
- Active travel
- Ecological area
- Planting
- Play-on-the-Way

• The corridor should feature pedestrian-level lighting, in agreement with Hertfordshire County Council.

• Given the original bridge's constrained width, a new parallel bridge will pair with the existing footbridge (in addition to improvements to existing footbridge).

• The **new parallel active travel bridge** will serve

as an improved point of connection linking the focal point of the site to the centre of Buntingford, particularly Freman College and Edwinstree Middle School, and will improve connections between PRow 40 and 36. This will serve to complement the active travel connectivity along Baldock Road (A507) and will provide further opportunities for connection by active modes.

Cycling Infrastructure



Town Gateway



Cycle Priority



Traffic Calming Measures

- New parallel bridge should accord with the following specification:

- Use: Active travel.
- Width: Minimum 3m.
- Lighting: Yes, in agreement with Hertfordshire County Council Highways.
- Accessibility: Unobstructed height above a pedestrian of 2.3m from the surface level; wheelchair-accessible handrail; maximum 1 in 20

gradient (DfT Inclusive Mobility Guidance).

- Bridge parapets to help reducing traffic noise from the A10.

- The **existing pedestrian bridge** should:

- Be resurfaced with non-slip and waterproof surfacing.
- Be upgraded with safe and high-quality architectural parapets (to help reducing traffic noise from the A10).

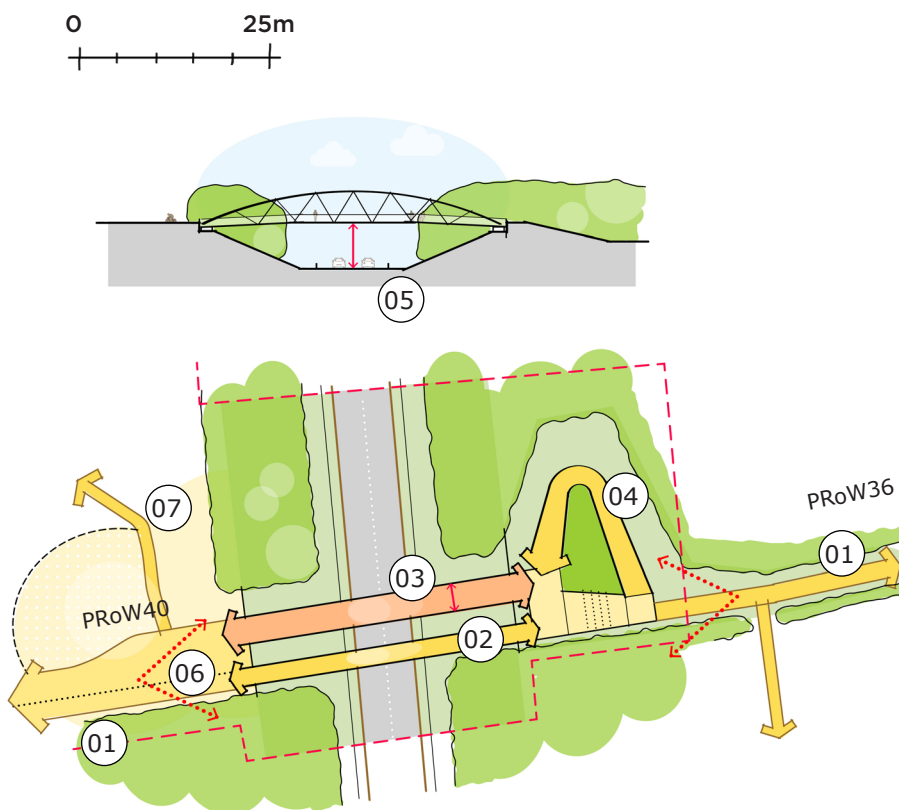
- Have new floor level lighting.

- Existing PRoW 36 on the eastern side of the A10 to be resurfaced, low level lighting added and hedges to be cut back to achieve a reasonable width.

- Existing PRoW 40 on the western side to be widened and improved (integrated in central green corridor).

- In addition, a further point of connection in the form of a footbridge is proposed

New parallel active travel bridge diagram



1. Existing Public Rights of Way.
2. Existing pedestrian bridge.
3. New parallel active travel bridge: min. width 3m.
4. New Active travel reinforced earth ramp at 1:20 (existing slope approx. 1:10).
5. Minimum 5.7m vertical distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.

further north to provide enhanced connections to and from the north of Buntingford and provide a high quality connection for PRow 41 across the A10.

- These routes will serve to enhance active travel connection for residents / visitors of the proposed community but also for existing residents of Buntingford who will have high quality access to the facilities proposed within the new development.



Active travel bridge over the A10 in Cheshunt (©Google).



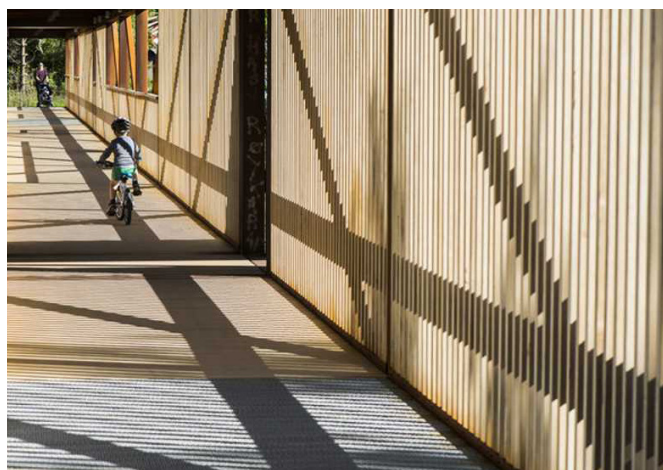
Active Travel Bridge in Stratford, London (© happyontist.blogspot.com)



Active Travel Bridge in Stratford, London



Active Travel Bridge in Northampton



Active Travel Bridge in Norway (© Rintala Eggertsson Architects)

Key Spaces and Places

Key Spaces and Places are areas identified in the proposal that are considered fundamental for the success of Buntingford, Parkside. Each grouping features a diagram which outlines a series of specific design principles relevant to that area. The locations of four key groupings are identified on the key plan below.

- KS01 - Eastern Gateway
- KS02 - Local Centre
- KS03 - Central Key Space
- KS04 - Community Hub and Northern Gateway
- KS05 - Southern Gateway



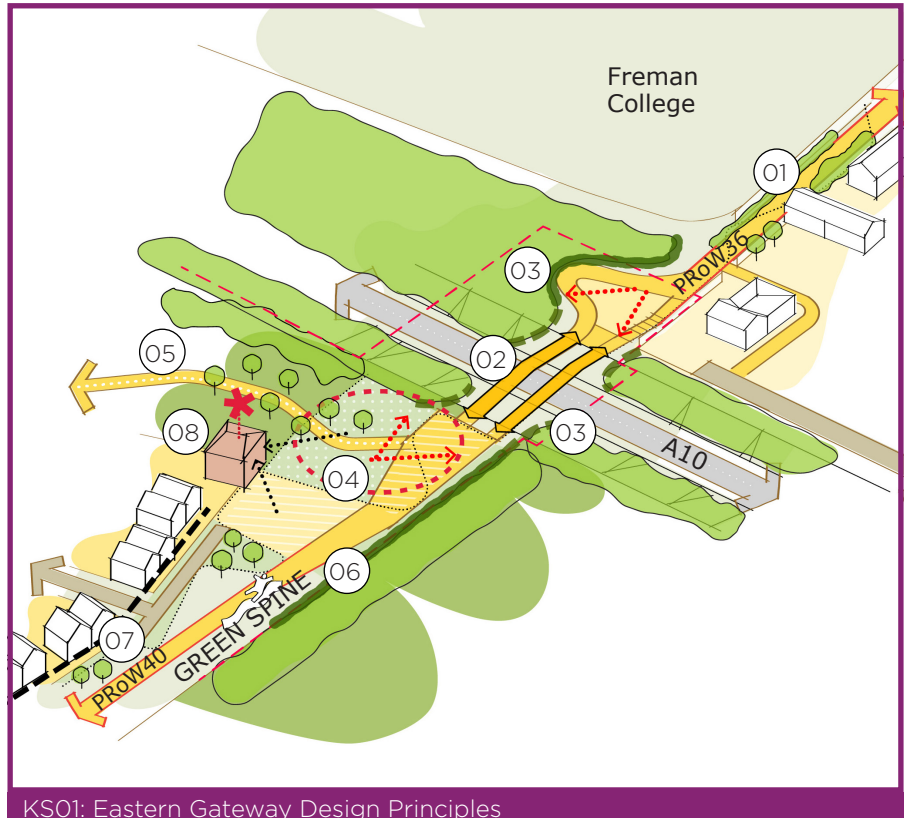
KS01: Eastern Gateway

1. The proposed active travel corridor - as part of the OSA02 Central Green Corridor (pp. 14-15) - offers active travel connections between Buntingford Town Centre and Buntingford, Parkside and incorporates existing Public Rights of Way. PRow 36 is to be improved with enhanced surfacing, cutting back overhanging vegetation and adding sensitive lighting. PRow 40 is to be integrated within the Central Green Corridor, providing access to Buntingford, Parkside with active travel links, Play-on-the-Way, new planting, SuDS, and new ecological areas.

2. A new active travel bridge, running parallel to the existing footbridge, will improve active travel connectivity across the A10 (PRow 36 and 40). The bridges will be safe, with welcoming parapets and lighting. (more details on the bridge on p.21).

3. Minimal vegetation clearance to facilitate the construction of the new bridge and gateway space.

4. On entry to Buntingford, Parkside, a new gateway space (shape indicative) provides a flexible, open, space facilitating connections across the A10 through to the local centre. The proportion between the size of the space and the surrounding building heights



KS01: Eastern Gateway Design Principles

is to be designed to maintain a human scale and sense of enclosure.

5. Direct connection to the Buntingford Greenway walk from the gateway space. The walk is to be clearly signposted and lined by trees.

6. Additional line of vegetation along the site boundary to provide a welcoming and pleasant edge (acting as one of two frontages of the green corridor) and to provide a robust landscape boundary to the site edge.

7. Housing fronting onto the public space provides activity and natural surveillance. Vehicular access is to be sensitive of the proximity to the green corridor and mitigated by planting.

8. Marker building to be visible from all sides and bookmark the space. Provision of clear signage and opportunities for Play-on-the-Way.

KS04: Community Hub and Northern Gateway

1. 'Community Growing Hub' is to be located at the intersection of Throcking Lane with the Buntingford Greenway. The space is to feature a mobility hub, community food growing areas, enabling activity and engagement with nature. A pocket square will feature wayfinding, tree planting, seating, Play-on-the-Way and form part of a wider foraging trail.
2. The Mobility Hub has the potential to provide cycle parking, cycle hire, car club parking, and will be complemented by non-mobility components, such as onward travel information. Facilities are to be easily accessible by all and safe, with passive surveillance from adjacent homes, visible from the park and street.
3. Provision of food growing opportunities in the form of allotments and/or community orchards.
4. Structural planting will mitigate views from North-West, with openings to create glimpses to and allow for connections towards the open countryside.
5. The gateway of the site sits at the intersection of the structural street and Buntingford Greenway. It will feature traffic calming measures to prioritise active travel movement, a combination of soft and



KS04: Community Hub and Northern Gateway Design Principles

hard surfaces, and marker buildings. Marker buildings are to be dual-fronted and potentially higher than surroundings.

6. Entrance to the site from Throcking Lane is to shift the vehicular priority into the development rather than through Throcking, with a parallel cycleway and footway within the development.

7. Buntingford Greenway is to be clearly signposted and visible from the site entrance and site gateway.

8. Buntingford Park North focuses on ecology and sustainable drainage with a more natural character. Residential frontages overlook onto park.

Appendix K Proposed improvements to Baldock Road (east of A10)



LEGEND

- Highway Boundary
- Existing Carriageway
- Verge
- Proposed Shared Pedestrian and Cyclist Path
- Existing Footway
- Coloured Surface Treatment



P2	12.03.25	Revision	DL	JD
P1	17.07.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO
BUNTINGFORD VILLAGE CENTRE

CLIENT:
HALLAM LAND MANAGEMENT

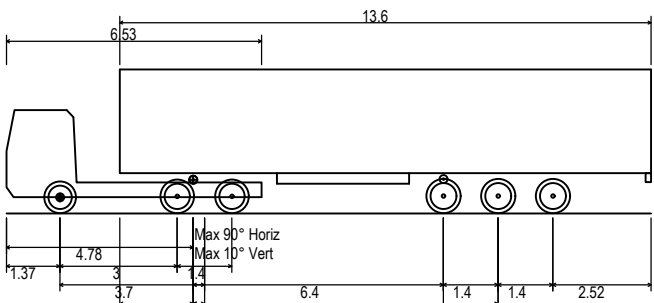
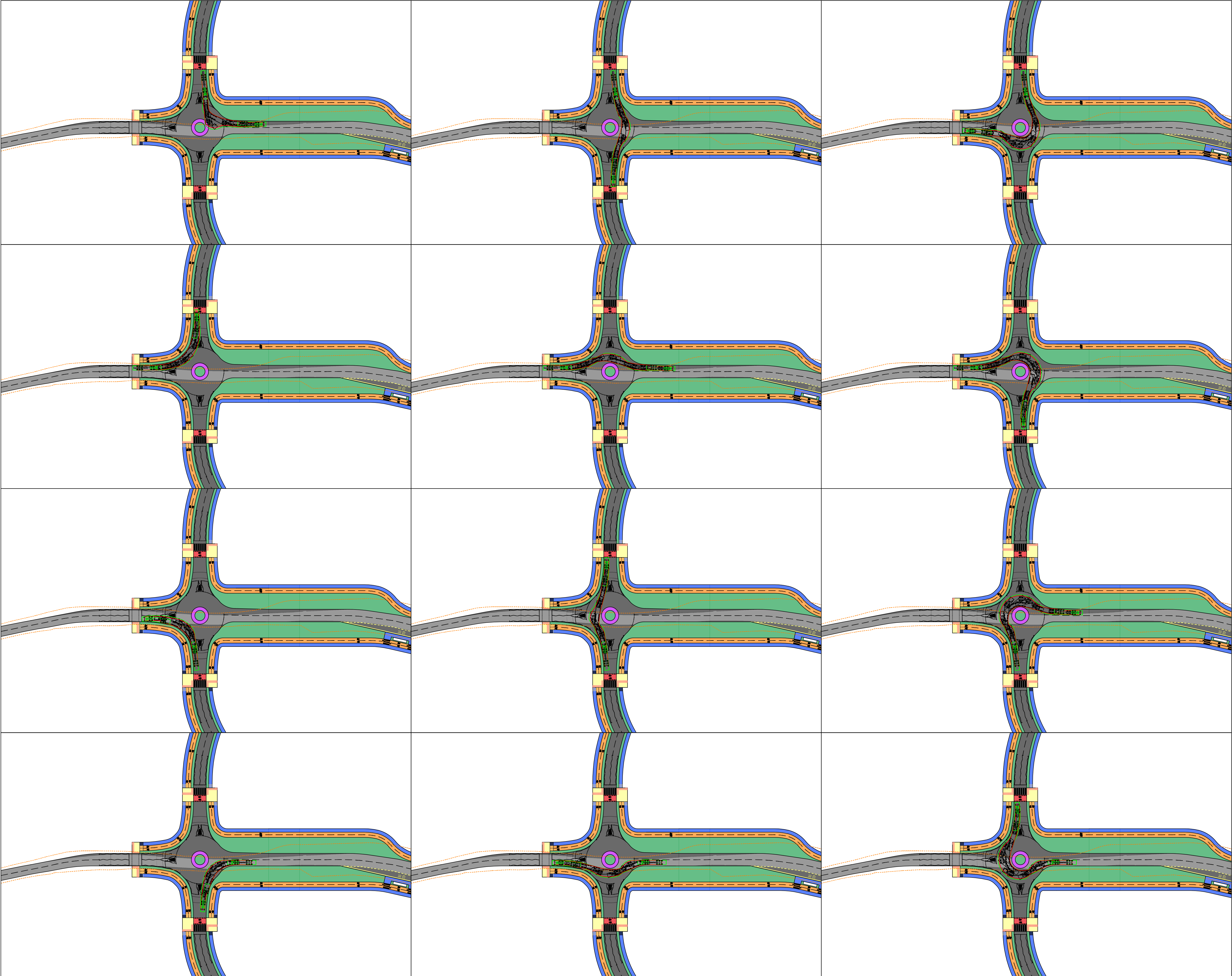
SCALE@A1:
Refer to the Drawing

PROJECT REF:
23161
DRAWING No:
003

REV:
P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Appendix L Swept path analysis of A507 Baldock Road (cumulative access)



Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
Overall Length 2.550m
Overall Width 3.681m
Overall Body Height 0.411m
Min Body Ground Clearance 2.500m
Lock to lock time 6.90s
Kerb to Kerb Turning Radius 6.530m

Rev	Date	Description	By	Apvd
P1	31.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS - SWEEP
PATH ANALYSIS HGV

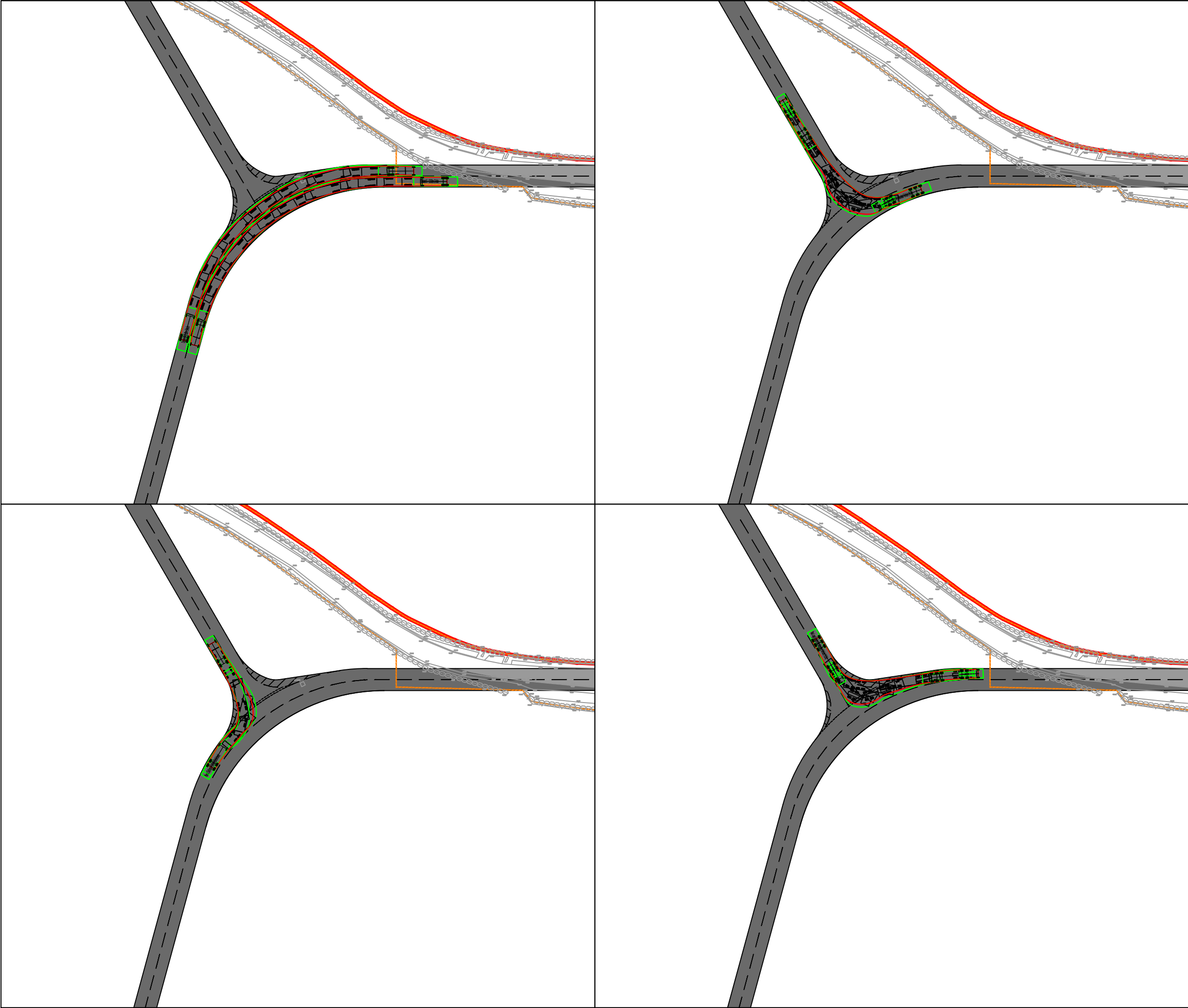
CLIENT:
HALLAM LAND MANAGEMENT

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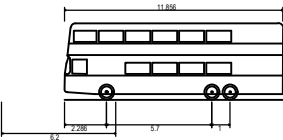
PROJECT REF: 23161	STATUS: N/A
DRAWING No: 026	REV: P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

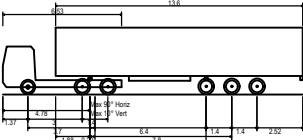
Appendix M Swept path analysis of Throcking Lane



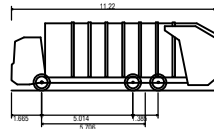
LEGEND



Trident II - 12.00m 3-Axle
Overall Length 11.856m
Overall Width 2.496m
Overall Body Height 4.140m
Min Body Ground Clearance 0.311m
Track Width 2.363m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

P1	25.03.25	Preliminary issue	DL	JD
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Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
THROCKING LANE - SWEEP PATH
ANALYSIS

CLIENT:
HALLAM LAND MANAGEMENT LTD

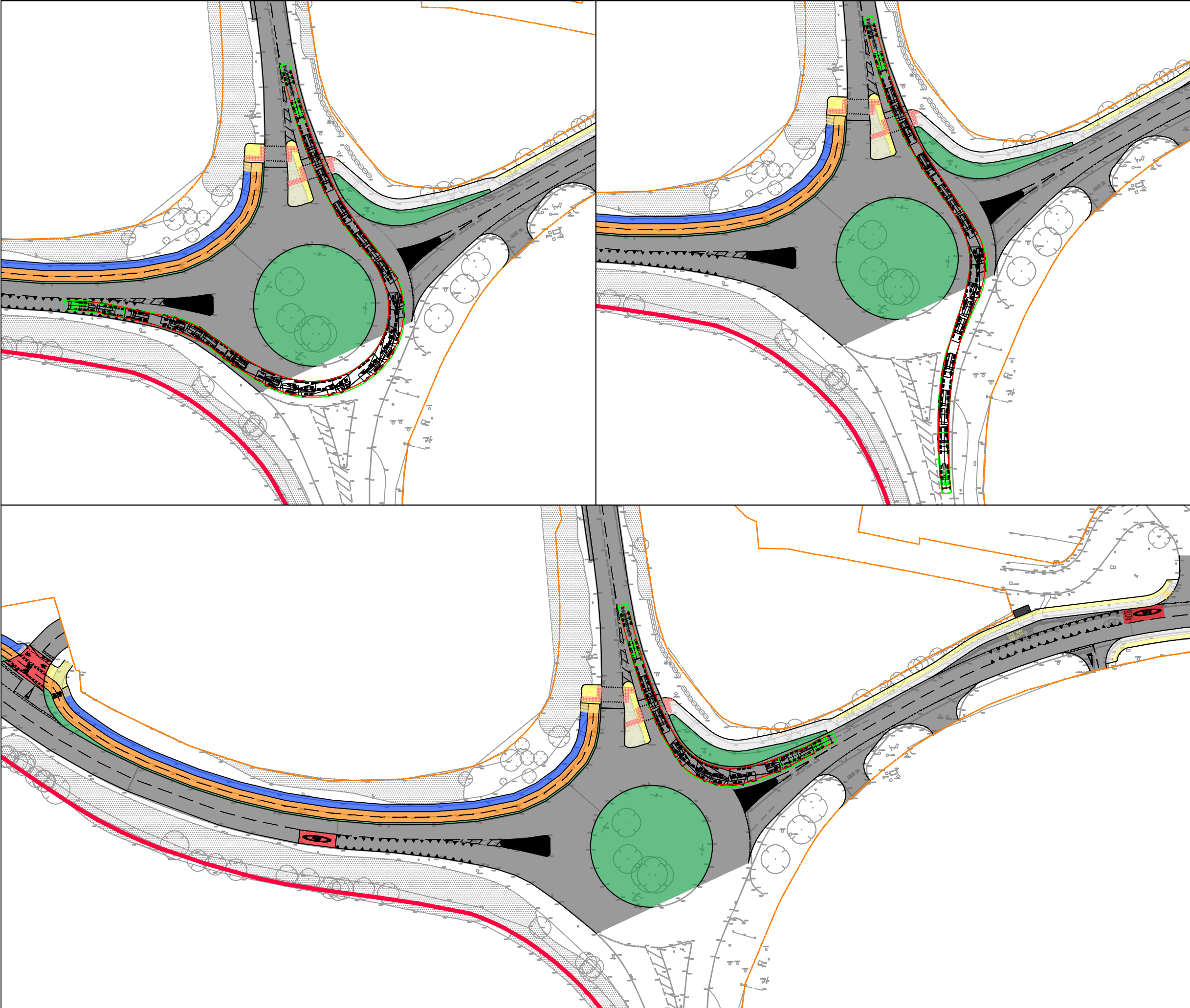
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PROJECT REF: 23161	STATUS: N/A
DRAWING No: 0027	REV: P1

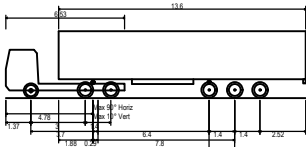
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix N A10 / A507 roundabout northern arm swept path analysis



LEGEND



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Look to lock time	6.530m
Kerb to Kerb Turning Radius	

Rev	Date	Description	By	Apvd
P1	26.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
A10/ A507/ Baldock Road - SWEPT PATH
ANALYSIS HGV

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3: 1:1000	STATUS: N/A
PROJECT REF: 23161	REV: P1
DRAWING No: 0028	

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix O Speed survey



Figure 1: Location of ATC surveys on Throcking Lane



Figure 2: Location of ATC surveys on Baldock Road

Direction	Site 1		Site 2		Site 3	
	Week 1 (8th to 14th March)	Week 2 (15th to 21st March)	Week 1 (8th to 14th March)	Week 2 (15th to 21st March)	Week 1 (8th to 14th March)	Week 2 (15th to 21st March)
Eastbound	40.2	40.4	38.3	38.4	40.4	40.6
Westbound	40.6	40.7	37.1	37.0	36.8	36.8

Table 1: Location of ATC surveys on Throcking Lane

Direction	Site 4		Site 5		Site 6	
	Week 1 (8th to 14th March)	Week 2 (15th to 21st March)	Week 1 (8th to 14th March)	Week 2 (15th to 21st March)	Week 1 (8th to 14th March)	Week 2 (15th to 21st March)
Eastbound	38.1	38.7	44.1	44.6	40.5	41.0
Westbound	40.9	41.3	46.6	47.0	43.4	43.7

Table 2: Location of Automatic Traffic Counter surveys on Baldock Road

[illegible]

09 March 2024

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

12 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

Grand Total[illegible]

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14 March 2024

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Grand Total

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16 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

20 March 2024

[illegible]

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	61.9	-
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	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.5	-
0600	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	28.1	-
0700	8	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	38.8	-
0800	8	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	35.1	-
0900	11	0	0	1	2	6	1	1	0	0	0	0	0	0	0	0	33.3	41.7
1000	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33	-
1100	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	32	-
1200	13	0	0	3	1	2	5	1	1	0	0	0	0	0	0	0	35.3	46.1
1300	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	33.6	-
1400	9	0	1	1	1	5	1	0	0	0	0	0	0	0	0	0	30.3	-
1500	10	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	33.6	-
1600	13	0	2	1	4	3	3	0	0	0	0	0	0	0	0	0	29.9	39.7
1700	11	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	37.1	41.8
1800	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	31.9	-
1900	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.9	-
2000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	36.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.1	-
07-19	102	0	3	8	20	37	28	5	1	0	0	0	0	0	0	0	33.7	39.8
06-22	111	0	4	8	21	40	32	5	1	0	0	0	0	0	0	0	33.7	39.5
06-00	112	0	4	8	21	40	33	5	1	0	0	0	0	0	0	0	33.7	39.6
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16 March 2024

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17 March 2024

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18 March 2024

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19 March 2024

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20 March 2024

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21 March 2024

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14 March 2024

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Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30441	136	526	1770	7040	14854	5570	499	45	1	0	0	0	0	0	0	33	38.1



SITE: Site 4 Week 1 - Baldock Road Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946737, -0.030943

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

08 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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0100	10	0	0	0	0	5	3	0	2	0	0	0	0	0	0	0	39.4	-
0200	6	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	34.6	-
0300	5	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	38.3	-
0400	16	0	0	0	3	4	8	1	0	0	0	0	0	0	0	0	37	41.5
0500	84	0	0	1	11	39	28	3	2	0	0	0	0	0	0	0	36.1	41.2
0600	185	0	0	4	26	56	83	16	0	0	0	0	0	0	0	0	36.4	42.1
0700	400	0	0	4	49	193	140	12	2	0	0	0	0	0	0	0	36	40.9
0800	436	1	12	16	50	175	158	21	3	0	0	0	0	0	0	0	35.3	40.5
0900	294	0	1	10	39	119	109	16	0	0	0	0	0	0	0	0	35.8	40.8
1000	263	0	2	8	37	112	83	19	2	0	0	0	0	0	0	0	35.8	40.8
1100	274	0	0	3	31	130	96	13	1	0	0	0	0	0	0	0	36.1	40.5
1200	300	0	0	6	35	149	98	11	1	0	0	0	0	0	0	0	35.8	40.8
1300	262	0	1	7	45	101	88	14	5	0	0	0	1	0	0	0	36.1	41.1
1400	328	0	1	11	55	137	105	16	2	1	0	0	0	0	0	0	35.4	40.9
1500	428	0	1	10	45	201	148	15	6	2	0	0	0	0	0	0	36.2	40.8
1600	540	0	13	9	51	230	202	31	3	1	0	0	0	0	0	0	36.1	40.7
1700	464	0	0	2	35	215	177	31	3	1	0	0	0	0	0	0	37.1	41.3
1800	223	0	0	2	14	103	78	23	3	0	0	0	0	0	0	0	37.4	43
1900	140	0	0	0	20	63	47	9	1	0	0	0	0	0	0	0	36.5	40.7
2000	93	0	0	0	11	33	41	7	1	0	0	0	0	0	0	0	37.1	41.3
2100	78	0	0	0	8	37	24	7	2	0	0	0	0	0	0	0	37	42.1
2200	48	0	0	0	9	24	13	2	0	0	0	0	0	0	0	0	35.6	39.5
2300	35	0	0	0	7	19	4	4	1	0	0	0	0	0	0	0	35.8	42
07-19	4212	1	31	88	486	1865	1482	222	31	5	0	0	1	0	0	0	36.1	40.9
06-22	4708	1	31	92	551	2054	1677	261	35	5	0	0	1	0	0	0	36.1	40.9
06-00	4791	1	31	92	567	2097	1694	267	36	5	0	0	1	0	0	0	36.1	40.9
00-00	4934	1	31	93	588	2157	1744	274	40	5	0	0	1	0	0	0	36.1	40.9

13 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	6	6	2	1	0	0	0	0	0	0	0	39.5	44.9
0100	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	34.6	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.8	-
0300	11	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	35.4	41.5
0400	11	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	40.5	44
0500	88	0	0	2	10	44	29	3	0	0	0	0	0	0	0	0	35.4	40.4
0600	233	0	0	5	21	96	97	13	1	0	0	0	0	0	0	0	36.7	41.8
0700	496	0	0	18	58	237	163	17	2	1	0	0	0	0	0	0	35.5	40
0800	516	0	1	6	61	253	164	26	4	1	0	0	0	0	0	0	36.2	40.7
0900	278	0	0	5	38	135	81	17	2	0	0	0	0	0	0	0	35.8	41.2
1000	262	0	0	5	46	125	71	14	0	1	0	0	0	0	0	0	35.1	39.7
1100	272	0	0	13	39	123	85	11	1	0	0	0	0	0	0	0	35.1	40
1200	278	0	1	5	42	145	72	11	1	0	1	0	0	0	0	0	35.4	40.4
1300	267	0	0	9	41	110	86	18	3	0	0	0	0	0	0	0	35.9	41.5
1400	314	0	0	7	65	131	93	15	3	0	0	0	0	0	0	0	35.3	40.2
1500	391	1	3	4	47	207	110	17	1	1	0	0	0	0	0	0	35.6	40.6
1600	521	0	0	13	44	230	189	38	7	0	0	0	0	0	0	0	36.7	41.8
1700	490	0	0	0	35	200	216	34	4	0	1	0	0	0	0	0	37.5	41.8
1800	245	0	0	2	20	113	91	16	3	0	0	0	0	0	0	0	36.8	41.4
1900	148	0	0	0	11	74	50	13	0	0	0	0	0	0	0	0	37.1	41.9
2000	96	0	0	1	4	46	35	8	2	0	0	0	0	0	0	0	37.5	41.9
2100	52	0	0	0	3	16	27	4	2	0	0	0	0	0	0	0	38.4	43.2
2200	50	0	0	0	2	25	19	2	2	0	0	0	0	0	0	0	37.6	42.1
2300	15	0	0	0	0	6	4	2	1	1	1	0	0	0	0	0	42.7	54.8
07-19	4330	1	5	87	536	2009	1421	234	31	4	2	0	0	0	0	0	36	40.8
06-22	4859	1	5	93	575	2241	1630	272	36	4	2	0	0	0	0	0	36.1	40.9
06-00	4924	1	5	93	577	2272	1653	276	39	5	3	0	0	0	0	0	36.2	40.9
00-00	5056	1	5	95	591	2332	1702	282	40	5	3	0	0	0	0	0	36.2	41

14 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	35.7	42.1
0100	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	34.3	-
0200	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	32.4	-
0300	6	0	0	0	1	4	0	0	1	0	0	0	0	0	0	0	36.3	-
0400	19	0	0	0	5	5	6	3	0	0	0	0	0	0	0	0	36.1	43.5
0500	76	0	0	2	12	27	26	9	0	0	0	0	0	0	0	0	36.6	41.6
0600	219	0	0	3	16	77	99	21	2	1	0	0	0	0	0	0	37.7	42.8
0700	489	0	1	10	44	237	171	25	1	0	0	0	0	0	0	0	36.2	40.9
0800	543	4	5	20	78	258	160	15	3	0	0	0	0	0	0	0	34.8	39.9
0900	330	0	0	11	37	146	117	18	1	0	0	0	0	0	0	0	36.1	40.6
1000	267	0	0	9	65	124	59	8	1	1	0	0	0	0	0	0	34.3	39.3
1100	254	1	1	6	52	115	69	10	0	0	0	0	0	0	0	0	34.9	39.6
1200	255	0	0	5	43	116	73	17	1	0	0	0	0	0	0	0	35.7	40.9
1300	290	0	1	8	44	129	97	10	0	1	0	0	0	0	0	0	35.5	40.5
1400	269	1	1	9	48	115	76	16	3	0	0	0	0	0	0	0	35.1	40.5
1500	391	0	3	9	50	185	118	25	1	0	0	0	0	0	0	0	35.6	40.6
1600	469	0	0	5	36	198	199	29	2	0	0	0	0	0	0	0	37	41.5
1700	462	0	0	3	33	186	207	27	5	1	0	0	0	0	0	0	37.4	41.5
1800	282	0	0	1	26	136	103	14	1	1	0	0	0	0	0	0	36.7	41.6
1900	133	0	0	0	12	61	44	15	1	0	0	0	0	0	0	0	37.3	42.3
2000	97	0	0	1	12	43	33	6	1	0	1	0	0	0	0	0	37	41.8
2100	57	0	0	0	2	27	24	4	0	0	0	0	0	0	0	0	37.6	42
2200	39	0	0	0	1	15	20	2	1	0	0	0	0	0	0	0	38.6	42.6
2300	20	0	0	1	1	7	8	1	1	1	0	0	0	0	0	0	38.3	44.5
07-19	4301	6	12	96	556	1945	1449	214	19	4	0	0	0	0	0	0	35.9	40.7
06-22	4807	6	12	100	598	2153	1649	260	23	5	1	0	0	0	0	0	36	40.9
06-00	4866	6	12	101	600	2175	1677	263	25	6	1	0	0	0	0	0	36.1	40.9
00-00	4989	6	12	104	624	2220	1715	275	26	6	1	0	0	0	0	0	36.1	40.9

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	31272	62	179	678	3569	14014	10774	1742	210	39	4	0	1	0	0	0	36.1	40.9

[illegible]

18 March 2024

[illegible]

19 March 2024

[illegible]

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	33.4	-
0100	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	37.5	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34	-
0300	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	38.2	-
0400	16	0	0	0	2	8	4	2	0	0	0	0	0	0	0	0	36.7	44
0500	69	0	0	5	7	26	23	8	0	0	0	0	0	0	0	0	36.2	42.7
0600	260	0	5	18	54	107	72	4	0	0	0	0	0	0	0	0	33.6	39.1
0700	548	16	20	47	121	273	69	1	1	0	0	0	0	0	0	0	31.2	36.9
0800	556	15	39	69	128	250	54	1	0	0	0	0	0	0	0	0	29.9	36.1
0900	321	3	9	23	69	169	48	0	0	0	0	0	0	0	0	0	32.1	37.2
1000	253	0	1	13	44	103	87	5	0	0	0	0	0	0	0	0	34.5	39.5
1100	253	0	8	28	66	111	38	2	0	0	0	0	0	0	0	0	31.6	37.4
1200	289	0	1	12	48	163	60	4	0	1	0	0	0	0	0	0	34.1	38.4
1300	281	0	0	21	59	136	55	10	0	0	0	0	0	0	0	0	33.7	39.3
1400	321	0	0	31	67	156	61	4	2	0	0	0	0	0	0	0	33.1	38.1
1500	427	0	5	29	110	209	67	7	0	0	0	0	0	0	0	0	32.8	37.6
1600	444	6	14	38	118	189	75	4	0	0	0	0	0	0	0	0	31.7	37.6
1700	396	5	9	22	96	196	63	5	0	0	0	0	0	0	0	0	32.4	37.7
1800	290	0	0	1	66	162	56	4	1	0	0	0	0	0	0	0	34.2	38.5
1900	162	0	3	11	40	82	24	2	0	0	0	0	0	0	0	0	32.8	37.4
2000	104	0	0	2	22	47	28	5	0	0	0	0	0	0	0	0	34.4	40
2100	72	0	0	2	21	22	24	3	0	0	0	0	0	0	0	0	34.6	40.2
2200	59	0	0	1	13	31	10	4	0	0	0	0	0	0	0	0	34.8	40.2
2300	20	0	0	0	3	5	11	1	0	0	0	0	0	0	0	0	37.1	42.1
07-19	4379	45	106	334	992	2117	733	47	4	1	0	0	0	0	0	0	32.3	37.8
06-22	4977	45	114	367	1129	2375	881	61	4	1	0	0	0	0	0	0	32.5	37.9
06-00	5056	45	114	368	1145	2411	902	66	4	1	0	0	0	0	0	0	32.5	37.9
00-00	5159	45	114	373	1156	2453	937	76	4	1	0	0	0	0	0	0	32.6	38

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	41	-
0100	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	37	-
0200	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	33.1	-
0300	14	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	33.9	38.7
0400	17	0	0	0	2	9	5	1	0	0	0	0	0	0	0	0	36.5	41.5
0500	63	0	0	0	7	26	22	7	1	0	0	0	0	0	0	0	37.3	42.6
0600	244	0	1	24	30	106	75	8	0	0	0	0	0	0	0	0	34.5	39.8
0700	517	20	23	48	146	212	60	7	1	0	0	0	0	0	0	0	30.5	37
0800	469	7	12	25	126	236	62	1	0	0	0	0	0	0	0	0	31.8	37.1
0900	287	0	7	31	69	125	53	2	0	0	0	0	0	0	0	0	32	38.4
1000	258	0	1	17	52	138	47	3	0	0	0	0	0	0	0	0	33.2	38.5
1100	259	0	14	20	41	138	42	4	0	0	0	0	0	0	0	0	32.5	37.5
1200	252	2	4	7	77	121	36	5	0	0	0	0	0	0	0	0	32.5	37.5
1300	290	0	1	20	39	155	71	4	0	0	0	0	0	0	0	0	34.2	38.6
1400	356	1	8	32	101	149	62	2	1	0	0	0	0	0	0	0	32.1	38.1
1500	509	0	12	36	144	240	72	5	0	0	0	0	0	0	0	0	32.1	37.3
1600	487	3	14	36	115	264	53	2	0	0	0	0	0	0	0	0	31.8	36.7
1700	518	37	52	43	122	197	61	5	1	0	0	0	0	0	0	0	28.9	36.8
1800	362	0	24	35	98	159	42	2	1	0	0	1	0	0	0	0	31	37
1900	186	0	0	8	44	102	28	4	0	0	0	0	0	0	0	0	33.3	37.9
2000	112	0	0	3	11	67	29	1	1	0	0	0	0	0	0	0	35.3	39.9
2100	84	0	0	0	13	44	26	1	0	0	0	0	0	0	0	0	35.2	39.3
2200	75	0	0	2	21	39	11	2	0	0	0	0	0	0	0	0	33.5	38.7
2300	25	0	0	1	3	13	7	1	0	0	0	0	0	0	0	0	34.8	40.2
07-19	4564	70	172	350	1130	2134	661	42	4	0	0	1	0	0	0	0	31.6	37.4
06-22	5190	70	173	385	1228	2453	819	56	5	0	0	1	0	0	0	0	32	37.6
06-00	5290	70	173	388	1252	2505	837	59	5	0	0	1	0	0	0	0	32	37.6
00-00	5403	70	173	389	1266	2554	874	69	7	0	0	1	0	0	0	0	32.1	37.7

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	31011	221	563	1793	6249	14867	6660	613	41	3	0	1	0	0	0	0	33.3	38.7

16 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	5	8	2	0	0	0	0	0	0	0	0	38.5	44.4
0100	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	37.7	-
0200	8	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	39.7	-
0300	7	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	35	-
0400	11	0	0	0	1	0	7	3	0	0	0	0	0	0	0	0	40.6	46.1
0500	23	0	0	0	2	12	8	1	0	0	0	0	0	0	0	0	37.4	42.9
0600	58	0	0	1	1	21	24	10	1	0	0	0	0	0	0	0	39.1	44
0700	102	0	0	1	5	38	42	14	2	0	0	0	0	0	0	0	38.7	43.8
0800	191	0	0	1	8	84	76	16	6	0	0	0	0	0	0	0	38	42.2
0900	291	0	1	1	21	118	115	29	4	2	0	0	0	0	0	0	37.6	42.1
1000	287	0	0	0	17	122	117	30	0	0	1	0	0	0	0	0	37.7	42.3
1100	364	2	4	2	22	151	154	25	4	0	0	0	0	0	0	0	37.3	41.9
1200	420	0	0	0	19	180	168	44	7	2	0	0	0	0	0	0	38.3	42.8
1300	350	0	0	0	26	129	155	31	9	0	0	0	0	0	0	0	37.9	43
1400	231	0	0	2	16	95	100	15	1	1	1	0	0	0	0	0	37.4	41.7
1500	245	0	0	3	9	93	104	30	5	1	0	0	0	0	0	0	38.4	43.4
1600	254	0	0	2	12	98	108	28	3	2	1	0	0	0	0	0	38.3	43.4
1700	227	0	0	6	15	95	86	19	5	1	0	0	0	0	0	0	37.3	42.2
1800	165	0	0	0	17	76	56	13	3	0	0	0	0	0	0	0	37.3	42.1
1900	105	0	0	0	7	43	35	16	4	0	0	0	0	0	0	0	38.4	43.8
2000	78	0	0	1	6	43	24	4	0	0	0	0	0	0	0	0	36.3	40.9
2100	51	0	0	0	6	14	21	9	1	0	0	0	0	0	0	0	38.2	44.3
2200	53	0	0	0	4	27	17	5	0	0	0	0	0	0	0	0	36.3	41.4
2300	39	0	0	1	6	18	10	4	0	0	0	0	0	0	0	0	36.1	42.3
07-19	3127	2	5	18	187	1279	1281	294	49	9	3	0	0	0	0	0	37.8	42.5
06-22	3419	2	5	20	207	1400	1385	333	55	9	3	0	0	0	0	0	37.8	42.6
06-00	3511	2	5	21	217	1445	1412	342	55	9	3	0	0	0	0	0	37.8	42.6
00-00	3581	2	5	21	223	1467	1445	351	55	9	3	0	0	0	0	0	37.8	42.6

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	1	1	7	3	0	0	0	0	0	0	0	0	40.2	47.4
0100	10	0	0	1	1	4	3	1	0	0	0	0	0	0	0	0	35.3	-
0200	10	0	0	0	2	3	1	4	0	0	0	0	0	0	0	0	38.9	-
0300	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	38.2	-
0400	14	0	0	1	3	4	5	1	0	0	0	0	0	0	0	0	35.2	40.9
0500	91	0	0	0	10	47	31	3	0	0	0	0	0	0	0	0	36.3	41.3
0600	232	0	2	10	19	79	104	16	2	0	0	0	0	0	0	0	36.8	42.1
0700	475	1	2	8	40	233	167	24	0	0	0	0	0	0	0	0	36	40.7
0800	504	0	8	20	55	221	176	23	1	0	0	0	0	0	0	0	35.4	40.5
0900	297	0	1	6	37	126	105	20	2	0	0	0	0	0	0	0	36.2	41.2
1000	264	0	0	4	54	121	68	17	0	0	0	0	0	0	0	0	35.1	40.4
1100	282	0	0	5	49	145	72	10	1	0	0	0	0	0	0	0	35.1	39.3
1200	239	0	0	2	32	108	86	10	0	1	0	0	0	0	0	0	36.2	40.9
1300	261	3	4	9	44	118	64	15	4	0	0	0	0	0	0	0	34.6	40.3
1400	296	0	0	5	52	134	83	21	1	0	0	0	0	0	0	0	35.5	40.8
1500	382	0	0	11	39	161	136	29	6	0	0	0	0	0	0	0	36.5	41.9
1600	424	1	1	11	43	165	172	26	5	0	0	0	0	0	0	0	36.7	41.7
1700	415	0	0	2	27	165	182	33	6	0	0	0	0	0	0	0	37.8	42.3
1800	228	0	0	1	11	103	91	19	3	0	0	0	0	0	0	0	37.6	41.7
1900	128	0	0	1	9	58	50	8	2	0	0	0	0	0	0	0	37.3	41.8
2000	60	0	0	0	7	29	15	8	1	0	0	0	0	0	0	0	37.1	43.9
2100	53	0	0	0	6	26	19	1	1	0	0	0	0	0	0	0	36.1	40.2
2200	27	0	0	0	3	9	12	2	1	0	0	0	0	0	0	0	37.5	41.2
2300	16	0	0	0	2	5	5	3	0	0	1	0	0	0	0	0	40.2	48.6
07-19	4067	5	16	84	483	1800	1402	247	29	1	0	0	0	0	0	0	36.1	41
06-22	4540	5	18	95	524	1992	1590	280	35	1	0	0	0	0	0	0	36.2	41.2
06-00	4583	5	18	95	529	2006	1607	285	36	1	1	0	0	0	0	0	36.2	41.2
00-00	4727	5	18	97	546	2068	1657	298	36	1	1	0	0	0	0	0	36.2	41.2

19 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	1	5	2	0	1	0	0	0	0	0	0	0	37.2	-
0100	6	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	33.6	-
0200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	37.7	-
0300	11	0	0	0	1	4	3	3	0	0	0	0	0	0	0	0	39	46.8
0400	17	0	0	0	3	7	6	1	0	0	0	0	0	0	0	0	35.9	41.3
0500	86	0	0	1	13	31	30	11	0	0	0	0	0	0	0	0	36.8	43.3
0600	235	0	2	5	19	82	99	24	3	1	0	0	0	0	0	0	37.4	42.9
0700	489	1	3	16	42	222	180	20	5	0	0	0	0	0	0	0	36	40.9
0800	462	1	4	3	45	243	146	20	0	0	0	0	0	0	0	0	35.8	40.2
0900	335	0	0	5	41	155	113	20	1	0	0	0	0	0	0	0	36.3	41
1000	270	0	8	12	43	118	73	12	3	1	0	0	0	0	0	0	34.6	40
1100	239	0	0	9	35	113	68	12	1	1	0	0	0	0	0	0	35.4	41
1200	264	0	0	2	40	122	81	18	1	0	0	0	0	0	0	0	35.9	40.9
1300	253	0	0	10	26	107	88	17	5	0	0	0	0	0	0	0	36.6	41.5
1400	306	1	0	10	39	157	90	6	3	0	0	0	0	0	0	0	35.2	39.3
1500	413	0	0	12	53	193	131	19	4	0	1	0	0	0	0	0	35.8	40.6
1600	446	0	0	6	17	174	198	42	7	2	0	0	0	0	0	0	38.1	42.7
1700	613	0	0	9	40	237	276	44	6	1	0	0	0	0	0	0	37.5	42
1800	294	0	0	3	17	120	130	18	5	1	0	0	0	0	0	0	37.7	41.8
1900	151	0	0	0	10	77	54	8	1	1	0	0	0	0	0	0	37	41.8
2000	87	0	0	0	3	39	35	9	1	0	0	0	0	0	0	0	38	42.9
2100	70	0	0	0	5	33	20	9	0	2	1	0	0	0	0	0	38.5	45.3
2200	43	0	0	0	8	14	17	3	1	0	0	0	0	0	0	0	36.8	41.6
2300	22	0	0	0	3	10	9	0	0	0	0	0	0	0	0	0	36.5	41.1
07-19	4384	3	15	97	438	1961	1574	248	41	6	1	0	0	0	0	0	36.4	41
06-22	4927	3	17	102	475	2192	1782	298	46	10	2	0	0	0	0	0	36.5	41.2
06-00	4992	3	17	102	486	2216	1808	301	47	10	2	0	0	0	0	0	36.5	41.3
00-00	5125	3	17	104	505	2265	1855	316	48	10	2	0	0	0	0	0	36.5	41.3

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	3	4	4	2	0	1	0	0	0	0	0	0	37.9	44.6
0100	13	0	0	1	2	8	1	1	0	0	0	0	0	0	0	0	33.6	41.1
0200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	34.2	-
0300	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	34.6	-
0400	18	0	0	0	2	8	6	2	0	0	0	0	0	0	0	0	36.6	43.3
0500	92	0	0	2	12	40	26	12	0	0	0	0	0	0	0	0	36.4	42.1
0600	245	0	0	1	14	104	95	29	2	0	0	0	0	0	0	0	37.8	43.1
0700	499	1	0	10	65	229	169	20	4	0	1	0	0	0	0	0	35.9	40.7
0800	554	0	4	7	73	301	144	20	5	0	0	0	0	0	0	0	35.4	39.8
0900	355	0	5	10	59	149	116	14	2	0	0	0	0	0	0	0	35.2	40.3
1000	302	0	0	13	46	147	84	9	2	1	0	0	0	0	0	0	35.1	40.4
1100	329	0	2	23	55	136	101	12	0	0	0	0	0	0	0	0	34.5	40.1
1200	318	0	0	11	44	155	95	11	0	2	0	0	0	0	0	0	35.3	40
1300	357	0	0	12	59	139	125	22	0	0	0	0	0	0	0	0	35.5	40.8
1400	354	0	0	14	64	152	110	11	3	0	0	0	0	0	0	0	35.1	40.3
1500	525	0	0	12	65	254	162	27	2	1	0	2	0	0	0	0	36	40.5
1600	596	2	8	14	40	242	242	41	6	1	0	0	0	0	0	0	36.6	41.4
1700	644	0	1	11	46	288	258	37	3	0	0	0	0	0	0	0	36.7	41
1800	323	0	0	0	33	154	110	21	2	3	0	0	0	0	0	0	36.9	41.1
1900	167	0	0	0	16	80	57	12	1	1	0	0	0	0	0	0	36.9	41.3
2000	97	0	0	2	11	47	32	5	0	0	0	0	0	0	0	0	36	41.7
2100	41	0	0	0	2	13	18	7	1	0	0	0	0	0	0	0	38.9	45.8
2200	41	0	0	1	3	17	18	2	0	0	0	0	0	0	0	0	36.6	40.5
2300	19	0	0	0	1	6	9	2	1	0	0	0	0	0	0	0	39.2	46
07-19	5156	3	20	137	649	2346	1716	245	29	8	1	2	0	0	0	0	35.8	40.6
06-22	5706	3	20	140	692	2590	1918	298	33	9	1	2	0	0	0	0	35.9	40.7
06-00	5766	3	20	141	696	2613	1945	302	34	9	1	2	0	0	0	0	35.9	40.7
00-00	5912	3	20	144	717	2678	1984	319	34	10	1	2	0	0	0	0	36	40.8

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	0	6	6	6	0	0	0	0	0	0	0	0	40.1	46.6
0100	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	36.1	-
0200	7	0	0	0	3	2	1	0	0	0	0	1	0	0	0	0	37.3	-
0300	10	0	0	0	3	1	5	1	0	0	0	0	0	0	0	0	36.3	-
0400	24	0	1	0	5	10	6	2	0	0	0	0	0	0	0	0	34.4	42.1
0500	88	0	0	3	7	40	30	8	0	0	0	0	0	0	0	0	36.6	42
0600	249	0	0	4	34	88	98	22	3	0	0	0	0	0	0	0	36.8	41.9
0700	486	0	8	21	83	212	134	24	3	1	0	0	0	0	0	0	34.9	40.4
0800	572	2	7	11	72	270	191	19	0	0	0	0	0	0	0	0	35.3	40
0900	317	0	0	2	36	151	109	17	2	0	0	0	0	0	0	0	36.2	40.4
1000	271	0	1	11	44	131	71	12	1	0	0	0	0	0	0	0	34.7	40.2
1100	299	0	2	11	55	124	90	17	0	0	0	0	0	0	0	0	35	40.2
1200	297	0	0	1	41	138	89	24	3	1	0	0	0	0	0	0	36.3	41.5
1300	300	0	0	8	47	126	102	15	1	1	0	0	0	0	0	0	35.8	40.4
1400	342	0	0	16	57	152	100	15	2	0	0	0	0	0	0	0	35.1	40.6
1500	465	0	1	13	65	215	141	27	3	0	0	0	0	0	0	0	35.6	41
1600	662	0	5	8	50	287	272	38	2	0	0	0	0	0	0	0	36.8	41
1700	624	1	1	0	22	298	247	45	9	0	1	0	0	0	0	0	37.5	41.5
1800	351	0	0	1	29	163	132	20	5	0	0	1	0	0	0	0	37.1	41.5
1900	162	0	0	0	17	78	53	12	2	0	0	0	0	0	0	0	36.6	42.1
2000	99	0	0	0	5	45	37	9	2	1	0	0	0	0	0	0	37.8	42.6
2100	68	0	0	0	9	30	23	5	0	1	0	0	0	0	0	0	37	41.6
2200	47	0	0	0	5	27	13	0	2	0	0	0	0	0	0	0	36.3	41.7
2300	29	0	0	1	4	11	12	1	0	0	0	0	0	0	0	0	35.5	41
07-19	4986	3	25	103	601	2267	1678	273	31	3	1	1	0	0	0	0	36	40.7
06-22	5564	3	25	107	666	2508	1889	321	38	5	1	1	0	0	0	0	36.1	40.8
06-00	5640	3	25	108	675	2546	1914	322	40	5	1	1	0	0	0	0	36.1	40.8
00-00	5791	3	26	111	694	2606	1963	340	40	5	1	2	0	0	0	0	36.1	40.9

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	32970	17	87	577	3471	14484	11862	2136	269	55	8	4	0	0	0	0	36.5	41.3



SITE: Site 5 Week 1 - Baldock Road Buntingford

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.947800, -0.033835

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

08 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	2	5	4	2	0	0	0	0	0	0	0	43.6	50.2
0100	8	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	40	-
0200	6	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	45.4	-
0300	15	0	0	0	1	4	7	2	1	0	0	0	0	0	0	0	39.5	45.6
0400	32	0	0	0	1	7	14	8	2	0	0	0	0	0	0	0	40.8	45.8
0500	71	0	0	0	0	15	38	16	2	0	0	0	0	0	0	0	40.9	45.2
0600	207	0	0	0	0	24	114	64	5	0	0	0	0	0	0	0	42	45.7
0700	417	0	0	0	2	53	278	78	4	1	0	0	0	0	1	0	40.8	44.3
0800	406	0	0	0	1	80	243	77	5	0	0	0	0	0	0	0	40.4	44.3
0900	242	0	0	1	6	75	103	50	6	1	0	0	0	0	0	0	39.7	44.8
1000	242	0	0	0	1	81	122	33	5	0	0	0	0	0	0	0	39.7	43.8
1100	221	0	0	0	3	58	115	41	4	0	0	0	0	0	0	0	39.8	44.3
1200	270	0	0	0	4	38	167	59	2	0	0	0	0	0	0	0	40.6	44.3
1300	276	0	0	0	4	39	168	58	5	2	0	0	0	0	0	0	40.8	44.7
1400	323	0	0	0	6	84	173	55	3	2	0	0	0	0	0	0	39.8	44.1
1500	381	0	0	0	2	55	239	78	7	0	0	0	0	0	0	0	41.1	44.8
1600	415	0	0	0	5	59	261	80	10	0	0	0	0	0	0	0	41	44.4
1700	367	0	0	0	0	45	216	101	3	2	0	0	0	0	0	0	41.5	45.2
1800	235	0	0	0	2	74	129	30	0	0	0	0	0	0	0	0	39.2	43.2
1900	139	0	0	1	6	47	62	21	2	0	0	0	0	0	0	0	38.8	44.2
2000	94	0	0	0	3	28	41	17	3	2	0	0	0	0	0	0	40.2	45.2
2100	74	0	0	0	4	17	35	15	1	2	0	0	0	0	0	0	40.3	45.1
2200	74	0	0	0	4	26	32	11	1	0	0	0	0	0	0	0	38.6	44
2300	49	0	0	0	1	17	24	5	2	0	0	0	0	0	0	0	38.9	43.3
07-19	3795	0	0	1	36	741	2214	740	54	8	0	0	0	0	1	0	40.5	44.4
06-22	4309	0	0	2	49	857	2466	857	65	12	0	0	0	0	1	0	40.5	44.5
06-00	4432	0	0	2	54	900	2522	873	68	12	0	0	0	0	1	0	40.4	44.4
00-00	4577	0	0	2	56	931	2592	906	75	14	0	0	0	0	1	0	40.5	44.5

09 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	0	1	4	14	6	1	0	0	0	0	0	0	0	40.7	44
0100	17	0	0	0	0	6	6	2	2	1	0	0	0	0	0	0	41.9	51.2
0200	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	36.6	-
0300	12	0	0	0	0	7	2	2	1	0	0	0	0	0	0	0	39.7	47.8
0400	25	0	0	0	0	5	14	5	0	0	1	0	0	0	0	0	41.5	44.6
0500	33	0	0	0	2	7	17	5	1	1	0	0	0	0	0	0	40	47
0600	60	0	0	1	1	5	32	17	2	2	0	0	0	0	0	0	42.2	48.5
0700	122	0	0	0	0	11	65	40	6	0	0	0	0	0	0	0	42.5	46.1
0800	176	0	0	0	9	6	77	78	6	0	0	0	0	0	0	0	42.5	46.3
0900	241	0	4	12	8	26	128	61	2	0	0	0	0	0	0	0	39.8	44.6
1000	260	0	0	20	9	46	116	60	7	2	0	0	0	0	0	0	39.5	45.7
1100	290	0	0	2	1	32	179	64	12	0	0	0	0	0	0	0	41.3	45
1200	306	0	0	6	17	44	172	61	5	1	0	0	0	0	0	0	40.1	44.5
1300	322	0	0	0	10	54	185	64	4	5	0	0	0	0	0	0	40.7	44.7
1400	243	0	0	0	0	38	156	45	4	0	0	0	0	0	0	0	40.7	44.4
1500	289	0	0	0	2	52	174	55	6	0	0	0	0	0	0	0	40.6	44.8
1600	259	0	0	0	0	47	154	54	2	2	0	0	0	0	0	0	40.6	44.4
1700	290	0	0	0	8	53	162	58	7	2	0	0	0	0	0	0	40.6	44.9
1800	157	0	0	0	2	64	83	6	1	1	0	0	0	0	0	0	38.1	41.6
1900	132	0	0	0	4	44	71	13	0	0	0	0	0	0	0	0	38.2	41.6
2000	77	0	0	0	1	25	40	9	1	0	1	0	0	0	0	0	39.4	43.4
2100	94	0	0	0	3	33	46	8	4	0	0	0	0	0	0	0	38.7	42.3
2200	60	0	0	0	2	29	18	11	0	0	0	0	0	0	0	0	38.3	43.8
2300	41	0	0	0	3	5	26	6	1	0	0	0	0	0	0	0	40.1	44
07-19	2955	0	4	40	66	473	1651	646	62	13	0	0	0	0	0	0	40.5	44.9
06-22	3318	0	4	41	75	580	1840	693	69	15	1	0	0	0	0	0	40.4	44.7
06-00	3419	0	4	41	80	614	1884	710	70	15	1	0	0	0	0	0	40.4	44.7
00-00	3538	0	4	41	83	646	1940	730	75	17	2	0	0	0	0	0	40.4	44.7

10 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	1	9	5	3	0	0	0	0	0	0	0	0	37.3	44.2
0100	12	0	0	0	0	5	6	0	1	0	0	0	0	0	0	0	39	42.7
0200	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	36.4	-
0300	9	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	39.1	-
0400	16	0	0	0	0	1	10	4	1	0	0	0	0	0	0	0	42.3	49.2
0500	23	0	0	0	0	10	7	4	0	2	0	0	0	0	0	0	40.3	46.2
0600	38	0	0	0	0	5	23	8	2	0	0	0	0	0	0	0	41.3	45
0700	61	0	0	0	0	14	21	20	6	0	0	0	0	0	0	0	42.1	48.8
0800	123	0	0	1	1	25	58	33	5	0	0	0	0	0	0	0	41.2	45.7
0900	201	0	0	0	1	39	127	30	4	0	0	0	0	0	0	0	40.4	44.1
1000	207	0	0	0	0	52	119	34	2	0	0	0	0	0	0	0	40.2	43.9
1100	307	0	0	0	0	69	194	43	1	0	0	0	0	0	0	0	39.8	43.3
1200	336	0	0	0	6	59	207	62	2	0	0	0	0	0	0	0	40.3	44
1300	260	0	0	0	2	58	167	32	1	0	0	0	0	0	0	0	39.6	43.2
1400	203	0	0	0	0	39	127	32	5	0	0	0	0	0	0	0	40.6	44.3
1500	218	0	0	0	0	38	138	41	1	0	0	0	0	0	0	0	40.4	44.3
1600	213	0	0	0	0	27	154	32	0	0	0	0	0	0	0	0	40.6	43.5
1700	198	0	0	0	0	50	109	33	6	0	0	0	0	0	0	0	40.4	44.5
1800	183	0	0	1	24	96	60	2	0	0	0	0	0	0	0	0	35.3	39.1
1900	163	0	0	0	7	95	48	13	0	0	0	0	0	0	0	0	36.6	39.8
2000	83	0	0	0	3	52	26	2	0	0	0	0	0	0	0	0	36.1	39.9
2100	60	0	0	1	3	29	24	2	1	0	0	0	0	0	0	0	37.1	41.4
2200	33	0	0	0	0	14	14	4	1	0	0	0	0	0	0	0	39.2	46.3
2300	18	0	0	0	0	8	6	3	0	0	1	0	0	0	0	0	40.8	46.6
07-19	2510	0	0	2	34	566	1481	394	33	0	0	0	0	0	0	0	40	43.7
06-22	2854	0	0	3	47	747	1602	419	36	0	0	0	0	0	0	0	39.6	43.6
06-00	2905	0	0	3	47	769	1622	426	37	0	1	0	0	0	0	0	39.6	43.6
00-00	2989	0	0	3	48	799	1660	437	39	2	1	0	0	0	0	0	39.6	43.6

11 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	2	7	3	1	0	0	0	0	0	0	0	41.9	46
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.9	-
0200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	34.8	-
0300	11	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	33.8	38.2
0400	31	0	0	0	1	10	16	4	0	0	0	0	0	0	0	0	37.8	42.2
0500	77	0	0	0	2	34	36	5	0	0	0	0	0	0	0	0	37.5	41.3
0600	245	0	0	0	3	52	142	44	4	0	0	0	0	0	0	0	40.2	45.2
0700	499	18	12	4	2	124	284	52	3	0	0	0	0	0	0	0	37.7	42.8
0800	556	0	0	0	0	158	374	23	1	0	0	0	0	0	0	0	38.9	41.8
0900	247	0	0	0	3	49	155	39	1	0	0	0	0	0	0	0	40.1	43.6
1000	185	0	0	0	1	28	121	31	4	0	0	0	0	0	0	0	40.7	44.1
1100	171	0	0	0	6	28	107	28	1	1	0	0	0	0	0	0	40	44.1
1200	177	0	0	0	6	60	87	19	4	1	0	0	0	0	0	0	39.2	43.4
1300	258	0	0	0	8	83	125	38	4	0	0	0	0	0	0	0	39.2	43.6
1400	267	0	0	0	9	47	152	57	2	0	0	0	0	0	0	0	40.3	44.7
1500	327	0	0	0	0	54	225	46	2	0	0	0	0	0	0	0	40.3	43.5
1600	338	0	0	0	4	73	212	44	5	0	0	0	0	0	0	0	40.1	43.5
1700	386	0	0	0	1	70	235	74	5	1	0	0	0	0	0	0	40.6	44.4
1800	251	0	0	0	6	75	142	26	2	0	0	0	0	0	0	0	38.8	42.6
1900	130	0	0	0	10	37	66	15	1	0	1	0	0	0	0	0	38.9	42.8
2000	70	0	0	0	0	20	38	7	5	0	0	0	0	0	0	0	40.1	44.4
2100	64	0	0	0	8	14	29	13	0	0	0	0	0	0	0	0	38.9	44.3
2200	38	0	0	0	0	11	17	10	0	0	0	0	0	0	0	0	40.3	45.8
2300	19	0	0	0	0	4	11	4	0	0	0	0	0	0	0	0	41	47
07-19	3662	18	12	4	46	849	2219	477	34	3	0	0	0	0	0	0	39.5	43.4
06-22	4171	18	12	4	67	972	2494	556	44	3	1	0	0	0	0	0	39.5	43.4
06-00	4228	18	12	4	67	987	2522	570	44	3	1	0	0	0	0	0	39.5	43.4
00-00	4365	18	12	4	73	1042	2584	582	46	3	1	0	0	0	0	0	39.5	43.4

13 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	17	0	0	0	0	4	11	1	1	0	0	0	0	0	0	0	40.1	44.4
0100	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.5	-
0200	6	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	44.2	-
0300	13	0	0	0	0	3	8	2	0	0	0	0	0	0	0	0	40.5	43.7
0400	26	0	0	0	2	5	14	4	1	0	0	0	0	0	0	0	39.9	43.8
0500	73	0	0	0	1	9	40	20	3	0	0	0	0	0	0	0	41.7	47.7
0600	222	0	0	0	1	30	120	61	9	1	0	0	0	0	0	0	41.7	46.1
0700	550	0	0	0	0	77	350	118	5	0	0	0	0	0	0	0	41	44.5
0800	486	0	0	0	7	104	292	81	2	0	0	0	0	0	0	0	39.9	43.8
0900	281	0	0	0	1	56	174	46	3	1	0	0	0	0	0	0	40.4	43.8
1000	235	0	0	0	12	47	125	46	4	1	0	0	0	0	0	0	40.1	45.1
1100	215	0	0	1	11	56	107	39	1	0	0	0	0	0	0	0	39.2	44.4
1200	241	0	0	0	4	69	134	29	5	0	0	0	0	0	0	0	39.4	43.4
1300	244	0	0	0	9	51	149	32	3	0	0	0	0	0	0	0	39.7	43.4
1400	282	0	0	0	0	45	167	67	3	0	0	0	0	0	0	0	41	44.9
1500	353	0	0	0	11	75	195	67	5	0	0	0	0	0	0	0	39.9	44.3
1600	400	0	0	0	0	36	268	92	3	1	0	0	0	0	0	0	41.4	44.5
1700	417	0	0	0	0	53	266	94	3	1	0	0	0	0	0	0	41.2	44.4
1800	286	0	0	0	1	83	149	46	6	1	0	0	0	0	0	0	39.7	44.2
1900	163	0	0	0	2	85	53	18	5	0	0	0	0	0	0	0	38.2	43
2000	125	0	0	0	1	22	76	20	5	1	0	0	0	0	0	0	40.8	45.6
2100	69	0	0	0	2	14	35	15	3	0	0	0	0	0	0	0	40.5	45
2200	54	0	0	0	0	25	19	7	2	0	1	0	0	0	0	0	39.6	44.3
2300	26	0	0	0	0	7	10	8	1	0	0	0	0	0	0	0	40.9	46.2
07-19	3990	0	0	1	56	752	2376	757	43	5	0	0	0	0	0	0	40.4	44.3
06-22	4569	0	0	1	62	903	2660	871	65	7	0	0	0	0	0	0	40.4	44.4
06-00	4649	0	0	1	62	935	2689	886	68	7	1	0	0	0	0	0	40.4	44.4
00-00	4789	0	0	1	65	958	2766	918	73	7	1	0	0	0	0	0	40.4	44.4

14 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	1	2	7	4	2	0	0	0	0	0	0	0	42.3	50
0100	7	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	39.6	-
0200	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	33.9	-
0300	15	0	0	0	0	5	7	3	0	0	0	0	0	0	0	0	39.9	46
0400	27	0	0	0	4	2	12	5	4	0	0	0	0	0	0	0	41.1	49.9
0500	93	0	0	0	4	23	50	16	0	0	0	0	0	0	0	0	39.6	43.9
0600	234	0	0	0	8	55	117	40	13	1	0	0	0	0	0	0	40.3	45.7
0700	531	0	0	0	1	54	364	106	5	1	0	0	0	0	0	0	41	44.2
0800	500	0	0	0	2	89	342	62	5	0	0	0	0	0	0	0	40	43.2
0900	260	0	0	0	0	21	167	62	9	1	0	0	0	0	0	0	41.7	45.5
1000	255	0	0	0	6	99	119	30	1	0	0	0	0	0	0	0	38.5	42.9
1100	212	0	0	0	3	39	131	33	6	0	0	0	0	0	0	0	40.5	44.3
1200	220	0	0	0	0	32	123	58	6	1	0	0	0	0	0	0	41.5	45.8
1300	246	0	0	0	1	54	138	48	5	0	0	0	0	0	0	0	40.5	44.8
1400	312	0	0	1	16	49	179	56	10	1	0	0	0	0	0	0	40.4	44.4
1500	338	0	0	4	8	40	212	71	3	0	0	0	0	0	0	0	40.6	44.3
1600	390	0	0	0	2	56	233	89	10	0	0	0	0	0	0	0	41.1	44.9
1700	354	0	0	0	1	33	200	119	1	0	0	0	0	0	0	0	41.9	45.3
1800	259	0	0	0	7	85	138	23	5	1	0	0	0	0	0	0	39.1	42.9
1900	162	0	0	0	0	44	98	18	2	0	0	0	0	0	0	0	39.7	43.3
2000	88	0	0	1	0	29	46	12	0	0	0	0	0	0	0	0	39.2	43.3
2100	75	0	0	0	2	15	46	11	1	0	0	0	0	0	0	0	39.6	43.7
2200	59	0	0	0	2	10	28	18	0	0	1	0	0	0	0	0	41.4	47.1
2300	33	0	0	0	0	7	17	8	1	0	0	0	0	0	0	0	41	44.8
07-19	3877	0	0	5	47	651	2346	757	66	5	0	0	0	0	0	0	40.6	44.4
06-22	4436	0	0	6	57	794	2653	838	82	6	0	0	0	0	0	0	40.5	44.4
06-00	4528	0	0	6	59	811	2698	864	83	6	1	0	0	0	0	0	40.5	44.4
00-00	4692	0	0	6	71	847	2779	893	89	6	1	0	0	0	0	0	40.5	44.4

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	29610	18	16	58	453	6555	17013	4998	438	54	6	0	0	0	1	0	40	44.1



SITE: Site 5 Week 1 - Baldock Road Buntingford

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.947800, -0.033835

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

08 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	0	4	6	11	0	1	0	0	0	0	0	0	42.9	48.2
0100	10	0	0	0	0	1	4	2	1	1	1	0	0	0	0	0	45.8	-
0200	6	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	40.3	-
0300	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	44.4	-
0400	13	0	0	0	0	2	4	6	1	0	0	0	0	0	0	0	43.4	49.4
0500	60	0	0	0	0	4	21	28	6	1	0	0	0	0	0	0	44.3	49.6
0600	161	0	0	0	1	17	54	72	16	1	0	0	0	0	0	0	43.6	48.4
0700	370	0	0	2	3	45	166	131	21	1	0	0	0	0	1	0	42.4	47
0800	429	0	0	0	10	64	221	119	14	1	0	0	0	0	0	0	41.4	45.7
0900	292	0	0	1	8	52	144	71	16	0	0	0	0	0	0	0	41.2	46.5
1000	262	0	0	0	4	48	115	77	16	2	0	0	0	0	0	0	41.9	47.8
1100	266	0	0	0	11	47	110	81	16	1	0	0	0	0	0	0	41.2	46.9
1200	292	0	0	1	5	34	139	104	7	2	0	0	0	0	0	0	42	46.9
1300	250	0	0	0	10	44	96	80	17	3	0	0	0	0	0	0	41.7	47.3
1400	322	0	0	0	12	59	142	98	11	0	0	0	0	0	0	0	41.2	46.3
1500	440	0	0	0	16	50	231	114	27	2	0	0	0	0	0	0	41.8	46.8
1600	541	0	10	0	16	79	256	154	24	2	0	0	0	0	0	0	41.1	46.4
1700	473	0	0	0	3	68	239	131	27	4	1	0	0	0	0	0	42.1	46.4
1800	222	0	0	2	1	24	113	58	22	1	0	1	0	0	0	0	42.7	48.4
1900	138	0	0	0	2	23	57	47	6	3	0	0	0	0	0	0	42.2	47.1
2000	93	0	0	0	1	11	37	36	6	2	0	0	0	0	0	0	43.1	47.5
2100	78	0	0	0	1	11	39	19	7	1	0	0	0	0	0	0	42.4	46.9
2200	48	0	0	0	1	6	30	8	3	0	0	0	0	0	0	0	41.6	46.8
2300	35	0	0	0	0	11	14	6	4	0	0	0	0	0	0	0	41.4	47.5
07-19	4159	0	10	6	99	614	1972	1218	218	19	1	1	0	0	1	0	41.7	46.8
06-22	4629	0	10	6	104	676	2159	1392	253	26	1	1	0	0	1	0	41.8	46.9
06-00	4712	0	10	6	105	693	2203	1406	260	26	1	1	0	0	1	0	41.8	46.9
00-00	4827	0	10	6	106	706	2241	1455	270	29	2	1	0	0	1	0	41.9	46.9

09 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	27	0	0	0	0	3	12	7	4	1	0	0	0	0	0	0	43.8	53.8
0100	7	0	0	0	0	1	2	3	0	1	0	0	0	0	0	0	45.2	-
0200	10	0	0	0	0	2	5	2	1	0	0	0	0	0	0	0	41.4	-
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	46.7	-
0400	9	0	0	0	0	1	1	4	2	0	1	0	0	0	0	0	48	-
0500	20	0	0	0	0	1	9	8	2	0	0	0	0	0	0	0	44	48.5
0600	44	0	0	0	0	3	13	18	8	2	0	0	0	0	0	0	45.3	51.7
0700	108	0	0	0	1	9	42	50	6	0	0	0	0	0	0	0	43.1	48.1
0800	222	0	1	0	0	16	108	77	16	3	1	0	0	0	0	0	43.5	48.4
0900	300	1	2	1	0	27	126	116	23	3	1	0	0	0	0	0	43.1	48.2
1000	337	0	0	4	2	35	159	126	10	1	0	0	0	0	0	0	42.2	46.3
1100	409	0	1	1	10	28	169	168	28	4	0	0	0	0	0	0	43.2	48
1200	387	0	1	0	9	54	166	139	18	0	0	0	0	0	0	0	42.1	47.2
1300	315	1	1	0	2	28	136	122	21	3	1	0	0	0	0	0	43.3	47.9
1400	286	0	0	0	0	22	130	116	15	1	2	0	0	0	0	0	43.3	47.6
1500	261	0	0	0	3	28	99	99	29	3	0	0	0	0	0	0	43.6	49.3
1600	264	0	0	1	3	30	128	79	17	5	1	0	0	0	0	0	42.6	47.9
1700	245	0	0	0	0	23	117	88	12	2	1	2	0	0	0	0	43.1	47.5
1800	148	0	0	0	4	18	64	57	4	1	0	0	0	0	0	0	42	47
1900	116	0	0	0	4	18	55	32	6	1	0	0	0	0	0	0	41.5	46.1
2000	91	0	0	0	0	12	40	33	6	0	0	0	0	0	0	0	42.4	47
2100	65	0	0	0	1	10	28	21	4	1	0	0	0	0	0	0	42.4	48.4
2200	61	0	0	0	0	11	32	15	3	0	0	0	0	0	0	0	41.6	45.8
2300	34	0	0	0	1	6	16	9	2	0	0	0	0	0	0	0	41.4	47.7
07-19	3282	2	6	7	34	318	1444	1237	199	26	7	2	0	0	0	0	42.9	47.8
06-22	3598	2	6	7	39	361	1580	1341	223	30	7	2	0	0	0	0	42.9	47.8
06-00	3693	2	6	7	40	378	1628	1365	228	30	7	2	0	0	0	0	42.8	47.8
00-00	3769	2	6	7	40	386	1658	1390	238	32	8	2	0	0	0	0	42.9	47.8

10 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	28	0	0	0	1	5	10	9	3	0	0	0	0	0	0	0	42.6	49.1
0100	10	0	0	0	0	3	5	1	1	0	0	0	0	0	0	0	40	-
0200	8	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	41.9	-
0300	6	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	44.7	-
0400	11	0	0	0	0	2	3	5	1	0	0	0	0	0	0	0	43.5	49.4
0500	10	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	45	-
0600	42	0	0	0	0	5	12	19	5	1	0	0	0	0	0	0	44.3	49.4
0700	60	0	0	0	0	2	36	19	2	1	0	0	0	0	0	0	42.9	46.6
0800	127	0	0	0	0	8	49	60	9	1	0	0	0	0	0	0	44	48
0900	205	0	0	0	1	22	91	75	16	0	0	0	0	0	0	0	42.8	47.4
1000	249	1	0	0	3	29	138	67	11	0	0	0	0	0	0	0	41.5	45.9
1100	333	0	0	0	3	35	200	83	10	2	0	0	0	0	0	0	41.7	46
1200	354	0	0	0	0	52	187	106	9	0	0	0	0	0	0	0	41.6	45.6
1300	273	0	0	0	3	27	143	81	15	3	1	0	0	0	0	0	42.6	47.2
1400	222	0	0	0	4	21	108	77	10	2	0	0	0	0	0	0	42.4	47.5
1500	207	0	0	0	1	26	106	61	12	1	0	0	0	0	0	0	42.4	47.1
1600	189	0	0	0	0	15	82	75	14	3	0	0	0	0	0	0	43.6	48.2
1700	176	0	0	1	0	19	83	59	14	0	0	0	0	0	0	0	42.8	48.3
1800	160	0	0	0	4	34	74	44	4	0	0	0	0	0	0	0	40.7	45.4
1900	155	0	0	0	4	17	71	55	7	1	0	0	0	0	0	0	42.2	47.4
2000	96	0	0	0	1	15	51	27	2	0	0	0	0	0	0	0	41	45.7
2100	60	0	0	0	0	11	27	20	2	0	0	0	0	0	0	0	41.8	46.4
2200	40	0	0	0	0	1	18	18	2	1	0	0	0	0	0	0	43.9	48.8
2300	17	0	0	0	0	2	12	2	1	0	0	0	0	0	0	0	41.5	45.3
07-19	2555	1	0	1	19	290	1297	807	126	13	1	0	0	0	0	0	42.3	46.8
06-22	2908	1	0	1	24	338	1458	928	142	15	1	0	0	0	0	0	42.2	46.8
06-00	2965	1	0	1	24	341	1488	948	145	16	1	0	0	0	0	0	42.3	46.8
00-00	3038	1	0	1	25	353	1515	972	154	16	1	0	0	0	0	0	42.3	46.8

11 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	46.9	-
0100	16	0	0	0	0	1	7	6	1	1	0	0	0	0	0	0	43.4	49
0200	6	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	42.7	-
0300	5	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	39.1	-
0400	12	0	0	0	0	0	8	3	1	0	0	0	0	0	0	0	42.7	48.7
0500	59	0	0	0	1	8	27	20	3	0	0	0	0	0	0	0	42.1	47.1
0600	188	0	0	0	2	15	88	69	14	0	0	0	0	0	0	0	42.9	47.8
0700	442	0	0	0	13	75	225	117	12	0	0	0	0	0	0	0	41	45.7
0800	471	0	0	0	7	85	280	87	10	2	0	0	0	0	0	0	40.6	44.7
0900	236	0	0	1	10	70	112	39	4	0	0	0	0	0	0	0	39.2	44.1
1000	178	0	0	1	22	84	59	12	0	0	0	0	0	0	0	0	36.4	41.6
1100	162	0	0	4	19	72	52	14	1	0	0	0	0	0	0	0	36.5	41.3
1200	250	1	0	6	21	83	100	29	8	1	1	0	0	0	0	0	38	43.8
1300	209	0	1	0	6	41	98	51	10	1	1	0	0	0	0	0	41.1	46.2
1400	288	0	0	0	10	49	132	91	5	1	0	0	0	0	0	0	41.3	46.8
1500	400	0	0	2	4	70	214	92	17	1	0	0	0	0	0	0	41.1	46
1600	468	0	0	0	7	69	235	132	23	2	0	0	0	0	0	0	41.7	46.3
1700	454	0	0	0	4	71	202	149	26	2	0	0	0	0	0	0	42.2	47.4
1800	219	0	0	0	1	31	112	58	13	4	0	0	0	0	0	0	42.3	47.3
1900	125	0	0	0	4	20	54	39	8	0	0	0	0	0	0	0	42	47.9
2000	78	0	0	1	2	7	36	21	9	1	1	0	0	0	0	0	43	49.6
2100	55	0	0	0	0	10	18	23	2	2	0	0	0	0	0	0	42.7	47.7
2200	39	0	0	0	0	6	14	15	4	0	0	0	0	0	0	0	42.8	48.4
2300	24	0	0	0	0	2	11	6	5	0	0	0	0	0	0	0	44.5	52
07-19	3777	1	1	14	124	800	1821	871	129	14	2	0	0	0	0	0	40.6	45.7
06-22	4223	1	1	15	132	852	2017	1023	162	17	3	0	0	0	0	0	40.8	46
06-00	4286	1	1	15	132	860	2042	1044	171	17	3	0	0	0	0	0	40.8	46
00-00	4391	1	1	15	135	870	2091	1077	179	19	3	0	0	0	0	0	40.9	46.1

12 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	38	0	0	0	0	1	12	21	4	0	0	0	0	0	0	0	44.6	49.1
0100	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	44.4	-
0200	8	0	0	0	0	3	1	2	2	0	0	0	0	0	0	0	42	-
0300	6	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	41.6	-
0400	23	0	0	0	0	2	7	12	2	0	0	0	0	0	0	0	44.1	49
0500	63	0	0	0	0	7	25	24	7	0	0	0	0	0	0	0	43.4	48.8
0600	197	0	0	0	1	37	93	53	12	1	0	0	0	0	0	0	41.9	47.2
0700	458	0	0	0	11	68	256	116	7	0	0	0	0	0	0	0	40.9	45
0800	528	0	0	1	5	145	293	78	6	0	0	0	0	0	0	0	39.7	43.6
0900	309	0	0	0	4	93	155	54	3	0	0	0	0	0	0	0	39.5	44
1000	258	0	0	0	16	64	123	49	6	0	0	0	0	0	0	0	39.6	44.7
1100	235	0	0	0	2	56	130	42	4	1	0	0	0	0	0	0	40.1	44.5
1200	254	0	0	2	19	70	116	44	3	0	0	0	0	0	0	0	38.9	44.2
1300	245	0	0	0	10	61	108	55	9	2	0	0	0	0	0	0	40.4	45.9
1400	281	0	0	0	13	70	135	54	9	0	0	0	0	0	0	0	39.7	44.5
1500	357	0	0	0	3	74	181	88	11	0	0	0	0	0	0	0	40.9	45.2
1600	452	0	0	0	4	64	233	138	12	1	0	0	0	0	0	0	41.7	46
1700	464	0	0	4	5	74	216	147	15	3	0	0	0	0	0	0	41.5	46.4
1800	218	0	0	0	5	36	106	60	11	0	0	0	0	0	0	0	41.4	46.2
1900	121	0	0	0	3	10	60	39	8	1	0	0	0	0	0	0	42.6	47.8
2000	83	0	0	0	1	13	38	18	12	1	0	0	0	0	0	0	42.5	50
2100	67	0	0	0	0	14	23	27	1	1	1	0	0	0	0	0	42.4	47.4
2200	36	0	0	0	0	8	17	10	0	1	0	0	0	0	0	0	41.3	46.8
2300	24	0	0	0	0	3	4	8	6	1	1	1	0	0	0	0	48	55.2
07-19	4059	0	0	7	97	875	2052	925	96	7	0	0	0	0	0	0	40.4	45.1
06-22	4527	0	0	7	102	949	2266	1062	129	11	1	0	0	0	0	0	40.6	45.4
06-00	4587	0	0	7	102	960	2287	1080	135	13	2	1	0	0	0	0	40.7	45.4
00-00	4733	0	0	7	102	975	2337	1144	152	13	2	1	0	0	0	0	40.8	45.6

13 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	0	0	5	8	3	0	0	0	0	0	0	0	45.9	52.1
0100	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	42.3	-
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	41.3	-
0300	10	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0	40.4	-
0400	10	0	0	0	0	0	3	3	4	0	0	0	0	0	0	0	46.4	-
0500	66	0	0	0	0	4	35	22	5	0	0	0	0	0	0	0	42.8	47.9
0600	211	0	0	0	0	13	95	90	12	1	0	0	0	0	0	0	43.4	47.4
0700	470	0	0	0	3	65	253	124	23	2	0	0	0	0	0	0	41.7	46.2
0800	509	0	0	0	15	77	265	135	12	5	0	0	0	0	0	0	41.2	46
0900	274	0	0	1	7	53	115	85	10	3	0	0	0	0	0	0	41.5	46.5
1000	257	0	0	0	7	61	131	51	6	1	0	0	0	0	0	0	40.4	44.9
1100	270	0	1	5	18	58	116	61	9	2	0	0	0	0	0	0	39.7	45.6
1200	269	0	0	2	4	48	139	65	10	1	0	0	0	0	0	0	41	46
1300	268	0	0	1	13	53	119	70	11	1	0	0	0	0	0	0	40.8	46.6
1400	295	0	2	1	5	64	133	73	14	3	0	0	0	0	0	0	41	46.5
1500	389	1	0	0	7	73	180	111	15	2	0	0	0	0	0	0	41.1	45.8
1600	524	0	0	0	9	76	248	154	36	1	0	0	0	0	0	0	42.1	47.5
1700	498	0	0	0	2	61	236	173	23	2	1	0	0	0	0	0	42.4	47.1
1800	242	0	0	0	9	55	106	61	9	2	0	0	0	0	0	0	40.9	46.3
1900	149	0	0	0	1	16	80	42	10	0	0	0	0	0	0	0	42.2	46.6
2000	97	0	0	2	0	7	50	31	6	0	1	0	0	0	0	0	42.8	47.4
2100	50	0	0	0	0	5	22	13	6	4	0	0	0	0	0	0	44.4	50.6
2200	51	0	0	0	0	7	19	20	4	1	0	0	0	0	0	0	43.2	48.5
2300	15	0	0	0	0	0	4	9	0	2	0	0	0	0	0	0	46.1	53.6
07-19	4265	1	3	10	99	744	2041	1163	178	25	1	0	0	0	0	0	41.3	46.3
06-22	4772	1	3	12	100	785	2288	1339	212	30	2	0	0	0	0	0	41.5	46.5
06-00	4838	1	3	12	100	792	2311	1368	216	33	2	0	0	0	0	0	41.5	46.5
00-00	4947	1	3	12	100	801	2361	1406	228	33	2	0	0	0	0	0	41.6	46.6

14 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0	41.8	47.7
0100	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.1	-
0200	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	41.8	-
0300	5	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	45.3	-
0400	14	0	0	0	0	1	7	3	3	0	0	0	0	0	0	0	43.9	51
0500	55	0	0	0	1	2	21	23	7	1	0	0	0	0	0	0	44.8	49.7
0600	195	0	0	0	0	8	81	82	22	2	0	0	0	0	0	0	44.5	49.1
0700	461	0	1	12	5	40	231	145	24	3	0	0	0	0	0	0	41.9	47.1
0800	532	0	0	2	13	78	274	153	12	0	0	0	0	0	0	0	41.1	45.9
0900	329	0	0	0	2	37	164	104	20	2	0	0	0	0	0	0	42.4	46.8
1000	263	0	0	3	7	60	142	46	5	0	0	0	0	0	0	0	39.9	44.6
1100	240	0	0	3	10	50	108	58	10	1	0	0	0	0	0	0	40.4	45.5
1200	237	0	0	0	9	42	101	70	15	0	0	0	0	0	0	0	41.4	47.2
1300	286	0	0	0	6	52	139	81	7	1	0	0	0	0	0	0	41.3	45.5
1400	261	0	0	4	5	40	128	65	15	3	1	0	0	0	0	0	41.5	46.6
1500	405	0	0	0	12	76	193	104	18	2	0	0	0	0	0	0	41	46.2
1600	469	0	0	0	2	65	215	159	25	3	0	0	0	0	0	0	42.4	47.1
1700	471	0	0	0	3	51	221	164	23	8	1	0	0	0	0	0	42.8	47.4
1800	286	0	0	4	9	44	141	78	7	3	0	0	0	0	0	0	40.9	45.9
1900	133	0	0	0	1	17	48	52	13	2	0	0	0	0	0	0	43.3	49.1
2000	95	0	0	0	0	18	40	26	10	1	0	0	0	0	0	0	42.3	48.3
2100	59	0	0	0	0	6	29	21	3	0	0	0	0	0	0	0	42.9	47.8
2200	40	0	0	0	1	5	11	21	1	1	0	0	0	0	0	0	43.4	48.1
2300	20	0	0	0	0	4	8	6	1	0	1	0	0	0	0	0	43.1	48.5
07-19	4240	0	1	28	83	635	2057	1227	181	26	2	0	0	0	0	0	41.5	46.4
06-22	4722	0	1	28	84	684	2255	1408	229	31	2	0	0	0	0	0	41.7	46.6
06-00	4782	0	1	28	85	693	2274	1435	231	32	3	0	0	0	0	0	41.8	46.6
00-00	4878	0	1	28	86	700	2315	1470	241	34	3	0	0	0	0	0	41.8	46.8

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30583	5	21	76	594	4791	14518	8914	1462	176	21	4	0	0	1	0	41.7	46.6

17 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	0	5	12	4	0	0	0	0	0	0	0	0	40	44
0100	11	0	0	0	0	4	4	1	2	0	0	0	0	0	0	0	41	50.6
0200	10	0	0	0	0	3	3	4	0	0	0	0	0	0	0	0	40.8	-
0300	15	0	0	0	2	4	7	1	0	1	0	0	0	0	0	0	39.8	44.2
0400	15	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	37.3	45.8
0500	20	0	0	0	0	3	12	3	2	0	0	0	0	0	0	0	41.5	47.4
0600	31	0	0	0	0	2	15	12	2	0	0	0	0	0	0	0	43.6	47.9
0700	68	0	0	0	0	8	33	19	6	1	1	0	0	0	0	0	43.2	47.9
0800	109	0	0	0	0	6	67	31	3	2	0	0	0	0	0	0	42.5	45.9
0900	182	0	0	5	9	18	110	36	3	1	0	0	0	0	0	0	40	44.5
1000	178	0	0	0	0	23	116	38	0	1	0	0	0	0	0	0	40.9	44.7
1100	266	0	0	0	0	43	181	40	1	1	0	0	0	0	0	0	40.5	43.7
1200	278	0	0	0	2	32	190	51	3	0	0	0	0	0	0	0	40.8	44.1
1300	257	0	0	0	7	43	136	61	8	2	0	0	0	0	0	0	41.2	45.9
1400	259	0	0	0	0	41	152	65	1	0	0	0	0	0	0	0	41	45.1
1500	233	0	0	0	11	34	134	46	5	2	1	0	0	0	0	0	40.8	45.4
1600	222	0	0	0	0	54	117	48	1	1	1	0	0	0	0	0	40.3	44.5
1700	238	0	0	0	0	37	139	54	7	1	0	0	0	0	0	0	41.2	45.2
1800	140	0	0	0	0	38	75	21	4	2	0	0	0	0	0	0	40	43.9
1900	113	0	0	0	14	27	57	15	0	0	0	0	0	0	0	0	38	43
2000	82	0	0	0	1	25	49	7	0	0	0	0	0	0	0	0	38.7	43
2100	58	0	0	0	3	15	30	10	0	0	0	0	0	0	0	0	39.4	44.2
2200	41	0	0	0	1	9	24	6	1	0	0	0	0	0	0	0	40.4	45.2
2300	23	0	0	0	0	6	15	1	1	0	0	0	0	0	0	0	40.1	42.7
07-19	2430	0	0	5	29	377	1450	510	42	14	3	0	0	0	0	0	40.9	44.9
06-22	2714	0	0	5	47	446	1601	554	44	14	3	0	0	0	0	0	40.7	44.7
06-00	2778	0	0	5	48	461	1640	561	46	14	3	0	0	0	0	0	40.7	44.7
00-00	2870	0	0	5	52	486	1683	576	50	15	3	0	0	0	0	0	40.7	44.7

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	40.2	-
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	37.2	-
0200	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.2	-
0300	12	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	39.1	43.5
0400	23	0	0	0	0	3	11	8	1	0	0	0	0	0	0	0	41.4	45.7
0500	80	0	0	0	2	13	36	27	1	0	1	0	0	0	0	0	41.6	46.2
0600	225	0	0	0	0	35	119	58	12	1	0	0	0	0	0	0	41.5	45.8
0700	564	0	0	0	4	115	306	131	8	0	0	0	0	0	0	0	40.6	44.9
0800	447	1	0	4	1	49	295	95	2	0	0	0	0	0	0	0	40.9	44.5
0900	282	0	0	1	8	32	170	64	7	0	0	0	0	0	0	0	40.9	45.1
1000	217	1	0	0	3	66	113	33	1	0	0	0	0	0	0	0	39.1	43.6
1100	225	0	0	0	0	37	117	62	7	2	0	0	0	0	0	0	41.3	46
1200	205	0	0	0	1	31	115	51	6	1	0	0	0	0	0	0	41.5	45.9
1300	222	0	0	0	20	38	116	41	5	2	0	0	0	0	0	0	39.9	45.1
1400	325	0	0	0	4	90	172	51	6	2	0	0	0	0	0	0	39.9	44.2
1500	308	0	0	0	9	44	194	54	6	1	0	0	0	0	0	0	40.4	44.4
1600	348	0	0	0	0	32	212	98	6	0	0	0	0	0	0	0	41.7	45.3
1700	357	0	0	0	0	27	233	89	7	1	0	0	0	0	0	0	41.7	45.2
1800	263	0	0	0	0	42	142	77	2	0	0	0	0	0	0	0	41	45.4
1900	135	0	0	0	6	38	66	22	3	0	0	0	0	0	0	0	39.4	44.8
2000	95	0	0	0	5	28	44	16	2	0	0	0	0	0	0	0	39.5	44.5
2100	72	0	0	4	2	11	36	17	2	0	0	0	0	0	0	0	39.8	46.4
2200	41	0	0	0	0	8	23	9	1	0	0	0	0	0	0	0	40.8	45.4
2300	10	0	0	0	0	1	3	6	0	0	0	0	0	0	0	0	43.5	-
07-19	3763	2	0	5	50	603	2185	846	63	9	0	0	0	0	0	0	40.8	44.9
06-22	4290	2	0	9	63	715	2450	959	82	10	0	0	0	0	0	0	40.7	45
06-00	4341	2	0	9	63	724	2476	974	83	10	0	0	0	0	0	0	40.7	45
00-00	4472	2	0	9	65	751	2537	1012	85	10	1	0	0	0	0	0	40.8	45

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	2	1	4	1	0	0	0	0	0	0	0	44.1	-
0100	6	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	41	-
0200	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	41.8	-
0300	13	0	0	0	0	8	4	1	0	0	0	0	0	0	0	0	37	43
0400	18	0	0	0	1	4	9	3	1	0	0	0	0	0	0	0	40.9	47.5
0500	76	0	0	0	0	7	42	19	5	3	0	0	0	0	0	0	43	49.1
0600	229	0	0	0	1	33	105	83	6	0	1	0	0	0	0	0	42	46.3
0700	523	0	0	0	0	85	308	125	5	0	0	0	0	0	0	0	41.1	45
0800	467	1	0	0	4	90	285	83	4	0	0	0	0	0	0	0	40.3	44
0900	280	0	0	0	17	70	148	41	4	0	0	0	0	0	0	0	39.2	43.8
1000	247	0	0	0	1	69	144	28	5	0	0	0	0	0	0	0	39.7	43.4
1100	248	0	0	3	18	64	131	29	3	0	0	0	0	0	0	0	38.7	43.2
1200	240	0	0	0	1	75	133	27	3	1	0	0	0	0	0	0	39.3	42.9
1300	281	0	0	0	0	26	192	58	5	0	0	0	0	0	0	0	41.4	44.3
1400	342	0	0	0	4	76	200	54	7	1	0	0	0	0	0	0	40.2	43.8
1500	491	0	0	0	9	74	321	81	6	0	0	0	0	0	0	0	40.1	43.8
1600	467	1	0	0	3	62	304	95	2	0	0	0	0	0	0	0	40.6	44.2
1700	499	0	0	0	19	165	233	78	4	0	0	0	0	0	0	0	38.9	43.7
1800	356	0	0	0	7	134	167	44	3	1	0	0	0	0	0	0	38.8	43.1
1900	188	0	0	0	1	70	97	18	2	0	0	0	0	0	0	0	38.8	42.5
2000	112	0	0	0	2	18	68	21	3	0	0	0	0	0	0	0	40.5	44.9
2100	82	0	0	0	0	23	33	23	3	0	0	0	0	0	0	0	40.5	45.1
2200	73	0	0	0	2	26	35	8	2	0	0	0	0	0	0	0	39	42.5
2300	24	0	0	0	0	5	11	7	1	0	0	0	0	0	0	0	40.7	45.3
07-19	4441	2	0	3	83	990	2566	743	51	3	0	0	0	0	0	0	39.9	44
06-22	5052	2	0	3	87	1134	2869	888	65	3	1	0	0	0	0	0	40	44.1
06-00	5149	2	0	3	89	1165	2915	903	68	3	1	0	0	0	0	0	40	44.1
00-00	5274	2	0	3	90	1190	2973	933	76	6	1	0	0	0	0	0	40.1	44.2

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30336	4	1	37	458	5882	17130	6150	596	73	5	0	0	0	0	0	40.5	44.6



SITE: Site 5 Week 2 - Baldock Road Buntingford

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.947800, -0.033835

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	0	0	0	7	3	0	1	0	0	0	0	0	0	43.1	47.9
0100	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	45.3	-
0200	8	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	47.3	-
0300	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	40.3	-
0400	12	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	44.5	49.8
0500	59	0	0	0	0	3	35	17	4	0	0	0	0	0	0	0	42.8	47.2
0600	162	0	0	0	0	18	56	62	25	1	0	0	0	0	0	0	44.1	49.9
0700	352	0	0	2	4	50	151	133	9	3	0	0	0	0	0	0	42.1	47.3
0800	418	0	0	4	3	70	208	109	22	2	0	0	0	0	0	0	41.4	46.3
0900	294	2	0	2	11	61	126	81	9	2	0	0	0	0	0	0	40.6	46.5
1000	292	0	0	1	11	53	145	71	10	1	0	0	0	0	0	0	40.8	46.2
1100	290	0	2	3	5	52	152	65	8	3	0	0	0	0	0	0	40.6	45.9
1200	296	0	0	4	22	56	129	72	12	1	0	0	0	0	0	0	40.2	45.8
1300	297	0	0	0	9	49	133	91	15	0	0	0	0	0	0	0	41.7	47.3
1400	349	0	0	0	10	55	166	106	12	0	0	0	0	0	0	0	41.3	45.8
1500	462	0	0	0	8	80	202	152	19	1	0	0	0	0	0	0	41.6	46.3
1600	504	0	0	0	6	58	244	165	30	1	0	0	0	0	0	0	42.3	46.9
1700	391	0	0	0	1	44	166	149	27	4	0	0	0	0	0	0	42.9	47.4
1800	233	0	0	0	1	27	119	72	10	2	2	0	0	0	0	0	42.3	47.1
1900	124	0	0	0	0	22	66	31	5	0	0	0	0	0	0	0	41.3	46.4
2000	89	0	0	0	5	20	27	30	7	0	0	0	0	0	0	0	41.2	47.6
2100	59	0	0	0	3	20	19	15	2	0	0	0	0	0	0	0	39.8	45.4
2200	44	0	0	0	1	5	19	16	3	0	0	0	0	0	0	0	42.8	47.9
2300	36	0	0	1	0	2	19	12	1	1	0	0	0	0	0	0	43	48.8
07-19	4178	2	2	16	91	655	1941	1266	183	20	2	0	0	0	0	0	41.6	46.6
06-22	4612	2	2	16	99	735	2109	1404	222	21	2	0	0	0	0	0	41.6	46.6
06-00	4692	2	2	17	100	742	2147	1432	226	22	2	0	0	0	0	0	41.6	46.8
00-00	4790	2	2	17	101	747	2199	1459	237	24	2	0	0	0	0	0	41.7	46.8

16 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	3	5	3	4	0	0	0	0	0	0	0	43.7	51
0100	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	43.7	-
0200	9	0	0	0	0	0	2	6	0	1	0	0	0	0	0	0	46.5	-
0300	6	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	42.5	-
0400	9	0	0	0	0	0	1	3	5	0	0	0	0	0	0	0	48.7	-
0500	19	0	0	0	0	3	6	7	3	0	0	0	0	0	0	0	43.5	50.6
0600	54	0	0	0	0	3	22	21	7	1	0	0	0	0	0	0	44.6	49.8
0700	102	0	0	0	0	13	33	42	10	4	0	0	0	0	0	0	44.1	49.6
0800	187	0	0	0	2	14	72	76	19	4	0	0	0	0	0	0	44	49.3
0900	292	0	1	0	0	27	130	108	22	3	1	0	0	0	0	0	43.3	48.7
1000	282	0	0	0	0	35	124	101	18	4	0	0	0	0	0	0	42.9	47.7
1100	367	1	1	1	3	29	177	139	16	0	0	0	0	0	0	0	42.4	47
1200	418	0	0	0	0	41	178	163	28	7	0	1	0	0	0	0	43.3	48.2
1300	348	0	0	0	6	28	152	131	29	2	0	0	0	0	0	0	43.2	48
1400	232	0	0	0	2	33	102	79	12	3	0	1	0	0	0	0	42.6	47.5
1500	246	0	0	1	7	13	104	88	29	1	2	1	0	0	0	0	43.7	49.1
1600	257	0	0	0	3	25	107	88	28	5	1	0	0	0	0	0	43.5	49.3
1700	225	0	0	0	5	32	95	76	13	4	0	0	0	0	0	0	42.3	47.3
1800	167	0	0	0	0	24	76	51	13	2	1	0	0	0	0	0	42.7	48
1900	105	0	0	0	0	15	39	40	8	3	0	0	0	0	0	0	43.6	48.9
2000	79	0	0	0	3	12	31	31	2	0	0	0	0	0	0	0	41.5	46.6
2100	53	0	0	0	1	7	18	19	8	0	0	0	0	0	0	0	43.6	50
2200	53	0	0	0	0	11	27	12	3	0	0	0	0	0	0	0	41.6	47.2
2300	39	0	0	0	1	8	16	9	5	0	0	0	0	0	0	0	42.2	48.9
07-19	3123	1	2	2	28	314	1350	1142	237	39	5	3	0	0	0	0	43.1	48.1
06-22	3414	1	2	2	32	351	1460	1253	262	43	5	3	0	0	0	0	43.1	48.2
06-00	3506	1	2	2	33	370	1503	1274	270	43	5	3	0	0	0	0	43.1	48.1
00-00	3569	1	2	2	33	377	1521	1299	282	44	5	3	0	0	0	0	43.1	48.2

17 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	24	0	0	0	0	2	10	7	3	2	0	0	0	0	0	0	45.5	51.4
0100	11	0	0	0	1	0	7	2	0	1	0	0	0	0	0	0	42.3	48.6
0200	7	0	0	0	2	1	2	1	0	1	0	0	0	0	0	0	41.3	-
0300	7	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	44.1	-
0400	10	0	0	0	0	1	5	3	0	1	0	0	0	0	0	0	43.8	-
0500	13	0	0	0	2	0	7	4	0	0	0	0	0	0	0	0	39.9	44.4
0600	26	0	0	0	0	2	14	5	5	0	0	0	0	0	0	0	43.2	50.6
0700	58	0	0	0	2	6	23	18	7	2	0	0	0	0	0	0	43.2	50.2
0800	140	0	0	0	0	15	54	60	10	1	0	0	0	0	0	0	43.5	48.4
0900	273	0	0	0	1	33	111	112	15	1	0	0	0	0	0	0	42.8	47
1000	265	0	0	0	2	35	120	94	14	0	0	0	0	0	0	0	42.2	46.5
1100	309	0	0	0	3	26	161	103	16	0	0	0	0	0	0	0	42.3	47
1200	281	0	0	0	0	29	158	80	13	1	0	0	0	0	0	0	42.2	46.6
1300	229	0	0	0	2	38	103	79	6	1	0	0	0	0	0	0	41.9	46.9
1400	249	0	0	3	3	45	105	69	20	2	2	0	0	0	0	0	42.1	47.7
1500	185	0	0	0	1	12	80	73	16	1	2	0	0	0	0	0	43.8	49
1600	191	0	0	0	1	10	77	82	17	2	2	0	0	0	0	0	44	48.9
1700	196	0	0	0	3	15	92	66	15	5	0	0	0	0	0	0	43.2	47.8
1800	150	0	0	0	0	21	66	48	13	2	0	0	0	0	0	0	42.6	47.7
1900	118	0	0	0	3	9	55	37	12	2	0	0	0	0	0	0	42.9	49
2000	89	0	0	0	3	10	36	31	8	1	0	0	0	0	0	0	42.7	47.8
2100	58	0	0	0	0	7	25	21	4	0	0	1	0	0	0	0	43.4	49.1
2200	37	0	0	1	0	9	14	7	6	0	0	0	0	0	0	0	41.5	51
2300	15	0	0	0	0	3	6	4	2	0	0	0	0	0	0	0	42.5	48.7
07-19	2526	0	0	3	18	285	1150	884	162	18	6	0	0	0	0	0	42.7	47.3
06-22	2817	0	0	3	24	313	1280	978	191	21	6	1	0	0	0	0	42.7	47.4
06-00	2869	0	0	4	24	325	1300	989	199	21	6	1	0	0	0	0	42.7	47.4
00-00	2941	0	0	4	29	330	1333	1007	205	26	6	1	0	0	0	0	42.7	47.4

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	46.3	50.4
0100	9	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	44.2	-
0200	10	0	0	0	0	1	4	1	2	2	0	0	0	0	0	0	46.2	-
0300	6	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	49.5	-
0400	11	0	0	0	1	0	3	5	2	0	0	0	0	0	0	0	44.3	50.7
0500	69	0	0	0	1	4	27	30	6	1	0	0	0	0	0	0	43.8	48.9
0600	206	0	0	0	1	14	70	98	20	3	0	0	0	0	0	0	44.3	49.4
0700	445	0	0	0	6	47	234	146	11	1	0	0	0	0	0	0	42	46.7
0800	498	14	14	4	15	87	213	132	19	0	0	0	0	0	0	0	39.2	45.8
0900	286	0	0	3	4	44	125	87	22	1	0	0	0	0	0	0	42	47.6
1000	247	0	0	3	6	51	108	71	7	1	0	0	0	0	0	0	41	46.1
1100	278	0	0	1	3	50	165	52	7	0	0	0	0	0	0	0	40.5	44.6
1200	229	0	0	0	1	39	92	82	15	0	0	0	0	0	0	0	42.1	47.4
1300	249	0	0	3	18	40	115	60	9	4	0	0	0	0	0	0	40.4	45.7
1400	271	0	0	0	8	50	121	78	12	2	0	0	0	0	0	0	41.4	47.1
1500	392	0	0	0	4	58	188	117	22	2	1	0	0	0	0	0	42.2	47.3
1600	432	0	0	1	10	60	195	133	31	1	1	0	0	0	0	0	42.2	47.5
1700	419	0	0	1	5	51	184	147	27	4	0	0	0	0	0	0	42.7	47.6
1800	230	0	0	0	1	18	126	71	12	2	0	0	0	0	0	0	42.6	47.5
1900	130	0	0	0	1	17	55	48	8	1	0	0	0	0	0	0	42.8	47.8
2000	60	0	0	0	3	4	27	19	5	1	1	0	0	0	0	0	43.3	49.3
2100	53	0	0	0	0	7	26	17	3	0	0	0	0	0	0	0	42.4	46.8
2200	27	0	0	0	0	5	10	9	3	0	0	0	0	0	0	0	42.6	48.1
2300	16	0	0	0	0	1	8	4	2	0	0	1	0	0	0	0	46.1	52.8
07-19	3976	14	14	16	81	595	1866	1176	194	18	2	0	0	0	0	0	41.5	46.9
06-22	4425	14	14	16	86	637	2044	1358	230	23	3	0	0	0	0	0	41.7	47.1
06-00	4468	14	14	16	86	643	2062	1371	235	23	3	1	0	0	0	0	41.7	47.1
00-00	4585	14	14	16	88	648	2103	1420	251	27	3	1	0	0	0	0	41.8	47.2

19 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	42.9	-
0100	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	40.5	-
0200	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	44.5	-
0300	9	0	0	0	0	0	1	4	2	2	0	0	0	0	0	0	49.3	-
0400	16	0	0	0	0	2	6	7	1	0	0	0	0	0	0	0	42.9	47.6
0500	61	0	0	0	0	5	20	28	8	0	0	0	0	0	0	0	44.7	49.5
0600	208	0	0	0	7	10	77	84	28	1	0	1	0	0	0	0	44.2	49.5
0700	469	0	0	1	5	52	238	153	17	3	0	0	0	0	0	0	42.2	46.6
0800	463	0	0	0	4	63	248	133	14	1	0	0	0	0	0	0	41.6	46.2
0900	327	0	0	0	7	50	159	98	10	2	1	0	0	0	0	0	41.7	46.3
1000	261	0	0	0	5	57	136	52	9	2	0	0	0	0	0	0	40.5	45.5
1100	225	0	0	2	4	39	109	60	8	3	0	0	0	0	0	0	41.5	46.7
1200	258	0	0	0	3	49	122	66	18	0	0	0	0	0	0	0	41.5	46.9
1300	246	0	0	0	10	38	119	56	21	2	0	0	0	0	0	0	41.5	47
1400	298	0	0	0	4	57	139	85	12	1	0	0	0	0	0	0	41.3	46.1
1500	424	0	0	0	16	77	201	118	11	0	1	0	0	0	0	0	40.9	45.7
1600	457	0	0	1	17	27	179	194	36	3	0	0	0	0	0	0	43.3	48
1700	616	0	0	0	7	70	276	226	36	1	0	0	0	0	0	0	42.6	47.3
1800	298	0	0	0	6	45	135	100	11	0	1	0	0	0	0	0	41.9	46.5
1900	151	0	0	0	3	14	78	49	6	1	0	0	0	0	0	0	42.2	47
2000	87	0	0	0	0	11	35	34	7	0	0	0	0	0	0	0	43	48.4
2100	70	0	0	0	0	9	30	23	5	3	0	0	0	0	0	0	43.3	49.6
2200	41	0	0	0	2	9	16	10	3	1	0	0	0	0	0	0	41.4	48.8
2300	23	0	0	0	1	5	7	8	2	0	0	0	0	0	0	0	42.2	48.4
07-19	4342	0	0	4	88	624	2061	1341	203	18	3	0	0	0	0	0	41.8	46.8
06-22	4858	0	0	4	98	668	2281	1531	249	23	3	1	0	0	0	0	42	46.9
06-00	4922	0	0	4	101	682	2304	1549	254	24	3	1	0	0	0	0	42	47
00-00	5027	0	0	4	101	692	2338	1596	266	26	3	1	0	0	0	0	42	47

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	1	6	5	2	0	0	0	0	0	0	0	44.3	52.5
0100	11	0	0	0	1	1	3	5	1	0	0	0	0	0	0	0	43.5	49.5
0200	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	38.6	-
0300	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	39.4	-
0400	15	0	0	0	0	1	5	7	1	1	0	0	0	0	0	0	45.6	51.3
0500	66	0	0	0	0	5	29	23	9	0	0	0	0	0	0	0	43.7	49.4
0600	228	0	0	0	2	10	81	112	21	2	0	0	0	0	0	0	44.3	48.7
0700	466	0	0	0	7	71	243	124	19	2	0	0	0	0	0	0	41.7	46.5
0800	569	0	0	0	9	96	318	130	14	2	0	0	0	0	0	0	41.1	45.3
0900	340	0	0	0	9	54	174	87	15	1	0	0	0	0	0	0	41.3	45.5
1000	289	0	0	8	9	59	138	68	7	0	0	0	0	0	0	0	40.1	45.9
1100	314	0	0	4	7	55	157	80	10	1	0	0	0	0	0	0	41	45.9
1200	316	0	0	3	5	68	148	83	8	1	0	0	0	0	0	0	40.6	45.5
1300	360	0	0	5	8	73	157	107	9	1	0	0	0	0	0	0	40.9	46.1
1400	330	0	0	0	7	58	175	79	10	1	0	0	0	0	0	0	41.1	46
1500	529	0	0	0	9	82	279	137	18	1	1	2	0	0	0	0	41.6	45.9
1600	598	0	0	0	20	83	268	199	24	3	1	0	0	0	0	0	41.8	46.4
1700	661	0	1	14	10	100	329	170	35	2	0	0	0	0	0	0	41.1	46.3
1800	328	0	0	0	4	52	159	91	21	1	0	0	0	0	0	0	41.8	46.7
1900	167	0	0	0	2	22	82	47	12	2	0	0	0	0	0	0	42	47.5
2000	97	0	0	1	0	16	48	28	3	1	0	0	0	0	0	0	41.4	46.8
2100	41	0	0	0	0	5	14	15	7	0	0	0	0	0	0	0	44	50.9
2200	37	0	0	0	0	4	19	12	1	1	0	0	0	0	0	0	42.5	47.9
2300	21	0	0	0	0	4	6	7	1	3	0	0	0	0	0	0	44.8	55.1
07-19	5100	0	1	34	104	851	2545	1355	190	16	2	2	0	0	0	0	41.2	46.1
06-22	5633	0	1	35	108	904	2770	1557	233	21	2	2	0	0	0	0	41.4	46.2
06-00	5691	0	1	35	108	912	2795	1576	235	25	2	2	0	0	0	0	41.4	46.3
00-00	5806	0	1	35	109	924	2841	1618	248	26	2	2	0	0	0	0	41.5	46.3

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	17	0	0	0	0	4	3	6	4	0	0	0	0	0	0	0	44.3	53.5
0100	5	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	42.2	-
0200	6	0	0	0	0	4	0	1	0	0	0	0	1	0	0	0	43.9	-
0300	8	0	0	0	0	2	1	3	2	0	0	0	0	0	0	0	44.9	-
0400	21	0	0	1	1	4	8	6	1	0	0	0	0	0	0	0	40.3	48.1
0500	65	0	0	0	0	3	27	26	9	0	0	0	0	0	0	0	43.9	49.7
0600	225	0	0	0	7	24	79	85	27	1	2	0	0	0	0	0	43.4	49.3
0700	467	0	0	1	23	64	231	122	24	2	0	0	0	0	0	0	41.3	47
0800	573	1	0	9	10	93	303	142	13	2	0	0	0	0	0	0	40.8	45.5
0900	310	0	0	0	3	39	155	98	15	0	0	0	0	0	0	0	42	46.5
1000	263	0	0	0	5	57	142	49	10	0	0	0	0	0	0	0	40.4	45.2
1100	292	0	0	2	15	71	129	65	10	0	0	0	0	0	0	0	40	45.3
1200	285	0	0	0	7	48	138	74	15	2	1	0	0	0	0	0	41.5	46.9
1300	290	0	0	0	3	49	155	72	11	0	0	0	0	0	0	0	41.3	45.9
1400	334	0	0	1	8	76	141	87	18	3	0	0	0	0	0	0	41.1	46.5
1500	467	0	0	2	15	61	228	134	25	2	0	0	0	0	0	0	41.6	46.3
1600	678	0	0	0	23	78	356	194	23	4	0	0	0	0	0	0	41.5	46.4
1700	646	0	0	3	9	78	328	204	20	4	0	0	0	0	0	0	41.8	46.3
1800	354	0	0	0	10	51	161	110	20	2	0	0	0	0	0	0	41.9	47.4
1900	162	0	0	0	4	23	78	45	8	4	0	0	0	0	0	0	41.7	47.8
2000	99	0	0	0	0	8	52	26	12	1	0	0	0	0	0	0	43.3	49.7
2100	68	0	0	0	0	8	30	27	3	0	0	0	0	0	0	0	42.5	47
2200	46	0	0	0	0	11	20	11	4	0	0	0	0	0	0	0	41.2	48.1
2300	28	0	0	0	1	7	11	7	2	0	0	0	0	0	0	0	41.5	47.9
07-19	4959	1	0	18	131	765	2467	1351	204	21	1	0	0	0	0	0	41.3	46.3
06-22	5513	1	0	18	142	828	2706	1534	254	27	3	0	0	0	0	0	41.5	46.5
06-00	5587	1	0	18	143	846	2737	1552	260	27	3	0	0	0	0	0	41.5	46.6
00-00	5709	1	0	19	144	864	2777	1597	276	27	3	0	1	0	0	0	41.5	46.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	32427	18	19	97	605	4582	15112	9996	1765	200	24	8	1	0	0	0	41.9	47



SITE: Site 6 Week 1 - Baldock Road Buntingford

LOCATION: Attached to sign in hedgerow

GRID REFERENCE: 51.947838, -0.036589

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

08 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	4	5	2	2	0	0	0	0	0	0	0	41.4	51.1
0100	9	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	35	-
0200	5	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	44.2	-
0300	15	0	0	0	4	5	5	0	1	0	0	0	0	0	0	0	35.9	40.8
0400	32	0	0	0	3	11	14	4	0	0	0	0	0	0	0	0	37.8	43.4
0500	73	0	0	0	8	26	30	9	0	0	0	0	0	0	0	0	37.6	42.8
0600	207	0	0	0	16	82	86	20	3	0	0	0	0	0	0	0	38.1	42.8
0700	421	0	0	1	47	219	130	22	1	1	0	0	0	0	0	0	36.2	40.8
0800	408	1	0	6	48	198	137	17	1	0	0	0	0	0	0	0	35.8	40.6
0900	247	0	0	6	54	89	78	14	5	1	0	0	0	0	0	0	35.5	41.3
1000	240	0	0	1	52	113	62	12	0	0	0	0	0	0	0	0	35.1	39.8
1100	225	0	0	8	37	100	69	8	3	0	0	0	0	0	0	0	35.4	40.5
1200	269	0	0	2	26	128	90	20	3	0	0	0	0	0	0	0	36.7	41.3
1300	275	0	0	0	25	120	108	20	2	0	0	0	0	0	0	0	36.9	41.3
1400	324	0	0	12	77	125	88	18	3	1	0	0	0	0	0	0	34.8	40.5
1500	381	0	0	4	48	174	134	17	4	0	0	0	0	0	0	0	36.2	40.2
1600	417	0	1	10	51	204	134	16	1	0	0	0	0	0	0	0	35.9	40.4
1700	362	0	0	0	50	150	136	18	5	2	1	0	0	0	0	0	36.6	41.3
1800	234	0	0	7	51	114	47	14	1	0	0	0	0	0	0	0	34.4	39.1
1900	138	0	1	1	37	54	37	7	0	1	0	0	0	0	0	0	34.6	40.4
2000	96	0	0	1	17	28	41	6	1	2	0	0	0	0	0	0	36.8	41.8
2100	74	0	0	0	11	29	23	8	1	1	1	0	0	0	0	0	37.2	43.5
2200	74	0	0	1	20	29	20	3	1	0	0	0	0	0	0	0	35.1	41.4
2300	49	0	0	3	10	24	10	2	0	0	0	0	0	0	0	0	33.9	40.9
07-19	3803	1	1	57	566	1734	1213	196	29	5	1	0	0	0	0	0	35.8	40.6
06-22	4318	1	2	59	647	1927	1400	237	34	9	2	0	0	0	0	0	36	40.8
06-00	4441	1	2	63	677	1980	1430	242	35	9	2	0	0	0	0	0	35.9	40.8
00-00	4588	1	2	63	694	2032	1488	257	38	11	2	0	0	0	0	0	36	40.9

09 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	26	0	0	1	4	6	13	2	0	0	0	0	0	0	0	0	37	42.1
0100	17	0	0	0	3	5	5	2	2	0	0	0	0	0	0	0	38.4	46.3
0200	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	31.2	-
0300	12	0	0	0	2	5	3	1	1	0	0	0	0	0	0	0	37	46.4
0400	25	0	0	0	2	14	6	2	0	1	0	0	0	0	0	0	37.6	41.8
0500	34	0	0	0	3	14	7	7	1	2	0	0	0	0	0	0	38.7	48.4
0600	60	0	0	1	4	15	24	11	5	0	0	0	0	0	0	0	39.8	46.9
0700	122	0	0	0	9	33	64	13	2	1	0	0	0	0	0	0	38.8	43.2
0800	177	0	0	8	2	32	106	25	4	0	0	0	0	0	0	0	39.1	43.8
0900	239	3	13	3	20	87	95	16	1	1	0	0	0	0	0	0	35.7	41.6
1000	262	7	7	14	27	92	81	28	5	0	1	0	0	0	0	0	35.4	42.6
1100	287	1	3	2	19	103	130	25	4	0	0	0	0	0	0	0	37.6	42.5
1200	308	5	13	5	33	115	115	18	4	0	0	0	0	0	0	0	35.3	40.8
1300	321	0	3	14	45	137	109	9	3	1	0	0	0	0	0	0	35.3	41.2
1400	242	0	0	0	26	107	96	9	3	1	0	0	0	0	0	0	36.9	40.7
1500	288	0	0	5	43	134	90	13	3	0	0	0	0	0	0	0	35.8	40.8
1600	267	0	0	2	41	133	77	12	2	0	0	0	0	0	0	0	35.7	40.4
1700	284	0	0	15	38	142	67	16	4	2	0	0	0	0	0	0	35.4	41.2
1800	157	0	1	8	41	75	28	2	2	0	0	0	0	0	0	0	33.3	37.8
1900	133	0	0	12	24	62	31	3	1	0	0	0	0	0	0	0	33.6	38.4
2000	78	0	0	1	11	37	22	5	1	1	0	0	0	0	0	0	36.2	41.9
2100	94	0	0	0	19	49	21	4	1	0	0	0	0	0	0	0	34.9	39.8
2200	60	0	0	0	15	27	14	4	0	0	0	0	0	0	0	0	34.8	40
2300	41	0	0	0	6	21	11	2	1	0	0	0	0	0	0	0	35.8	41.8
07-19	2954	16	40	76	344	1190	1058	186	37	6	1	0	0	0	0	0	36.1	41.4
06-22	3319	16	40	90	402	1353	1156	209	45	7	1	0	0	0	0	0	36	41.4
06-00	3420	16	40	90	423	1401	1181	215	46	7	1	0	0	0	0	0	36	41.4
00-00	3540	16	40	91	439	1449	1215	229	50	10	1	0	0	0	0	0	36	41.4

10 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	2	5	9	1	1	0	0	0	0	0	0	0	0	32.9	37.6
0100	12	0	1	0	1	8	1	1	0	0	0	0	0	0	0	0	33.6	38.4
0200	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	34.2	-
0300	9	0	0	1	2	2	4	0	0	0	0	0	0	0	0	0	34.2	-
0400	17	0	0	0	5	5	3	3	1	0	0	0	0	0	0	0	36.5	47.9
0500	22	0	0	0	3	9	5	2	3	0	0	0	0	0	0	0	38.3	50.3
0600	39	0	0	0	4	13	17	3	2	0	0	0	0	0	0	0	38	43.2
0700	62	0	0	0	9	18	23	10	2	0	0	0	0	0	0	0	38.2	45.5
0800	122	0	1	0	11	40	53	16	1	0	0	0	0	0	0	0	37.8	43.2
0900	202	0	0	0	14	104	71	12	0	0	1	0	0	0	0	0	36.7	41.5
1000	205	0	0	3	17	103	71	10	1	0	0	0	0	0	0	0	36.3	40.5
1100	306	0	0	2	32	178	90	3	1	0	0	0	0	0	0	0	35.6	39.4
1200	336	1	4	0	26	168	130	5	2	0	0	0	0	0	0	0	35.8	39.8
1300	262	0	0	15	20	137	83	6	1	0	0	0	0	0	0	0	35.4	40
1400	203	0	0	0	25	97	64	16	1	0	0	0	0	0	0	0	36.6	41.3
1500	216	0	0	3	27	112	63	11	0	0	0	0	0	0	0	0	35.4	40.1
1600	213	0	0	0	25	120	60	8	0	0	0	0	0	0	0	0	35.5	39.1
1700	198	0	0	0	32	99	56	10	1	0	0	0	0	0	0	0	35.6	40
1800	182	0	0	20	92	54	16	0	0	0	0	0	0	0	0	0	30.2	35.4
1900	162	0	0	17	72	58	13	2	0	0	0	0	0	0	0	0	30.7	35
2000	82	0	1	9	31	30	11	0	0	0	0	0	0	0	0	0	31	36.8
2100	60	0	1	2	18	20	18	1	0	0	0	0	0	0	0	0	33.3	38.7
2200	33	0	0	2	10	15	3	3	0	0	0	0	0	0	0	0	33.9	42.5
2300	18	0	0	0	2	8	5	2	1	0	0	0	0	0	0	0	37.1	45.5
07-19	2507	1	5	43	330	1230	780	107	10	0	1	0	0	0	0	0	35.6	40.2
06-22	2850	1	7	71	455	1351	839	113	12	0	1	0	0	0	0	0	35.2	39.8
06-00	2901	1	7	73	467	1374	847	118	13	0	1	0	0	0	0	0	35.2	39.8
00-00	2985	1	8	76	483	1413	861	125	17	0	1	0	0	0	0	0	35.2	39.8

11 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	4	3	2	4	0	0	0	0	0	0	0	0	36.9	45.9
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.7	-
0200	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	29.4	-
0300	11	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	29.6	33.8
0400	31	0	0	3	10	10	8	0	0	0	0	0	0	0	0	0	32.5	38.5
0500	77	0	0	1	16	46	13	1	0	0	0	0	0	0	0	0	33.6	38
0600	246	0	0	3	40	113	73	16	1	0	0	0	0	0	0	0	35.5	40.3
0700	503	0	0	3	102	264	121	12	1	0	0	0	0	0	0	0	34.7	39
0800	554	0	0	0	118	350	85	1	0	0	0	0	0	0	0	0	33.8	37.4
0900	247	0	0	1	30	133	76	7	0	0	0	0	0	0	0	0	35.8	40.6
1000	188	0	0	0	5	116	57	7	3	0	0	0	0	0	0	0	36.6	40
1100	170	0	3	2	34	65	56	8	2	0	0	0	0	0	0	0	35.3	40.5
1200	184	0	0	13	39	87	40	4	0	1	0	0	0	0	0	0	33.8	38.6
1300	256	0	2	5	57	115	67	10	0	0	0	0	0	0	0	0	34.6	40
1400	275	0	1	6	35	120	94	18	0	1	0	0	0	0	0	0	36.2	41.2
1500	330	0	0	8	36	179	98	7	2	0	0	0	0	0	0	0	35.4	39.6
1600	339	0	1	0	65	154	107	11	1	0	0	0	0	0	0	0	35.2	39.6
1700	386	0	0	2	64	182	125	12	1	0	0	0	0	0	0	0	35.4	39.8
1800	249	0	0	9	81	100	51	8	0	0	0	0	0	0	0	0	33.5	38.6
1900	130	0	0	1	26	69	25	7	1	0	1	0	0	0	0	0	35	39.3
2000	70	0	0	0	8	41	12	6	2	1	0	0	0	0	0	0	36.5	41.9
2100	63	1	0	0	14	22	21	5	0	0	0	0	0	0	0	0	35.6	42.1
2200	38	0	0	0	4	19	9	6	0	0	0	0	0	0	0	0	37.1	45.2
2300	18	0	0	0	2	7	5	4	0	0	0	0	0	0	0	0	38.1	47.6
07-19	3681	0	7	49	666	1865	977	105	10	2	0	0	0	0	0	0	34.9	39.5
06-22	4190	1	7	53	754	2110	1108	139	14	3	1	0	0	0	0	0	35	39.6
06-00	4246	1	7	53	760	2136	1122	149	14	3	1	0	0	0	0	0	35	39.7
00-00	4383	1	7	59	796	2202	1145	155	14	3	1	0	0	0	0	0	35	39.7

12 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	35.9	-
0100	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	38.4	-
0200	4	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	41.7	-
0300	16	0	0	1	2	6	7	0	0	0	0	0	0	0	0	0	34.9	40.8
0400	18	0	0	0	4	8	4	1	1	0	0	0	0	0	0	0	35.4	41.3
0500	70	0	0	1	12	19	23	13	1	1	0	0	0	0	0	0	37.6	44.3
0600	248	0	0	10	16	126	76	17	3	0	0	0	0	0	0	0	36.1	40.9
0700	535	0	0	1	91	309	131	3	0	0	0	0	0	0	0	0	34.7	38.4
0800	536	0	0	2	94	362	73	5	0	0	0	0	0	0	0	0	34	37.2
0900	366	0	1	11	62	215	71	6	0	0	0	0	0	0	0	0	34.1	38.3
1000	235	0	0	1	56	126	51	1	0	0	0	0	0	0	0	0	34.1	37.9
1100	235	0	1	20	55	116	40	3	0	0	0	0	0	0	0	0	33.1	37.6
1200	236	0	0	0	36	135	59	6	0	0	0	0	0	0	0	0	34.9	39.4
1300	192	0	0	1	32	110	42	5	2	0	0	0	0	0	0	0	35.2	39.6
1400	272	0	0	0	35	143	80	12	2	0	0	0	0	0	0	0	36	40.7
1500	345	0	0	1	41	179	114	10	0	0	0	0	0	0	0	0	35.9	40.7
1600	362	0	0	0	13	184	134	27	4	0	0	0	0	0	0	0	37.3	41.4
1700	392	0	0	13	75	198	96	9	1	0	0	0	0	0	0	0	34.4	39.2
1800	233	0	0	1	63	92	68	9	0	0	0	0	0	0	0	0	34.6	39.8
1900	138	0	0	4	43	58	29	3	1	0	0	0	0	0	0	0	33.8	38.5
2000	69	0	0	1	13	31	17	5	2	0	0	0	0	0	0	0	35.8	41.2
2100	71	0	0	1	15	26	25	3	1	0	0	0	0	0	0	0	35.5	40.6
2200	43	0	0	0	6	15	15	7	0	0	0	0	0	0	0	0	37.4	43.6
2300	26	0	0	0	3	7	12	4	0	0	0	0	0	0	0	0	38.1	45.5
07-19	3939	0	2	51	653	2169	959	96	9	0	0	0	0	0	0	0	34.9	39.3
06-22	4465	0	2	67	740	2410	1106	124	16	0	0	0	0	0	0	0	34.9	39.4
06-00	4534	0	2	67	749	2432	1133	135	16	0	0	0	0	0	0	0	35	39.5
00-00	4654	0	2	70	768	2472	1169	153	19	1	0	0	0	0	0	0	35	39.5

14 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	3	5	4	4	0	0	0	0	0	0	0	0	38.4	47.7
0100	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	36	-
0200	6	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	30.3	-
0300	15	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	36.5	42.9
0400	28	0	0	1	6	4	11	5	1	0	0	0	0	0	0	0	37.6	45.6
0500	92	0	0	2	13	42	24	11	0	0	0	0	0	0	0	0	36.1	42.4
0600	241	0	0	2	42	69	89	30	8	0	1	0	0	0	0	0	37.5	44
0700	520	0	0	0	24	263	206	25	1	1	0	0	0	0	0	0	37.1	41.3
0800	503	0	0	4	52	299	133	12	1	0	0	0	0	2	0	0	35.8	39.5
0900	261	0	1	3	12	112	107	23	3	0	0	0	0	0	0	0	37.4	42.5
1000	256	0	1	19	55	124	48	6	0	0	3	0	0	0	0	0	33.7	39.7
1100	215	0	0	2	22	121	57	13	0	0	0	0	0	0	0	0	35.7	40.3
1200	220	0	0	1	17	88	90	20	4	0	0	0	0	0	0	0	37.5	42.4
1300	246	0	0	0	39	116	76	13	2	0	0	0	0	0	0	0	36.1	41.3
1400	317	0	11	11	28	135	106	20	5	1	0	0	0	0	0	0	35.7	40.9
1500	344	0	3	4	23	153	140	19	2	0	0	0	0	0	0	0	36.7	41.2
1600	388	0	0	4	43	171	143	21	4	1	0	1	0	0	0	0	36.8	41.6
1700	354	0	0	0	15	166	150	21	2	0	0	0	0	0	0	0	37.4	41.6
1800	258	0	0	4	70	110	65	7	2	0	0	0	0	0	0	0	34.4	39.1
1900	161	0	0	3	25	84	45	4	0	0	0	0	0	0	0	0	34.9	38.6
2000	90	0	0	2	16	49	20	3	0	0	0	0	0	0	0	0	34.5	38.5
2100	74	0	0	2	8	37	22	1	3	1	0	0	0	0	0	0	36	40
2200	58	0	0	0	6	21	20	9	2	0	0	0	0	0	0	0	38.1	44
2300	33	0	0	0	3	15	13	1	1	0	0	0	0	0	0	0	37	41.9
07-19	3882	0	16	52	400	1858	1321	200	26	3	3	1	0	2	0	0	36.3	40.8
06-22	4448	0	16	61	491	2097	1497	238	37	4	4	1	0	2	0	0	36.3	40.9
06-00	4539	0	16	61	500	2133	1530	248	40	4	4	1	0	2	0	0	36.3	40.9
00-00	4703	0	16	65	527	2195	1578	270	41	4	4	1	0	2	0	0	36.3	41

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	29659	21	87	495	4318	14009	8983	1489	215	30	9	1	0	2	0	0	35.7	40.5



SITE: Site 6 Week 1 - Baldock Road Buntingford

LOCATION: Attached to sign in hedgerow

GRID REFERENCE: 51.947838, -0.036589

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

08 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	2	8	4	5	2	0	1	0	0	0	0	0	40.6	48.6
0100	10	0	0	0	0	5	2	1	0	1	1	0	0	0	0	0	42.6	-
0200	6	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	36.5	-
0300	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	42	-
0400	13	0	0	0	1	4	4	4	0	0	0	0	0	0	0	0	39.2	45.4
0500	60	0	0	2	2	17	16	18	3	2	0	0	0	0	0	0	40.6	48
0600	159	0	0	0	4	30	73	39	12	1	0	0	0	0	0	0	41.6	47.3
0700	377	0	0	0	29	113	151	77	6	1	0	0	0	0	0	0	39.1	45.1
0800	437	1	0	1	41	158	173	58	5	0	0	0	0	0	0	0	37.9	43.3
0900	293	0	0	2	30	119	114	19	9	0	0	0	0	0	0	0	37.3	41.7
1000	260	0	0	2	26	90	107	28	5	2	0	0	0	0	0	0	37.9	43.3
1100	274	0	0	2	36	106	95	31	4	0	0	0	0	0	0	0	37.2	42.8
1200	299	0	0	0	35	108	115	36	5	0	0	0	0	0	0	0	37.8	43.3
1300	249	0	1	10	21	83	92	31	9	2	0	0	0	0	0	0	37.9	44.2
1400	327	0	0	3	54	119	117	27	7	0	0	0	0	0	0	0	36.7	42.3
1500	434	0	0	5	41	162	172	44	8	2	0	0	0	0	0	0	37.6	42.8
1600	542	0	10	2	59	201	195	68	7	0	0	0	0	0	0	0	37.1	42.9
1700	472	0	0	2	46	167	199	49	6	2	0	1	0	0	0	0	37.9	42.7
1800	221	0	1	6	25	64	84	26	14	1	0	0	0	0	0	0	38.3	46.3
1900	139	0	0	0	16	54	54	12	2	1	0	0	0	0	0	0	37.4	42.4
2000	93	0	0	0	9	27	34	19	3	0	1	0	0	0	0	0	39.5	45.3
2100	78	0	0	1	10	22	28	12	5	0	0	0	0	0	0	0	38.6	46.1
2200	46	0	0	1	6	20	12	5	2	0	0	0	0	0	0	0	36.7	43.8
2300	37	0	1	2	5	10	12	4	2	1	0	0	0	0	0	0	37.6	45.8
07-19	4185	1	12	35	443	1490	1614	494	85	10	0	1	0	0	0	0	37.7	43.3
06-22	4654	1	12	36	482	1623	1803	576	107	12	1	1	0	0	0	0	37.9	43.5
06-00	4737	1	13	39	493	1653	1827	585	111	13	1	1	0	0	0	0	37.9	43.5
00-00	4852	1	13	41	499	1691	1856	613	118	16	3	1	0	0	0	0	37.9	43.6

09 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	27	0	0	0	4	5	11	0	4	3	0	0	0	0	0	0	40.9	52.3
0100	7	0	0	1	1	1	1	1	1	0	1	0	0	0	0	0	41.2	-
0200	10	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	38.4	-
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	46	-
0400	9	0	0	0	0	1	3	3	1	0	0	1	0	0	0	0	46	-
0500	22	0	0	0	0	4	13	3	2	0	0	0	0	0	0	0	41.1	46.6
0600	42	0	0	0	0	8	15	12	5	2	0	0	0	0	0	0	43.3	52.4
0700	107	0	0	0	5	25	46	29	2	0	0	0	0	0	0	0	40.2	46.5
0800	226	0	0	3	6	70	94	45	7	1	0	0	0	0	0	0	39.6	46.1
0900	304	0	7	3	17	86	136	43	11	1	0	0	0	0	0	0	38.5	44.5
1000	335	0	4	8	23	112	144	39	4	0	1	0	0	0	0	0	37.7	43.2
1100	411	0	0	4	31	123	189	48	13	3	0	0	0	0	0	0	38.7	43.6
1200	386	0	1	4	37	146	140	54	4	0	0	0	0	0	0	0	37.4	43.6
1300	316	0	5	0	22	100	128	49	10	2	0	0	0	0	0	0	38.7	44.5
1400	285	0	0	3	9	89	130	46	6	1	1	0	0	0	0	0	39.1	44.3
1500	258	0	0	2	11	85	99	51	9	1	0	0	0	0	0	0	39.3	45.2
1600	265	0	0	0	24	85	106	37	8	5	0	0	0	0	0	0	38.8	44
1700	244	0	0	1	17	97	92	29	4	2	0	0	2	0	0	0	38.5	43.6
1800	148	0	0	2	12	51	59	21	2	1	0	0	0	0	0	0	38.3	43.6
1900	116	0	0	7	15	33	46	14	1	0	0	0	0	0	0	0	36.7	43.1
2000	89	0	0	0	9	34	31	13	0	0	2	0	0	0	0	0	38.5	44.2
2100	65	0	0	2	6	19	27	9	2	0	0	0	0	0	0	0	38.4	44.9
2200	60	0	1	1	6	27	16	7	2	0	0	0	0	0	0	0	36.9	43.6
2300	33	0	0	0	1	16	13	2	1	0	0	0	0	0	0	0	37.6	42.9
07-19	3285	0	17	30	214	1069	1363	491	80	17	2	0	2	0	0	0	38.6	44.1
06-22	3597	0	17	39	244	1163	1482	539	88	19	4	0	2	0	0	0	38.6	44.1
06-00	3690	0	18	40	251	1206	1511	548	91	19	4	0	2	0	0	0	38.6	44.1
00-00	3768	0	18	41	257	1221	1543	558	100	22	5	1	2	0	0	0	38.6	44.2

10 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	28	0	0	0	4	9	8	5	2	0	0	0	0	0	0	0	38.1	46.2
0100	10	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	34.1	-
0200	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	36	-
0300	6	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	42	-
0400	11	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	38.4	42.5
0500	10	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	40.4	-
0600	41	0	0	0	0	10	13	11	7	0	0	0	0	0	0	0	42.8	51.6
0700	61	0	0	0	1	15	31	12	1	1	0	0	0	0	0	0	40.1	45.3
0800	126	0	0	1	0	30	54	39	2	0	0	0	0	0	0	0	41	45.9
0900	202	0	0	0	18	59	97	24	4	0	0	0	0	0	0	0	38.5	43.3
1000	247	1	0	2	13	90	109	30	2	0	0	0	0	0	0	0	38.1	42.9
1100	336	0	0	2	30	138	132	27	6	1	0	0	0	0	0	0	37.4	42.5
1200	351	0	1	6	19	150	138	36	1	0	0	0	0	0	0	0	37.4	42.5
1300	271	0	0	1	17	93	123	30	4	2	1	0	0	0	0	0	38.5	43.3
1400	220	0	0	1	16	80	89	26	5	3	0	0	0	0	0	0	38.2	43.8
1500	207	0	0	2	15	71	88	26	5	0	0	0	0	0	0	0	37.9	43.5
1600	190	0	0	0	7	67	86	19	11	0	0	0	0	0	0	0	39.2	44
1700	176	0	0	0	14	50	76	27	9	0	0	0	0	0	0	0	39	45.5
1800	161	0	0	6	29	58	49	17	1	1	0	0	0	0	0	0	35.9	42.4
1900	152	0	0	8	17	62	45	18	2	0	0	0	0	0	0	0	36.5	43.2
2000	96	0	0	2	9	35	44	6	0	0	0	0	0	0	0	0	36.9	41.1
2100	61	0	0	0	2	28	26	3	2	0	0	0	0	0	0	0	38.1	41.7
2200	40	0	0	2	1	13	18	3	2	1	0	0	0	0	0	0	38.5	43.6
2300	17	0	0	0	3	5	6	2	1	0	0	0	0	0	0	0	37.5	44.9
07-19	2548	1	1	21	179	901	1072	313	51	8	1	0	0	0	0	0	38.2	43.4
06-22	2898	1	1	31	207	1036	1200	351	62	8	1	0	0	0	0	0	38.1	43.4
06-00	2955	1	1	33	211	1054	1224	356	65	9	1	0	0	0	0	0	38.1	43.4
00-00	3028	1	1	33	222	1081	1243	369	68	9	1	0	0	0	0	0	38.1	43.5

11 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	41.6	-
0100	16	0	0	0	1	9	5	0	1	0	0	0	0	0	0	0	36.8	41.9
0200	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	38.1	-
0300	5	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	37.2	-
0400	12	0	0	1	0	3	6	1	1	0	0	0	0	0	0	0	38.2	45.6
0500	59	0	0	0	6	20	20	12	1	0	0	0	0	0	0	0	38.4	45.2
0600	188	0	0	0	11	44	93	35	5	0	0	0	0	0	0	0	39.6	44.5
0700	434	0	0	2	45	161	165	55	6	0	0	0	0	0	0	0	37.6	43.3
0800	467	0	0	5	46	208	183	22	3	0	0	0	0	0	0	0	36.6	41.2
0900	237	0	0	1	39	109	75	11	2	0	0	0	0	0	0	0	35.8	41.3
1000	181	0	1	4	34	85	46	10	1	0	0	0	0	0	0	0	35	40.2
1100	160	0	0	0	37	75	37	11	0	0	0	0	0	0	0	0	35	40.3
1200	253	0	1	4	58	105	65	16	3	1	0	0	0	0	0	0	35.3	40.9
1300	221	0	0	4	27	82	80	18	7	2	1	0	0	0	0	0	37.4	42.7
1400	295	0	0	0	17	130	112	35	1	0	0	0	0	0	0	0	37.6	43
1500	398	0	0	5	47	162	144	37	3	0	0	0	0	0	0	0	36.9	41.7
1600	468	0	0	9	49	173	182	42	11	2	0	0	0	0	0	0	37.3	42.8
1700	455	0	0	2	41	188	168	48	7	1	0	0	0	0	0	0	37.7	42.8
1800	221	0	0	4	32	84	72	26	2	1	0	0	0	0	0	0	36.7	42.9
1900	124	0	0	3	18	44	41	14	4	0	0	0	0	0	0	0	37.1	43.6
2000	78	0	0	3	7	24	25	11	5	2	1	0	0	0	0	0	38.9	46.4
2100	55	1	0	0	5	17	23	5	3	1	0	0	0	0	0	0	38.5	45.7
2200	39	0	0	1	4	11	13	6	4	0	0	0	0	0	0	0	38.7	46.4
2300	25	0	0	0	3	6	8	5	2	1	0	0	0	0	0	0	40.4	48.5
07-19	3790	0	2	40	472	1562	1329	331	46	7	1	0	0	0	0	0	36.8	42.2
06-22	4235	1	2	46	513	1691	1511	396	63	10	2	0	0	0	0	0	37	42.4
06-00	4299	1	2	47	520	1708	1532	407	69	11	2	0	0	0	0	0	37	42.5
00-00	4404	1	2	48	530	1744	1568	424	74	11	2	0	0	0	0	0	37.1	42.6

12 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	38	0	0	0	5	12	13	8	0	0	0	0	0	0	0	0	38.1	44.1
0100	8	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	38.7	-
0200	8	0	0	0	0	5	1	0	2	0	0	0	0	0	0	0	39	-
0300	7	0	0	0	2	3	0	1	1	0	0	0	0	0	0	0	37.2	-
0400	23	0	0	0	2	8	9	3	1	0	0	0	0	0	0	0	39.4	45
0500	63	0	0	0	0	15	25	20	3	0	0	0	0	0	0	0	41.5	47.4
0600	200	0	0	0	23	59	80	29	8	1	0	0	0	0	0	0	38.7	44.7
0700	456	0	0	3	41	185	191	32	3	1	0	0	0	0	0	0	37.1	42
0800	529	0	0	1	103	268	134	23	0	0	0	0	0	0	0	0	35.1	39.5
0900	313	0	0	1	53	157	95	6	1	0	0	0	0	0	0	0	35.4	40.3
1000	259	0	0	0	48	114	77	20	0	0	0	0	0	0	0	0	35.9	40.8
1100	232	0	0	1	34	104	80	11	2	0	0	0	0	0	0	0	36.1	40.7
1200	255	0	0	5	38	102	97	13	0	0	0	0	0	0	0	0	36	41.3
1300	243	0	0	0	33	101	79	27	1	2	0	0	0	0	0	0	37	43
1400	286	0	0	3	47	121	90	20	5	0	0	0	0	0	0	0	36.3	41.4
1500	359	0	0	4	33	150	140	29	2	0	0	0	0	0	1	0	37.2	42.3
1600	451	0	0	1	26	179	192	49	4	0	0	0	0	0	0	0	38.2	42.9
1700	465	0	0	4	48	182	170	49	12	0	0	0	0	0	0	0	37.5	43
1800	221	0	2	3	32	68	84	28	3	1	0	0	0	0	0	0	37.5	43.5
1900	121	1	0	2	14	40	44	18	1	1	0	0	0	0	0	0	37.6	43.8
2000	83	0	0	2	7	27	23	21	2	1	0	0	0	0	0	0	39	47.4
2100	68	0	0	0	6	28	19	13	1	0	1	0	0	0	0	0	38.4	44.7
2200	36	0	0	0	4	13	11	8	0	0	0	0	0	0	0	0	37.9	45.5
2300	24	0	0	0	0	9	5	3	5	0	1	0	1	0	0	0	44	52.2
07-19	4069	0	2	26	536	1731	1429	307	33	4	0	0	0	0	1	0	36.7	41.9
06-22	4541	1	2	30	586	1885	1595	388	45	7	1	0	0	0	1	0	36.8	42.2
06-00	4601	1	2	30	590	1907	1611	399	50	7	2	0	1	0	1	0	36.9	42.2
00-00	4748	1	2	30	599	1953	1664	431	57	7	2	0	1	0	1	0	37	42.4

13 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	1	4	6	3	0	1	0	0	0	0	0	0	40	46.6
0100	5	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	38.2	-
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.7	-
0300	10	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	38	-
0400	10	0	0	0	0	1	5	1	3	0	0	0	0	0	0	0	44.7	-
0500	66	0	0	0	2	8	43	9	4	0	0	0	0	0	0	0	40.9	45.1
0600	212	0	0	0	0	59	93	50	8	2	0	0	0	0	0	0	40.7	45.5
0700	473	0	0	1	33	183	190	49	13	4	0	0	0	0	0	0	38.2	43.3
0800	522	0	1	1	58	195	209	53	4	1	0	0	0	0	0	0	37.3	42.2
0900	280	0	0	3	20	101	114	32	9	0	1	0	0	0	0	0	38.2	43.7
1000	260	0	0	4	33	118	80	22	2	1	0	0	0	0	0	0	36.6	42.5
1100	274	0	0	15	42	105	79	29	3	1	0	0	0	0	0	0	36	42.5
1200	269	0	0	3	32	100	89	39	6	0	0	0	0	0	0	0	37.3	43.8
1300	274	0	0	3	31	110	94	29	6	0	1	0	0	0	0	0	37.3	43
1400	298	0	0	5	22	111	115	37	8	0	0	0	0	0	0	0	37.9	43.5
1500	393	2	10	7	48	132	150	41	2	1	0	0	0	0	0	0	36.3	42.4
1600	528	0	0	2	41	166	226	78	15	0	0	0	0	0	0	0	38.5	44
1700	499	0	0	0	37	190	204	59	8	1	0	0	0	0	0	0	38.1	43.1
1800	246	0	1	4	39	88	76	30	7	1	0	0	0	0	0	0	37.1	43.7
1900	149	0	0	3	13	40	63	27	3	0	0	0	0	0	0	0	38.7	44.5
2000	98	0	0	3	9	24	41	13	7	1	0	0	0	0	0	0	39.2	46.6
2100	50	0	0	1	4	13	21	7	4	0	0	0	0	0	0	0	39.5	45.9
2200	51	0	0	0	5	17	14	11	3	1	0	0	0	0	0	0	39.7	47
2300	15	0	0	0	2	1	6	3	2	1	0	0	0	0	0	0	42.1	53.4
07-19	4316	2	12	48	436	1599	1626	498	83	10	2	0	0	0	0	0	37.5	43.2
06-22	4825	2	12	55	462	1735	1844	595	105	13	2	0	0	0	0	0	37.7	43.5
06-00	4891	2	12	55	469	1753	1864	609	110	15	2	0	0	0	0	0	37.8	43.5
00-00	4999	2	12	55	474	1771	1924	626	117	16	2	0	0	0	0	0	37.8	43.5

14 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	2	3	4	2	1	0	0	0	0	0	0	0	39.8	45.4
0100	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	37.2	-
0200	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	41.2	-
0300	5	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	42.9	-
0400	14	0	0	0	0	2	7	4	1	0	0	0	0	0	0	0	42.3	46.7
0500	52	0	0	1	2	8	16	18	7	0	0	0	0	0	0	0	42.4	49.1
0600	198	0	0	0	1	37	88	61	10	0	1	0	0	0	0	0	42	47.9
0700	460	0	0	8	34	118	211	76	11	2	0	0	0	0	0	0	38.9	44.2
0800	537	1	1	4	60	217	202	47	3	1	0	0	0	1	0	0	37	41.9
0900	325	0	0	3	19	131	135	31	6	0	0	0	0	0	0	0	37.9	42.8
1000	262	0	1	6	37	105	91	13	6	0	3	0	0	0	0	0	36.3	41
1100	246	0	0	9	36	96	78	22	5	0	0	0	0	0	0	0	36.3	42.5
1200	237	0	0	3	34	82	82	32	4	0	0	0	0	0	0	0	37.4	43.9
1300	288	0	0	1	31	109	113	31	3	0	0	0	0	0	0	0	37.5	42.6
1400	266	0	0	2	29	104	96	26	6	3	0	0	0	0	0	0	37.6	42.8
1500	402	0	1	7	42	171	123	49	7	2	0	0	0	0	0	0	37.3	43.3
1600	466	0	0	3	29	155	210	60	9	0	0	0	0	0	0	0	38.5	43.5
1700	473	0	0	0	27	160	205	63	16	2	0	0	0	0	0	0	38.9	44
1800	285	0	0	2	44	92	112	30	3	2	0	0	0	0	0	0	37.2	42.7
1900	132	0	0	6	14	37	49	17	8	1	0	0	0	0	0	0	38.2	46.2
2000	95	0	0	3	10	31	38	7	5	1	0	0	0	0	0	0	37.8	43.4
2100	59	0	0	0	4	22	24	6	3	0	0	0	0	0	0	0	38.9	44.1
2200	39	0	1	1	1	10	15	9	2	0	0	0	0	0	0	0	39.4	45.6
2300	20	0	0	0	3	4	7	4	1	1	0	0	0	0	0	0	39.6	48.5
07-19	4247	1	3	48	422	1540	1658	480	79	12	3	0	0	1	0	0	37.7	43.1
06-22	4731	1	3	57	451	1667	1857	571	105	14	4	0	0	1	0	0	37.9	43.4
06-00	4790	1	4	58	455	1681	1879	584	108	15	4	0	0	1	0	0	37.9	43.5
00-00	4883	1	4	59	461	1697	1912	611	117	16	4	0	0	1	0	0	38	43.6

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30682	7	52	307	3042	11158	11710	3632	651	97	19	2	3	1	1	0	37.8	43.4

16 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	20	0	0	0	2	6	8	2	2	0	0	0	0	0	0	0	38.8	46.8
0100	7	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	40	-
0200	11	0	0	0	0	10	0	1	0	0	0	0	0	0	0	0	36.1	38.3
0300	20	0	0	0	6	5	5	2	1	1	0	0	0	0	0	0	37.5	47.1
0400	16	0	0	0	1	8	6	0	1	0	0	0	0	0	0	0	36.2	41.1
0500	26	0	0	0	3	10	9	4	0	0	0	0	0	0	0	0	37.6	44.1
0600	85	0	0	1	3	18	41	22	0	0	0	0	0	0	0	0	40	45.5
0700	120	0	0	0	3	40	63	12	1	1	0	0	0	0	0	0	39.1	43.2
0800	146	0	0	0	4	39	69	28	6	0	0	0	0	0	0	0	40	45.2
0900	231	1	0	0	22	94	93	18	3	0	0	0	0	0	0	0	37.1	42.2
1000	299	1	3	0	23	112	139	20	1	0	0	0	0	0	0	0	37.3	41.6
1100	354	4	0	7	13	139	153	34	3	0	0	1	0	0	0	0	37.5	42.7
1200	298	0	0	0	30	110	134	19	1	4	0	0	0	0	0	0	37.7	42.2
1300	338	0	1	10	24	145	137	19	1	1	0	0	0	0	0	0	36.6	41.3
1400	219	0	0	0	15	88	89	23	3	0	1	0	0	0	0	0	38	43.2
1500	219	0	0	0	1	79	103	29	5	2	0	0	0	0	0	0	39.3	44.3
1600	275	1	5	2	32	108	89	35	3	0	0	0	0	0	0	0	36.6	43.2
1700	218	0	0	0	19	72	105	20	2	0	0	0	0	0	0	0	37.7	41.8
1800	163	0	0	0	40	79	33	11	0	0	0	0	0	0	0	0	35	40.6
1900	125	0	7	8	18	52	33	5	1	1	0	0	0	0	0	0	33.9	41
2000	73	0	0	0	10	42	16	5	0	0	0	0	0	0	0	0	35.3	40.4
2100	52	0	0	0	4	25	20	3	0	0	0	0	0	0	0	0	36.6	41.3
2200	63	0	0	0	12	35	11	4	1	0	0	0	0	0	0	0	35.2	41.7
2300	44	0	0	0	17	11	8	6	2	0	0	0	0	0	0	0	35.1	44.4
07-19	2880	7	9	19	226	1105	1207	268	29	8	1	1	0	0	0	0	37.5	42.4
06-22	3215	7	16	28	261	1242	1317	303	30	9	1	1	0	0	0	0	37.4	42.4
06-00	3322	7	16	28	290	1288	1336	313	33	9	1	1	0	0	0	0	37.3	42.4
00-00	3422	7	16	28	302	1330	1366	324	37	10	1	1	0	0	0	0	37.3	42.4

17 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	2	10	7	2	0	0	0	0	0	0	0	0	36.2	42.3
0100	11	0	0	0	1	3	5	1	1	0	0	0	0	0	0	0	38.4	48.9
0200	10	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	36.5	-
0300	15	0	0	1	1	7	4	1	0	1	0	0	0	0	0	0	36.7	43.5
0400	15	0	0	1	3	5	5	1	0	0	0	0	0	0	0	0	34.9	41.7
0500	20	0	0	1	1	13	5	0	0	0	0	0	0	0	0	0	35.3	41.3
0600	31	0	0	0	2	8	11	8	1	1	0	0	0	0	0	0	40.3	46
0700	68	0	0	0	1	27	26	11	2	0	1	0	0	0	0	0	39.5	44.3
0800	110	0	0	0	1	37	51	17	3	0	1	0	0	0	0	0	39.7	44
0900	182	0	8	5	8	87	63	8	2	1	0	0	0	0	0	0	35.8	41
1000	180	0	0	0	9	85	77	8	1	0	0	0	0	0	0	0	37.1	40.9
1100	265	0	0	1	26	125	101	10	2	0	0	0	0	0	0	0	36.5	40.5
1200	279	0	0	0	12	143	112	11	1	0	0	0	0	0	0	0	36.8	40
1300	258	0	4	2	23	101	98	24	5	1	0	0	0	0	0	0	37.1	42.7
1400	258	0	0	3	30	109	98	17	0	1	0	0	0	0	0	0	36.8	41.7
1500	234	0	0	9	16	93	91	21	3	1	0	0	0	0	0	0	37.1	42.5
1600	220	0	0	0	40	98	72	8	1	1	0	0	0	0	0	0	35.9	41
1700	237	0	0	1	27	119	70	14	5	1	0	0	0	0	0	0	36.6	41.8
1800	141	0	0	0	21	74	33	7	5	1	0	0	0	0	0	0	36.1	40.7
1900	113	0	1	9	23	51	28	1	0	0	0	0	0	0	0	0	33.3	38.7
2000	82	0	0	0	17	43	19	3	0	0	0	0	0	0	0	0	34.6	38.6
2100	58	0	0	3	11	22	21	1	0	0	0	0	0	0	0	0	35	40.5
2200	41	0	0	0	2	21	15	2	1	0	0	0	0	0	0	0	37.4	42.4
2300	23	0	0	0	2	14	4	2	1	0	0	0	0	0	0	0	36.5	42.5
07-19	2432	0	12	21	214	1098	892	156	30	7	2	0	0	0	0	0	36.8	41.6
06-22	2716	0	13	33	267	1222	971	169	31	8	2	0	0	0	0	0	36.6	41.4
06-00	2780	0	13	33	271	1257	990	173	33	8	2	0	0	0	0	0	36.6	41.5
00-00	2872	0	13	36	280	1299	1021	178	34	9	2	0	0	0	0	0	36.6	41.5

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	35.7	-
0100	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	32.9	-
0200	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	35.4	-
0300	13	0	0	0	5	5	2	1	0	0	0	0	0	0	0	0	34.6	42.3
0400	23	0	0	0	2	9	9	2	1	0	0	0	0	0	0	0	38.1	44.1
0500	79	0	0	0	6	25	31	14	1	1	1	0	0	0	0	0	39.1	44.6
0600	231	0	0	3	8	98	87	30	5	0	0	0	0	0	0	0	38.3	43.6
0700	561	0	0	0	59	234	234	32	2	0	0	0	0	0	0	0	37	41.6
0800	450	0	2	5	45	179	203	15	0	0	0	0	1	0	0	0	36.6	40.7
0900	283	0	0	0	17	128	106	27	5	0	0	0	0	0	0	0	37.6	42.2
1000	216	0	2	8	45	90	65	6	0	0	0	0	0	0	0	0	34.4	39.9
1100	227	0	0	0	24	100	81	20	2	0	0	0	0	0	0	0	37	41.9
1200	209	0	1	2	16	85	88	13	4	0	0	0	0	0	0	0	37.2	41.7
1300	228	0	2	14	30	81	82	15	4	0	0	0	0	0	0	0	35.8	41
1400	330	0	0	8	55	156	84	22	5	0	0	0	0	0	0	0	35.4	40.4
1500	309	0	2	9	25	147	106	19	1	0	0	0	0	0	0	0	36	40.5
1600	348	0	0	8	30	146	139	23	2	0	0	0	0	0	0	0	36.8	41.7
1700	366	0	0	0	9	183	145	28	1	0	0	0	0	0	0	0	37.4	41.8
1800	260	0	0	2	41	105	98	14	0	0	0	0	0	0	0	0	36.4	41.8
1900	135	0	0	5	24	61	31	14	0	0	0	0	0	0	0	0	35.2	41.2
2000	94	0	0	2	15	44	27	6	0	0	0	0	0	0	0	0	35.2	40.3
2100	73	0	0	1	20	24	22	4	1	1	0	0	0	0	0	0	35.7	42.3
2200	42	0	0	0	3	19	16	4	0	0	0	0	0	0	0	0	37.6	42.1
2300	10	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	40.6	-
07-19	3787	0	9	56	396	1634	1431	234	26	0	0	0	1	0	0	0	36.5	41.4
06-22	4320	0	9	67	463	1861	1598	288	32	1	0	0	1	0	0	0	36.5	41.5
06-00	4372	0	9	67	466	1882	1621	293	32	1	0	0	1	0	0	0	36.6	41.5
00-00	4503	0	9	67	480	1932	1667	310	34	2	1	0	1	0	0	0	36.6	41.6

19 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	0	1	3	3	2	2	0	0	0	0	0	0	0	41.5	53.6
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.9	-
0200	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	40.4	-
0300	7	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	36.2	-
0400	20	0	0	0	2	11	7	0	0	0	0	0	0	0	0	0	35.4	40.5
0500	75	0	0	0	3	22	24	20	5	1	0	0	0	0	0	0	41.4	48.6
0600	224	0	0	0	25	97	70	23	8	1	0	0	0	0	0	0	37.4	43.2
0700	559	0	0	37	76	255	170	18	2	0	0	0	0	0	0	1	35	39.9
0800	487	0	0	0	89	280	100	15	3	0	0	0	0	0	0	0	34.9	39.3
0900	255	0	0	10	40	132	66	5	2	0	0	0	0	0	0	0	34.8	39.3
1000	220	0	0	13	61	88	48	10	0	0	0	0	0	0	0	0	33.9	39.8
1100	206	0	0	3	11	91	81	19	1	0	0	0	0	0	0	0	37.3	42.2
1200	223	0	0	1	15	127	63	14	2	1	0	0	0	0	0	0	36.6	41
1300	230	0	3	5	22	127	62	10	1	0	0	0	0	0	0	0	35.4	40.4
1400	325	0	2	23	51	148	83	13	5	0	0	0	0	0	0	0	34.6	40.1
1500	344	0	0	1	37	161	127	15	3	0	0	0	0	0	0	0	36.6	41.1
1600	394	0	0	1	55	171	141	24	2	0	0	0	0	0	0	0	36.3	41.3
1700	350	0	0	2	47	167	114	17	3	0	0	0	0	0	0	0	36.3	41
1800	295	0	0	0	43	144	86	19	3	0	0	0	0	0	0	0	36	40.7
1900	166	0	0	0	23	93	45	5	0	0	0	0	0	0	0	0	35.6	40.4
2000	85	0	0	1	15	41	19	5	3	1	0	0	0	0	0	0	36.4	42
2100	59	0	0	0	11	23	16	6	3	0	0	0	0	0	0	0	37.3	43.6
2200	53	0	0	0	1	23	22	5	1	1	0	0	0	0	0	0	38.9	42.8
2300	25	0	0	2	0	7	10	5	1	0	0	0	0	0	0	0	39.5	48.1
07-19	3888	0	5	96	547	1891	1141	179	27	1	0	0	0	0	0	1	35.6	40.4
06-22	4422	0	5	97	621	2145	1291	218	41	3	0	0	0	0	0	1	35.7	40.6
06-00	4500	0	5	99	622	2175	1323	228	43	4	0	0	0	0	0	1	35.8	40.7
00-00	4619	0	5	99	630	2215	1362	252	50	5	0	0	0	0	0	1	35.9	40.9

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	36.4	-
0100	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	43.9	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	34.6	-
0300	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	37.8	-
0400	18	0	0	0	2	8	7	0	0	1	0	0	0	0	0	0	37.1	42.1
0500	71	0	0	0	9	31	19	10	2	0	0	0	0	0	0	0	37.9	44.4
0600	255	0	0	0	7	130	101	14	3	0	0	0	0	0	0	0	37.6	41.6
0700	547	0	0	2	63	269	197	13	3	0	0	0	0	0	0	0	36	40
0800	545	0	0	8	79	292	155	11	0	0	0	0	0	0	0	0	35.2	39.1
0900	322	0	0	5	51	187	70	8	1	0	0	0	0	0	0	0	34.9	39.5
1000	244	0	2	10	11	105	94	21	1	0	0	0	0	0	0	0	36.9	41.4
1100	253	5	3	7	37	126	63	12	0	0	0	0	0	0	0	0	34.5	39.9
1200	278	0	0	2	46	133	85	8	4	0	0	0	0	0	0	0	35.7	40
1300	266	0	0	0	23	115	116	11	1	0	0	0	0	0	0	0	36.9	40.7
1400	320	0	3	4	58	157	82	15	1	0	0	0	0	0	0	0	35	40.2
1500	417	0	7	1	42	224	119	20	3	1	0	0	0	0	0	0	35.7	40.1
1600	436	0	0	19	61	205	139	8	3	1	0	0	0	0	0	0	35.2	40
1700	376	2	1	2	46	188	119	14	2	0	0	0	2	0	0	0	36.1	40.3
1800	289	0	0	4	28	181	62	12	2	0	0	0	0	0	0	0	35.5	39.9
1900	161	0	0	12	33	74	36	4	1	1	0	0	0	0	0	0	34.2	39.4
2000	104	0	0	0	13	66	19	5	1	0	0	0	0	0	0	0	35.5	39.6
2100	72	0	0	0	8	36	19	7	2	0	0	0	0	0	0	0	36.8	42.1
2200	56	0	0	0	6	29	16	2	3	0	0	0	0	0	0	0	36.5	41.5
2300	20	0	0	0	0	10	9	1	0	0	0	0	0	0	0	0	38.4	42.7
07-19	4293	7	16	64	545	2182	1301	153	21	2	0	0	2	0	0	0	35.6	40
06-22	4885	7	16	76	606	2488	1476	183	28	3	0	0	2	0	0	0	35.7	40.2
06-00	4961	7	16	76	612	2527	1501	186	31	3	0	0	2	0	0	0	35.7	40.2
00-00	5067	7	16	77	624	2571	1532	201	33	4	0	0	2	0	0	0	35.7	40.3

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	42.4	-
0100	6	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	36.9	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.1	-
0300	13	0	0	0	4	6	3	0	0	0	0	0	0	0	0	0	33.7	39.6
0400	19	0	0	1	3	3	9	2	1	0	0	0	0	0	0	0	38.2	43.7
0500	76	0	0	0	3	30	28	13	2	0	0	0	0	0	0	0	38.9	44.2
0600	230	0	0	4	8	97	102	18	1	0	0	0	0	0	0	0	37.6	42.4
0700	532	0	0	1	76	234	204	17	0	0	0	0	0	0	0	0	35.8	40.3
0800	474	0	0	3	40	265	154	12	0	0	0	0	0	0	0	0	35.8	39.6
0900	289	1	9	12	36	126	86	19	0	0	0	0	0	0	0	0	34.8	41.4
1000	251	0	0	0	36	129	72	13	1	0	0	0	0	0	0	0	35.8	39.5
1100	260	0	7	13	26	132	70	10	2	0	0	0	0	0	0	0	34.8	40.3
1200	241	0	0	6	52	126	51	4	2	0	0	0	0	0	0	0	34.4	39.3
1300	284	0	0	0	12	127	129	15	0	1	0	0	0	0	0	0	37.4	40.5
1400	347	0	2	5	54	157	112	14	0	2	0	0	0	1	0	0	35.7	39.9
1500	505	0	1	18	58	321	90	12	5	0	0	0	0	0	0	0	34.8	38.6
1600	477	0	0	6	52	283	124	9	1	0	0	0	1	1	0	0	35.4	39.1
1700	504	0	1	47	121	203	116	13	2	1	0	0	0	0	0	0	33.5	39.9
1800	358	0	0	1	92	185	64	13	1	1	1	0	0	0	0	0	34.2	38.7
1900	187	0	0	4	43	104	27	7	2	0	0	0	0	0	0	0	34.3	39
2000	112	0	0	0	13	46	44	7	2	0	0	0	0	0	0	0	36.8	41.2
2100	82	0	0	2	10	29	30	9	2	0	0	0	0	0	0	0	37.1	43
2200	75	0	0	0	12	39	20	2	2	0	0	0	0	0	0	0	35.2	41
2300	24	0	0	1	2	8	11	2	0	0	0	0	0	0	0	0	36.4	42.7
07-19	4522	1	20	112	655	2288	1272	151	14	5	1	0	1	2	0	0	35.2	39.7
06-22	5133	1	20	122	729	2564	1475	192	21	5	1	0	1	2	0	0	35.3	40
06-00	5232	1	20	123	743	2611	1506	196	23	5	1	0	1	2	0	0	35.3	40
00-00	5357	1	20	124	756	2655	1549	216	27	5	1	0	1	2	0	0	35.4	40.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	30498	17	89	493	3655	14147	10034	1761	248	41	5	1	4	2	0	1	36.1	41



SITE: Site 6 Week 2 - Baldock Road Buntingford

LOCATION: Attached to sign in hedgerow

GRID REFERENCE: 51.947838, -0.036589

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	37.1	42.3
0100	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	39.8	-
0200	8	0	0	0	0	0	3	3	1	0	1	0	0	0	0	0	46.2	-
0300	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	37.7	-
0400	12	0	0	0	0	3	4	5	0	0	0	0	0	0	0	0	42.5	48.8
0500	58	0	0	0	0	14	29	12	3	0	0	0	0	0	0	0	40.7	45.3
0600	161	0	2	0	4	29	68	43	11	3	1	0	0	0	0	0	41.6	47.9
0700	354	0	0	0	37	96	142	66	12	1	0	0	0	0	0	0	39	44.6
0800	426	0	0	5	31	168	162	56	2	2	0	0	0	0	0	0	37.7	43.2
0900	298	1	0	3	32	125	99	29	7	1	1	0	0	0	0	0	37.2	42.9
1000	295	0	0	3	37	135	92	26	1	1	0	0	0	0	0	0	36.7	42.3
1100	295	0	2	4	33	112	106	31	5	2	0	0	0	0	0	0	37.1	42.8
1200	300	0	1	15	39	113	103	26	2	1	0	0	0	0	0	0	36	42.6
1300	300	0	0	3	53	90	110	40	4	0	0	0	0	0	0	0	37.1	43.4
1400	351	0	3	8	46	136	118	35	5	0	0	0	0	0	0	0	36.5	42.9
1500	467	0	0	0	50	168	186	57	5	1	0	0	0	0	0	0	37.8	43.2
1600	505	1	0	2	41	197	184	66	13	1	0	0	0	0	0	0	38.1	43.8
1700	389	1	0	3	36	125	154	59	10	1	0	0	0	0	0	0	38.3	44.5
1800	229	0	0	0	13	87	85	38	4	2	0	0	0	0	0	0	38.7	44.8
1900	124	0	0	3	14	51	39	14	3	0	0	0	0	0	0	0	37	43
2000	88	0	2	2	11	31	24	17	1	0	0	0	0	0	0	0	36.9	44.7
2100	61	0	0	0	9	29	16	6	1	0	0	0	0	0	0	0	36	42
2200	46	1	0	0	2	19	20	3	1	0	0	0	0	0	0	0	37.7	42.9
2300	36	0	0	1	0	14	11	7	3	0	0	0	0	0	0	0	39.7	47.3
07-19	4209	3	6	46	448	1552	1541	529	70	13	1	0	0	0	0	0	37.6	43.4
06-22	4643	3	10	51	486	1692	1688	609	86	16	2	0	0	0	0	0	37.7	43.6
06-00	4725	4	10	52	488	1725	1719	619	90	16	2	0	0	0	0	0	37.7	43.6
00-00	4822	4	10	52	491	1750	1758	644	94	16	3	0	0	0	0	0	37.7	43.6

16 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	2	3	7	2	1	0	0	0	0	0	0	0	39.3	47.4
0100	5	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	42.1	-
0200	10	0	0	0	0	2	3	2	3	0	0	0	0	0	0	0	43.6	-
0300	6	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	32.9	-
0400	9	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	45.4	-
0500	20	0	0	0	0	6	5	7	2	0	0	0	0	0	0	0	42	48.8
0600	55	0	0	1	0	11	24	14	4	1	0	0	0	0	0	0	41.5	47.9
0700	102	0	0	0	4	26	33	30	7	2	0	0	0	0	0	0	41.7	48.6
0800	187	0	0	1	6	52	77	33	15	3	0	0	0	0	0	0	40.5	47.1
0900	289	0	0	0	20	83	133	44	7	1	1	0	0	0	0	0	39	44.2
1000	285	0	1	1	25	95	104	48	10	1	0	0	0	0	0	0	38.6	44.6
1100	368	2	5	6	31	127	147	47	3	0	0	0	0	0	0	0	37.3	43
1200	416	0	0	3	32	116	192	55	15	1	2	0	0	0	0	0	39.1	44.1
1300	342	0	0	2	19	104	158	48	10	1	0	0	0	0	0	0	38.8	43.7
1400	233	0	0	0	10	77	98	41	4	2	0	0	1	0	0	0	39.5	44.5
1500	242	0	0	2	12	73	103	36	12	3	1	0	0	0	0	0	39.7	45.4
1600	258	0	0	0	18	89	88	50	11	2	0	0	0	0	0	0	39.3	46.2
1700	223	0	0	4	29	51	95	34	8	2	0	0	0	0	0	0	38.5	44.8
1800	165	0	0	2	19	51	57	30	3	2	1	0	0	0	0	0	38.5	45
1900	107	0	1	3	7	32	39	16	6	2	1	0	0	0	0	0	39.1	47.6
2000	78	0	0	1	9	34	24	10	0	0	0	0	0	0	0	0	36.8	43.2
2100	53	0	0	0	1	15	23	12	1	1	0	0	0	0	0	0	39.9	45
2200	53	0	0	0	3	27	14	7	2	0	0	0	0	0	0	0	37.6	44.1
2300	40	0	0	0	3	11	16	8	1	1	0	0	0	0	0	0	38.9	44.3
07-19	3110	2	6	21	225	944	1285	496	105	20	5	0	1	0	0	0	39	44.7
06-22	3403	2	7	26	242	1036	1395	548	116	24	6	0	1	0	0	0	39	44.8
06-00	3496	2	7	26	248	1074	1425	563	119	25	6	0	1	0	0	0	39	44.7
00-00	3561	2	8	26	251	1089	1445	581	127	25	6	0	1	0	0	0	39	44.9

17 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	25	0	0	0	1	3	13	5	1	1	1	0	0	0	0	0	42.7	49.4
0100	11	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	39.2	45.5
0200	8	0	0	0	2	1	3	1	0	1	0	0	0	0	0	0	40	-
0300	7	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	41.4	-
0400	10	0	0	0	1	6	2	0	0	1	0	0	0	0	0	0	37.5	-
0500	14	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	37	41
0600	26	0	0	0	0	4	16	3	3	0	0	0	0	0	0	0	41.3	47.8
0700	58	0	0	1	5	16	20	12	3	0	1	0	0	0	0	0	39.8	47.1
0800	136	0	0	0	5	33	75	19	3	1	0	0	0	0	0	0	39.7	44.2
0900	276	0	0	1	11	83	128	46	6	1	0	0	0	0	0	0	39.2	44.4
1000	265	0	0	1	17	85	125	35	1	1	0	0	0	0	0	0	38.5	43.3
1100	308	0	0	0	31	106	127	36	8	0	0	0	0	0	0	0	38.1	43.4
1200	286	0	0	0	23	117	111	30	4	1	0	0	0	0	0	0	37.6	42.7
1300	227	0	0	1	21	73	99	31	2	0	0	0	0	0	0	0	37.9	43.3
1400	245	0	0	1	30	77	90	35	11	1	0	0	0	0	0	0	38.2	44.6
1500	185	0	0	1	6	59	89	26	2	2	0	0	0	0	0	0	39.1	43.7
1600	194	0	1	1	12	53	79	36	9	3	0	0	0	0	0	0	39.6	45.7
1700	195	0	0	1	12	63	70	40	7	2	0	0	0	0	0	0	39.3	45.4
1800	148	0	0	0	14	44	63	18	6	2	1	0	0	0	0	0	39	44.4
1900	120	0	0	1	12	37	43	19	6	2	0	0	0	0	0	0	38.9	45.6
2000	88	0	0	0	9	33	26	17	3	0	0	0	0	0	0	0	38.6	45.3
2100	58	0	0	4	3	24	17	8	1	0	0	1	0	0	0	0	37.7	44.2
2200	36	0	0	0	3	12	13	7	1	0	0	0	0	0	0	0	38.7	46.1
2300	15	0	0	0	0	8	5	2	0	0	0	0	0	0	0	0	38.2	43.6
07-19	2523	0	1	8	187	809	1076	364	62	14	2	0	0	0	0	0	38.7	44.1
06-22	2815	0	1	13	211	907	1178	411	75	16	2	1	0	0	0	0	38.7	44.2
06-00	2866	0	1	13	214	927	1196	420	76	16	2	1	0	0	0	0	38.7	44.3
00-00	2941	0	1	13	220	949	1227	430	78	19	3	1	0	0	0	0	38.7	44.3

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	12	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	40.2	43.9
0100	9	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	36.8	-
0200	10	0	0	0	1	3	2	1	1	1	1	0	0	0	0	0	43.6	-
0300	7	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	46.2	-
0400	12	0	0	0	1	1	4	4	2	0	0	0	0	0	0	0	42.8	51.4
0500	70	0	1	0	2	11	27	22	5	2	0	0	0	0	0	0	41.9	48
0600	212	0	0	0	11	31	98	62	9	1	0	0	0	0	0	0	41.2	46.7
0700	454	1	0	4	30	138	209	60	12	0	0	0	0	0	0	0	38.6	43.8
0800	503	0	17	15	66	173	173	48	9	0	0	0	2	0	0	0	36.2	42.4
0900	293	0	0	2	29	78	136	42	5	1	0	0	0	0	0	0	38.5	43.9
1000	250	0	0	2	29	92	94	25	8	0	0	0	0	0	0	0	37.8	43
1100	285	0	0	3	26	133	104	16	1	2	0	0	0	0	0	0	36.6	41
1200	231	0	5	3	19	72	88	41	2	1	0	0	0	0	0	0	37.9	44.2
1300	256	0	1	7	37	88	92	24	5	2	0	0	0	0	0	0	36.7	42.8
1400	288	0	1	3	25	116	96	39	7	1	0	0	0	0	0	0	37.6	44.3
1500	397	0	2	3	26	136	155	63	10	1	1	0	0	0	0	0	38.5	44.3
1600	442	0	0	1	19	167	179	60	12	4	0	0	0	0	0	0	38.9	44.1
1700	419	1	0	5	14	161	170	59	8	1	0	0	0	0	0	0	38.4	43.6
1800	234	0	0	0	13	93	99	19	8	2	0	0	0	0	0	0	38.2	43.1
1900	129	0	0	0	11	39	53	21	4	1	0	0	0	0	0	0	39	44.9
2000	61	0	0	2	3	14	24	12	4	1	1	0	0	0	0	0	40.6	47.7
2100	53	0	0	0	8	18	20	7	0	0	0	0	0	0	0	0	37.5	42.7
2200	31	0	0	0	4	8	11	8	0	0	0	0	0	0	0	0	38.6	45.3
2300	17	0	0	0	1	1	9	5	0	0	1	0	0	0	0	0	42.6	48.3
07-19	4052	2	26	48	333	1447	1595	496	87	15	1	0	2	0	0	0	37.9	43.4
06-22	4507	2	26	50	366	1549	1790	598	104	18	2	0	2	0	0	0	38.1	43.7
06-00	4555	2	26	50	371	1558	1810	611	104	18	3	0	2	0	0	0	38.1	43.8
00-00	4675	2	27	50	376	1580	1856	643	114	21	4	0	2	0	0	0	38.2	44

19 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	38.3	-
0100	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	34.2	-
0200	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	41.8	-
0300	9	0	0	0	0	1	1	4	1	2	0	0	0	0	0	0	46.7	-
0400	18	0	0	0	0	4	9	3	2	0	0	0	0	0	0	0	40.7	46.1
0500	67	0	0	0	3	10	21	27	6	0	0	0	0	0	0	0	42.7	48.9
0600	209	0	0	0	10	36	93	58	10	0	1	1	0	0	0	0	41.4	47
0700	480	2	0	6	34	145	215	67	7	2	1	0	0	0	0	1	38.5	43.7
0800	474	1	0	1	40	199	186	43	4	0	0	0	0	0	0	0	37.5	42.7
0900	338	0	0	6	31	123	129	41	6	1	1	0	0	0	0	0	37.6	43.5
1000	264	0	0	4	24	119	93	23	1	0	0	0	0	0	0	0	36.6	41.7
1100	234	0	0	6	19	97	72	32	7	1	0	0	0	0	0	0	37.5	43.9
1200	258	0	0	2	37	96	86	32	5	0	0	0	0	0	0	0	37.2	43.4
1300	253	0	0	4	24	90	93	37	5	0	0	0	0	0	0	0	37.7	43.7
1400	304	0	0	0	35	133	102	28	5	1	0	0	0	0	0	0	37.1	42.5
1500	434	0	0	1	51	163	152	63	4	0	0	0	0	0	0	0	37.4	43.6
1600	465	0	0	3	41	131	201	76	13	0	0	0	0	0	0	0	38.7	44.6
1700	622	0	0	1	55	227	231	92	13	3	0	0	0	0	0	0	38.2	44
1800	301	0	2	6	33	106	113	33	6	2	0	0	0	0	0	0	37.2	43
1900	153	0	0	1	8	48	65	27	3	1	0	0	0	0	0	0	38.9	45.1
2000	90	0	0	0	3	35	34	16	2	0	0	0	0	0	0	0	39	45.2
2100	71	0	0	2	10	21	18	16	4	0	0	0	0	0	0	0	38.2	45.7
2200	42	0	0	0	6	16	12	6	1	1	0	0	0	0	0	0	38.4	46.1
2300	25	0	0	0	3	8	10	3	1	0	0	0	0	0	0	0	38.2	43.8
07-19	4427	3	2	40	424	1629	1673	567	76	10	2	0	0	0	0	1	37.7	43.4
06-22	4950	3	2	43	455	1769	1883	684	95	11	3	1	0	0	0	1	37.9	43.7
06-00	5017	3	2	43	464	1793	1905	693	97	12	3	1	0	0	0	1	38	43.7
00-00	5130	3	2	43	469	1815	1943	730	106	14	3	1	0	0	0	1	38	44

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	5	6	2	1	1	0	0	0	0	0	0	40.2	50.6
0100	11	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	41.6	48.3
0200	4	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	37.9	-
0300	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	38.1	-
0400	16	0	0	0	2	0	5	7	2	0	0	0	0	0	0	0	42.8	49.9
0500	68	0	0	0	2	15	30	14	5	2	0	0	0	0	0	0	41.2	46.6
0600	231	0	1	1	4	31	108	71	12	3	0	0	0	0	0	0	41.7	47
0700	483	1	0	0	41	184	192	51	13	1	0	0	0	0	0	0	37.8	43.1
0800	580	0	0	7	81	242	216	29	5	0	0	0	0	0	0	0	36.3	41.3
0900	354	0	0	3	37	144	126	40	3	1	0	0	0	0	0	0	37.3	43.1
1000	299	0	0	2	42	130	93	29	2	1	0	0	0	0	0	0	36.5	42.2
1100	325	0	0	7	38	133	115	27	5	0	0	0	0	0	0	0	36.6	41.6
1200	321	0	0	12	59	139	86	23	2	0	0	0	0	0	0	0	35.2	40.8
1300	359	0	0	9	30	146	138	32	4	0	0	0	0	0	0	0	36.9	42.6
1400	348	0	3	1	46	142	122	30	4	0	0	0	0	0	0	0	36.8	41.8
1500	539	1	0	2	54	236	179	54	9	0	0	4	0	0	0	0	37.5	42.6
1600	606	0	0	9	53	236	219	79	8	2	0	0	0	0	0	0	37.6	43.4
1700	677	0	0	29	73	248	248	65	13	0	0	0	1	0	0	0	36.7	42.3
1800	334	0	0	6	38	144	103	36	6	1	0	0	0	0	0	0	36.9	42.5
1900	172	0	0	2	20	56	69	22	1	1	1	0	0	0	0	0	37.7	43.3
2000	98	0	0	1	3	40	35	15	4	0	0	0	0	0	0	0	38.5	44.4
2100	45	2	0	0	1	11	18	11	1	1	0	0	0	0	0	0	39.6	46.8
2200	38	0	0	0	3	12	15	7	1	0	0	0	0	0	0	0	38.8	46.2
2300	22	0	0	0	1	6	7	4	2	1	1	0	0	0	0	0	42.1	50.2
07-19	5225	2	3	87	592	2124	1837	495	74	6	0	4	1	0	0	0	36.9	42.3
06-22	5771	4	4	91	620	2262	2067	614	92	11	1	4	1	0	0	0	37.2	42.8
06-00	5831	4	4	91	624	2280	2089	625	95	12	2	4	1	0	0	0	37.2	42.8
00-00	5951	4	4	91	629	2308	2136	652	105	15	2	4	1	0	0	0	37.3	42.9

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	17	0	0	0	1	4	6	2	2	2	0	0	0	0	0	0	41	54.5
0100	5	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	35.8	-
0200	6	0	0	0	1	3	0	1	0	1	0	0	0	0	0	0	39.2	-
0300	7	0	0	0	1	2	1	1	2	0	0	0	0	0	0	0	40.7	-
0400	23	0	0	0	3	10	7	2	1	0	0	0	0	0	0	0	37.4	45.1
0500	68	0	0	0	4	13	32	11	8	0	0	0	0	0	0	0	41.2	48.7
0600	234	0	0	3	16	47	98	53	16	0	1	0	0	0	0	0	40.3	47.4
0700	499	1	0	23	55	163	166	80	10	0	1	0	0	0	0	0	37.4	44.2
0800	596	0	0	14	58	260	206	53	5	0	0	0	0	0	0	0	36.8	42.1
0900	331	3	0	5	35	106	137	42	3	0	0	0	0	0	0	0	37.5	43.4
1000	284	0	0	2	48	130	79	21	4	0	0	0	0	0	0	0	36	41
1100	307	0	0	3	61	109	103	29	2	0	0	0	0	0	0	0	36.3	42.1
1200	296	1	0	4	34	105	113	32	5	1	1	0	0	0	0	0	37.4	42.9
1300	306	0	0	0	28	135	99	40	4	0	0	0	0	0	0	0	37.5	43.3
1400	357	0	0	5	43	153	117	30	8	0	0	0	0	1	0	0	36.9	42.3
1500	492	0	0	2	53	203	160	61	13	0	0	0	0	0	0	0	37.6	43.5
1600	691	1	0	13	53	284	283	50	5	0	0	0	1	1	0	0	37.1	41.8
1700	649	3	2	21	90	227	238	53	14	1	0	0	0	0	0	0	36.4	41.9
1800	361	1	0	7	47	122	135	45	3	1	0	0	0	0	0	0	37.1	43.1
1900	163	1	0	1	16	60	53	24	7	1	0	0	0	0	0	0	37.9	44.3
2000	102	0	0	2	5	33	36	18	6	2	0	0	0	0	0	0	39.7	46.5
2100	67	0	0	1	3	15	35	11	2	0	0	0	0	0	0	0	39.5	44.6
2200	50	0	0	0	3	22	15	9	1	0	0	0	0	0	0	0	38.6	45.2
2300	29	0	0	0	2	8	11	8	0	0	0	0	0	0	0	0	39.1	47.9
07-19	5169	10	2	99	605	1997	1836	536	76	3	2	0	1	2	0	0	37	42.6
06-22	5735	11	2	106	645	2152	2058	642	107	6	3	0	1	2	0	0	37.2	43.1
06-00	5814	11	2	106	650	2182	2084	659	108	6	3	0	1	2	0	0	37.3	43.1
00-00	5940	11	2	106	662	2214	2132	677	121	9	3	0	1	2	0	0	37.3	43.2

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	33020	26	54	381	3098	11705	12497	4357	745	119	24	6	5	2	0	1	37.9	43.7

Appendix D RSA

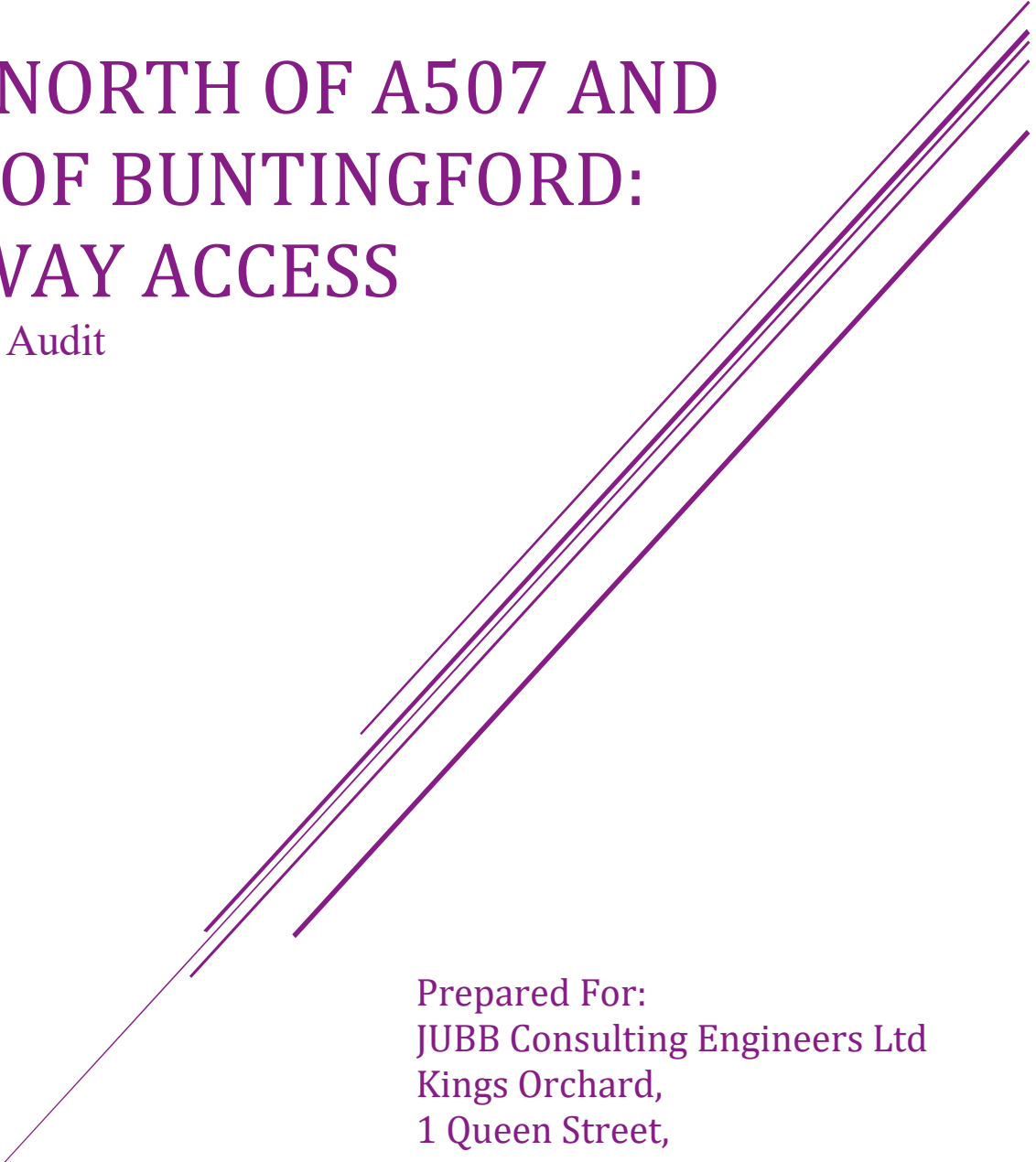
Report Number: JUBB/1713
Date: 21st August 2025
Prepared by: Julian Bartlett

JBartlett
Consulting Ltd
UK Company Number 8270647

LAND NORTH OF A507 AND WEST OF BUNTINGFORD: HIGHWAY ACCESS

Road Safety Audit

Stage 1



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Highway Authority Hertfordshire County Council

Project: Land North Of A507 And West Of Buntingford: Highway Access:

Document Title: Stage 1 Road Safety Audit

Date: 22nd May 2025

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2025
D2	Updated for missed drg	Julian Bartlett	Lyn Jones	Julian Bartlett	Aug 2025

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

CONTENTS

1	Introduction.....	2
2	Issues Raised By This Stage 1 Road Safety Audit	11
3	Issues Outside The Scope Of This Audit And Other Observations	14
4	Audit Team Statement.....	16
5	Audit Location Plan	17

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from James Duffy of the Jubb Consulting Engineers Ltd. The Audit was carried out during May 2025. The report was updated in August 2025 to account for a drawing missed from the report by the audit team and identified by the local highway authority.

1.2 This road safety audit considers

“The proposals provide associated access points to serve two separate developments located to the north and south of the A507 Baldock Road and just west of the A10. Details of these developments are set out in the associated parameter plans included as Appendix B that includes Residential proposals (Planning Reference 3/24/0966/OUT) comprising up to 600 units, a First School and associated local centre to the north of the A507; and circa 27,420sqm of employment floorspace (Planning Reference 3/24/1255/OUT) located to the south of the A507.

The proposals introduce two points of vehicle access which are described as follows:

- A507 Baldock Road – This access provides a vehicle connection (in the form of a roundabout junction) and active travel connection (in the form of active travel links towards the A10) at a point located approximately 450m west of the A10. Access design allows a potential phased delivery of the access as follows:

- o Northern only access (Appendix C) – This access would be provided in the event of the residential development coming forward in isolation (potentially as a first phase or as a long term access should the employment proposals not receive consent). The access therefore includes a connecting arm to the north of the A10 only. The northern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just north of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below. 23161_TN10 Road Safety Audit Brief 2nd Issue. Active travel links would be provided connecting with the A10 on the northern side of the A507 Baldock Road in the form of segregated footway and cycleway, with a parallel crossing also provided across the existing access for Buntingford Business Park.

- o Southern only access (Appendix D) – This access would be provided in the event of the employment development coming forward in isolation (potentially as a first phase or as a long term access should the residential proposals not receive consent). The access therefore includes a connecting arm to the south

of the A10 only. The southern access arm includes an active travel corridor on the western side (in the form of a segregated footway and cycleway) and a footway on the eastern side. A parallel crossing is provided just south of the roundabout entry / exit which links these two active travel routes and the eastbound active corridor discussed below. Active travel links would be provided connecting with the A10, in the form of segregated footway and cycleway, in part on the southern side of A507 Baldock Road and further east crossing to the northern side. In addition, the proposals would include bus stops on the A507 (in the form of bus laybys) with an appropriate active travel crossing (i.e. a parallel crossing) provided on the A507 to link the eastbound and southbound bus stop / connect with proposed active travel routes linking with Buntingford. A parallel crossing will also be provided across the existing Buntingford Business Park access.

o Cumulative access (Appendix E) – This access would be provided to serve both the residential and employment access and essentially combines the Northern and Southern access (inclusive of vehicle, active travel and bus connection). In addition, a further active travel crossing (Toucan crossing) is provided just west of the vehicle access to accommodate crossing demand between the residential and employment proposals. Forward visibilities have been marked on the horizontal plan of the cumulative access included as Appendix E and, in effect, demonstrate achievement of visibility for the residential and employment only access given this is a combined drawing. In addition, at the request of the Local Highway Authority (LHA), a vertical visibility splay drawing has also been provided, and is included in Appendix E, to demonstrate that these visibilities are also achievable in the vertical plane. The forward visibilities are based on the introduction of a 40mph design speed (as discussed later in this brief) and in accordance with Hertfordshire County Council and Design Manual for Roads and Bridges design standards. In order to achieve forward visibility from the west of the access roundabout earthworks are required which are shown as red contour markings on the plan view design.

- Throcking Lane (Appendix F) – This will serve the residential proposals providing a secondary point of vehicle access from a rediverted Throcking Lane. The western approach from Throcking Lane will provide the minor arm of this priority junction, which will also serve as a traffic calming feature for approaching vehicles which will need to give way to traffic on the main road. Throcking Road East and the entrance to the development will form the mainline flow on this junction.

- Active travel bridges – two active travel bridges are proposed across the A10 as part of the residential proposals as described below:

- o A parallel active travel bridge is proposed adjacent to the existing bridge providing an additional wider bridge crossing linking Public Right of Way

(PRoW) 40 and 36 (Appendix G). In addition, the existing bridge running parallel will also include upgraded architectural parapets with 1.4m hand rail height. 23161_TN10 Road Safety Audit Brief 2nd Issue

- o An additional footbridge linking PRoW 41 and 35 Appendix H.
- o Proposed improvements to PRoW (Appendix I) – Improvements to PRoW 35 on the eastern side of the A10 in the area marked red on the drawing (i.e. located just west of Norris Way) to include surfacing and potential inclusion of barrier provision near the existing drainage ditch. In addition, further PRoW improvements are proposed in the area marked yellow (i.e. to the west of Park Farm Industrial Estate) to include resurfacing, hedge cut back to allow a typical width of 2.5m, and introduction of Bollard lighting. Improvements are also proposed to PRoW 36 in the area marked in blue on the drawing which would include cut back of hedgerow to achieve a typical 3m width, introduction of bollard lighting and resurfacing. The drawing in Appendix I includes details of the location of the parallel active bridge and proposed footbridge for context. In addition, the design principles statement in Appendix J highlights the point of connection from the west, through the masterplan and linking with the bridge crossings, for active travel.
- Baldock Road improvements east of the A10 (Appendix K) which will be provided as part of residential and / or employment proposals – These improvements encompass:
 - o Introduction of a staggered Toucan crossing on northern arm of the A10 / Baldock Road roundabout, which will also include for an appropriate refuge area.

Please note Hertfordshire County Council have made the following comment in this regard:

“A RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.”

- o Introduction of a widened active travel corridor route initially on the northern side of Baldock Road between the A10 and a point just east of Greenways, and then on the southern side between Greenways and a point approximately 100m west of the village centre.
- o Gateway feature at the entrance to Buntingford to mark the 30mph vehicle speed limit, which starts between the junctions with Deacons Place and Greenways;

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- o Relocation of the bus shelter on the northern section of Baldock Road to provide for an improved active travel connection;
- o Raised crossing to facilitate the crossing of pedestrians and people with mobility impairment to the east of Greenways;
- o Raised crossing on Monks Walk (West);
- o Priority narrowing on Baldock Road to the east of the junction with The Pyghle;
- o Change in texture/colour at The Folly by the junction with Baldock Road to further emphasise active travel movements to approaching drivers;
- o Raised crossing between Monks Walk (East) and Bowling Green Lane;
- o Relocation of parking spaces on Baldock Road opposite the junction with Bowling Green Lane, and conversion of the Bowling Green lane roundabout to a priority junction, in order to facilitate the circulation of active users.

Swept path analysis drawings have also been included as follows:

- Appendix L - This shows swept path analysis of the cumulative access proposals to demonstrate all movements for large vehicles are achievable. The swept path analysis is shown for a max legal artic as a 23161_TN10 Road Safety Audit Brief 2nd Issue worst case assessment. It is likely however that the largest vehicles accessing the north arm would be buses as these will be diverted into the residential proposals.
- Appendix M – This shows the swept path analysis of the Throcking Lane access. Max legal artic swept paths are shown for vehicles still travelling between the east and west on Throcking Lane, In addition, buses are shown travelling between the development access and the east on Throcking Lane to allow for proposed diversion of buses through the site. Furthermore, a swept path movement of refuse vehicles turning left out of the site from the south is shown, which would be the largest vehicle that would require access from the proposals in this direction.
- Appendix N – This shows swept path analysis (based on a max legal artic) of the northern arm of the A10 / Baldock Road junction which would have reduced carriageway width to incorporate the enhanced active travel crossing point on the northern arm.

Further considerations – The LHA has requested that additional lighting be provided at the Throcking Lane / A10 junction and therefore it is proposed that a suitable financial contribution be provided towards this. Lighting will also be provided on the A507 Baldock Road and Throcking Lane in the vicinity of the proposed points of access and will be set out as part of detailed S278 / S38 drawings post consent.

In addition, the LHA has also requested that a connection be provided through a nearby field area (just outside the red line to the southwest) to Byway 046 (location outlined in Figure 1 below). It is proposed in this instance that land would be gifted for this purpose in the S106 agreement for the associated planning consent. In addition, financial contribution will also be provided for the associated rights of way orders to apply for this byway connection.

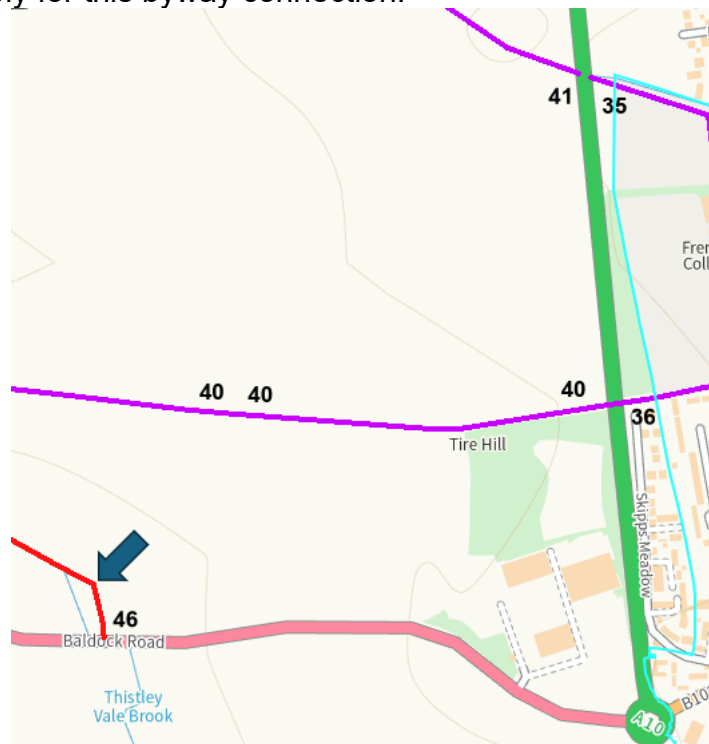


Figure 1 – Location of Byway 46”

Extract from Road Safety Audit Brief

1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng MCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones,
HNC, MCIHT, MSoRSA

Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones, hold a Certificate of Competency in Road Safety Audit through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
HLM082/018	N	Land Use Components Plan (North of Baldock Road)
HLM082/019	G	Land Use Components Plan (South of Baldock Road)
23161 - 029	P1	Baldock Road Roundabout Northern Access
23161 - 030	P1	Baldock Road Roundabout Southern Access
23161 - 023	P5	Forward Visibility Plan
23161 - 024	P2	Forward Visibility Plan
23161 - 025	P3	Northern Parcel Throcking Lane Access
23161 – Drawing_No	P1	Southern Bridge Crossing
23161 - 022	P2	Southern Bridge Crossing - Elevations
23161 - 032	P1	Northern Bridge Crossing
23161 - 033	P2	Northern Bridge Crossing - Elevations
23161 - 018	P2	Proposed Cross Sections
23161 - 026	P1	Proposed Site Access - Swept Path Analysis HGV
23161 - 027	P1	Throcking Lane - Swept Path Analysis

23161 - 028	P1	A10/ A507/ Baldock Road - Swept Path Analysis HGV
23161 - 003	P2	Active Travel Connection To Buntingford Village Centre

Documents

- 23161 - TN10 Road Safety Audit Brief 2nd Issue: Land North and South of A507 and West of Buntingford dated May 2025;
- 23161-TA-01 v4 - Transport Assessment - Residential Part 1 dated May 2025
- 23161-TA-01 v4 - Transport Assessment - Residential Part 2 dated May 2025
- 23161-TA-02 v2 - Transport Assessment - Employment – Final dated February 2025
- Appendix J: Movement And Access Principles.

Departures

None Notified

Identified Requirements

“An RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.”

Extract from Road Safety Audit Brief

Identified Standards

- Hertfordshire County Council design guidance
- Design Manual for Roads and Bridges (for roads signed 40mph or above)
- Manual for Streets (for roads signed 30mph).

- 1.5 The Audit Team undertook a site visit on 19th March 2025 during the early afternoon between 12:30 and 14:00. It was overcast at the time of the site visit and the road surface was drying following rain.

Baldock Road: Vehicle movements were in line with what the audit team would have expected within this environment with mainly cars travelling in both directions on Baldock Road, some light goods and two heavy goods vehicles were seen. There were gaps in traffic with some evidence of platooning, with vehicles travelling in line with the posted speed limit. No motorcyclists, cyclists or pedestrians were seen which was not a notable issue

Throcking Lane: One car was seen using the lane travelling towards the junction with the A10. Again, no cyclists, motorcyclists or pedestrians were seen.

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Footbridge Link From Freman College: No use of the bridge was seen during the site visit

Following review of the information recorded during the original site visit the audit team deemed that a further visit to the site was unnecessary in this case.

- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6;
 - Traffic Signs Regulations and General Directions (TSRDG)
 - Local Highway Authority Design Guide (if available or provided see above); .
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of personal injury collisions occurring, these have been included for completeness under Section 3 of this report.

It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

1.11 The audit team have reviewed the collision history assessment included in the Transport Assessment p21 to p22 inclusive and accept the findings made, with the following observations made

- A noticeable dip in collisions occurred during 2019 and 2020 which would be aligned with the travel restrictions associated with the COVID 19 pandemic, with collision number returning to the pre-COVID levels be it slightly reduced;
- Severity type remains stable and has not changed, but appears to be reducing slightly over time
- Collision numbers associated with the direct area influence of the proposals would be in line with those the audit team would expect within this type of highway environment.

1.12 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in GG119. For ease of referencing drawing numbers follow the order provided in the audit brief.

Drawing HLM082/018 Rev N

- 2.2 The drawings shows the land usage in block form for the northern sector of the site and in this form has little direct impact on the findings of this audit.

Drawing HLM082/019 Rev G

- 2.3 The drawings shows the land usage in block form for the southern sector of the site and in this form has little direct impact on the findings of this audit.

Drawing 23161 – 029 Rev P1

- 2.4 The drawing shows the conceptual plan for the proposed roundabout junction and associated active travel improvements (northern side). After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit

Drawing 23161 – 030 Rev P1

- 2.5 The drawing shows the conceptual plan for the proposed roundabout junction and associated active travel improvements (southern side). After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 - 023 Rev P5

- 2.6 The drawing shows the conceptual plan for the proposed roundabout junction and associated active travel improvements (northern and southern side). After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 024 Rev P2

- 2.7 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 025 Rev P3

- 2.8 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – Drawing_No Rev P1

- 2.9 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 022 Rev P2

- 2.10 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 032 Rev P1

- 2.11 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit. See Also Comment 3.2

Drawing 23161 – 033 Rev P2

- 2.12 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 018 Rev P2

- 2.13 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit.

Drawing 23161 – 026 Rev P1

- 2.14 The drawing shows the swept path movement of a 16.5m articulated FTA Design Vehicle accessing the roundabout and undertaking all potential movements. All movements are contained within the available carriageway space, as such do not give rise to concern in terms of road safety.

Drawing 23161 – 027 Rev P1

- 2.15 The drawing shows the swept path movement of a 16.5m articulated FTA Design Vehicle, refuse vehicle and bus accessing the site from Throcking lane. All movements are contained within the available carriageway space, as such do not give rise to concern in terms of road safety.

Drawing 23161 – 028 Rev P1

- 2.16 The drawing shows the swept path movement of a 16.5m articulated FTA Design Vehicle using the existing A10 / Baldock Road roundabout. All movements are contained within the available carriageway space, and as such do not give rise to concern in terms of road safety

Drawing 23161 – 003 Rev P2

- 2.17 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information portrayed on this drawing for this stage of road safety audit. Please see Comments 3.4 to 3.6 inclusive below.

3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS

- 3.1 One of the drawing numbers is illogical and it has been assumed that this is a drafting mistake and will be rectified as the scheme progresses.
- 3.2 The highway authority has requested that the introduction of a Toucan Crossing for the southbound approach to the Baldock Road roundabout junction be considered in terms of safe operation. The audit team's observations are listed below, all carrying equal significance and are in no particular order.
- The proposals introduce a new 40mph speed limit immediately in advance of the proposed crossing on the approach to the existing roundabout;
 - The approach from the north is relatively long and straight with no features to indicate that the environment is changing over the current situation and as such vehicle speeds may remain similar to those currently observed;
 - There are many locations across the UK where either controlled pedestrian crossings or Toucan Crossing are provided in similar situations, and the audit team are unaware of any particular road safety concerns associated with these installations; some of which are on dual two-lane carriageways with higher speed limit approaches;
 - The audit team accept that the design ethos of a staggered crossing rather than a straight single movement crossing is likely to be appropriate, but this would depend on how the crossing is phased and timed;
 - There is no indication of the likely usage of the crossing and there are concerns that where crossing are not used the 'constant' green to drivers can be overlooked if it changes to red as local drivers become over familiar with the road layout. The audit team are also aware of situations where crossings of this type revert to red and / or change to red depending on approach speed and traffic volumes, some of which are time dependant, to manage vehicle speeds on the approach to the junction and prevent the "constant" green effect. These elements, however can only be considered as the detailed design progresses;
 - There is the potential for drivers approaching from the north in particular those unfamiliar with the area, to assume that the roundabout is signal controlled and that they have right of way leading to the potential for failure to conform type collisions; however the audit team accept that the scheme is at preliminary design and the finer detail of the provision has not been addressed.

Based on these observations the audit team accept that the provision of a Toucan crossing at this location has an overall benefit in terms of active travel movements. However, the concerns raised about drivers failing to recognise the nature of the control should be addressed as the scheme develops and appropriate signing should be provided on all approaches to warn drivers of the controlled crossing ahead. It may also be beneficial to include count down type markers for the change in speed limit and position it further to the north to allow segregation of the speed

limit change from the crossing and allow for speeds to reduce on the approach to the roundabout.

Despite the concern raised above, in the opinion of the audit teams the segregation of cycle movements from the roundabout combined with positive control of cycle and pedestrian crossing movements on the A10 is likely to enhance safety for vulnerable user supporting both a safe system approach and the change in hierarchy of need identified in the latest version of the Highway Code. The audit team also note that despite the other proposed segregated crossings of the A10 the link along Baldock Road is likely to be a significantly used link to the wider Buntingford area for vulnerable users.

- 3.3 Based on the information provided the audit team have accepted that the existing junction for Throcking Lane had sufficient capacity to allow for the likely increased traffic movements associated with the development; and in particular the right turn lane has sufficient capacity to prevent vehicle waiting to turn right from queuing into the southbound through carriageway of the A10
- 3.4 A Give Way from both directions road narrowing is proposed for Baldock Road immediately to the east of the junction with the Folly. While the audit team do not believe this to be inherently dangerous it is somewhat unusual with most of these types of feature across the UK resulting in a priority over oncoming vehicles with generally priority given to vehicles moving away from the village towards the higher speed limits. It would be advantageous to confirm the desired approach with the highway authority as the scheme progresses
- 3.5 The mini-roundabout at the junction with Bowling Green Lane is to be removed under the proposals and replaced with a traditional Give Way junction. It was noted during the site visit that vehicle parking was occurring on the southern side of the roundabout presumably associated with the nearby police station. The audit team accept that in junction parking should not be encouraged, however in this case the formalisation of the existing situation is a logical approach as it is unlikely that the parking will stop unless active enforcement is carried out
- 3.6 The scheme includes several raised crossings along Baldock Road, while the audit team accept that lighting design has not been undertaken at this time it is critical that these features are well illuminated at night.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 21st August 2025

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 21st August 2025

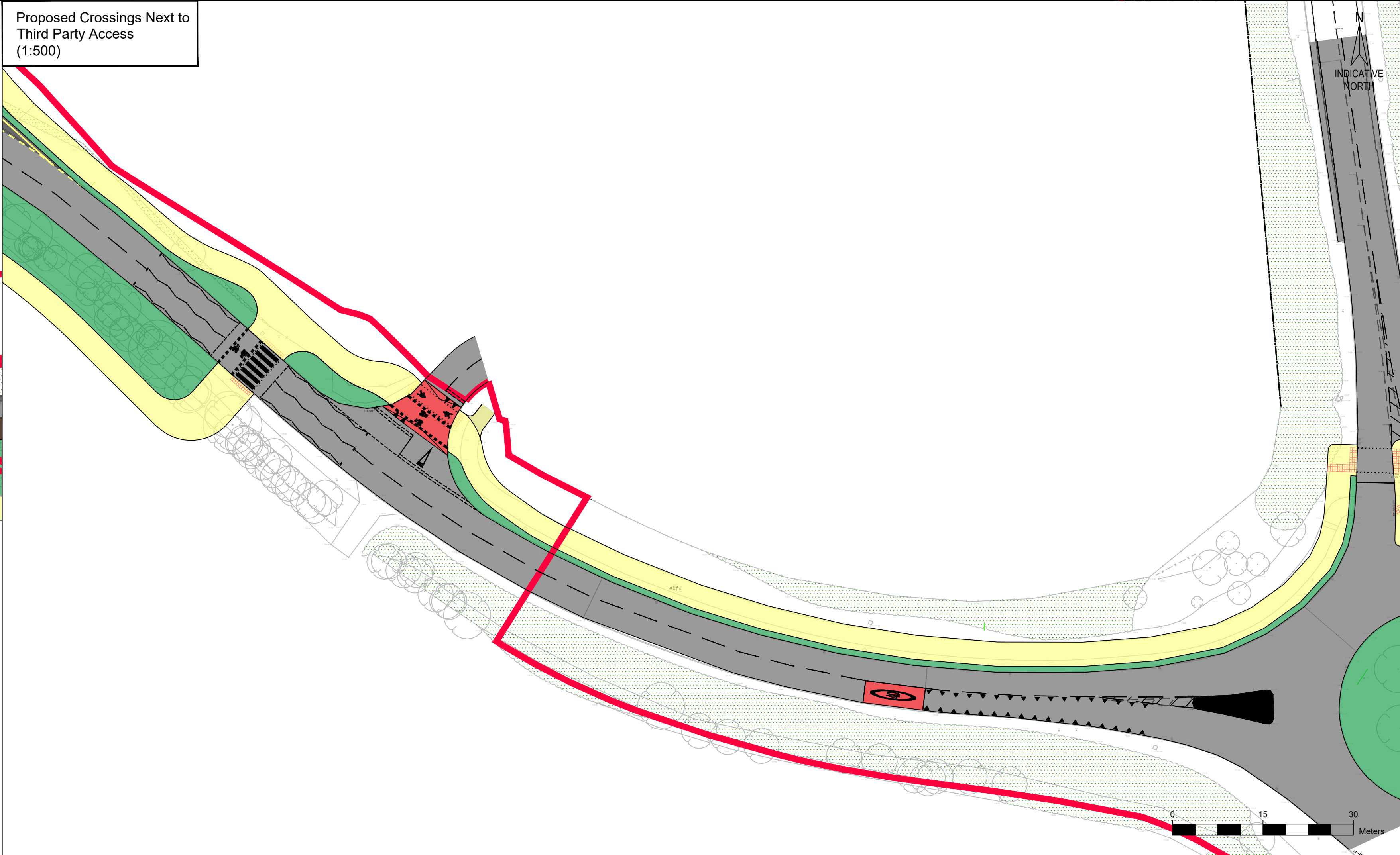
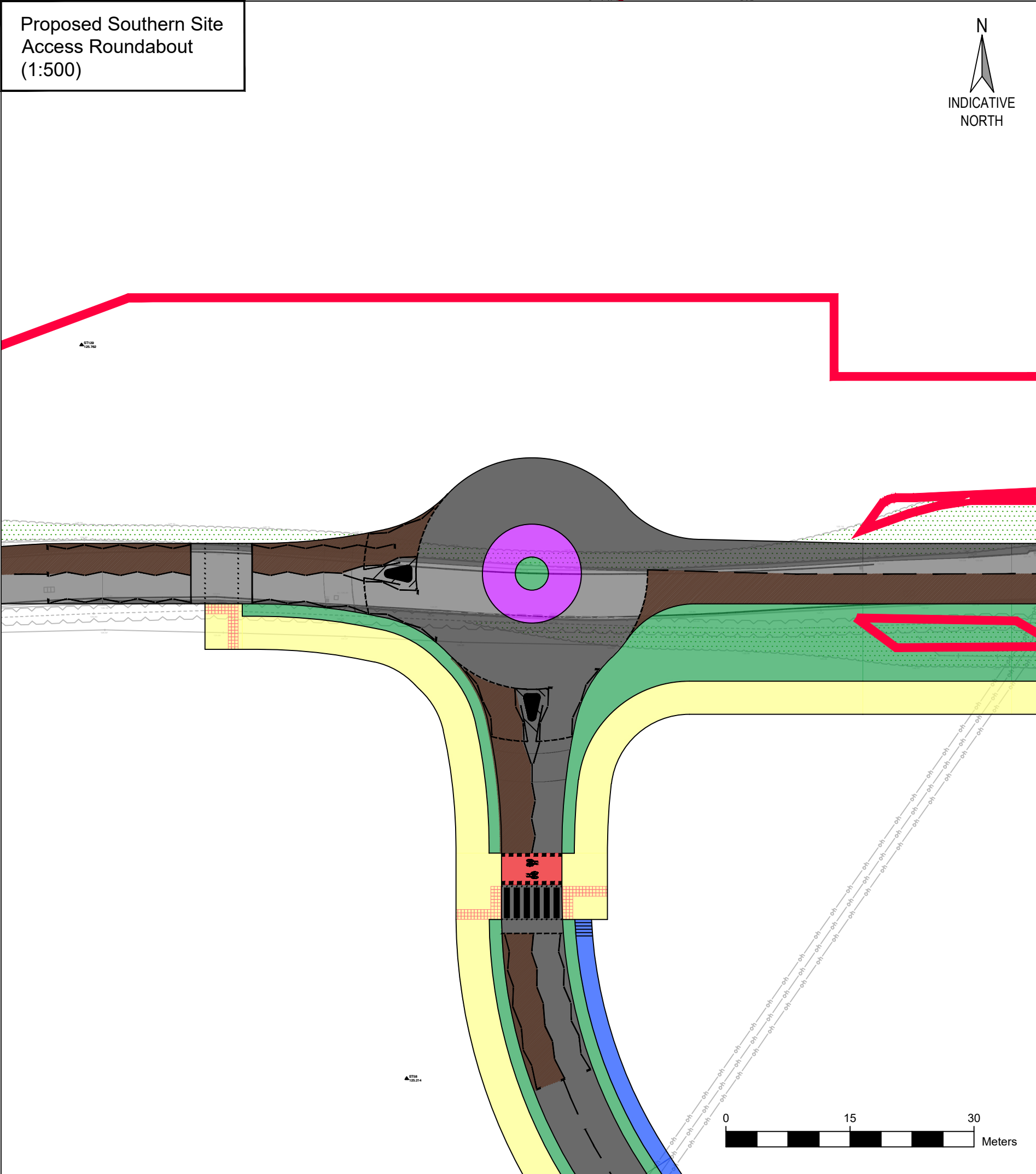
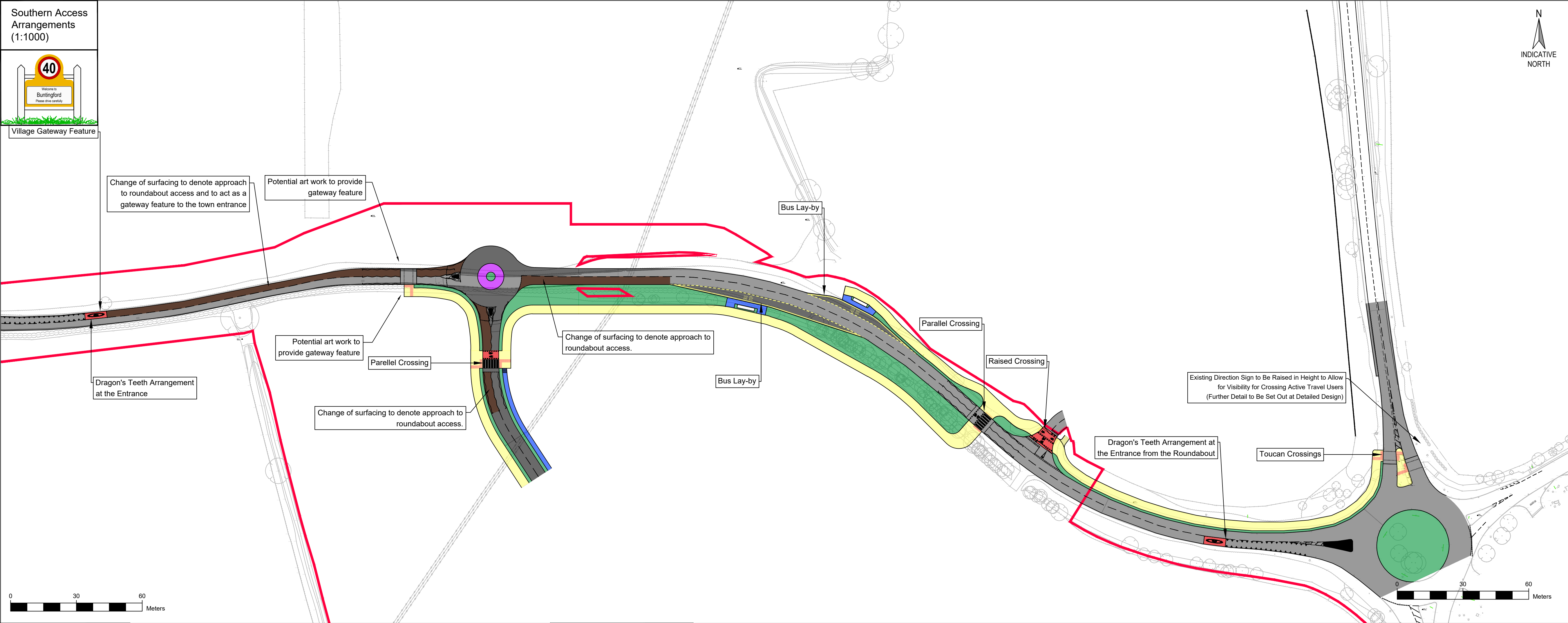
Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues have been identified



Appendix E Employment only access



LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- Overrun Area
- Coloured Surface Treatment At Roundel/ Crossing
- Coloured Surface Treatment On Approach To Access

P6	06.02.25	Amendments	TL	JD
P5	06.01.25	Amendments	TL	JD
P4	11.12.25	Amendments	BT	JD
P3	01.04.25	Amendments	DL	JD
P2	12.06.24	Updated RLB	BT	RM
P1	21.02.24	Preliminary issue	JF	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
0010

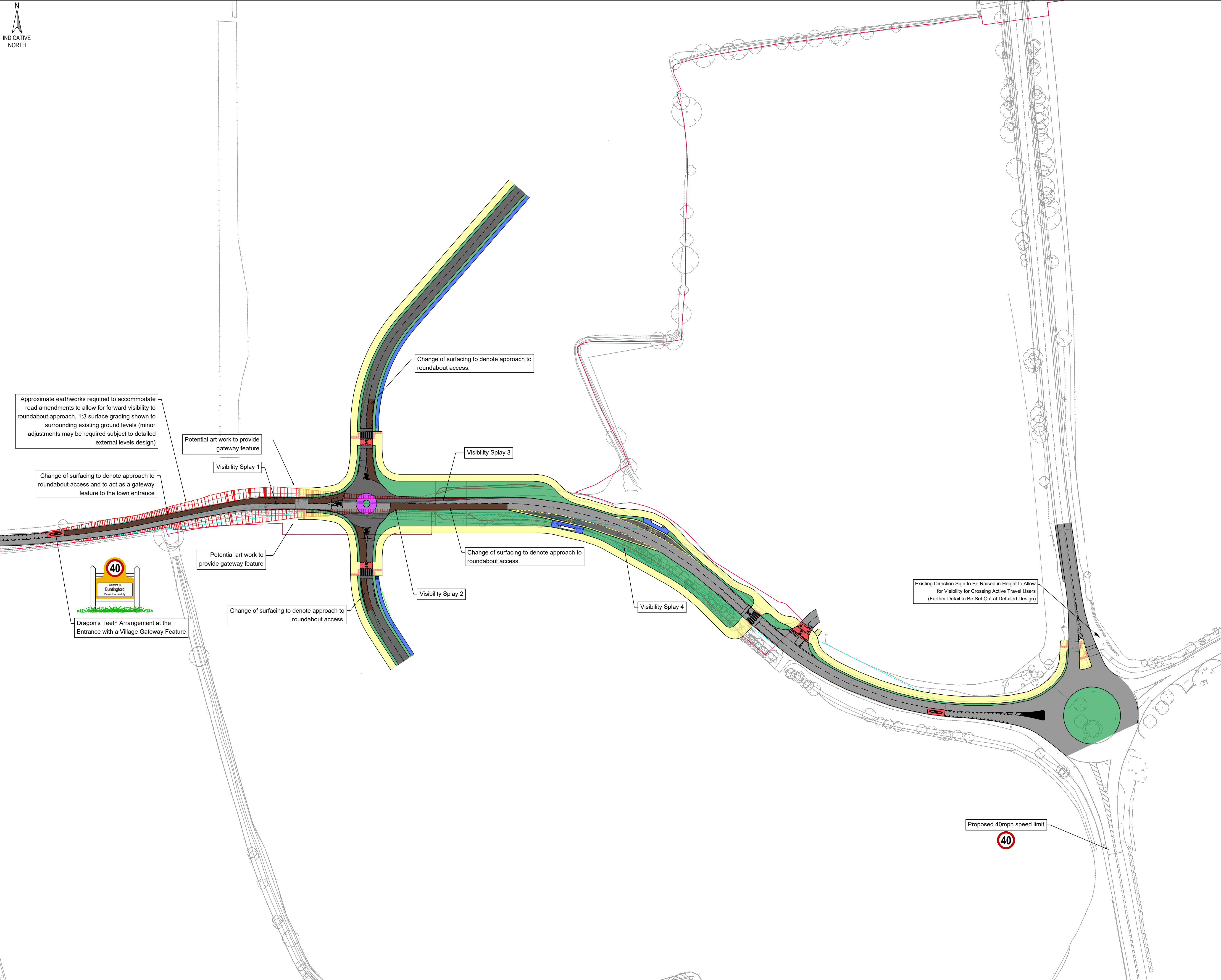
STATUS:
N/A

REV:
P6

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix F Cumulative access



- LEGEND**
- Site Boundary
 - Highway Boundary
 - Proposed Carriageway
 - Existing Carriageway
 - Proposed Pedestrian Path / Footway
 - Proposed Shared Pedestrian and Cyclist Path
 - Verge
 - Coloured Surface Treatment At Roundel Crossing
 - Coloured Surface Treatment On Approach To Access
 - Overrun Area
 - Visibility Splay (40mph, 1.5m x 120m)
 - Forward Visibility Splay (40mph, 120m)
 - Visibility Splay (30mph, 1.5m x 43m)

P11	06.02.25	Amendments	TL	JD
P10	06.01.26	Revision	TL	JD
P9	03.12.25	Revision	BT	JD
P8	22.08.25	Revision	DL	JD
P7	15.08.25	Revision	DL	JD
P6	08.04.25	Revision	DL	JD
P5	31.03.25	Revision	DL	JD
P4	20.03.25	Revision	BB	JD
P3	12.03.25	Revision	DL	JD
P2	03.02.25	Grading updated	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

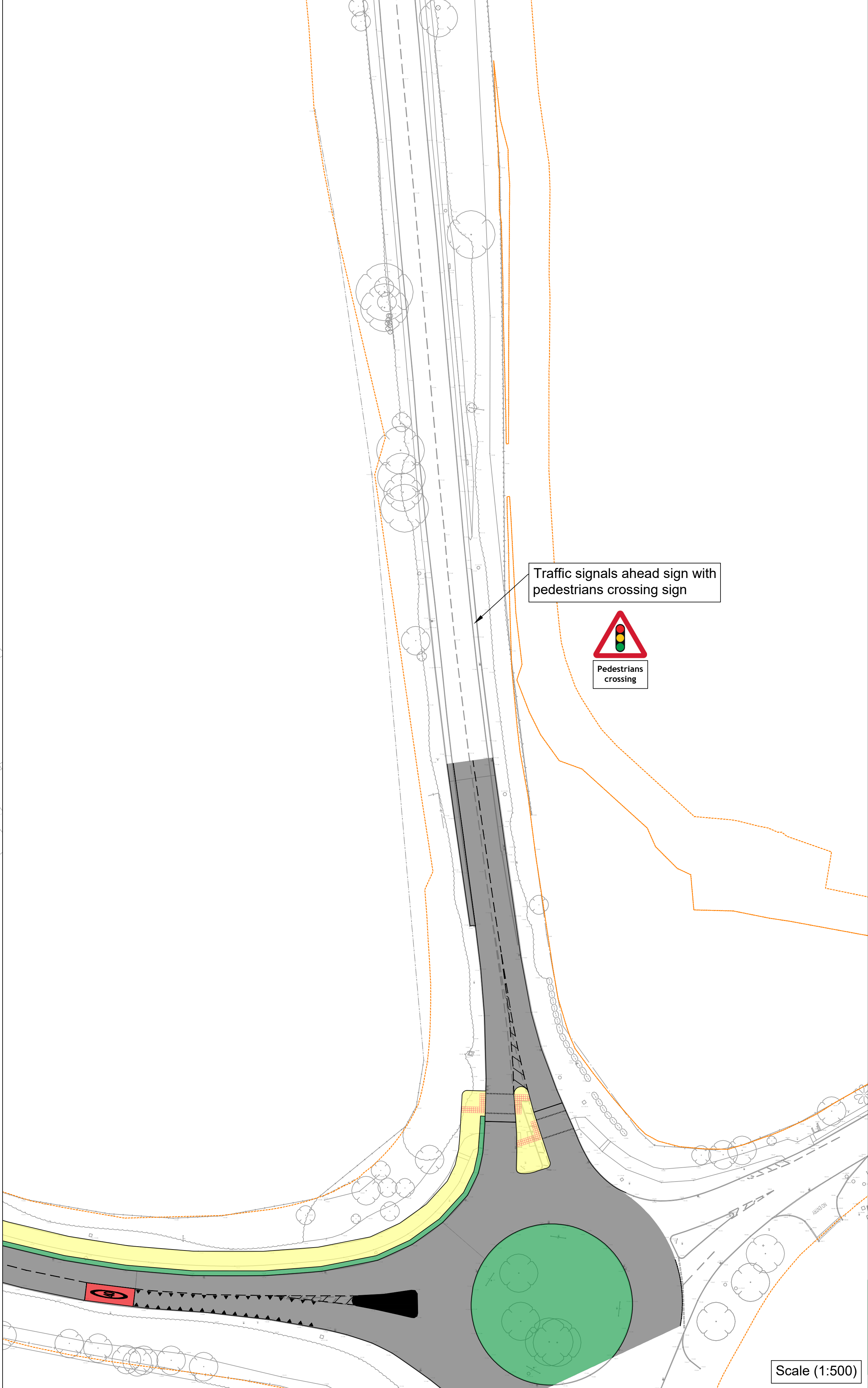
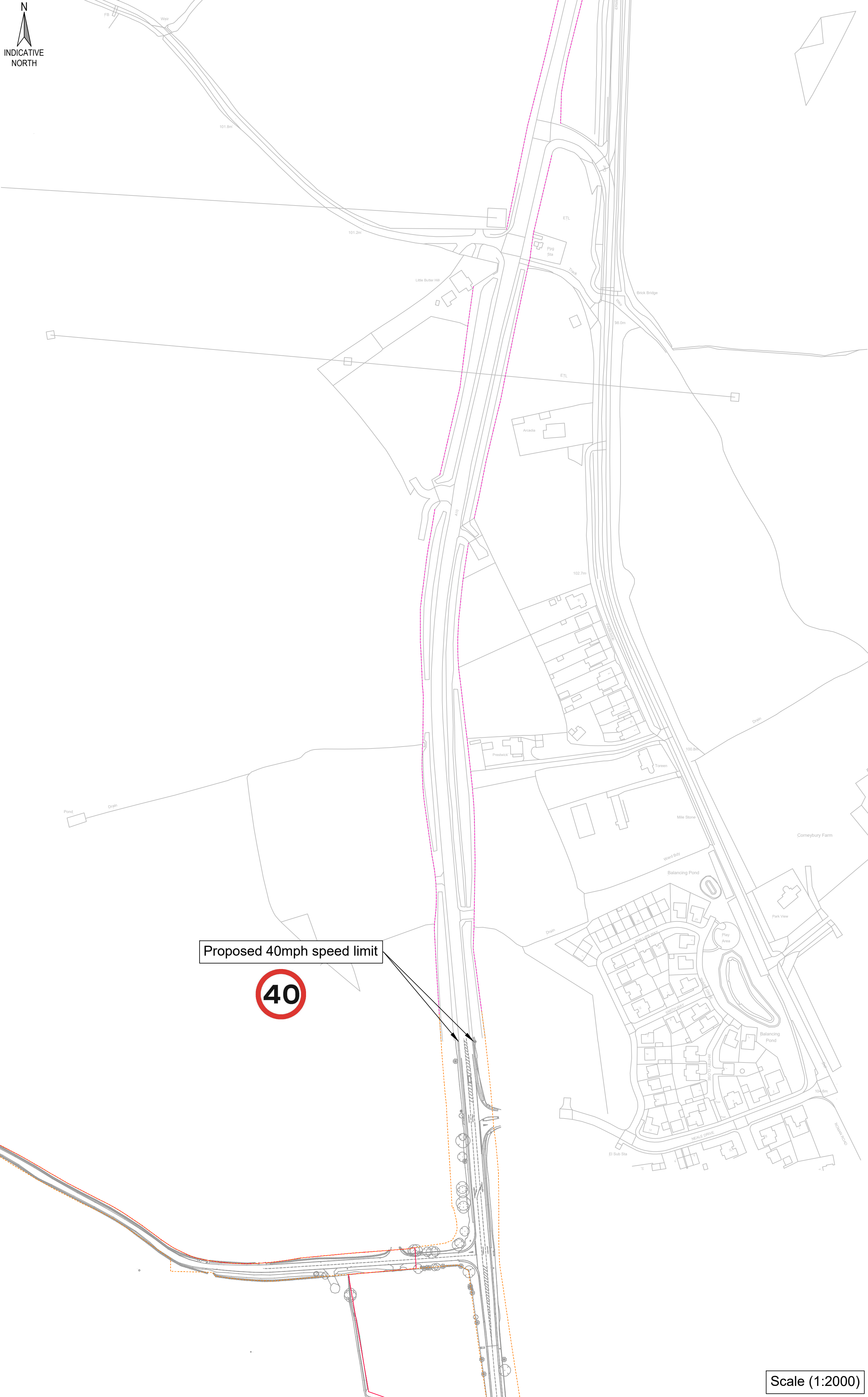
PROJECT REF: 23161
DRAWING No: 023

STATUS: N/A
REV: P11

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix G Drawing showing proposed speed restrictions / signage on A10



- LEGEND**
- Site Boundary
 - Highway Boundary
 - Assumed Highway Boundary
 - Proposed Carriageway
 - Existing Carriageway
 - Proposed Shared Pedestrian and Cyclist Path
 - Verge
 - Coloured Surface Treatment

P1	03.12.25	Preliminary Issue	BT	JD
Rev	Date	Description	By	Apvd
PROJECT: BUNTINGFORD				
TITLE: PROPOSED 40MPH SPEED LIMIT AND CROSSING SIGNAGE				
CLIENT: HALLAM LAND MANAGEMENT LTD				
SCALE@A1: AS SHOWN				
PROJECT REF: 23161			STATUS: N/A	
DRAWING No: 035			REV: P1	
Revision Referencing				
P = Preliminary A = Approval T = Tender C = Construction				

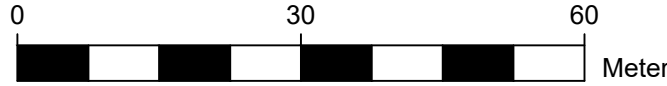
RIDGE

Appendix H Active travel enhancements on and in the vicinity of Baldock Road to the east of the A10



LEGEND

- Site Boundary
- Highway Boundary
- Existing Carriageway
- Verge
- Proposed Shared Pedestrian and Cyclist Path
- Existing Footway
- Coloured Surface Treatment



P5	03.12.25	Revision	BT	JD
P4	22.08.25	Revision	DL	JD
P3	15.08.25	Revision	DL	JD
P2	12.03.25	Revision	DL	JD
P1	17.07.23	Preliminary issue	MK	MG

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO
BUNTINGFORD VILLAGE CENTRE

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
1:1000

PROJECT REF:
23161
DRAWING No: 003
REV: P5

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix I LHA emails confirming RSA brief

James Duffy

From: James Duffy
Sent: 06 May 2025 15:03
To: Adrian McHale; Oliver Sowerby
Cc: 'smiller@hallamland.co.uk'; Fraser-Lim.Steve@eastherts.gov.uk; 'tthornewill@hallamland.co.uk'; 'reiss.sadler@marrons.co.uk'; Russell Monck1
Subject: RE: Land North of A507, west of A10 Buntingford

Thanks Adrian,

I will add the quote in blue, in relation to the A10 at grade crossings, from the Hertfordshire RSA team below the highlighted text before issuing to the safety auditor. This final brief will therefore be issued today to the auditor to allow them to press forward with this.

“...an RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.”

- Baldock Road improvements east of the A10 (Appendix K) which will be provided as part of residential and / or employment proposals – These improvements encompass:
 - Introduction of a staggered Toucan crossing on northern arm of the A10 / Baldock Road roundabout, which will also include for an appropriate refuge area.
 - Introduction of a widened active travel corridor route initially on the northern side of Baldock Road between the A10 and a point just east of Greenways, and then on the

Regards,

From: Adrian McHale <Adrian.McHale@hertfordshire.gov.uk>
Sent: 06 May 2025 14:36
To: James Duffy <j.duffy@jubba.uk.com>; Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>
Cc: 'smiller@hallamland.co.uk' <smiller@hallamland.co.uk>; Fraser-Lim.Steve@eastherts.gov.uk; 'tthornewill@hallamland.co.uk' <tthornewill@hallamland.co.uk>; 'reiss.sadler@marrons.co.uk' <reiss.sadler@marrons.co.uk>; Russell Monck1 <Russell.Monck1@hertfordshire.gov.uk>
Subject: RE: Land North of A507, west of A10 Buntingford

Hi James,

I've spoken to the SMG/ Road Safety team and given the A507 access junction in the context of the proposed residential development has been considered, modified and deemed suitable; it is unlikely the SMG would need to revisit the revised access in the context of the proposed industrial development. However, an RSA will need to consider in detail the safety of the currently proposed ‘at grade’ crossing of the A10 and this evidence will also need to be presented to our road safety team for their consideration. Furthermore, in the light of this mitigation measures may be needed to achieve safe sustainable access to the site.

Kind Regards,

Adrian

From: James Duffy <j.duffy@jubba.uk.com>
Sent: 06 May 2025 10:08

To: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>; Adrian McHale <Adrian.McHale@hertfordshire.gov.uk>
Cc: 'smiller@hallamland.co.uk' <smiller@hallamland.co.uk>; Fraser-Lim.Steve@eastherts.gov.uk;
'tthornewill@hallamland.co.uk' <tthornewill@hallamland.co.uk>; 'reiss.sadler@marrons.co.uk'
<reiss.sadler@marrons.co.uk>; Russell Monck1 <Russell.Monck1@hertfordshire.gov.uk>
Subject: RE: Land North of A507, west of A10 Buntingford

Oliver,

Thanks for confirming agreement on the audit brief. We can discuss the other elements as a separate consideration to this.

Adrian can I confirm your approval also to this brief before we action this with the auditor.

Oliver did you speak with the Speed Management Group about the introduction of the reduced speed limit for the employment only access following request from **Adrian**? As we discussed previously, for the residential / cumulative access, the recorded speeds on this section of road are well below that signed and there is already precedent in this area for similar reductions in speed. Moreover the proposed access will serve to reduce approach speed through appropriate gateway features to the benefit of the proposals and active users accessing the existing employment at Buntingford business park.

Regards,

James Duffy
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Jubb is now part of [Ridge](#) – A Built Environment Consultancy.

From: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>

Sent: 02 May 2025 11:51

To: James Duffy <j.duffy@jubb.uk.com>; Adrian McHale <Adrian.McHale@hertfordshire.gov.uk>

Cc: 'smiller@hallamland.co.uk' <smiller@hallamland.co.uk>; Fraser-Lim.Steve@eastherts.gov.uk;

'tthornewill@hallamland.co.uk' <tthornewill@hallamland.co.uk>; 'reiss.sadler@marrons.co.uk'

<reiss.sadler@marrons.co.uk>; Russell Monck1 <Russell.Monck1@hertfordshire.gov.uk>

Subject: RE: Land North of A507, west of A10 Buntingford

Hi James,

Thanks for this. I note the design changes to the proposed site access from the A507.

I have no objection to the methodology described within the report, including presumably an audit taking place of the northern and southern sites being developed in isolation and cumulatively.

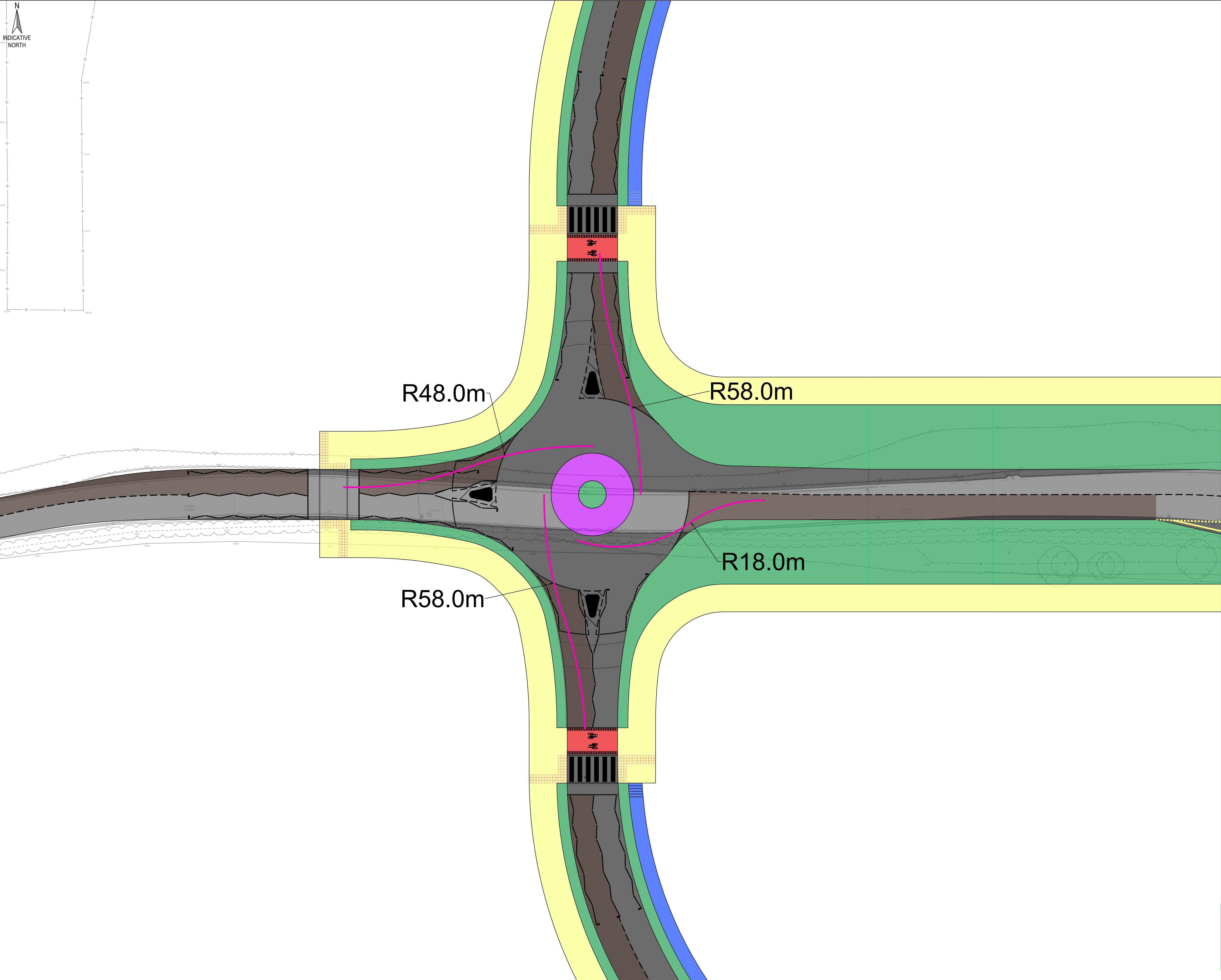
As per previous discussions, I just note what STIB has said about the northern site. I think there are also some outstanding matters arising from our meeting where we discussed trip generation and the Travel Plan?

As you know, Adrian is the case officer for the employment site, so no doubt you can continue your discussions with him on the site-specific technical matters.

Thanks,

Oliver

Appendix J Drawing showing roundabout access deflection



- LEGEND
- Proposed Carriageway
 - Existing Carriageway
 - Proposed Pedestrian Path / Footway
 - Proposed Shared Pedestrian and Cyclist Path
 - Verge
 - Entry Path Radius
 - Coloured Surface Treatment On Approach To Access

P2	06.01.26	Revision	TL	JD
P1	04.12.25	Preliminary Issue	BT	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
ROUNABOUT DEFLECTION

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:250

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 036	REV: P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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