

RIDGE

PROOF OF EVIDENCE VEHICLE ACCESS AND HIGHWAY SAFETY [APPENDICES DOCUMENT]

LAND NORTH OF A507 AND WEST OF BUNTINGFORD

HALLAM LAND MANAGEMENT
August 2026

PROOF OF EVIDENCE [APPENDICES DOCUMENT]
LAND NORTH OF A507 AND WEST OF BUNTINGFORD

HALLAM LAND MANAGEMENT

August 2026

Prepared for

Hallam Land Management

Prepared by

Ridge and Partners LLP

Author

James Duffy

VERSION CONTROL

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
1.0	23.01.2025	Working Draft	JD	JD
2.0	26.06.2026	Further Draft	JD	JD
3.0	10.07.2026	3rd Draft	JD	JD
4.0	05.08.2026	4th Draft	JD	JD
5.0	11.08.2026	1st Issue	JD	JD

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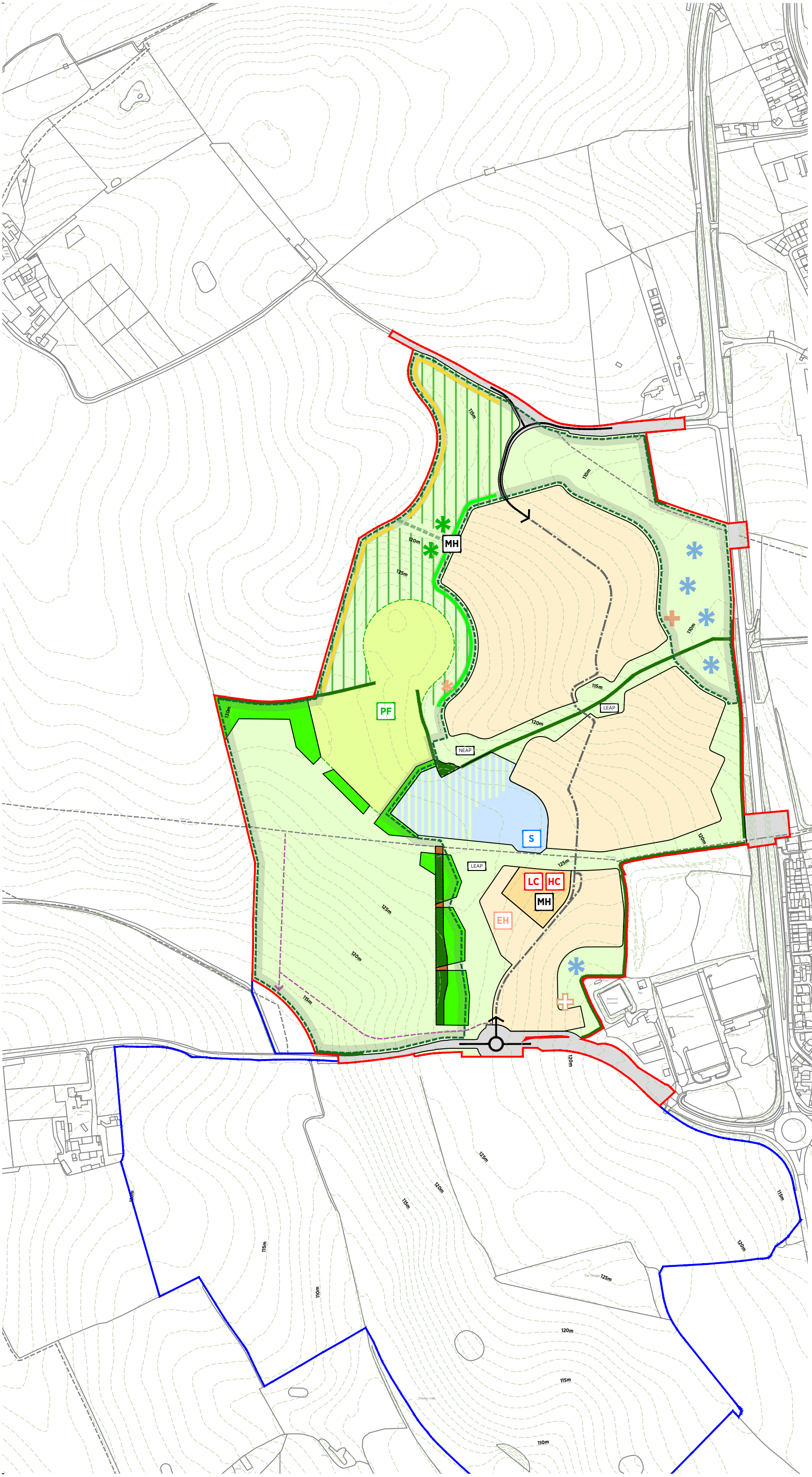
APPENDIX W ADDENDUM RSA OF ALTERNATIVE A10 AT GRADE CROSSING

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APPENDIX Y MODEL OF ALTERNATIVE A10 AT GRADE CROSSING EXIT CROSSING

APPENDICES

APPENDIX A LAND USE COMPONENTS PLAN



- 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
- Proposed Parkland Trees
- Proposed Hedgerow Trees
- Proposed Perimeter Hedgerow (c.2m high, maintained screening hedge, with local breaks for access)
- 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: Hallam Land
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

Scale@ A3 :	Drawn:	Designed:	Approved:
1:5,000	ADW	SJP	SJP

0m — 200m

Drawing Number:	Revision:	Date:
HLM082/018	R	20.05.25

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

APPENDIX B LAND USE COMPONENTS PLAN (NEARBY EMPLOYMENT PROPOSALS)

- 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

BALDOCK ROAD

A10

Buntingford Business Park

Reservoir (covered)

Pond

Mast

El Sub Sta

The Thicket

Thistley Vale

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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 :	Drawn:	Designed:	Approved:
1:2,500	ADW	SJP	SJP

0m — 100m

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

50 North Thirteenth Street, Central Milton Keynes, MK9 3BP
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DAVID LOCK ASSOCIATES

APPENDIX C PROPOSED BRIDGE CONNECTIONS AND ENHANCMENTS OF CONNECTING PROW

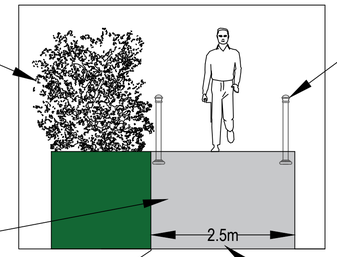
N
INDICATIVE NORTH

LEGEND
- Existing Path
- Hedge Area

Proposed Northern Footbridge

Proposed surfacing and potential inclusion of barrier provision near drainage ditch

Existing hedges to be cut back to achieve typical 2.5m width

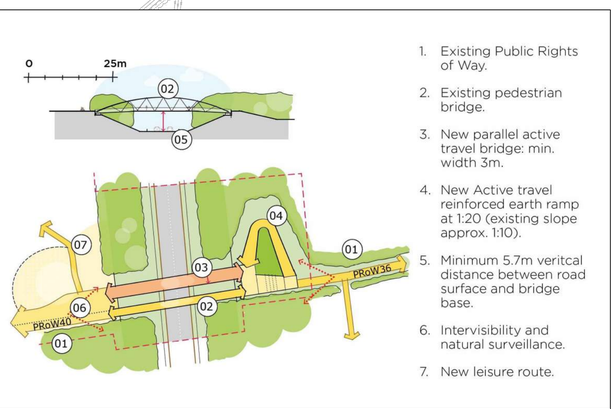


Bollard lighting

Existing surface to be resurfaced

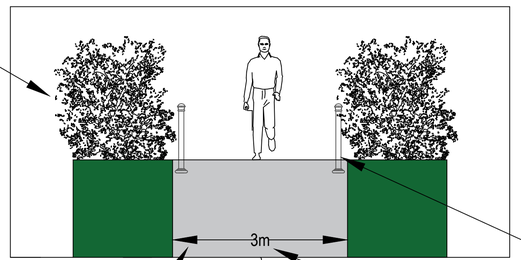
Typical 2.5m width

Area to the back of employment to be resurfaced, bollard lit and hedges trimmed to introduce a typical 2.5m width



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 veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.

Existing hedges to be cut back to achieve typical 3m width



Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Proposed additional bridge crossing alongside existing bridge

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

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APPENDIX D DESIGN OF PROPOSED NORTHERN BRIDGE

grass
A 1 0
dense vegetation/trees
concrete
Localised high containment barriers
Existing footpath
Staircases integrated into regraded embankment
New steel footbridge
grass
concrete
dense vegetation/trees
grass
110.0
110.05
110.20
110.10
110.22
110.03
cl=110.18
110.01
110.02
110.00
110.13
110.19
109.96
105.89
105.57
106.2
106.44
108.38
110.05
110.11
110.19
105.49
105.51
105.39
103.64
109.92
109.93
109.95
109.98
110.08
110.15
cl=110.11
109.80
109.91
109.97
105.48
105.54
104.93
105.60
105.56
105.13
110.01
110.6
110.08
110.19
110.17
110.08
110.10
109.84
109.95
109.97
110.0337
POST
GU
SP
A
B
C

Rev	Date	Description	By	Apvd
P1	24.04.25	Preliminary issue	BB	JD

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing

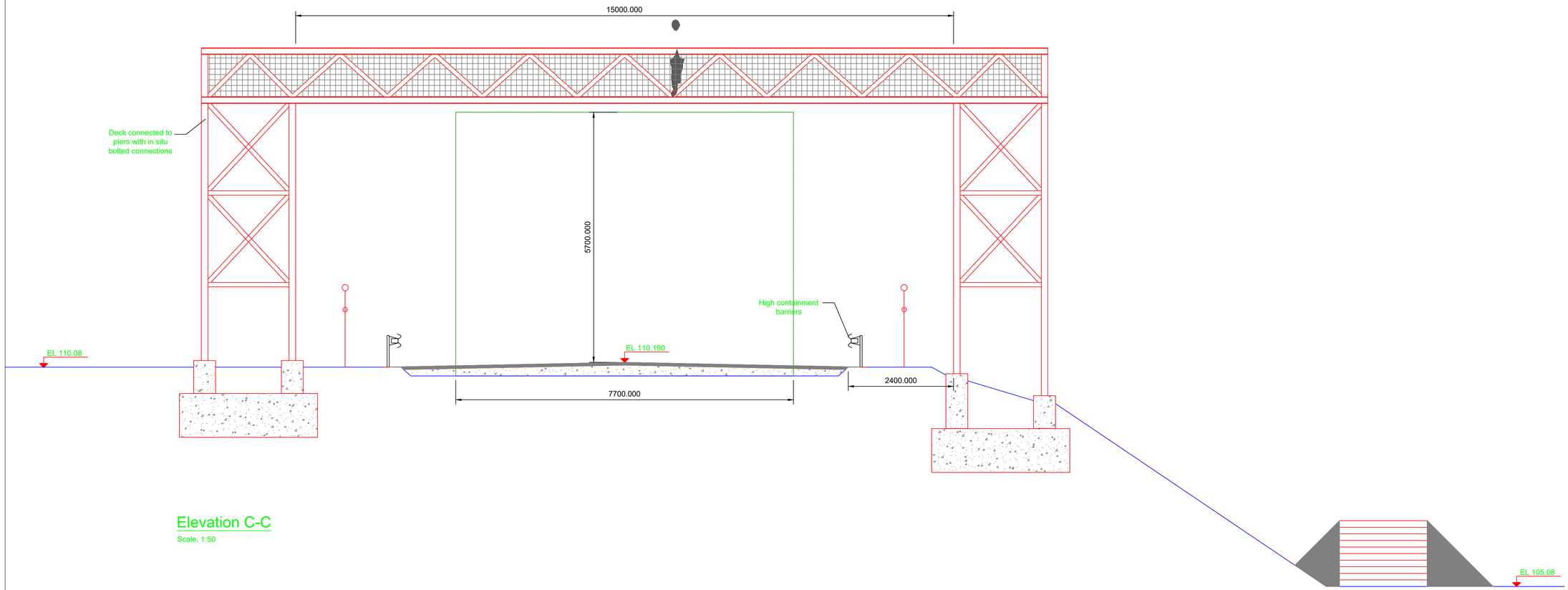
CLIENT:
Hallam Land Management

SCALE@A1:
1:100 and 1:1000

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

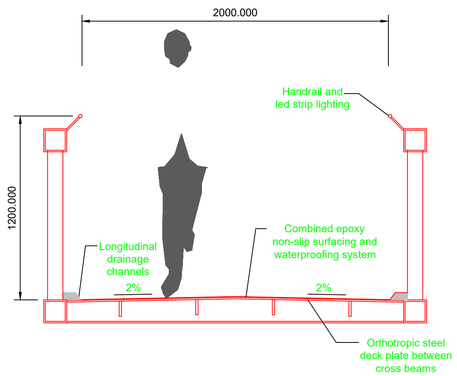
Revision Referencing
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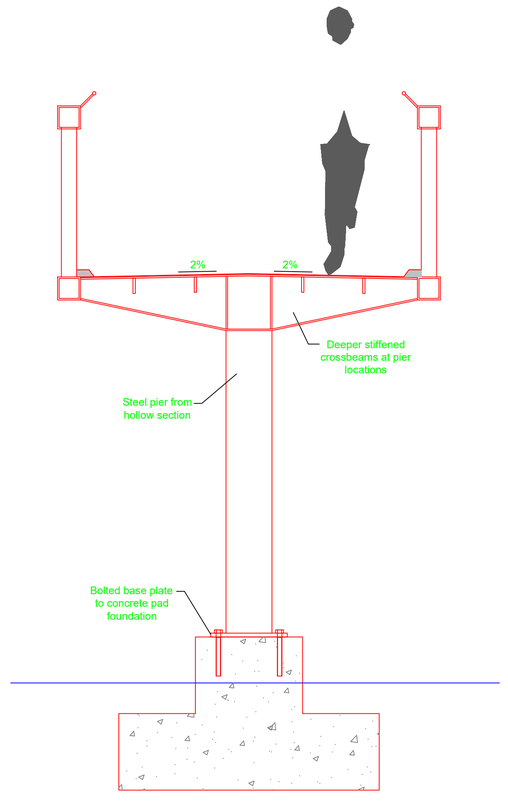
Elevation C-C

Scale, 1:50



A
-
Section

Scale, 1:20



B
-
Section

Scale, 1:20

Rev	Date	Description	By	Apvd
P1	24.04.25	Preliminary Issue	BB	JD

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
033

REV:
P1

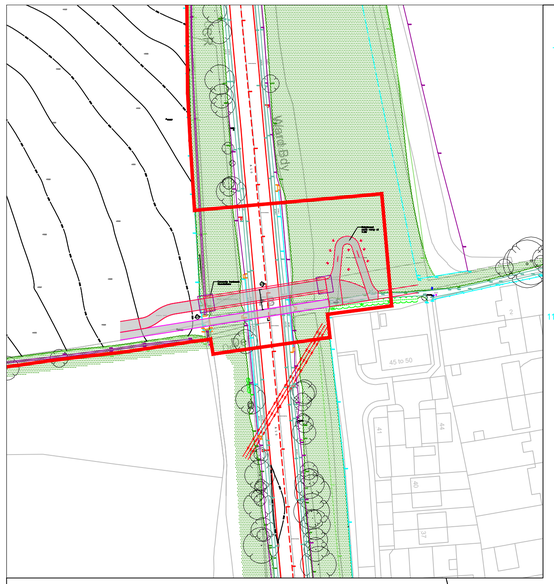
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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APPENDIX E DESIGN OF PROPOSED PARALLEL BRIDGE CONNECTING PROW 40 AND 36 (INCLUSIVE OF UPGRADES TO EXISTING BRIDGE ALONGSIDE)



Concrete bankseat foundations

Reinforced earth ramp at 1:20

dense vegetation/trees

arable land

concrete

bridge

soil

grass

gravel

118.0

3.5

2.5

Rev	Date	Description	By	Apvd
P1	06.12.24	Preliminary issue	DL	JD

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing

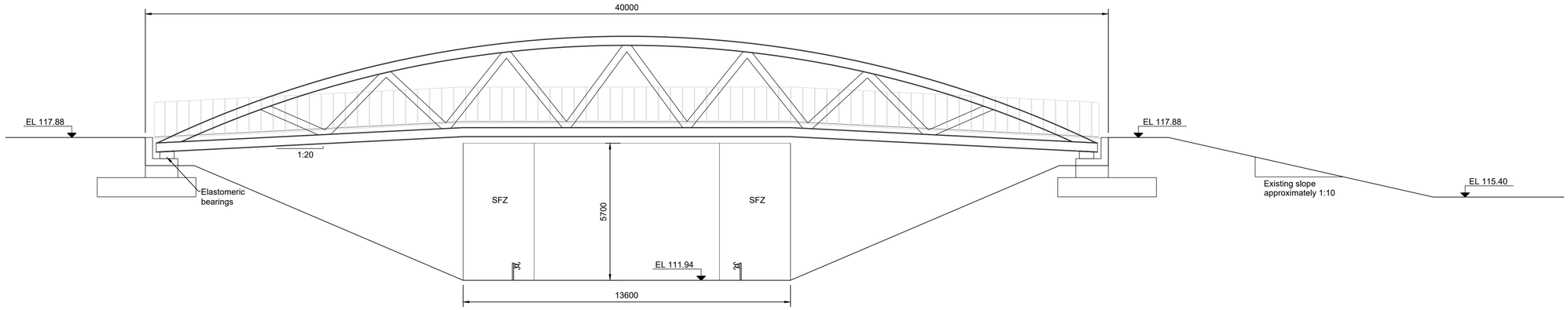
CLIENT:
Hallam Land Management

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 021
REV: P1

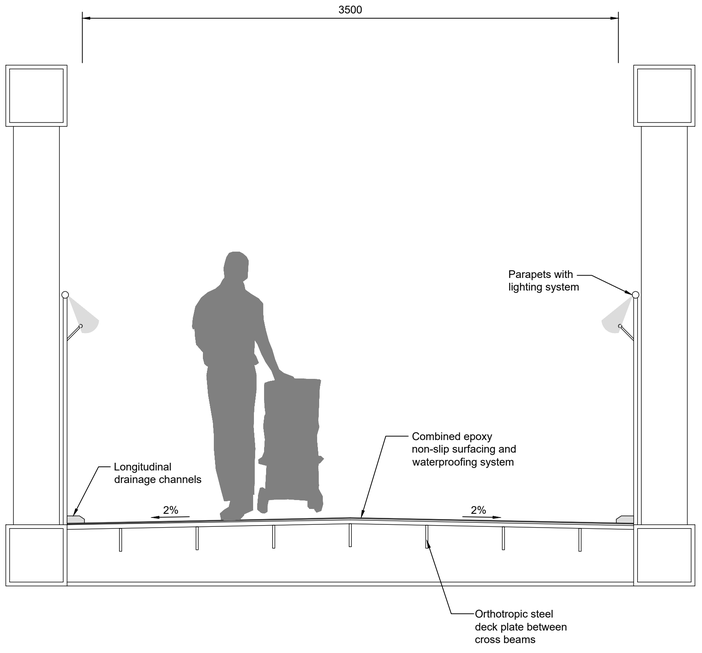
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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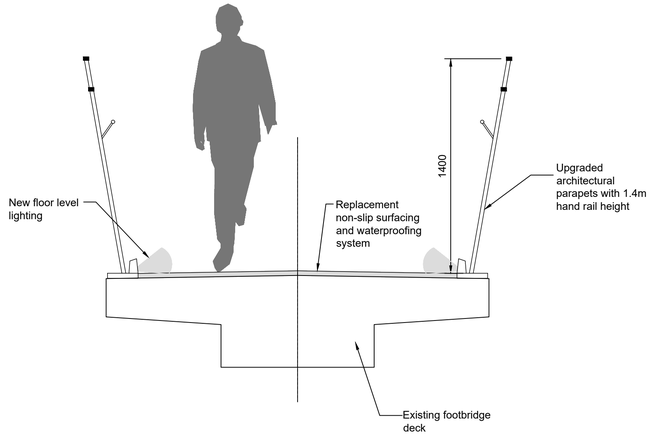
Elevation A-A

Scale, 1:100



B
-
Section

Scale, 1:20



Rev	Date	Description	By	Apvd
P2	17.04.25	Revision	DL	JD
P1	06.12.24	Preliminary issue	DL	JD

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
022

REV:
P2

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

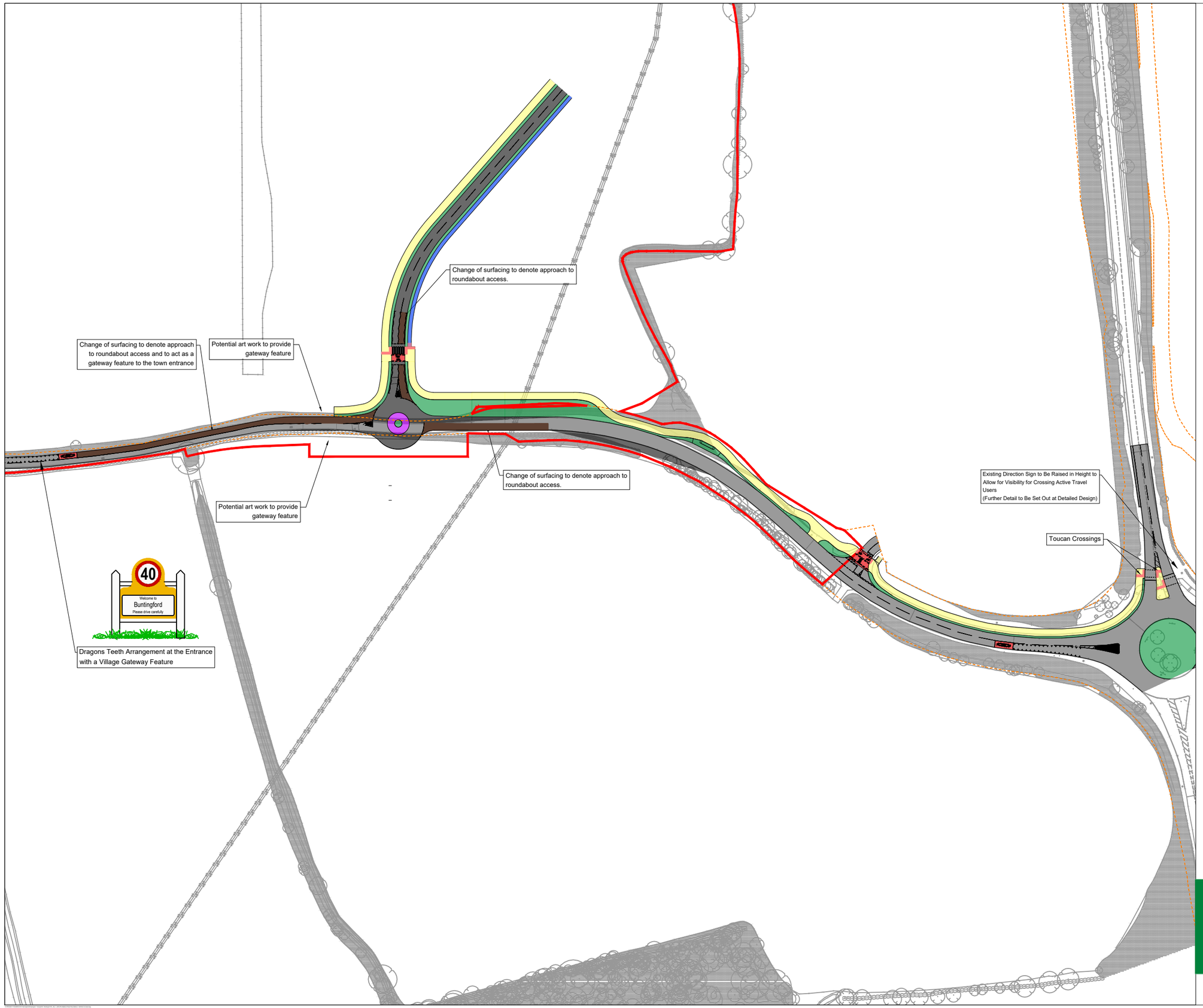
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APPENDIX F VISUALS OF NEW PARALLEL BRIDGE AND IMPROVED ROW 36




TOWN CENTRE
FREMAN COLLEGE
PARKSIDE

APPENDIX G PROPOSED BALDOCK ROAD ACCESS (NO EMPLOYMENT CONNECTION)



LEGEND

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

Rev	Date	Description	By	Apvd
P5	15.04.26	Revision	TL	JD
P4	23.03.26	Revision	TL	JD
P3	22.08.25	Revision	DL	JD
P2	15.08.25	Revision	DL	JD
P1	16.04.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT - NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

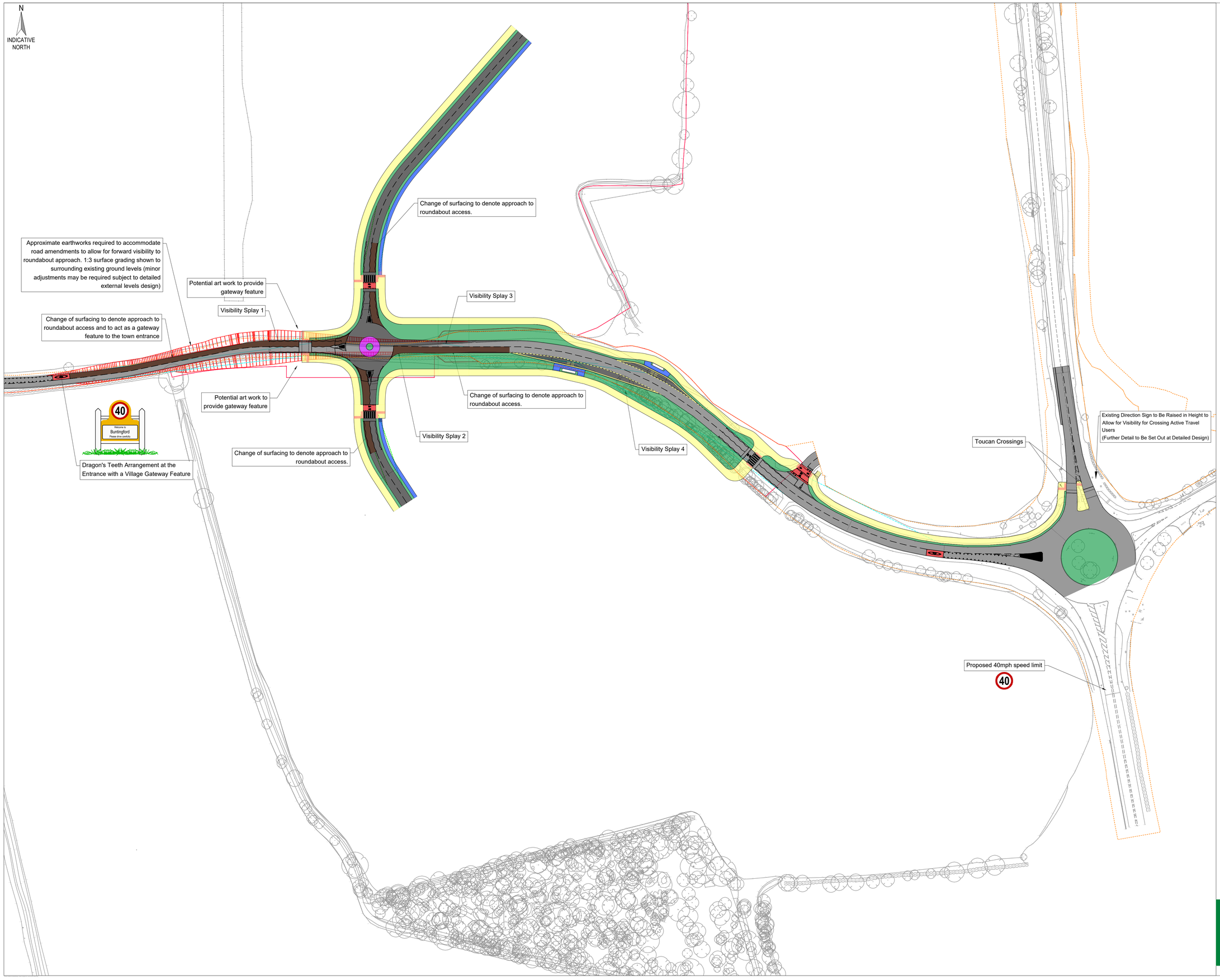
SCALE@A3:
1:2000

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 029
REV: P5

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

RIDGE

APPENDIX H PROPOSED BALDOCK ROAD ACCESS (CUMULATIVE PLAN WITH EMPLOYMENT CONNECTION)



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)

P13	15.04.26	Amendments	TL	JD
P12	10.03.26	Amendments	TL	JD
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
STATUS: N/A
DRAWING No: 023
REV: P13

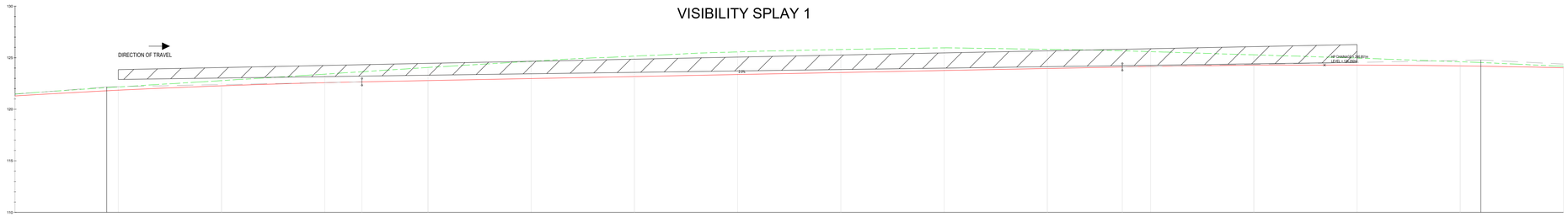
Revision Referencing
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RIDGE

N

INDICATIVE NORTH

VISIBILITY SPLAY 1



| | | |

APPENDIX I PROPOSED ACTIVE TRAVEL ENHANCEMENT EAST OF A10



LEGEND

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

N
INDICATIVE NORTH

0 30 60 Meters

Rev	Date	Description	By	Apvd
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

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 J PROPOSED WAYFINDING SIGNAGE SKIPPS MEADOW

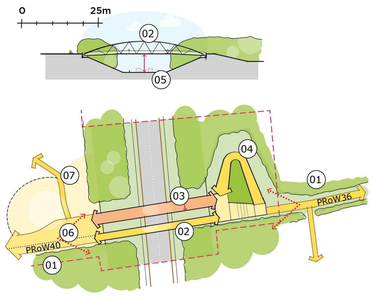
Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Proposed additional bridge crossing alongside existing bridge



Proposed wayfinding in the vicinity of the Bridge crossing (similar to inset). Signage will Highlight Two Primary 10-Minute Walking Routes towards the Center:
- Southbound Route via Skipps Meadow.
- Eastbound Route connecting to the Resurfaced Public Right of Way (PRoW).

Existing Footway Link Within Highway



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 veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.



Proposed wayfinding signage at the Junction of Greenways (similar to image inset). Signage will identify two routes (i.e. one at grade via A10 roundabout and one via traffic free route at Skipps Meadow)

N
INDICATIVE NORTH

LEGEND
Highway Boundary

Rev	Date	Description	By	Apvd
P2	01.04.26	Amendment	TL	JD
P1	18.03.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED ACTIVE TRAVEL AND WAYFINDING STRATEGY

CLIENT:
HALLAM LAND MANAGEMENT LTD

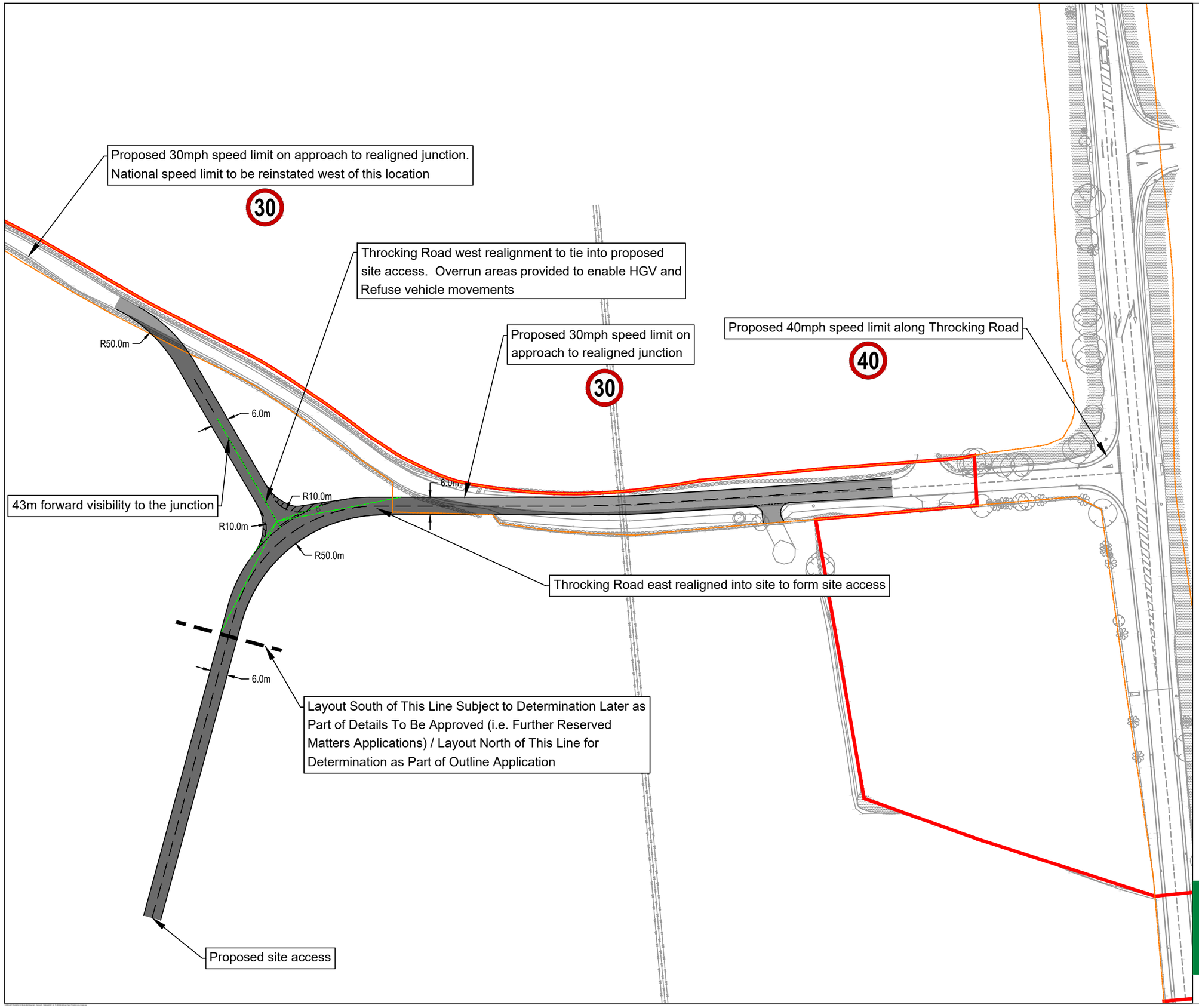
SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0040
REV: P2

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

RIDGE

APPENDIX K THROCKING LANE ACCESS



LEGEND

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

Rev	Date	Description	By	Apvd
P4	01.04.26	Revision	TL	JD
P3	16.04.25	Revision	DL	JD
P2	26.03.25	Revision	DL	JD
P1	13.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
NORTHERN PARCEL THROCKING LANE ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:1250

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
025

REV:
P4

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

RIDGE

APPENDIX L DETAILS OF PROPOSED SPEED CHANGES ON A10

N
INDICATIVE NORTH

Proposed 40mph speed limit

40

Scale (1:2000)

Traffic signals ahead sign with pedestrians crossing sign

Pedestrians crossing

Existing Direction Sign to Be Raised in Height to Allow for Visibility for Crossing Active Travel Users
(Further Detail to Be Set Out at Detailed Design)

Scale (1:500)

LEGEND

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

Rev	Date	Description	By	Apvd
P3	15.04.26	Revision	TL	JD
P2	25.03.26	Revision	TL	JD
P1	03.12.25	Preliminary Issue	BT	JD

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: P3

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

RIDGE

APPENDIX M POTENTIAL ADDITIONAL OFFSITE SCHOOL ENHANCEMENTS

PROPOSED TRAFFIC CALMING MEASURE

PROPOSED TACTILE PAVING AT PEDESTRIAN CROSSING POINT

SEE INSERT 1

INSET 1: BUILD OUT DETAIL

PROPOSED TRAFFIC CALMING MEASURE

PROPOSED TACTILE PAVING AT PEDESTRIAN CROSSING POINT

EXISTING RAISED TABLE

MONKS WALK ROAD

BALDOCK ROAD

BOWLERS MEAD

THE FOLLY

OAKLEA

MILLFIELD FIRST & NURSERY SCHOOL

LEGEND

- Highway Boundary
- Existing Carriageway
- Existing Pedestrian Path / Footway

Rev	Date	Description	By	Apvd
P2	30.07.26	Amendments	TL	JD
P1	30.06.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED ACTIVE TRAVEL IMPROVEMENTS TO MONKS WALK ROAD

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:1500

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
042

REV:
P2

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

RIDGE

APPENDIX N FURTHER PHASING SENSITIVITY TEST TRAFFIC MODELLING

TECHNICAL NOTE

RIDGE

TN18 SENSITIVITY TEST TRAFFIC MODELLING

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED BY	REVIEWED BY
1.0	09.08.2026	23161 – Buntingford	SR	JD

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 residential led 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 28th of May 2024 (planning application reference 3/24/0966/OUT),

1.1.3. The description of the 'Proposed Development' is as follows:

"Outline planning application for development of up to 600 dwellings (C3), up to 60 units of 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 bridges over the A10, with all matters reserved save for access"

1.1.4. These proposals were refused at planning committee on the 24th October 2025.

1.1.5. This Technical Note has been produced for inclusion in subsequent transport proof of evidence relating to these proposals as produced by James Duffy and as submitted as information relating to a subsequent planning appeal. The note provides details of 'Sensitivity test' traffic modelling which has been undertaken to inform potential phasing implications in the unlikely event that the take up of the on-site school be delayed by the local education authority. In addition, the assessment also removes the traffic changes associated with the previously proposed doctor's surgery (that has now been removed from the proposals).

1.1.6. The note includes details of the methodology as set out in **Section 2** and details of subsequent results in **Section 3**. In addition, summary and conclusions are set out in **Section 4**. Where key documents have been referred to in this technical note these are listed as Core Documents (**CD**).

1.1.7. This technical note provides further information in addition to the core assessment presented in Technical Note 11 (**CD 2.10.i, 2.10.ii, and 2.10.iii**) as submitted to the LHA in June 2025. This traffic assessment has been confirmed as agreed by the LHA in subsequent responses and in the resultant Highways Statement of Common Ground (**CD 15.3**).

2. METHODOLOGY

2.1.1. The 'Sensitivity test' includes amendments to development traffic flows to remove the changes associated with the proposed school and previously proposed doctor's surgery. The details of this are set out below.

2.2. School traffic change removal

2.2.1. The approved assessment as submitted to the LHA includes an adjustment that removed school journeys to account for internalisation from inclusion of a school on site. This equated to 66 internal vehicle trips in the AM Peak and 7 in the PM peak.

2.2.2. This internalisation has been removed from the assessment to account for a scenario where the school is for some reason delayed.

2.3. Local centre traffic change removal

2.3.1. It is noted that the previous assessment included traffic generation associated with a GP surgery as part of the development scenario. However, it is now understood that this land use no longer forms part of the proposed development. Accordingly, the associated traffic generation has been removed from the updated development traffic forecasts.

2.3.2. In addition, to provide a robust assessment the internalisation associated with the local centre has also been halved. To note following this adjustment the resultant internalisation associated with the Local Centre is reduced to 17 trips in the AM peak and 21 trips in the PM peak. This is considered a modest adjustment in consideration of the facilities that are still retained on site that are associated with the proposed mixed use Local Centre (including flexible use E, F and Sui Generis).

3. RESULTS

3.1. Traffic flows

3.1.1. The traffic flows of the development have been adjusted based on the considerations in **Section 2**. These adjusted flows have been combined with the 2035 base year as previously agreed and also include the combined flows of the associate Employment Application also being promoted by Hallam Land Management to the south. These traffic flows are included as **Appendix A** of this TN.

3.2. Junction capacity assessment

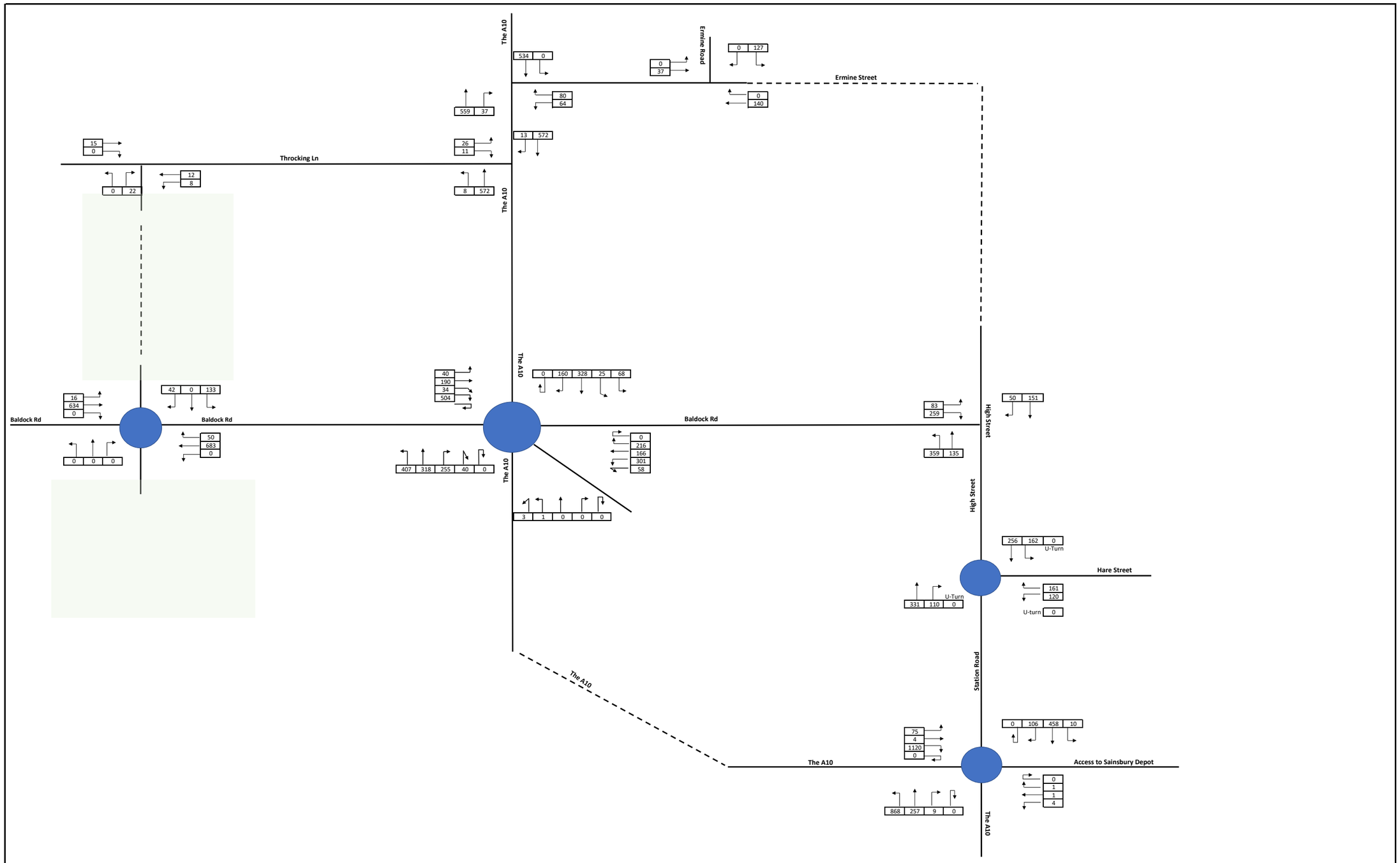
3.2.1. The ARCADY and PICADY models that were previously developed as part of the Transport Assessment and subsequent Technical Note 11 (**CD 2.10.i, 2.10.ii, and 2.10.iii**) have been adopted to ensure consistency in approach. These models are accepted by the LHA as robust assessments.

3.2.2. The resultant junction outputs, which are set out in **Appendix B** of this TN, continue to demonstrate that all junctions are forecast to operate well within capacity (i.e. Ratio of Flows to Capacity on all approaches are still well below 1) in the assessed forecast year with the combined traffic of the proposals / nearby employment proposals. Thus, the impacts on the offsite network are considered to be insignificant and therefore well below the severe impact threshold as identified as the benchmark in local and national transport policy.

4. SUMMARY AND CONCLUSIONS

4.1.1. It is evident that this further phasing 'sensitivity test', which is based on robust principals and using agreed models has continued to show no significant impact on the nearby highway network.

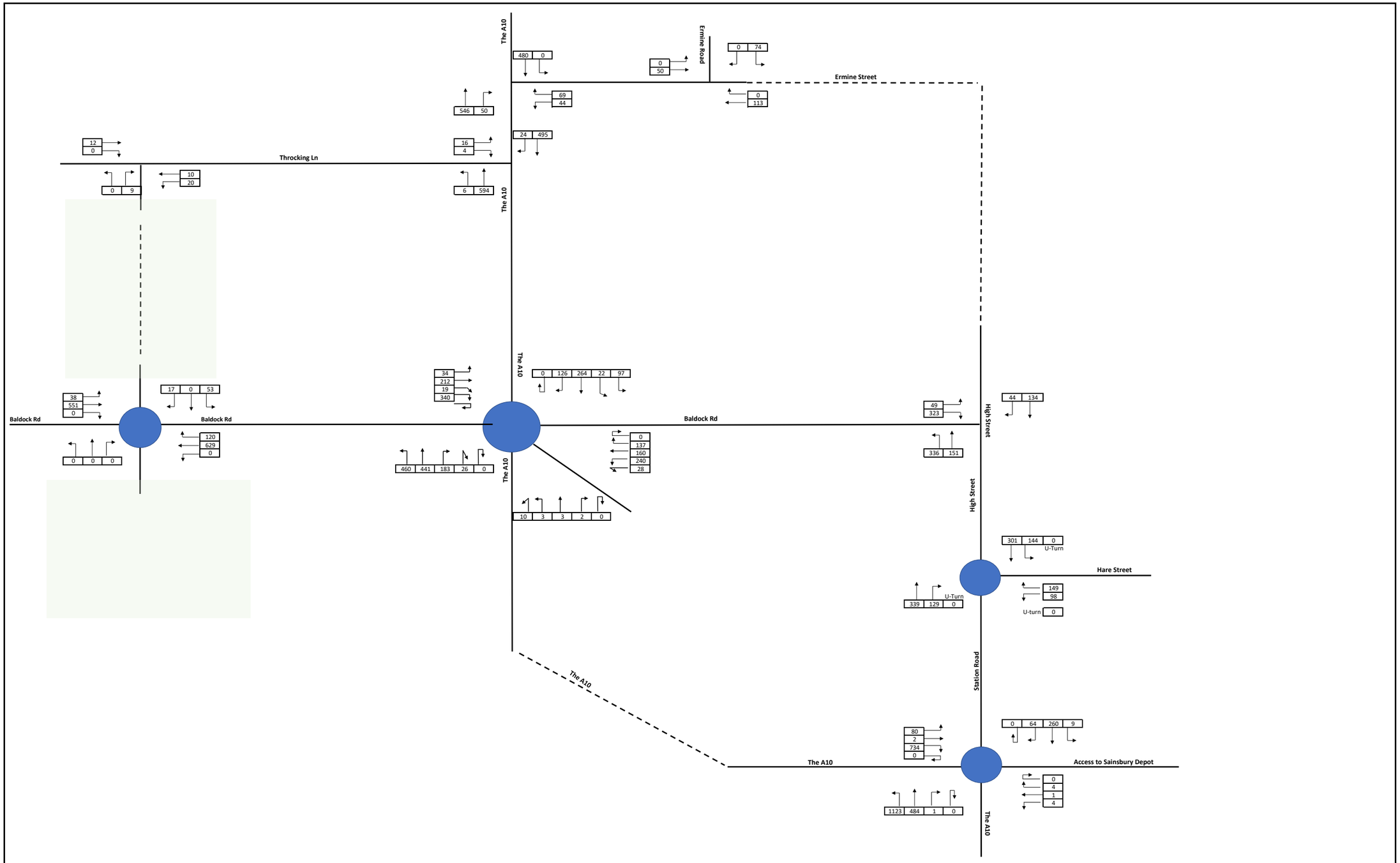
APPENDIX A SENSITIVITY TEST TRAFFIC FLOWS



Notes:				Client	Hallam Land Management
Project No.	File name			Project	
23161	Traffic Diagram_2035 LHA Response Test 37.5% with CD TN11 Remove School and GP.xlsx				23161 - Buntingford
Date	Drawn	Checked	Approved	Title	
Aug 2026	SR	RM	JD		Year 2035 Baseline + Residential Traffic AM Peak 07:45 - 08:45 (Exclude GP and School)

Ridge and Partners LLP
Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

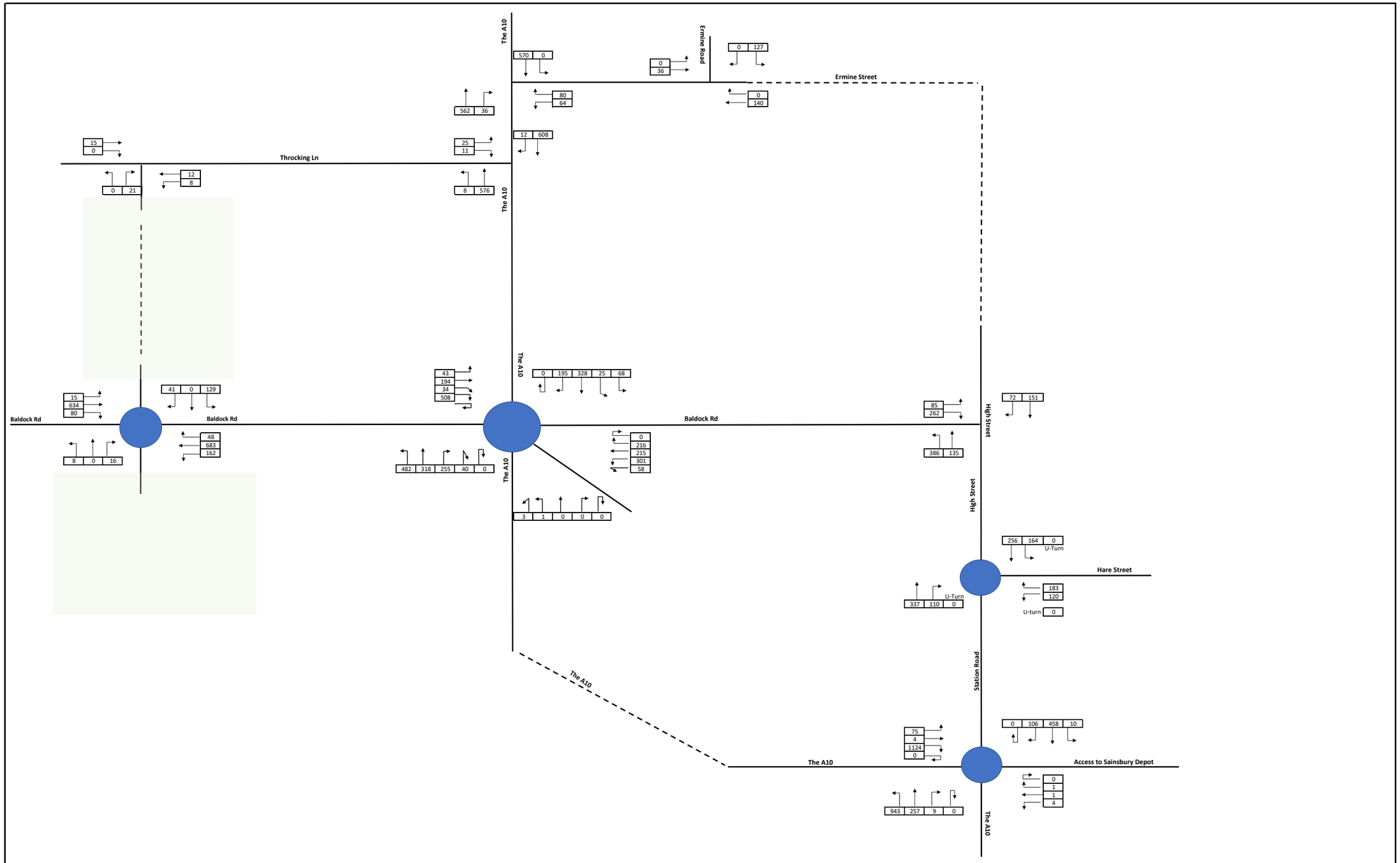
RIDGE



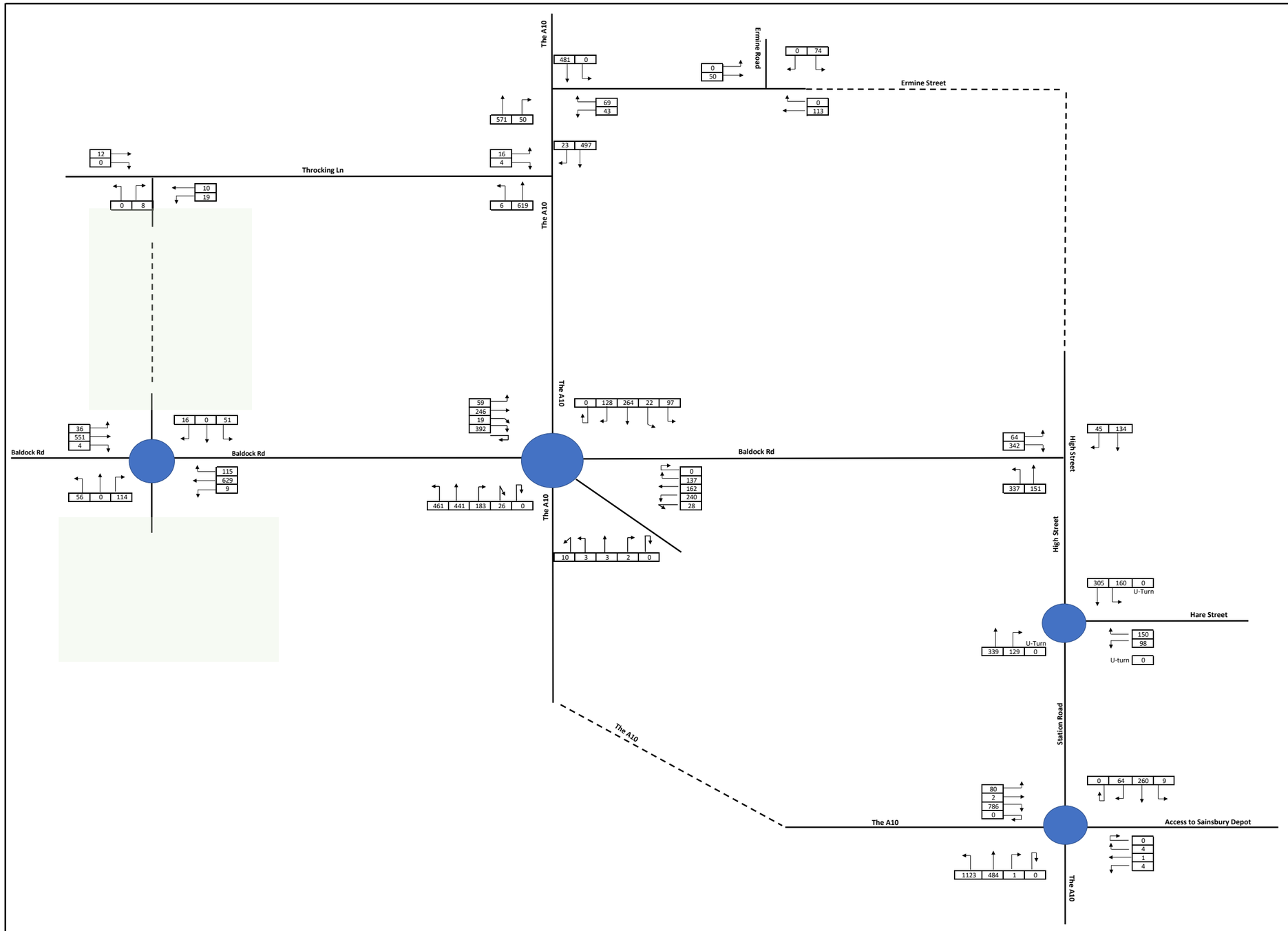
Notes:				Client: Hallam Land Management
Project No.: 23161	File name: **Traffic Diagram_2035 LHA Response Test 37.5% with CD TN11 Remove School and GP.xlsx**			Project: 23161 - Buntingford
Date: Aug 2026	Drawn: SR	Checked: RM	Approved: JD	Title: Year 2035 Baseline + Residential Traffic PM Peak 17:00-18:00 (Exclude School and GP)

Ridge and Partners LLP
Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

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Notes:				Client: Hallam Land Management	Ridge and Partners LLP Tower Wharf Cheese Lane Bristol BS2 0JJ
Project No.: 23161	File name: **Traffic Diagram_2035 LHA Response Test 37.5% with CD TN11 Remove School and GP.xlsx**			Project: 23161 - Buntingford	
Date: 08/2026	Drawn: SR	Checked: RM	Approved: JD	Title: Year 2035 Baseline + Combined Dev Traffic AM Peak 07:45 - 08:45 (Exclude School and GP)	



Notes:				Client: Hallam Land Management
Project No.: 23161	File name: **Traffic Diagram_2035 LHA Response Test 37.5% with CD TN11 Remove School and GP.xlsx**			Project: 23161 - Buntingford
Date: 08/2026	Drawn: SR	Checked: RM	Approved: JD	Title: Year 2035 Baseline + Combined Dev Traffic PM Peak 17:00 - 18:00 (Exclude School and GP)

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Cheese Lane
Bristol
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APPENDIX B SENSITIVITY TEST CAPACITY MODELS OUTPUT

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: South Site Access RA.j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 10/08/2026 09:53:28

»Year 2035 + Both Sites, AM
»Year 2035 + Both Sites, PM
»Year 2035 + Both Sites (Exclude School and GP), AM
»Year 2035 + Both Sites (Exclude School and GP), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Year 2035 + Both Sites					
1 - Site Access North	0.2	6.09	0.19	0.1	5.41	0.13
2 - Baldock Rd East	3.8	15.15	0.80	1.7	7.90	0.63
3 - Site Access South	0.0	5.48	0.04	0.3	6.84	0.24
4 - Baldock Rd West	1.8	8.86	0.64	1.2	7.58	0.55
	Year 2035 + Both Sites (Exclude School and GP)					
1 - Site Access North	0.3	6.39	0.23	0.1	5.16	0.09
2 - Baldock Rd East	3.3	13.41	0.77	1.6	7.78	0.62
3 - Site Access South	0.0	5.37	0.03	0.3	6.79	0.24
4 - Baldock Rd West	1.7	8.48	0.63	1.2	7.55	0.55

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	20/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	
D2	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	
D3	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	
D4	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	
D5	Year 2035 + Both Sites	AM	FLAT	07:45	08:45	60	15	✓
D6	Year 2035 + Both Sites	PM	FLAT	17:00	18:00	60	15	✓
D7	Year 2035 + Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	
D8	Year 2035 + Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	
D9	Year 2035 + Both Sites (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D10	Year 2035 + Both Sites (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Year 2035 + Both Sites, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	11.81	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.81	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access North		
2	Baldock Rd East		
3	Site Access South		
4	Baldock Rd West		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Site Access North	3.30	4.50	4.4	10.0	28.0	36.0		
2 - Baldock Rd East	3.60	4.80	6.8	10.0	28.0	37.0		
3 - Site Access South	3.00	4.50	7.9	14.0	28.0	50.0		
4 - Baldock Rd West	3.80	4.80	5.3	10.0	28.0	49.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Site Access North	0.517	1111
2 - Baldock Rd East	0.540	1226
3 - Site Access South	0.505	1084
4 - Baldock Rd West	0.519	1186

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	Year 2035 + Both Sites	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access North		FLAT	✓	142	100.000
2 - Baldock Rd East		FLAT	✓	930	100.000
3 - Site Access South		FLAT	✓	24	100.000
4 - Baldock Rd West		FLAT	✓	728	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	112	0	30
	2 - Baldock Rd East	85	0	162	683
	3 - Site Access South	0	16	0	8
	4 - Baldock Rd West	14	634	80	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access North	0.19	6.09	0.2	A	142	142
2 - Baldock Rd East	0.80	15.15	3.8	C	930	930
3 - Site Access South	0.04	5.48	0.0	A	24	24
4 - Baldock Rd West	0.64	8.86	1.8	A	728	728

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	142	36	723	737	0.193	141	98	0.0	0.2	6.032	A
2 - Baldock Rd East	930	233	109	1167	0.797	915	755	0.0	3.6	13.597	B
3 - Site Access South	24	6	786	687	0.035	24	239	0.0	0.0	5.427	A
4 - Baldock Rd West	728	182	100	1135	0.642	721	710	0.0	1.7	8.564	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	142	36	730	733	0.194	142	99	0.2	0.2	6.087	A
2 - Baldock Rd East	930	233	110	1167	0.797	929	762	3.6	3.8	15.066	C
3 - Site Access South	24	6	798	681	0.035	24	242	0.0	0.0	5.478	A
4 - Baldock Rd West	728	182	101	1134	0.642	728	721	1.7	1.8	8.858	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	142	36	730	733	0.194	142	99	0.2	0.2	6.087	A
2 - Baldock Rd East	930	233	110	1167	0.797	930	762	3.8	3.8	15.126	C
3 - Site Access South	24	6	798	681	0.035	24	242	0.0	0.0	5.479	A
4 - Baldock Rd West	728	182	101	1134	0.642	728	721	1.8	1.8	8.862	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	142	36	730	733	0.194	142	99	0.2	0.2	6.087	A
2 - Baldock Rd East	930	233	110	1167	0.797	930	762	3.8	3.8	15.147	C
3 - Site Access South	24	6	798	681	0.035	24	242	0.0	0.0	5.479	A
4 - Baldock Rd West	728	182	101	1134	0.642	728	721	1.8	1.8	8.864	A

Year 2035 + Both Sites, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	7.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Year 2035 + Both Sites	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access North		FLAT	✓	99	100.000
2 - Baldock Rd East		FLAT	✓	760	100.000
3 - Site Access South		FLAT	✓	170	100.000
4 - Baldock Rd West		FLAT	✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	83	0	16
	2 - Baldock Rd East	122	0	9	629
	3 - Site Access South	0	114	0	56
	4 - Baldock Rd West	34	551	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access North	0.13	5.41	0.1	A	99	99
2 - Baldock Rd East	0.63	7.90	1.7	A	760	760
3 - Site Access South	0.24	6.84	0.3	A	170	170
4 - Baldock Rd West	0.55	7.58	1.2	A	589	589

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	99	25	664	768	0.129	98	155	0.0	0.1	5.375	A
2 - Baldock Rd East	760	190	20	1216	0.625	753	742	0.0	1.6	7.686	A
3 - Site Access South	170	43	760	700	0.243	169	13	0.0	0.3	6.762	A
4 - Baldock Rd West	589	147	234	1065	0.553	584	695	0.0	1.2	7.414	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	99	25	669	765	0.129	99	156	0.1	0.1	5.406	A
2 - Baldock Rd East	760	190	20	1216	0.625	760	748	1.6	1.6	7.897	A
3 - Site Access South	170	43	767	697	0.244	170	13	0.3	0.3	6.836	A
4 - Baldock Rd West	589	147	236	1064	0.554	589	701	1.2	1.2	7.574	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	99	25	669	765	0.129	99	156	0.1	0.1	5.406	A
2 - Baldock Rd East	760	190	20	1216	0.625	760	748	1.6	1.7	7.900	A
3 - Site Access South	170	43	767	697	0.244	170	13	0.3	0.3	6.836	A
4 - Baldock Rd West	589	147	236	1064	0.554	589	701	1.2	1.2	7.577	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	99	25	669	765	0.129	99	156	0.1	0.1	5.406	A
2 - Baldock Rd East	760	190	20	1216	0.625	760	748	1.7	1.7	7.900	A
3 - Site Access South	170	43	767	697	0.244	170	13	0.3	0.3	6.836	A
4 - Baldock Rd West	589	147	236	1064	0.554	589	701	1.2	1.2	7.577	A

Year 2035 + Both Sites (Exclude School and GP), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	10.67	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.67	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Year 2035 + Both Sites (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access North		FLAT	✓	170	100.000
2 - Baldock Rd East		FLAT	✓	893	100.000
3 - Site Access South		FLAT	✓	24	100.000
4 - Baldock Rd West		FLAT	✓	729	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	129	0	41
	2 - Baldock Rd East	48	0	162	683
	3 - Site Access South	0	16	0	8
	4 - Baldock Rd West	15	634	80	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access North	0.23	6.39	0.3	A	170	170
2 - Baldock Rd East	0.77	13.41	3.3	B	893	893
3 - Site Access South	0.03	5.37	0.0	A	24	24
4 - Baldock Rd West	0.63	8.48	1.7	A	729	729

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	170	43	723	737	0.231	169	62	0.0	0.3	6.326	A
2 - Baldock Rd East	893	223	120	1162	0.769	880	772	0.0	3.1	12.314	B
3 - Site Access South	24	6	761	699	0.034	24	239	0.0	0.0	5.328	A
4 - Baldock Rd West	729	182	63	1154	0.632	722	722	0.0	1.7	8.224	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	170	43	730	733	0.232	170	63	0.3	0.3	6.389	A
2 - Baldock Rd East	893	223	121	1161	0.769	893	779	3.1	3.2	13.362	B
3 - Site Access South	24	6	772	694	0.035	24	242	0.0	0.0	5.371	A
4 - Baldock Rd West	729	182	64	1153	0.632	729	732	1.7	1.7	8.476	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	170	43	730	733	0.232	170	63	0.3	0.3	6.390	A
2 - Baldock Rd East	893	223	121	1161	0.769	893	779	3.2	3.3	13.398	B
3 - Site Access South	24	6	772	694	0.035	24	242	0.0	0.0	5.372	A
4 - Baldock Rd West	729	182	64	1153	0.632	729	732	1.7	1.7	8.481	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	170	43	730	733	0.232	170	63	0.3	0.3	6.390	A
2 - Baldock Rd East	893	223	121	1161	0.769	893	779	3.3	3.3	13.407	B
3 - Site Access South	24	6	772	694	0.035	24	242	0.0	0.0	5.372	A
4 - Baldock Rd West	729	182	64	1153	0.632	729	732	1.7	1.7	8.484	A

Year 2035 + Both Sites (Exclude School and GP), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Site Access Junction	Standard Roundabout		1, 2, 3, 4	7.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	Year 2035 + Both Sites (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access North		FLAT	✓	67	100.000
2 - Baldock Rd East		FLAT	✓	753	100.000
3 - Site Access South		FLAT	✓	170	100.000
4 - Baldock Rd West		FLAT	✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	51	0	16
	2 - Baldock Rd East	115	0	9	629
	3 - Site Access South	0	114	0	56
	4 - Baldock Rd West	36	551	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - Site Access North	2 - Baldock Rd East	3 - Site Access South	4 - Baldock Rd West
From	1 - Site Access North	0	0	0	0
	2 - Baldock Rd East	0	0	0	0
	3 - Site Access South	0	0	0	0
	4 - Baldock Rd West	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access North	0.09	5.16	0.1	A	67	67
2 - Baldock Rd East	0.62	7.78	1.6	A	753	753
3 - Site Access South	0.24	6.79	0.3	A	170	170
4 - Baldock Rd West	0.55	7.55	1.2	A	591	591

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	67	17	664	768	0.087	67	150	0.0	0.1	5.133	A
2 - Baldock Rd East	753	188	20	1216	0.619	747	710	0.0	1.6	7.578	A
3 - Site Access South	170	43	754	703	0.242	169	13	0.0	0.3	6.720	A
4 - Baldock Rd West	591	148	227	1069	0.553	586	695	0.0	1.2	7.389	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	67	17	669	765	0.088	67	151	0.1	0.1	5.158	A
2 - Baldock Rd East	753	188	20	1216	0.619	753	716	1.6	1.6	7.778	A
3 - Site Access South	170	43	760	700	0.243	170	13	0.3	0.3	6.790	A
4 - Baldock Rd West	591	148	229	1068	0.554	591	701	1.2	1.2	7.548	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	67	17	669	765	0.088	67	151	0.1	0.1	5.158	A
2 - Baldock Rd East	753	188	20	1216	0.619	753	716	1.6	1.6	7.781	A
3 - Site Access South	170	43	760	700	0.243	170	13	0.3	0.3	6.790	A
4 - Baldock Rd West	591	148	229	1068	0.554	591	701	1.2	1.2	7.551	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access North	67	17	669	765	0.088	67	151	0.1	0.1	5.158	A
2 - Baldock Rd East	753	188	20	1216	0.619	753	716	1.6	1.6	7.781	A
3 - Site Access South	170	43	760	700	0.243	170	13	0.3	0.3	6.790	A
4 - Baldock Rd West	591	148	229	1068	0.554	591	701	1.2	1.2	7.551	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: A10 - Baldock Road DL (2035).j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 04/08/2026 15:37:49

»2035 + Total Dev Sites Exclude School and GP, AM
»2035 + Total Dev Sites Exclude School and GP, PM
»2035 + Northern Site Exclude School and GP, AM
»2035 + Northern Site Exclude School and GP, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2035 + Total Dev Sites Exclude School and GP					
1 - the A10 North	1.1	6.57	0.51	0.7	4.61	0.39
2 - the B1038	3.4	15.87	0.77	0.9	5.86	0.48
3 - Access Road	0.0	22.73	0.03	0.1	13.44	0.07
4 - the A10 South	1.8	6.07	0.63	1.5	4.97	0.60
5 - the A507	2.0	9.22	0.65	1.4	7.21	0.59
	2035 + Northern Site Exclude School and GP					
1 - the A10 North	1.0	6.15	0.48	0.6	4.32	0.37
2 - the B1038	2.5	12.13	0.71	0.9	5.56	0.46
3 - Access Road	0.0	19.63	0.02	0.1	12.70	0.06
4 - the A10 South	1.4	5.01	0.57	1.5	4.94	0.60
5 - the A507	1.9	8.98	0.64	1.0	5.90	0.50

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A40/ A507 Roundabout
Location	Buntingford
Site number	
Date	16/10/2023
Version	A
Status	(new file)
Identifier	
Client	
Jobnumber	23161
Enumerator	JUBB\SRadford
Description	Geometric Input from OS/Satelite mapping

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Baseline Traffic	AM	FLAT	07:45	08:45	60	15	
D2	2023 Baseline Traffic	PM	FLAT	17:00	18:00	60	15	
D3	2035 Baseline Traffic	AM	FLAT	07:45	08:45	60	15	
D4	2035 Baseline Traffic	PM	FLAT	17:00	18:00	60	15	
D5	2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	
D6	2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	
D7	2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	
D8	2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	
D9	2035 + Total Dev Sites	AM	FLAT	07:45	08:45	60	15	
D10	2035 + Total Dev Sites	PM	FLAT	17:00	18:00	60	15	
D11	2035 + Total Dev Sites Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓
D12	2035 + Total Dev Sites Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓
D13	2035 + Northern Site Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓
D14	2035 + Northern Site Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2035 + Total Dev Sites Exclude School and GP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	9.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.29	A

Arms

Arms

Arm	Name	Description	No give-way line
1	the A10 North		
2	the B1038		
3	Access Road		
4	the A10 South		
5	the A507		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - the A10 North	4.20	7.60	13.7	18.5	55.0	31.0		
2 - the B1038	3.60	7.60	11.2	65.0	55.0	34.0		
3 - Access Road	3.70	3.70	0.0	3.4	55.0	80.0		
4 - the A10 South	4.40	8.20	19.6	63.4	55.0	24.0		
5 - the A507	3.50	7.70	13.7	37.5	55.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - the A10 North	0.606	1833
2 - the B1038	0.588	1689
3 - Access Road	0.282	659
4 - the A10 South	0.682	2155
5 - the A507	0.574	1671

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2035 + Total Dev Sites Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	616	100.000
2 - the B1038		FLAT	✓	790	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	1095	100.000
5 - the A507		FLAT	✓	779	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	68	25	328	195
	2 - the B1038	216	0	58	301	215
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	318	255	40	0	482
	5 - the A507	43	194	34	508	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.51	6.57	1.1	A	616	616
2 - the B1038	0.77	15.87	3.4	C	790	790
3 - Access Road	0.03	22.73	0.0	C	4	4
4 - the A10 South	0.63	6.07	1.8	A	1095	1095
5 - the A507	0.65	9.22	2.0	A	779	779

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	616	154	1022	1213	0.508	612	571	0.0	1.1	6.419	A
2 - the B1038	790	197	1121	1030	0.766	777	513	0.0	3.2	14.136	B
3 - Access Road	4	1	1743	168	0.024	4	155	0.0	0.0	21.914	C
4 - the A10 South	1095	274	619	1733	0.632	1088	1128	0.0	1.8	5.885	A
5 - the A507	779	195	821	1200	0.649	771	885	0.0	1.9	8.812	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	616	154	1031	1208	0.510	616	576	1.1	1.1	6.571	A
2 - the B1038	790	197	1130	1025	0.770	789	517	3.2	3.3	15.769	C
3 - Access Road	4	1	1762	163	0.025	4	157	0.0	0.0	22.706	C
4 - the A10 South	1095	274	627	1727	0.634	1095	1140	1.8	1.8	6.064	A
5 - the A507	779	195	828	1195	0.652	779	893	1.9	2.0	9.204	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	616	154	1031	1208	0.510	616	577	1.1	1.1	6.572	A
2 - the B1038	790	197	1130	1025	0.770	789	517	3.3	3.4	15.847	C
3 - Access Road	4	1	1763	162	0.025	4	157	0.0	0.0	22.727	C
4 - the A10 South	1095	274	627	1727	0.634	1095	1140	1.8	1.8	6.068	A
5 - the A507	779	195	829	1195	0.652	779	893	2.0	2.0	9.212	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	616	154	1031	1208	0.510	616	577	1.1	1.1	6.572	A
2 - the B1038	790	197	1130	1025	0.770	790	517	3.4	3.4	15.872	C
3 - Access Road	4	1	1763	162	0.025	4	157	0.0	0.0	22.732	C
4 - the A10 South	1095	274	627	1727	0.634	1095	1140	1.8	1.8	6.068	A
5 - the A507	779	195	829	1195	0.652	779	893	2.0	2.0	9.217	A

2035 + Total Dev Sites Exclude School and GP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2035 + Total Dev Sites Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	511	100.000
2 - the B1038		FLAT	✓	567	100.000
3 - Access Road		FLAT	✓	19	100.000
4 - the A10 South		FLAT	✓	1111	100.000
5 - the A507		FLAT	✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	97	22	264	128
	2 - the B1038	137	0	28	240	162
	3 - Access Road	3	2	0	10	3
	4 - the A10 South	441	183	26	0	461
	5 - the A507	59	246	19	392	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.39	4.61	0.7	A	511	511
2 - the B1038	0.48	5.86	0.9	A	567	567
3 - Access Road	0.07	13.44	0.1	B	19	19
4 - the A10 South	0.60	4.97	1.5	A	1111	1111
5 - the A507	0.59	7.21	1.4	A	716	716

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	511	128	862	1310	0.390	508	636	0.0	0.6	4.563	A
2 - the B1038	567	142	845	1193	0.475	563	525	0.0	0.9	5.763	A
3 - Access Road	19	5	1314	289	0.065	18	94	0.0	0.1	13.297	B
4 - the A10 South	1111	278	432	1860	0.597	1105	900	0.0	1.5	4.878	A
5 - the A507	716	179	788	1219	0.587	710	750	0.0	1.4	7.025	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	511	128	868	1307	0.391	511	640	0.6	0.7	4.614	A
2 - the B1038	567	142	851	1189	0.476	567	528	0.9	0.9	5.857	A
3 - Access Road	19	5	1322	287	0.065	19	95	0.1	0.1	13.440	B
4 - the A10 South	1111	278	435	1858	0.598	1111	906	1.5	1.5	4.968	A
5 - the A507	716	179	792	1216	0.589	716	754	1.4	1.4	7.210	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	511	128	868	1307	0.391	511	640	0.7	0.7	4.614	A
2 - the B1038	567	142	851	1189	0.476	567	528	0.9	0.9	5.857	A
3 - Access Road	19	5	1322	287	0.065	19	95	0.1	0.1	13.441	B
4 - the A10 South	1111	278	435	1858	0.598	1111	906	1.5	1.5	4.968	A
5 - the A507	716	179	792	1216	0.589	716	754	1.4	1.4	7.213	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	511	128	868	1307	0.391	511	640	0.7	0.7	4.614	A
2 - the B1038	567	142	851	1189	0.476	567	528	0.9	0.9	5.857	A
3 - Access Road	19	5	1322	287	0.065	19	95	0.1	0.1	13.442	B
4 - the A10 South	1111	278	435	1858	0.598	1111	906	1.5	1.5	4.968	A
5 - the A507	716	179	792	1216	0.589	716	754	1.4	1.4	7.213	A

2035 + Northern Site Exclude School and GP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	7.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2035 + Northern Site Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	581	100.000
2 - the B1038		FLAT	✓	741	100.000
3 - Access Road		FLAT	✓	4	100.000
4 - the A10 South		FLAT	✓	1020	100.000
5 - the A507		FLAT	✓	768	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	68	25	328	160
	2 - the B1038	216	0	58	301	166
	3 - Access Road	0	0	0	3	1
	4 - the A10 South	318	255	40	0	407
	5 - the A507	40	190	34	504	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	13	14	6	9
	2 - the B1038	2	0	6	3	7
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	7	4	3	0	8
	5 - the A507	3	8	13	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.48	6.15	1.0	A	581	581
2 - the B1038	0.71	12.13	2.5	B	741	741
3 - Access Road	0.02	19.63	0.0	C	4	4
4 - the A10 South	0.57	5.01	1.4	A	1020	1020
5 - the A507	0.64	8.98	1.9	A	768	768

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	581	145	1014	1218	0.477	577	569	0.0	1.0	6.024	A
2 - the B1038	741	185	1082	1054	0.703	731	509	0.0	2.4	11.291	B
3 - Access Road	4	1	1657	192	0.021	4	156	0.0	0.0	19.123	C
4 - the A10 South	1020	255	536	1789	0.570	1014	1125	0.0	1.4	4.913	A
5 - the A507	768	192	823	1199	0.641	761	728	0.0	1.9	8.619	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	581	145	1023	1213	0.479	581	574	1.0	1.0	6.145	A
2 - the B1038	741	185	1090	1048	0.706	740	513	2.4	2.4	12.102	B
3 - Access Road	4	1	1674	188	0.022	4	157	0.0	0.0	19.621	C
4 - the A10 South	1020	255	542	1785	0.571	1020	1136	1.4	1.4	5.009	A
5 - the A507	768	192	829	1195	0.642	768	734	1.9	1.9	8.971	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	581	145	1023	1213	0.479	581	574	1.0	1.0	6.145	A
2 - the B1038	741	185	1091	1048	0.707	741	513	2.4	2.5	12.129	B
3 - Access Road	4	1	1674	187	0.022	4	157	0.0	0.0	19.630	C
4 - the A10 South	1020	255	542	1785	0.571	1020	1136	1.4	1.4	5.010	A
5 - the A507	768	192	829	1195	0.643	768	734	1.9	1.9	8.978	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	581	145	1023	1213	0.479	581	574	1.0	1.0	6.146	A
2 - the B1038	741	185	1091	1048	0.707	741	513	2.5	2.5	12.134	B
3 - Access Road	4	1	1674	187	0.022	4	157	0.0	0.0	19.632	C
4 - the A10 South	1020	255	542	1785	0.571	1020	1136	1.4	1.4	5.010	A
5 - the A507	768	192	829	1195	0.643	768	734	1.9	1.9	8.980	A

2035 + Northern Site Exclude School and GP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A10 / B1038 Roundabout	Standard Roundabout		1, 2, 3, 4, 5	5.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2035 + Northern Site Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - the A10 North		FLAT	✓	509	100.000
2 - the B1038		FLAT	✓	565	100.000
3 - Access Road		FLAT	✓	19	100.000
4 - the A10 South		FLAT	✓	1110	100.000
5 - the A507		FLAT	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	97	22	264	126
	2 - the B1038	137	0	28	240	160
	3 - Access Road	3	2	0	10	3
	4 - the A10 South	441	183	26	0	460
	5 - the A507	34	212	19	340	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To				
		1 - the A10 North	2 - the B1038	3 - Access Road	4 - the A10 South	5 - the A507
From	1 - the A10 North	0	4	0	2	1
	2 - the B1038	2	0	0	0	3
	3 - Access Road	0	0	0	0	0
	4 - the A10 South	2	4	0	0	4
	5 - the A507	3	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - the A10 North	0.37	4.32	0.6	A	509	509
2 - the B1038	0.46	5.56	0.9	A	565	565
3 - Access Road	0.06	12.70	0.1	B	19	19
4 - the A10 South	0.60	4.94	1.5	A	1110	1110
5 - the A507	0.50	5.90	1.0	A	605	605

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	509	127	777	1362	0.374	506	612	0.0	0.6	4.282	A
2 - the B1038	565	141	792	1224	0.462	561	491	0.0	0.9	5.478	A
3 - Access Road	19	5	1259	304	0.062	18	94	0.0	0.1	12.581	B
4 - the A10 South	1110	278	429	1862	0.596	1104	849	0.0	1.5	4.857	A
5 - the A507	605	151	788	1219	0.496	601	745	0.0	1.0	5.803	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	509	127	782	1359	0.374	509	615	0.6	0.6	4.321	A
2 - the B1038	565	141	797	1221	0.462	565	494	0.9	0.9	5.556	A
3 - Access Road	19	5	1266	302	0.062	19	95	0.1	0.1	12.694	B
4 - the A10 South	1110	278	431	1861	0.597	1110	854	1.5	1.5	4.944	A
5 - the A507	605	151	792	1216	0.497	605	749	1.0	1.0	5.898	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	509	127	782	1359	0.374	509	615	0.6	0.6	4.321	A
2 - the B1038	565	141	797	1221	0.462	565	494	0.9	0.9	5.556	A
3 - Access Road	19	5	1266	302	0.062	19	95	0.1	0.1	12.695	B
4 - the A10 South	1110	278	431	1861	0.597	1110	854	1.5	1.5	4.944	A
5 - the A507	605	151	792	1216	0.497	605	749	1.0	1.0	5.898	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - the A10 North	509	127	782	1359	0.374	509	615	0.6	0.6	4.321	A
2 - the B1038	565	141	797	1221	0.462	565	494	0.9	0.9	5.556	A
3 - Access Road	19	5	1266	302	0.062	19	95	0.1	0.1	12.695	B
4 - the A10 South	1110	278	431	1861	0.597	1110	854	1.5	1.5	4.944	A
5 - the A507	605	151	792	1216	0.497	605	749	1.0	1.0	5.898	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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Filename: Thricking Rd - A10.j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 04/08/2026 14:58:24

»Year 2035 + Northern Site (Exclude GP and School), AM
»Year 2035 + Northern Site (Exclude GP and School), PM
»Year 2035 + Total Both Sites (Exclude GP and School), AM
»Year 2035 + Total Both Sites (Exclude GP and School), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Year 2035 + Northern Site (Exclude GP and School)					
Stream B-C	0.1	7.09	0.05	0.0	6.91	0.03
Stream B-A	0.0	13.65	0.04	0.0	12.22	0.01
Stream C-AB	0.0	6.87	0.02	0.0	7.09	0.05
	Year 2035 + Total Both Sites (Exclude GP and School)					
Stream B-C	0.0	7.10	0.05	0.0	7.00	0.03
Stream B-A	0.0	13.90	0.04	0.0	12.46	0.01
Stream C-AB	0.0	6.88	0.02	0.0	7.17	0.04

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	
D9	Year 2035 + Total Both Sites	AM	FLAT	07:45	08:45	60	15	
D10	Year 2035 + Total Both Sites	PM	FLAT	17:00	18:00	60	15	
D11	Year 2035 + Northern Site (Exclude GP and School)	AM	FLAT	07:45	08:45	60	15	✓
D12	Year 2035 + Northern Site (Exclude GP and School)	PM	FLAT	17:00	18:00	60	15	✓
D13	Year 2035 + Total Both Sites (Exclude GP and School)	AM	FLAT	07:45	08:45	60	15	✓
D14	Year 2035 + Total Both Sites (Exclude GP and School)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Year 2035 + Northern Site (Exclude GP and School), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	A

Arms

Arms

Arm	Name	Description	Arm type
A	A10 South		Major
B	Throcking Rd		Minor
C	A10 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A10 North	6.60		✓	3.00	100.0	✓	10.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Throcking Rd	One lane plus flare	10.00	5.36	3.17	3.00	3.00		1.00	54	41

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	531	0.094	0.238	0.150	0.340
B-C	688	0.103	0.260	-	-
C-B	687	0.259	0.259	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	Year 2035 + Northern Site (Exclude GP and School)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 South		FLAT	✓	580	100.000
B - Throcking Rd		FLAT	✓	37	100.000
C - A10 North		FLAT	✓	585	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	8	572
	B - Throcking Rd	11	0	26
	C - A10 North	572	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.09	0.1	A	26	26
B-A	0.04	13.65	0.0	B	11	11
C-AB	0.02	6.87	0.0	A	13	13
C-A					572	572
A-B					8	8
A-C					572	572

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	534	0.049	26	0.0	0.1	7.082	A
B-A	11	3	304	0.036	11	0.0	0.0	13.636	B
C-AB	13	3	537	0.024	13	0.0	0.0	6.875	A
C-A	572	143			572				
A-B	8	2			8				
A-C	572	143			572				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	534	0.049	26	0.1	0.1	7.091	A
B-A	11	3	304	0.036	11	0.0	0.0	13.645	B
C-AB	13	3	537	0.024	13	0.0	0.0	6.875	A
C-A	572	143			572				
A-B	8	2			8				
A-C	572	143			572				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	534	0.049	26	0.1	0.1	7.091	A
B-A	11	3	304	0.036	11	0.0	0.0	13.645	B
C-AB	13	3	537	0.024	13	0.0	0.0	6.875	A
C-A	572	143			572				
A-B	8	2			8				
A-C	572	143			572				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	534	0.049	26	0.1	0.1	7.091	A
B-A	11	3	304	0.036	11	0.0	0.0	13.645	B
C-AB	13	3	537	0.024	13	0.0	0.0	6.875	A
C-A	572	143			572				
A-B	8	2			8				
A-C	572	143			572				

Year 2035 + Northern Site (Exclude GP and School), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	Year 2035 + Northern Site (Exclude GP and School)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 South		FLAT	✓	600	100.000
B - Throcking Rd		FLAT	✓	20	100.000
C - A10 North		FLAT	✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	6	594
	B - Throcking Rd	4	0	16
	C - A10 North	495	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.91	0.0	A	16	16
B-A	0.01	12.22	0.0	B	4	4
C-AB	0.05	7.09	0.0	A	24	24
C-A					495	495
A-B					6	6
A-C					594	594

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	537	0.030	16	0.0	0.0	6.911	A
B-A	4	1	299	0.013	4	0.0	0.0	12.211	B
C-AB	24	6	531	0.045	24	0.0	0.0	7.091	A
C-A	495	124			495				
A-B	6	2			6				
A-C	594	149			594				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	537	0.030	16	0.0	0.0	6.915	A
B-A	4	1	299	0.013	4	0.0	0.0	12.213	B
C-AB	24	6	531	0.045	24	0.0	0.0	7.094	A
C-A	495	124			495				
A-B	6	2			6				
A-C	594	149			594				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	537	0.030	16	0.0	0.0	6.915	A
B-A	4	1	299	0.013	4	0.0	0.0	12.213	B
C-AB	24	6	531	0.045	24	0.0	0.0	7.094	A
C-A	495	124			495				
A-B	6	2			6				
A-C	594	149			594				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	537	0.030	16	0.0	0.0	6.915	A
B-A	4	1	299	0.013	4	0.0	0.0	12.215	B
C-AB	24	6	531	0.045	24	0.0	0.0	7.094	A
C-A	495	124			495				
A-B	6	2			6				
A-C	594	149			594				

Year 2035 + Total Both Sites (Exclude GP and School), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	Year 2035 + Total Both Sites (Exclude GP and School)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 South		FLAT	✓	584	100.000
B - Throcking Rd		FLAT	✓	36	100.000
C - A10 North		FLAT	✓	620	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	8	576
	B - Throcking Rd	11	0	25
	C - A10 North	608	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	5
	B - Throcking Rd	11	0	0
	C - A10 North	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.10	0.0	A	25	25
B-A	0.04	13.90	0.0	B	11	11
C-AB	0.02	6.88	0.0	A	12	12
C-A					608	608
A-B					8	8
A-C					576	576

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	532	0.047	25	0.0	0.0	7.095	A
B-A	11	3	298	0.037	11	0.0	0.0	13.890	B
C-AB	12	3	536	0.022	12	0.0	0.0	6.875	A
C-A	608	152			608				
A-B	8	2			8				
A-C	576	144			576				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	532	0.047	25	0.0	0.0	7.099	A
B-A	11	3	298	0.037	11	0.0	0.0	13.899	B
C-AB	12	3	536	0.022	12	0.0	0.0	6.875	A
C-A	608	152			608				
A-B	8	2			8				
A-C	576	144			576				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	532	0.047	25	0.0	0.0	7.099	A
B-A	11	3	298	0.037	11	0.0	0.0	13.899	B
C-AB	12	3	536	0.022	12	0.0	0.0	6.875	A
C-A	608	152			608				
A-B	8	2			8				
A-C	576	144			576				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	532	0.047	25	0.0	0.0	7.099	A
B-A	11	3	298	0.037	11	0.0	0.0	13.899	B
C-AB	12	3	536	0.022	12	0.0	0.0	6.875	A
C-A	608	152			608				
A-B	8	2			8				
A-C	576	144			576				

Year 2035 + Total Both Sites (Exclude GP and School), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Throcking Rd - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	Year 2035 + Total Both Sites (Exclude GP and School)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 South		FLAT	✓	625	100.000
B - Throcking Rd		FLAT	✓	20	100.000
C - A10 North		FLAT	✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	6	619
	B - Throcking Rd	4	0	16
	C - A10 North	497	23	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 South	B - Throcking Rd	C - A10 North
From	A - A10 South	0	0	2
	B - Throcking Rd	0	0	0
	C - A10 North	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	7.00	0.0	A	16	16
B-A	0.01	12.46	0.0	B	4	4
C-AB	0.04	7.17	0.0	A	23	23
C-A					497	497
A-B					6	6
A-C					619	619

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	530	0.030	16	0.0	0.0	6.999	A
B-A	4	1	293	0.014	4	0.0	0.0	12.455	B
C-AB	23	6	525	0.044	23	0.0	0.0	7.169	A
C-A	497	124			497				
A-B	6	2			6				
A-C	619	155			619				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	530	0.030	16	0.0	0.0	7.003	A
B-A	4	1	293	0.014	4	0.0	0.0	12.456	B
C-AB	23	6	525	0.044	23	0.0	0.0	7.171	A
C-A	497	124			497				
A-B	6	2			6				
A-C	619	155			619				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	530	0.030	16	0.0	0.0	7.003	A
B-A	4	1	293	0.014	4	0.0	0.0	12.456	B
C-AB	23	6	525	0.044	23	0.0	0.0	7.171	A
C-A	497	124			497				
A-B	6	2			6				
A-C	619	155			619				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	530	0.030	16	0.0	0.0	7.003	A
B-A	4	1	293	0.014	4	0.0	0.0	12.458	B
C-AB	23	6	525	0.044	23	0.0	0.0	7.171	A
C-A	497	124			497				
A-B	6	2			6				
A-C	619	155			619				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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Filename: A10 - Ermine St.j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 04/08/2026 14:53:02

»Year 2035 + Northern Site (Exclude School and GP), AM
»Year 2035 + Northern Site (Exclude School and GP), PM
»Year 2035 + Dev Both Sites (Exclude School and GP), AM
»Year 2035 + Dev Both Sites (Exclude School and GP), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Year 2035 + Northern Site (Exclude School and GP)					
Stream B-AC	0.7	16.88	0.39	0.5	14.45	0.31
Stream C-AB	0.1	7.09	0.07	0.1	7.07	0.09
	Year 2035 + Dev Both Sites (Exclude School and GP)					
Stream B-AC	0.7	17.64	0.40	0.5	14.66	0.31
Stream C-AB	0.1	7.21	0.07	0.1	7.07	0.09

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	
D9	Year 2035 + Dev Both Sites	AM	FLAT	07:45	08:45	60	15	
D10	Year 2035 + Dev Both Sites	PM	FLAT	17:00	18:00	60	15	
D11	Year 2035 + Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D12	Year 2035 + Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓
D13	Year 2035 + Dev Both Sites (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D14	Year 2035 + Dev Both Sites (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Year 2035 + Northern Site (Exclude School and GP), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	A10 North		Major
B	Ermine Rd		Minor
C	A10 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A10 South	6.00		✓	3.00	100.0	✓	4.50

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Ermine Rd	One lane	3.40	27	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	518	0.094	0.238	0.150	0.340
B-C	664	0.102	0.257	-	-
C-B	687	0.266	0.266	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	Year 2035 + Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 North		FLAT	✓	534	100.000
B - Ermine Rd		FLAT	✓	144	100.000
C - A10 South		FLAT	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	534
	B - Ermine Rd	80	0	64
	C - A10 South	559	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	16.88	0.7	C	144	144
C-AB	0.07	7.09	0.1	A	37	37
C-A					559	559
A-B					0	0
A-C					534	534

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	366	0.394	141	0.0	0.7	16.505	C
C-AB	37	9	545	0.068	37	0.0	0.1	7.083	A
C-A	559	140			559				
A-B	0	0			0				
A-C	534	134			534				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	366	0.394	144	0.7	0.7	16.877	C
C-AB	37	9	545	0.068	37	0.1	0.1	7.088	A
C-A	559	140			559				
A-B	0	0			0				
A-C	534	134			534				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	366	0.394	144	0.7	0.7	16.883	C
C-AB	37	9	545	0.068	37	0.1	0.1	7.088	A
C-A	559	140			559				
A-B	0	0			0				
A-C	534	134			534				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	366	0.394	144	0.7	0.7	16.885	C
C-AB	37	9	545	0.068	37	0.1	0.1	7.088	A
C-A	559	140			559				
A-B	0	0			0				
A-C	534	134			534				

Year 2035 + Northern Site (Exclude School and GP), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	Year 2035 + Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 North		FLAT	✓	480	100.000
B - Ermine Rd		FLAT	✓	113	100.000
C - A10 South		FLAT	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	480
	B - Ermine Rd	69	0	44
	C - A10 South	546	50	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	14.45	0.5	B	113	113
C-AB	0.09	7.07	0.1	A	50	50
C-A					546	546
A-B					0	0
A-C					480	480

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	367	0.308	111	0.0	0.4	14.249	B
C-AB	50	13	559	0.089	50	0.0	0.1	7.061	A
C-A	546	136			546				
A-B	0	0			0				
A-C	480	120			480				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	367	0.308	113	0.4	0.4	14.448	B
C-AB	50	13	559	0.089	50	0.1	0.1	7.069	A
C-A	546	136			546				
A-B	0	0			0				
A-C	480	120			480				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	367	0.308	113	0.4	0.5	14.451	B
C-AB	50	13	559	0.089	50	0.1	0.1	7.069	A
C-A	546	136			546				
A-B	0	0			0				
A-C	480	120			480				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	28	367	0.308	113	0.4	0.5	14.451	B
C-AB	50	13	559	0.089	50	0.1	0.1	7.069	A
C-A	546	136			546				
A-B	0	0			0				
A-C	480	120			480				

Year 2035 + Dev Both Sites (Exclude School and GP), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	Year 2035 + Dev Both Sites (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 North		FLAT	✓	570	100.000
B - Ermine Rd		FLAT	✓	144	100.000
C - A10 South		FLAT	✓	598	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	570
	B - Ermine Rd	80	0	64
	C - A10 South	562	36	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	8
	B - Ermine Rd	4	0	4
	C - A10 South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	17.64	0.7	C	144	144
C-AB	0.07	7.21	0.1	A	36	36
C-A					562	562
A-B					0	0
A-C					570	570

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	356	0.404	141	0.0	0.7	17.206	C
C-AB	36	9	535	0.067	36	0.0	0.1	7.205	A
C-A	562	140			562				
A-B	0	0			0				
A-C	570	143			570				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	356	0.404	144	0.7	0.7	17.628	C
C-AB	36	9	535	0.067	36	0.1	0.1	7.210	A
C-A	562	140			562				
A-B	0	0			0				
A-C	570	143			570				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	356	0.404	144	0.7	0.7	17.635	C
C-AB	36	9	535	0.067	36	0.1	0.1	7.210	A
C-A	562	140			562				
A-B	0	0			0				
A-C	570	143			570				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	356	0.404	144	0.7	0.7	17.638	C
C-AB	36	9	535	0.067	36	0.1	0.1	7.210	A
C-A	562	140			562				
A-B	0	0			0				
A-C	570	143			570				

Year 2035 + Dev Both Sites (Exclude School and GP), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	Year 2035 + Dev Both Sites (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A10 North		FLAT	✓	481	100.000
B - Ermine Rd		FLAT	✓	112	100.000
C - A10 South		FLAT	✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	481
	B - Ermine Rd	69	0	43
	C - A10 South	571	50	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A10 North	B - Ermine Rd	C - A10 South
From	A - A10 North	0	0	2
	B - Ermine Rd	3	0	0
	C - A10 South	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	14.66	0.5	B	112	112
C-AB	0.09	7.07	0.1	A	50	50
C-A					571	571
A-B					0	0
A-C					481	481

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	362	0.309	110	0.0	0.4	14.457	B
C-AB	50	13	559	0.089	50	0.0	0.1	7.065	A
C-A	571	143			571				
A-B	0	0			0				
A-C	481	120			481				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	362	0.309	112	0.4	0.5	14.661	B
C-AB	50	13	559	0.089	50	0.1	0.1	7.073	A
C-A	571	143			571				
A-B	0	0			0				
A-C	481	120			481				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	362	0.309	112	0.5	0.5	14.664	B
C-AB	50	13	559	0.089	50	0.1	0.1	7.073	A
C-A	571	143			571				
A-B	0	0			0				
A-C	481	120			481				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	362	0.309	112	0.5	0.5	14.664	B
C-AB	50	13	559	0.089	50	0.1	0.1	7.073	A
C-A	571	143			571				
A-B	0	0			0				
A-C	481	120			481				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
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Filename: High St - B1038 DL (2035).j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 04/08/2026 14:26:39

»Year 2035 + Northern Site (Exclude School and GP), AM
»Year 2035 + Northern Site (Exclude School and GP), PM
»Year 2035 + Dev Total Sites (Exclude School and GP), AM
»Year 2035 + Dev Total Sites (Exclude School and GP), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Year 2035 + Northern Site (Exclude School and GP)					
Stream B-AC	0.8	14.13	0.44	0.7	13.44	0.40
Stream C-AB	1.3	9.60	0.43	1.5	10.72	0.48
	Year 2035 + Dev Total Sites (Exclude School and GP)					
Stream B-AC	1.1	17.13	0.51	0.7	13.86	0.41
Stream C-AB	1.4	9.49	0.44	1.6	11.02	0.49

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Baldock Rd/High St Junction
Location	Buntingford
Site number	
Date	16/10/2023
Version	A
Status	(new file)
Identifier	
Client	
Jobnumber	23161
Enumerator	JUBB\SRadford
Description	Geometric Input from OS/Satelite mapping

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75				✓		0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	
D5	Year 2035 + Northern Site	AM	FLAT	07:45	08:45	60	15	
D6	Year 2035 + Northern Site	PM	FLAT	17:00	18:00	60	15	
D7	Year 2035 + Southern Site	AM	FLAT	07:45	08:45	60	15	
D8	Year 2035 + Southern Site	PM	FLAT	17:00	18:00	60	15	
D9	Year 2035 + Dev Total Sites	AM	FLAT	07:45	08:45	60	15	
D10	Year 2035 + Dev Total Sites	PM	FLAT	17:00	18:00	60	15	
D11	Year 2035 + Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D12	Year 2035 + Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓
D13	Year 2035 + Dev Total Sites (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D14	Year 2035 + Dev Total Sites (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Year 2035 + Northern Site (Exclude School and GP), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

Arms

Arms

Arm	Name	Description	Arm type
A	Baldock Rd		Major
B	High St		Minor
C	B1038		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B1038	6.15			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - High St	One lane	2.50	50	18

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	C-B	✓	Queue	-100

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	477	0.088	0.222	0.139	0.317
B-C	603	0.090	0.229	-	-
C-B	474	0.221	0.221	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	Year 2035 + Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	342	100.000
B - High St		FLAT	✓	201	100.000
C - B1038		FLAT	✓	494	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	83	259
	B - High St	50	0	151
	C - B1038	359	135	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.44	14.13	0.8	B	201	201
C-AB	0.43	9.60	1.3	A	289	289
C-A					205	205
A-B					83	83
A-C					259	259

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	459	0.438	198	0.0	0.8	13.788	B
C-AB	287	72	678	0.423	282	0.0	1.2	9.344	A
C-A	207	52			207				
A-B	83	21			83				
A-C	259	65			259				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	459	0.438	201	0.8	0.8	14.127	B
C-AB	290	72	680	0.426	290	1.2	1.3	9.595	A
C-A	204	51			204				
A-B	83	21			83				
A-C	259	65			259				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	459	0.438	201	0.8	0.8	14.133	B
C-AB	290	72	680	0.426	290	1.3	1.3	9.598	A
C-A	204	51			204				
A-B	83	21			83				
A-C	259	65			259				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	459	0.438	201	0.8	0.8	14.134	B
C-AB	290	72	680	0.426	290	1.3	1.3	9.602	A
C-A	204	51			204				
A-B	83	21			83				
A-C	259	65			259				

Year 2035 + Northern Site (Exclude School and GP), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	Year 2035 + Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	372	100.000
B - High St		FLAT	✓	178	100.000
C - B1038		FLAT	✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	49	323
	B - High St	44	0	134
	C - B1038	336	151	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	13.44	0.7	B	178	178
C-AB	0.48	10.72	1.5	B	313	313
C-A					174	174
A-B					49	49
A-C					323	323

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	45	447	0.399	175	0.0	0.6	13.156	B
C-AB	310	78	655	0.474	305	0.0	1.4	10.348	B
C-A	177	44			177				
A-B	49	12			49				
A-C	323	81			323				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	45	446	0.399	178	0.6	0.7	13.430	B
C-AB	313	78	657	0.477	313	1.4	1.5	10.708	B
C-A	174	43			174				
A-B	49	12			49				
A-C	323	81			323				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	45	446	0.399	178	0.7	0.7	13.434	B
C-AB	314	78	657	0.477	313	1.5	1.5	10.714	B
C-A	173	43			173				
A-B	49	12			49				
A-C	323	81			323				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	45	446	0.399	178	0.7	0.7	13.437	B
C-AB	314	78	657	0.477	314	1.5	1.5	10.720	B
C-A	173	43			173				
A-B	49	12			49				
A-C	323	81			323				

Year 2035 + Dev Total Sites (Exclude School and GP), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	Year 2035 + Dev Total Sites (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	347	100.000
B - High St		FLAT	✓	223	100.000
C - B1038		FLAT	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	85	262
	B - High St	72	0	151
	C - B1038	386	135	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	10	6
	B - High St	5	0	0
	C - B1038	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	17.13	1.1	C	223	223
C-AB	0.44	9.49	1.4	A	304	304
C-A					217	217
A-B					85	85
A-C					262	262

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	223	56	437	0.510	219	0.0	1.0	16.470	C
C-AB	302	75	698	0.433	297	0.0	1.3	9.219	A
C-A	219	55			219				
A-B	85	21			85				
A-C	262	66			262				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	223	56	436	0.511	223	1.0	1.0	17.108	C
C-AB	305	76	700	0.436	305	1.3	1.4	9.481	A
C-A	216	54			216				
A-B	85	21			85				
A-C	262	66			262				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	223	56	436	0.511	223	1.0	1.0	17.122	C
C-AB	305	76	700	0.436	305	1.4	1.4	9.488	A
C-A	216	54			216				
A-B	85	21			85				
A-C	262	66			262				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	223	56	436	0.511	223	1.0	1.1	17.128	C
C-AB	305	76	700	0.436	305	1.4	1.4	9.489	A
C-A	216	54			216				
A-B	85	21			85				
A-C	262	66			262				

Year 2035 + Dev Total Sites (Exclude School and GP), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	Year 2035 + Dev Total Sites (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldock Rd		FLAT	✓	406	100.000
B - High St		FLAT	✓	179	100.000
C - B1038		FLAT	✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	64	342
	B - High St	45	0	134
	C - B1038	337	151	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Baldock Rd	B - High St	C - B1038
From	A - Baldock Rd	0	0	6
	B - High St	0	0	0
	C - B1038	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.41	13.86	0.7	B	179	179
C-AB	0.49	11.02	1.6	B	317	317
C-A					171	171
A-B					64	64
A-C					342	342

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	439	0.407	176	0.0	0.7	13.555	B
C-AB	314	78	649	0.483	308	0.0	1.5	10.611	B
C-A	174	44			174				
A-B	64	16			64				
A-C	342	86			342				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	439	0.408	179	0.7	0.7	13.857	B
C-AB	317	79	652	0.487	317	1.5	1.5	11.008	B
C-A	171	43			171				
A-B	64	16			64				
A-C	342	86			342				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	439	0.408	179	0.7	0.7	13.861	B
C-AB	317	79	652	0.487	317	1.5	1.5	11.018	B
C-A	171	43			171				
A-B	64	16			64				
A-C	342	86			342				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	439	0.408	179	0.7	0.7	13.864	B
C-AB	317	79	652	0.487	317	1.5	1.6	11.020	B
C-A	171	43			171				
A-B	64	16			64				
A-C	342	86			342				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: High St - Hare St - Station Rd DL (2035).j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 03/08/2026 15:45:15

»2035 + Dev Total Sites Exclude School and GP, AM
»2035 + Dev Total Sites Exclude School and GP, PM
»2035 + Dev Northern Site Exclude School and GP, AM
»2035 + Dev Northern Site Exclude School and GP, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2035 + Dev Total Sites Exclude School and GP					
1 - High Street	0.8	6.93	0.44	1.0	7.66	0.49
2 - Hare Street	0.6	7.40	0.38	0.5	7.01	0.32
3 - Station Road	1.1	9.01	0.52	1.1	8.76	0.53
	2035 + Dev Northern Site Exclude School and GP					
1 - High Street	0.8	6.95	0.44	0.9	7.35	0.47
2 - Hare Street	0.6	7.12	0.35	0.5	6.96	0.32
3 - Station Road	1.0	8.60	0.51	1.1	8.74	0.53

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	High Street/Hare St/Station Rd
Location	Buntingford
Site number	
Date	16/10/2023
Version	A
Status	(new file)
Identifier	
Client	
Jobnumber	23161
Enumerator	JUBB\SRadford
Description	Geometric Input from Dev 3/22/1551

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	FLAT	07:45	08:45	60	15	
D2	2023 Baseline	PM	FLAT	17:00	18:00	60	15	
D3	2035 Baseline	AM	FLAT	07:45	08:45	60	15	
D4	2035 Baseline	PM	FLAT	17:00	18:00	60	15	
D5	2035 + Dev Northern Site	AM	FLAT	07:45	08:45	60	15	
D6	2035 + Dev Northern Site	PM	FLAT	17:00	18:00	60	15	
D7	2035 + Dev Southern Site	AM	FLAT	07:45	08:45	60	15	
D8	2035 + Dev Southern Site	PM	FLAT	17:00	18:00	60	15	
D9	2035 + Dev Total Sites	AM	FLAT	07:45	08:45	60	15	
D10	2035 + Dev Total Sites	PM	FLAT	17:00	18:00	60	15	
D11	2035 + Dev Total Sites Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓
D12	2035 + Dev Total Sites Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓
D13	2035 + Dev Northern Site Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓
D14	2035 + Dev Northern Site Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2035 + Dev Total Sites Exclude School and GP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.84	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.84	A

Arms

Arms

Arm	Name	Description
1	High Street	
2	Hare Street	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - High Street	4.30	3.90	3.90	0.0	8.90	5.70	0.0	
2 - Hare Street	3.10	3.10	4.50	4.0	7.30	4.70	0.0	
3 - Station Road	4.10	3.70	3.70	0.0	12.20	11.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - High Street	0.624	1027
2 - Hare Street	0.619	962
3 - Station Road	0.622	972

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2035 + Dev Total Sites Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	420	100.000
2 - Hare Street		FLAT	✓	303	100.000
3 - Station Road		FLAT	✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	164	256
	2 - Hare Street	183	0	120
	3 - Station Road	337	110	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.44	6.93	0.8	A	420	420
2 - Hare Street	0.38	7.40	0.6	A	303	303
3 - Station Road	0.52	9.01	1.1	A	447	447

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	420	105	109	959	0.438	417	515	0.0	0.8	6.840	A
2 - Hare Street	303	76	254	804	0.377	301	272	0.0	0.6	7.311	A
3 - Station Road	447	112	182	859	0.520	443	373	0.0	1.1	8.807	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	420	105	110	958	0.438	420	520	0.8	0.8	6.927	A
2 - Hare Street	303	76	256	803	0.377	303	274	0.6	0.6	7.398	A
3 - Station Road	447	112	183	859	0.521	447	376	1.1	1.1	9.006	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	420	105	110	958	0.438	420	520	0.8	0.8	6.927	A
2 - Hare Street	303	76	256	803	0.377	303	274	0.6	0.6	7.398	A
3 - Station Road	447	112	183	859	0.521	447	376	1.1	1.1	9.007	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	420	105	110	958	0.438	420	520	0.8	0.8	6.927	A
2 - Hare Street	303	76	256	803	0.377	303	274	0.6	0.6	7.398	A
3 - Station Road	447	112	183	859	0.521	447	376	1.1	1.1	9.009	A

2035 + Dev Total Sites Exclude School and GP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.96	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2035 + Dev Total Sites Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	465	100.000
2 - Hare Street		FLAT	✓	248	100.000
3 - Station Road		FLAT	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	160	305
	2 - Hare Street	150	0	98
	3 - Station Road	339	129	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.49	7.66	1.0	A	465	465
2 - Hare Street	0.32	7.01	0.5	A	248	248
3 - Station Road	0.53	8.76	1.1	A	468	468

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	465	116	128	947	0.491	461	485	0.0	1.0	7.515	A
2 - Hare Street	248	62	302	774	0.320	246	286	0.0	0.5	6.940	A
3 - Station Road	468	117	149	880	0.532	464	400	0.0	1.1	8.561	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	465	116	129	946	0.492	465	489	1.0	1.0	7.657	A
2 - Hare Street	248	62	305	773	0.321	248	289	0.5	0.5	7.010	A
3 - Station Road	468	117	150	879	0.532	468	403	1.1	1.1	8.754	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	465	116	129	946	0.492	465	489	1.0	1.0	7.657	A
2 - Hare Street	248	62	305	773	0.321	248	289	0.5	0.5	7.011	A
3 - Station Road	468	117	150	879	0.532	468	403	1.1	1.1	8.755	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	465	116	129	946	0.492	465	489	1.0	1.0	7.657	A
2 - Hare Street	248	62	305	773	0.321	248	289	0.5	0.5	7.011	A
3 - Station Road	468	117	150	879	0.532	468	403	1.1	1.1	8.757	A

2035 + Dev Northern Site Exclude School and GP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.63	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2035 + Dev Northern Site Exclude School and GP	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	422	100.000
2 - Hare Street		FLAT	✓	281	100.000
3 - Station Road		FLAT	✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	162	260
	2 - Hare Street	161	0	120
	3 - Station Road	331	110	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	6	2
	2 - Hare Street	2	0	4
	3 - Station Road	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.44	6.95	0.8	A	422	422
2 - Hare Street	0.35	7.12	0.6	A	281	281
3 - Station Road	0.51	8.60	1.0	A	441	441

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	422	106	109	959	0.440	419	488	0.0	0.8	6.864	A
2 - Hare Street	281	70	258	802	0.350	279	270	0.0	0.5	7.050	A
3 - Station Road	441	110	160	873	0.505	437	377	0.0	1.0	8.425	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	422	106	110	958	0.441	422	492	0.8	0.8	6.951	A
2 - Hare Street	281	70	260	801	0.351	281	272	0.5	0.6	7.125	A
3 - Station Road	441	110	161	872	0.506	441	380	1.0	1.0	8.597	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	422	106	110	958	0.441	422	492	0.8	0.8	6.951	A
2 - Hare Street	281	70	260	801	0.351	281	272	0.6	0.6	7.125	A
3 - Station Road	441	110	161	872	0.506	441	380	1.0	1.0	8.598	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	422	106	110	958	0.441	422	492	0.8	0.8	6.951	A
2 - Hare Street	281	70	260	801	0.351	281	272	0.6	0.6	7.125	A
3 - Station Road	441	110	161	872	0.506	441	380	1.0	1.0	8.598	A

2035 + Dev Northern Site Exclude School and GP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.83	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2035 + Dev Northern Site Exclude School and GP	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - High Street		FLAT	✓	445	100.000
2 - Hare Street		FLAT	✓	247	100.000
3 - Station Road		FLAT	✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	144	301
	2 - Hare Street	149	0	98
	3 - Station Road	339	129	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1 - High Street	2 - Hare Street	3 - Station Road
From	1 - High Street	0	3	2
	2 - Hare Street	3	0	1
	3 - Station Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - High Street	0.47	7.35	0.9	A	445	445
2 - Hare Street	0.32	6.96	0.5	A	247	247
3 - Station Road	0.53	8.74	1.1	A	468	468

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	445	111	128	947	0.470	441	484	0.0	0.9	7.238	A
2 - Hare Street	247	62	299	777	0.318	245	271	0.0	0.5	6.898	A
3 - Station Road	468	117	148	880	0.532	464	396	0.0	1.1	8.548	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	445	111	129	946	0.470	445	488	0.9	0.9	7.350	A
2 - Hare Street	247	62	301	775	0.319	247	273	0.5	0.5	6.964	A
3 - Station Road	468	117	149	880	0.532	468	399	1.1	1.1	8.740	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	445	111	129	946	0.470	445	488	0.9	0.9	7.350	A
2 - Hare Street	247	62	301	775	0.319	247	273	0.5	0.5	6.964	A
3 - Station Road	468	117	149	880	0.532	468	399	1.1	1.1	8.742	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - High Street	445	111	129	946	0.470	445	488	0.9	0.9	7.350	A
2 - Hare Street	247	62	301	775	0.319	247	273	0.5	0.5	6.964	A
3 - Station Road	468	117	149	880	0.532	468	399	1.1	1.1	8.744	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: London Rd - A10 - Sainsbury Depot Access DL (2035).j10
Path: Y:\PROJECT FOLDER\23161 Buntingford\Calculations\4. Transport\LHA 37.5% Internal with CD\TN11 Rerun Models Exclude School and GP
Report generation date: 03/08/2026 15:58:23

»Year 2035 +Total Dev Total (Exclude School and GP), AM
»Year 2035 +Total Dev Total (Exclude School and GP), PM
»Year 2035 + Dev Northern Site (Exclude School and GP), AM
»Year 2035 + Dev Northern Site (Exclude School and GP), PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Year 2035 +Total Dev Total (Exclude School and GP)					
1 - London Rd	0.9	5.58	0.46	0.3	3.23	0.23
2 - Sainsbury Depot Access	0.0	4.46	0.01	0.0	3.52	0.01
3 - A10 (S)	1.5	4.35	0.58	3.2	7.22	0.76
4 - A10 (N)	2.2	6.70	0.68	1.1	4.78	0.53
	Year 2035 + Dev Northern Site (Exclude School and GP)					
1 - London Rd	0.9	5.56	0.46	0.3	3.15	0.23
2 - Sainsbury Depot Access	0.0	4.45	0.01	0.0	3.43	0.01
3 - A10 (S)	1.3	4.01	0.54	3.1	7.14	0.76
4 - A10 (N)	2.2	6.66	0.68	1.0	4.52	0.51

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

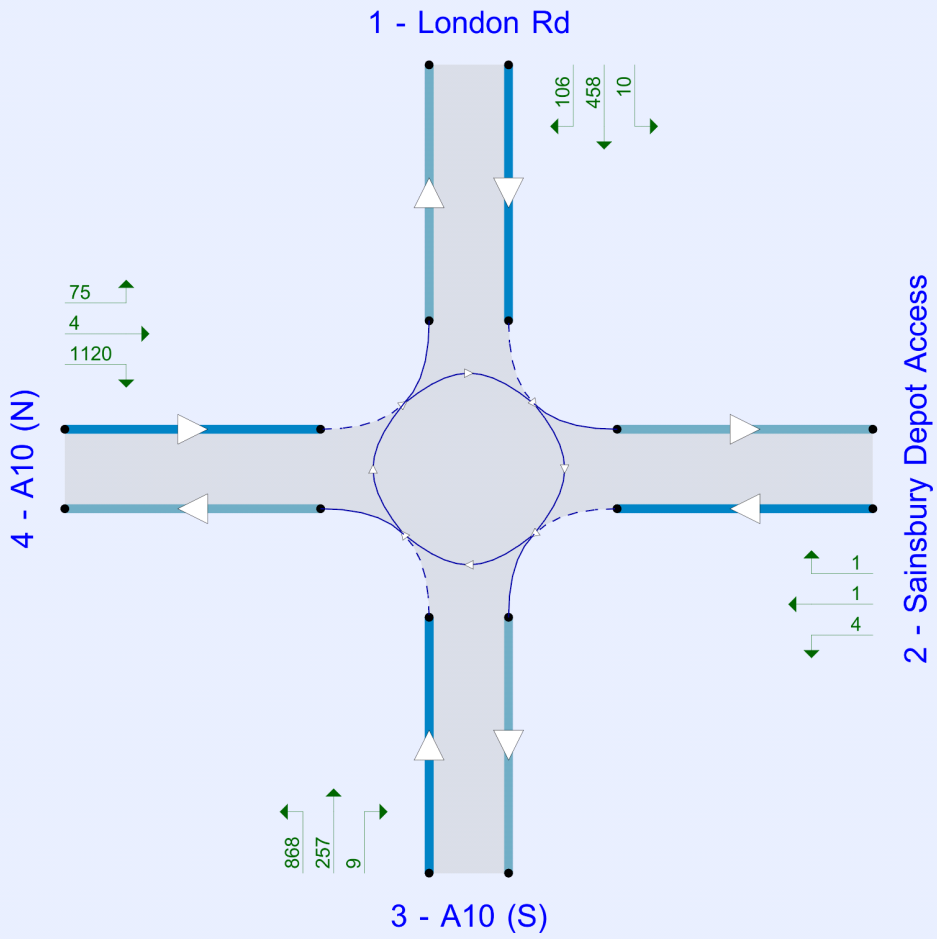
File summary

File Description

Title	A10-London Rd RA
Location	Buntingford
Site number	
Date	16/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JUBB\SRadford
Description	Geometric Input from OS/Satelite Mapping

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Year 2023 Baseline	AM	FLAT	07:45	08:45	60	15	
D2	Year 2023 Baseline	PM	FLAT	17:00	18:00	60	15	
D3	Year 2035 Baseline	AM	FLAT	07:45	08:45	60	15	
D4	Year 2035 Baseline	PM	FLAT	17:00	18:00	60	15	
D5	Year 2035 + Dev Northern Site	AM	FLAT	07:45	08:45	60	15	
D6	Year 2035 + Dev Northern Site	PM	FLAT	17:00	18:00	60	15	
D7	Year 2035 + Dev Southern Site	AM	FLAT	07:45	08:45	60	15	
D8	Year 2035 + Dev Southern Site	PM	FLAT	17:00	18:00	60	15	
D9	Year 2035 + Dev Total	AM	FLAT	07:45	08:45	60	15	
D10	Year 2035 + Dev Total	PM	FLAT	17:00	18:00	60	15	
D11	Year 2035 +Total Dev Total (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D12	Year 2035 +Total Dev Total (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓
D13	Year 2035 + Dev Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓
D14	Year 2035 + Dev Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Year 2035 +Total Dev Total (Exclude School and GP), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.53	A

Arms

Arms

Arm	Name	Description	No give-way line
1	London Rd		
2	Sainsbury Depot Access		
3	A10 (S)		
4	A10 (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - London Rd	3.70	9.40	21.8	18.0	54.0	44.0		
2 - Sainsbury Depot Access	4.10	8.00	16.7	18.0	54.0	43.0		
3 - A10 (S)	3.40	7.30	77.5	33.0	54.0	19.0		
4 - A10 (N)	3.50	7.00	42.7	35.0	54.0	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - London Rd	0.620	1950
2 - Sainsbury Depot Access	0.598	1822
3 - A10 (S)	0.691	2166
4 - A10 (N)	0.639	1940

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	Year 2035 +Total Dev Total (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	574	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	1209	100.000
4 - A10 (N)		FLAT	✓	1203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	10	458	106
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	257	9	0	943
	4 - A10 (N)	75	4	1124	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	3	9
	2 - Sainsbury Depot Access	0	0	0	0
	3 - A10 (S)	9	0	0	6
	4 - A10 (N)	15	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.46	5.58	0.9	A	574	574
2 - Sainsbury Depot Access	0.01	4.46	0.0	A	6	6
3 - A10 (S)	0.58	4.35	1.5	A	1209	1209
4 - A10 (N)	0.68	6.70	2.2	A	1203	1203

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1129	1250	0.459	571	331	0.0	0.9	5.485	A
2 - Sainsbury Depot Access	6	2	1676	820	0.007	6	23	0.0	0.0	4.424	A
3 - A10 (S)	1209	302	107	2091	0.578	1203	1575	0.0	1.4	4.293	A
4 - A10 (N)	1203	301	266	1771	0.679	1194	1045	0.0	2.2	6.500	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1137	1245	0.461	574	333	0.9	0.9	5.580	A
2 - Sainsbury Depot Access	6	2	1688	813	0.007	6	23	0.0	0.0	4.462	A
3 - A10 (S)	1209	302	108	2091	0.578	1209	1586	1.4	1.5	4.349	A
4 - A10 (N)	1203	301	267	1770	0.680	1203	1050	2.2	2.2	6.701	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1137	1245	0.461	574	333	0.9	0.9	5.581	A
2 - Sainsbury Depot Access	6	2	1688	813	0.007	6	23	0.0	0.0	4.462	A
3 - A10 (S)	1209	302	108	2091	0.578	1209	1586	1.5	1.5	4.349	A
4 - A10 (N)	1203	301	267	1770	0.680	1203	1050	2.2	2.2	6.704	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1137	1245	0.461	574	333	0.9	0.9	5.581	A
2 - Sainsbury Depot Access	6	2	1688	813	0.007	6	23	0.0	0.0	4.462	A
3 - A10 (S)	1209	302	108	2091	0.578	1209	1586	1.5	1.5	4.349	A
4 - A10 (N)	1203	301	267	1770	0.680	1203	1050	2.2	2.2	6.704	A

Year 2035 +Total Dev Total (Exclude School and GP), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	Year 2035 +Total Dev Total (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	333	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1608	100.000
4 - A10 (N)		FLAT	✓	868	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	260	64
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	484	1	0	1123
	4 - A10 (N)	80	2	786	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	1	2
	2 - Sainsbury Depot Access	0	0	33	0
	3 - A10 (S)	1	0	0	3
	4 - A10 (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.23	3.23	0.3	A	333	333
2 - Sainsbury Depot Access	0.01	3.52	0.0	A	9	9
3 - A10 (S)	0.76	7.22	3.2	A	1608	1608
4 - A10 (N)	0.53	4.78	1.1	A	868	868

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	333	83	785	1463	0.228	332	564	0.0	0.3	3.216	A
2 - Sainsbury Depot Access	9	2	1105	1161	0.008	9	12	0.0	0.0	3.510	A
3 - A10 (S)	1608	402	69	2118	0.759	1595	1045	0.0	3.1	6.897	A
4 - A10 (N)	868	217	485	1630	0.532	863	1179	0.0	1.1	4.711	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	333	83	789	1461	0.228	333	568	0.3	0.3	3.228	A
2 - Sainsbury Depot Access	9	2	1110	1158	0.008	9	12	0.0	0.0	3.520	A
3 - A10 (S)	1608	402	69	2118	0.759	1608	1050	3.1	3.2	7.218	A
4 - A10 (N)	868	217	489	1628	0.533	868	1188	1.1	1.1	4.780	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	333	83	789	1461	0.228	333	568	0.3	0.3	3.228	A
2 - Sainsbury Depot Access	9	2	1110	1158	0.008	9	12	0.0	0.0	3.520	A
3 - A10 (S)	1608	402	69	2118	0.759	1608	1050	3.2	3.2	7.224	A
4 - A10 (N)	868	217	489	1628	0.533	868	1188	1.1	1.1	4.780	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	333	83	789	1461	0.228	333	568	0.3	0.3	3.228	A
2 - Sainsbury Depot Access	9	2	1110	1158	0.008	9	12	0.0	0.0	3.520	A
3 - A10 (S)	1608	402	69	2118	0.759	1608	1050	3.2	3.2	7.224	A
4 - A10 (N)	868	217	489	1628	0.533	868	1188	1.1	1.1	4.780	A

Year 2035 + Dev Northern Site (Exclude School and GP), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	Year 2035 + Dev Northern Site (Exclude School and GP)	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	574	100.000
2 - Sainsbury Depot Access		FLAT	✓	6	100.000
3 - A10 (S)		FLAT	✓	1134	100.000
4 - A10 (N)		FLAT	✓	1199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	10	458	106
	2 - Sainsbury Depot Access	1	0	4	1
	3 - A10 (S)	257	9	0	868
	4 - A10 (N)	75	4	1120	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	3	9
	2 - Sainsbury Depot Access	0	0	0	0
	3 - A10 (S)	9	0	0	6
	4 - A10 (N)	15	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.46	5.56	0.9	A	574	574
2 - Sainsbury Depot Access	0.01	4.45	0.0	A	6	6
3 - A10 (S)	0.54	4.01	1.3	A	1134	1134
4 - A10 (N)	0.68	6.66	2.2	A	1199	1199

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1125	1252	0.458	571	331	0.0	0.9	5.465	A
2 - Sainsbury Depot Access	6	2	1672	822	0.007	6	23	0.0	0.0	4.412	A
3 - A10 (S)	1134	284	107	2091	0.542	1129	1571	0.0	1.3	3.967	A
4 - A10 (N)	1199	300	266	1770	0.677	1190	971	0.0	2.2	6.458	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1133	1247	0.460	574	333	0.9	0.9	5.560	A
2 - Sainsbury Depot Access	6	2	1684	815	0.007	6	23	0.0	0.0	4.449	A
3 - A10 (S)	1134	284	108	2091	0.542	1134	1582	1.3	1.3	4.010	A
4 - A10 (N)	1199	300	267	1770	0.678	1199	975	2.2	2.2	6.654	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1133	1247	0.460	574	333	0.9	0.9	5.560	A
2 - Sainsbury Depot Access	6	2	1684	815	0.007	6	23	0.0	0.0	4.449	A
3 - A10 (S)	1134	284	108	2091	0.542	1134	1582	1.3	1.3	4.010	A
4 - A10 (N)	1199	300	267	1770	0.678	1199	975	2.2	2.2	6.657	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	574	144	1133	1247	0.460	574	333	0.9	0.9	5.560	A
2 - Sainsbury Depot Access	6	2	1684	815	0.007	6	23	0.0	0.0	4.449	A
3 - A10 (S)	1134	284	108	2091	0.542	1134	1582	1.3	1.3	4.010	A
4 - A10 (N)	1199	300	267	1770	0.678	1199	975	2.2	2.2	6.657	A

Year 2035 + Dev Northern Site (Exclude School and GP), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A10 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A10 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	Year 2035 + Dev Northern Site (Exclude School and GP)	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - London Rd		FLAT	✓	339	100.000
2 - Sainsbury Depot Access		FLAT	✓	9	100.000
3 - A10 (S)		FLAT	✓	1598	100.000
4 - A10 (N)		FLAT	✓	824	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	9	260	70
	2 - Sainsbury Depot Access	4	0	4	1
	3 - A10 (S)	484	1	0	1113
	4 - A10 (N)	92	2	730	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - London Rd	2 - Sainsbury Depot Access	3 - A10 (S)	4 - A10 (N)
From	1 - London Rd	0	0	1	2
	2 - Sainsbury Depot Access	0	0	33	0
	3 - A10 (S)	1	0	0	3
	4 - A10 (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - London Rd	0.23	3.15	0.3	A	339	339
2 - Sainsbury Depot Access	0.01	3.43	0.0	A	9	9
3 - A10 (S)	0.76	7.14	3.1	A	1598	1598
4 - A10 (N)	0.51	4.52	1.0	A	824	824

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	339	85	729	1498	0.226	338	576	0.0	0.3	3.138	A
2 - Sainsbury Depot Access	9	2	1055	1191	0.008	9	12	0.0	0.0	3.422	A
3 - A10 (S)	1598	400	75	2114	0.756	1586	989	0.0	3.1	6.826	A
4 - A10 (N)	824	206	485	1630	0.505	820	1175	0.0	1.0	4.460	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	339	85	733	1495	0.227	339	580	0.3	0.3	3.149	A
2 - Sainsbury Depot Access	9	2	1060	1188	0.008	9	12	0.0	0.0	3.431	A
3 - A10 (S)	1598	400	75	2114	0.756	1598	994	3.1	3.1	7.136	A
4 - A10 (N)	824	206	489	1628	0.506	824	1184	1.0	1.0	4.517	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	339	85	733	1495	0.227	339	580	0.3	0.3	3.149	A
2 - Sainsbury Depot Access	9	2	1060	1188	0.008	9	12	0.0	0.0	3.431	A
3 - A10 (S)	1598	400	75	2114	0.756	1598	994	3.1	3.1	7.141	A
4 - A10 (N)	824	206	489	1628	0.506	824	1184	1.0	1.0	4.517	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - London Rd	339	85	733	1495	0.227	339	580	0.3	0.3	3.149	A
2 - Sainsbury Depot Access	9	2	1060	1188	0.008	9	12	0.0	0.0	3.431	A
3 - A10 (S)	1598	400	75	2114	0.756	1598	994	3.1	3.1	7.141	A
4 - A10 (N)	824	206	489	1628	0.506	824	1184	1.0	1.0	4.517	A

APPENDIX O SUMMARY OF FURTHER LHA CONSULTATION POST SUBMISSION OF THE PLANNING APPLICATION

TECHNICAL NOTE

RIDGE

TN17 SUMMARY OF LHA CONSULTATION

VERSION	DATE	PROJECT NUMBER AND NAME	CREATED BY	REVIEWED BY
1.0	09.08.2026	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 residential led 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 28th of May 2024 (planning application reference 3/24/0966/OUT),

1.1.3. The description of the 'Proposed Development' is as follows:

"Outline planning application for development of up to 600 dwellings (C3), up to 60 units of 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 bridges over the A10, with all matters reserved save for access'

1.1.4. This technical note provides a summary of Local Highway Authority (LHA) consultation post submission of the application as supporting information relating to a planning appeal following subsequent confirmation of refusal at planning committee on the 24th October 2025. The note has been produced for inclusion in subsequent transport proof of evidence relating to these proposals as produced by James Duffy.

1.1.5. Where key documents have been referred to in this summary these are listed as Core Documents (**CD**).

2. LHA CONSULTATION POST APPLICATION SUBMISSION

2.1. Response to LHA 19th June 2024 comment following submission

2.1.1. Following receipt of the planning application the LHA provided a detailed response (dated 19th of June 2024), which has been included as **Appendix A**. Following the receipt of the formal comment on the 19th June 2024 an initial meeting was held with the LHA to discuss the content of this response on the 12th July 2024 (minutes included as Appendix C of the Jubb June 2025 response discussed below).

2.1.2. During this meeting it was agreed that the following technical notes will be provided for submission to key departments within HCC:

- It was agreed that information be submitted to HCC's Passenger Transport Unit (PTU) setting out the strategy for public transport access for further discussion.

- It was agreed that a Technical Note (TN) be produced for submission to HCC's Speed Management Group (SMG) setting out the proposals to reduce traffic speeds at the site access and measures to enhance driver awareness of these lower speeds.

- It was agreed that contact would be made with HCC's Countryside and Rights of Way Unit (CRoW) to discuss proposals for improvements to Rights of Way (RoW)

- It was agreed that a TN be produced for submission to HCC Strategic Transport Infrastructure Board (STIB) setting out the access strategy to allow them to consider the sites potential for access from the A road network (i.e. in this case the A507).

2.1.3. Following this, various TN submissions were issued to the LHA for consideration by the PTU, SMG, CRoW, and STIB. The latest versions of these TN's were issued to the LHA for consideration by the PTU on the 2nd September 2024, SMG on the 2nd October 2024, CRoW on the 21st October 2024, and STIB on the 3rd March 2025.

2.1.4. These TNs were included in a subsequent overall response note (Technical Note 11 – **CD 2.10.i, 2.10.ii, and 2.10.iii**), produced by Jubb (now Ridge), as Appendix D (PTU), Appendix E (SMG), Appendix F (CRoW), and Appendix G (STIB). This overall response note, which was issued to the LHA in June 2025 (i.e. the Jubb June 2025 response), also included a detailed response to each of the comments raised in the original 19th June 2024 LHA response (**Appendix A** and **CD 4.9**).

2.1.5. The key points set out in the Jubb June 2025 response were:

- **Connection for active modes** - That the transport strategy provides appropriate access for transport connection that prioritises sustainable modes (in particular) active modes in accordance with local policy. The access strategy provides high quality access between the site and Buntingford through the provision of an active travel corridor on Baldock Road from the site and into Buntingford with appropriate formal crossing over the A10 provided at the northern arm of the Baldock Road / A10 roundabout. In addition, two further active travel bridge crossings were provided over the A10 to link into the existing Buntingford PRoW network.

  Moreover, further enhancements to the PRoW network were agreed with the CRoW.

- **Public Transport access** – An appropriate strategy for bus access was agreed with the PTU with appropriate bus contributions also agreed to ensure appropriate frequent bus connection.

- **Safety** – All elements of the proposed access strategy were subject to a safety audit based on an agreed brief as set out Appendix I of the Jubb June 2025 response. Furthermore, as set out in the designer's response, included as Appendix J of the Jubb

June 2025 response, the subsequent Road Safety Audit (RSA) did not identify any safety concerns with the proposals.

- **Speed Changes** – Justification for proposed changes to signed speed in the vicinity of the proposals was set in the TN included within Appendix E of the Jubb June 2025 response. This TN set out a relevant case study in Hitchin (also within the Hertfordshire highway authority boundary) where reduced signed speed such as that proposed on Baldock Road and Throcking Lane (i.e. from national speed limit to 30mph) had been agreed. In addition, the note also sets out that proposed gateway features; lighting and the introduction of active travel infrastructure would serve to provide indication to approaching drivers to reduce speeds in accordance with the proposed 30mph signage.

  Whilst the SMG did not agree to reduce speeds to 30mph they did state in an email dated 23rd October 2024 (**Appendix B**) that a 40mph speed limit would be appropriate and made the following comment:

  "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.

  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."

  To note in accordance with SMG statement a 40mph speed limit has been applied on Baldock Road, Throcking Lane and the A10. Furthermore, the access proposals have been designed to be in accordance with this signed speed.

- **Connection with the A Road (i.e. the A507)** – The Jubb June 2025 response included justification for the A road connection which was set out in a STIB note as included as Appendix G. This note set out that whilst the A507 is a classified A road it is not identified as a Primary route. In this regard traffic flows are also less than other higher order roads in the area. Furthermore, existing precedent already exists for access to be delivered to other much higher order A roads on the edge of towns (for example from the A505 near Royston and from the A10 at Neal Drive to the north of Buntingford).

- **Vehicle access** – The vehicle access points on Throcking Lane and Baldock Road have been designed to appropriate standards in consideration of the proposed signed speed (i.e. 40mph) with appropriate visibility provided to the junctions and active travel crossing points.

- **Offsite vehicle impact** – The response stated that the calculated development trip rates and subsequent traffic models were based on a robust principles and based on a methodology similar to that provided for other nearby sites such as the recently consented Buntingford West Proposals (Planning Reference 3/23/1447/OUT). Moreover, the results of this assessment have demonstrated that the impacts of the proposals on the offsite highway network would not be significant.

2.1.6. The conclusions of the Jubb June 2025 response (**CD 2.10.i, 2.10.ii, and 2.10.iii**) were as follows:

"…The document includes further detail that demonstrates how high quality sustainable access could be achieved to provide significant opportunity for trips to and from the community to be made by modes other than the private car. Moreover, the TN also sets out how appropriate vehicle access can be achieved and also includes details to demonstrate that the offsite impact on the nearby highway network would be insignificant. As such, there are no highway or transportation reasons to prevent the proposals from being approved."

2.2. Response to LHA 24th June 2025 comment

2.2.1. Following receipt of Jubb's (now Ridge) June 2025 response document (**CD 2.10.i, 2.10.ii, and 2.10.iii**) the LHA provided further response which was set out in their letter dated 24th June 2025 (**Appendix C**). A meeting was held on the 15th July 2025 to discuss the contents of the LHA response to agree an appropriate way forward. During this meeting the LHA confirmed that their key concern related to the location of the proposals in relation to the town and the A10 rather than any specific technical concern. In this regard the LHA confirmed that, whilst access was likely achievable, they could not confirm that there were special circumstances that would warrant consent for a site requiring access from the A road network.

2.2.2. Notwithstanding this, it was agreed that provision of further supporting information to address the remaining points as set out in the LHAs letter would be beneficial to reduce the points of disagreement. The key changes and additional information identified as being required by the LHA were as follows:

- **Baldock Road (West of the A10)** - The LHA requested that the active travel corridor on the western side of the A10 from the site access along the northern side of Baldock Road, which was previously shown as a 2m footway and alongside separate 3m cycle route, instead be changed to a 4m shared pedestrian footway / cycleway with a 1m landscape strip. This would provide consistency with the approach proposed on the eastern side of the A10 that was already proposed as a shared pedestrian / cycleway into Buntingford.

  In addition, the LHA also requested details of the landscape proposals around the access so that the overall landscape impact could be considered.

- **Baldock Road (East of the A10)** - It was also requested that side road dimensions be reduced on the eastern side of the A10 on Baldock Road to aid crossing on the route of

the proposed active travel corridor. In addition, further measures were also proposed by the applicant to include wider active travel connection turning onto Bowling Green Lane and a commitment to contribute to improved cycle parking at the Buntingford town centre car park access off this road.

- **PRoW 36** – The LHA requested further information of the proposed improvements on PRoW 36 to include details of width and overall treatment.

- **Modelling** – The LHA confirmed approval to the modelling subject to clarification that a flare approach on the London Road / A10 junction was accurately modelled.

2.2.3. An email was sent on 22nd August 2025 in response to the above information requests with plans, and traffic modelling information provided as appropriate. The email and its contents are included as **Appendix D** (also **CD 10.21)** of this PoE for the purpose of reference. This response also included a traffic light graded table response, also included in **Appendix D**, to each item referenced in the LHA 24th June 2025 letter (**Appendix C**), with only one item marked as red 'i.e. not agreed' which relates to the Site's specific location and consideration of A road access. All other items set out in the traffic light graded response were set out as being resolved (i.e. marked as green) following the provision of the additional information discussed above.

2.2.4. Following the submission of this information the LHA provided a final updated response on the 19th September 2025 (**CD 4.42**) which is included as **Appendix E** of this PoE. This response is set out below:

"Recommendation

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

The Highway Authority recommends refusal of the planning application owing to concerns with respect to traffic generation, road access and local and national policy.

September 2025 Update

The Highway Authority note the engagement with the applicant and their transport consultant subsequent to the previous submission.

The Highway Authority must note that our in-principle objection remains, namely that the site is fundamentally unsustainable and that no special circumstances exist to allow a new access from the 'A' road network.

However, this notwithstanding, the applicant has sought to make enhancements to their package of mitigation, as detailed within the newly submitted additional documentation.

The Highway Authority is broadly supportive of the proposals as detailed within the resubmission, including the active travel corridor on Baldock Road to the east of the A507/A10 junction, whilst noting the difficulty of being able to achieve a fully LTN 1/20 compliant route into the town centre. The improvements to the Rights of Way are also noted. Should the Local Planning Authority be minded to grant planning permission (via a package of Section 278 works), the Highway Authority would seek to develop the enhancements to pedestrian and cyclist connectivity as detailed on these plans.

However, it is noted that the Highway Authority has some concerns with the deliverability of the Toucan crossing on the A507/A10 junction with respect to highway safety.

In summary, the Highway Authority must maintain the original objection to the proposed development, as detailed within this response."

2.2.5. It is therefore evident from the above response that, whilst the LHA raised queries in relation to the deliverability of the Toucan crossing across the A10 (following consultation on the nearby Employment application), the LHA has broad approval in relation to the package of measures identified. The only main concern, therefore, that the LHA has specifically identified, relates to the site's location, which the LHA consider as being inherently unsustainable and not providing special circumstance to warrant access to the A road.

2.2.6. To note whilst traffic generation is referenced as a concern, the LHA confirmed in an email dated 24th September 2025 (**Appendix F**) that this also referred specifically to the site location which they consider would translate to higher trip generation. Thus, this comment does not denote a query in relation to the traffic modelling itself, and, in particular, the calculated trip rates which have been confirmed as agreed by the LHA as part of the overall model approach as confirmed in the 22nd August 2025 email (**Appendix D**).

2.2.7. The locational concerns related to the proposals are reiterated in the delegated officer report (**CD 6.2**), which states the following:

"…The Highway Authority initially raised concerns regarding the isolated location of the site, and conflict with Hertfordshire Transport Policy 5(f) which states that the Highway Authority will only accept new accesses onto major A roads, where special circumstances can be demonstrated in favour of the proposals. Further concerns were raised regarding the lack of information with regard to bus connections, the suitability of active travel connections into Buntingford, the design of the access with the A507 and assumptions regarding trip generation.

The applicant submitted additional information during June and September 2025, including a redesigned access to the A507 with accompanying Road Safety Audit, further details on active travel route enhancements and public transport provision. The Highway Authority accepts that these revisions / additional information address many of the earlier concerns. However, fundamental concerns remain regarding the isolated character of the site, outside of the town. The

site is beyond the A10 with the Baldock Road intersecting roundabout forming a physical barrier between the town and the rural area to the west. There is also a policy conflict with Hertfordshire Transport Policy 5(f) with regard to new accesses to A roads…"

APPENDIX A LHA RESPONSE DATED 19TH JUNE 2024

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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: 3/24/0966/OUT
HCC ref: EH/21132/2024
HCC received: 29 May 2024
Area manager: James Dale
Case officer: Oliver Sowerby

Location
Land North Of A507, West Of A10 Buntingford

Application type
Outline

Proposal
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 except 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:

The Highway Authority recommends refusal of the planning application owing to concerns with respect to highway safety, traffic generation, road access and local and national policy.

Introduction

The Highway Authority note the submission of materials in support of the planning application, including a Transport Assessment (TA) prepared by transport consultant, “Jubb” dated May 2024.

The applicant seeks planning permission for the following development:

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 except access.

The main site access is proposed from the A507 Baldock Road. The latter is Principal "A" class road and a main distributor road in the Hertfordshire roads hierarchy. A 60 m.p.h speed limit is in force on this section of Baldock Road.

A site access is also proposed from Throcking Lane to the north. The latter is an unclassified road and a local access road in the Hertfordshire roads hierarchy. A 60 m.p.h speed limit is in force on this section of Cottered Road/Throcking Lane.

Sustainability

The Highway Authority has some concern with respect to the sustainability of the proposed residential site. The Highway Authority seek compliance the key policies from the Local Transport Plan 4, namely Policy 1 and Policy 5, as reproduced below:

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

Policy 5: Development Management

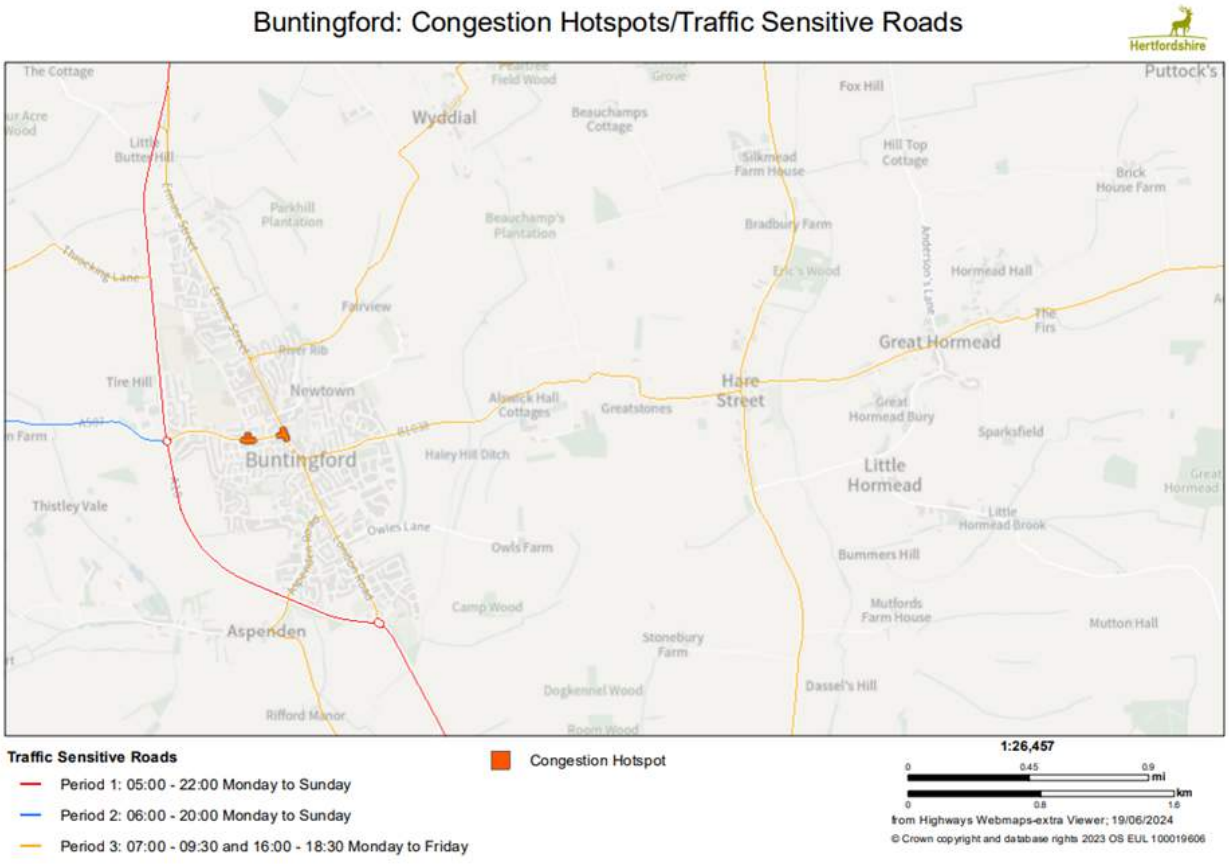
The county council will to work with development promoters and the district and borough councils to:

a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.

g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.
h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

In terms of transport, the Highway Authority note that new development should seek to comply with the adopted East Hertfordshire District Plan Policy TRA1 Sustainable Transport and the transport policies of the Hertfordshire County Council's Local Transport Plan 4 document.

The site's isolated location on the outskirts of Buntingford (extending into a rural area), in of itself a settlement that is noted to be poorly connected to neighbouring towns necessitates a robust approach to promoting sustainable travel and moreover examining in detail the impacts of vehicular trips, the latter being especially important in a heavily trafficked area with known congestion hotspots. The map below indicates traffic sensitive roads and congestion hotspots in the locality:



It is noted that the development has limited access to public transport.

The TA document notes that the closet bus stops are the stops named "Greenways" located on Baldock Road, east of the A10.

Paragraph 4.77 of the TA notes that *"that there is a regular bus service provision accessible from the site within the recommended walking distance to a bus stop (community facility) of 800m as set out*

in Manual for Streets (MfS). The proposed scheme also proposes improvements in this regard to encourage and facilitate the use of bus services."

The Highway Authority does not concur with this conclusion, with an established benchmark of eight minutes' walk or 640m to a bus service being widely used nationally, although this notwithstanding, given the size of the site, a point taken at the centre would still necessitate a walk distance of more than 800m to the "Greenways" stops.

Paragraph 5.4.2 of the TA notes that *"Conversations with Arriva Group are currently taking place and more details on the public transport improvements will be provided in due course."*

For the site of this site, located in an isolated location, the Highway Authority would expect a much more robust position with respect to bus services, given that a high quality bus services will be critical to sustainability. This should include discussions with the Highway Authority's Passenger Transport Unit. The Highway Authority would seek for a development of this nature that a bus service is provided to serve the site itself, with all dwellings located within 400m of a bus stop.

The Highway Authority must therefore conclude that the site is likely to be heavily reliant on the use of the private car and therefore contrary for Paragraphs 108 and 109 of the National Planning Policy Guidance.

Walking and Cycling

The Highway Authority note the importance of walking and cycling in order to ensure sustainable development and to minimise the use of the private car.

The TA puts forward the case that the site is accessible to most of Buntingford within 2km, although this does depend on where the centre point of the site is taken. Longer distances would be measured from the site's extremities.

In terms of improvements (on the site's southern frontage), the proposals seek to provide a walking/cycling link connecting the site with the existing provision which begins at the industrial estate. The Highway Authority has some concerns with the plans as presently submitted as no attendant lighting scheme is detailed. West of the A10, the pedestrian environment is also less conducive to walking. Under night time conditions, for example, the Highway Authority would consider that a walk from Buntingford town centre to the site somewhat challenging.

The applicant has also proposed a change in the speed limit on Baldock Road, although no supporting ATC data has been supplied. The Highway Authority has concern that without a substantial change to the environment on Baldock Road (for example, having an active frontage), will make compliance with the proposed speed limit challenging.

It is further noted from the TA, that similar proposals are put forward for Throcking Lane. *"It is also proposed to reduce the vehicle speed limit to 30mph for the section of Throcking Lane between the junction with the A10 and for the whole section leading to the site and along the link road. In addition, the 30mph speed designation would also extend west of the Throcking Lane access (i.e. the western approach to this junction".*

The applicant has also not consulted in advance Hertfordshire County Council's Speed Management Group on the proposed change in accordance with our policy document.

Figures 5.6 to 5.8 detail the proposed mitigation for pedestrians and cyclists on Baldock Road in the direction of Buntingford town centre. It is noted that whilst cyclists have some benefit in terms of a LTN 1/20 style cycle route from the main site access to the Baldock Road/A10 junction, cyclists must join the main road east of the junction to route towards the town centre.

The applicant has also proposed a route which links two Rights of Way together (RoW 35 and 41) via a new footbridge over the A10. The Highway Authority is content that such a proposal (which would also need permission from HCC's Structures team), could form a secondary link into Buntingford. It is noted that the route's connection into Bowling Green Lane is not ideal in part, with the northern end of the lane not being in residential use which leads to doubts with respect to surveillance, lighting and attendant pedestrian safety. No mitigation has been proposed on Bowling Green Lane.

No detail is provided as to how the Rights of Way within the site are affected or could be utilised and improved to assist sustainable development. In this regard, consultation should be made with Hertfordshire County Council's Countryside and Rights of Way (CRoW) unit.

The Highway Authority has some concerns with respect to the scope of the mitigation package put forward in the TA document, notably an insufficient level of detail regarding the walking and cycling routes into Buntingford. To achieve a mode share as set out within the TA, exceptional measures need to be detailed to facilitate access to/from the site into Buntingford.

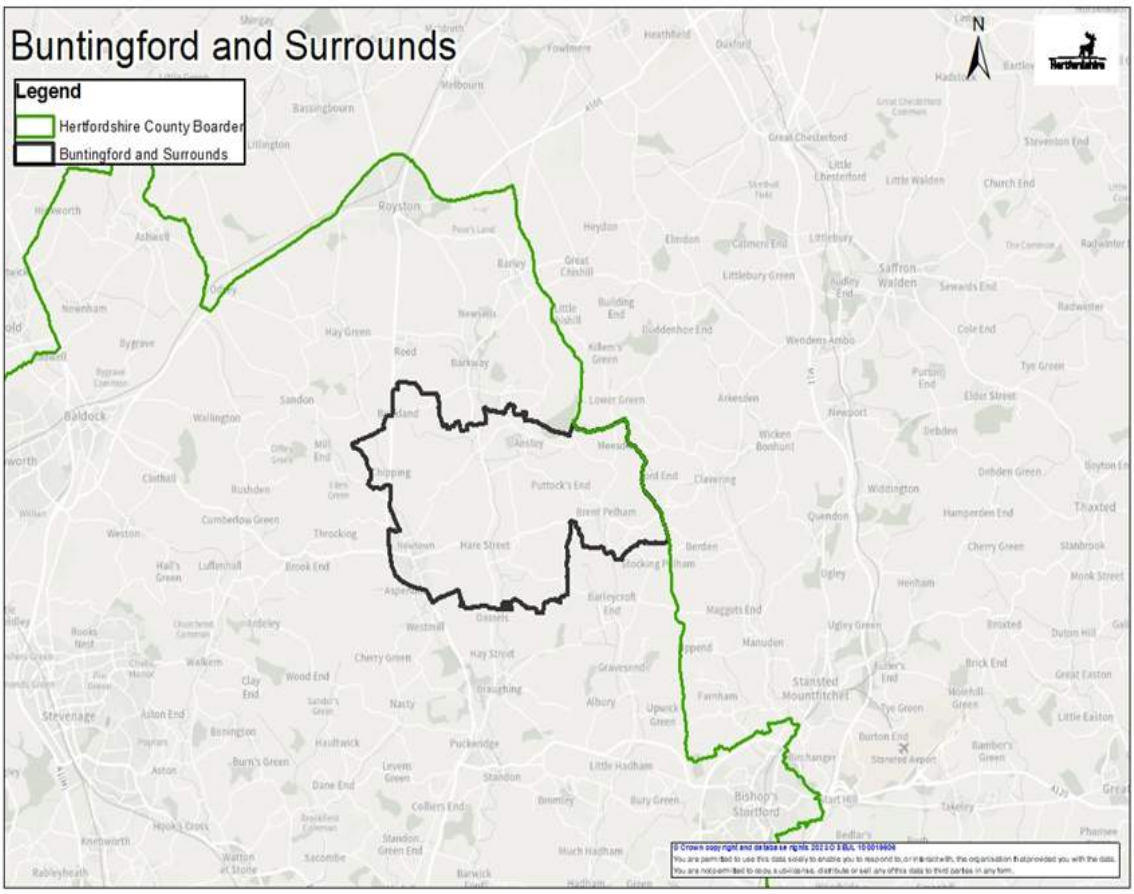
Trip Rates

The Highway Authority has some concern with the trip rate methodology as set out within the TA and therefore the attendant assessment robustness.

The Highway Authority has examined the potential mode share in more detail following a review of the TA. Examining mode share is an exercise which may be assessed using a number of different techniques, including using census data, National Travel Survey and/or mobile phone data.

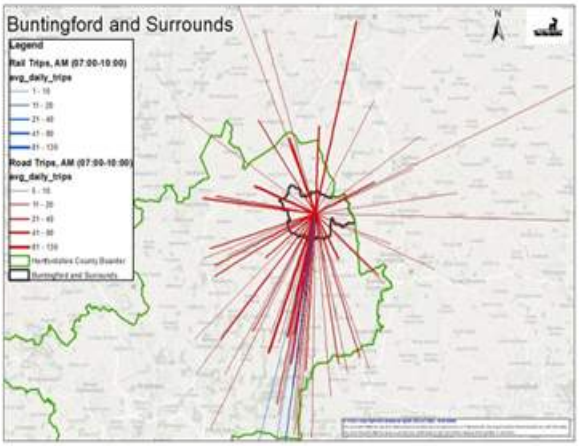
Mobile Phone Network Data

The Highway Authority regularly collects survey data across the County using a variety of assessment tools, one of which is the utilisation of mobile phone data which may be used to analyse journey patterns and distributions. Such an exercise has been undertaken for Buntingford, as shown in the area below:

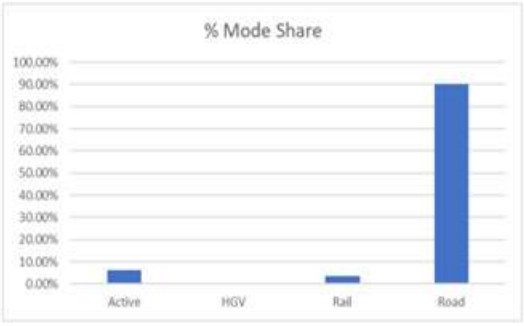


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

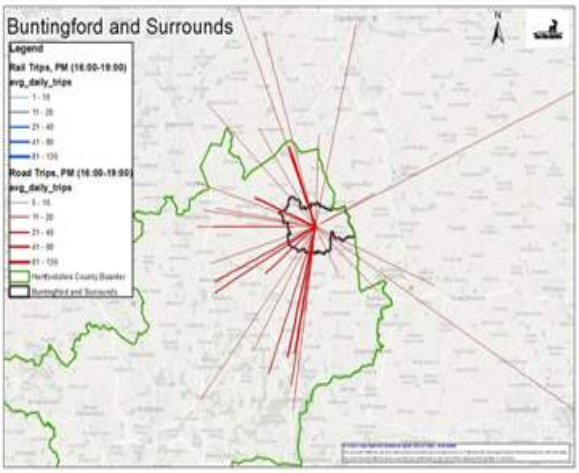
Car and Rail Trips Starting in Buntingford and surrounds, AM Period (07:00-10:00)



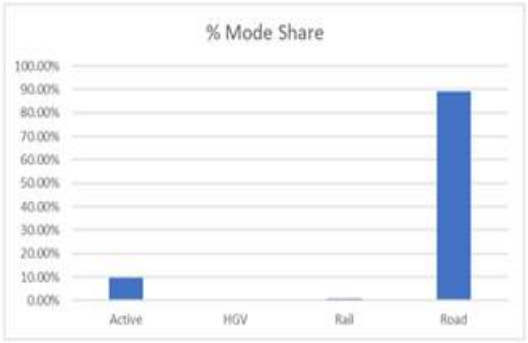
Mode Share	Average Trips	% Mode Share
Active	132	6.26%
HGV	7	0.33%
Rail	71	3.37%
Road	1898	90.04%



Car and Rail Trips Starting in Buntingford and surrounds, PM Period (16:00-19:00)



Mode Share	Average Trips	% Mode Share
Active	131	9.76%
HGV	5	0.37%
Rail	11	0.82%
Road	1195	89.05%



It can be seen from the above MND tables that there is illustrated a 90% share of person trips by car in the AM and PM periods. Active modes (walking, cycling and bus), are less than 10% in the AM and PM peak periods respectively.

It is noted that these trips have common origins/destinations which include the following destinations:

i. Cambridge;
ii. Royston;
iii. Ware;
iv. Hertford;
v. Letchworth Garden City; and
vi. Stevenage.

The Highway Authority notes that the transport consultant has used a methodology for establishing a car driver trip rate from TRICS. However, in this instance, it may be more fitting to utilise a Total People rate from TRICS and then conduct appropriate refining techniques which are able to reflect a more locally derived pattern.

The assessment has also assumed reductions in vehicular trip rates (to the TRICS rates) which are not considered reflective of the site's characteristics and moreover the limited mitigation which has been presented within the TA.

The significant reductions to the vehicular trip rates are not considered apposite to account for the relatively limited mix of uses within the proposed development

The TA goes on to state in paragraphs 6.3.22 and 6.3.23 cites evidence from the Department of Transport paper regarding Travel Plans.

6.3.22 *"Case Studies reviewed by the Department of Transport as part of the research paper titled 'Smarter Choice Document – Changing the way we travel' published in 2005, indicates that an average 18% reduction in private car use can be delivered through an effective Travel Plan."*
6.3.23 "In light of the above, it is reasonable to assume that by delivering appropriately sustainable travel infrastructure as well as targeted Travel Plan measures, a mode shift of 15% away from car usage can be achieved."

The Highway Authority is unable to accept such a high figure based on the site's locational characteristics and the mitigation put forward within the TA. For example, the feasibility of improvements, such as a continuous LTN 1/20 compliant cycle route into Buntingford is limited. A bus route, which should be a high quality, shuttle style service is likely to be required, whilst the TA only points to speculative conversations with a bus route as opposed to auditable proposals.

Buntingford is furthermore only a small town, with limited local facilities, services and employment, having grown significantly in recent years from a far smaller settlement. The evidence suggests high usage of private vehicles by residents of Buntingford. Whilst the Highway Authority may be willing to accept reasonable reductions for internalisation on the site, for example, for on-site education facilities or modest discounts for local shops, it is clear that the transport consultant has projected factors which are out of keeping with the site's location and mitigation proposals.

The Highway Authority therefore has no confidence in this exercise and therefore the attendant assessment of the highways impact.

Assessment/Modelling

For a site of such a size, the Highway Authority would have expected engagement with the Highway Authority before undertaking a modelling exercise. This site is considered a strategic development and therefore it is normally fitting to explore with the Highway Authority the usage of the County's strategic transport model or other alternatives depending on the circumstances.

The Highway Authority's transport models are explained by way of reference to the following

Hertfordshire County Council webpage:

https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/transport-modelling/transport-modelling-in-hertfordshire.aspx

Given that there are concerns with the specificity of the trip generation exercise, detailed comment will be reserved until the transport consultant has undertaken a revised assessment. However, without full examination of the key junctions (also at a strategic assessment level), providing access in and out of Buntingford, it is considered that the proposed housing growth could precipitate a "severe" impact on the local highway network.

Access Proposals

The Highway Authority note the principal access junction to be taken from the site's southern boundary on Baldock Road. As noted previously within this response, the Highway Authority seeks

that the applicant engages with our Speed Management Group with respect to the feasibility of changing the speed limit.

However, the site's access point onto an "A" classified road automatically necessitates a referral to Hertfordshire County Council's Strategic Transport Issues Board (STIB). The Highway Authority's policy is generally to resist new access points onto "A" roads, and as such, requires that promoters of developments bring their proposals to STIB in order to ensure scrutiny by senior officers. This site should therefore be brought to STIB at the earliest opportunity.

The site access proposals will require a Stage 1 Road Safety Audit, in addition to the A10/Baldock Road where a Toucan crossing is proposed.

Summary

The Highway Authority notes the proposals for a development of some 600 homes plus supporting mixed-use uses and infrastructure.

The development, a very substantial site is located away from the fringe of the urban area in open fields to the west of Buntingford.

In terms of accessibility, this response has raised concerns with respect to sustainability, with the mitigation proposed unlikely to prevent a very high mode share attributed to the private car. The TA has not in any satisfactory way addressed how public transport could be utilised to assist in making the site sustainable.

Whilst some walking and cycling mitigation measures are proposed and duly welcomed, it is considered that these could be further developed. The provision of high quality active travel links into Buntingford is of key importance.

This response has raised concerns with respect to the trip generation exercise with attendant issues with the modelling exercise. With respect to the latter, engagement will be needed with Hertfordshire County Council's modelling team.

In summary, the Highway Authority recommends refusal of the planning application owing to concerns with respect to highway safety, traffic generation, road access and local and national policy.

Signed
Oliver Sowerby

19 June 2024

APPENDIX B LHA EMAIL ON 23RD OCTOBER 2024 CONFIRMING SPEED REDUCTION

James Duffy

From: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>
Sent: 23 October 2024 13:34
To: James Duffy; Raymond Lewis
Cc: James Dale; Sally Miller; Reiss Sadler; Fraser-Lim.Steve@eastherts.gov.uk; Tom Thornewill; Robert Handbury
Subject: RE: Land North of A507, west of A10 Buntingford

Hi James,

The SMG convened on Monday and discussed your proposals. The submission of your TN outlining the proposals and supporting ATC data was used to inform the SMG in our presentation to group members.

The SMG would be minded to support a 40mph speed limit 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.

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.

I did follow up comments made by the SMG with our team leader. With respect to your principal site access from Baldock Road, I note that the SMG is not presently content that a reduction to 30mph is justified on this section of road.

This may bring into question compliance with DMRB for horizontal/vertical visibility splays and also the proposed crossing points on Baldock Road.

However, I must reiterate that it is HCC policy (LTP4 Policy 5, Development Management) to *"Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals".* As a general point, it may not necessarily follow that views from the SMG will cause an objection from STIB to fall away.

I can also refer back to my original formal planning application response which sets this out in more detail.

Notwithstanding the above, I note of course our progress on bus planning issues. I acknowledge receipt of the RoW improvement TN which will also go to our Countryside, Rights of Way (CRoW) team for comment. From my first reading, I note positive points with respect to enhancing the existing network and following up points from our meeting.

We would be pleased to work with you on the aforementioned issues that can be taken forward and you can also let me know what further technical work could be undertaken to evidence the new access junction on Baldock Road in the light of the SMG comments.

Oliver

Hertfordshire

Oliver Sowerby
Senior Development Officer| Development Management| Environment & Infrastructure
Hertfordshire County Council
Farnham House, Stevenage, Postal Point: CHN213

APPENDIX C LHA RESPONSE DATED 24TH JUNE 2025

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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: 3/24/0966/OUT
HCC ref: EH/21132/2024
HCC received: 10 June 2025
Area manager: James Dale
Case officer: Oliver Sowerby

Location
Land North Of A507, West Of A10 Buntingford

Application type
Outline

Proposal
AMENDED PROPOSAL
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 except 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:

The Highway Authority recommends refusal of the planning application owing to concerns with respect to traffic generation, road access and local and national policy.

June 2025 Update

The Highway Authority note the submission of a transport technical note, dated June 2025 to support the revised application.

The Highway Authority wish to note the positive engagement with the applicant's transport consultant since the previous application across a number of topic areas. The Highway Authority has to this effect held a number of meetings with the applicant's transport consultant and attendant correspondence.

To this end, the Highway Authority recognise the preceding transport technical notes, the findings of which are incorporated into the June 2025 cumulative note, as submitted in support of this revised application.

The Highway Authority note progress made on certain topic areas, including Rights of Way and buses. With respect to Rights of Way, the applicant has engaged with the Countryside, Rights of Way (CRoW) unit within Hertfordshire County Council (HCC) on matters including upgrading the existing routes and introducing new facilities/infrastructure. In terms of improvement to the Rights of Way network, the Highway Authority is generally content that a satisfactory corridor to/from Buntingford has been achieved, although there remain some residual concerns with respect to distance from the town centre and more poorly surveilled points on the route.

HCC's Public Transport Unit has also agreed the details of bus routes that may serve the development. An initial cost of providing such services has been agreed in principle with the applicant.

Given that the site seeks a new access from an A road, in accordance with stated HCC policy, the senior highways officer group, the Strategic Transport Issues Board, STIB, has also considered the applicant's technical proposals/drawings and supporting narrative.

STIB has considered this strategic housing site on two occasions and has raised concerns regarding compliance with LTP4 policies and highways standards. As such, the STIB issued a formal response rejecting the applicant's proposed access point.

Whilst the applicant seeks to upgrade the RoW from the site into Buntingford and introduce a bus service, there remain fundamental concerns that the site can be made sustainable. The principal route into Buntingford via Baldock Road may not be made compliant with LTN 1/20 and introduces traffic calming that may not be considering fitting for this key link.

The Highway Authority note that whilst it may be possible to design an access from the A507, doubts remain as to the the suitability of such a junction with the prevailing speeds, rural location and the volume of earthworks needed to implement the junction. Officers note that the site is not compliant in terms of LTP4 policies, is likely to be heavily reliant on the use of the private car, with it not possible to implement a high quality and coherent active travel route into the town centre. It is therefore considered that there are no special circumstances that can justify the proposed junction onto the A507, and as such, we recommend refusal of any amended planning application.

The applicant's proposals for a change in speed limit have also been subject to formal review by HCC's Speed Management Group. Notably, the Highway Authority has agreed to a reduction in

speed to 40 m.p.h. on set section of the A507, although importantly, does not concur that a reduction to 30 m.p.h. is consistent with our published guidance.

In summary, whilst progress has been made on specific topic areas, the Highway Authority continues to recommend refusal of the planning application owing to the reasons detailed within this response.

Previous Response

The previous formal response is set out below given that the key reasons for the original refusal remain substantively valid.

Introduction

The Highway Authority note the submission of materials in support of the planning application, including a Transport Assessment (TA) prepared by transport consultant, “Jubb” dated May 2024.

The applicant seeks planning permission for the following development:

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 except access.

The main site access is proposed from the A507 Baldock Road. The latter is Principal “A” class road and a main distributor road in the Hertfordshire roads hierarchy. A 60 m.p.h speed limit is in force on this section of Baldock Road.

A site access is also proposed from Throcking Lane to the north. The latter is an unclassified road and a local access road in the Hertfordshire roads hierarchy. A 60 m.p.h speed limit is in force on this section of Cottered Road/Throcking Lane.

Sustainability

The Highway Authority has some concern with respect to the sustainability of the proposed residential site. The Highway Authority seek compliance the key policies from the Local Transport Plan 4, namely Policy 1 and Policy 5, as reproduced below:

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

• Opportunities to reduce travel demand and the need to travel
• Vulnerable road user needs (such as pedestrians and cyclists)
• Passenger transport user needs
• Powered two wheeler (mopeds and motorbikes) user needs
• Other motor vehicle user needs

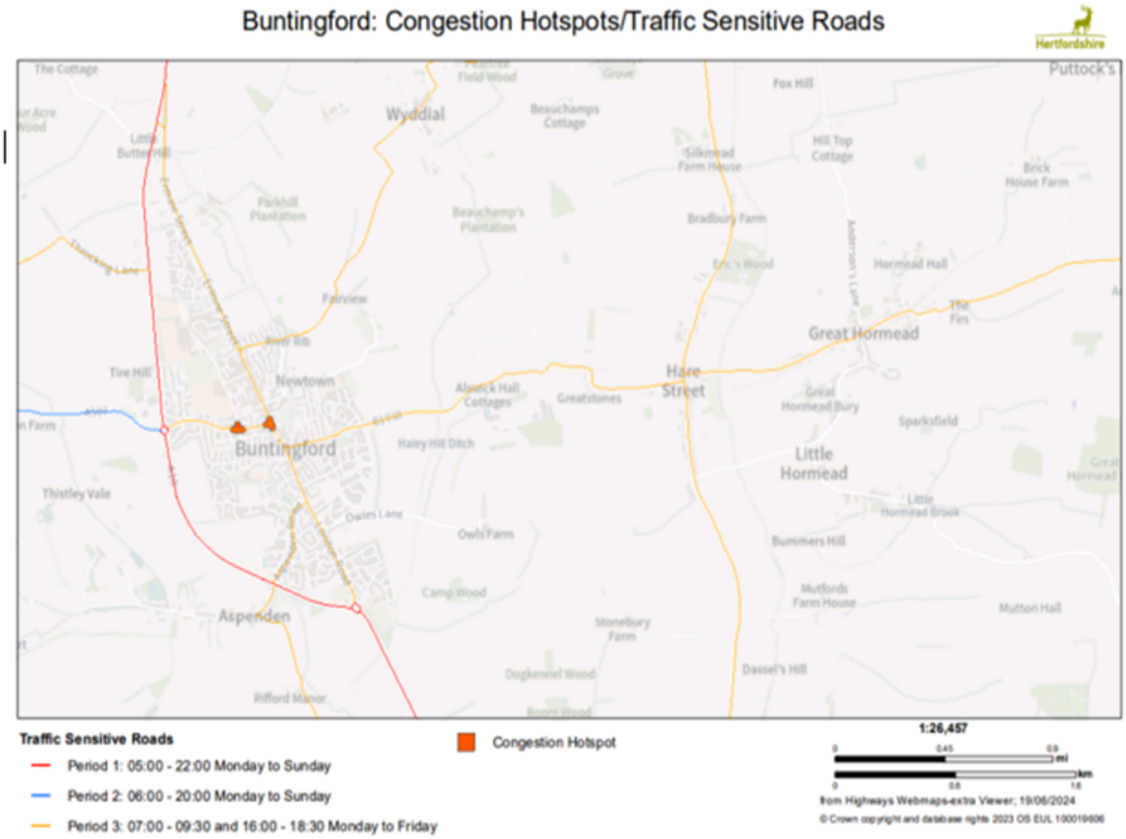
Policy 5: Development Management

The county council will to work with development promoters and the district and borough councils to:

a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.
g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.
h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

In terms of transport, the Highway Authority note that new development should seek to comply with the adopted East Hertfordshire District Plan Policy TRA1 Sustainable Transport and the transport policies of the Hertfordshire County Council's Local Transport Plan 4 document.

The site's isolated location on the outskirts of Buntingford (extending into a rural area), in of itself a settlement that is noted to be poorly connected to neighbouring towns necessitates a robust approach to promoting sustainable travel and moreover examining in detail the impacts of vehicular trips, the latter being especially important in a heavily trafficked area with known congestion hotspots. The map below indicates traffic sensitive roads and congestion hotspots in the locality:



It is noted that the development has limited access to public transport.

The TA document notes that the closet bus stops are the stops named “Greenways” located on Baldock Road, east of the A10.

Paragraph 4.77 of the TA notes that “that there is a regular bus service provision accessible from the site within the recommended walking distance to a bus stop (community facility) of 800m as set out in Manual for Streets (MfS). The proposed scheme also proposes improvements in this regard to encourage and facilitate the use of bus services.”

The Highway Authority does not concur with this conclusion, with an established benchmark of eight minutes’ walk or 640m to a bus service being widely used nationally, although this notwithstanding, given the size of the site, a point taken at the centre would still necessitate a walk distance of more than 800m to the “Greenways” stops.

Paragraph 5.4.2 of the TA notes that “Conversations with Arriva Group are currently taking place and more details on the public transport improvements will be provided in due course.”

For the site of this site, located in an isolated location, the Highway Authority would expect a much more robust position with respect to bus services, given that a high quality bus services will be critical to sustainability. This should include discussions with the Highway Authority’s Passenger Transport Unit. The Highway Authority would seek for a development of this nature that a bus service is provided to serve the site itself, with all dwellings located within 400m of a bus stop.

The Highway Authority must therefore conclude that the site is likely to be heavily reliant on the use of the private car and therefore contrary for Paragraphs 108 and 109 of the National Planning Policy Guidance.

Walking and Cycling

The Highway Authority note the importance of walking and cycling in order to ensure sustainable development and to minimise the use of the private car.

The TA puts forward the case that the site is accessible to most of Buntingford within 2km, although this does depend on where the centre point of the site is taken. Longer distances would be measured from the site's extremities.

In terms of improvements (on the site's southern frontage), the proposals seek to provide a walking/cycling link connecting the site with the existing provision which begins at the industrial estate. The Highway Authority has some concerns with the plans as presently submitted as no attendant lighting scheme is detailed. West of the A10, the pedestrian environment is also less conducive to walking. Under night time conditions, for example, the Highway Authority would consider that a walk from Buntingford town centre to the site somewhat challenging.

The applicant has also proposed a change in the speed limit on Baldock Road, although no supporting ATC data has been supplied. The Highway Authority has concern that without a substantial change to the environment on Baldock Road (for example, having an active frontage), will make compliance with the proposed speed limit challenging.

It is further noted from the TA, that similar proposals are put forward for Throcking Lane. "It is also proposed to reduce the vehicle speed limit to 30mph for the section of Throcking Lane between the junction with the A10 and for the whole section leading to the site and along the link road. In addition, the 30mph speed designation would also extend west of the Throcking Lane access (i.e. the western approach to this junction".

The applicant has also not consulted in advance Hertfordshire County Council's Speed Management Group on the proposed change in accordance with our policy document.

Figures 5.6 to 5.8 detail the proposed mitigation for pedestrians and cyclists on Baldock Road in the direction of Buntingford town centre. It is noted that whilst cyclists have some benefit in terms of a LTN 1/20 style cycle route from the main site access to the Baldock Road/A10 junction, cyclists must join the main road east of the junction to route towards the town centre.

The applicant has also proposed a route which links two Rights of Way together (RoW 35 and 41) via a new footbridge over the A10. The Highway Authority is content that such a proposal (which would also need permission from HCC's Structures team), could form a secondary link into Buntingford. It is noted that the route's connection into Bowling Green Lane is not ideal in part, with the northern end of the lane not being in residential use which leads to doubts with respect to surveillance, lighting and attendant pedestrian safety. No mitigation has been proposed on Bowling Green Lane.

No detail is provided as to how the Rights of Way within the site are affected or could be utilised and improved to assist sustainable development. In this regard, consultation should be made with Hertfordshire County Council's Countryside and Rights of Way (CRoW) unit.

The Highway Authority has some concerns with respect to the scope of the mitigation package put forward in the TA document, notably an insufficient level of detail regarding the walking and cycling routes into Buntingford. To achieve a mode share as set out within the TA, exceptional measures need to be detailed to facilitate access to/from the site into Buntingford.

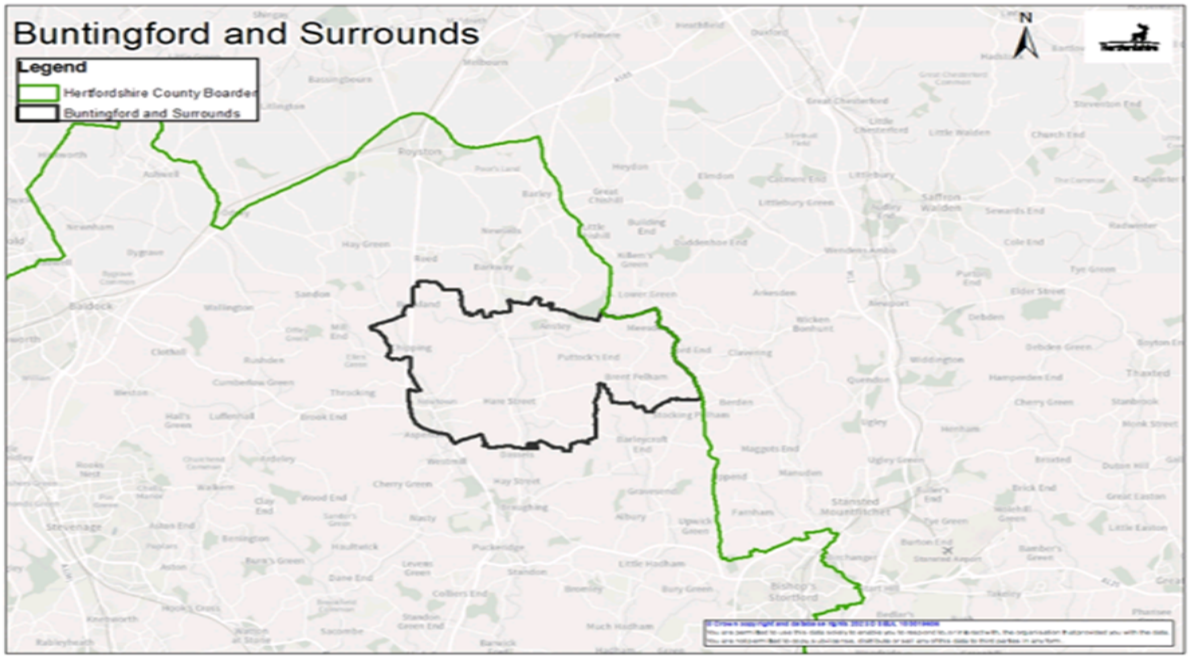
Trip Rates

The Highway Authority has some concern with the trip rate methodology as set out within the TA and therefore the attendant assessment robustness.

The Highway Authority has examined the potential mode share in more detail following a review of the TA. Examining mode share is an exercise which may be assessed using a number of different techniques, including using census data, National Travel Survey and/or mobile phone data.

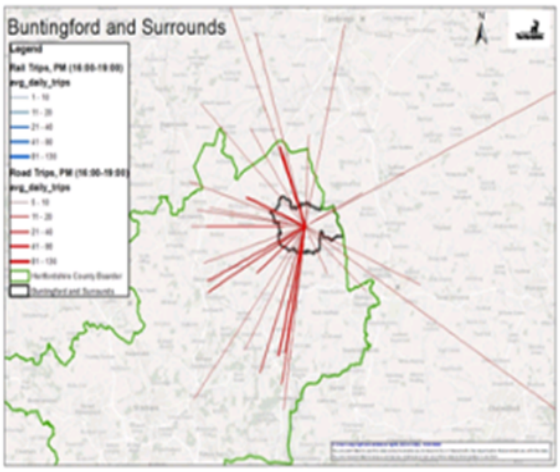
Mobile Phone Network Data

The Highway Authority regularly collects survey data across the County using a variety of assessment tools, one of which is the utilisation of mobile phone data which may be used to analyse journey patterns and distributions. Such an exercise has been undertaken for Buntingford, as shown in the area below:

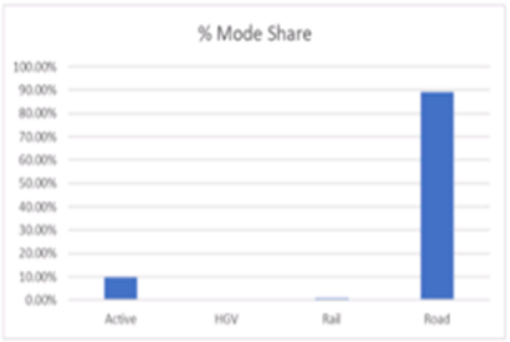


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

Car and Rail Trips Starting in Buntingford and surrounds, PM Period (16:00-19:00)



Mode Share	Average Trips	% Mode Share
Active	131	9.76%
HGV	5	0.37%
Rail	11	0.82%
Road	1195	89.05%



It can be seen from the above MND tables that there is illustrated a 90% share of person trips by car in the AM and PM periods. Active modes (walking, cycling and bus), are less than 10% in the AM and PM peak periods respectively.

It is noted that these trips have common origins/destinations which include the following destinations:

i. Cambridge;
ii. Royston;
iii. Ware;
iv. Hertford;
v. Letchworth Garden City; and
vi. Stevenage.

The Highway Authority notes that the transport consultant has used a methodology for establishing a car driver trip rate from TRICS. However, in this instance, it may be more fitting to utilise a Total People rate from TRICS and then conduct appropriate refining techniques which are able to reflect a more locally derived pattern.

The assessment has also assumed reductions in vehicular trip rates (to the TRICS rates) which are not considered reflective of the site's characteristics and moreover the limited mitigation which has been presented within the TA.

The significant reductions to the vehicular trip rates are not considered apposite to account for the relatively limited mix of uses within the proposed development

The TA goes on to state in paragraphs 6.3.22 and 6.3.23 cites evidence from the Department of Transport paper regarding Travel Plans.

6.3.22 “Case Studies reviewed by the Department of Transport as part of the research paper titled ‘Smarter Choice Document – Changing the way we travel’ published in 2005, indicates that an average 18% reduction in private car use can be delivered through an effective Travel Plan.”
6.3.23 “In light of the above, it is reasonable to assume that by delivering appropriately sustainable travel infrastructure as well as targeted Travel Plan measures, a mode shift of 15% away from car usage can be achieved.”

The Highway Authority is unable to accept such a high figure based on the site’s locational characteristics and the mitigation put forward within the TA. For example, the feasibility of improvements, such as a continuous LTN 1/20 compliant cycle route into Buntingford is limited. A bus route, which should be a high quality, shuttle style service is likely to be required, whilst the TA only points to speculative conversations with a bus route as opposed to auditable proposals.

Buntingford is furthermore only a small town, with limited local facilities, services and employment, having grown significantly in recent years from a far smaller settlement. The evidence suggests high usage of private vehicles by residents of Buntingford. Whilst the Highway Authority may be willing to accept reasonable reductions for internalisation on the site, for example, for on-site education facilities or modest discounts for local shops, it is clear that the transport consultant has projected factors which are out of keeping with the site’s location and mitigation proposals.

The Highway Authority therefore has no confidence in this exercise and therefore the attendant assessment of the highways impact.

Assessment/Modelling

For a site of such a size, the Highway Authority would have expected engagement with the Highway Authority before undertaking a modelling exercise. This site is considered a strategic development and therefore it is normally fitting to explore with the Highway Authority the usage of the County’s strategic transport model or other alternatives depending on the circumstances.

The Highway Authority’s transport models are explained by way of reference to the following

Hertfordshire County Council webpage:

https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/transport-modelling/transport-modelling-in-hertfordshire.aspx

Given that there are concerns with the specificity of the trip generation exercise, detailed comment will be reserved until the transport consultant has undertaken a revised assessment. However, without full examination of the key junctions (also at a strategic assessment level), providing access in and out of Buntingford, it is considered that the proposed housing growth could precipitate a "severe" impact on the local highway network.

Access Proposals

The Highway Authority note the principal access junction to be taken from the site’s southern boundary on Baldock Road. As noted previously within this response, the Highway Authority seeks that the applicant engages with our Speed Management Group with respect to the feasibility of changing the speed limit.

However, the site's access point onto an "A" classified road automatically necessitates a referral to Hertfordshire County Council's Strategic Transport Issues Board (STIB). The Highway Authority's policy is generally to resist new access points onto "A" roads, and as such, requires that promoters of developments bring their proposals to STIB in order to ensure scrutiny by senior officers. This site should therefore be brought to STIB at the earliest opportunity.

The site access proposals will require a Stage 1 Road Safety Audit, in addition to the A10/Baldock Road where a Toucan crossing is proposed.

Summary

The Highway Authority notes the proposals for a development of some 600 homes plus supporting mixed-use uses and infrastructure.

The development, a very substantial site is located away from the fringe of the urban area in open fields to the west of Buntingford.

In terms of accessibility, this response has raised concerns with respect to sustainability, with the mitigation proposed unlikely to prevent a very high mode share attributed to the private car. The TA has not in any satisfactory way addressed how public transport could be utilised to assist in making the site sustainable.

Whilst some walking and cycling mitigation measures are proposed and duly welcomed, it is considered that these could be further developed. The provision of high quality active travel links into Buntingford is of key importance.

This response has raised concerns with respect to the trip generation exercise with attendant issues with the modelling exercise. With respect to the latter, engagement will be needed with Hertfordshire County Council's modelling team.

In summary, the Highway Authority recommends refusal of the planning application owing to concerns with respect to highway safety, traffic generation, road access and local and national policy.

Signed
Oliver Sowerby

24 June 2025

APPENDIX D RIDGE EMAIL RESPONSE TO LHA DATED 22ND AUGUST 2025

James Duffy

From:	James Duffy
Sent:	22 August 2025 15:30
To:	Roger Flowerday; Oliver Sowerby; Adrian McHale
Cc:	Reiss Sadler; Gary Stephens; Sally Miller; Tom Thornewill; Steve Fraser-Lim
Subject:	Buntingford (Land North of A507) - Agreed further highway information
Attachments:	FW: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response; Landscape and Visual Impact Assessment Addendum - Appendix A Figure L6 (3).pdf; 23161_SK_T_034 (P2) Proposed Widening of PROW 36.pdf; 23161_SK_T_003 (P4) Active Travel Connection to Buntingford Village Centre.pdf; 23161_SK_T_029 (P3) Baldock Road Roundabout - Northern Access.pdf; 23161_SK_T_023 (P8) Forward Visibility Plan.pdf; Buntingford LHA response to June 2025 comment - Final with agreed actions and response v4.xlsx

Roger / Oliver,

In consideration of our meeting on the 15th July 2025 we have been reviewing drawings and assessment information and have provided the attached response table (see column E for responses). We would be grateful if you could review this pack early next week as this review will inform EHDC's decision in relation to planning committee.

Adrian I have looped you into the email to ensure consistency as you may not have been aware of our previous discussions with Oliver and Roger that showed that we had already discussed the requirements in relation to changes to the access corridor (see attached table for details of this). Presumably Roger has relayed this to you, and this therefore mitigates your previous queries, however, we are happy to discuss any outstanding queries relating to the employment proposals next week.

The attached updated drawings that relate to this response encompass:

- 23161 029 P3 – Showing the connection for the residential only proposals onto the A507, which now shows the revision to the 4m shared pedestrian / cycle route as requested with at least 1m landscape strip
- 23161 023 P8 – Showing the connection for the combined residential / employment proposals onto the A507, which now shows the revision to the 4m shared pedestrian / cycle route as requested with at least 1m landscape strip
- 23161 003 P4 – Showing active travel connection into Buntingford on Baldock Road. This shows improved side road crossing facilities with reduced dimensions on these junctions as requested. In addition, we have looked at introducing widened active travel on Bowling Green Lane in the wider carriageway areas whilst maintaining a 5.5m carriageway width.
- 23161 034 P2 – A drawing providing more detail in relation to the proposed improvements on PRoW 36 specifically. To note, whilst not shown on this drawing, you are already aware of the proposals for a new active travel Bridge over the A10, which will further enhance this route.
- Stantec Drawing L6 Rev G - A drawing showing the landscape and visual impact assessment – to show vegetation in the vicinity of the access

I also attach an email dated the 22nd July from Oliver that clarifies acceptance of the model approach (as referred to in the attached table) but also requests further details of flare lengths relating to the London Road / A10. The longest flare as mentioned in the email is modelled correctly and I set out an extract of this measured flare below:



I trust this is clear but please do not hesitate to get in contact if there any further queries.

Regards,

James Duffy | Associate Director

RIDGE

01179 897924 | 07543 595363
jamesduffy@ridge.co.uk
Ridge and Partners LLP



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Email Disclaimer

Policy position maintained by LHA

June 2025 LHA Response			
Topic Area	**LHA Comment**	**Jubb Comment**	**LHA position following meeting 15th July 2025**
A road access (policy)	"Officers note that the site is not compliant in terms of LTP4 policies, is likely to be heavily reliant on the use of the private car, with it not possible to implement a high quality and coherent active travel route into the town centre. It is therefore considered that there are no special circumstances that can justify the proposed junction onto the A507, and as such, we recommend refusal of any amended planning application."	As set out in the Jubb response dated June 2025 whilst the A507 is a classified A road it is not identified as a Primary route. In this regard traffic flows are also less than other higher order roads in the area. Furthermore, existing precedent already exists for access to be delivered to other much higher order A roads on the edge of towns (for example from the A505 near Royston and from the A10 at Neal Drive to the north of Buntingford). The site also includes on site facilities to retain trips on site and also includes high quality active travel and bus connection.	The LHA have confirmed that they will continue to maintain objection on this point of policy.

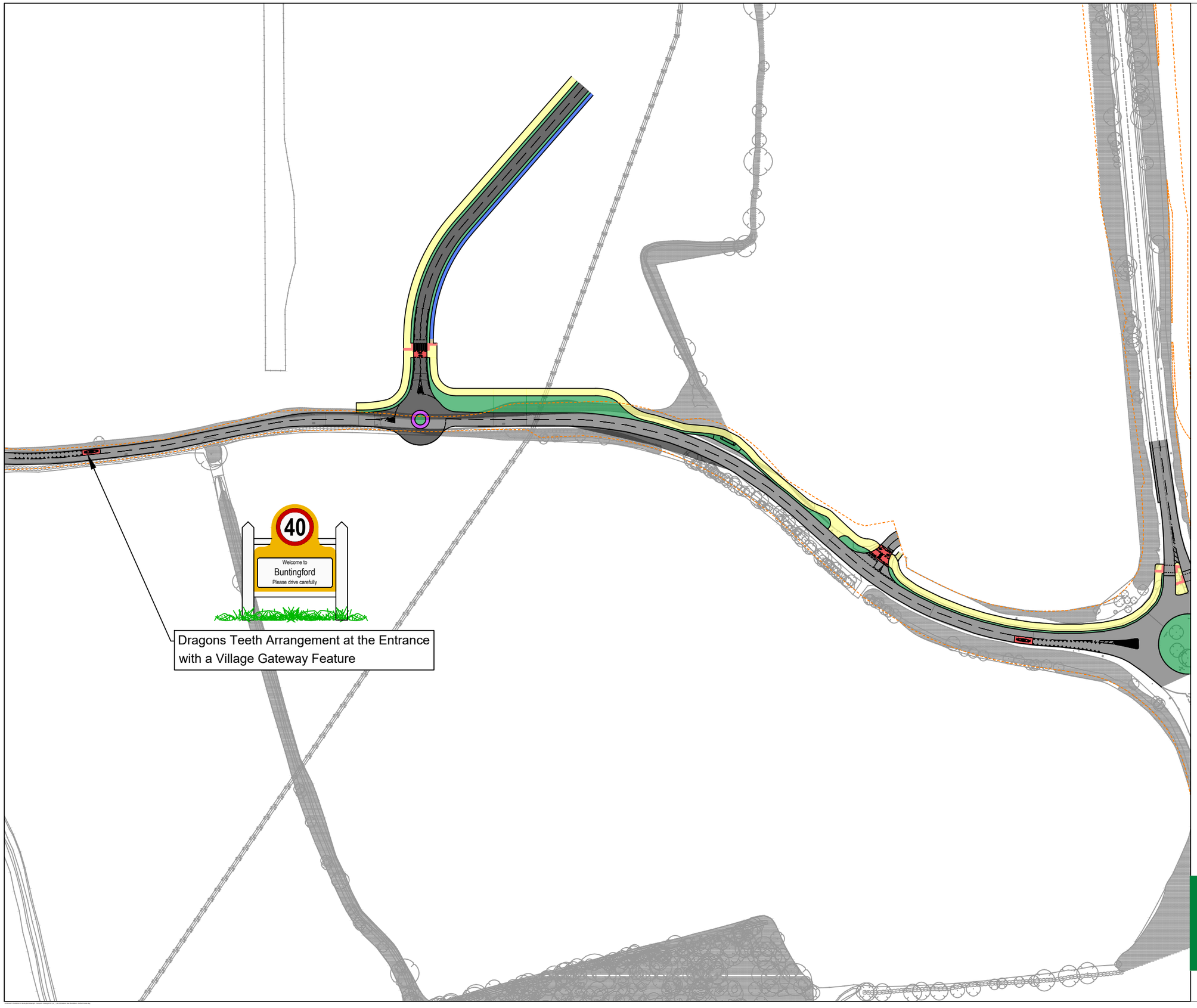
Resolved points

June 2025 LHA Response			
Topic Area	**LHA Comment**	**Jubb Comment**	**LHA position following meeting 15th July 2025**
Bus provision	The Local Highway Authority's Public Transport Unit has also agreed the details of bus routes that may serve the development. An initial cost of providing such services has been agreed in principle with the applicant.	Noted in this regard it is agreed that appropriate bus access can be provided.	Agreed as resolved
Speed Limit	"The applicant's proposals for a change in speed limit have also been subject to formal review by HCC's Speed Management Group. Notably, the Highway Authority has agreed to a reduction in speed to 40 m.p.h. on set section of the A507, although importantly, does not concur that a reduction to 30 m.p.h. is consistent with our published guidance."	Whilst the applicant maintains that a 30mph signed speed would be appropriate in this area. The access has been designed to accord with a signed 40mph speed limit. It is requested that the Local Highway Authority provides confirmation that this access accords with this signed speed.	Technical achievable access points have been presented in consideration of LHA recommended speed requirements on the existing road frontages. On this basis this point is agreed as resolved.
Previous Response (Responded to in Jubb June 2025 note)			
Topic Area	**LHA Comment**	**Jubb Comment (as set out in Jubb June 2025 note)**	**LHA position following meeting 15th July 2025**
Sustainability Comment 3 - **Bus connection**	The Local Highway Authority requested more detail in relation to public transport connectivity.	A strategy for public transport connectivity was agreed with the Passenger Transport Unit and summarised in the response. On this basis it is assumed that this point is agreed.	Agreed as resolved
Walking and Cycling Comment 1 - **Distances**	The Local Highway Authority have stated that distances to Buntingford have been measured from the centre of the site and longer distances may be measured from the sites extremities.	Jubb have confirmed that the centre of the site measurement is a standard approach and in fact some areas of the site could have shorter distances to Buntingford. Moreover, given the compact nature of Buntingford a number of facilities would still be within accessible distance of even the farthest proposed dwellings. Furthermore, the proposals would also include a number of days to day facilities on site.	Agreed as resolved
Walking and Cycling Comment 2 - **Lighting**	The Local Highway Authority have stated that there is a lack of lighting on routes to the west of the A10 and therefore have concerns in relation to walking in night time conditions.	Jubb have confimed that lighting will be introduced to the A507 access as appropriate. In addition, lighting / surfacing is also proposed where appropriate on RoW on the eastern side of the A10. These improvements will serve to improve active travel access outside of daylight hours and for when the weather is inclement. On this basis it is assumed that this point is agreed.	Agreed as resolved
Walking and Cycling Comment 3 - **Vehicle Speeds**	The Local Highway Authority have queried the introduction of the 30mph signed speed across the site access.	The Jubb response outlines previous justification for introduced reduced speed which includes existing precedence (i.e. referencing a site at Hitchin where signed speeds were reduced from national speed limit to 30mph); the fact that the access can be designed to ensure controlled speeds in the area; and that existing speeds were also observed as being far lower than that signed. Notwithstanding this, whilst the Local Highway Authority Speed Management Group have not accepted a 30mph signed speed they have suggested a 40mph signed speed would be supported that extend from the Baldock Road and Throcking Lane site access to the A10. In addition, they have also recommended introduction of a 40mph speed limit on the A10 on approach to the Baldock Road junction and to the east of the A10 on Baldock Road (i.e. replacing the existing national speed limit section). The access strategy has therefore been designed to accord with these signed speeds and it is therefore assumed that this is also agreed with the Local Highway Authority.	Technical achievable access points have been presented in consideration of LHA recommended speed requirements on the existing road frontages. On this basis this point is agreed as resolved.
Safety Audit	It is has been requested that the access be safety audited to include the Toucan crossing of the A10.	All elements of the site access have been subject to a Road Safety Audit based on a brief as agreed with the Local Highway Authority. No significant issues have been identified. Thus this request is assumed to be resolved.	Agreed as resolved

Elements requiring further review following 15th July 2025 meeting

June 2025 Responses				
Topic Area	**LHA Comment**	**Jubb Comment**	**LHA position following meeting 15th July 2025**	**Response to oustanding comment**
Rights of Way	Confirmed that a satisfactory Rights of Way corridor to/from Buntingford has been achieved. Concerns remain in relation to distance to town centre and more poorly surveilled routes.	Walking distances to town centre would be within a 2km walking distance which is typically considered convenient. Clarity is required as to concerns relating to specific routes.	The LHA confirmed that the Countryside and Rights of Way officers have responded positively to the proposed Rights of Way improvements. The LHA have however requested further information in relation to right of way 36 between the A10 and Bowling Green Lane. On this route the LHA has requested more details of surfacing, width, visibility and lighting. The proposed active travel bridges and enhancements to right of way 35 were also discussed and confirmed as appropriate by the LHA. These connections will serve to further complement the high quality active travel links on Baldock Road.	A drawing has been provided that shows the typical cross section along the length and shows how this can be applied along the route in plan view. This drawing (drawing number 23161 034 P2) also shows surfacing and lighting details on the cross section.
Baldock Road active travel	"The principal route into Buntingford via Baldock Road may not be made compliant with LTN 1/20 and introduces traffic calming that may not be considering fitting for this key link."	The proposed links are appropriate for the likely demand. LTN1/20 indicates in Table 6-3 that a 3m width shared pedestrian / cycle route has capacity for 300 pedestrians and 300 cyclists per hour. In addition, the additional active travel connections provided via the bridges over the A10 will also provide further capacity. Notwithstanding this, should the Local Highway Authority seek specific further improvements then we would consider feasible options. The traffic calming measures can be reviewed in discussion with the Local Highway Authority and alternative treatment can be considered if required.	The LHA have confirmed that the following should be considered for the links on Baldock Road east of the A10 (subject to considerations of highway land / requirements to maintain bus access on Baldock Road): - Where possible, and if feasible, seek to continue the shared route on the eastern side of the A10 on one side of the road (rather than switching to the other side) - Look to tighten bell mouth junctions on the wide junctions - Space can be transferred from carriageway to active travel (for example on side roads) as long as this does not impede bus access -Investigate active routes on Bowling Green Lane from Baldock Road to public car park with potential for contributions to bike parking -Whilst traffic calming is not specifically objected to other measures such as carriageway reapportionment may achieve better results in terms of improving environment for active travel users This design will therefore be reviewed by Jubb (now Ridge). On the western side of the A10 the LHA have confirmed that shared use (rather than segragated cycling) would be more appropriate as this would provide consistency with the eastern side. They confirmed that this could still be a 5m corridor but with 4m as shared use path and 1m as highway verge. This design will therefore be reviewed by Ridge.	The drawing showing enhancements on Baldock Road has been updated to include the following: -tightened junctions on side road Bellmouths and improved crossings over these roads -reallocation of space from the carriageway on Bowling Green Lane where feasible to provide a continuation of active travel into this road. This still retains a 5.5m carriageway in this area. In addition, financial contribution to cycle parking can be provided to enable further provision to be provided in Bowling Green car park - it is noted that the highway boundary on Baldock Road switches sides across the length and therefore it is not possible to maintain a corridor on one side but crossing is minimised The changes are set out in drawing 23161 003 P4. The northern access plan (drawing 23161 029 P3) and cumulative access plan (drawing 23161 023 P8) have been updated to include a 4m shared pedestrian / cyclway as requested with an associated 1m landscape strip.
A road access (technical)	"The Highway Authority note that whilst it may be possible to design an access from the A507, doubts remain as to the the suitability of such a junction with the prevailing speeds, rural location and the volume of earthworks needed to implement the junction."	The design of the access has been provided in accordance appropriate local and national design standards. In addition, this has been subject to safety audit, based on an agreed brief with the Local Highway Authority, which has identified no issues with this access. It is noted that the location of the site is adjacent to the existing Buntingford boundary and adjacent to the existing Buntingford business park and allocated employment area 'BUNT 3'. Thus the area is suitable for a sustainable extension to Buntingford. It has been confirmed with the Speed Management Group that signed speeds can be reduced to 40mph (similar to recorded speeds) and the design of the access is therefore in accordance with this signed speed. On this basis this comment is assumed to be resolved. Appropriate traffic management can be introduced through a conditioned Construction Traffic Management Plan to minimise any impact during access construction (including during the earthworks stage).	The LHA have confirmed that the access is technically achievable (notwithstanding the objection in terms of policy) and therefore this point is resolved from a highway perspective. However, it was confirmed that the impact on landscape / vegetation should be confirmed (i.e. where vegetation is lost and how this is compensated).	This is considered as part of the landscape plan and the landscape drawing (Stantec drawing L6 Rev G) has been provided to show this.

Previous Response (Responded to in Jubb June 2025 note)				
Topic Area	**LHA Comment**	**Jubb Comment (as set out in Jubb June 2025 note)**	**LHA position following meeting 15th July 2025**	**Response to oustanding comment**
Sustainability Comment 1 and 2 - **LTP4 policy 1 and 5**	The Local Highway Authority have stated that proposals should comply with the user heirarchy promoting active and sustainable modes first and foremost (policy 1) and the development management policy (policy 5)	Jubb have set out how the proposals have been developed in accordance with these policies.	The LHA have confirmed that they woud maintain objection based on Policy 5f. It is assumed however that all other elements of Policy 5 (i.e. other then 5f) are resolved. In addition, it is also assumed Policy 1 would be resolved following agreement of the further active travel changes (i.e. as referenced in Rights of Way and Baldock Road active travel comment)	See comment in relation Rights of Way and Baldock Road active travel.
Walking and Cycling Comment 4 - **Cycle Route Baldock Road**	The Local Highway Authority have stated that cyclist must join the road east of the A10.	Jubb have clarified that a long section of shared pedestrian / cycleway will be provided to the east of the A10 which would provide an ideal gateway to the Local Highway Authorities own proposed improvements on Buntingford High Street.	See comment on "Baldock Road active travel" topic	See comment on "Baldock Road active travel" topic
Walking and Cycling Comment 5 - **RoW**	The Local Highway Authority have requested more details in relation to proposed improvements to RoW as connecting with Buntingford.	Jubb have provided clarity on proposed RoW improvements including bridge crossings over the A10 which have been developed in agreement with the Countryside and Rights of Way (CRoW) Unit. Thus, it assumed that this is agreed with the Local Highway Authority.	See comment on "Rights of Way" topic	See comment on "Rights of Way" topic
Walking and Cycling Comment 6 - **Overall measures**	The scope of the mitigation package for active travel was queried by the Local Highway Authority.	Since this original comment further discussion has been undertaken with the Local Highway Authority and CRoW unit to further develop the strategy for active travel. This package has been presented in the June 2025 note and therefore we request specific comment on this revised strategy. Should the Local Highway Authority have comment on specific areas of this then we request that the location of these specific areas be identified.	This comment can be resolved subject to advised changes in other topic areas relating to active travel.	See comments in relation Baldock Road active travel and Rights of Way
Trip Rates	The Local Highway Authourity have queried the trip rates as assumed within the Transport Assessment.	Subsequent discussions have been held with the Local Highway Authority in this regard who have confirmed that use of TRICS is appropriate for the calculation of initial rates. Further queries were however made in relation to trip rate adjustments and therefore appropriate further information was provided in this regard with some adjustments altered in consideration of Local Highway Authority comment. It is requested that confirmation be provided that these trip rates are agreed, or, if this is not the case, then further details are requested in relation to specific queires in this regard.	LHA to review trip rate note as set out in Appendix N of the Jubb June 2025 note. The LHA stated that the behaviour change adjustments may need review but they will confirm in their comment. The LHA also stated that a monitor and manage strategy could be introduced with further potential travel plan financial contributions offered if trip rate targets are not met.	The LHA has confirmed in their email dated the 22nd July 2025 that the level of behaviour change adjustment is acceptable.
Assessment / Modelling	The Local Highway Authority have stated that use of County's strategic transport model may be required.	Jubb have confirmed that models have been developed based on surveys of existing junctions with an associated excel based transport model produced to assess the forecast year traffic flows and impact of the development proposals. It is noted that this type of model, i.e. based on traffic survey rather than strategic transport model, is similar to that produced to assess numerous developments throughout the United Kingdom, with this approach also adopted in the submitted transport modelling for the recently consented Buntingford West Proposals (Planning Reference 3/23/1447/OUT). It is requested that confirmation be provided that this model (and subsequent results showing impact is insiginificant) is agreed, or, if this is not the case, then further details are requested in relation to specific queries in this regard.	The LHA have stated that they will review the status of their COMET model to see if information can be extracted. They have stated that they would accept some congestion on the network but want to ensure the modelling includes for committed growth.	The LHA has confirmed in their email dated the 22nd July 2025 that the methodology of assessment is acceptable. The response has however queried the long flare assumed in the London Road/A10 junction model, however, details have been emailed to the LHA on the 22nd August to demonstrate these measurements are correct.
Access Proposals	The Local Highway Authority have requested engagement with the Speed Management Group in relation to signed speeds at the access and contact with the Strategic Transport Issues Board in consideration of A road access.	As discussed above signed speeds have been confirmed by the Speed Management Group with the access proposals designed accordingly. Contact has also been made with the Strategic Transport Issues Board. Jubb has set out that whilst the A507 is a classified A road it is not identified as a Primary route. In this regard traffic flows are also less than other higher order roads in the area. Furthermore, existing precedent already exists for access to be delivered to other much higher order A roads on the edge of towns (for example from the A505 near Royston and from the A10 at Neal Drive to the north of Buntingford). In addition visibility has been identified in both the horizontal and vertical plane at the request of the Strategic Transport Issues Board.	As discussed the LHA have maintained a policy, i.e. in principal, objection to A road access. However, they confirm that technically the access points are achievable and include for LHA required speed changes.	It is assumed that the access is confirmed as acceptable following the changes outlined although note the LHA confirmation that A road access is objected to in principal.



LEGEND

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

Rev	Date	Description	By	Apvd
P3	22.08.25	Revision	DL	JD
P2	15.08.25	Revision	DL	JD
P1	16.04.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT - NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:2000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
029

REV:
P3

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

RIDGE

N

INDICATIVE NORTH

Approximate earthworks required to accommodate road amendments to allow for forward visibility to roundabout approach. 1:3 surface grading shown to surrounding existing ground levels (minor adjustments may be required subject to detailed external levels design)

Visibility Splay 1

Visibility Splay 2

Visibility Splay 3

Visibility Splay 4

Dragon's Teeth Arrangement at the Entrance with a Village Gateway Feature

Proposed 40mph speed limit

Proposed 40mph speed limit

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Pedestrian Path / Footway
- Proposed 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)

Rev	Date	Description	By	Apvd
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

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
023

REV:
P8

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

RIDGE



LEGEND

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

N

INDICATIVE NORTH

0 30 60 Meters

Rev	Date	Description	By	Apvd
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

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO BUNTINGFORD VILLAGE CENTRE

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
1:1000

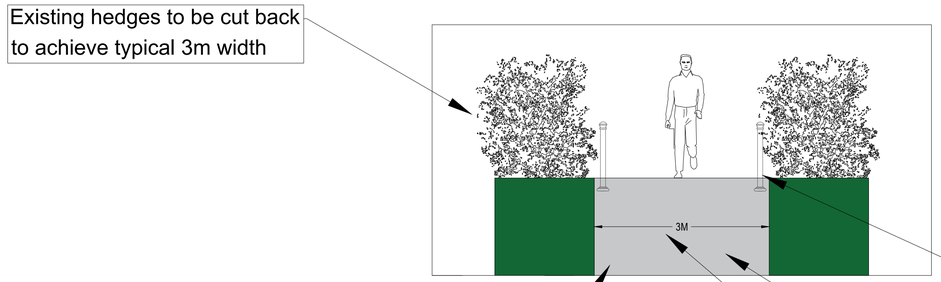
PROJECT REF:
23161

DRAWING No: 003

REV: P4

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

RIDGE



Existing hedges to be cut back to achieve typical 3m width

Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRoW to be resurfaced into a shared use path and hedges to be cut back to achieve a typical 3m width. To include bollard lighting

3.0m
3.0m
3.0m
2.7m
3.0m
3.0m
2.9m

N
INDICATIVE NORTH

LEGEND

Proposed Shared Pedestrian and Cyclist Path

Rev	Date	Description	By	Apvd
P2	22.08.25	Revision	DL	JD
P1	21.08.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED WIDENING OF PROW 36

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
0036

REV:
P2

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

RIDGE

NOTES:

1. Naturalistic potentially wet SuDs basins to create wetland and wetland grass zone
2. Green infrastructure corridors
3. Species rich grass margins with hedgerow boundaries and trees
4. Community growing hub and area
5. Amenity grassland and playing pitches
6. Formal arc of tree planting to frame cricket pitch open space
7. Open slopes grassland
8. Viewing area from ridge / outdoor yoga zone
9. Woodland copse planting
10. Play on the Way (Natural play)
11. Buntingford - Throckington Walk (exg PROW)

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332611260:LAND NORTH OF A507, WEST OF BUNTINGFORD

Figure L6: Landscape Mitigation Strategy

LEGEND:

- Site Boundary
- Other Land In Applicants Contol
- Existing PRoW
- Access Points
- Existing Vegetation
- Proposed Native Hedgerow
- Proposed Beech Hedgerow
- Proposed Structural Planting
- Proposed Mobility Hub and Retained Agricultural Access
- Indicative Proposed Trees
- Indicative Proposed Semi-Mature Parkland Trees
- Residential
- Local Centre
- School
- School Open Space
- Indicative Structural Streets
- Proposed Walking / Cycling Routes
- Proposed Foraging Route
- Informal Wetland Walk
- Play on the Way Path
- Proposed Climbing Wall
- Locally Equipped Area of Play
- Neighbourhood Equipped Area of Play
- Proposed Conveyance Ditch
- Proposed SUDs basins
- Proposed Indicative Ponds
- Views Out Over Landscape, From Ridge

Stantec

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Client Hallam Land
Drawing No L6
Date 28.05.25

Hallam Land
PART OF HENRY BOOT

Drawn by JK
Checked by NJ
Scale @A3

Rev G
Drawing Status FOR ISSUE (REVISED PLANNING)

0 500m

James Duffy

From: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>
Sent: 22 July 2025 09:38
To: James Duffy
Subject: FW: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response

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Oliver Sowerby
Senior Development Officer| Development Management| Environment & Infrastructure
Hertfordshire County Council
Farnham House, Stevenage, Postal Point: CHN213
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Our vision is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve Residents' lives	We work with Integrity	We act Sustainably	We champion Equality & fairness

From: Oliver Sowerby <oliver.sowerby@hertfordshire.gov.uk>
Sent: 22 July 2025 09:37
To: 'James Duffy' <j.duffy@jubb.uk.com>; 'Reiss Sadler' <reiss.sadler@marrons.co.uk>; Roger Flowerday <Roger.Flowerday@hertfordshire.gov.uk>; Highways Planning <HighwaysPlanning@hertfordshire.gov.uk>
Cc: Steve Fraser-Lim <fraser-lim.steve@eastherts.gov.uk>; Sally Miller <smiller@hallamland.co.uk>; Tom Thornewill <tthornewill@hallamland.co.uk>
Subject: RE: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response

Hi James,

Thanks for the below. I note the additional work that is to be undertaken which we are happy to review in order to determine whether agreement can be reached on these matters as per your spreadsheet.

To take the modelling element, after consideration, I am content that we can remain with the localised junction assessments. Just going through some of the assessment work for one of the junctions that is known to have some potential capacity issues, namely the London Road/A10 junction, I noticed that a very large flare is assumed on one of the arms? This brings me onto how the model has been calibrated/validated?

On the Travel Plan and the reduction figures, in our meeting, some doubt was expressed on the additional 15%. I note that you have a series of Travel Plan measures that should assist in reaching this target, although we don't feel that the example cited at Land West of Stevenage is entirely comparable, with your site having poorer sustainability characteristics and fewer employment opportunities than a town like Stevenage. However, given that this is not the principal issue in terms of our reasons for refusal, you can continue with the 15% figure, although I would be more comfortable with a figure of 10%.

I hope this assists.

Oliver

Oliver Sowerby
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Hertfordshire

Update me

RISE

Our vision is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve Residents' lives	We work with Integrity	We act Sustainably	We champion Equality & fairness

---

From: James Duffy <j.duffy@jubb.uk.com>
Sent: 09 July 2025 10:38
To: Oliver Sowerby <oliver.sowerby@hertfordshire.gov.uk>; 'Reiss Sadler' <reiss.sadler@marrons.co.uk>; Roger Flowerday <Roger.Flowerday@hertfordshire.gov.uk>; Highways Planning <HighwaysPlanning@hertfordshire.gov.uk>
Cc: Steve Fraser-Lim <fraser-lim.steve@eastherts.gov.uk>; Sally Miller <smiller@hallamland.co.uk>; Tom Thornewill <tthornewill@hallamland.co.uk>
Subject: RE: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response

Oliver,

Further to our meeting next week we have been through the latest highway response and provided initial comment in relation to each element which I attach as a potential prompt for discussion. This also includes response to your previous response from last year which was quoted in your recent letter.

We are ideally looking for the highway authority to confirm their position on each of these points so we can work to resolution where required or confirm agreement so we can narrow down the list of queries.

Please get in contact if there are any queries in relation to this in advance of our meeting.

Regards,

James Duffy
BSc (Hons), MSc, DpI MIHT

0117 989 7924
07543 595363

APPENDIX E LHA RESPONSE DATED 19TH SEPTEMBER 2025

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

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: 3/24/0966/OUT
HCC ref: EH/21132/2024
HCC received: 1 September 2025
Area manager: James Dale
Case officer: Oliver Sowerby

Location
Land North Of A507, West Of A10 Buntingford

Application type
Outline

Proposal
AMENDED PROPOSAL
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 except 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:

The Highway Authority recommends refusal of the planning application owing to concerns with respect to traffic generation, road access and local and national policy.

September 2025 Update

The Highway Authority note the engagement with the applicant and their transport consultant subsequent to the previous submission.

The Highway Authority must note that our in-principle objection remains, namely that the site is fundamentally unsustainable and that no special circumstances exist to allow a new access from the 'A' road network.

However, this notwithstanding, the applicant has sought to make enhancements to their package of mitigation, as detailed within the newly submitted additional documentation.

The Highway Authority is broadly supportive of the proposals as detailed within the resubmission, including the active travel corridor on Baldock Road to the east of the A507/A10 junction, whilst noting the difficulty of being able to achieve a fully LTN 1/20 compliant route into the town centre. The improvements to the Rights of Way are also noted. Should the Local Planning Authority be minded to grant planning permission (via a package of Section 278 works), the Highway Authority would seek to develop the enhancements to pedestrian and cyclist connectivity as detailed on these plans.

However, it is noted that the Highway Authority has some concerns with the deliverability of the Toucan crossing on the A507/A10 junction with respect to highway safety.

In summary, the Highway Authority must maintain the original objection to the proposed development, as detailed within this response.

June 2025 Update

The Highway Authority note the submission of a transport technical note, dated June 2025 to support the revised application.

The Highway Authority wish to note the positive engagement with the applicant's transport consultant since the previous application across a number of topic areas. The Highway Authority has to this effect held a number of meetings with the applicant's transport consultant and attendant correspondence.

To this end, the Highway Authority recognise the preceding transport technical notes, the findings of which are incorporated into the June 2025 cumulative note, as submitted in support of this revised application.

The Highway Authority note progress made on certain topic areas, including Rights of Way and buses. With respect to Rights of Way, the applicant has engaged with the Countryside, Rights of Way (CRoW) unit within Hertfordshire County Council (HCC) on matters including upgrading the existing routes and introducing new facilities/infrastructure. In terms of improvement to the Rights of Way network, the Highway Authority is generally content that a satisfactory corridor to/from Buntingford has been achieved, although there remain some residual concerns with respect to distance from the town centre and more poorly surveilled points on the route.

HCC's Public Transport Unit has also agreed the details of bus routes that may serve the development. An initial cost of providing such services has been agreed in principle with the applicant.

Given that the site seeks a new access from an A road, in accordance with stated HCC policy, the senior highways officer group, the Strategic Transport Issues Board, STIB, has also considered the applicant's technical proposals/drawings and supporting narrative.

STIB has considered this strategic housing site on two occasions and has raised concerns regarding compliance with LTP4 policies and highways standards. As such, the STIB issued a formal response rejecting the applicant's proposed access point.

Whilst the applicant seeks to upgrade the RoW from the site into Buntingford and introduce a bus service, there remain fundamental concerns that the site can be made sustainable. The principal route into Buntingford via Baldock Road may not be made compliant with LTN 1/20 and introduces traffic calming that may not be considering fitting for this key link.

The Highway Authority note that whilst it may be possible to design an access from the A507, doubts remain as to the the suitability of such a junction with the prevailing speeds, rural location and the volume of earthworks needed to implement the junction. Officers note that the site is not compliant in terms of LTP4 policies, is likely to be heavily reliant on the use of the private car, with it not possible to implement a high quality and coherent active travel route into the town centre. It is therefore considered that there are no special circumstances that can justify the proposed junction onto the A507, and as such, we recommend refusal of any amended planning application.

The applicant's proposals for a change in speed limit have also been subject to formal review by HCC's Speed Management Group. Notably, the Highway Authority has agreed to a reduction in speed to 40 m.p.h. on set section of the A507, although importantly, does not concur that a reduction to 30 m.p.h. is consistent with our published guidance.

In summary, whilst progress has been made on specific topic areas, the Highway Authority continues to recommend refusal of the planning application owing to the reasons detailed within this response.

Previous Response

The previous formal response is set out below given that the key reasons for the original refusal remain substantively valid.

Introduction

The Highway Authority note the submission of materials in support of the planning application, including a Transport Assessment (TA) prepared by transport consultant, “Jubb” dated May 2024.

The applicant seeks planning permission for the following development:

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 except access.

The main site access is proposed from the A507 Baldock Road. The latter is Principal “A” class road and a main distributor road in the Hertfordshire roads hierarchy. A 60 m.p.h speed limit is in force on this section of Baldock Road.

A site access is also proposed from Throcking Lane to the north. The latter is an unclassified road and a local access road in the Hertfordshire roads hierarchy. A 60 m.p.h speed limit is in force on this section of Cottered Road/Throcking Lane.

Sustainability

The Highway Authority has some concern with respect to the sustainability of the proposed residential site. The Highway Authority seek compliance the key policies from the Local Transport Plan 4, namely Policy 1 and Policy 5, as reproduced below:

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

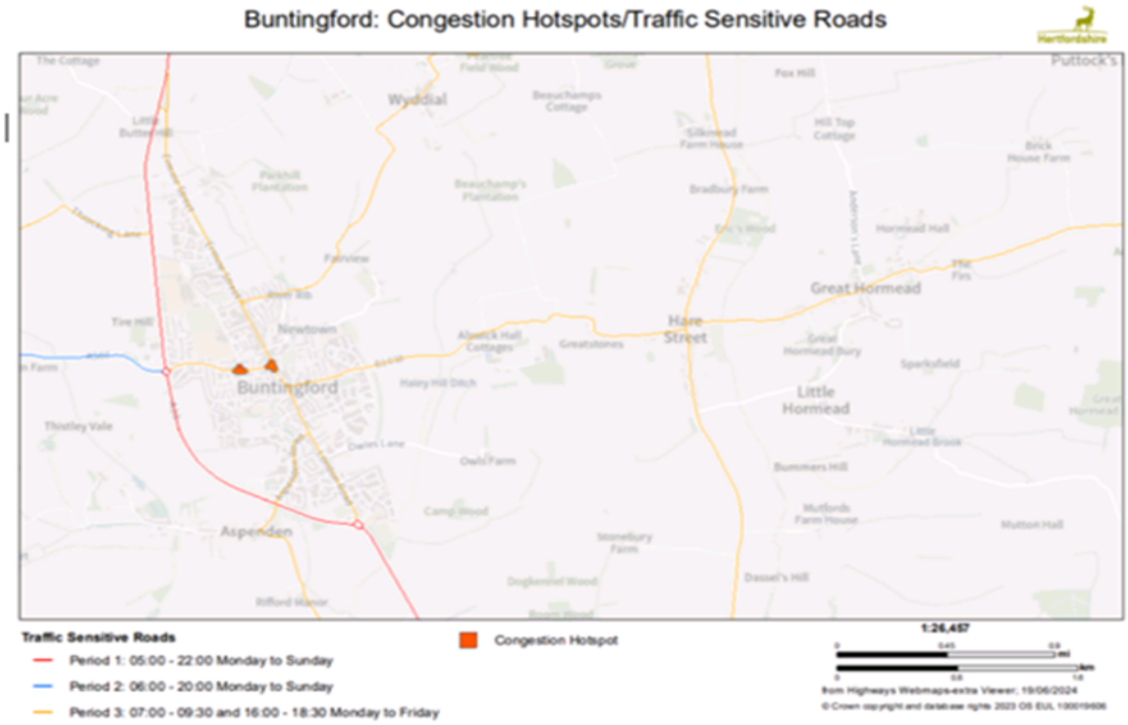
Policy 5: Development Management

The county council will to work with development promoters and the district and borough councils to:

a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.
g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.
h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.

In terms of transport, the Highway Authority note that new development should seek to comply with the adopted East Hertfordshire District Plan Policy TRA1 Sustainable Transport and the transport policies of the Hertfordshire County Council's Local Transport Plan 4 document.

The site's isolated location on the outskirts of Buntingford (extending into a rural area), in of itself a settlement that is noted to be poorly connected to neighbouring towns necessitates a robust approach to promoting sustainable travel and moreover examining in detail the impacts of vehicular trips, the latter being especially important in a heavily trafficked area with known congestion hotspots. The map below indicates traffic sensitive roads and congestion hotspots in the locality:



It is noted that the development has limited access to public transport.

The TA document notes that the closet bus stops are the stops named “Greenways” located on Baldock Road, east of the A10.

Paragraph 4.77 of the TA notes that “that there is a regular bus service provision accessible from the site within the recommended walking distance to a bus stop (community facility) of 800m as set out in Manual for Streets (MfS). The proposed scheme also proposes improvements in this regard to encourage and facilitate the use of bus services.”

The Highway Authority does not concur with this conclusion, with an established benchmark of eight minutes' walk or 640m to a bus service being widely used nationally, although this notwithstanding, given the size of the site, a point taken at the centre would still necessitate a walk distance of more than 800m to the "Greenways" stops.

Paragraph 5.4.2 of the TA notes that "Conversations with Arriva Group are currently taking place and more details on the public transport improvements will be provided in due course."

For the site of this site, located in an isolated location, the Highway Authority would expect a much more robust position with respect to bus services, given that a high quality bus services will be critical to sustainability. This should include discussions with the Highway Authority's Passenger Transport Unit. The Highway Authority would seek for a development of this nature that a bus service is provided to serve the site itself, with all dwellings located within 400m of a bus stop.

The Highway Authority must therefore conclude that the site is likely to be heavily reliant on the use of the private car and therefore contrary for Paragraphs 108 and 109 of the National Planning Policy Guidance.

Walking and Cycling

The Highway Authority note the importance of walking and cycling in order to ensure sustainable development and to minimise the use of the private car.

The TA puts forward the case that the site is accessible to most of Buntingford within 2km, although this does depend on where the centre point of the site is taken. Longer distances would be measured from the site's extremities.

In terms of improvements (on the site's southern frontage), the proposals seek to provide a walking/cycling link connecting the site with the existing provision which begins at the industrial estate. The Highway Authority has some concerns with the plans as presently submitted as no attendant lighting scheme is detailed. West of the A10, the pedestrian environment is also less conducive to walking. Under night time conditions, for example, the Highway Authority would consider that a walk from Buntingford town centre to the site somewhat challenging.

The applicant has also proposed a change in the speed limit on Baldock Road, although no supporting ATC data has been supplied. The Highway Authority has concern that without a substantial change to the environment on Baldock Road (for example, having an active frontage), will make compliance with the proposed speed limit challenging.

It is further noted from the TA, that similar proposals are put forward for Throcking Lane. "It is also proposed to reduce the vehicle speed limit to 30mph for the section of Throcking Lane between the junction with the A10 and for the whole section leading to the site and along the link road. In addition, the 30mph speed designation would also extend west of the Throcking Lane access (i.e. the western approach to this junction".

The applicant has also not consulted in advance Hertfordshire County Council's Speed Management Group on the proposed change in accordance with our policy document.

Figures 5.6 to 5.8 detail the proposed mitigation for pedestrians and cyclists on Baldock Road in the direction of Buntingford town centre. It is noted that whilst cyclists have some benefit in terms of a

LTN 1/20 style cycle route from the main site access to the Baldock Road/A10 junction, cyclists must join the main road east of the junction to route towards the town centre.

The applicant has also proposed a route which links two Rights of Way together (RoW 35 and 41) via a new footbridge over the A10. The Highway Authority is content that such a proposal (which would also need permission from HCC's Structures team), could form a secondary link into Buntingford. It is noted that the route's connection into Bowling Green Lane is not ideal in part, with the northern end of the lane not being in residential use which leads to doubts with respect to surveillance, lighting and attendant pedestrian safety. No mitigation has been proposed on Bowling Green Lane.

No detail is provided as to how the Rights of Way within the site are affected or could be utilised and improved to assist sustainable development. In this regard, consultation should be made with Hertfordshire County Council's Countryside and Rights of Way (CRoW) unit.

The Highway Authority has some concerns with respect to the scope of the mitigation package put forward in the TA document, notably an insufficient level of detail regarding the walking and cycling routes into Buntingford. To achieve a mode share as set out within the TA, exceptional measures need to be detailed to facilitate access to/from the site into Buntingford.

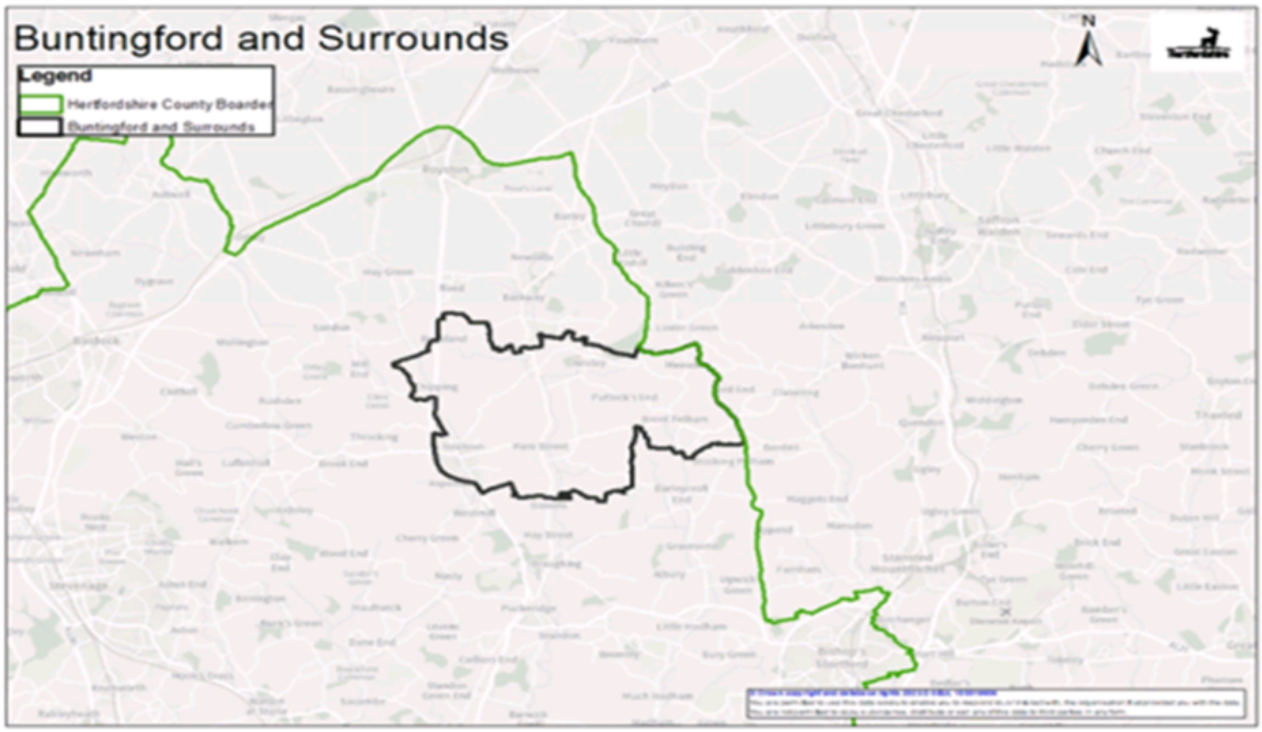
Trip Rates

The Highway Authority has some concern with the trip rate methodology as set out within the TA and therefore the attendant assessment robustness.

The Highway Authority has examined the potential mode share in more detail following a review of the TA. Examining mode share is an exercise which may be assessed using a number of different techniques, including using census data, National Travel Survey and/or mobile phone data.

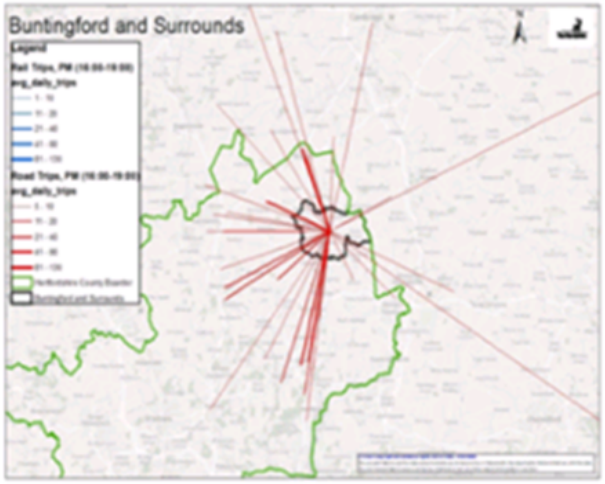
Mobile Phone Network Data

The Highway Authority regularly collects survey data across the County using a variety of assessment tools, one of which is the utilisation of mobile phone data which may be used to analyse journey patterns and distributions. Such an exercise has been undertaken for Buntingford, as shown in the area below:



The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

Car and Rail Trips Starting in Buntingford and surrounds, PM Period (16:00-19:00)



Mode Share	Average Trips	% Mode Share
Active	131	9.76%
HGV	5	0.37%
Rail	11	0.82%
Road	1195	89.05%



It can be seen from the above MND tables that there is illustrated a 90% share of person trips by car in the AM and PM periods. Active modes (walking, cycling and bus), are less than 10% in the AM and PM peak periods respectively.

It is noted that these trips have common origins/destinations which include the following destinations:

i. Cambridge;
ii. Royston;
iii. Ware;
iv. Hertford;
v. Letchworth Garden City; and
vi. Stevenage.

The Highway Authority notes that the transport consultant has used a methodology for establishing a car driver trip rate from TRICS. However, in this instance, it may be more fitting to utilise a Total People rate from TRICS and then conduct appropriate refining techniques which are able to reflect a more locally derived pattern.

The assessment has also assumed reductions in vehicular trip rates (to the TRICS rates) which are not considered reflective of the site's characteristics and moreover the limited mitigation which has been presented within the TA.

The significant reductions to the vehicular trip rates are not considered apposite to account for the relatively limited mix of uses within the proposed development

The TA goes on to state in paragraphs 6.3.22 and 6.3.23 cites evidence from the Department of Transport paper regarding Travel Plans.

6.3.22 “Case Studies reviewed by the Department of Transport as part of the research paper titled ‘Smarter Choice Document – Changing the way we travel’ published in 2005, indicates that an average 18% reduction in private car use can be delivered through an effective Travel Plan.”
6.3.23 “In light of the above, it is reasonable to assume that by delivering appropriately sustainable travel infrastructure as well as targeted Travel Plan measures, a mode shift of 15% away from car usage can be achieved.”

The Highway Authority is unable to accept such a high figure based on the site’s locational characteristics and the mitigation put forward within the TA. For example, the feasibility of improvements, such as a continuous LTN 1/20 compliant cycle route into Buntingford is limited. A bus route, which should be a high quality, shuttle style service is likely to be required, whilst the TA only points to speculative conversations with a bus route as opposed to auditable proposals.

Buntingford is furthermore only a small town, with limited local facilities, services and employment, having grown significantly in recent years from a far smaller settlement. The evidence suggests high usage of private vehicles by residents of Buntingford. Whilst the Highway Authority may be willing to accept reasonable reductions for internalisation on the site, for example, for on-site education facilities or modest discounts for local shops, it is clear that the transport consultant has projected factors which are out of keeping with the site’s location and mitigation proposals.

The Highway Authority therefore has no confidence in this exercise and therefore the attendant assessment of the highways impact.

Assessment/Modelling

For a site of such a size, the Highway Authority would have expected engagement with the Highway Authority before undertaking a modelling exercise. This site is considered a strategic development and therefore it is normally fitting to explore with the Highway Authority the usage of the County’s strategic transport model or other alternatives depending on the circumstances.

The Highway Authority’s transport models are explained by way of reference to the following

Hertfordshire County Council webpage:

https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/transport-modelling/transport-modelling-in-hertfordshire.aspx

Given that there are concerns with the specificity of the trip generation exercise, detailed comment will be reserved until the transport consultant has undertaken a revised assessment. However, without full examination of the key junctions (also at a strategic assessment level), providing access in and out of Buntingford, it is considered that the proposed housing growth could precipitate a "severe" impact on the local highway network.

Access Proposals

The Highway Authority note the principal access junction to be taken from the site’s southern boundary on Baldock Road. As noted previously within this response, the Highway Authority seeks that the applicant engages with our Speed Management Group with respect to the feasibility of changing the speed limit.

However, the site’s access point onto an “A” classified road automatically necessitates a referral to Hertfordshire County Council’s Strategic Transport Issues Board (STIB). The Highway Authority’s

policy is generally to resist new access points onto “A” roads, and as such, requires that promoters of developments bring their proposals to STIB in order to ensure scrutiny by senior officers. This site should therefore be brought to STIB at the earliest opportunity.

The site access proposals will require a Stage 1 Road Safety Audit, in addition to the A10/Baldock Road where a Toucan crossing is proposed.

Summary

The Highway Authority notes the proposals for a development of some 600 homes plus supporting mixed-use uses and infrastructure.

The development, a very substantial site is located away from the fringe of the urban area in open fields to the west of Buntingford.

In terms of accessibility, this response has raised concerns with respect to sustainability, with the mitigation proposed unlikely to prevent a very high mode share attributed to the private car. The TA has not in any satisfactory way addressed how public transport could be utilised to assist in making the site sustainable.

Whilst some walking and cycling mitigation measures are proposed and duly welcomed, it is considered that these could be further developed. The provision of high quality active travel links into Buntingford is of key importance.

This response has raised concerns with respect to the trip generation exercise with attendant issues with the modelling exercise. With respect to the latter, engagement will be needed with Hertfordshire County Council’s modelling team.

In summary, the Highway Authority recommends refusal of the planning application owing to concerns with respect to highway safety, traffic generation, road access and local and national policy.

Signed
Oliver Sowerby

19 September 2025

APPENDIX F LHA EMAIL DATED 24TH SEPTEMBER 2025

James Duffy

From: Oliver Sowerby <oliver.sowerby@hertfordshire.gov.uk>
Sent: 24 September 2025 13:34
To: James Duffy
Cc: Roger Flowerday; Sally Miller; Reiss Sadler
Subject: RE: Buntingford Residential

IMPORTANT NOTICE: This email originated from outside of Ridge.

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THINK: Be cautious before clicking on links or opening attachments.

If you suspect a phishing attempt, report it via the PAB button for review. For any links clicked by mistake, immediately call the IT helpdesk at 01993 815 227.

Hi James,

Just with the below, we are satisfied with how you have worked out traffic generation at an overarching level; however, there is still an "in principle" objection based upon doubts with respect to the site's sustainability and hence level of traffic generation. Without the high traffic generation of the site, there would be no objection (and assuming a different access was used, such as to the north).

Furthermore, notwithstanding any forecasts, despite using recognised methodology available to transport planners, there still remain doubts that with your site's particular locational characteristics, that a high mode share could be attributed to the private car. The site's position on the fringe of the wider rural area with the separation provided by the A10 also could make travel by walking and cycling less attractive, despite some mitigation measures that seek to address this point.

I hope this explains our position.

Thanks,

Oliver

Oliver Sowerby
Senior Development Officer| Development Management| Environment & Infrastructure
Hertfordshire County Council
Farnham House, Stevenage, Postal Point: CHN213
T: 07527 577 209
E: oliver.sowerby@hertfordshire.gov.uk

Hertfordshire

Update me

RISE

Our vision is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve Residents' lives	We work with Integrity	We act Sustainably	We champion Equality & fairness

From: James Duffy <jamesduffy@ridge.co.uk>
Sent: 23 September 2025 16:22
To: Oliver Sowerby <oliver.sowerby@hertfordshire.gov.uk>
Cc: Roger Flowerday <roger.flowerday@hertfordshire.gov.uk>; Sally Miller <smiller@hallamland.co.uk>; Reiss Sadler <reiss.sadler@marrons.co.uk>
Subject: Buntingford Residential

Oliver,

Thanks for providing the updated response on the above following our discussions.

Just to note I believe there is a slight error on the note which still identifies traffic concerns. However, I understand that this is resolved now and this is not mentioned in the updated section of the letter. Would you be able to update the note to remove this?

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

The Highway Authority recommends refusal of the planning application owing to concerns with respect to traffic generation, road access and local and national policy.

Regards,

James Duffy | Associate Director

RIDGE

01179 897924 | 07543 595363
jamesduffy@ridge.co.uk
Ridge and Partners LLP



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APPENDIX P HIGHWAYS STATEMENT OF COMMON GROUND

Town and Country Planning Act 1990 – Section 78

Town and County Planning (Development Management Procedure) (England) Order 2015

Town and Country Planning (Inquiries Procedure) (England) Rules 2002

Appeal by Hallam Land Management Ltd

Land North of A507, West of A10, Buntingford

PINS Ref: 6008238

LPA Ref: 3/24/0966/OUT

Against the refusal of outline planning permission for:

"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 except access"

Highways Statement of Common Ground between

Hertfordshire County Council as Highway Authority

and

East Hertfordshire District Council as Local Planning Authority

and

Hallam Land Management

June 2026

Highways Statement of Common Ground
between Hertfordshire County Council as Highway Authority and Hallam Land Management as the Appellant

PINS Appeal Ref: 6008238

LPA Planning Ref: 3/24/0966/OUT

Report Ref: HCC-Ridge-Tt-HSoCG

Signed:



Hertfordshire County Council

Dated:

16 June 2026

Signed:



Tetra Tech / Ridge on behalf of Hallam Land

Dated:

16 June 2026

Signed:



East Hertfordshire District Council

Dated:

16 June 2026

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3.0 Site Access and Layout 5

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6.0 Site Accessibility and Sustainability 7

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Appendices

Appendix A: Land Use Components Plan – Drawing Reference HLM082/018 Rev R

Appendix B: Baldock Road Roundabout – Northern Access – Drawing Reference 23161_SK_T_029 P5

Appendix C: Forward Visibility Plan – Drawing 23161_SK_T_023 P13 / Drawing 23161_SK_024 P2

Appendix D: Northern Parcel Throcking Lane Access – Drawing 23161_SK_T_025 P4

Appendix E: Northern Bridge Crossing – Drawing 23161_SK_T_032 P1 / Drawing 23161_SK_T_033 P1

Appendix F: Southern Bridge Crossing – Drawing 23161_SK_T_021 P1 / 23161_SK_T_022 P2

Appendix G: Active Travel Connection to Buntingford Village Centre – Drawing_SK_T_003 P5

Appendix H: (PRoW Enhancements RoW 35 and RoW 36) Proposed Cross Sections / Proposed Widening of PRoW 36 – Drawing 23161_SK_018_/ 23161_SK_T_034 P3.

Appendix I: Proposed Active Travel and Wayfinding Strategy– Drawing 23161_SK_T_040 P2

Appendix J: Proposed 40mph Speed Limit And Crossing Signage – Drawing 23161_SK_T_035 P3

Appendix K: DfT Connectivity Tool Extracts

Appendix L: Definitive Plans and Definitive Statement

Appendix M: On-site Bus Routing

Appendix N: Revised RSA to include drawing previously omitted in error

1.0 Introduction

1.1 This Highways Statement of Common Ground (HSoCG) has been jointly prepared by Tetra Tech (Tt) and Ridge on behalf of the appellant, Hallam Land Management Ltd, and by East Hertfordshire District Council (EHDC) who are the Local Planning Authority (LPA) and Hertfordshire County Council (HCC) who are the Local Highway Authority (LHA) in relation to the appeal (PINS) ref: 6008238.

1.2 This HSoCG has been agreed by the Appellants and the Planning and Highway Authorities and sets out the factual background to the appeal and those matters on which the parties agree and disagree.

1.3 This HSoCG concerns an appeal made pursuant to the refusal of outline planning permission by East Hertfordshire District Council (herein referred to as 'EHDC' or 'the Council') of planning application ref: 3/24/0966/OUT on Land North of A507, West of A10, Buntingford (herein referred to as 'the site'). The description of the application and development is 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 except access"*

1.4 The key documents in relation to highways and transportation submitted as part of the planning application include:

1. Transport Assessment (Doc Ref: 23161-TA-01, May 2024)
2. Framework Travel Plan (Doc Ref: 23161-TP, May 2024)
3. Transport Technical Note (Doc Ref: 23161 TN11, June 2025)
4. Email from James Duffy (Ridge) to LHA dated 22nd August 2025 encompassing further requested information

1.5 HCC provided three consultation responses (dated 19/06/2024, 24/06/2025 and 19/09/2025). These responses recommend refusal of the application from a highway and transportation perspective.

1.6 Subsequently, the Officers Report was produced (dated 24/10/2025) with the officer recommending refusal of the application.

1.7 EHDC issued their decision notice (dated 24/10/2025) which includes four Reasons for Refusal (RfR). The RfR1 specifically relates to transportation and highways as set out below:

> *RfR1: Due to its siting, the proposals would be isolated and physically severed from the rest of Buntingford by the A10, with poor quality active travel connections to services within the town. As such the proposals are likely to be car dependent and result in increased vehicle trips and pressure upon the highway network. The proposals represent an unsustainable form of development, and residents and visitors would be heavily reliant on the private car to access employment, main food and comparison shopping elsewhere. The proposals fail to provide a genuine choice of alternative travel modes and would not amount to sustainable development (in accordance with the NPPF) and would result in a form of development outside of the settlement boundary that amounts to a significant conflict with the Development Strategy within the District Plan and objectives of the Buntingford Community Area Neighbourhood Plan. The proposal would be contrary to Policies DPS2*

and TRA1 of the East Herts District Plan (2018), policy HD1 of the Buntingford Community Area Neighbourhood Plan and paragraphs 110 and 115 National Planning Policy Framework.

1.8 Policy DPS2 of the Local Plan and Policy HD1 of the Neighbourhood Plan cited in the reason for refusal are not transport policies and are out-of-date and of limited weight in the determination of this appeal.

1.9 RfR3 (as set out below) includes reference to Transport Policies to which 'harm' has been prescribed by the LPA.

The harms and policy conflicts identified are considered to significantly and demonstrably outweigh the benefits of the proposals in terms of delivery of new housing and other public infrastructure, having regard to NPPF paragraph 11d. As such the proposals fail to constitute sustainable development and would therefore conflict with the National Planning Policy Framework and Policies INT1, DPS2, GBR2, TRA1 and TRA2 of the District Plan (2018) and Policies BE2, ES1, HD1 and HD2 of the Buntingford Community Neighbourhood Plan (2017).

1.10 RfR4 states:

In the absence of a completed legal agreement the application fails to secure appropriate financial contributions to infrastructure to off-set the impact of the development on local infrastructure or to provide any affordable housing, custom/self-build housing, or active travel provisions and public transport improvements. As such the proposal is contrary to policies TRA1, DPS4, DEL1, DEL2, HOU3, CFLR1, CFLR7, CFLR9 and CFLR10 of the East Herts District Plan 2018, policies of the Buntingford Community Area Neighbourhood Plan and the National Planning Policy Framework.

1.11 This HSoCG has been prepared to record the points upon which the Appellant, the LPA and the LHA agree with respect to Highways, Traffic and Transportation and to set out particular details and aspects which may assist the Inquiry.

1.12 It is noted that where this HSoCG refers to the 'Employment application' reference is made to a separate application to the south of the Proposed Development, also brought forward by Hallam Land, which is also subject to an appeal (planning reference 3/24/1255/OUT), which if delivered, would share the same point of access on Baldock Road (albeit would connect with the southern side of the proposed roundabout via a separate arm). The description of that Employment application is as follows:

'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'.

1.13 The Employment application (ref: 3/24/1255/OUT) was refused by East Herts District Council. Reason for refusal 1 (RfR1) is specifically relevant to transportation and highways matters on that application. RfR1 references the grade crossing of the A10 which is provided for in both schemes:

'Due to its siting and location, the proposals would be isolated and physically severed from the rest of Buntingford by the A10, with poor quality and unsafe active travel connections to the town. The provision of a signal-controlled crossing, at grade, located on the A10 in close proximity to the Baldock Road (A507/A10) roundabout due to its current road geometry, the characteristics of the traffic flows and unpredictable operation (of signalling) would create an unsafe environment for

pedestrians, cyclists and other highways users. As such the proposals represent an unsustainable and unsafe form of development and would not be acceptable in highway safety terms. The proposals would not provide a genuine choice of alternative travel modes, would not ensure that safe and suitable access can be achieved for all users and would not amount to sustainable development (in accordance with the NPPF). The development would also result in a form of development outside of the settlement boundary, which in addition to the above harm identified, amounts to a significant conflict with the Development Strategy within the District Plan and objectives of the Buntingford Community Area Neighbourhood Plan. The proposal would be contrary to Policies DPS2, ED1, TRA1 and TRA2 of the East Herts District Plan (2018), policy BE2 of the Buntingford Community Area Neighbourhood Plan, policies 1 (The Transport Users Hierarchy) and 5 (Development Management) of the Hertfordshire County Council Local Transport Plan 4 (May 2018)), and paragraphs 110 and 115 National Planning Policy Framework).

2.0 Drawings of Consideration in Statement of Common Ground

2.1 The drawings of consideration are as follows:

- **Appendix A: Land Use Components Plan** – Drawing Reference HLM082/018 Rev R
- **Appendix B: Baldock Road Roundabout – Northern Access** – Drawing Reference 23161_SK_T_029 P5
- **Appendix C: Forward Visibility Plan** – Drawing 23161_SK_T_023 P13 / Drawing 23161_SK_024 P2
- **Appendix D: Northern Parcel Throcking Lane Access** – Drawing 23161_SK_T_025 P4
- **Appendix E: Northern Bridge Crossing** – Drawing 23161_SK_T_032 P1 / Drawing 23161_SK_T_033 P1
- **Appendix F: Southern Bridge Crossing** – Drawing 23161_SK_T_021 P1 / 23161_SK_T_022 P2
- **Appendix G: Active Travel Connection to Buntingford Village Centre** – Drawing_SK_T_003 P5
- **Appendix H: (PRoW Enhancements RoW 35 and RoW 36) Proposed Cross Sections / Proposed Widening of PRoW 36** – Drawing 23161_SK_018_/ 23161_SK_T_034 P3.
- **Appendix I: Proposed Active Travel and Wayfinding Strategy** – Drawing 23161_SK_T_040 P2
- **Appendix J: Proposed 40mph Speed Limit and Crossing Signage** – Drawing 23161_SK_T_035 P3

3.0 Site Access and Layout

3.1 With regards to the development site access and layout, it is agreed that:

- The proposed access arrangements for the development, are indicated on the Land Use Components Plan drawing (**Appendix A**), and as shown in more detail in **Appendix B** and **Appendix D**, along with two additional active travel accesses (i.e. A10 Bridge Crossings), as shown in **Appendix E** and **Appendix F** The cumulative access proposals are shown in (**Appendix C**) and demonstrate that access for pedestrians, cyclists and road users can be achieved cumulatively for the proposed development and proposed employment development to the south.
- If planning permission is granted, a condition and/or appropriate legal agreements will require the proposed development to be undertaken in general accordance with the approved plans and technical approvals.
- Although site layout is not being applied for, it is considered that a suitable on-site layout (addressing the needs of NPPF 117) featuring pedestrian and cycle facilities can be delivered subject to the details in the reserved matters application.
- The accessing of the proposals onto the A507 will not materially impact upon the function of that route as a rural main distributor which prohibits HGV through traffic with a 7.5T weight restriction.
- Parking provision for cars and cycles can be provided in accordance with local parking standards.
- The proposed Bus Strategy and on-site Mobility Hubs encourage sustainable travel by bus for future residents of the site.
- It is agreed that the proposals seek to satisfy the tests in the NPPF which relate to safe and suitable access.
- The future on-site layout, the connections to the adjacent network and the opportunities for onward travel to services and facilities, will present additional choices of sustainable travel modes.

4.0 Off-site Improvement Works

4.1 With regards to off-site improvement works, it is agreed that:

- Off-site footways, cycleways, toucan crossing, speed limit reductions are proposed east and west of the A10/A507 (not including the junction) these will add new infrastructure for existing and future pedestrians and cyclists on Baldock Road.
- Bus service upgrades and traffic calming infrastructure will bring benefits for public transport users.
- The proposed active travel corridor on A507 / B1038 Baldock Road (**Appendices B and G**) can be secured by condition and delivered through a section 278 agreement and will provide a route between the site and Buntingford town centre which accommodates pedestrians and cyclists.
- It is agreed that access is shown to be technically achievable to the A507 up to the business park junction on western side of the A10. In this regard the routes identified in matters not agreed section refer to the at grade crossing on the A10 and active travel connection east of the A10.
- It is agreed that there is, in outline, proposed walking and cycling infrastructure up to the proposed additional bridges, particularly to RoW36. It is also agreed that a safe access is technically achievable onto Throcking Lane. Furthermore, it is also agreed that the northern proposed bridge

crossing is safe and appropriate for people on foot, and that the central proposed active travel bridge is safe and suitable for pedestrians and the mobility impaired.

- The proposed active travel corridor on RoW 36 (**Appendix H**) can be secured by condition and delivered through a section 278 agreement and will provide a route between the site and Buntingford town centre.
- The new southern active travel bridge crossing (**Appendix F**) and the active travel route along RoW 36 (**Appendix H**) provide alternative pedestrian routes between the site and Buntingford town centre. That will be further complimented by the proposed northern footbridge crossing (**Appendix E**) linking RoW 41 and 35 which will provide pedestrian access but is not fully accessible to all users including cyclists
- Excerpts from the Definitive Maps and Definitive Statement and are attached in Appendix L.
- Provision of the two new active travel bridges (**Appendix E and F**) can be secured by condition and delivered through a Section 278 agreement.
- Provision of the new Toucan Crossing of the A10, the vehicular site access onto the A507 and the active travel route along Baldock Road can be secured by condition and delivered via a S278 agreement and a S38 agreement where works are not on the adopted highway.
- Enhancements to RoWs 35, and 36 (**Appendix H**) will provide benefits to existing and future residents of Buntingford and the development.
- The proposed Bus Strategy (**Appendix M**), including diversion of existing services into the proposed site will support users to travel to and from the site via a sustainable mode of transport.
- The proposed speed limit reductions on Baldock Road and Throcking Lane (as supported by the LHA's Speed Management Group)are acceptable subject to Road Safety Audits and signage strategy and can be delivered by the LHA. Speed limit reductions will enhance safety for all users on the existing road network.

5.0 Road Safety Audit

5.1 With regards to Road Safety Audit, it is agreed that:

- The Audit has been carried out to an agreed brief, by an approved Practitioner, as pre-agreed with the LHA (details set out in Doc Ref: 23161 TN11).
- A revision to that safety audit was submitted (Issue D2) in relation to the Employment application in Technical Note 14 as issued to East Herts on the 11th February 2026. The reason for that revision was to introduce and review the drawing showing routes on Baldock Road east of the A10 (as the LHA had previously mentioned had been omitted in error in the previously submitted audit). That updated RSA is included as **Appendix N**.
- There were no existing road safety concerns reported on the off-site network.
- The Audit concluded that 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 Highway Authority raised concerns with the conclusions of the Audit (issued in February 2026) in connection with the Toucan crossing over the A10 and proposed speed reductions.
- There is sufficient highway land to take on board further design recommendations as may be raised through a future Road Safety Audit process at the Section 278 stage.

6.0 Site Accessibility and Sustainability

6.1 **Appendix K** provides the relevant outputs from the recent DfT Connectivity Tool, for East Hertfordshire and the Site.

6.2 It is agreed that:

- There are facilities within Buntingford accessible within a 2km walking distance from the centre of the proposed site including the main shopping facilities in the High Street and Ward Freman School.
- The proposals will provide access to bus, walking, cycling, and sustainable travel, through providing infrastructure, funding and implementing a Travel Plan which seeks to prioritise the use of sustainable modes for all users.
- In terms of walking, there are three publicly accessible routes connecting the site across the A10 and then multiple routes to and through the town.
- The proposed and existing cycle infrastructure, speed limit reductions and traffic calming make provision for cycling.
- Details of bus routes that may serve the development and connect it to Buntingford have been worked up with HCCs Public Transport Unit and an initial cost of providing such services has been agreed in principle with the Appellant.
- The enhancements to public transport arising from the proposals will enhance accessibility by bus.
- Residents of the proposed development will have the option to travel sustainably to other nearby towns, local facilities and employment centres by bus.

  Zero and Ultra-low emission vehicles are a sustainable mode of transport. The development will facilitate the use of these vehicles through providing charging facilities in accordance with standards.

7.0 Travel Plan and Financial Contributions

7.1 It is agreed that the Framework Travel Plan, which was prepared by Jubb (now Ridge) and submitted with the application is suitable in principle.

7.2 The modal shift targets set out in the Framework Travel Plan suggest a reduction in the reliance on the private car is achievable.

7.3 It is agreed that the measures (and corresponding modal shift targets) set out in the Framework Travel Plan are intended to reduce the reliance on unsustainable private cars.

7.4 As set out in Doc Ref: 23161 TN11 it is agreed that the Appellant will provide the following financial contributions towards supporting the Travel Plan and its measures;

- £1.5 million bus contribution (£300,000 every year for 5 years) to allow service 331 to be provided at a 30-minute frequency

- Provision of £500 per dwelling for travel vouchers to be used for public transport tickets or bicycles / bicycle equipment.

8.0 Traffic Impact Assessments

8.1 The following existing and proposed junctions on the local highway network have been assessed in the submitted TA and subsequent Transport Technical Note:

1. Proposed Site Access/A507
2. A10 Buntingford Bypass/Ermine Street;
3. A10 Buntingford Bypass/Throcking Lane;
4. A10 Buntingford Bypass/A507 Baldock Road/B1038 Baldock Road;
5. B1038 Baldock Road/High Street;
6. B1038 High Street/Station Road/B1038 Hare Street Road;
7. A10 Buntingford Bypass/London Road

8.2 It is agreed that the traffic impacts of the development have been assessed in detail based upon accepted modelling. It is agreed that that there will be no residual cumulative highway impacts on the local highways network, in terms of increase in traffic flows that can be considered to be significant or severe.

8.3 It is agreed that the traffic impact related tests in the NPPF are satisfied by the proposals.

9.0 Matters Not Agreed

9.1 The Appellant does not agree with the Local Planning and Highway Authorities on the following matters:

9.2 Whether the proposal offers a walking and cycling route to the east of the site which can be considered socially-safe at all times of day (including at night), suitable for all users.

9.3 Whether significant physical barriers prevent active travel connections to and from the town centre/key facilities within the town.

9.4 Whether the proposed development will be isolated and severed from the main town of Buntingford.

9.5 Whether a safe pedestrian and cycle crossing can be secured at grade level over the A10 which enables the active travel corridor to be delivered between the development and the town centre.

9.6 Whether the Road Safety Audit is comprehensive and has been finalised to the satisfaction of the Highway Authority.

9.7 Whether the proposed speed limit reductions on the A10 are agreed with the LHA, in accordance with the findings of the Road Safety Audit.

9.8 Whether the active travel connections and routes are or can be made acceptable in consideration of best practice set out in Active Travel England Guidance or Local Transport Note LTN1/20, including the design of dedicated infrastructure and on-carriageway and traffic management measures.

9.9 Whether the financial contributions towards bus improvement measures and proposed route extensions and diversions will make a significant or meaningful difference to the modal shift towards reducing car use.

9.10 That the promoting of bus, walking, cycling, and sustainable travel, through providing infrastructure, funding and implementing a Travel Plan prioritises the use of sustainable modes for all users.

9.11 In travel terms, the site could not be regarded as being isolated or locationally unsustainable from an access or social perspective.

9.12 Whether there are (any) special circumstances to allow a new access from the A507 to the site.

9.13 Whether the proposals comply with policies TRA1 or TRA2 of the EH District Plan or the relevant policies in Local Transport Plan 4.

9.14 The weighting given to the significance of any harm identified (in respect to RfR1 and RfR3) where it relates to the above issues.

9.15 Whether the connections to the adjacent network and the opportunities for onward travel to services and facilities, will present realistic choices of sustainable travel modes.

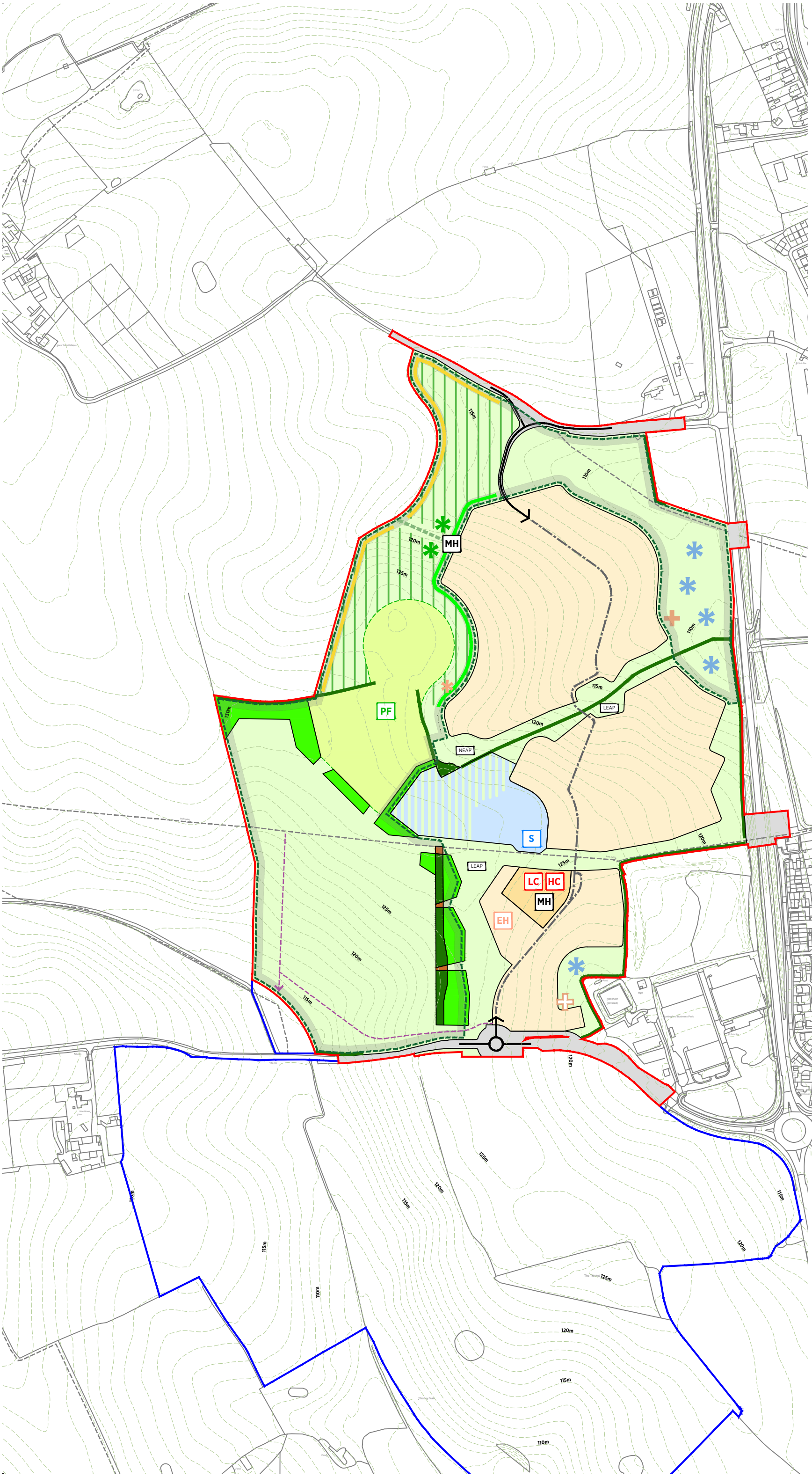
9.16 Whether the off-site proposed toucan crossing, speed limit reductions, and traffic calming infrastructure will bring benefits for existing pedestrians and cyclists and public transport users.

9.17 Whether the central proposed active travel bridge is safe and suitable for cyclists.

10.0 Whether the delivery of works on RoW 36 (Appendix H), delivered through a section 278 agreement, are subject to landowner being identified and party to any agreement.

Appendices

Appendix A: Land Use Components Plan



- 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
- Proposed Parkland Trees
- Proposed Hedgerow Trees
- Proposed Perimeter Hedgerow (c.2m high, maintained screening hedge, with local breaks for access)
- 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: Hallam Land
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

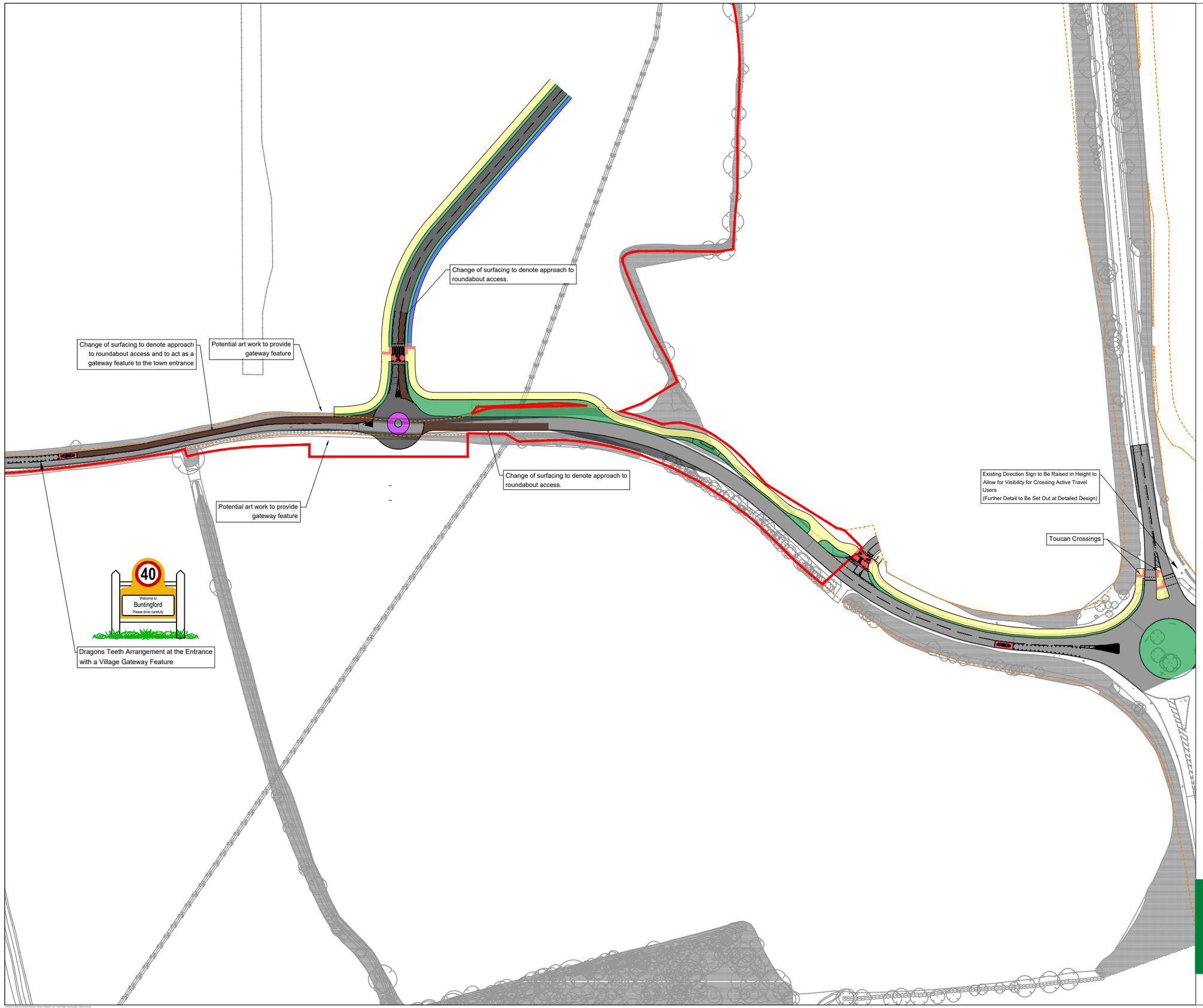
Scale@ A3 :	Drawn:	Designed:	Approved:
1:5,000	ADW	SJP	SJP

0m — 200m

Drawing Number:	Revision:	Date:
HLM082/018	R	20.05.25

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

Appendix B: Baldock Road Roundabout – Northern Access



LEGEND

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

Rev	Date	Description	By	Apvd
P5	15.04.26	Revision	TL	JD
P4	23.03.26	Revision	TL	JD
P3	22.08.25	Revision	DL	JD
P2	15.08.25	Revision	DL	JD
P1	16.04.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT - NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

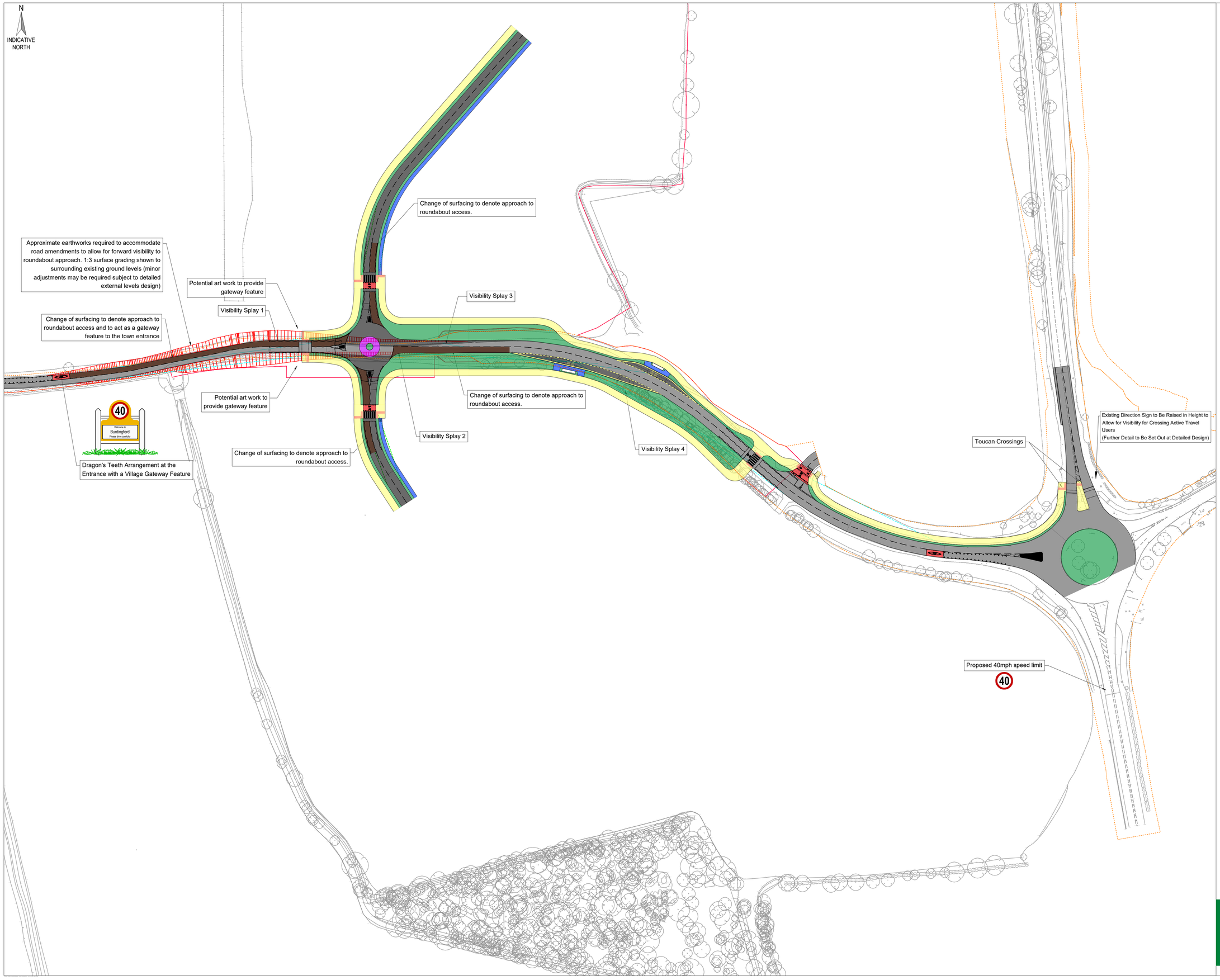
SCALE@A3:
1:2000

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 029
REV: P5

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

RIDGE

Appendix C: Forward Visibility Plan



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)

P13	15.04.26	Amendments	TL	JD
P12	10.03.26	Amendments	TL	JD
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
STATUS: N/A
DRAWING No: 023
REV: P13

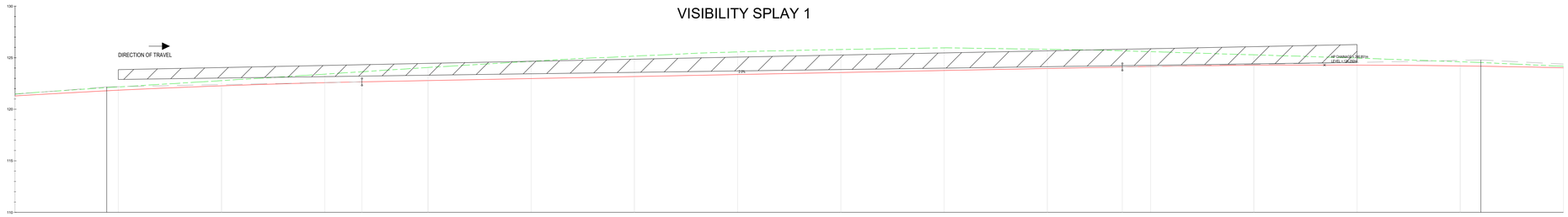
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

N

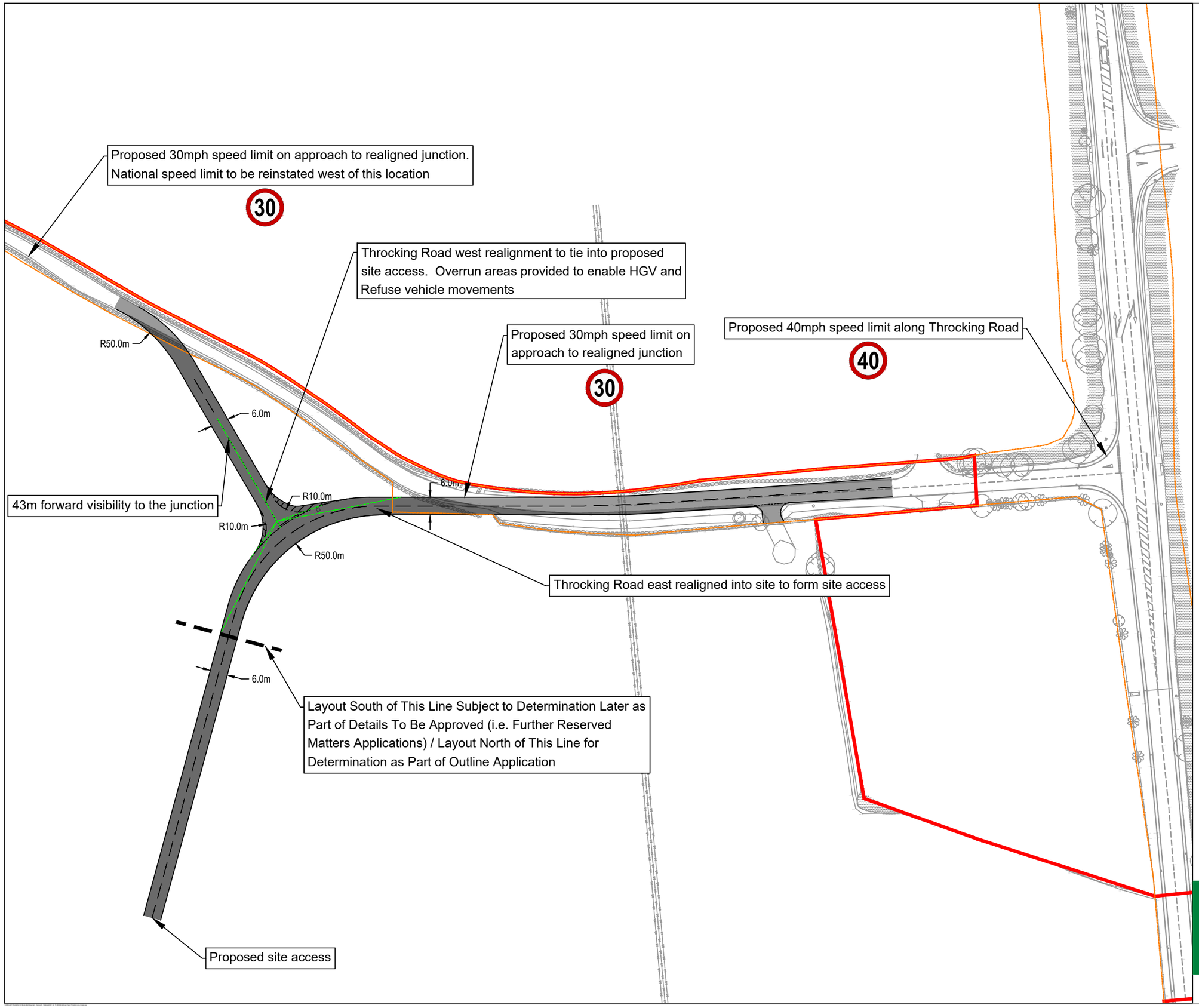
INDICATIVE NORTH

VISIBILITY SPLAY 1



| | | |

Appendix D: Northern Parcel Throcking Lane Access



LEGEND

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

Rev	Date	Description	By	Apvd
P4	01.04.26	Revision	TL	JD
P3	16.04.25	Revision	DL	JD
P2	26.03.25	Revision	DL	JD
P1	13.03.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
NORTHERN PARCEL THROCKING LANE ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:1250

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
025

REV:
P4

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

RIDGE

Appendix E: Northern Bridge Crossing

grass
A 1 0
dense vegetation/trees
concrete
Localised high containment barriers
Existing footpath
Staircases integrated into regraded embankment
New steel footbridge
grass
concrete
dense vegetation/trees
grass
110.0
110.05
110.20
110.10
110.22
110.03
cl=110.18
110.01
110.02
110.00
110.13
110.19
109.96
105.89
105.57
106.2
106.44
108.38
110.05
110.11
110.19
105.49
105.51
105.39
103.64
109.92
109.93
109.95
109.98
110.08
110.15
cl=110.11
109.80
109.91
109.97
105.48
105.54
104.93
105.60
105.56
105.13
110.01
110.6
110.08
110.19
110.17
110.08
110.10
109.84
109.95
109.97
110.0337
POST
GU
SP
A
B
C

Rev	Date	Description	By	Apvd
P1	24.04.25	Preliminary issue	BB	JD

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing

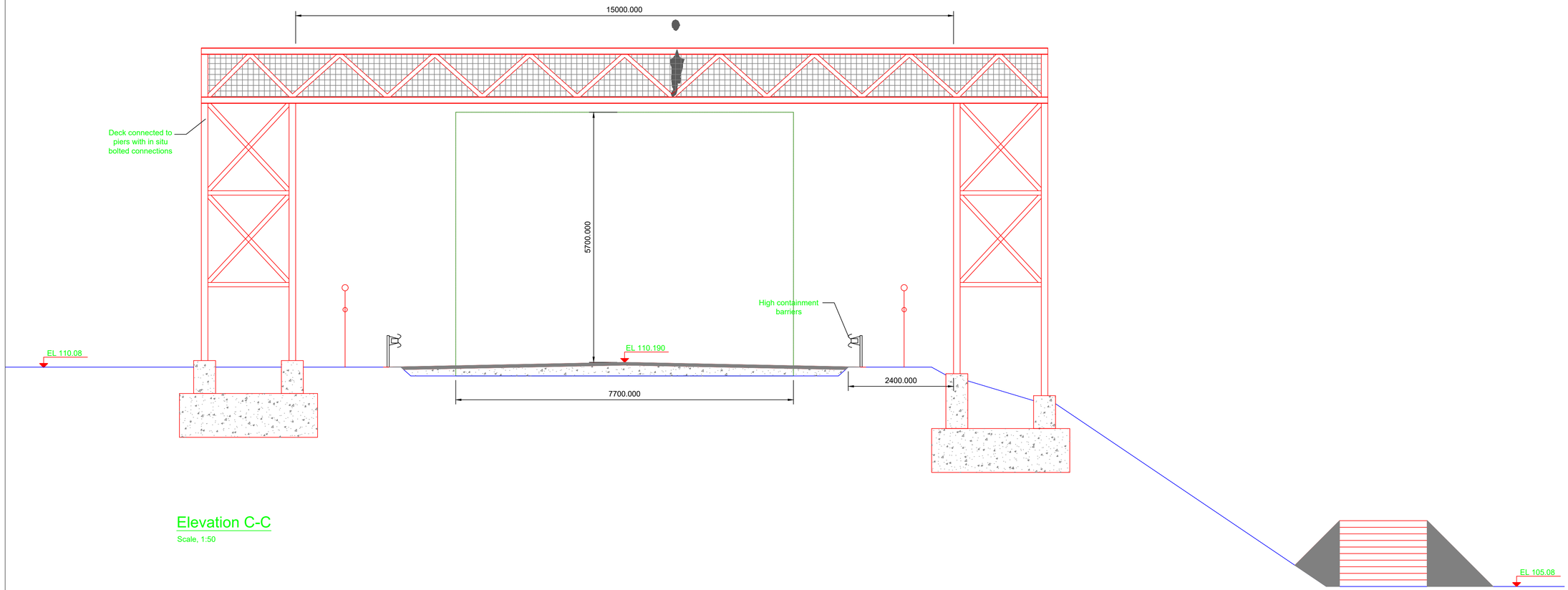
CLIENT:
Hallam Land Management

SCALE@A1:
1:100 and 1:1000

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

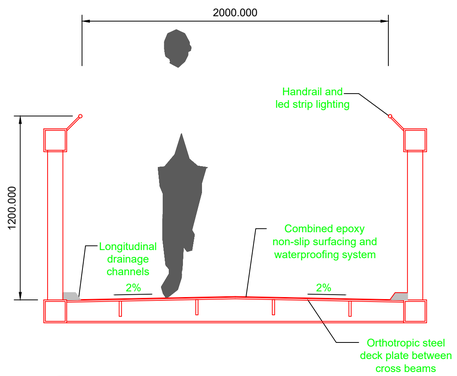
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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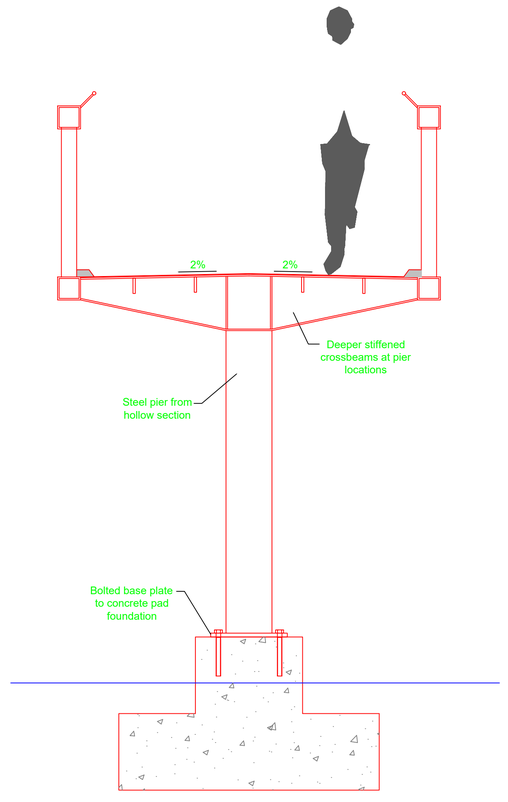
Elevation C-C

Scale, 1:50



A
-
Section

Scale, 1:20



B
-
Section

Scale, 1:20

Rev	Date	Description	By	Apvd
P1	24.04.25	Preliminary Issue	BB	JD

PROJECT:
Buntingford

TITLE:
Northern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
033

REV:
P1

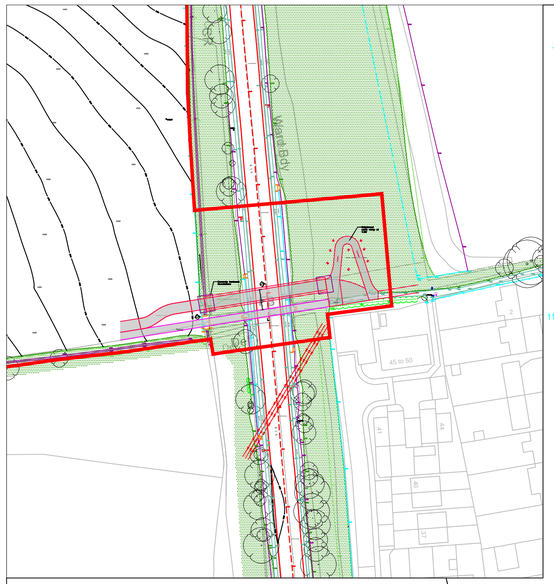
Revision Referencing
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Appendix F: Southern Bridge Crossing



Concrete bankseat foundations

Reinforced earth ramp at 1:20

dense vegetation/trees

arable land

concrete

bridge

soil

grass

gravel

118.0

3.5

2.5

Rev	Date	Description	By	Apvd
P1	06.12.24	Preliminary issue	DL	JD

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing

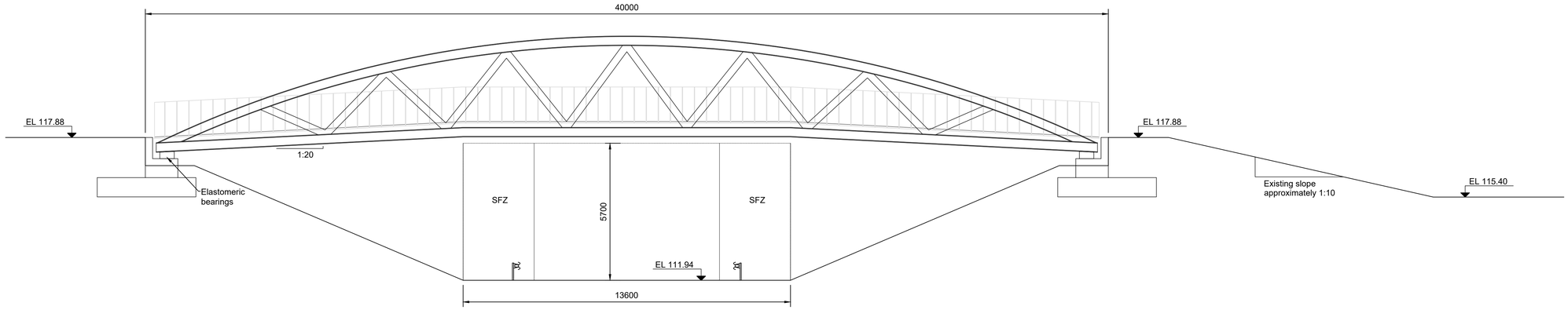
CLIENT:
Hallam Land Management

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 021
REV: P1

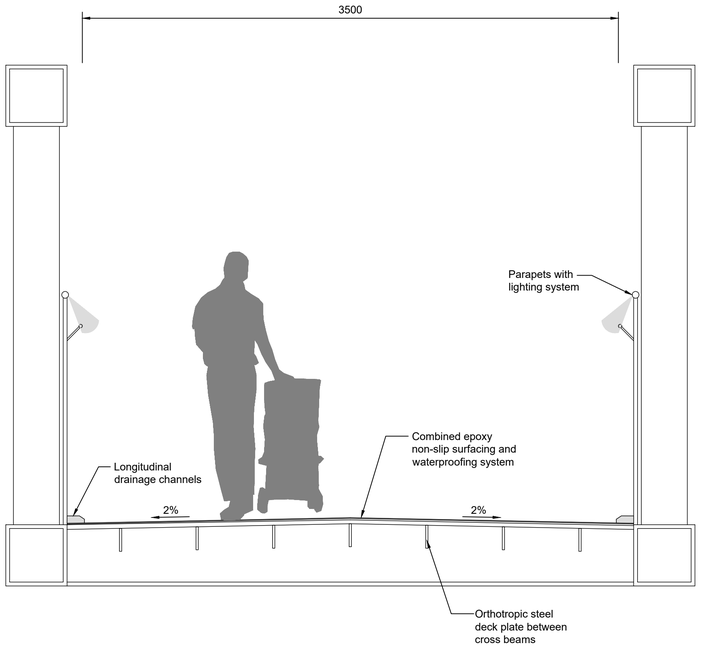
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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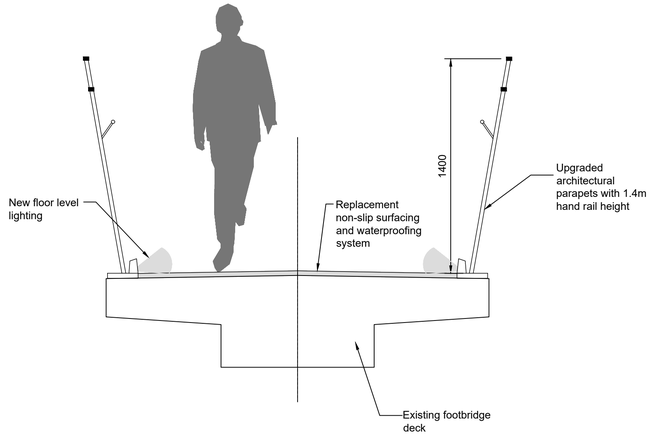
Elevation A-A

Scale, 1:100



B
-
Section

Scale, 1:20



Rev	Date	Description	By	Apvd
P2	17.04.25	Revision	DL	JD
P1	06.12.24	Preliminary issue	DL	JD

PROJECT:
Buntingford

TITLE:
Southern Bridge Crossing - Elevations

CLIENT:
Hallam Land Management

SCALE@A1:
Individual

PROJECT REF:
23161

STATUS:
N/A

DRAWING No:
022

REV:
P2

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Appendix G: Active Travel Connection to Buntingford Village Centre



LEGEND

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

N
INDICATIVE NORTH

0 30 60 Meters

Rev	Date	Description	By	Apvd
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

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 H: (PRoW Enhancements RoW 35 and RoW 36) Proposed Cross Sections / Proposed Widening of PRoW 36

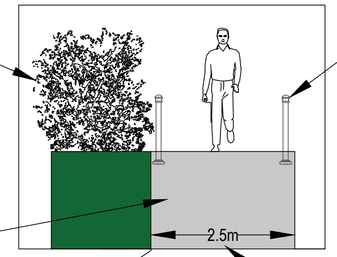
N
INDICATIVE NORTH

LEGEND
- Existing Path
- Hedge Area

Proposed Northern Footbridge

Proposed surfacing and potential inclusion of barrier provision near drainage ditch

Existing hedges to be cut back to achieve typical 2.5m width

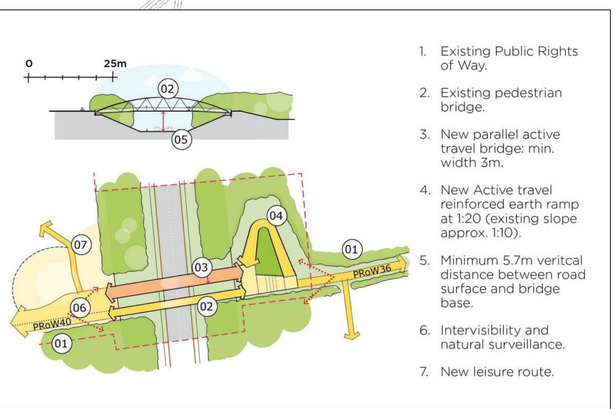


Bollard lighting

Existing surface to be resurfaced

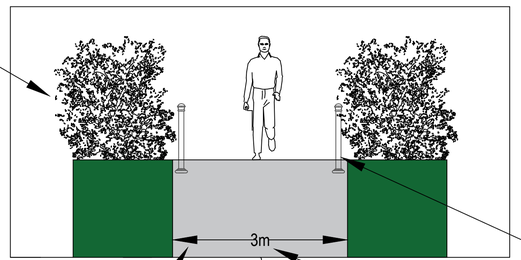
Typical 2.5m width

Area to the back of employment to be resurfaced, bollard lit and hedges trimmed to introduce a typical 2.5m width



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 veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.

Existing hedges to be cut back to achieve typical 3m width



Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Proposed additional bridge crossing alongside existing bridge

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

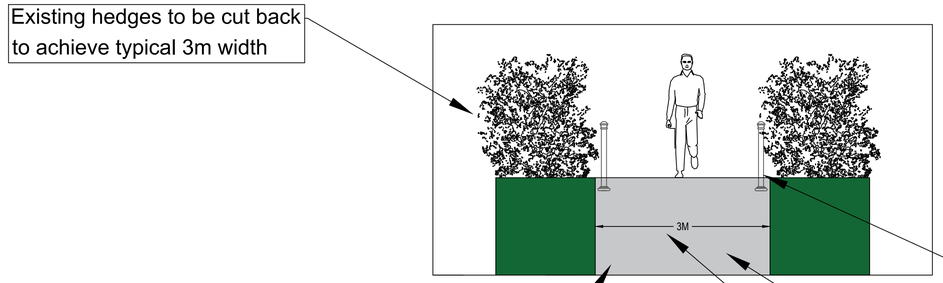
CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

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

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

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Existing hedges to be cut back to achieve typical 3m width

Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRoW to be resurfaced into a shared use path and hedges to be cut back to achieve a typical 3m width. To include bollard lighting

3.0m
3.0m
3.0m
2.7m
3.0m
3.0m
2.9m

N
INDICATIVE NORTH

LEGEND

Proposed Shared Pedestrian and Cyclist Path

Rev	Date	Description	By	Apvd
P3	16.04.26	Revision	TL	JD
P2	22.08.25	Revision	DL	JD
P1	21.08.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED WIDENING OF PROW 36

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0034
REV: P3

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

RIDGE

Appendix I: Proposed Active Travel and Wayfinding Strategy

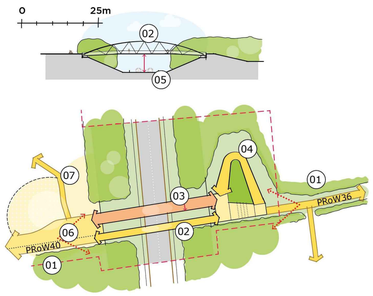
Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Proposed additional bridge crossing alongside existing bridge



Proposed wayfinding in the vicinity of the Bridge crossing (similar to inset). Signage will Highlight Two Primary 10-Minute Walking Routes towards the Center:
- Southbound Route via Skipps Meadow.
- Eastbound Route connecting to the Resurfaced Public Right of Way (PRoW).

Existing Footway Link Within Highway



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 veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.



Proposed wayfinding signage at the Junction of Greenways (similar to image inset). Signage will identify two routes (i.e. one at grade via A10 roundabout and one via traffic free route at Skipps Meadow)

N
INDICATIVE NORTH

LEGEND
Highway Boundary

Rev	Date	Description	By	Apvd
P2	01.04.26	Amendment	TL	JD
P1	18.03.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED ACTIVE TRAVEL AND WAYFINDING STRATEGY

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0040
REV: P2

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

RIDGE

Appendix J: Proposed 40mph Speed Limit And Crossing Signage

N
INDICATIVE NORTH

Proposed 40mph speed limit

40

Scale (1:2000)

Traffic signals ahead sign with pedestrians crossing sign

Pedestrians crossing

Existing Direction Sign to Be Raised in Height to Allow for Visibility for Crossing Active Travel Users
(Further Detail to Be Set Out at Detailed Design)

Scale (1:500)

LEGEND

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

Rev	Date	Description	By	Apvd
P3	15.04.26	Revision	TL	JD
P2	25.03.26	Revision	TL	JD
P1	03.12.25	Preliminary Issue	BT	JD

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: P3

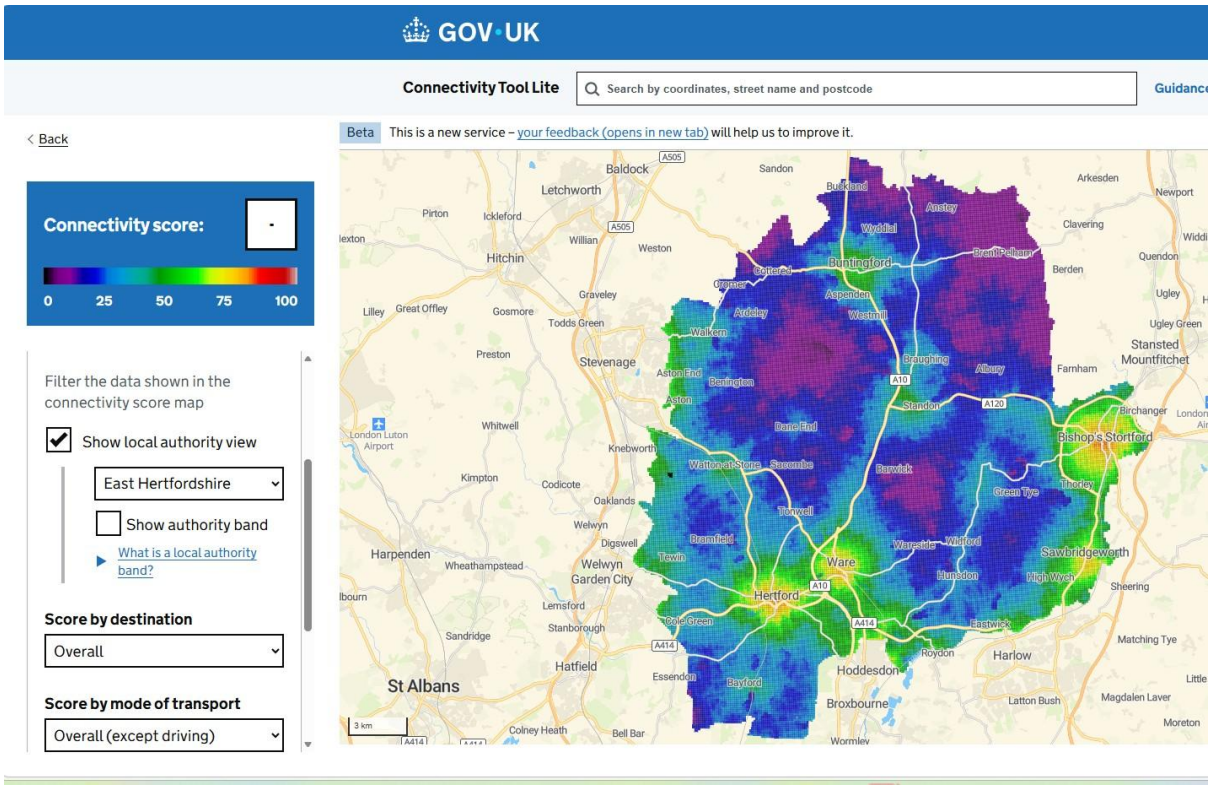
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

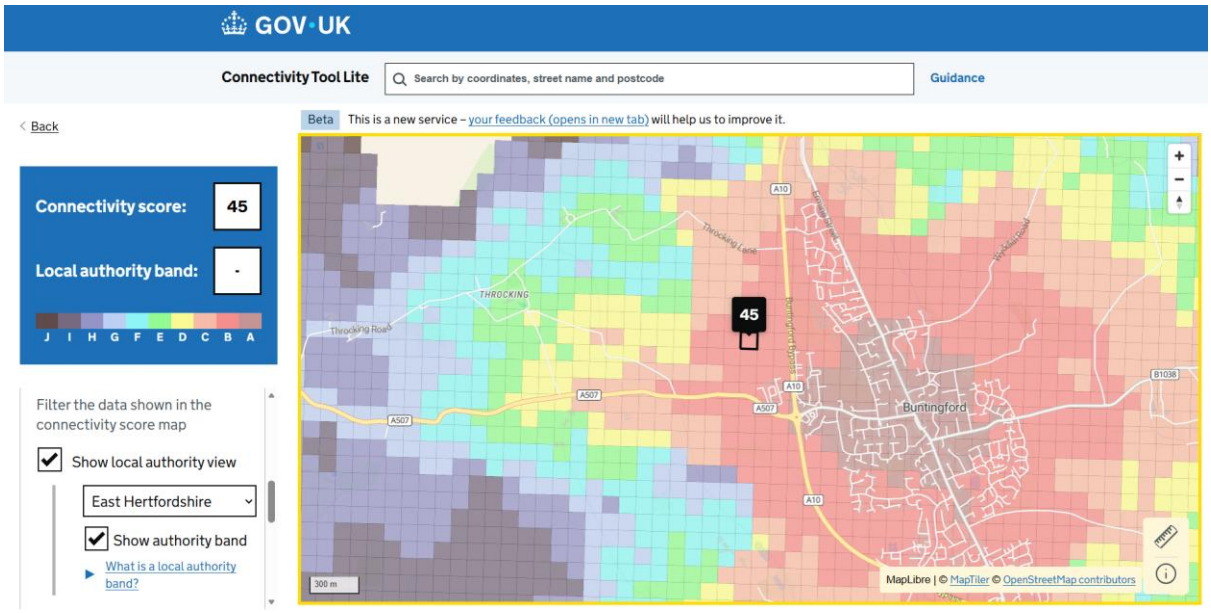
Appendix K: DfT Connectivity Tool Extracts

Appendix K: DfT Connectivity Tool Extracts

Extract 1: Overview of East Hertfordshire Connectivity


GOV·UK
Connectivity Tool Lite
Search by coordinates, street name and postcode
Guidance
Back
Beta
This is a new service – your feedback (opens in new tab) will help us to improve it.
Connectivity score:
0
25
50
75
100
Filter the data shown in the connectivity score map
Show local authority view
East Hertfordshire
Show authority band
What is a local authority band?
Score by destination
Overall
Score by mode of transport
Overall (except driving)
Baldock
Letchworth
Hitchin
Stevenage
Buntingford
Bishop's Stortford
Sawbridgeworth
Ware
Hertford
Harpenden
Welwyn Garden City
St Albans
Hatfield
Harlow
Hoddesdon
Broxbourne
Welwyn
Knebworth
Codicote
Kimpton
Whitwell
Harpenden
Wheathampstead
Sandridge
Lemsford
Stanborough
Essendon
Bayford
Colney Heath
Bell Bar
Wormley
Roydon
Matching Tye
Latton Bush
Magdalen Laver
Moreton
Sheering
Hunsdon
Widford
Thorley
Green Tye
Stansted Mountfitchet
Farnham
Albury
Braughing
Standon
Berden
Clavering
Newport
Arkesden
Quendon
Ugley
Ugley Green
Birchanger
Takeley
Great Dunmow
Elsenham
Henham
Manuden
Berden
Aspenden
Westmill
Ardeley
Walkern
Aston End
Benington
Aston
Dane End
Watton at Stone
Stapleford
Tewin
Digswell
Oaklands
Tonwell
Bramfield
Waterford
Wareside
Eastwick
Gilston
Harlow
Little
Pirton
Ickleford
Willian
Weston
Graveley
Todds Green
Gosmore
Great Offley
Lilley
Preston
Whitwell
Kimpton
Codicote
Oaklands
Welwyn
Digswell
Tewin
Bramfield
Wheathampstead
Lemsford
Stanborough
Sandridge
Essendon
Bayford
Colney Heath
Bell Bar
Wormley
Roydon
Matching Tye
Latton Bush
Magdalen Laver
Moreton
Sheering
Hunsdon
Widford
Thorley
Green Tye
Stansted Mountfitchet
Farnham
Albury
Braughing
Standon
Berden
Clavering
Newport
Arkesden
Quendon
Ugley
Ugley Green
Birchanger
Takeley
Great Dunmow
Elsenham
Henham
Manu

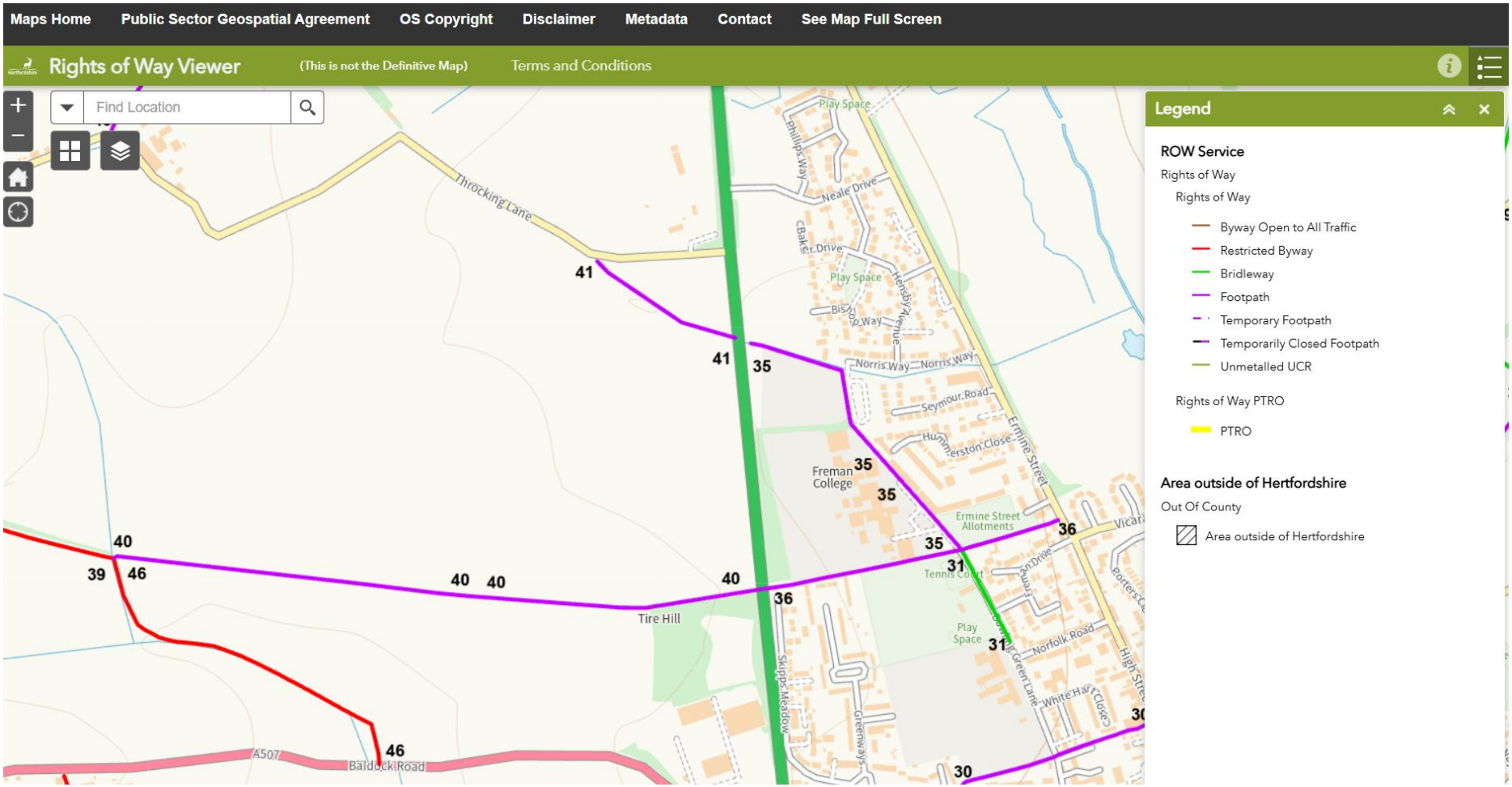
Extract 3: On-site Connectivity (Local Authority Banding)



Appendix L: Definitive Plans and Definitive Statement

Appendix L: Definitive Map and Definitive Statement

Extract 1: Hertfordshire County Council Definitive Map[1]



[1] Webmaps - Rights of Way (https://webmaps.hertfordshire.gov.uk/row/row.htm)

Wildlife & Countryside Act 1981
The Definitive Map & Statement of Public Rights of Way in Hertfordshire
2015 Statement

002 BR HCC 15

Commences from Wyddial Road along Green Lane to Layston Church and then meets metalled road leading down into Buntingford.

Width
Limitations

---

003 BR HCC 15

Commences from S of Layston Church then E for a few yards to junction with BR4.

Width
Limitations

004 BR HCC 15

Commences from BR3 E of Layston Church in a N direction then E, NE and N to Wyddial parish passing W of Beauchamps Plantation.

Width
Limitations

---

005 BR HCC 15

Commences from junction with No. 3 S of Layston Church, E then N along ditch crossing BR4 and N into Wyddial parish.

Width
Limitations

---

006 BR HCC 15

Commences S of Layston Church (just S of first part of BR5) then NE to join BR4.

Width
Limitations

---

007 BR HCC 15
HCC 24

Commences from near end of Green Lane Restricted Byway 8 NE to join BR6.

Width
Limitations

Buntingford
East Herts

		Map Ref(s)
008	RB	HCC 24

Commences at county road just S of Layston Church. Thence E along Green Lane to stream continues roughly parallel with Buntingford - Hare Street road S of pond and into Hormead parish.

Width
Limitations

009	RB	HCC 15 HCC 24

Commences at road (not county road) in Hormead parish thence W and N along Green Lane crosses Restricted Byway 8. Continues N to boundary with Wyddial parish SE of Beauchamps Plantation.

Width
Limitations

010	BR	HCC 15

Commences at BR4 S of Beauchamps Plantation. Fords small stream, then NE to Restricted Byway 9 to SE of Beauchamps Plantation.

Width
Limitations

011	RB	HCC 15

Commences at junction with Restricted Byway 9 SE of Beauchamps Plantation then NE along parish boundary and continuing as Restricted Byway 11 in Wyddial parish.

Width
Limitations

012	FP	HCC 24

Commences from Paddock Road E then S and SE to Hare Street Road.

Width
Limitations

013	BR	HCC 24

Commences from the causeway SW of Layston Church then S to meet the Hare Street Road near Mill Cottages.

Width
Limitations

---

014 BR HCC 24

Commences from Hare Street Road near Alswick Hall N to meet Restricted Byway 8.

Width
Limitations

---

015 FP HCC 24

Commences from Hare Street Road E of Built Up Area signs thence E and SE across meadow past Mill Cottages to small stream W of avenue of trees near Alswick Hall. Including spur to county road by Mill Cottages.

Width
Limitations

---

016 FP HCC 24

Commences from stile near avenue of trees. Then E along S side of avenue to site of chapel to another stile at junction with BR24.

Width
Limitations

---

017 RB HCC 24

Commences from BR24 S of Alswick Hall thence generally SE to its junction with Restricted Byway 18 at SW corner of Alswickhall Wood.

Width
Limitations

---

018 RB HCC 24

Commences from SW corner of Alswickhall Wood E along S side of Wood thence SE into Hormead parish.

Width
Limitations

---

019 FP HCC 24

Commences from Hare Street Road N of Alswick Hall, then across meadow SE to hedgerow.

Width
Limitations

020 FP HCC 24

Commences from hedgerow (end of FP19) E to Green Lane and past old clay pits to Hare Street - Buntingford Road at the parish boundary.

Width
Limitations

---

021 FP HCC 24

Commences from Hare Street Road by Carter's Close Cottages, through gap in hedge, along W side of allotments to SE. Through gateway E of Layston House and along hedgerow to Layston Meadow Huts. Then E along N side of Huts site and into Owles Road.

Width
Limitations

---

022 BR HCC 24

Commences from Owles Farm SW along Green Lane to W of Camp Wood then W past old gravel pits and S to meet London Road near old chalk pit.

Width
Limitations

---

023 BR HCC 24

Commences from Owles Farm SE along Green Lane. Then E, N of Dogkennel Wood and Stonebury to parish boundary.

Width
Limitations

---

024 BR HCC 24

Commences from Hare Street Road N of Alswick Hall S to site of old chapel, then Green Lane S to Owles Farm.

Width
Limitations

---

025 FP HCC 24

Commences from Hare Street Road S along W side of stream to meet Owles Road.

Width
Limitations

---

026 FP HCC 24

Commences at junction with FP27 from SE boundary of school thence W to a junction with FP41 at TL 3617 2908 thence S to Luynes Rise at TL 3618 2894 thence SW across field to footbridge at former parish boundary continuing SW to NE side of A10 Buntingford Bypass at TL 3592 2861.

Width 2m between TL 3617 2908 and TL 3610 2894

Limitations

Buntingford
East Herts

Map Ref(s)

027 FP HCC 24

Commences from Chapel End Farm thence SW, and SE along riverbank passing W of Watermill over footbridge through Sewage Farm to Aspenden Bridge.

Width
Limitations

---

028 FP HCC 24

Commences from A10 Trunk Road E of former gas works, W past gas works then S along river bank to Aspenden Road west of railway station.

Width
Limitations

---

029 FP HCC 24

Commences from Baldock Road, The Folly S past allotment gardens continuing SW to NE side of A10 Buntingford Bypass at TL 3567 2891.

Width
Limitations

---

030 FP HCC 24

Commences from "Angel Inn" in High Street to kissing-gate then along N side of Bowling Green House to Baldock Road near The Folly.

Width
Limitations

---

031 BR HCC 24

Commences from junction with FP35 thence SE past allotment gardens and Football Ground to join county road.

Width
Limitations

---

032 FP HCC 15

Commences from Wyddial Road 300 yards E of Kingsley's Bridge E across field to Green Lane leading to Layston Church, known as Church Walk.

Width
Limitations

---

033 FP HCC 24

Commences from Alswick Hall N of pond E to hedgerow and junctions with FP19 and FP20.

Width
Limitations

Buntingford
East Herts

Map Ref(s)

034 FP HCC 15
HCC 24

Commences from Hare Street Road 400 yards E of Mill Cottages N along course of stream across Restricted Byway 8 to connect with BR6 and thence to Duck's Puddle, Wyddial.

Width
Limitations

---

035 FP HCC 15
HCC 24

Commences from allotment N of football ground NW along W side of poultry farm to hedgerow at former Throcking Parish Boundary thence NNW to TL 3563 3020 thence WNW to eastern boundary of A10 Buntingford Bypass at TL 3548 3025.

Width
Limitations

---

036 FP HCC 24

Commences at former A10 Trunk Road (Buntingford High St) at N end of Buntingford thence W along E side of allotment gardens, thence through gardens crossing FP35 along N edge of playing fields and N edge of Greenways Estate and W to the Parish Boundary and a junction with Cottered FP40 on a footbridge over the A10 Buntingford Bypass at TL 3550 2981.

Width
Limitations

---

037 FP HCC 24

Commences from London Road (A10) at SE corner of "Railway Inn". W along S side of FP of the Inn to Grid Ref: TL 3648 2892 then south westwards for a distance of 4.4 metres then in a westerly direction for a distance of 5.2 metres then in a north westerly direction for a distance of 3.4 metres to Grid Ref: TL3647 2892 and thence into Station Approach.

Width 1.83 metres between Grid Ref: TL3648 2892 and Grid Ref: TL3647 2892

Limitations

---

038 FP HCC 24

Link paths at Monks Walk.

Width
Limitations

---

039 FP HCC 24

Link paths at Monks Walk.

Width
Limitations

Buntingford
East Herts

Map Ref(s)

040 BOAT HCC 24

Commences at Owles Lane at its junction with FP25 at TL 3723 2885 thence generally E along Owles Lane for approx 420m to its junction with BR22 at TL 3765 2876.

Width Varies between 5m and 8.5m

Limitations

---

041 FP HCC 24

Commences from a junction with FP29 at TL 3582 2915 thence generally ESE to TL 3603 2909 then generally E to a junction with FP26 at TL 3617 2908.

Width Between TL 35815 and TL 29154 approx 5m as shown hatched on the plan attached to an agreement between HCC and Bovis Homes dated 17 April 1998. Between TL 36034 29085 and TL 36172 29077 width 2m.

Limitations

Appendix M: On-site Bus Routing

Appendix M: On-site Bus Routing

Extract 1: Proposed On-site Bus Routing[1]

Bus Connection

3.11 Following discussions with the PTU it was agreed that frequent and high quality bus connection could be achieved through diversions of existing service and appropriate financial contributions to enhance local service. This connection strategy is summarised in **Figure 3.3** and is based on the diversion of services 18, 331 and 386.

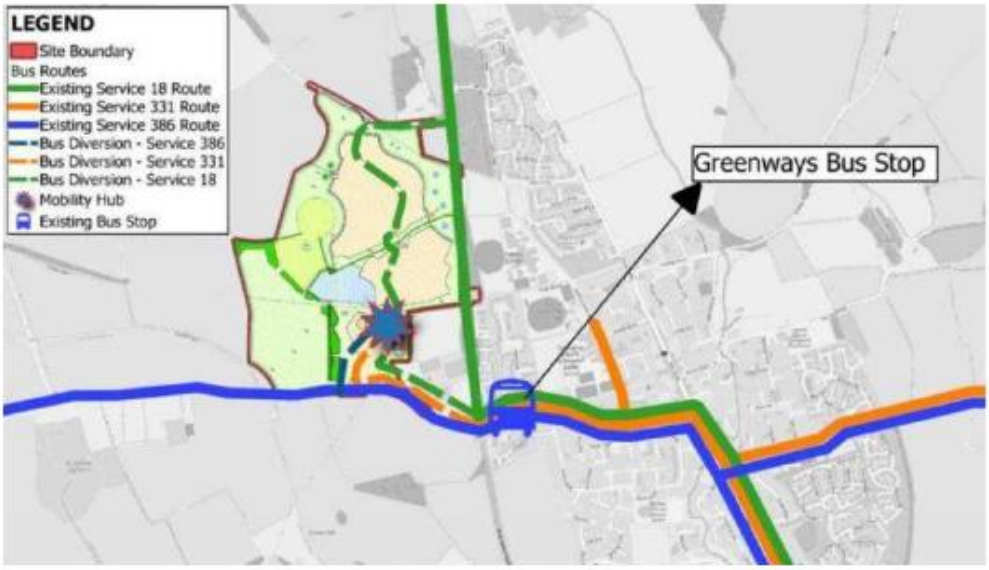


Figure 3.3 – Proposed bus diversion strategy

3.12 A calculated contribution of £300,000 (every year for 5 years) was requested by the LHA (i.e. £1.5 million in total), which will allow service 331 to be delivered at a 30 minute frequency with further complimentary service provided by bus service 18 and 386. The applicant confirms agreement to this request.

3.13 The key point of connection for these services would be at a mobility hub located in proximity to the local centre. This mobility hub would include a range of services that could encompass:

- Bus stops with appropriate shelters with Real Time Bus Information boards
- Electronic Information boards specifying real time transport timetable information and associated community events
- Cycle parking to allow residents to cycle to the hub and park their bikes
- Provision of electric charging facilities for electric share bikes and for private users
- Electric scooter hubs
- Electric vehicle charging points
- Seating areas
- Car Club spaces

3.14 The strategy as discussed above, which has been developed in consultation with the PTU, would provide high quality bus access. In addition, it is also understood that a financial contribution has also been agreed to enhance the existing 18 service as part of the proposals for Land to the East of the A10 Buntingford (Planning Reference 3/23/1441/OUT), which will also, given that service 18 is proposed to route through the site, further complement this already high quality public transport strategy.

[1] (Extracted from Appendix G of the Transport Technical Note (Doc Ref: 23161 TN11, June 2025))

Appendix N: Revised RSA to include Drawing Previously Omitted in Error

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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Client: Jubb Consulting Engineers Ltd

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.

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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 Thocking 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;

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 Pyghtle;

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 artics) 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.

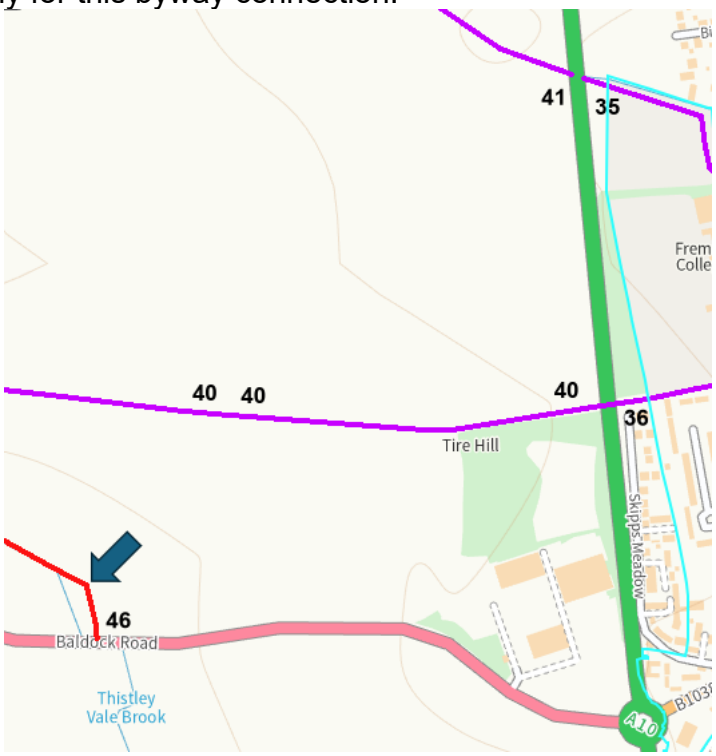


Figure 1 – Location of Byway 46”
Extract from Road Safety Audit Brief

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 was 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.

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 instillations; 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

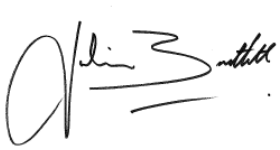
3.6 The scheme includes several raised crossings along Baldock Road, while the audit team accept that lighting design has not been undertaken at this time it is critical that these features are well illuminated at night.

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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 Q BUNTINGFORD TOWN COUNCIL MEETING MINUTES (11TH FEBRUARY 2021)

REPORT OF THE MEETING OF THE RESOURCES COMMITTEE OF BUNTINGFORD TOWN COUNCIL, HELD REMOTELY VIA ZOOM ON 11TH FEBRUARY 2021 AT 7.00PM.

Membership: G. Bonner, J. Ling (Committee Chairman), Mrs S. Coote, Mrs P. Furness (Deputy Committee Chairman), G. Waite (Town Mayor), S. Basra & S. Bowman (Deputy Town Mayor)
Present: G. Bonner, G. Waite, J. Ling, Mrs P. Furness, Mrs S.Coote & S. Bowman
Officer in attendance: J. Jones (Town Clerk) & A. Georgiou (Admin Officer).
Also Present: Councillor D.Wallace, 1 member of the public.

256. TO RECEIVE APOLOGIES FOR ABSENCES
Apologies from Councillor S. Basra.

257. TO RECEIVE MEMBERS DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS AND NOTICE OF ANY DISPENSATIONS GRANTED.
No declarations.

258. TO RECEIVE A REPORT AND UPDATE FROM THE CHAIRMAN (INFORMATION ONLY).
The Chairman stated that there are one or two items to discuss that are not on the agenda.

259. TO RECEIVE AND AUTHORISE THE CHAIRMAN TO SIGN AS A TRUE RECORD, THE MINUTES OF THE MEETING OF THE RESOURCES COMMITTEE HELD ON 14TH JANUARY 2021.
Following a proposal, second and a unanimous vote it was
RESOLVED
That the minutes are a true record, and the Chairman was authorised to sign them.

260. TO DISCUSS ANY ISSUES RELATING TO HIGHWAYS.
In response to a comment from Councillor Mrs Furness, the Clerk stated that pot holes can be reported via the HCC web site under fault reporting.
Councillor Bonner explained that he and Councillor Waite had been contacted by Sir Oliver Heald regarding safety and highways measures on the Redrow Estate, in particular Neale Drive which connects to Ermine Street. Originally, the northern existing exit onto the A10 was to be stopped up and traffic to use Neale Drive. On receiving concerns from residents the County Councillor and MP managed to get the stopping up order cancelled. Part of the original planning application was the re-designation of Ermine Street to filter traffic onto Neale Drive. Residents have asked if this re-designation can be cancelled as it's not necessary if the old northern exit remains open. This would involve a variation to the planning consent which Redrow are not prepared to apply for. Residents would also like advisory signs saying not suitable for HGV's, width restrictions and a 20mph limit. Various agencies are saying that these things cannot be accomplished at this time. Sir Oliver Heald has asked what the official opinion of the Town Council is with regard to these requested measures.
Councillor Wallace stated that the Council has already agreed that it supports a 20mph limit in the town which would include the Redrow Estate. Ermine Street is unlikely to qualify as it's not residential on both sides. Width restrictions are difficult to enforce and you have to cater for things such as deliveries, refuse vehicles, emergency vehicles etc.

Following a proposal, second and a unanimous vote it was
RESOLVED
That this Council supports the Cancellation of Ermine Street re-designation (as re-designation will funnel traffic from the Ermine Street through Neale Drive to the A10)

Advisory signage 'Not suitable for HGV traffic' on Neale Drive entrances and a 20 mph limit on Neale Drive.

261. TO RECEIVE A REPORT FROM THE PHOENIX PROJECT GROUP.

The Chairman stated that this was discussed at last month's meeting, there is nothing further to report.

262. TO CONSIDER ANY MATTERS RELATING TO THE MANOR HOUSE.

Councillor Wallace referred to the resolution to accept the recommendations in the Manor House Security Report. He explained that it is a case of prioritising, some of the recommendations are minor, some will require quotes.

Reference was made to a quotation received for carpentry works including repairs/renovation of the french doors in the Clerk's office. This was part of the Security report. The Clerk explained that other works quoted for included extensive works to the front porch and front door and the window cill in the Council Chamber. Requirement for three quotes was referred to and Councillor Waite responded that it is very difficult to find heritage builders and very difficult to get traders to come out and quote. It was noted that at this current time during lock down, it is a risk to staff to accommodate contractors supplying quotes.

Following a proposal, second and a unanimous vote it was

RESOLVED

That the quote in the sum of £970 to repair the french doors in the Clerk's office be accepted.

The Clerk was asked to seek further quotes for the front entrance porch and window cill.

Councillor Wallace offered to prioritise the items highlighted in the security report for the next Resources meeting, this offer was accepted

263. TO CONSIDER ANY MATTERS RELATING TO THE SETH WARD COMMUNITY CENTRE.

Nothing to report.

264. TO CONSIDER ANY GRANT REQUESTS RECEIVED

East Herts Citizens Advice Service.

Following a proposal, second and a unanimous vote it was

RESOLVED

That a grant of £768 be made to East Herts Citizens Advice Service for the purchase of computer equipment to facilitate working from home.

265. PLASTIC FREE BUNTINGFORD

The Chairman reported that David Woolcombe has forwarded a new idea suggesting dealing with the environment as a whole, to set up a new organisation. The Chairman stated that he had suggested that this is looked at in September but has yet to receive a reply.

266. TO RECEIVE A REPORT ON THE TWINNING ASSOCIATION

The Chairman reported that there has been no recent meetings. Councillor Waite reported that he had received a communication from the Mayor of Luynes wishing the town a happy and healthy 2021.

267. TO RECEIVE A REPORT FROM A TOWN COUNCIL REPRESENTATIVE ON THE RELIEF IN NEED CHARITY.

Councillor Bonner stated that there has not been a recent meeting and therefore nothing to report.

The Chairman asked the member of the public if she would like to speak. She responded that she had been interested to see how the Council operates. When asked, the member of the public said she would possibly be interested in the Youth Council.

Meeting closed at 19.57
Next meeting: Thursday **11th March 2021 at 7.00pm** via Zoom

APPENDIX R FURTHER ROAD SAFETY AUDIT

Report Number: Ridge/1713
Date: 19th May 2026
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

LAND NORTH AND SOUTH OF A507 AND WEST OF BUNTINGFORD: HIGHWAY ACCESS

Road Safety Audit (Updated Drawings)

Stage 1

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Job Number: 1713

Client: Ridge & Partners LLP

Highway Authority Hertfordshire County Council

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

Document Title: Stage 1 Road Safety Audit (Updated Drawings)

Date: 19th May 2026

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
D3	Issue	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2026

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.

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1 INTRODUCTION

1.1 This report outlines results from a Stage 1 Road Safety Audit (RSA) undertaken by J Bartlett Consulting Limited following a request from James Duffy of Ridge & Partners LLP (as acquirers of Jubb Consulting Engineers Ltd). The Audit was carried out during May 2026.

1.2 This Stage 1 RSA considers highways and transportation drawings related to the following planning proposals that have been submitted as separate planning applications but are also linked on the basis they both share the same point of access on the A507 Baldock Road:

- **Residential Proposals** (Planning Reference 3/24/0966/OUT): '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'

- **Employment Proposals** (Planning Reference 3/24/1255/OUT): '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'

1.3 It is understood from the clients briefing (both recent and previous), and designs supplied, that on Baldock road specifically (including links to and across the A10 into Buntingford) access to these developments has been designed to enable both delivery of these proposals in isolation or cumulatively, and designs have been provided to demonstrate both scenarios where these proposals overlap. In addition, connections are also proposed via Throcking Lane (i.e. vehicle access); and across the A10 via active travel bridges to link with Right of Way routes and Skipps Meadow (also subject to enhancement) that would be delivered as part of the 'Residential Proposals'.

1.4 A Stage 1 RSA has previously been provided to assess the access strategy for these proposals in May 2025 with a subsequent further audit provided in August 2025 to include for assessment of proposals east of the A10 (i.e. as previously omitted in error). These audits were undertaken in consideration of the original brief, dated May 2025, as provided by Jubb (now Ridge).

1.5 This audit represents a further revision of the original Stage 1 RSAs in consideration of revised / additional drawings that are understood to have been produced to include for Local Highway Authority (LHA) comment; to add further design features to enhance the proposals separate to any formal comment; and to have

consideration of original comments as provided in the updated August 2025 RSA audit. Following a briefing email as provided by James Duffy of Ridge on the 19th April 2026 it is understood that the revised drawings of consideration are as follows:

- **23161_SK_T_023 P13** showing cumulative access drawing on Baldock Road. This drawing has been updated from the version reviewed in the August 2025 audit (P5) to now include the following changes:
    - Provision of shared (rather than segregated) pedestrian / cycleway to be consistent with the approach on the eastern side of the A10 and in agreement with LHA
    - Provision of coloured carriageway surfacing on approach to access roundabout to enhance prominence
    - Provision of art work as gateway feature west of access roundabout
    - Alteration of central island marking to provide appropriate deflection – (see below reference to drawing 23161_SK_T_036 P2 setting out deflection)
    - See also drawing 23161_SK_T_035 P3 for changes to speed signage

- **23161_SK_T_029 P5** showing 'Residential Proposals' only access from Baldock Road which has been updated from the version reviewed in the August 2025 audit (23161_SK_029 P1) with changes as consistent with the cumulative access (i.e. drawing 23161_SK_T_023 P13).

- **23161_SK_T_010 P8** showing 'Employment Proposals' only access from Baldock Road which has been updated from the version reviewed in the August 2025 audit with changes as consistent with the cumulative access (i.e. drawing 23161_SK_T_023 P13).

- **23161_SK_T_036 P2** showing roundabout deflection on the Baldock Road access junction at the request of the LHA. This is a new drawing which has not been previously subject to audit.

- **23161_SK_T_003 P5** – showing proposed active travel enhancements east of the A10. This has been updated now from the version reviewed in the August 2025 audit (D2) to include the following changes:
    - Provision of update to give way marking on narrowing in accordance with previous minor design comment (i.e. not a safety concern) as raised in the previous RSA audit that stated that give way should only be marked on one side; and to include decrease in narrowing width to 3m at the request of the LHA
    - Provision of active travel connection into Bowling Green lane (To note it is understood that further cycle parking will be put in the Bowling Green Lane car park also)

- Narrowing of side roads to improve active travel connection across at the request of the LHA

- **23161_SK_T_035 P3** – showing proposed signage on the A10. This is a further drawing that has been produced that considers minor (i.e. not of specific safety concern) comment as set out in the August 2025 RSA relating to signage north of the proposed A10 crossing and also has consideration of directional signage recently introduced just north of the position of the proposed crossing. The drawing therefore includes for:

  - Extension of 40mph speed limit signage on approach to the A10 crossing (to respond to previous minor comment in the previous RSA that recommended its extension)
  - Introduction of approach crossing signage southbound on approach to the A10 crossing (to respond to previous minor comment in the previous RSA that recommended this)
  - Introduction of comment stating that existing directional signage would be raised to improve crossing visibility

- **23161_SK_T_034 P3** - showing more detail of the widening of RoW 36 at the request of the LHA. This is a new drawing which has not been previously subject to audit.

- **23161_SK_T_040_P2** - providing details of a wayfinding strategy, either side of Skipps Meadow, to direct people to options to cross the A10/access the town centre. This is a new drawing which has not been previously subject to audit.

- **23161_SK_T_041 P1** - setting out further potential set back of the exit arm crossing on the A10 by a further 5m (i.e. to 15m) or 10m (i.e. to 20m). This is a new drawing which has not been previously subject to audit.

These drawings are included as Appendix A for ease of reference.

It is understood that the following, previously audited, drawings are also still relevant in relation to the access strategy of the Residential and Employment (i.e. in the case of Baldock Road works) Proposals:

- **23161_SK_T_024 P2** – Forward visibility plan (showing visibility in the vertical)
- **23161_SK_T_025 P3** – Throcking Lane access
- **23161_SK_T_021 P1** – Southern Bridge Crossing (showing plan view)
- **23161_SK_T_022 P2** – Southern Bridge Crossing – Elevations
- **23161_SK_T_032 P1** – Northern Bridge Crossing (showing plan view)

- **23161_SK_T_033 P1** – Northern Bridge Crossing - Elevations
- **23161_SK_T_018 P2** – Proposed Cross Sections (showing RoW enhancements)
- **23161_SK_T_026 P1** – Proposed Site Access – Swept Path Analysis HGV
- **23161_SK_T_027 P1** – Throcking Lane – Swept Path Analysis
- **23161_SK_T_028 P1** – A10 / A507 / Baldock Road – Swept path analysis HGV

Whilst it is understood that drawing 23161_SK_T_025 P3 has been revised (i.e. to P4) to include further annotation setting out which areas are for planning approval it is understood that no design changes have been made. Furthermore, no changes have been made to the remaining drawings. Thus, given none of these drawings include design changes these do not require further review. To note no design comments or safety concerns have been raised in relation to these drawings in previous audits.

Relevant sections of the previous RSA brief (dated May 2025) have been considered when reviewing the updated / additional drawings as set out in this audit. The revised audit continues therefore to have further specific consideration of the A10 crossing as set out in the following paragraph of the previous RSA brief that quotes the LHA requirement as follows:

"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."

1.6 The audit team comprised the following individuals who also undertook the previous audit as per the original RSA brief:

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.

1.7 The following documents and drawings (see above for description) were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
23161 – 023	P13	Forward Visibility Plan
23161 – 029	P5	Baldock Road Roundabout Northern Access
23161 – 010	P8	Proposed Site Access Arrangements
23161 - 036	P2	Roundabout Deflection
23161 - 003	P5	Active Travel Connection To Buntingford Village Centre
23161 - 035	P3	Proposed 40mph Speed Limit And Crossing Signage
23161 - 034	P3	Proposed Widening Of Prow 36
23161 - 040	P2	Proposed Active Travel And Wayfinding Strategy
23161 - 041	P1	Proposed Exit Crossing Setback Option (15m & 20m)

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 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).

1.8 The Audit Team undertook a site visit on 19th March 2025 (to inform the original audit) 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.
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.

1.9 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.

1.10 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'.

1.11 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); .

1.12 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.

1.13 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.

1.14 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.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

2.1 A consideration of safety related to each of the identified drawings in Section 1 is outlined in turn below.

Drawing 23161 – 023 Rev P13

2.2 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.

Drawing 23161 – 029 Rev P5

2.3 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. See also Comment 3.3

Drawing 23161 – 010 Rev P8

2.4 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. See also Comment 3.3

Drawing 23161 – 036 Rev P2

2.5 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.

Drawing 23161 – 003 Rev P5

2.6 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.

Drawing 23161 – 035 Rev P3

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.

Drawing 23161 – 034 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.

Drawing 23161 – 040 Rev P2

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.

Drawing 23161 – 041 Rev P1

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.

3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS

3.1 In real terms there is little difference in road safety performance resulting from the crossing being setback 15m into the northbound link or 20m other than the HGV driver will have more time to recognise the signal and that the vehicle will be squarer to the approach. In terms of use pedestrians and cyclists prefer to cross on desire lines and will circumvent the identified route in order to achieve this. It would be advantageous to seek the highway authorities views on the crossing location and ensure as part of the detailed design process appropriate features are provided (such as guard railing) to ensure the identified path for vulnerable road users is follows.

3.2 The A10 southbound approach to the existing roundabout and proposed crossing is straight and while the proposals include advanced signing and a reduction in speed limit it would also be beneficial as part of the detailed design process to ensure that appropriate polished stone values (PSV) is provided to aid vehicle braking characteristics.

3.3 For the proposals which show development to either the north or south of the proposed roundabout only there appears to be some confusion with regard to the provision of the controlled toucan crossing to the west of the roundabout. Conceptually the introduction of a controlled crossing is beneficial to the movement of vulnerable road users and should form part of the scheme. The drawings however either show part of the proposed crossing or none of it leading to non-existent pedestrian facilities. It has been assumed by the audit team that this is a drafting error and appropriate facilities with linkages to the vulnerable road user infrastructure will be provided with coordinated delivery programmes.

.

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:	19th May 2026

Road Safety Audit Team Member

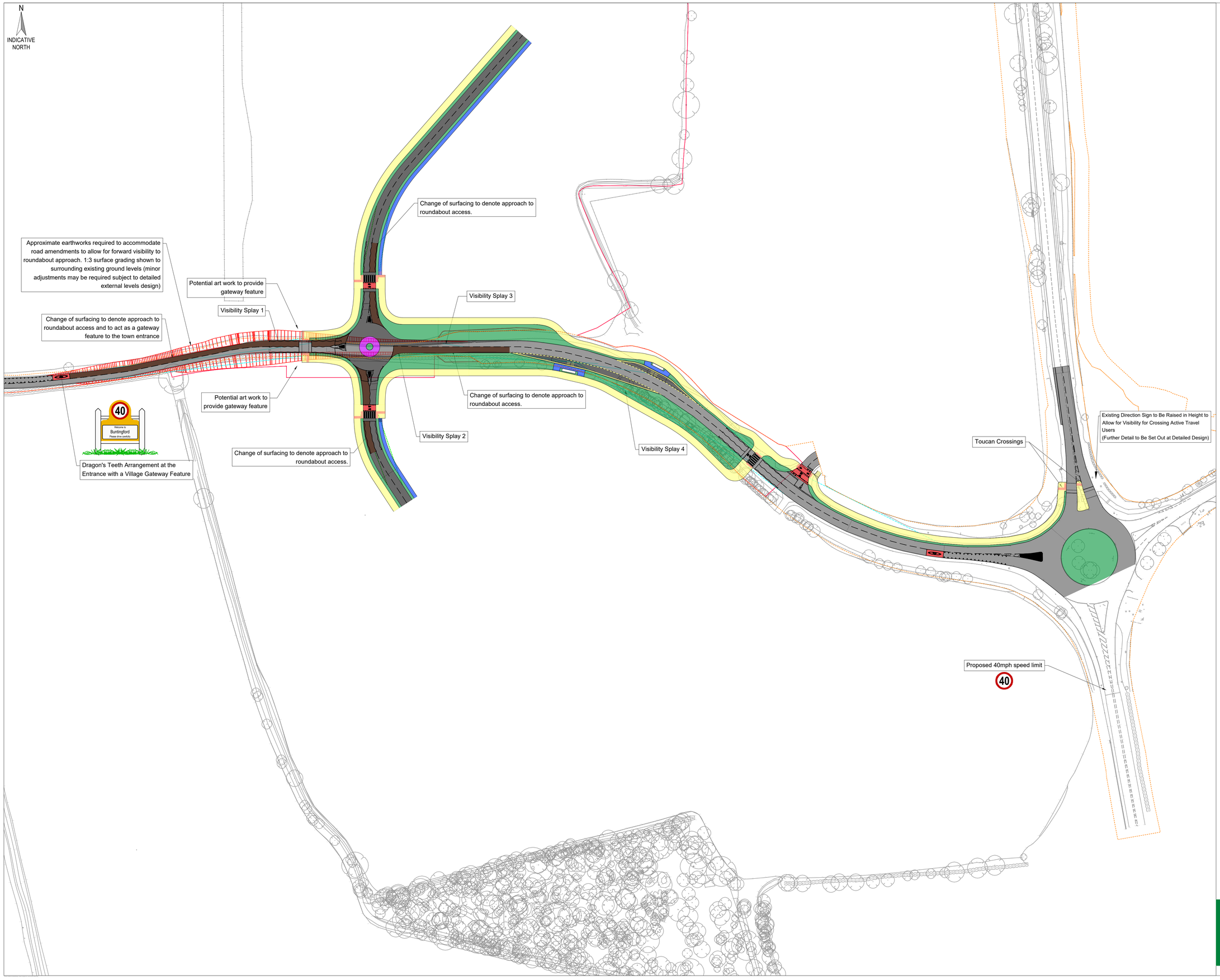
Name:	Lyn Jones
Signed:	
Position:	Associate
Organisation	J Bartlett Consulting Ltd
Date:	19th May 2026

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues have been identified

6 APPENDIX A – AUDITED DRAWINGS



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)

P13	15.04.26	Amendments	TL	JD
P12	10.03.26	Amendments	TL	JD
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

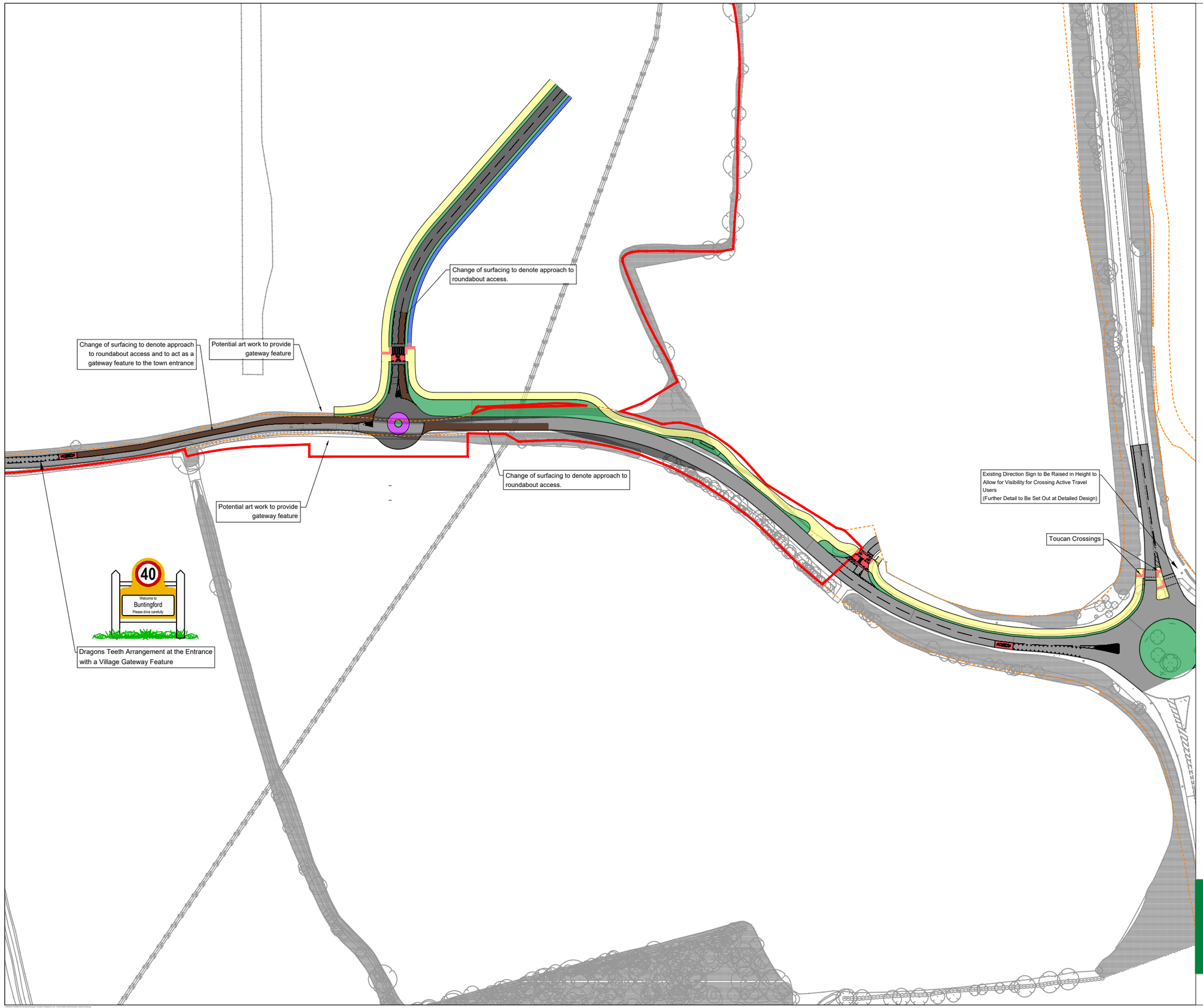
CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 023
REV: P13

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

RIDGE



LEGEND

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

Rev	Date	Description	By	Apvd
P5	15.04.26	Revision	TL	JD
P4	23.03.26	Revision	TL	JD
P3	22.08.25	Revision	DL	JD
P2	15.08.25	Revision	DL	JD
P1	16.04.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT - NORTHERN ACCESS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:2000

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 029
REV: P5

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

RIDGE



N

INDICATIVE NORTH

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

Rev	Date	Description	By	Apvd
P8	15.04.26	Amendments	TL	JD
P7	31.03.26	Amendments	TL	JD
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

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0010
REV: P8

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

RIDGE

N

INDICATIVE NORTH

R48.0m

R58.0m

R58.0m

R18.0m

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

Rev	Date	Description	By	Apvd
P2	06.01.26	Revision	TL	JD
P1	04.12.25	Preliminary Issue	BT	JD

PROJECT:
BUNTINGFORD

TITLE:
ROUNDABOUT 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

RIDGE



LEGEND

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

N
INDICATIVE NORTH

0 30 60 Meters

Rev	Date	Description	By	Apvd
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

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

N
INDICATIVE NORTH

Proposed 40mph speed limit

40

Scale (1:2000)

Traffic signals ahead sign with pedestrians crossing sign

Pedestrians crossing

Existing Direction Sign to Be Raised in Height to Allow for Visibility for Crossing Active Travel Users
(Further Detail to Be Set Out at Detailed Design)

Scale (1:500)

LEGEND

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

Rev	Date	Description	By	Apvd
P3	15.04.26	Revision	TL	JD
P2	25.03.26	Revision	TL	JD
P1	03.12.25	Preliminary Issue	BT	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED 40MPH SPEED LIMIT AND CROSSING SIGNAGE

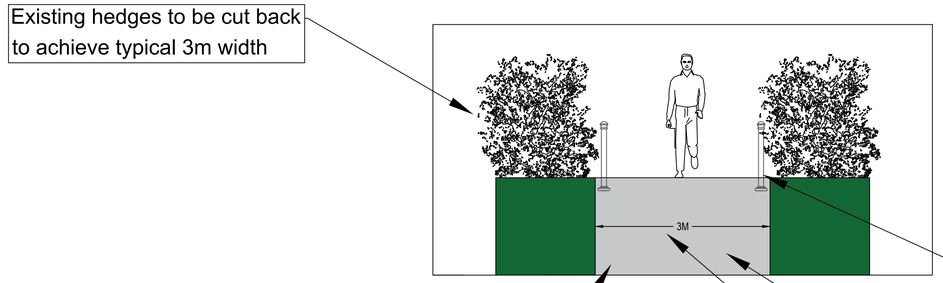
CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
AS SHOWN

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 035
REV: P3

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

RIDGE



Existing hedges to be cut back to achieve typical 3m width

Bollard lighting

Typical 3m width

Existing surface to be resurfaced

Existing PRoW to be resurfaced into a shared use path and hedges to be cut back to achieve a typical 3m width. To include bollard lighting

3.0m
3.0m
3.0m
2.7m
3.0m
3.0m
2.9m

N
INDICATIVE NORTH

LEGEND

Proposed Shared Pedestrian and Cyclist Path

Rev	Date	Description	By	Apvd
P3	16.04.26	Revision	TL	JD
P2	22.08.25	Revision	DL	JD
P1	21.08.25	Preliminary issue	DL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED WIDENING OF PROW 36

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0034
REV: P3

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

RIDGE

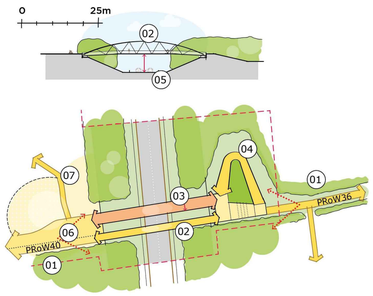
Existing PRoW to be resurfaced and hedges to be cut back to achieve a typical 3m width. Potential to include bollard lighting

Proposed additional bridge crossing alongside existing bridge



Proposed wayfinding in the vicinity of the Bridge crossing (similar to inset). Signage will Highlight Two Primary 10-Minute Walking Routes towards the Center:
- Southbound Route via Skipps Meadow.
- Eastbound Route connecting to the Resurfaced Public Right of Way (PRoW).

Existing Footway Link Within Highway



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 veritcal distance between road surface and bridge base.
6. Intervisibility and natural surveillance.
7. New leisure route.



Proposed wayfinding signage at the Junction of Greenways (similar to image inset). Signage will identify two routes (i.e. one at grade via A10 roundabout and one via traffic free route at Skipps Meadow)

N
INDICATIVE NORTH

LEGEND
Highway Boundary

Rev	Date	Description	By	Apvd
P2	01.04.26	Amendment	TL	JD
P1	18.03.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED ACTIVE TRAVEL AND WAYFINDING STRATEGY

CLIENT:
HALLAM LAND MANAGEMENT LTD

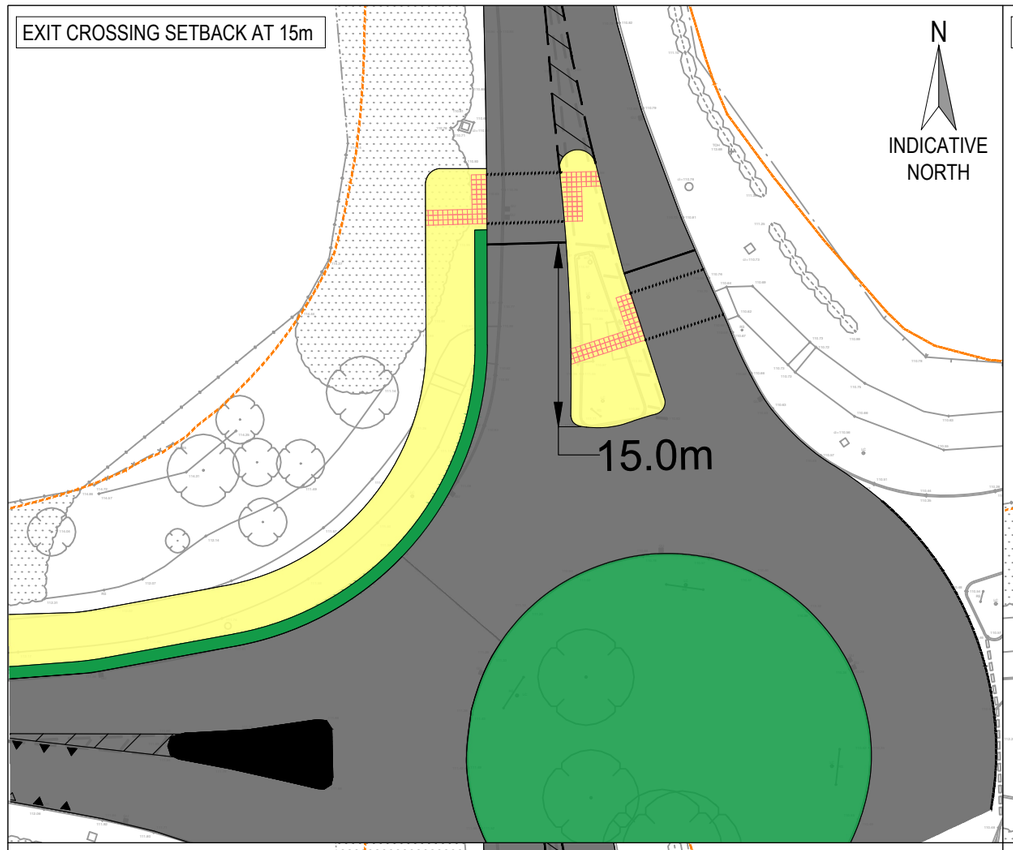
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PROJECT REF: 23161
STATUS: N/A
DRAWING No: 0040
REV: P2

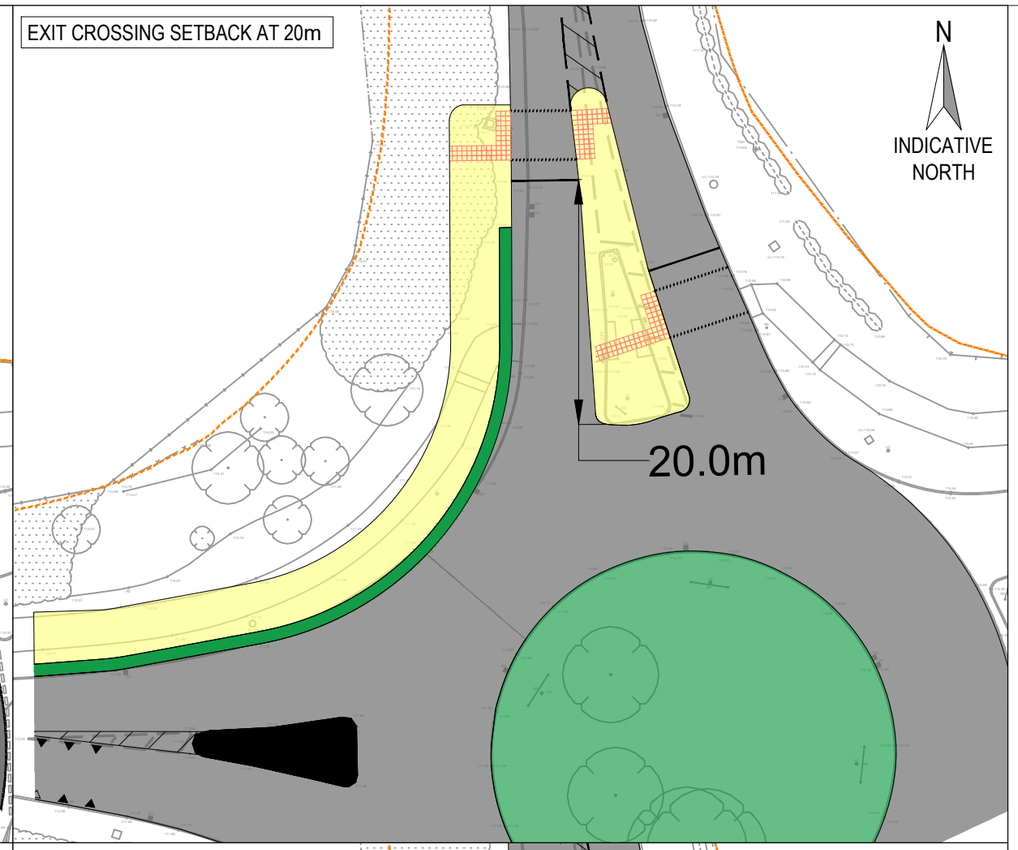
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

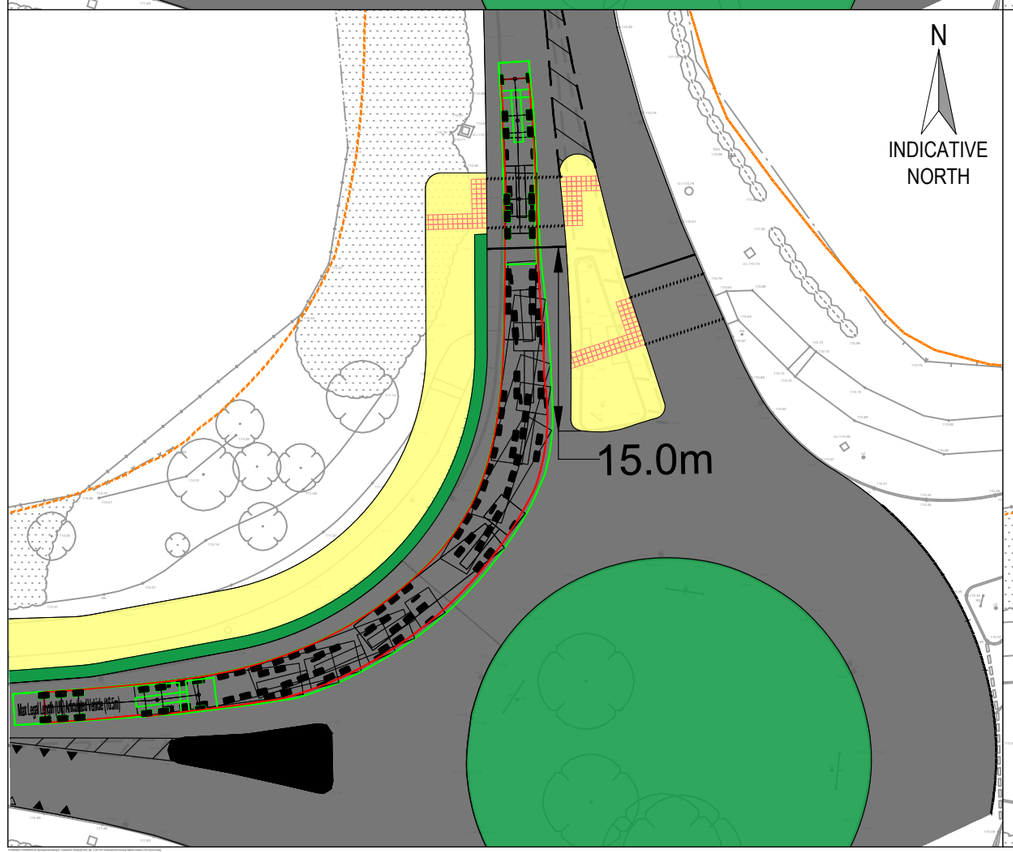
RIDGE

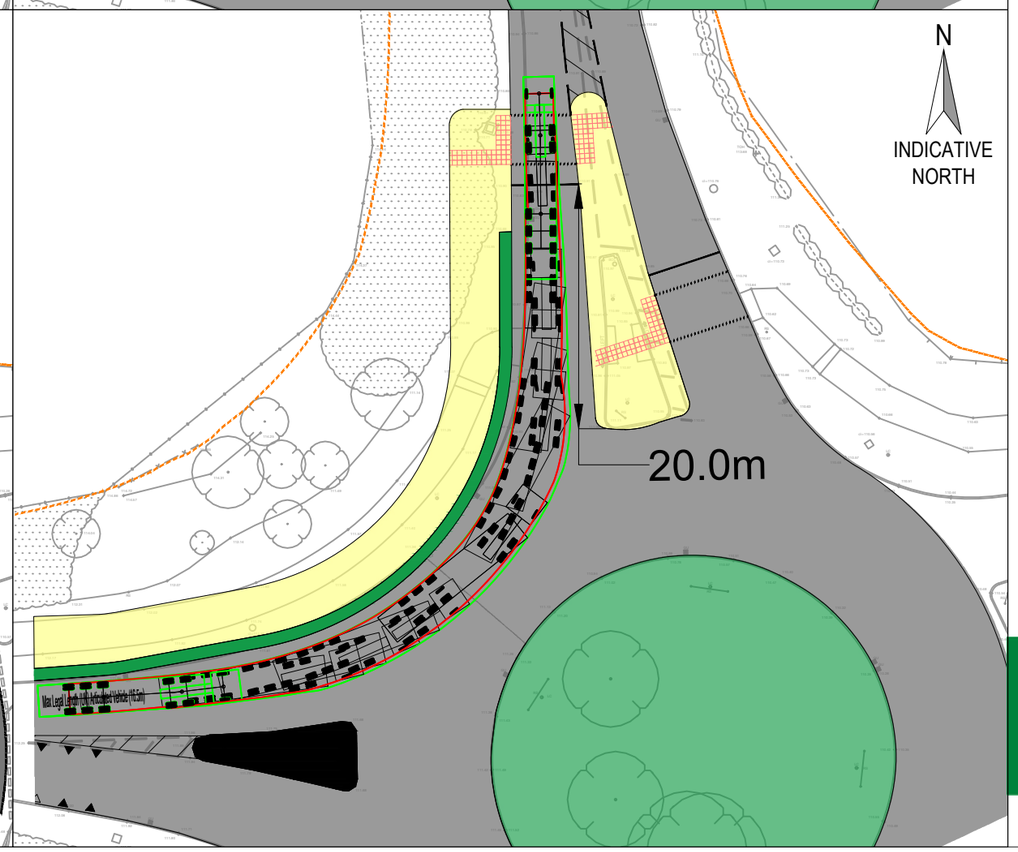
EXIT CROSSING SETBACK AT 15m



EXIT CROSSING SETBACK AT 20m

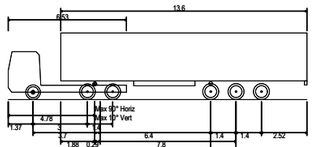






LEGEND

- Site Boundary
- Highway Boundary
- Existing Carriageway
- Proposed Shared Pedestrian and Cyclist Path
- Verge



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

Rev	Date	Description	By	Apvd
P1	15.04.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED EXIT CROSSING SETBACK OPTION (15M & 20M)

CLIENT:
HALLAM LAND MANAGEMENT LTD

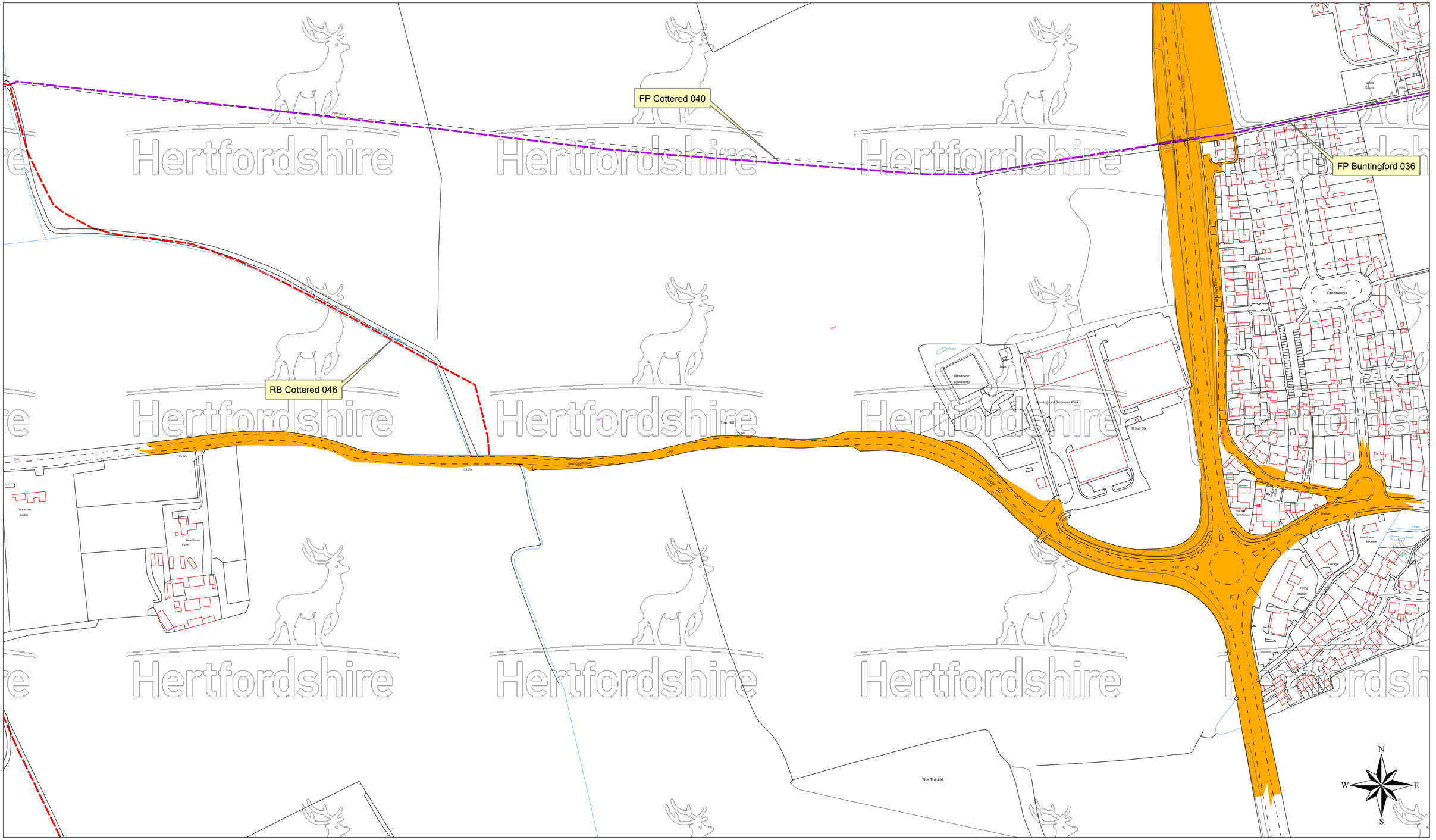
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1:500

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 041
REV: P1

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

RIDGE

APPENDIX S HIGHWAY LAND SEARCH FOR A10 AND SKIPPS MEADOW



0 100 200 400 600 800 Meters

Scale at A2 **1:2,500**

Date: 17/03/2023

A10 in Buntingford Bypass Cottered Rd., Baldock Rd., Buntingford. Plan B

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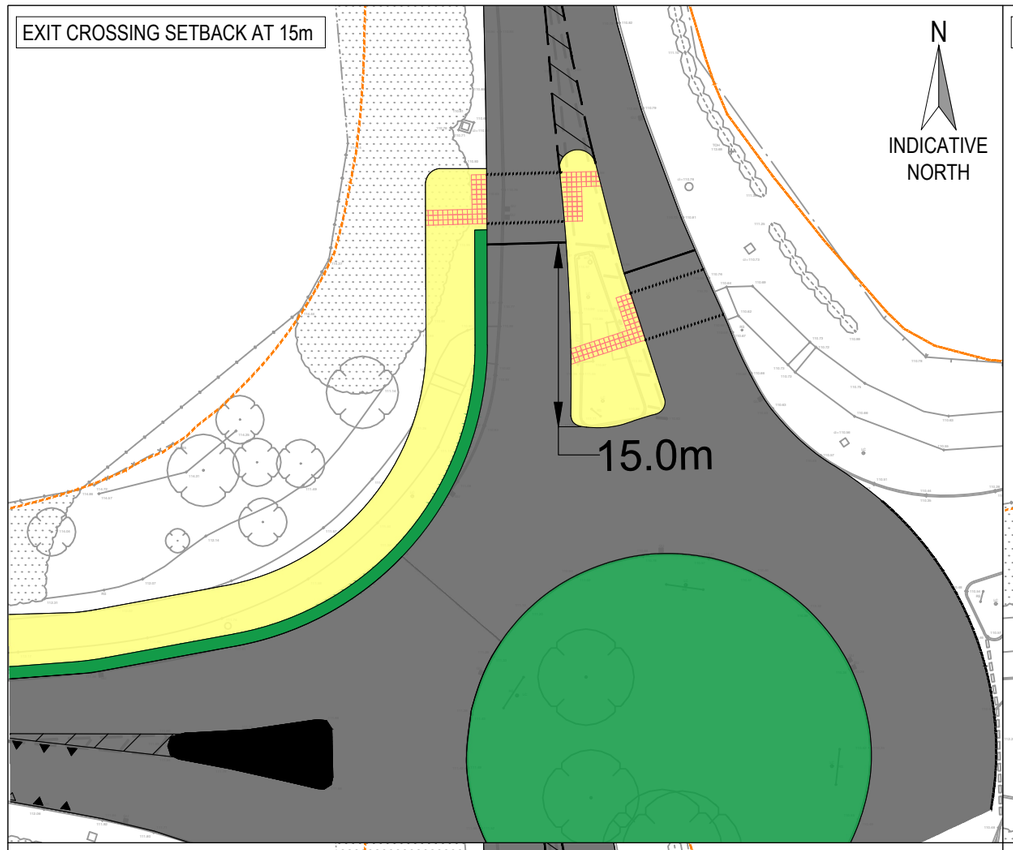
The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guarenteed. If in doubt the Definitive Map should be consulted.

For reference purposes only.
No further copies may be made.
Produced by Highway Boundaries & Land Charges
Hertfordshire County Council

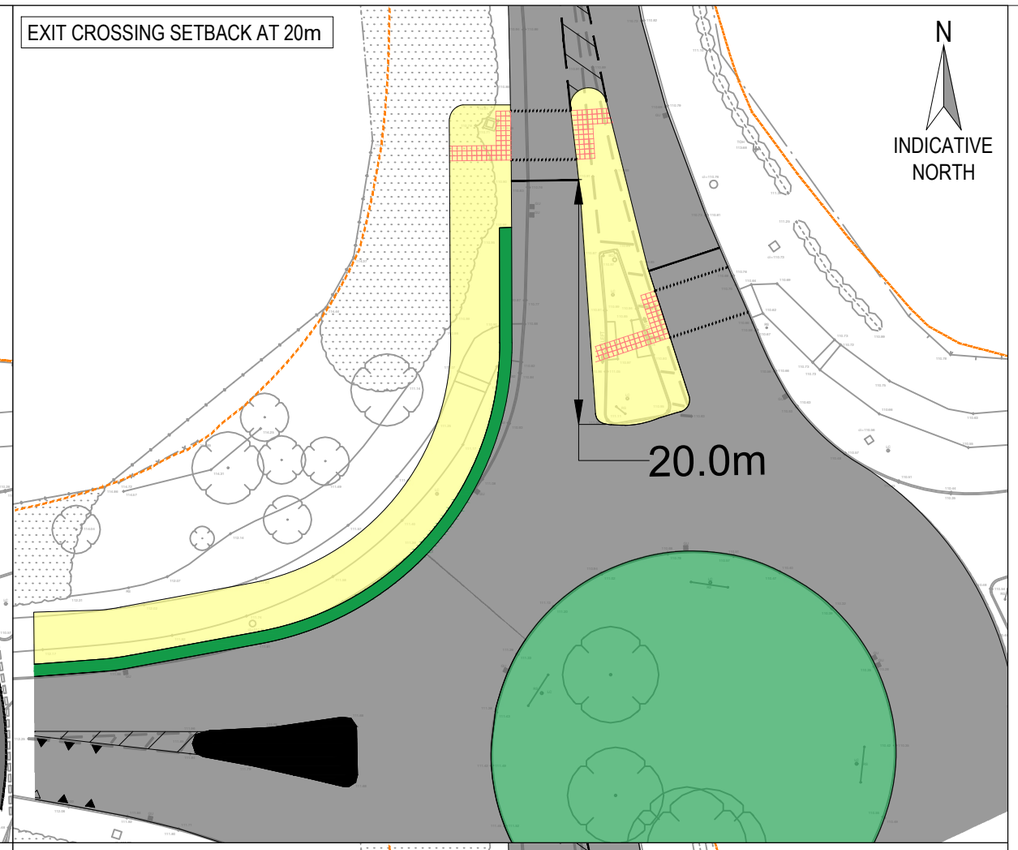
Hertfordshire

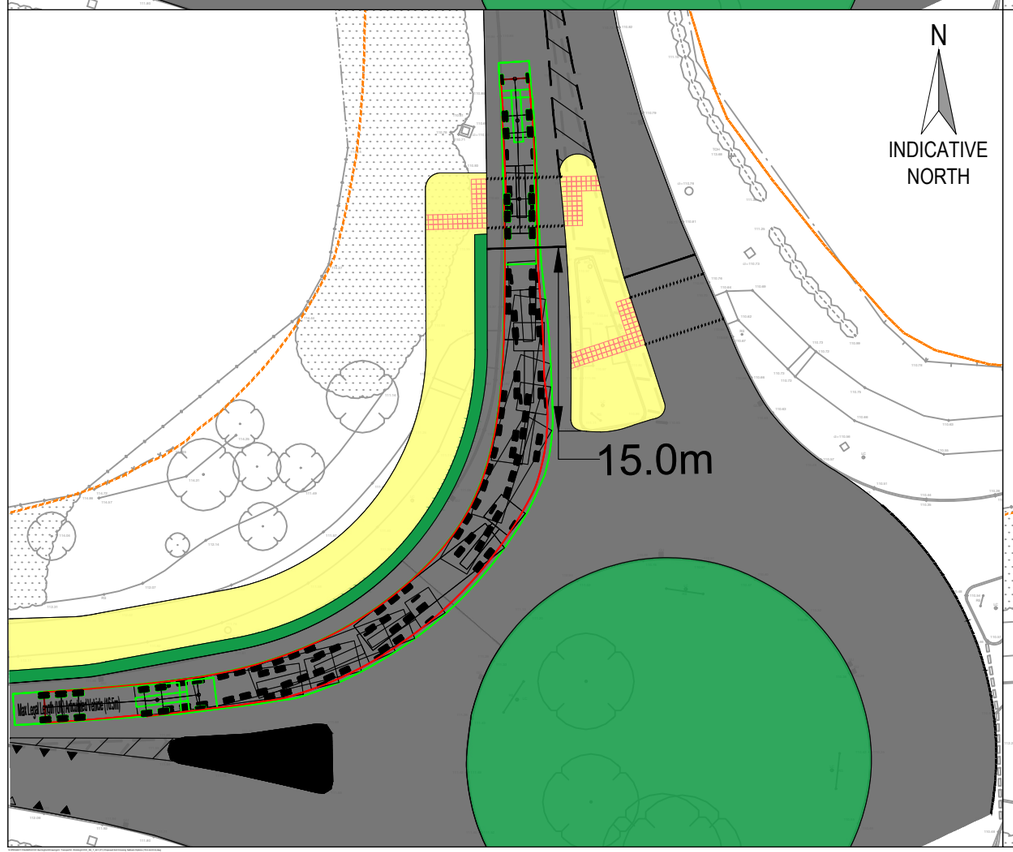
APPENDIX T DRAWING SHOWING POTENTIAL ALTERNATIVE A10 CROSSING POSITIONS

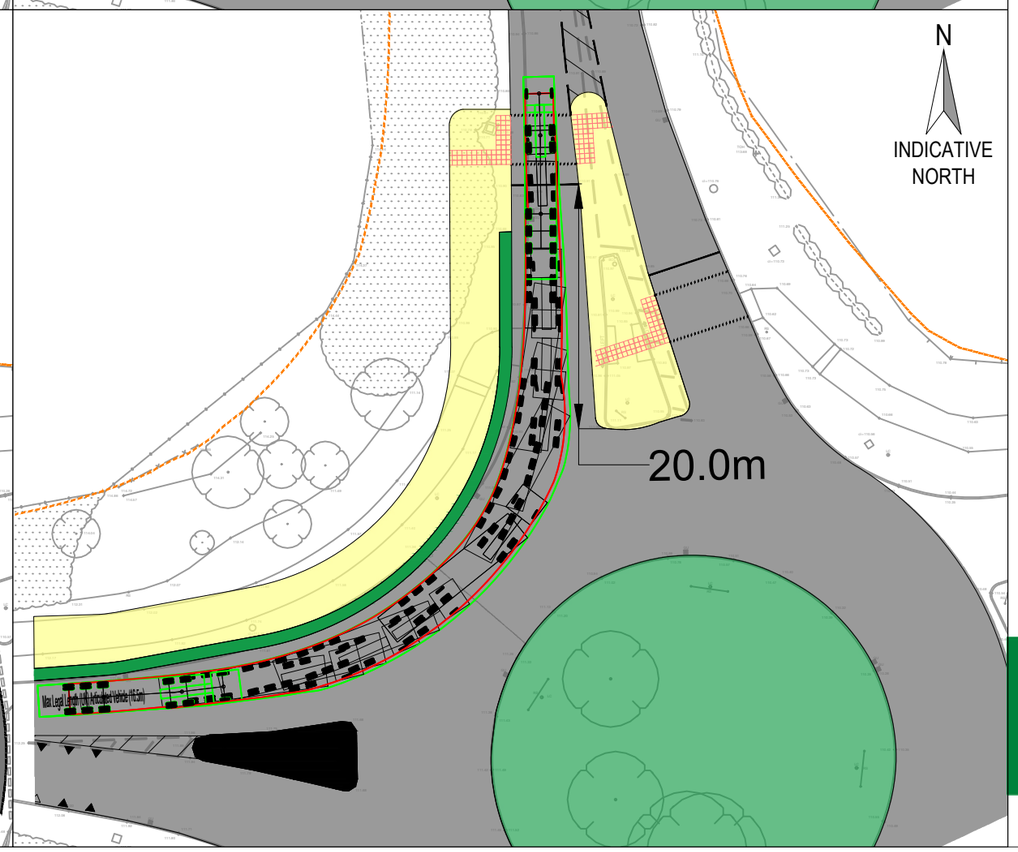
EXIT CROSSING SETBACK AT 15m



EXIT CROSSING SETBACK AT 20m

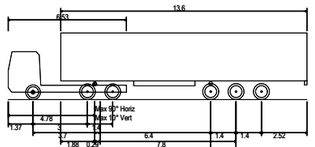






LEGEND

- Site Boundary
- Highway Boundary
- Existing Carriageway
- Proposed Shared Pedestrian and Cyclist Path
- Verge



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

Rev	Date	Description	By	Apvd
P1	15.04.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED EXIT CROSSING SETBACK OPTION (15M & 20M)

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:500

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 041
REV: P1

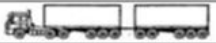
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

APPENDIX U AUTOMATIC TRAFFIC SURVEY OF NORTHERN / SOUTHERN A10 APPROCHES (UNDERTAKEN MARCH 2026)

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford (51.947345, -0.029410)

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

	Northbound	Southbound
Total	**33783**	**34248**
Mean Speed	**32.5**	**25.6**
85%	**36.6**	**30.6**

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	182	87	0	15	5	2	0	11	34	27	1	0	0	0	0	27.2	31.9
0100	108	25	0	4	1	0	0	8	32	38	0	0	0	0	0	26.1	30.3
0200	74	15	0	9	0	1	0	5	19	24	0	1	0	0	0	25.6	29.3
0300	99	12	0	12	4	1	0	2	30	36	0	1	0	1	0	25.6	29
0400	48	14	2	7	5	2	0	1	7	10	0	0	0	0	0	27.6	32.2
0500	63	46	1	8	3	1	0	0	1	1	0	0	0	2	0	32.5	38.5
0600	225	182	2	23	4	8	0	0	1	2	1	0	0	2	0	33.1	37.3
0700	480	368	3	66	12	15	1	2	3	5	0	2	0	1	2	31.6	35.6
0800	395	329	1	26	13	11	0	1	4	6	0	0	0	0	4	32.9	36.6
0900	349	282	5	34	6	7	1	2	5	5	0	1	0	0	1	31.7	35.5
1000	409	326	4	49	7	12	1	1	5	4	0	0	0	0	0	30.7	34
1100	317	253	3	39	6	4	0	1	4	2	1	0	0	4	0	31.7	35.5
1200	335	288	1	26	4	5	0	0	5	2	1	0	0	1	2	32.4	35.6
1300	320	278	3	24	6	6	0	1	1	1	0	0	0	0	0	32.7	36.8
1400	360	301	1	32	11	12	0	0	0	1	0	1	0	0	1	32.4	36.3
1500	416	361	2	27	3	11	1	0	3	3	0	1	0	1	3	32	35.1
1600	437	387	1	25	4	6	0	0	0	2	0	1	0	1	10	32.6	36.4
1700	452	404	1	21	11	10	0	1	1	0	1	0	0	0	2	32.9	36.6
1800	260	237	1	14	3	3	0	0	0	0	0	0	0	0	2	32.6	36.1
1900	142	134	0	6	1	1	0	0	0	0	0	0	0	0	0	31.8	34.7
2000	101	92	0	7	1	0	0	0	0	0	0	1	0	0	0	31.8	35.1
2100	75	67	0	5	1	2	0	0	0	0	0	0	0	0	0	31.6	34.6
2200	63	57	0	5	0	0	0	0	0	1	0	0	0	0	0	32	35.7
2300	59	40	0	2	4	0	0	2	6	5	0	0	0	0	0	31	34.7
07-19	**4530**	**3814**	**26**	**383**	**86**	**102**	**4**	**9**	**31**	**31**	**3**	**6**	**0**	**8**	**27**	**32.2**	**35.9**
06-22	**5073**	**4289**	**28**	**424**	**93**	**113**	**4**	**9**	**32**	**33**	**4**	**7**	**0**	**10**	**27**	**32.2**	**35.8**
06-00	**5195**	**4386**	**28**	**431**	**97**	**113**	**4**	**11**	**38**	**39**	**4**	**7**	**0**	**10**	**27**	**32.2**	**35.8**
00-00	**5769**	**4585**	**31**	**486**	**115**	**120**	**4**	**38**	**161**	**175**	**5**	**9**	**0**	**13**	**27**	**31.7**	**35.6**

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	43	38	0	0	1	0	0	0	1	2	0	0	0	1	0	31.1	34
0100	18	15	0	0	0	0	0	0	2	1	0	0	0	0	0	31.8	39.7
0200	13	6	0	1	0	0	0	1	2	3	0	0	0	0	0	29.3	34.1
0300	8	5	0	1	0	0	0	0	2	0	0	0	0	0	0	29.8	-
0400	8	5	0	1	1	0	0	0	1	0	0	0	0	0	0	31.1	-
0500	20	17	0	2	1	0	0	0	0	0	0	0	0	0	0	33.4	37.1
0600	80	67	0	3	6	4	0	0	0	0	0	0	0	0	0	33.7	37.5
0700	141	122	1	9	2	4	0	1	0	1	0	0	0	1	0	33.4	37.9
0800	228	202	1	12	3	2	0	0	1	0	0	0	0	4	3	33.2	36.9
0900	261	241	0	10	2	1	0	0	0	1	1	0	0	3	2	32.9	37
1000	335	304	1	17	4	1	1	0	3	0	0	0	0	4	0	32.6	36.1
1100	350	326	1	12	2	5	0	0	0	1	0	0	0	1	2	32.6	36.2
1200	404	375	2	17	5	3	0	0	0	0	0	0	0	1	1	32.9	36.5
1300	325	294	0	15	4	6	0	1	2	1	0	0	0	2	0	32.8	36.2
1400	317	294	1	8	4	4	0	0	0	2	0	0	0	2	2	32.8	37
1500	241	217	3	10	3	4	0	0	0	1	0	0	0	3	0	33.6	37.8
1600	245	218	0	13	5	3	0	0	0	1	0	0	0	3	2	33.6	37.4
1700	215	196	1	6	4	3	1	0	0	0	0	0	0	1	3	34	38.1
1800	167	157	0	7	1	1	0	0	0	0	0	0	0	1	0	33.4	36.8
1900	109	102	0	5	1	0	0	1	0	0	0	0	0	0	0	33.7	37.7
2000	94	84	1	5	0	4	0	0	0	0	0	0	0	0	0	32.5	35.9
2100	119	108	0	6	3	0	0	2	0	0	0	0	0	0	0	31.6	36.6
2200	232	199	0	14	2	3	0	0	7	7	0	0	0	0	0	30.6	34.7
2300	172	145	0	7	3	2	0	0	10	5	0	0	0	0	0	31.5	35.1
07-19	**3229**	**2946**	**11**	**136**	**39**	**37**	**2**	**2**	**6**	**8**	**1**	**0**	**0**	**26**	**15**	**33.1**	**36.8**
06-22	**3631**	**3307**	**12**	**155**	**49**	**45**	**2**	**5**	**6**	**8**	**1**	**0**	**0**	**26**	**15**	**33**	**36.8**
06-00	**4035**	**3651**	**12**	**176**	**54**	**50**	**2**	**5**	**23**	**20**	**1**	**0**	**0**	**26**	**15**	**32.8**	**36.7**
00-00	**4145**	**3737**	**12**	**181**	**57**	**50**	**2**	**6**	**31**	**26**	**1**	**0**	**0**	**27**	**15**	**32.8**	**36.7**

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	146	128	0	2	5	0	0	3	5	3	0	0	0	0	0	31.9	36
0100	76	51	0	4	5	0	0	2	9	5	0	0	0	0	0	29.5	34.1
0200	34	20	0	4	1	0	0	1	6	2	0	0	0	0	0	29.1	35.8
0300	13	2	0	2	0	0	0	2	5	2	0	0	0	0	0	27.5	31.5
0400	8	5	0	0	0	0	0	1	1	1	0	0	0	0	0	29	-
0500	16	14	0	0	0	0	0	0	1	1	0	0	0	0	0	31.4	38.9
0600	53	48	0	4	0	0	0	0	1	0	0	0	0	0	0	32.9	38.1
0700	160	148	0	7	2	0	0	0	1	1	0	0	0	1	0	33	36.9
0800	135	123	1	5	2	2	0	0	0	0	0	0	0	2	0	33.6	36.8
0900	216	182	0	8	7	8	0	0	0	0	0	0	0	7	4	32.6	36.2
1000	288	244	2	12	4	4	0	0	0	1	0	0	0	21	0	32.8	36
1100	294	262	0	11	5	2	1	0	1	1	1	0	0	8	2	32.7	36.5
1200	316	288	0	13	3	2	1	0	0	1	0	0	0	8	0	33.5	37.2
1300	302	269	1	9	2	6	0	0	1	0	1	1	0	8	4	33.5	37.2
1400	234	210	0	8	0	4	0	0	0	1	0	0	0	9	2	33.3	37.7
1500	203	180	2	8	5	1	1	0	0	1	0	0	0	3	2	33.3	36.6
1600	217	201	1	6	4	1	0	0	0	1	0	0	0	1	2	33.9	38.3
1700	187	175	0	5	3	2	0	0	0	0	0	0	0	0	2	33.8	37.9
1800	164	153	0	6	2	3	0	0	0	0	0	0	0	0	0	34.3	39
1900	132	118	1	5	7	1	0	0	0	0	0	0	0	0	0	32.1	35.5
2000	81	72	0	4	1	1	0	0	0	0	0	0	0	3	0	32.1	36.2
2100	48	46	0	0	1	1	0	0	0	0	0	0	0	0	0	33.8	39.1
2200	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	35.3
2300	15	13	0	1	0	1	0	0	0	0	0	0	0	0	0	33.3	38.3
07-19	**2716**	**2435**	**7**	**98**	**39**	**35**	**3**	**0**	**3**	**7**	**2**	**1**	**0**	**68**	**18**	**33.3**	**36.9**
06-22	**3030**	**2719**	**8**	**111**	**48**	**38**	**3**	**0**	**4**	**7**	**2**	**1**	**0**	**71**	**18**	**33.2**	**36.9**
06-00	**3079**	**2764**	**8**	**114**	**48**	**39**	**3**	**0**	**4**	**7**	**2**	**1**	**0**	**71**	**18**	**33.2**	**36.9**
00-00	**3372**	**2984**	**8**	**126**	**59**	**39**	**3**	**9**	**31**	**21**	**2**	**1**	**0**	**71**	**18**	**33**	**36.8**

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
0100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0200	11	8	0	0	0	1	0	1	0	1	0	0	0	0	0	33.4	39.4
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	25	16	1	3	3	1	0	0	1	0	0	0	0	0	0	34.8	41.5
0500	56	44	0	5	5	0	0	0	0	0	0	0	0	2	0	33.1	38.3
0600	225	167	2	23	8	14	1	0	4	4	1	0	0	1	0	32.3	37.2
0700	378	306	0	36	9	15	1	1	1	2	0	0	0	1	6	32.3	35.9
0800	399	342	1	26	6	10	0	1	4	4	0	0	0	3	2	32.5	36
0900	289	244	0	28	8	4	0	1	1	3	0	0	0	0	0	32.1	36.2
1000	262	209	2	27	7	8	0	2	2	2	1	0	0	2	0	31.9	36.6
1100	231	176	1	34	8	6	0	0	1	4	0	0	0	1	0	31.6	35.2
1200	232	192	1	22	5	6	0	0	1	3	0	0	0	2	0	32.6	36.6
1300	238	192	2	29	6	5	0	1	1	2	0	0	0	0	0	32.4	36.8
1400	269	224	1	27	3	4	0	1	2	3	0	0	0	4	0	33.5	37.9
1500	391	330	3	33	5	11	3	0	2	2	1	1	0	0	0	32.7	36.1
1600	423	363	2	33	7	6	0	1	3	5	0	0	0	2	1	33	37
1700	457	407	2	21	6	11	0	1	0	2	0	0	0	3	4	34.4	38.3
1800	245	224	0	8	2	6	0	0	0	0	0	0	0	1	4	33.5	37.9
1900	144	135	0	7	1	1	0	0	0	0	0	0	0	0	0	33.3	37
2000	76	67	0	4	1	1	0	0	1	0	0	0	0	2	0	33.5	38
2100	60	49	0	5	0	3	0	1	1	1	0	0	0	0	0	32	35.8
2200	50	46	0	3	0	0	0	0	1	0	0	0	0	0	0	33.4	37.9
2300	21	14	0	2	0	1	0	1	2	1	0	0	0	0	0	32.1	37.7
07-19	**3814**	**3209**	**15**	**324**	**72**	**92**	**4**	**9**	**18**	**32**	**2**	**1**	**0**	**19**	**17**	**32.8**	**36.8**
06-22	**4319**	**3627**	**17**	**363**	**82**	**111**	**5**	**10**	**24**	**37**	**3**	**1**	**0**	**22**	**17**	**32.8**	**36.9**
06-00	**4390**	**3687**	**17**	**368**	**82**	**112**	**5**	**11**	**27**	**38**	**3**	**1**	**0**	**22**	**17**	**32.8**	**36.9**
00-00	**4503**	**3773**	**18**	**378**	**91**	**114**	**5**	**12**	**28**	**39**	**3**	**1**	**0**	**24**	**17**	**32.8**	**36.9**

10 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	21	18	0	0	1	0	0	1	0	1	0	0	0	0	0	31.8	35
0100	21	8	0	0	0	1	0	2	8	2	0	0	0	0	0	27.7	32.1
0200	18	6	0	5	0	1	0	2	2	2	0	0	0	0	0	29.3	34.6
0300	17	8	0	3	1	1	0	1	2	1	0	0	0	0	0	30.5	35.4
0400	21	9	1	3	1	2	0	1	3	1	0	0	0	0	0	31.6	36.7
0500	60	46	1	6	0	2	0	1	2	1	0	0	0	1	0	32.6	38.1
0600	266	214	0	24	6	8	0	0	1	4	3	1	0	3	2	33.6	37.2
0700	410	350	0	36	5	10	0	0	1	3	0	1	0	0	4	32.6	36.2
0800	433	373	3	37	8	4	1	0	1	4	0	0	0	2	0	32.2	35.6
0900	338	278	2	32	4	5	0	3	8	4	0	0	0	2	0	31	35.2
1000	281	216	0	40	5	10	0	0	1	2	0	0	0	6	1	32	36.4
1100	302	232	1	38	11	12	2	0	1	2	0	0	0	3	0	32.1	35.9
1200	286	226	1	30	4	10	0	3	3	4	0	2	0	3	0	32.1	36.6
1300	288	223	2	33	10	7	1	1	2	4	0	0	0	1	4	33.2	37
1400	307	238	2	35	5	5	1	3	5	5	0	1	0	4	3	32.7	37.1
1500	371	319	3	24	8	6	0	1	3	3	0	1	0	3	0	32.6	36.8
1600	440	375	1	30	7	12	1	0	5	3	0	1	0	3	2	33.7	36.8
1700	474	425	0	23	5	11	0	2	1	1	1	0	0	3	2	34.1	37.7
1800	265	228	0	9	6	8	0	1	1	4	1	0	0	1	6	33.5	37.4
1900	190	183	0	2	2	3	0	0	0	0	0	0	0	0	0	34.2	38.5
2000	72	69	0	0	1	2	0	0	0	0	0	0	0	0	0	34.5	38.9
2100	80	72	0	2	4	2	0	0	0	0	0	0	0	0	0	33.1	36.6
2200	57	49	0	1	0	1	0	1	0	3	0	0	0	0	2	33	38.5
2300	31	25	0	1	1	0	0	0	1	1	0	0	0	0	2	33.3	38
07-19	**4195**	**3483**	**15**	**367**	**78**	**100**	**6**	**14**	**32**	**39**	**2**	**6**	**0**	**31**	**22**	**32.7**	**36.7**
06-22	**4803**	**4021**	**15**	**395**	**91**	**115**	**6**	**14**	**33**	**43**	**5**	**7**	**0**	**34**	**24**	**32.9**	**36.8**
06-00	**4891**	**4095**	**15**	**397**	**92**	**116**	**6**	**15**	**34**	**47**	**5**	**7**	**0**	**34**	**28**	**32.9**	**36.8**
00-00	**5049**	**4190**	**17**	**414**	**95**	**123**	**6**	**23**	**51**	**55**	**5**	**7**	**0**	**35**	**28**	**32.8**	**36.8**

11 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	23	18	0	3	0	0	0	0	1	1	0	0	0	0	0	31.6	34.5
0100	16	6	0	0	0	2	0	3	3	2	0	0	0	0	0	32.3	36.9
0200	12	7	0	3	0	0	0	0	2	0	0	0	0	0	0	33.3	40.1
0300	9	5	0	2	0	0	0	0	1	1	0	0	0	0	0	29.8	-
0400	28	13	1	5	2	2	0	1	3	1	0	0	0	0	0	29.4	32.6
0500	64	53	0	6	2	1	0	0	0	1	0	0	0	1	0	32.8	37.3
0600	259	221	0	21	2	9	0	1	0	2	0	0	0	1	2	33	37
0700	420	365	2	27	3	10	0	3	2	5	0	0	0	0	3	32.3	36.2
0800	378	313	0	36	7	6	1	0	1	6	0	0	0	1	7	32.2	36.5
0900	325	264	2	31	8	5	1	2	5	5	0	0	0	1	1	31.9	35.9
1000	246	196	2	32	3	4	0	0	0	5	0	0	1	3	0	31.4	34.7
1100	262	213	1	30	2	3	1	0	1	1	0	0	0	6	4	32.2	34.8
1200	291	232	0	37	5	7	1	1	3	3	0	0	0	1	1	32	35.3
1300	281	236	0	26	6	4	0	1	4	2	1	0	0	1	0	31.7	35.6
1400	336	285	3	20	11	4	0	0	5	3	0	1	0	1	3	32.8	36.6
1500	415	353	3	30	11	7	0	1	1	7	0	0	0	2	0	32.4	35.6
1600	495	440	0	28	11	8	0	0	0	2	0	0	0	3	3	33.1	37
1700	499	452	1	21	11	5	0	0	1	2	0	2	0	2	2	34.1	37.8
1800	312	294	2	5	4	3	0	0	1	0	0	1	0	2	0	34	37.7
1900	195	186	0	6	1	1	0	0	1	0	0	0	0	0	0	33.6	36.9
2000	131	122	0	5	2	2	0	0	0	0	0	0	0	0	0	35.4	38.5
2100	152	138	0	6	2	1	0	2	0	0	0	0	0	1	2	34	36.9
2200	163	140	1	6	1	1	0	1	9	4	0	0	0	0	0	31.6	34.9
2300	201	155	0	1	6	1	0	1	13	21	1	0	0	0	2	29.5	33.3
07-19	**4260**	**3643**	**16**	**323**	**82**	**66**	**4**	**8**	**24**	**41**	**1**	**4**	**1**	**23**	**24**	**32.6**	**36.5**
06-22	**4997**	**4310**	**16**	**361**	**89**	**79**	**4**	**11**	**25**	**43**	**1**	**4**	**1**	**25**	**28**	**32.8**	**36.6**
06-00	**5361**	**4605**	**17**	**368**	**96**	**81**	**4**	**13**	**47**	**68**	**2**	**4**	**1**	**25**	**30**	**32.6**	**36.6**
00-00	**5513**	**4707**	**18**	**387**	**100**	**86**	**4**	**17**	**57**	**74**	**2**	**4**	**1**	**26**	**30**	**32.6**	**36.6**

12 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	166	137	0	2	2	5	0	2	3	13	1	0	0	1	0	30.6	33.9
0100	134	95	0	3	1	7	0	3	11	12	1	0	0	0	1	27.2	30.4
0200	96	66	0	5	1	4	0	0	3	17	0	0	0	0	0	27.6	33.3
0300	102	73	0	2	4	3	0	0	4	16	0	0	0	0	0	26.3	28.8
0400	40	34	0	1	0	1	0	0	1	3	0	0	0	0	0	30.3	33.8
0500	75	64	0	4	2	1	0	0	2	1	0	0	0	1	0	34.6	38.9
0600	270	244	1	12	4	6	0	0	0	0	1	0	0	1	1	34.1	37.6
0700	406	367	0	19	11	5	0	0	2	2	0	0	0	0	0	33.5	37.1
0800	418	374	1	20	12	5	0	0	1	4	0	0	0	1	0	32.2	36.2
0900	311	273	0	15	6	13	0	0	0	1	0	0	0	1	2	32.3	36.2
1000	254	199	1	23	8	16	0	0	0	7	0	0	0	0	0	31.9	35.1
1100	250	196	0	26	8	17	0	0	0	3	0	0	0	0	0	32.3	35.7
1200	313	261	1	26	7	9	0	0	2	5	0	0	0	2	0	31.6	35.1
1300	270	222	2	19	9	13	0	0	2	1	1	0	0	1	0	32.1	36.7
1400	300	251	0	23	7	9	0	2	0	2	0	0	0	2	4	33.2	36.2
1500	417	355	1	15	18	16	1	0	2	6	1	1	0	0	1	31.9	35.3
1600	398	326	1	29	22	15	0	0	0	2	0	0	0	1	2	33.1	36.4
1700	432	392	1	11	10	10	0	1	0	1	2	0	0	0	4	33.6	37.4
1800	299	269	1	9	10	6	0	0	2	0	0	0	0	0	2	34.4	37.9
1900	194	177	0	2	10	3	0	0	0	1	0	0	0	1	0	33.7	37.4
2000	91	79	0	6	2	2	0	1	0	0	0	0	0	1	0	32	34.9
2100	91	82	0	4	2	2	0	0	0	1	0	0	0	0	0	34.9	40.3
2200	61	47	0	4	3	4	0	0	2	1	0	0	0	0	0	32.9	38.4
2300	44	39	0	2	0	1	0	0	0	2	0	0	0	0	0	33	35.7
07-19	**4068**	**3485**	**9**	**235**	**128**	**134**	**1**	**3**	**11**	**34**	**4**	**1**	**0**	**8**	**15**	**32.7**	**36.5**
06-22	**4714**	**4067**	**10**	**259**	**146**	**147**	**1**	**4**	**11**	**36**	**5**	**1**	**0**	**11**	**16**	**32.9**	**36.6**
06-00	**4819**	**4153**	**10**	**265**	**149**	**152**	**1**	**4**	**13**	**39**	**5**	**1**	**0**	**11**	**16**	**32.9**	**36.6**
00-00	**5432**	**4622**	**10**	**282**	**159**	**173**	**1**	**9**	**37**	**101**	**7**	**1**	**0**	**13**	**17**	**32.4**	**36.5**

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

06 March 2026

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	182	0	0	60	87	33	1	0	0	1	0	0	0	0	0	0	27.2	31.9
0100	108	0	0	53	42	11	1	1	0	0	0	0	0	0	0	0	26.1	30.3
0200	74	0	0	34	33	6	1	0	0	0	0	0	0	0	0	0	25.6	29.3
0300	99	0	2	40	48	8	1	0	0	0	0	0	0	0	0	0	25.6	29
0400	48	0	0	17	20	10	1	0	0	0	0	0	0	0	0	0	27.6	32.2
0500	63	0	0	6	23	22	10	2	0	0	0	0	0	0	0	0	32.5	38.5
0600	225	0	0	4	65	123	28	5	0	0	0	0	0	0	0	0	33.1	37.3
0700	480	0	1	28	202	209	32	4	2	0	0	2	0	0	0	0	31.6	35.6
0800	395	2	1	8	108	228	44	3	1	0	0	0	0	0	0	0	32.9	36.6
0900	349	0	0	20	134	167	27	0	1	0	0	0	0	0	0	0	31.7	35.5
1000	409	0	2	18	211	159	19	0	0	0	0	0	0	0	0	0	30.7	34
1100	317	0	2	13	128	148	24	2	0	0	0	0	0	0	0	0	31.7	35.5
1200	335	0	0	7	122	173	27	4	0	0	0	0	2	0	0	0	32.4	35.6
1300	320	0	0	9	96	178	32	3	1	1	0	0	0	0	0	0	32.7	36.8
1400	360	0	2	6	124	192	34	2	0	0	0	0	0	0	0	0	32.4	36.3
1500	416	0	0	11	159	213	29	0	3	0	0	0	0	1	0	0	32	35.1
1600	437	0	0	9	143	238	44	3	0	0	0	0	0	0	0	0	32.6	36.4
1700	452	0	2	8	138	255	42	7	0	0	0	0	0	0	0	0	32.9	36.6
1800	260	0	0	8	83	143	18	6	2	0	0	0	0	0	0	0	32.6	36.1
1900	142	0	0	3	51	81	7	0	0	0	0	0	0	0	0	0	31.8	34.7
2000	101	0	0	0	42	54	4	1	0	0	0	0	0	0	0	0	31.8	35.1
2100	75	0	0	0	34	40	1	0	0	0	0	0	0	0	0	0	31.6	34.6
2200	63	0	0	4	25	27	4	3	0	0	0	0	0	0	0	0	32	35.7
2300	59	0	0	7	16	33	3	0	0	0	0	0	0	0	0	0	31	34.7
07-19	**4530**	**2**	**10**	**145**	**1648**	**2303**	**372**	**34**	**10**	**1**	**0**	**2**	**2**	**1**	**0**	**0**	**32.2**	**35.9**
06-22	**5073**	**2**	**10**	**152**	**1840**	**2601**	**412**	**40**	**10**	**1**	**0**	**2**	**2**	**1**	**0**	**0**	**32.2**	**35.8**
06-00	**5195**	**2**	**10**	**163**	**1881**	**2661**	**419**	**43**	**10**	**1**	**0**	**2**	**2**	**1**	**0**	**0**	**32.2**	**35.8**
00-00	**5769**	**2**	**12**	**373**	**2134**	**2751**	**434**	**46**	**10**	**2**	**0**	**2**	**2**	**1**	**0**	**0**	**31.7**	**35.6**

07 March 2026

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	43	0	0	4	16	21	1	0	1	0	0	0	0	0	0	0	31.1	34
0100	18	0	0	2	6	7	3	0	0	0	0	0	0	0	0	0	31.8	39.7
0200	13	0	0	3	6	3	1	0	0	0	0	0	0	0	0	0	29.3	34.1
0300	8	0	0	3	2	1	2	0	0	0	0	0	0	0	0	0	29.8	-
0400	8	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	31.1	-
0500	20	0	0	0	6	11	3	0	0	0	0	0	0	0	0	0	33.4	37.1
0600	80	0	0	2	19	46	11	1	1	0	0	0	0	0	0	0	33.7	37.5
0700	141	0	0	2	39	73	25	2	0	0	0	0	0	0	0	0	33.4	37.9
0800	228	0	0	3	63	133	27	2	0	0	0	0	0	0	0	0	33.2	36.9
0900	261	0	2	6	74	147	30	2	0	0	0	0	0	0	0	0	32.9	37
1000	335	0	0	6	110	188	30	1	0	0	0	0	0	0	0	0	32.6	36.1
1100	350	1	0	5	113	196	32	3	0	0	0	0	0	0	0	0	32.6	36.2
1200	404	0	0	2	117	245	38	2	0	0	0	0	0	0	0	0	32.9	36.5
1300	325	0	0	4	95	196	29	1	0	0	0	0	0	0	0	0	32.8	36.2
1400	317	0	0	3	100	177	36	1	0	0	0	0	0	0	0	0	32.8	37
1500	241	0	0	3	66	130	35	5	1	1	0	0	0	0	0	0	33.6	37.8
1600	245	0	0	2	59	145	33	4	2	0	0	0	0	0	0	0	33.6	37.4
1700	215	0	1	1	43	131	32	4	3	0	0	0	0	0	0	0	34	38.1
1800	167	0	0	2	42	101	19	3	0	0	0	0	0	0	0	0	33.4	36.8
1900	109	0	1	1	25	64	16	1	0	0	0	1	0	0	0	0	33.7	37.7
2000	94	0	0	2	32	47	13	0	0	0	0	0	0	0	0	0	32.5	35.9
2100	119	0	0	11	35	63	9	1	0	0	0	0	0	0	0	0	31.6	36.6
2200	232	0	0	29	86	105	11	1	0	0	0	0	0	0	0	0	30.6	34.7
2300	172	0	0	13	63	80	15	1	0	0	0	0	0	0	0	0	31.5	35.1
07-19	**3229**	**1**	**3**	**39**	**921**	**1862**	**366**	**30**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.1**	**36.8**
06-22	**3631**	**1**	**4**	**55**	**1032**	**2082**	**415**	**33**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**33**	**36.8**
06-00	**4035**	**1**	**4**	**97**	**1181**	**2267**	**441**	**35**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**32.8**	**36.7**
00-00	**4145**	**1**	**4**	**109**	**1221**	**2313**	**452**	**35**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**32.8**	**36.7**

08 March 2026

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	146	0	0	8	61	64	10	1	0	0	0	2	0	0	0	0	31.9	36
0100	76	0	1	14	28	32	1	0	0	0	0	0	0	0	0	0	29.5	34.1
0200	34	0	0	9	11	12	1	1	0	0	0	0	0	0	0	0	29.1	35.8
0300	13	0	0	3	7	3	0	0	0	0	0	0	0	0	0	0	27.5	31.5
0400	8	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	29	-
0500	16	0	0	2	7	5	2	0	0	0	0	0	0	0	0	0	31.4	38.9
0600	53	0	0	1	18	24	8	2	0	0	0	0	0	0	0	0	32.9	38.1
0700	160	0	0	7	37	98	15	3	0	0	0	0	0	0	0	0	33	36.9
0800	135	0	0	9	24	85	12	3	0	2	0	0	0	0	0	0	33.6	36.8
0900	216	0	0	4	68	123	21	0	0	0	0	0	0	0	0	0	32.6	36.2
1000	288	0	0	5	79	176	27	1	0	0	0	0	0	0	0	0	32.8	36
1100	294	0	0	2	93	173	24	2	0	0	0	0	0	0	0	0	32.7	36.5
1200	316	0	0	2	90	178	41	2	2	0	0	0	0	0	1	0	33.5	37.2
1300	302	1	0	1	71	184	39	6	0	0	0	0	0	0	0	0	33.5	37.2
1400	234	0	0	4	70	122	28	8	1	1	0	0	0	0	0	0	33.3	37.7
1500	203	0	0	4	52	125	18	3	1	0	0	0	0	0	0	0	33.3	36.6
1600	217	0	0	1	52	121	39	4	0	0	0	0	0	0	0	0	33.9	38.3
1700	187	1	0	2	37	116	24	6	1	0	0	0	0	0	0	0	33.8	37.9
1800	164	0	0	0	40	91	23	10	0	0	0	0	0	0	0	0	34.3	39
1900	132	0	0	5	44	70	12	1	0	0	0	0	0	0	0	0	32.1	35.5
2000	81	0	0	3	27	42	9	0	0	0	0	0	0	0	0	0	32.1	36.2
2100	48	0	0	0	16	23	8	0	1	0	0	0	0	0	0	0	33.8	39.1
2200	34	0	0	0	14	18	1	1	0	0	0	0	0	0	0	0	32.2	35.3
2300	15	0	0	0	5	7	3	0	0	0	0	0	0	0	0	0	33.3	38.3
07-19	**2716**	**2**	**0**	**41**	**713**	**1592**	**311**	**48**	**5**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**33.3**	**36.9**
06-22	**3030**	**2**	**0**	**50**	**818**	**1751**	**348**	**51**	**6**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**33.2**	**36.9**
06-00	**3079**	**2**	**0**	**50**	**837**	**1776**	**352**	**52**	**6**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**33.2**	**36.9**
00-00	**3372**	**2**	**1**	**87**	**955**	**1895**	**366**	**54**	**6**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**33**	**36.8**

09 March 2026

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	2	0	1	0	0	0	0	0	0	0	36.8	-
0100	8	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	34.9	-
0200	11	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	33.4	39.4
0300	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	25	0	0	1	8	8	6	2	0	0	0	0	0	0	0	0	34.8	41.5
0500	56	0	0	2	18	24	9	3	0	0	0	0	0	0	0	0	33.1	38.3
0600	225	1	0	12	70	111	28	3	0	0	0	0	0	0	0	0	32.3	37.2
0700	378	2	1	11	118	205	39	2	0	0	0	0	0	0	0	0	32.3	35.9
0800	399	3	2	8	117	227	38	2	1	0	0	0	1	0	0	0	32.5	36
0900	289	0	0	19	101	143	20	3	2	0	0	0	1	0	0	0	32.1	36.2
1000	262	1	1	11	97	121	30	1	0	0	0	0	0	0	0	0	31.9	36.6
1100	231	0	0	8	97	110	15	1	0	0	0	0	0	0	0	0	31.6	35.2
1200	232	0	0	6	81	117	25	2	1	0	0	0	0	0	0	0	32.6	36.6
1300	238	0	0	8	78	121	28	3	0	0	0	0	0	0	0	0	32.4	36.8
1400	269	0	0	4	61	159	41	2	1	0	1	0	0	0	0	0	33.5	37.9
1500	391	0	0	8	116	229	37	0	1	0	0	0	0	0	0	0	32.7	36.1
1600	423	2	3	7	107	249	48	7	0	0	0	0	0	0	0	0	33	37
1700	457	0	0	3	72	285	89	8	0	0	0	0	0	0	0	0	34.4	38.3
1800	245	0	0	6	53	142	38	4	1	0	1	0	0	0	0	0	33.5	37.9
1900	144	0	0	2	36	86	18	2	0	0	0	0	0	0	0	0	33.3	37
2000	76	0	0	4	16	42	12	1	1	0	0	0	0	0	0	0	33.5	38
2100	60	0	0	1	26	25	7	0	1	0	0	0	0	0	0	0	32	35.8
2200	50	0	0	1	14	26	9	0	0	0	0	0	0	0	0	0	33.4	37.9
2300	21	0	0	2	6	10	3	0	0	0	0	0	0	0	0	0	32.1	37.7
07-19	**3814**	**8**	**7**	**99**	**1098**	**2108**	**448**	**35**	**7**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**32.8**	**36.8**
06-22	**4319**	**9**	**7**	**118**	**1246**	**2372**	**513**	**41**	**9**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**32.8**	**36.9**
06-00	**4390**	**9**	**7**	**121**	**1266**	**2408**	**525**	**41**	**9**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**32.8**	**36.9**
00-00	**4503**	**9**	**7**	**124**	**1300**	**2455**	**548**	**46**	**10**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**32.8**	**36.9**

10 March 2026

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	1	6	13	1	0	0	0	0	0	0	0	0	0	31.8	35
0100	21	0	0	5	11	5	0	0	0	0	0	0	0	0	0	0	27.7	32.1
0200	18	0	0	2	11	3	2	0	0	0	0	0	0	0	0	0	29.3	34.6
0300	17	0	0	3	6	8	0	0	0	0	0	0	0	0	0	0	30.5	35.4
0400	21	0	0	1	8	9	3	0	0	0	0	0	0	0	0	0	31.6	36.7
0500	60	0	0	2	24	24	8	2	0	0	0	0	0	0	0	0	32.6	38.1
0600	266	1	0	8	52	166	35	3	1	0	0	0	0	0	0	0	33.6	37.2
0700	410	3	0	8	133	222	40	1	0	0	0	3	0	0	0	0	32.6	36.2
0800	433	1	1	9	125	265	31	1	0	0	0	0	0	0	0	0	32.2	35.6
0900	338	1	0	24	162	124	24	3	0	0	0	0	0	0	0	0	31	35.2
1000	281	0	0	14	102	139	22	4	0	0	0	0	0	0	0	0	32	36.4
1100	302	0	1	12	101	159	29	0	0	0	0	0	0	0	0	0	32.1	35.9
1200	286	1	0	8	115	129	28	5	0	0	0	0	0	0	0	0	32.1	36.6
1300	288	0	0	6	78	164	33	7	0	0	0	0	0	0	0	0	33.2	37
1400	307	0	0	9	108	147	38	3	0	0	0	0	2	0	0	0	32.7	37.1
1500	371	0	2	13	117	191	41	7	0	0	0	0	0	0	0	0	32.6	36.8
1600	440	0	0	3	100	280	48	4	3	0	1	1	0	0	0	0	33.7	36.8
1700	474	1	0	7	82	301	75	7	1	0	0	0	0	0	0	0	34.1	37.7
1800	265	0	0	2	65	158	37	3	0	0	0	0	0	0	0	0	33.5	37.4
1900	190	0	0	6	33	112	33	4	1	1	0	0	0	0	0	0	34.2	38.5
2000	72	0	0	1	8	48	14	0	0	0	1	0	0	0	0	0	34.5	38.9
2100	80	0	0	0	28	42	7	3	0	0	0	0	0	0	0	0	33.1	36.6
2200	57	0	0	1	17	30	8	1	0	0	0	0	0	0	0	0	33	38.5
2300	31	0	0	1	7	18	5	0	0	0	0	0	0	0	0	0	33.3	38
07-19	**4195**	**7**	**4**	**115**	**1288**	**2279**	**446**	**45**	**4**	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**32.7**	**36.7**
06-22	**4803**	**8**	**4**	**130**	**1409**	**2647**	**535**	**55**	**6**	**1**	**2**	**4**	**2**	**0**	**0**	**0**	**32.9**	**36.8**
06-00	**4891**	**8**	**4**	**132**	**1433**	**2695**	**548**	**56**	**6**	**1**	**2**	**4**	**2**	**0**	**0**	**0**	**32.9**	**36.8**
00-00	**5049**	**8**	**4**	**146**	**1499**	**2757**	**562**	**58**	**6**	**1**	**2**	**4**	**2**	**0**	**0**	**0**	**32.8**	**36.8**

11 March 2026

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	23	0	0	1	8	13	1	0	0	0	0	0	0	0	0	0	31.6	34.5
0100	16	0	0	1	6	8	0	1	0	0	0	0	0	0	0	0	32.3	36.9
0200	12	0	0	1	4	4	2	0	1	0	0	0	0	0	0	0	33.3	40.1
0300	9	0	0	2	4	2	0	1	0	0	0	0	0	0	0	0	29.8	-
0400	28	0	0	3	19	5	0	1	0	0	0	0	0	0	0	0	29.4	32.6
0500	64	0	0	2	17	35	8	2	0	0	0	0	0	0	0	0	32.8	37.3
0600	259	0	0	6	73	147	30	3	0	0	0	0	0	0	0	0	33	37
0700	420	2	1	11	142	230	32	1	0	0	0	0	0	0	0	1	32.3	36.2
0800	378	3	1	24	103	211	34	2	0	0	0	0	0	0	0	0	32.2	36.5
0900	325	0	0	13	120	168	22	2	0	0	0	0	0	0	0	0	31.9	35.9
1000	246	0	0	13	107	113	11	2	0	0	0	0	0	0	0	0	31.4	34.7
1100	262	0	0	7	91	145	17	0	0	0	0	2	0	0	0	0	32.2	34.8
1200	291	0	2	4	105	159	21	0	0	0	0	0	0	0	0	0	32	35.3
1300	281	1	2	13	100	141	20	3	1	0	0	0	0	0	0	0	31.7	35.6
1400	336	0	0	13	106	178	33	3	0	1	0	0	0	0	2	0	32.8	36.6
1500	415	0	3	8	121	250	31	2	0	0	0	0	0	0	0	0	32.4	35.6
1600	495	1	2	7	130	289	58	6	2	0	0	0	0	0	0	0	33.1	37
1700	499	0	4	3	83	318	82	8	1	0	0	0	0	0	0	0	34.1	37.8
1800	312	0	0	2	60	197	48	5	0	0	0	0	0	0	0	0	34	37.7
1900	195	0	0	4	30	136	21	3	1	0	0	0	0	0	0	0	33.6	36.9
2000	131	0	0	0	12	78	37	3	0	1	0	0	0	0	0	0	35.4	38.5
2100	152	0	0	0	25	107	20	0	0	0	0	0	0	0	0	0	34	36.9
2200	163	0	1	11	54	86	9	2	0	0	0	0	0	0	0	0	31.6	34.9
2300	201	0	0	20	135	35	7	3	1	0	0	0	0	0	0	0	29.5	33.3
07-19	**4260**	**7**	**15**	**118**	**1268**	**2399**	**409**	**34**	**4**	**1**	**0**	**2**	**0**	**0**	**2**	**1**	**32.6**	**36.5**
06-22	**4997**	**7**	**15**	**128**	**1408**	**2867**	**517**	**43**	**5**	**2**	**0**	**2**	**0**	**0**	**2**	**1**	**32.8**	**36.6**
06-00	**5361**	**7**	**16**	**159**	**1597**	**2988**	**533**	**48**	**6**	**2**	**0**	**2**	**0**	**0**	**2**	**1**	**32.6**	**36.6**
00-00	**5513**	**7**	**16**	**169**	**1655**	**3055**	**544**	**53**	**7**	**2**	**0**	**2**	**0**	**0**	**2**	**1**	**32.6**	**36.6**

12 March 2026

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	166	0	0	12	70	80	3	1	0	0	0	0	0	0	0	0	30.6	33.9
0100	134	0	0	45	74	13	2	0	0	0	0	0	0	0	0	0	27.2	30.4
0200	96	0	0	28	52	15	1	0	0	0	0	0	0	0	0	0	27.6	33.3
0300	102	0	0	19	79	4	0	0	0	0	0	0	0	0	0	0	26.3	28.8
0400	40	0	0	5	23	9	3	0	0	0	0	0	0	0	0	0	30.3	33.8
0500	75	0	0	2	14	41	16	2	0	0	0	0	0	0	0	0	34.6	38.9
0600	270	0	1	4	38	175	49	3	0	0	0	0	0	0	0	0	34.1	37.6
0700	406	1	4	11	75	258	50	6	0	0	1	0	0	0	0	0	33.5	37.1
0800	418	1	3	10	147	220	33	3	1	0	0	0	0	0	0	0	32.2	36.2
0900	311	1	2	7	100	167	31	2	1	0	0	0	0	0	0	0	32.3	36.2
1000	254	0	1	10	98	124	18	2	0	0	1	0	0	0	0	0	31.9	35.1
1100	250	0	0	12	87	127	18	4	2	0	0	0	0	0	0	0	32.3	35.7
1200	313	0	1	18	108	161	19	3	2	0	1	0	0	0	0	0	31.6	35.1
1300	270	0	1	16	106	119	25	2	0	1	0	0	0	0	0	0	32.1	36.7
1400	300	0	0	8	76	186	22	3	2	1	0	0	0	2	0	0	33.2	36.2
1500	417	0	1	18	146	227	22	3	0	0	0	0	0	0	0	0	31.9	35.3
1600	398	0	0	3	91	261	41	2	0	0	0	0	0	0	0	0	33.1	36.4
1700	432	1	0	15	99	251	50	12	1	0	0	0	3	0	0	0	33.6	37.4
1800	299	0	0	2	46	197	47	4	1	0	0	0	2	0	0	0	34.4	37.9
1900	194	0	0	0	33	130	31	0	0	0	0	0	0	0	0	0	33.7	37.4
2000	91	0	0	1	36	48	6	0	0	0	0	0	0	0	0	0	32	34.9
2100	91	0	0	2	27	43	13	2	2	0	0	0	0	0	2	0	34.9	40.3
2200	61	0	0	3	17	30	10	1	0	0	0	0	0	0	0	0	32.9	38.4
2300	44	0	0	1	14	25	4	0	0	0	0	0	0	0	0	0	33	35.7
07-19	**4068**	**4**	**13**	**130**	**1179**	**2298**	**376**	**46**	**10**	**2**	**3**	**0**	**5**	**2**	**0**	**0**	**32.7**	**36.5**
06-22	**4714**	**4**	**14**	**137**	**1313**	**2694**	**475**	**51**	**12**	**2**	**3**	**0**	**5**	**2**	**2**	**0**	**32.9**	**36.6**
06-00	**4819**	**4**	**14**	**141**	**1344**	**2749**	**489**	**52**	**12**	**2**	**3**	**0**	**5**	**2**	**2**	**0**	**32.9**	**36.6**
00-00	**5432**	**4**	**14**	**252**	**1656**	**2911**	**514**	**55**	**12**	**2**	**3**	**0**	**5**	**2**	**2**	**0**	**32.4**	**36.5**

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
--	33783	33	58	1260	10420	18137	3420	347	59	11	7	11	11	3	5	1	32.5	36.6

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	1-5.	1-7.
Hour									
0000-0100	182	43	146	8	21	23	166	80	84.1
0100-0200	108	18	76	8	21	16	134	57.4	54.4
0200-0300	74	13	34	11	18	12	96	42.2	36.9
0300-0400	99	8	13	5	17	9	102	46.4	36.1
0400-0500	48	8	8	25	21	28	40	32.4	25.4
0500-0600	63	20	16	56	60	64	75	63.6	50.6
0600-0700	225	80	53	225	266	259	270	249	196.9
0700-0800	**480**	141	160	378	410	**420**	406	418.8	342.1
0800-0900	395	228	135	**399**	**433**	378	**418**	404.6	340.9
0900-1000	349	261	216	289	338	325	311	322.4	298.4
1000-1100	409	335	288	262	281	246	254	290.4	296.4
1100-1200	317	**350**	**294**	231	302	262	250	272.4	286.6
1200-1300	335	**404**	**316**	232	286	291	313	291.4	311
1300-1400	320	325	302	238	288	281	270	279.4	289.1
1400-1500	360	317	234	269	307	336	300	314.4	303.3
1500-1600	416	241	203	391	371	415	417	402	350.6
1600-1700	437	245	217	423	440	495	398	438.6	379.3
1700-1800	**452**	215	187	**457**	**474**	**499**	**432**	462.8	388
1800-1900	260	167	164	245	265	312	299	276.2	244.6
1900-2000	142	109	132	144	190	195	194	173	158
2000-2100	101	94	81	76	72	131	91	94.2	92.3
2100-2200	75	119	48	60	80	152	91	91.6	89.3
2200-2300	63	232	34	50	57	163	61	78.8	94.3
2300-2400	59	172	15	21	31	201	44	71.2	77.6
Totals									
0700-1900	4530	3229	2716	3814	4195	4260	4068	4173.4	3830.3
0600-2200	5073	3631	3030	4319	4803	4997	4714	4781.2	4366.7
0600-0000	5195	4035	3079	4390	4891	5361	4819	4931.2	4538.6
0000-0000	5769	4145	3372	4503	5049	5513	5432	5253.2	4826.1
AM Peak	700	1100	1100	800	800	700	800		
	480	350	294	399	433	420	418		
PM Peak	1700	1200	1200	1700	1700	1700	1700		
	452	404	316	457	474	499	432		

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	30	26	0	1	0	1	0	0	1	0	0	0	0	1	0	29.9	35.9
0100	12	5	0	2	2	0	0	0	2	1	0	0	0	0	0	27.8	29.9
0200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	35.6
0300	19	15	0	2	0	0	0	0	0	2	0	0	0	0	0	30.6	34.4
0400	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	31.6	37.3
0500	99	83	0	11	1	1	0	0	1	1	0	0	0	1	0	30	34.2
0600	218	184	0	26	2	1	0	1	2	0	0	0	0	2	0	27.8	32.4
0700	427	361	5	52	3	3	0	2	0	0	0	0	0	0	1	24.2	30.4
0800	411	352	1	47	2	4	0	0	0	3	1	0	0	0	1	24.3	30.2
0900	264	215	3	36	4	4	0	0	0	1	0	0	0	1	0	25.9	31.5
1000	352	305	3	30	3	7	0	0	2	0	0	0	0	2	0	26.3	30.2
1100	296	247	1	35	5	5	0	0	0	1	0	0	0	1	1	25.2	30
1200	302	250	3	34	6	4	0	1	0	2	0	0	0	1	1	25.4	30.3
1300	317	265	3	41	3	1	1	1	0	1	0	0	0	1	0	25.3	30.4
1400	374	320	3	39	1	6	1	0	0	3	0	0	0	1	0	24.3	28.9
1500	441	383	2	43	5	4	0	0	0	1	0	0	0	3	0	23.4	28.2
1600	416	369	5	33	2	3	0	2	0	0	0	0	0	1	1	23.1	28
1700	438	398	6	25	3	4	0	0	0	1	0	0	0	1	0	22.9	28.4
1800	301	282	2	12	1	3	0	1	0	0	0	0	0	0	0	23.5	27.7
1900	176	165	1	7	1	1	0	0	0	0	0	0	0	1	0	25.4	30.1
2000	101	95	0	5	0	0	0	0	0	1	0	0	0	0	0	24.9	29.2
2100	64	59	0	4	0	1	0	0	0	0	0	0	0	0	0	26.1	29.2
2200	72	70	0	2	0	0	0	0	0	0	0	0	0	0	0	27	31
2300	36	31	0	4	0	0	0	1	0	0	0	0	0	0	0	28	32
07-19	**4339**	**3747**	**37**	**427**	**38**	**48**	**2**	**7**	**2**	**13**	**1**	**0**	**0**	**12**	**5**	**24.4**	**29.5**
06-22	**4898**	**4250**	**38**	**469**	**41**	**51**	**2**	**8**	**4**	**14**	**1**	**0**	**0**	**15**	**5**	**24.6**	**29.8**
06-00	**5006**	**4351**	**38**	**475**	**41**	**51**	**2**	**9**	**4**	**14**	**1**	**0**	**0**	**15**	**5**	**24.6**	**29.8**
00-00	**5210**	**4520**	**38**	**495**	**44**	**53**	**2**	**9**	**8**	**18**	**1**	**0**	**0**	**17**	**5**	**24.9**	**30.1**

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	31.9
0100	17	13	0	3	0	0	0	0	1	0	0	0	0	0	0	28	33.3
0200	12	7	0	3	1	0	0	0	1	0	0	0	0	0	0	29.9	37.4
0300	9	6	0	1	0	0	0	0	2	0	0	0	0	0	0	31.4	-
0400	16	14	0	1	0	0	0	0	1	0	0	0	0	0	0	29	36.5
0500	46	37	0	7	1	0	1	0	0	0	0	0	0	0	0	29.3	33.2
0600	71	57	0	12	0	0	0	0	0	1	0	0	0	1	0	29.3	34
0700	120	99	0	17	1	0	0	1	0	1	0	0	0	0	1	29.3	33.5
0800	214	173	0	32	2	3	0	1	0	1	0	0	0	2	0	28.1	32.5
0900	278	263	1	11	0	0	0	1	0	0	0	0	0	2	0	27.4	31.2
1000	301	270	4	18	1	1	0	1	0	2	0	0	0	4	0	25.7	30.1
1100	385	365	3	15	2	0	0	0	0	0	0	0	0	0	0	25.2	29.9
1200	364	342	7	12	2	0	0	0	0	0	0	0	0	1	0	25.7	30.1
1300	327	302	3	15	1	2	0	1	0	0	0	0	0	3	0	26.1	30.2
1400	332	307	2	16	2	1	0	0	0	2	0	0	0	2	0	25.9	30.3
1500	276	239	4	19	1	5	0	0	2	1	0	0	0	5	0	27	30.5
1600	303	285	1	14	0	2	0	0	0	0	0	0	0	1	0	25.8	30.3
1700	273	253	2	10	2	3	0	0	1	0	0	0	0	2	0	26.4	30.4
1800	236	220	3	11	0	0	0	1	0	0	0	0	0	1	0	26.3	30.2
1900	164	156	1	6	0	1	0	0	0	0	0	0	0	0	0	27.4	31.7
2000	102	95	0	7	0	0	0	0	0	0	0	0	0	0	0	27.2	31.1
2100	64	61	0	3	0	0	0	0	0	0	0	0	0	0	0	28.5	31.7
2200	64	61	0	3	0	0	0	0	0	0	0	0	0	0	0	27.4	32.3
2300	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	28	31.1
07-19	**3409**	**3118**	**30**	**190**	**14**	**17**	**0**	**6**	**3**	**7**	**0**	**0**	**0**	**23**	**1**	**26.3**	**30.6**
06-22	**3810**	**3487**	**31**	**218**	**14**	**18**	**0**	**6**	**3**	**8**	**0**	**0**	**0**	**24**	**1**	**26.5**	**30.8**
06-00	**3925**	**3596**	**31**	**224**	**14**	**18**	**0**	**6**	**3**	**8**	**0**	**0**	**0**	**24**	**1**	**26.5**	**30.8**
00-00	**4048**	**3696**	**31**	**239**	**16**	**18**	**1**	**6**	**8**	**8**	**0**	**0**	**0**	**24**	**1**	**26.6**	**30.9**

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	31.4
0100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.6
0200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	37.8
0300	7	4	0	1	0	1	0	0	0	0	0	0	0	1	0	23.9	-
0400	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0500	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	39
0600	39	33	0	3	1	0	0	0	0	1	0	0	0	1	0	30.7	35.6
0700	64	57	0	7	0	0	0	0	0	0	0	0	0	0	0	30	34.6
0800	129	113	1	10	1	0	0	0	0	0	0	0	0	4	0	29.7	33.9
0900	185	167	1	13	1	0	0	0	0	0	0	0	0	3	0	28.2	32.6
1000	239	219	4	11	0	0	0	0	1	0	0	0	0	4	0	27.5	32.5
1100	292	267	3	12	0	0	0	0	0	0	0	0	0	10	0	28.2	31.9
1200	318	284	1	15	1	3	0	1	0	1	0	0	0	12	0	27.1	30.8
1300	341	309	2	19	1	2	0	0	0	0	0	0	0	8	0	26.3	30.9
1400	337	314	3	9	0	3	1	0	0	0	0	0	0	7	0	25.9	30.2
1500	367	339	6	11	1	2	0	1	2	0	0	0	0	5	0	26	30
1600	301	286	3	7	0	1	0	0	0	1	0	0	0	3	0	26.5	30.6
1700	299	277	3	10	1	5	0	0	0	0	0	0	0	2	1	26.4	30
1800	195	179	3	10	3	0	0	0	0	0	0	0	0	0	0	25.8	29.6
1900	150	140	1	9	0	0	0	0	0	0	0	0	0	0	0	26.1	30.6
2000	105	97	0	7	0	0	0	0	0	0	0	0	0	1	0	27.7	31.1
2100	65	62	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7	32.5
2200	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32
2300	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	36.3
07-19	**3067**	**2811**	**30**	**134**	**9**	**16**	**1**	**2**	**3**	**2**	**0**	**0**	**0**	**58**	**1**	**26.9**	**31.1**
06-22	**3426**	**3143**	**31**	**156**	**10**	**16**	**1**	**2**	**3**	**3**	**0**	**0**	**0**	**60**	**1**	**27**	**31.1**
06-00	**3484**	**3199**	**31**	**158**	**10**	**16**	**1**	**2**	**3**	**3**	**0**	**0**	**0**	**60**	**1**	**27**	**31.1**
00-00	**3576**	**3285**	**31**	**162**	**10**	**17**	**1**	**2**	**3**	**3**	**0**	**0**	**0**	**61**	**1**	**27.1**	**31.2**

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
0100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0200	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	29.4	-
0300	22	17	0	2	0	0	0	0	1	2	0	0	0	0	0	31.1	35.4
0400	22	17	0	1	0	0	0	2	2	0	0	0	0	0	0	31.2	38.1
0500	107	91	0	12	1	0	0	0	0	2	0	0	0	1	0	28.7	33.2
0600	279	239	2	31	3	2	0	1	0	0	0	0	0	1	0	25.1	31
0700	513	432	9	56	3	1	0	3	0	3	0	1	0	5	0	22.4	29.5
0800	483	414	4	47	4	9	0	1	1	1	0	0	0	2	0	22.2	29.4
0900	321	256	5	48	6	4	0	0	0	1	0	0	0	1	0	24.9	29.9
1000	274	222	3	38	1	2	1	2	2	1	0	0	0	2	0	25.6	30.3
1100	249	204	2	31	1	1	1	1	6	0	0	0	0	2	0	25.6	30.1
1200	281	222	2	43	6	2	0	0	0	2	1	0	0	2	1	25.9	30.1
1300	271	237	1	28	1	1	0	2	0	0	0	0	0	1	0	26.1	30.8
1400	311	243	3	44	7	6	1	3	1	1	0	0	0	2	0	26	30.9
1500	348	303	3	35	1	4	1	0	1	0	0	0	0	0	0	25.8	29.9
1600	485	427	6	40	1	5	0	0	0	2	0	0	0	4	0	24.5	30.1
1700	396	361	5	24	2	1	0	0	1	0	0	0	0	2	0	25.4	29.8
1800	262	242	2	13	0	0	0	1	0	2	0	0	0	2	0	26.2	30.5
1900	180	160	3	16	0	1	0	0	0	0	0	0	0	0	0	26.3	30
2000	84	79	0	4	0	1	0	0	0	0	0	0	0	0	0	27.3	31
2100	55	51	0	4	0	0	0	0	0	0	0	0	0	0	0	28.8	32.8
2200	54	50	0	4	0	0	0	0	0	0	0	0	0	0	0	29.4	32.7
2300	17	13	0	3	0	0	0	0	0	0	0	0	0	1	0	29.3	32.9
07-19	**4194**	**3563**	**45**	**447**	**33**	**36**	**4**	**13**	**12**	**13**	**1**	**1**	**0**	**25**	**1**	**24.8**	**30**
06-22	**4792**	**4092**	**50**	**502**	**36**	**40**	**4**	**14**	**12**	**13**	**1**	**1**	**0**	**26**	**1**	**24.9**	**30.1**
06-00	**4863**	**4155**	**50**	**509**	**36**	**40**	**4**	**14**	**12**	**13**	**1**	**1**	**0**	**27**	**1**	**25**	**30.2**
00-00	**5038**	**4303**	**50**	**524**	**38**	**40**	**4**	**16**	**15**	**17**	**1**	**1**	**0**	**28**	**1**	**25.1**	**30.3**

10 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	21	18	0	2	1	0	0	0	0	0	0	0	0	0	0	30.3	34.1
0100	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	30.7	-
0200	10	9	0	0	0	0	0	0	1	0	0	0	0	0	0	30	-
0300	18	15	0	1	0	0	0	0	0	2	0	0	0	0	0	30.8	37
0400	29	26	0	2	0	0	0	0	1	0	0	0	0	0	0	31.9	36.3
0500	114	89	1	17	1	0	0	1	0	2	0	0	0	3	0	29.4	34.2
0600	286	236	2	40	3	0	0	0	1	2	0	0	0	2	0	25.9	31.5
0700	515	446	6	45	2	8	2	1	0	1	0	0	0	4	0	23.7	29.4
0800	475	413	3	42	2	5	0	0	3	4	0	0	0	2	1	22.5	29.5
0900	354	289	4	42	5	5	1	0	2	5	0	0	0	1	0	24.7	30.5
1000	240	199	1	31	2	2	0	1	1	1	0	0	0	2	0	25.6	30.6
1100	261	210	2	38	3	3	0	4	0	0	0	0	0	1	0	26	31.5
1200	309	261	2	31	2	3	0	2	0	1	0	0	0	6	1	25.5	30.3
1300	282	229	2	34	1	6	1	1	1	2	0	0	0	5	0	27.2	32
1400	328	266	3	42	2	7	1	0	3	0	0	0	0	4	0	26.2	30.6
1500	353	294	3	42	1	5	1	1	1	0	0	0	0	5	0	24.8	29.5
1600	426	366	6	37	3	5	1	3	0	2	0	0	0	3	0	24.9	29.3
1700	419	382	1	22	4	6	0	1	0	1	0	0	0	2	0	25.4	30
1800	292	275	1	11	1	0	0	0	0	1	0	0	0	3	0	24.8	29.6
1900	183	172	3	6	0	2	0	0	0	0	0	0	0	0	0	27.3	31.5
2000	120	113	1	5	0	0	0	1	0	0	0	0	0	0	0	27.4	31.4
2100	80	76	1	2	0	1	0	0	0	0	0	0	0	0	0	27	30.4
2200	68	65	0	1	0	0	0	0	1	0	0	0	0	1	0	27.9	31.1
2300	24	21	0	2	0	0	0	1	0	0	0	0	0	0	0	30.2	33.4
07-19	**4254**	**3630**	**34**	**417**	**28**	**55**	**7**	**14**	**11**	**18**	**0**	**0**	**0**	**38**	**2**	**24.9**	**30.1**
06-22	**4923**	**4227**	**41**	**470**	**31**	**58**	**7**	**15**	**12**	**20**	**0**	**0**	**0**	**40**	**2**	**25.2**	**30.3**
06-00	**5015**	**4313**	**41**	**473**	**31**	**58**	**7**	**16**	**13**	**20**	**0**	**0**	**0**	**41**	**2**	**25.2**	**30.4**
00-00	**5210**	**4472**	**42**	**495**	**33**	**58**	**7**	**17**	**16**	**24**	**0**	**0**	**0**	**44**	**2**	**25.4**	**30.6**

11 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	13	0	0	0	0	0	0	0	1	0	0	0	0	0	26	30.2
0100	8	7	0	0	0	0	0	0	1	0	0	0	0	0	0	31.5	-
0200	5	2	0	1	1	0	0	0	1	0	0	0	0	0	0	27.6	-
0300	14	12	0	1	0	0	0	0	0	1	0	0	0	0	0	28.5	33.5
0400	31	25	0	1	0	1	0	0	1	3	0	0	0	0	0	28.7	34.2
0500	112	92	2	13	3	0	0	1	0	0	0	0	0	1	0	29.3	33.1
0600	286	238	1	41	2	2	0	1	0	0	0	0	0	0	1	25.4	31.2
0700	531	469	3	40	4	8	0	1	0	2	0	0	0	2	2	21.3	28.3
0800	470	416	2	37	5	7	1	0	0	2	0	0	0	0	0	22.6	30
0900	323	267	3	43	1	2	0	1	2	3	0	0	0	1	0	25.8	30.9
1000	255	205	3	38	0	0	0	3	1	3	1	0	0	0	1	26.2	30.5
1100	265	223	4	23	1	5	0	1	1	2	0	0	0	5	0	26.6	30.3
1200	285	227	1	40	4	4	0	2	0	2	0	1	0	4	0	24.9	30.3
1300	318	264	1	37	8	2	0	0	2	1	0	0	0	3	0	26.5	31.2
1400	345	288	3	34	12	4	0	0	0	0	1	0	0	3	0	27	30.4
1500	364	309	0	39	8	2	0	0	1	3	0	0	0	2	0	24.7	30.4
1600	449	387	3	36	14	3	0	2	2	1	0	0	0	1	0	24.1	29.3
1700	453	412	2	12	17	7	0	0	1	2	0	0	0	0	0	25.5	30.1
1800	309	285	0	10	10	2	0	0	0	0	0	0	0	0	2	26.7	30.4
1900	166	151	1	6	5	1	0	0	1	0	0	0	0	0	1	26	29.3
2000	117	110	0	4	1	0	0	1	0	1	0	0	0	0	0	28.2	30.4
2100	98	93	0	1	4	0	0	0	0	0	0	0	0	0	0	28.4	31.4
2200	99	97	0	0	2	0	0	0	0	0	0	0	0	0	0	29.7	33.1
2300	114	113	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	34.8
07-19	**4367**	**3752**	**25**	**389**	**84**	**46**	**1**	**10**	**10**	**21**	**2**	**1**	**0**	**21**	**5**	**24.8**	**30.2**
06-22	**5034**	**4344**	**27**	**441**	**96**	**49**	**1**	**12**	**11**	**22**	**2**	**1**	**0**	**21**	**7**	**25**	**30.2**
06-00	**5247**	**4554**	**27**	**442**	**98**	**49**	**1**	**12**	**11**	**22**	**2**	**1**	**0**	**21**	**7**	**25.3**	**30.5**
00-00	**5431**	**4705**	**29**	**458**	**102**	**50**	**1**	**13**	**14**	**27**	**2**	**1**	**0**	**22**	**7**	**25.4**	**30.6**

12 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	90	89	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	32.7
0100	75	73	0	0	1	0	0	0	1	0	0	0	0	0	0	26.4	30.2
0200	62	61	0	0	0	0	0	0	0	1	0	0	0	0	0	29.3	34.9
0300	77	72	0	2	0	0	0	0	0	3	0	0	0	0	0	31.5	33.3
0400	46	41	0	3	0	1	0	0	1	0	0	0	0	0	0	30.7	33.7
0500	115	96	0	12	5	0	0	0	0	1	0	0	0	0	1	28.6	33.5
0600	316	285	0	20	6	1	0	0	1	1	0	0	0	2	0	26.5	31.9
0700	493	427	2	40	12	5	0	3	0	3	0	0	0	1	0	23.7	29.9
0800	441	388	2	27	15	7	0	1	0	1	0	0	0	0	0	23.8	30
0900	369	303	0	37	16	5	0	0	2	4	0	0	0	2	0	25.4	30.2
1000	270	225	3	29	3	3	0	0	2	4	0	0	0	0	1	26.6	30.8
1100	266	231	0	19	4	1	1	0	2	3	0	0	0	2	3	25.8	29.6
1200	338	293	4	22	10	3	0	1	1	1	0	0	0	2	1	25	30.2
1300	317	266	1	36	7	3	1	0	0	3	0	0	0	0	0	25	30.1
1400	333	289	4	24	8	3	0	1	1	1	0	0	0	1	1	25	29.3
1500	409	352	6	32	11	6	0	0	0	1	0	0	0	1	0	25.4	29.6
1600	473	408	7	33	13	5	0	2	2	1	0	0	0	2	0	24.7	29.3
1700	451	402	2	28	12	5	0	1	0	0	0	1	0	0	0	24.1	29
1800	276	256	1	9	4	4	0	0	0	0	0	0	0	2	0	25.7	29.8
1900	184	167	0	6	6	3	0	0	0	1	0	0	0	1	0	27	30.1
2000	114	102	2	7	2	0	0	0	1	0	0	0	0	0	0	27	30.5
2100	97	90	0	1	4	2	0	0	0	0	0	0	0	0	0	28.9	31.6
2200	69	62	0	3	1	2	0	0	0	1	0	0	0	0	0	27.8	31.5
2300	54	51	0	1	1	0	0	0	1	0	0	0	0	0	0	26.5	30.8
07-19	**4436**	**3840**	**32**	**336**	**115**	**50**	**2**	**9**	**10**	**22**	**0**	**1**	**0**	**13**	**6**	**24.9**	**29.8**
06-22	**5147**	**4484**	**34**	**370**	**133**	**56**	**2**	**9**	**12**	**24**	**0**	**1**	**0**	**16**	**6**	**25.2**	**30**
06-00	**5270**	**4597**	**34**	**374**	**135**	**58**	**2**	**9**	**13**	**25**	**0**	**1**	**0**	**16**	**6**	**25.2**	**30**
00-00	**5735**	**5029**	**34**	**392**	**141**	**59**	**2**	**9**	**15**	**30**	**0**	**1**	**0**	**16**	**7**	**25.6**	**30.5**

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

06 March 2026

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	30	0	0	4	18	5	3	0	0	0	0	0	0	0	0	0	29.9	35.9
0100	12	0	0	1	10	1	0	0	0	0	0	0	0	0	0	0	27.8	29.9
0200	12	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	31.1	35.6
0300	19	0	0	0	12	7	0	0	0	0	0	0	0	0	0	0	30.6	34.4
0400	32	0	0	3	13	12	4	0	0	0	0	0	0	0	0	0	31.6	37.3
0500	99	0	3	9	46	35	6	0	0	0	0	0	0	0	0	0	30	34.2
0600	218	0	8	47	115	44	4	0	0	0	0	0	0	0	0	0	27.8	32.4
0700	427	21	65	115	174	49	1	1	0	0	0	1	0	0	0	0	24.2	30.4
0800	411	33	44	109	187	35	3	0	0	0	0	0	0	0	0	0	24.3	30.2
0900	264	0	17	102	101	43	0	1	0	0	0	0	0	0	0	0	25.9	31.5
1000	352	2	18	81	216	34	1	0	0	0	0	0	0	0	0	0	26.3	30.2
1100	296	8	32	69	163	22	2	0	0	0	0	0	0	0	0	0	25.2	30
1200	302	2	38	84	146	29	2	0	0	0	0	0	1	0	0	0	25.4	30.3
1300	317	1	40	91	156	27	2	0	0	0	0	0	0	0	0	0	25.3	30.4
1400	374	18	31	120	187	16	2	0	0	0	0	0	0	0	0	0	24.3	28.9
1500	441	31	45	165	174	23	2	0	0	0	0	0	0	1	0	0	23.4	28.2
1600	416	22	53	178	144	18	1	0	0	0	0	0	0	0	0	0	23.1	28
1700	438	25	72	165	155	20	1	0	0	0	0	0	0	0	0	0	22.9	28.4
1800	301	5	29	153	105	9	0	0	0	0	0	0	0	0	0	0	23.5	27.7
1900	176	2	13	57	86	18	0	0	0	0	0	0	0	0	0	0	25.4	30.1
2000	101	0	12	29	53	7	0	0	0	0	0	0	0	0	0	0	24.9	29.2
2100	64	0	1	24	32	7	0	0	0	0	0	0	0	0	0	0	26.1	29.2
2200	72	0	0	26	36	10	0	0	0	0	0	0	0	0	0	0	27	31
2300	36	0	1	5	23	7	0	0	0	0	0	0	0	0	0	0	28	32
07-19	**4339**	**168**	**484**	**1432**	**1908**	**325**	**17**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**24.4**	**29.5**
06-22	**4898**	**170**	**518**	**1589**	**2194**	**401**	**21**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**24.6**	**29.8**
06-00	**5006**	**170**	**519**	**1620**	**2253**	**418**	**21**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**24.6**	**29.8**
00-00	**5210**	**170**	**522**	**1638**	**2357**	**483**	**35**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**24.9**	**30.1**

07 March 2026

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	23	0	0	3	15	5	0	0	0	0	0	0	0	0	0	0	28.5	31.9
0100	17	0	0	3	11	2	1	0	0	0	0	0	0	0	0	0	28	33.3
0200	12	0	0	2	6	2	2	0	0	0	0	0	0	0	0	0	29.9	37.4
0300	9	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	31.4	-
0400	16	0	0	3	9	3	1	0	0	0	0	0	0	0	0	0	29	36.5
0500	46	0	0	7	26	12	1	0	0	0	0	0	0	0	0	0	29.3	33.2
0600	71	0	4	7	30	29	1	0	0	0	0	0	0	0	0	0	29.3	34
0700	120	0	0	17	63	35	5	0	0	0	0	0	0	0	0	0	29.3	33.5
0800	214	0	0	49	117	46	2	0	0	0	0	0	0	0	0	0	28.1	32.5
0900	278	0	12	53	170	38	5	0	0	0	0	0	0	0	0	0	27.4	31.2
1000	301	3	10	112	149	27	0	0	0	0	0	0	0	0	0	0	25.7	30.1
1100	385	6	31	124	189	33	2	0	0	0	0	0	0	0	0	0	25.2	29.9
1200	364	2	35	98	196	30	2	1	0	0	0	0	0	0	0	0	25.7	30.1
1300	327	3	9	104	175	34	2	0	0	0	0	0	0	0	0	0	26.1	30.2
1400	332	8	25	80	180	37	1	1	0	0	0	0	0	0	0	0	25.9	30.3
1500	276	0	8	69	169	24	6	0	0	0	0	0	0	0	0	0	27	30.5
1600	303	5	22	90	155	28	3	0	0	0	0	0	0	0	0	0	25.8	30.3
1700	273	1	11	84	141	36	0	0	0	0	0	0	0	0	0	0	26.4	30.4
1800	236	1	6	79	122	27	1	0	0	0	0	0	0	0	0	0	26.3	30.2
1900	164	0	11	43	81	25	2	0	0	0	0	2	0	0	0	0	27.4	31.7
2000	102	0	0	26	60	15	1	0	0	0	0	0	0	0	0	0	27.2	31.1
2100	64	0	0	10	41	13	0	0	0	0	0	0	0	0	0	0	28.5	31.7
2200	64	0	1	18	32	11	2	0	0	0	0	0	0	0	0	0	27.4	32.3
2300	51	0	0	8	36	6	1	0	0	0	0	0	0	0	0	0	28	31.1
07-19	**3409**	**29**	**169**	**959**	**1826**	**395**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**30.6**
06-22	**3810**	**29**	**184**	**1045**	**2038**	**477**	**33**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**26.5**	**30.8**
06-00	**3925**	**29**	**185**	**1071**	**2106**	**494**	**36**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**26.5**	**30.8**
00-00	**4048**	**29**	**185**	**1091**	**2176**	**520**	**43**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**26.6**	**30.9**

08 March 2026

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	35	0	0	3	21	9	1	0	0	0	0	1	0	0	0	0	30.2	31.4
0100	11	0	0	1	7	2	1	0	0	0	0	0	0	0	0	0	28.8	33.6
0200	13	0	0	0	9	2	2	0	0	0	0	0	0	0	0	0	31.1	37.8
0300	7	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0400	10	0	1	0	8	1	0	0	0	0	0	0	0	0	0	0	27.7	-
0500	16	0	0	0	6	7	3	0	0	0	0	0	0	0	0	0	32.4	39
0600	39	0	0	7	13	16	2	0	1	0	0	0	0	0	0	0	30.7	35.6
0700	64	0	0	7	34	21	2	0	0	0	0	0	0	0	0	0	30	34.6
0800	129	0	1	17	69	39	2	0	0	1	0	0	0	0	0	0	29.7	33.9
0900	185	1	3	32	108	38	3	0	0	0	0	0	0	0	0	0	28.2	32.6
1000	239	1	9	46	131	51	1	0	0	0	0	0	0	0	0	0	27.5	32.5
1100	292	0	6	43	178	60	5	0	0	0	0	0	0	0	0	0	28.2	31.9
1200	318	2	7	70	198	39	2	0	0	0	0	0	0	0	0	0	27.1	30.8
1300	341	2	26	83	183	44	3	0	0	0	0	0	0	0	0	0	26.3	30.9
1400	337	3	14	107	181	32	0	0	0	0	0	0	0	0	0	0	25.9	30.2
1500	367	1	11	128	191	34	2	0	0	0	0	0	0	0	0	0	26	30
1600	301	2	12	86	166	34	1	0	0	0	0	0	0	0	0	0	26.5	30.6
1700	299	2	8	76	183	30	0	0	0	0	0	0	0	0	0	0	26.4	30
1800	195	0	6	69	106	13	1	0	0	0	0	0	0	0	0	0	25.8	29.6
1900	150	1	7	50	75	16	1	0	0	0	0	0	0	0	0	0	26.1	30.6
2000	105	0	2	23	65	15	0	0	0	0	0	0	0	0	0	0	27.7	31.1
2100	65	0	1	7	41	16	0	0	0	0	0	0	0	0	0	0	28.7	32.5
2200	36	0	0	6	23	7	0	0	0	0	0	0	0	0	0	0	28.5	32
2300	22	0	0	0	14	6	2	0	0	0	0	0	0	0	0	0	30.5	36.3
07-19	**3067**	**14**	**103**	**764**	**1728**	**435**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**31.1**
06-22	**3426**	**15**	**113**	**851**	**1922**	**498**	**25**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**31.1**
06-00	**3484**	**15**	**113**	**857**	**1959**	**511**	**27**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**31.1**
00-00	**3576**	**15**	**116**	**863**	**2013**	**532**	**34**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**27.1**	**31.2**

09 March 2026

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	5	2	1	0	0	0	0	0	0	0	0	0	31.9	-
0100	8	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	30.5	-
0200	8	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	29.4	-
0300	22	0	0	2	10	8	2	0	0	0	0	0	0	0	0	0	31.1	35.4
0400	22	0	0	2	12	5	2	1	0	0	0	0	0	0	0	0	31.2	38.1
0500	107	0	2	13	63	27	2	0	0	0	0	0	0	0	0	0	28.7	33.2
0600	279	6	30	86	119	36	2	0	0	0	0	0	0	0	0	0	25.1	31
0700	513	38	128	146	157	41	3	0	0	0	0	0	0	0	0	0	22.4	29.5
0800	483	66	84	121	169	42	1	0	0	0	0	0	0	0	0	0	22.2	29.4
0900	321	7	20	128	138	26	2	0	0	0	0	0	0	0	0	0	24.9	29.9
1000	274	6	17	79	139	30	3	0	0	0	0	0	0	0	0	0	25.6	30.3
1100	249	1	20	82	125	21	0	0	0	0	0	0	0	0	0	0	25.6	30.1
1200	281	3	19	82	150	25	1	1	0	0	0	0	0	0	0	0	25.9	30.1
1300	271	0	13	84	139	34	1	0	0	0	0	0	0	0	0	0	26.1	30.8
1400	311	5	17	87	157	42	3	0	0	0	0	0	0	0	0	0	26	30.9
1500	348	0	10	133	177	28	0	0	0	0	0	0	0	0	0	0	25.8	29.9
1600	485	33	63	84	255	48	2	0	0	0	0	0	0	0	0	0	24.5	30.1
1700	396	12	26	119	205	33	0	1	0	0	0	0	0	0	0	0	25.4	29.8
1800	262	0	16	81	134	27	1	2	0	0	1	0	0	0	0	0	26.2	30.5
1900	180	0	3	64	91	20	2	0	0	0	0	0	0	0	0	0	26.3	30
2000	84	0	0	25	47	10	2	0	0	0	0	0	0	0	0	0	27.3	31
2100	55	0	0	6	37	10	2	0	0	0	0	0	0	0	0	0	28.8	32.8
2200	54	0	0	6	33	13	2	0	0	0	0	0	0	0	0	0	29.4	32.7
2300	17	0	0	1	12	3	1	0	0	0	0	0	0	0	0	0	29.3	32.9
07-19	**4194**	**171**	**433**	**1226**	**1945**	**397**	**17**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**24.8**	**30**
06-22	**4792**	**177**	**466**	**1407**	**2239**	**473**	**25**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**24.9**	**30.1**
06-00	**4863**	**177**	**466**	**1414**	**2284**	**489**	**28**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**30.2**
00-00	**5038**	**177**	**468**	**1433**	**2383**	**535**	**36**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**25.1**	**30.3**

10 March 2026

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	1	10	10	0	0	0	0	0	0	0	0	0	0	30.3	34.1
0100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	30.7	-
0200	10	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	30	-
0300	18	0	0	2	9	5	2	0	0	0	0	0	0	0	0	0	30.8	37
0400	29	0	0	0	16	11	1	1	0	0	0	0	0	0	0	0	31.9	36.3
0500	114	0	3	17	49	39	6	0	0	0	0	0	0	0	0	0	29.4	34.2
0600	286	9	26	72	126	50	3	0	0	0	0	0	0	0	0	0	25.9	31.5
0700	515	19	91	172	187	40	3	0	0	0	0	3	0	0	0	0	23.7	29.4
0800	475	45	82	145	161	40	2	0	0	0	0	0	0	0	0	0	22.5	29.5
0900	354	14	40	105	153	40	2	0	0	0	0	0	0	0	0	0	24.7	30.5
1000	240	5	14	78	113	30	0	0	0	0	0	0	0	0	0	0	25.6	30.6
1100	261	3	22	73	120	41	2	0	0	0	0	0	0	0	0	0	26	31.5
1200	309	6	21	96	152	31	3	0	0	0	0	0	0	0	0	0	25.5	30.3
1300	282	0	15	65	150	50	2	0	0	0	0	0	0	0	0	0	27.2	32
1400	328	9	16	88	173	39	2	0	0	0	0	0	1	0	0	0	26.2	30.6
1500	353	6	31	127	159	28	2	0	0	0	0	0	0	0	0	0	24.8	29.5
1600	426	7	46	132	206	29	4	1	0	0	1	0	0	0	0	0	24.9	29.3
1700	419	8	32	129	207	40	0	1	2	0	0	0	0	0	0	0	25.4	30
1800	292	6	34	98	132	18	4	0	0	0	0	0	0	0	0	0	24.8	29.6
1900	183	0	1	56	96	26	4	0	0	0	0	0	0	0	0	0	27.3	31.5
2000	120	0	1	27	71	19	2	0	0	0	0	0	0	0	0	0	27.4	31.4
2100	80	0	0	16	59	5	0	0	0	0	0	0	0	0	0	0	27	30.4
2200	68	0	0	15	43	9	1	0	0	0	0	0	0	0	0	0	27.9	31.1
2300	24	0	0	0	15	7	2	0	0	0	0	0	0	0	0	0	30.2	33.4
07-19	**4254**	**128**	**444**	**1308**	**1913**	**426**	**26**	**2**	**2**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**24.9**	**30.1**
06-22	**4923**	**137**	**472**	**1479**	**2265**	**526**	**35**	**2**	**2**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**25.2**	**30.3**
06-00	**5015**	**137**	**472**	**1494**	**2323**	**542**	**38**	**2**	**2**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**25.2**	**30.4**
00-00	**5210**	**137**	**475**	**1515**	**2414**	**611**	**48**	**3**	**2**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**25.4**	**30.6**

11 March 2026

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	1	2	10	1	0	0	0	0	0	0	0	0	0	0	26	30.2
0100	8	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	31.5	-
0200	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0300	14	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	28.5	33.5
0400	31	0	1	5	14	11	0	0	0	0	0	0	0	0	0	0	28.7	34.2
0500	112	0	0	12	63	34	3	0	0	0	0	0	0	0	0	0	29.3	33.1
0600	286	14	25	73	130	44	0	0	0	0	0	0	0	0	0	0	25.4	31.2
0700	531	63	132	140	169	24	2	0	0	0	0	0	0	0	0	1	21.3	28.3
0800	470	67	79	111	175	35	0	0	0	0	0	0	0	0	0	3	22.6	30
0900	323	7	24	86	164	40	2	0	0	0	0	0	0	0	0	0	25.8	30.9
1000	255	1	10	72	142	28	2	0	0	0	0	0	0	0	0	0	26.2	30.5
1100	265	2	11	72	157	19	2	0	0	0	0	2	0	0	0	0	26.6	30.3
1200	285	7	29	83	134	30	2	0	0	0	0	0	0	0	0	0	24.9	30.3
1300	318	5	22	65	176	47	3	0	0	0	0	0	0	0	0	0	26.5	31.2
1400	345	0	9	84	215	34	2	0	0	0	0	0	0	0	1	0	27	30.4
1500	364	13	43	108	157	41	2	0	0	0	0	0	0	0	0	0	24.7	30.4
1600	449	9	66	146	197	29	2	0	0	0	0	0	0	0	0	0	24.1	29.3
1700	453	5	42	127	244	28	6	1	0	0	0	0	0	0	0	0	25.5	30.1
1800	309	3	7	80	189	26	3	1	0	0	0	0	0	0	0	0	26.7	30.4
1900	166	0	1	57	99	9	0	0	0	0	0	0	0	0	0	0	26	29.3
2000	117	0	0	15	88	13	1	0	0	0	0	0	0	0	0	0	28.2	30.4
2100	98	0	0	12	70	15	1	0	0	0	0	0	0	0	0	0	28.4	31.4
2200	99	0	0	3	58	36	2	0	0	0	0	0	0	0	0	0	29.7	33.1
2300	114	0	0	2	32	79	1	0	0	0	0	0	0	0	0	0	31.7	34.8
07-19	**4367**	**182**	**474**	**1174**	**2119**	**381**	**28**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**24.8**	**30.2**
06-22	**5034**	**196**	**500**	**1331**	**2506**	**462**	**30**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**25**	**30.2**
06-00	**5247**	**196**	**500**	**1336**	**2596**	**577**	**33**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**25.3**	**30.5**
00-00	**5431**	**196**	**502**	**1357**	**2700**	**630**	**37**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**25.4**	**30.6**

12 March 2026

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	90	0	0	3	41	46	0	0	0	0	0	0	0	0	0	0	31.2	32.7
0100	75	0	0	38	36	1	0	0	0	0	0	0	0	0	0	0	26.4	30.2
0200	62	0	0	3	47	11	1	0	0	0	0	0	0	0	0	0	29.3	34.9
0300	77	0	0	7	13	56	1	0	0	0	0	0	0	0	0	0	31.5	33.3
0400	46	0	0	5	15	23	3	0	0	0	0	0	0	0	0	0	30.7	33.7
0500	115	1	0	21	54	37	2	0	0	0	0	0	0	0	0	0	28.6	33.5
0600	316	9	29	60	153	62	3	0	0	0	0	0	0	0	0	0	26.5	31.9
0700	493	42	64	138	209	37	2	0	0	0	1	0	0	0	0	0	23.7	29.9
0800	441	24	75	123	180	36	2	1	0	0	0	0	0	0	0	0	23.8	30
0900	369	8	35	93	191	40	2	0	0	0	0	0	0	0	0	0	25.4	30.2
1000	270	0	8	96	129	35	0	0	0	0	2	0	0	0	0	0	26.6	30.8
1100	266	1	13	101	122	25	4	0	0	0	0	0	0	0	0	0	25.8	29.6
1200	338	7	34	111	153	31	0	0	0	0	2	0	0	0	0	0	25	30.2
1300	317	2	30	115	138	31	1	0	0	0	0	0	0	0	0	0	25	30.1
1400	333	5	32	118	150	23	3	1	0	0	0	0	0	1	0	0	25	29.3
1500	409	1	34	137	209	27	1	0	0	0	0	0	0	0	0	0	25.4	29.6
1600	473	7	57	146	221	41	1	0	0	0	0	0	0	0	0	0	24.7	29.3
1700	451	15	56	160	190	26	3	1	0	0	0	0	0	0	0	0	24.1	29
1800	276	2	25	72	152	22	2	0	0	0	0	0	1	0	0	0	25.7	29.8
1900	184	0	10	27	126	19	2	0	0	0	0	0	0	0	0	0	27	30.1
2000	114	0	0	28	75	11	0	0	0	0	0	0	0	0	0	0	27	30.5
2100	97	0	1	17	63	12	2	0	0	0	0	0	0	0	2	0	28.9	31.6
2200	69	0	0	10	48	11	0	0	0	0	0	0	0	0	0	0	27.8	31.5
2300	54	0	2	19	26	6	1	0	0	0	0	0	0	0	0	0	26.5	30.8
07-19	**4436**	**114**	**463**	**1410**	**2044**	**374**	**21**	**3**	**0**	**0**	**5**	**0**	**1**	**1**	**0**	**0**	**24.9**	**29.8**
06-22	**5147**	**123**	**503**	**1542**	**2461**	**478**	**28**	**3**	**0**	**0**	**5**	**0**	**1**	**1**	**2**	**0**	**25.2**	**30**
06-00	**5270**	**123**	**505**	**1571**	**2535**	**495**	**29**	**3**	**0**	**0**	**5**	**0**	**1**	**1**	**2**	**0**	**25.2**	**30**
00-00	**5735**	**124**	**505**	**1648**	**2741**	**669**	**36**	**3**	**0**	**0**	**5**	**0**	**1**	**1**	**2**	**0**	**25.6**	**30.5**

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
--	34248	848	2773	9545	16784	3980	269	17	3	1	7	9	3	2	3	4	25.6	30.6

CHARGE SURVEYS

SITE: ATC 3 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

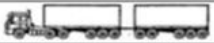
DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	1-5.	1-7.
Hour									
0000-0100	30	23	35	8	21	14	90	32.6	31.6
0100-0200	12	17	11	8	3	8	75	21.2	19.1
0200-0300	12	12	13	8	10	5	62	19.4	17.4
0300-0400	19	9	7	22	18	14	77	30	23.7
0400-0500	32	16	10	22	29	31	46	32	26.6
0500-0600	99	46	16	107	114	112	115	109.4	87
0600-0700	218	71	39	279	286	286	316	277	213.6
0700-0800	**427**	120	64	**513**	**515**	**531**	**493**	495.8	380.4
0800-0900	411	214	129	483	475	470	441	456	374.7
0900-1000	264	278	185	321	354	323	369	326.2	299.1
1000-1100	352	301	239	274	240	255	270	278.2	275.9
1100-1200	296	**385**	**292**	249	261	265	266	267.4	287.7
1200-1300	302	**364**	318	281	309	285	338	303	313.9
1300-1400	317	327	341	271	282	318	317	301	310.4
1400-1500	374	332	337	311	328	345	333	338.2	337.1
1500-1600	**441**	276	**367**	348	353	364	409	383	365.4
1600-1700	416	303	301	**485**	**426**	449	**473**	449.8	407.6
1700-1800	438	273	299	396	419	**453**	451	431.4	389.9
1800-1900	301	236	195	262	292	309	276	288	267.3
1900-2000	176	164	150	180	183	166	184	177.8	171.9
2000-2100	101	102	105	84	120	117	114	107.2	106.1
2100-2200	64	64	65	55	80	98	97	78.8	74.7
2200-2300	72	64	36	54	68	99	69	72.4	66
2300-2400	36	51	22	17	24	114	54	49	45.4
Totals									
0700-1900	4339	3409	3067	4194	4254	4367	4436	4318	4009.4
0600-2200	4898	3810	3426	4792	4923	5034	5147	4958.8	4575.7
0600-0000	5006	3925	3484	4863	5015	5247	5270	5080.2	4687.1
0000-0000	5210	4048	3576	5038	5210	5431	5735	5324.8	4892.6
AM Peak	700	1100	1100	700	700	700	700		
	427	385	292	513	515	531	493		
PM Peak	1500	1200	1500	1600	1600	1700	1600		
	441	364	367	485	426	453	473		

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford (51.947345, -0.029410)

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

	Northbound	Southbound
Total	**39207**	**36959**
Mean Speed	**33**	**25.9**
85%	**37**	**30.6**

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

13 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	16	0	0	0	0	0	0	0	2	0	0	0	0	0	31.9	35.2
0100	11	7	0	0	0	0	0	0	0	4	0	0	0	0	0	33.6	47.2
0200	9	5	0	2	1	0	0	0	1	0	0	0	0	0	0	32	-
0300	9	6	0	2	0	0	0	0	1	0	0	0	0	0	0	30.5	-
0400	16	12	0	0	3	1	0	0	0	0	0	0	0	0	0	31.3	36.9
0500	78	73	1	0	1	0	0	0	1	0	0	0	0	2	0	34.8	38.3
0600	245	215	0	16	5	4	0	1	0	1	0	0	0	1	2	33.2	36.8
0700	374	326	4	19	11	10	0	0	0	3	0	0	0	0	1	32.6	37
0800	427	386	1	15	12	9	0	0	0	1	0	0	0	0	3	32.8	36.6
0900	332	285	1	29	5	7	0	1	1	0	0	2	0	1	0	32.7	36.8
1000	306	246	1	27	10	11	0	0	3	2	0	0	0	4	2	31.7	35.3
1100	339	279	1	33	11	8	0	3	1	1	0	0	0	1	1	32	35.6
1200	350	275	2	37	16	12	1	0	2	1	0	1	0	1	2	33	36.2
1300	332	274	1	29	5	8	1	2	3	3	1	1	0	2	2	31.8	35.7
1400	403	354	1	23	12	5	0	0	1	3	0	0	0	2	2	32.5	36.9
1500	425	388	4	16	8	4	1	1	0	2	0	0	0	1	0	32.9	36.7
1600	490	428	2	34	11	8	2	0	0	1	1	1	0	2	0	33.8	37.6
1700	421	389	0	11	6	8	0	1	0	3	0	0	0	1	2	33.3	36.9
1800	295	272	0	13	6	1	0	0	0	0	0	0	0	1	2	34.1	37.3
1900	195	182	1	6	1	2	0	0	0	0	0	0	0	2	1	34.9	38.6
2000	128	120	0	3	0	1	0	1	0	0	0	0	0	1	2	34.4	39.4
2100	105	93	0	10	1	0	0	0	0	0	0	0	0	1	0	34.1	37.7
2200	92	80	1	5	0	2	1	1	1	1	0	0	0	0	0	32.7	36.7
2300	162	131	0	3	7	6	0	0	7	5	0	0	0	2	1	30.2	35.3
07-19	**4494**	**3902**	**18**	**286**	**113**	**91**	**5**	**8**	**11**	**20**	**2**	**5**	**0**	**16**	**17**	**32.8**	**36.7**
06-22	**5167**	**4512**	**19**	**321**	**120**	**98**	**5**	**10**	**11**	**21**	**2**	**5**	**0**	**21**	**22**	**33**	**36.8**
06-00	**5421**	**4723**	**20**	**329**	**127**	**106**	**6**	**11**	**19**	**27**	**2**	**5**	**0**	**23**	**23**	**32.9**	**36.8**
00-00	**5562**	**4842**	**21**	**333**	**132**	**107**	**6**	**11**	**22**	**33**	**2**	**5**	**0**	**25**	**23**	**32.9**	**36.8**

14 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	139	108	0	3	7	7	0	1	5	7	0	0	0	1	0	30.1	33.6
0100	81	56	0	1	5	0	0	1	4	13	0	0	0	1	0	29.2	33.8
0200	73	51	0	0	3	5	0	2	2	10	0	0	0	0	0	27.1	31.2
0300	44	34	0	1	3	3	0	0	0	2	0	1	0	0	0	28.6	35.2
0400	28	24	1	2	0	0	0	0	0	1	0	0	0	0	0	28.9	32.1
0500	31	27	0	1	1	0	0	1	1	0	0	0	0	0	0	33.8	38.3
0600	69	62	0	2	0	2	0	0	0	2	0	0	0	1	0	32.6	35.2
0700	149	135	1	10	0	1	1	1	0	0	0	0	0	0	0	33.2	37.2
0800	282	253	0	12	8	3	0	0	1	2	0	0	0	1	2	33.7	38
0900	323	277	3	20	6	4	0	1	0	1	0	2	0	9	0	33.2	37.2
1000	400	362	1	16	5	11	0	0	0	0	0	0	0	5	0	33.3	37.3
1100	459	418	1	12	8	4	0	0	0	4	0	0	0	10	2	33.5	37.2
1200	398	352	0	17	3	7	0	1	0	0	0	0	0	18	0	33.5	37.5
1300	383	350	0	17	4	3	0	0	1	1	0	0	0	5	2	33.8	37.5
1400	344	316	0	15	3	3	0	0	0	1	0	0	0	4	2	33.8	37.6
1500	296	268	2	8	6	3	0	0	0	0	0	0	0	9	0	34.7	38.7
1600	289	265	1	9	5	1	0	1	0	0	0	0	0	5	2	34.1	37.3
1700	278	259	0	6	6	0	0	0	0	0	0	0	0	5	2	34	38.4
1800	235	220	0	6	5	1	0	0	1	0	0	0	0	2	0	34	37.8
1900	150	146	1	3	0	0	0	0	0	0	0	0	0	0	0	33.3	36.2
2000	96	93	1	0	0	1	0	0	0	1	0	0	0	0	0	33.1	36.2
2100	153	139	0	5	2	6	0	0	1	0	0	0	0	0	0	34.1	38
2200	174	162	0	4	3	2	0	0	0	2	0	0	0	1	0	33.1	36.9
2300	243	223	1	0	6	3	0	0	1	9	0	0	0	0	0	31.9	36.4
07-19	**3836**	**3475**	**9**	**148**	**59**	**41**	**1**	**4**	**3**	**9**	**0**	**2**	**0**	**73**	**12**	**33.7**	**37.6**
06-22	**4304**	**3915**	**11**	**158**	**61**	**50**	**1**	**4**	**4**	**12**	**0**	**2**	**0**	**74**	**12**	**33.7**	**37.5**
06-00	**4721**	**4300**	**12**	**162**	**70**	**55**	**1**	**4**	**5**	**23**	**0**	**2**	**0**	**75**	**12**	**33.6**	**37.4**
00-00	**5117**	**4600**	**13**	**170**	**89**	**70**	**1**	**9**	**17**	**56**	**0**	**3**	**0**	**77**	**12**	**33.2**	**37.1**

15 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	152	140	0	4	1	1	0	0	1	5	0	0	0	0	0	31.3	35.1
0100	92	79	0	2	4	1	0	0	3	2	1	0	0	0	0	30.9	34.8
0200	52	40	0	3	2	2	0	0	1	4	0	0	0	0	0	30.4	33.2
0300	24	19	0	0	0	1	0	0	0	3	1	0	0	0	0	29.5	32.9
0400	23	20	0	0	2	1	0	0	0	0	0	0	0	0	0	33.4	35.2
0500	23	21	0	0	1	0	0	0	0	1	0	0	0	0	0	33.4	36.2
0600	29	26	0	2	0	1	0	0	0	0	0	0	0	0	0	35.4	37.3
0700	70	60	1	2	0	4	0	1	1	1	0	0	0	0	0	33.3	36.9
0800	165	148	0	9	1	2	0	0	1	0	0	0	0	4	0	34.5	39.5
0900	258	231	1	6	6	6	0	1	0	0	0	0	0	6	1	33.6	37.5
1000	314	287	0	10	1	3	0	0	0	0	0	0	0	8	5	33.3	37.5
1100	377	342	0	8	5	5	0	0	0	1	0	1	0	15	0	33.8	37.6
1200	381	355	0	9	6	6	0	0	0	0	0	0	0	3	2	33.5	36.8
1300	308	284	1	7	4	7	0	0	1	0	0	0	0	2	2	33.8	37.6
1400	294	280	0	5	5	3	1	0	0	0	0	0	0	0	0	33.4	36.9
1500	269	261	0	2	0	4	0	0	0	0	0	0	0	2	0	33.4	37.2
1600	279	262	0	4	7	4	0	0	0	0	0	0	0	2	0	33.8	36.6
1700	264	246	1	5	3	4	0	0	0	0	0	1	0	0	4	32.4	35.7
1800	221	218	0	3	0	0	0	0	0	0	0	0	0	0	0	33.1	35
1900	172	164	1	2	0	1	0	1	1	0	0	0	0	2	0	32.9	35.5
2000	138	135	0	2	1	0	0	0	0	0	0	0	0	0	0	32.5	35.7
2100	63	56	0	5	1	0	0	0	0	1	0	0	0	0	0	33.2	37.2
2200	51	50	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	35.2
2300	16	14	0	0	0	1	0	0	0	0	0	0	0	1	0	34.5	40.8
07-19	**3200**	**2974**	**4**	**70**	**38**	**48**	**1**	**2**	**3**	**2**	**0**	**2**	**0**	**42**	**14**	**33.5**	**37.1**
06-22	**3602**	**3355**	**5**	**81**	**40**	**50**	**1**	**3**	**4**	**3**	**0**	**2**	**0**	**44**	**14**	**33.4**	**36.9**
06-00	**3669**	**3419**	**5**	**82**	**40**	**51**	**1**	**3**	**4**	**3**	**0**	**2**	**0**	**45**	**14**	**33.4**	**36.9**
00-00	**4035**	**3738**	**5**	**91**	**50**	**57**	**1**	**3**	**9**	**18**	**2**	**2**	**0**	**45**	**14**	**33.2**	**36.8**

16 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0100	8	7	0	0	0	0	0	0	0	1	0	0	0	0	0	32.8	-
0200	10	5	0	1	0	1	0	1	1	1	0	0	0	0	0	31.1	-
0300	7	5	0	0	1	0	0	0	1	0	0	0	0	0	0	31.6	-
0400	19	12	0	2	0	2	0	0	2	1	0	0	0	0	0	32	35.2
0500	72	59	0	5	3	1	1	0	0	0	0	0	0	3	0	32.5	36.8
0600	295	264	0	17	6	3	1	1	0	1	0	0	0	2	0	33.7	37
0700	445	392	1	31	9	9	0	0	1	0	0	0	0	2	0	34.1	37.1
0800	442	394	1	25	13	3	0	2	1	1	0	0	0	0	2	33	37
0900	337	283	1	31	8	4	0	1	2	6	0	0	0	1	0	33.2	37.8
1000	289	250	1	25	7	2	0	0	0	2	0	0	0	0	2	32.5	36.6
1100	280	225	3	36	6	4	0	0	5	0	0	1	0	0	0	32.1	35.9
1200	281	234	4	27	5	9	0	1	0	0	0	0	0	0	1	32.6	36.5
1300	297	238	1	33	11	4	0	0	4	3	0	0	0	3	0	32.4	36.2
1400	299	250	2	29	9	2	0	0	2	1	0	0	0	2	2	33.2	37.5
1500	383	327	1	32	10	6	1	0	1	2	0	0	0	1	2	33.4	36.7
1600	497	446	1	32	9	4	0	0	1	3	0	0	0	1	0	33.2	36.8
1700	493	454	1	22	2	8	0	0	0	1	0	0	0	3	2	34.2	37.7
1800	273	263	0	5	2	2	0	0	0	0	0	0	0	1	0	34.2	38.3
1900	172	161	0	3	2	3	0	0	0	1	0	1	0	1	0	33.9	38
2000	114	109	0	3	1	1	0	0	0	0	0	0	0	0	0	34.1	38.1
2100	166	150	0	5	5	0	0	1	3	2	0	0	0	0	0	32.8	36.3
2200	147	126	0	2	1	6	0	0	0	12	0	0	0	0	0	30.5	33.8
2300	93	77	1	4	3	0	0	0	0	7	0	0	0	1	0	31.9	36.8
07-19	**4316**	**3756**	**17**	**328**	**91**	**57**	**1**	**4**	**17**	**19**	**0**	**1**	**0**	**14**	**11**	**33.3**	**37**
06-22	**5063**	**4440**	**17**	**356**	**105**	**64**	**2**	**6**	**20**	**23**	**0**	**2**	**0**	**17**	**11**	**33.3**	**37**
06-00	**5303**	**4643**	**18**	**362**	**109**	**70**	**2**	**6**	**20**	**42**	**0**	**2**	**0**	**18**	**11**	**33.2**	**37**
00-00	**5427**	**4739**	**18**	**370**	**113**	**74**	**3**	**7**	**24**	**45**	**0**	**2**	**0**	**21**	**11**	**33.2**	**37**

17 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	158	102	0	5	1	7	0	2	9	31	0	0	0	1	0	26.7	29.4
0100	63	55	0	0	2	0	0	1	0	5	0	0	0	0	0	29.9	35.9
0200	62	39	1	5	2	2	0	1	2	9	0	0	0	1	0	28.8	33
0300	75	47	0	3	4	7	0	0	2	12	0	0	0	0	0	28.1	32.2
0400	43	34	1	2	1	4	0	0	0	1	0	0	0	0	0	32.1	36.4
0500	89	81	0	3	2	1	0	0	0	0	0	0	0	2	0	36.1	39.9
0600	296	267	2	15	8	0	0	1	0	1	0	0	0	1	1	33.9	37.4
0700	465	410	0	33	6	7	0	0	0	3	0	0	0	2	4	33.3	36.9
0800	451	398	1	26	10	7	2	0	0	5	0	1	0	1	0	33	36.9
0900	356	300	0	31	12	3	0	0	2	1	1	0	0	3	3	32.6	36.5
1000	296	232	4	41	7	7	1	1	2	1	0	0	0	0	0	31.9	36
1100	278	219	3	34	5	8	2	0	3	0	0	0	0	4	0	32.4	36
1200	324	271	1	35	3	5	1	2	2	2	0	1	0	1	0	32.3	35.7
1300	288	237	2	32	6	1	1	0	3	2	0	0	0	4	0	32.9	36.8
1400	326	277	0	37	6	1	1	0	1	2	0	0	0	1	0	32.8	36.7
1500	371	322	1	22	10	5	0	1	1	4	0	1	0	4	0	33.5	37.8
1600	433	378	1	33	8	6	0	1	1	2	0	0	0	3	0	34.5	38.8
1700	457	407	1	26	7	5	0	0	0	1	1	0	0	6	3	34.2	37.9
1800	292	266	2	8	7	6	0	0	0	2	0	0	0	1	0	34.6	39.1
1900	230	217	0	7	3	2	0	0	0	0	0	0	0	1	0	34	38.3
2000	104	98	0	4	1	1	0	0	0	0	0	0	0	0	0	33.9	37.4
2100	122	115	0	3	1	1	0	0	1	1	0	0	0	0	0	33.4	37.7
2200	181	140	0	2	6	6	0	0	5	20	0	0	0	0	2	31.4	35.4
2300	199	153	0	1	4	21	0	1	1	17	0	0	0	0	1	29.1	33.2
07-19	**4337**	**3717**	**16**	**358**	**87**	**61**	**8**	**5**	**15**	**25**	**2**	**3**	**0**	**30**	**10**	**33.3**	**37.1**
06-22	**5089**	**4414**	**18**	**387**	**100**	**65**	**8**	**6**	**16**	**27**	**2**	**3**	**0**	**32**	**11**	**33.3**	**37.2**
06-00	**5469**	**4707**	**18**	**390**	**110**	**92**	**8**	**7**	**22**	**64**	**2**	**3**	**0**	**32**	**14**	**33.1**	**37.1**
00-00	**5959**	**5065**	**20**	**408**	**122**	**113**	**8**	**11**	**35**	**122**	**2**	**3**	**0**	**36**	**14**	**32.9**	**37**

18 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	118	93	0	1	4	10	0	0	3	6	0	0	0	0	1	28.6	32.9
0100	84	58	1	3	2	4	0	1	4	11	0	0	0	0	0	27.9	31
0200	89	66	0	1	1	3	0	0	5	11	0	1	0	1	0	28	30.8
0300	61	44	0	0	2	6	0	1	3	5	0	0	0	0	0	27.6	32.1
0400	43	33	0	2	1	2	0	0	0	5	0	0	0	0	0	29.2	35.9
0500	106	94	1	3	1	1	0	1	0	2	0	0	0	3	0	34.4	38
0600	307	275	2	13	8	5	0	0	0	3	0	0	0	1	0	34	37
0700	481	444	0	23	4	3	0	0	2	1	1	0	0	2	1	33.2	37
0800	463	404	3	29	14	4	0	1	2	2	1	0	0	2	1	32.8	37
0900	360	291	1	39	6	7	0	1	3	9	0	0	0	3	0	32.8	36.9
1000	340	282	1	34	4	3	0	0	5	4	0	0	0	6	1	32.4	36.2
1100	326	257	1	42	6	4	0	0	2	3	0	0	0	11	0	32.1	36.1
1200	373	311	2	28	8	7	0	3	2	4	0	0	0	6	2	32.1	35.6
1300	335	277	2	31	4	5	0	2	4	1	0	0	0	9	0	32.8	36.2
1400	343	289	1	33	5	6	0	1	3	2	0	1	0	2	0	33.8	37.7
1500	470	405	3	34	7	7	0	1	3	1	0	0	0	6	3	33.2	37.2
1600	528	467	3	37	7	5	1	0	4	2	0	0	0	2	0	33.4	37.8
1700	583	534	3	26	10	1	0	2	1	0	0	0	0	5	1	34.4	38
1800	370	338	2	15	11	0	0	0	0	1	0	0	0	2	1	34.3	38
1900	205	191	0	3	8	1	0	0	0	1	0	0	0	1	0	34.1	37.8
2000	125	115	1	4	1	2	0	0	1	0	0	0	0	1	0	34.8	38.3
2100	163	151	1	4	4	2	0	0	0	0	0	0	0	1	0	33.1	36.2
2200	238	210	1	4	4	6	0	1	5	6	1	0	0	0	0	31.2	36.1
2300	246	211	0	4	10	9	0	0	0	12	0	0	0	0	0	31.6	34.9
07-19	**4972**	**4299**	**22**	**371**	**86**	**52**	**1**	**11**	**31**	**30**	**2**	**1**	**0**	**56**	**10**	**33.2**	**37.2**
06-22	**5772**	**5031**	**26**	**395**	**107**	**62**	**1**	**11**	**32**	**34**	**2**	**1**	**0**	**60**	**10**	**33.3**	**37.2**
06-00	**6256**	**5452**	**27**	**403**	**121**	**77**	**1**	**12**	**37**	**52**	**3**	**1**	**0**	**60**	**10**	**33.1**	**37.1**
00-00	**6757**	**5840**	**29**	**413**	**132**	**103**	**1**	**15**	**52**	**92**	**3**	**2**	**0**	**64**	**11**	**32.9**	**37**

19 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	89	77	0	0	1	5	0	0	1	5	0	0	0	0	0	29	32.7
0100	73	55	0	3	1	6	0	0	0	6	0	0	0	2	0	30	34.8
0200	86	61	0	2	4	7	0	1	3	7	0	0	0	0	1	27.2	29.6
0300	82	69	0	1	2	9	1	0	0	0	0	0	0	0	0	27.9	30
0400	55	49	0	2	0	1	0	0	0	3	0	0	0	0	0	28.5	34.2
0500	98	86	0	4	1	1	0	0	1	2	0	0	0	3	0	34.6	39.2
0600	326	294	0	14	7	7	0	0	0	2	0	0	0	2	0	34.9	37.9
0700	503	438	2	29	19	7	0	1	1	2	1	0	0	2	1	33.6	37.5
0800	599	539	2	34	12	4	1	1	1	4	0	0	0	1	0	32.2	36.2
0900	378	314	1	35	7	5	1	1	3	6	0	0	0	3	2	32.3	36
1000	297	232	4	35	2	6	0	2	8	5	0	0	0	3	0	32.3	36.7
1100	269	213	1	33	3	9	0	0	5	0	0	0	0	5	0	32.8	37
1200	335	268	1	38	10	4	2	0	1	3	0	0	0	8	0	33	37.4
1300	357	306	0	26	8	3	0	0	2	3	1	1	0	7	0	33.4	37.1
1400	327	286	0	21	3	6	0	1	2	3	0	1	0	3	1	33.4	37.2
1500	408	342	4	45	4	5	0	1	2	1	0	0	0	4	0	32.7	36.5
1600	489	437	2	31	4	2	1	0	3	0	0	0	0	8	1	33.9	37.6
1700	527	481	2	26	6	4	0	1	1	2	0	0	0	3	1	34.5	38.2
1800	376	347	0	13	7	2	0	0	2	1	0	0	0	4	0	33.4	37.2
1900	221	206	0	8	6	0	0	0	0	0	0	0	0	1	0	33.8	37.7
2000	156	149	1	3	1	1	0	0	0	0	0	0	0	1	0	34.2	37.4
2100	145	139	0	4	1	0	0	0	0	0	0	0	0	1	0	34.4	38.5
2200	99	94	0	1	0	1	0	1	0	1	0	0	0	0	1	32.6	37.4
2300	55	53	0	1	1	0	0	0	0	0	0	0	0	0	0	33.8	37.1
07-19	**4865**	**4203**	**19**	**366**	**85**	**57**	**5**	**8**	**31**	**30**	**2**	**2**	**0**	**51**	**6**	**33.2**	**37.1**
06-22	**5713**	**4991**	**20**	**395**	**100**	**65**	**5**	**8**	**31**	**32**	**2**	**2**	**0**	**56**	**6**	**33.3**	**37.2**
06-00	**5867**	**5138**	**20**	**397**	**101**	**66**	**5**	**9**	**31**	**33**	**2**	**2**	**0**	**56**	**7**	**33.3**	**37.2**
00-00	**6350**	**5535**	**20**	**409**	**110**	**95**	**6**	**10**	**36**	**56**	**2**	**2**	**0**	**61**	**8**	**33.1**	**37.1**

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

13 March 2026

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	1	6	10	1	0	0	0	0	0	0	0	0	0	31.9	35.2
0100	11	0	0	2	3	3	0	3	0	0	0	0	0	0	0	0	33.6	47.2
0200	9	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	32	-
0300	9	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	30.5	-
0400	16	0	0	1	6	7	2	0	0	0	0	0	0	0	0	0	31.3	36.9
0500	78	0	0	0	14	44	17	3	0	0	0	0	0	0	0	0	34.8	38.3
0600	245	0	0	7	48	163	26	1	0	0	0	0	0	0	0	0	33.2	36.8
0700	374	1	1	16	102	204	44	6	0	0	0	0	0	0	0	0	32.6	37
0800	427	2	2	9	104	262	46	2	0	0	0	0	0	0	0	0	32.8	36.6
0900	332	0	0	12	104	178	35	3	0	0	0	0	0	0	0	0	32.7	36.8
1000	306	0	3	7	132	141	21	2	0	0	0	0	0	0	0	0	31.7	35.3
1100	339	0	1	5	129	182	21	0	1	0	0	0	0	0	0	0	32	35.6
1200	350	0	0	11	94	209	31	4	1	0	0	0	0	0	0	0	33	36.2
1300	332	0	0	22	121	163	20	4	0	0	2	0	0	0	0	0	31.8	35.7
1400	403	3	1	13	131	205	43	3	3	0	0	0	0	0	1	0	32.5	36.9
1500	425	1	2	14	107	251	47	2	1	0	0	0	0	0	0	0	32.9	36.7
1600	490	3	0	4	99	304	72	7	1	0	0	0	0	0	0	0	33.8	37.6
1700	421	1	0	13	106	247	47	5	2	0	0	0	0	0	0	0	33.3	36.9
1800	295	0	0	1	49	201	41	3	0	0	0	0	0	0	0	0	34.1	37.3
1900	195	0	0	0	18	134	36	3	4	0	0	0	0	0	0	0	34.9	38.6
2000	128	0	0	2	28	68	21	6	3	0	0	0	0	0	0	0	34.4	39.4
2100	105	0	0	1	20	68	14	1	1	0	0	0	0	0	0	0	34.1	37.7
2200	92	0	0	3	28	52	6	3	0	0	0	0	0	0	0	0	32.7	36.7
2300	162	0	0	23	72	56	8	2	1	0	0	0	0	0	0	0	30.2	35.3
07-19	**4494**	**11**	**10**	**127**	**1278**	**2547**	**468**	**41**	**9**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**32.8**	**36.7**
06-22	**5167**	**11**	**10**	**137**	**1392**	**2980**	**565**	**52**	**17**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**33**	**36.8**
06-00	**5421**	**11**	**10**	**163**	**1492**	**3088**	**579**	**57**	**18**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**32.9**	**36.8**
00-00	**5562**	**11**	**10**	**167**	**1531**	**3158**	**601**	**63**	**18**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**32.9**	**36.8**

14 March 2026

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	139	0	0	8	77	50	3	1	0	0	0	0	0	0	0	0	30.1	33.6
0100	81	0	0	12	44	25	0	0	0	0	0	0	0	0	0	0	29.2	33.8
0200	73	0	0	20	42	9	2	0	0	0	0	0	0	0	0	0	27.1	31.2
0300	44	0	0	4	31	7	2	0	0	0	0	0	0	0	0	0	28.6	35.2
0400	28	0	0	2	19	7	0	0	0	0	0	0	0	0	0	0	28.9	32.1
0500	31	0	0	0	9	16	5	1	0	0	0	0	0	0	0	0	33.8	38.3
0600	69	0	0	0	20	46	2	1	0	0	0	0	0	0	0	0	32.6	35.2
0700	149	0	1	2	41	84	15	4	1	1	0	0	0	0	0	0	33.2	37.2
0800	282	0	0	4	70	161	38	9	0	0	0	0	0	0	0	0	33.7	38
0900	323	0	2	7	79	187	43	2	2	1	0	0	0	0	0	0	33.2	37.2
1000	400	0	0	5	113	220	58	3	1	0	0	0	0	0	0	0	33.3	37.3
1100	459	0	1	5	104	279	63	7	0	0	0	0	0	0	0	0	33.5	37.2
1200	398	0	1	5	94	233	58	5	1	0	1	0	0	0	0	0	33.5	37.5
1300	383	0	1	2	89	233	50	7	0	1	0	0	0	0	0	0	33.8	37.5
1400	344	0	1	2	86	201	44	6	3	1	0	0	0	0	0	0	33.8	37.6
1500	296	0	0	0	51	177	57	11	0	0	0	0	0	0	0	0	34.7	38.7
1600	289	1	1	0	57	186	38	5	1	0	0	0	0	0	0	0	34.1	37.3
1700	278	0	0	5	55	162	51	3	1	1	0	0	0	0	0	0	34	38.4
1800	235	0	0	0	51	144	32	6	2	0	0	0	0	0	0	0	34	37.8
1900	150	0	0	0	40	91	14	4	1	0	0	0	0	0	0	0	33.3	36.2
2000	96	0	0	2	19	65	9	1	0	0	0	0	0	0	0	0	33.1	36.2
2100	153	0	0	1	29	96	20	6	1	0	0	0	0	0	0	0	34.1	38
2200	174	0	0	7	34	121	11	0	1	0	0	0	0	0	0	0	33.1	36.9
2300	243	0	0	17	82	118	24	1	1	0	0	0	0	0	0	0	31.9	36.4
07-19	**3836**	**1**	**8**	**37**	**890**	**2267**	**547**	**68**	**12**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**33.7**	**37.6**
06-22	**4304**	**1**	**8**	**40**	**998**	**2565**	**592**	**80**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**33.7**	**37.5**
06-00	**4721**	**1**	**8**	**64**	**1114**	**2804**	**627**	**81**	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**33.6**	**37.4**
00-00	**5117**	**1**	**8**	**110**	**1336**	**2918**	**639**	**83**	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**33.2**	**37.1**

15 March 2026

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	152	0	1	8	54	78	9	2	0	0	0	0	0	0	0	0	31.3	35.1
0100	92	0	0	4	47	37	4	0	0	0	0	0	0	0	0	0	30.9	34.8
0200	52	0	0	4	25	23	0	0	0	0	0	0	0	0	0	0	30.4	33.2
0300	24	0	0	2	14	8	0	0	0	0	0	0	0	0	0	0	29.5	32.9
0400	23	0	0	0	3	19	0	1	0	0	0	0	0	0	0	0	33.4	35.2
0500	23	0	0	0	5	17	0	1	0	0	0	0	0	0	0	0	33.4	36.2
0600	29	0	0	0	2	23	4	0	0	0	0	0	0	0	0	0	35.4	37.3
0700	70	0	0	2	10	49	9	0	0	0	0	0	0	0	0	0	33.3	36.9
0800	165	0	0	6	35	80	34	6	2	2	0	0	0	0	0	0	34.5	39.5
0900	258	0	0	1	63	149	42	3	0	0	0	0	0	0	0	0	33.6	37.5
1000	314	0	0	2	95	168	42	5	1	1	0	0	0	0	0	0	33.3	37.5
1100	377	0	0	3	80	233	56	4	1	0	0	0	0	0	0	0	33.8	37.6
1200	381	0	0	0	87	245	43	4	1	0	0	0	0	0	0	1	33.5	36.8
1300	308	0	1	6	61	188	48	3	1	0	0	0	0	0	0	0	33.8	37.6
1400	294	2	1	0	72	185	29	4	1	0	0	0	0	0	0	0	33.4	36.9
1500	269	0	0	9	54	167	34	5	0	0	0	0	0	0	0	0	33.4	37.2
1600	279	0	0	0	48	200	28	2	0	1	0	0	0	0	0	0	33.8	36.6
1700	264	0	0	5	82	159	18	0	0	0	0	0	0	0	0	0	32.4	35.7
1800	221	0	0	1	57	148	10	2	1	0	0	0	0	0	2	0	33.1	35
1900	172	0	0	6	36	115	13	0	1	0	0	0	0	0	1	0	32.9	35.5
2000	138	0	0	1	40	87	9	1	0	0	0	0	0	0	0	0	32.5	35.7
2100	63	0	0	0	19	34	7	3	0	0	0	0	0	0	0	0	33.2	37.2
2200	51	0	1	1	15	31	3	0	0	0	0	0	0	0	0	0	32.1	35.2
2300	16	0	0	0	3	10	2	1	0	0	0	0	0	0	0	0	34.5	40.8
07-19	**3200**	**2**	**2**	**35**	**744**	**1971**	**393**	**38**	**8**	**4**	**0**	**0**	**0**	**0**	**2**	**1**	**33.5**	**37.1**
06-22	**3602**	**2**	**2**	**42**	**841**	**2230**	**426**	**42**	**9**	**4**	**0**	**0**	**0**	**0**	**3**	**1**	**33.4**	**36.9**
06-00	**3669**	**2**	**3**	**43**	**859**	**2271**	**431**	**43**	**9**	**4**	**0**	**0**	**0**	**0**	**3**	**1**	**33.4**	**36.9**
00-00	**4035**	**2**	**4**	**61**	**1007**	**2453**	**444**	**47**	**9**	**4**	**0**	**0**	**0**	**0**	**3**	**1**	**33.2**	**36.8**

16 March 2026

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	6	1	0	0	0	0	0	0	0	0	0	33.3	-
0100	8	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	32.8	-
0200	10	0	0	1	5	3	0	1	0	0	0	0	0	0	0	0	31.1	-
0300	7	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	31.6	-
0400	19	0	0	0	6	12	1	0	0	0	0	0	0	0	0	0	32	35.2
0500	72	0	0	2	22	39	7	2	0	0	0	0	0	0	0	0	32.5	36.8
0600	295	0	0	6	78	171	30	7	0	0	1	0	0	0	0	2	33.7	37
0700	445	2	1	7	76	301	51	4	0	0	0	0	3	0	0	0	34.1	37.1
0800	442	2	1	6	128	247	55	2	1	0	0	0	0	0	0	0	33	37
0900	337	0	0	7	102	172	46	10	0	0	0	0	0	0	0	0	33.2	37.8
1000	289	0	0	7	96	153	29	4	0	0	0	0	0	0	0	0	32.5	36.6
1100	280	0	1	4	103	145	23	4	0	0	0	0	0	0	0	0	32.1	35.9
1200	281	0	0	7	93	150	30	1	0	0	0	0	0	0	0	0	32.6	36.5
1300	297	0	1	7	95	167	24	1	1	1	0	0	0	0	0	0	32.4	36.2
1400	299	0	1	9	80	161	43	5	0	0	0	0	0	0	0	0	33.2	37.5
1500	383	1	0	4	107	223	41	2	2	1	0	0	0	0	0	2	33.4	36.7
1600	497	0	2	8	115	308	63	0	0	0	0	0	0	1	0	0	33.2	36.8
1700	493	1	0	5	97	301	77	11	0	0	0	0	0	1	0	0	34.2	37.7
1800	273	0	0	1	52	167	45	6	1	1	0	0	0	0	0	0	34.2	38.3
1900	172	0	0	4	37	99	28	3	1	0	0	0	0	0	0	0	33.9	38
2000	114	0	0	0	22	72	15	5	0	0	0	0	0	0	0	0	34.1	38.1
2100	166	0	0	3	50	99	10	3	1	0	0	0	0	0	0	0	32.8	36.3
2200	147	0	0	8	76	57	5	1	0	0	0	0	0	0	0	0	30.5	33.8
2300	93	0	0	13	25	43	9	2	1	0	0	0	0	0	0	0	31.9	36.8
07-19	**4316**	**6**	**7**	**72**	**1144**	**2495**	**527**	**50**	**5**	**3**	**0**	**0**	**3**	**2**	**0**	**2**	**33.3**	**37**
06-22	**5063**	**6**	**7**	**85**	**1331**	**2936**	**610**	**68**	**7**	**3**	**1**	**0**	**3**	**2**	**0**	**4**	**33.3**	**37**
06-00	**5303**	**6**	**7**	**106**	**1432**	**3036**	**624**	**71**	**8**	**3**	**1**	**0**	**3**	**2**	**0**	**4**	**33.2**	**37**
00-00	**5427**	**6**	**7**	**109**	**1474**	**3100**	**635**	**75**	**8**	**3**	**1**	**0**	**3**	**2**	**0**	**4**	**33.2**	**37**

17 March 2026

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	158	0	0	42	101	13	2	0	0	0	0	0	0	0	0	0	26.7	29.4
0100	63	0	0	8	33	19	1	2	0	0	0	0	0	0	0	0	29.9	35.9
0200	62	0	0	11	32	15	3	1	0	0	0	0	0	0	0	0	28.8	33
0300	75	0	0	9	49	15	2	0	0	0	0	0	0	0	0	0	28.1	32.2
0400	43	0	0	2	15	21	5	0	0	0	0	0	0	0	0	0	32.1	36.4
0500	89	0	0	1	6	49	33	0	0	0	0	0	0	0	0	0	36.1	39.9
0600	296	0	1	2	48	200	42	3	0	0	0	0	0	0	0	0	33.9	37.4
0700	465	0	2	9	86	308	53	6	1	0	0	0	0	0	0	0	33.3	36.9
0800	451	1	3	9	108	275	50	5	0	0	0	0	0	0	0	0	33	36.9
0900	356	0	1	9	129	178	34	3	0	0	0	0	0	0	0	2	32.6	36.5
1000	296	0	0	8	120	140	24	3	1	0	0	0	0	0	0	0	31.9	36
1100	278	0	0	6	95	150	25	2	0	0	0	0	0	0	0	0	32.4	36
1200	324	0	0	5	106	185	27	1	0	0	0	0	0	0	0	0	32.3	35.7
1300	288	0	1	4	85	165	28	5	0	0	0	0	0	0	0	0	32.9	36.8
1400	326	0	0	10	91	185	38	2	0	0	0	0	0	0	0	0	32.8	36.7
1500	371	0	0	9	89	208	61	4	0	0	0	0	0	0	0	0	33.5	37.8
1600	433	1	1	1	71	271	73	14	1	0	0	0	0	0	0	0	34.5	38.8
1700	457	1	1	5	84	284	65	14	2	1	0	0	0	0	0	0	34.2	37.9
1800	292	1	3	2	60	150	63	13	0	0	0	0	0	0	0	0	34.6	39.1
1900	230	0	0	3	46	136	38	6	1	0	0	0	0	0	0	0	34	38.3
2000	104	0	0	0	17	69	18	0	0	0	0	0	0	0	0	0	33.9	37.4
2100	122	0	0	2	32	65	22	1	0	0	0	0	0	0	0	0	33.4	37.7
2200	181	0	0	15	81	68	12	3	0	0	0	0	0	0	2	0	31.4	35.4
2300	199	0	0	28	123	42	4	2	0	0	0	0	0	0	0	0	29.1	33.2
07-19	**4337**	**4**	**12**	**77**	**1124**	**2499**	**541**	**72**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**33.3**	**37.1**
06-22	**5089**	**4**	**13**	**84**	**1267**	**2969**	**661**	**82**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**33.3**	**37.2**
06-00	**5469**	**4**	**13**	**127**	**1471**	**3079**	**677**	**87**	**6**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**33.1**	**37.1**
00-00	**5959**	**4**	**13**	**200**	**1707**	**3211**	**723**	**90**	**6**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**32.9**	**37**

18 March 2026

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	118	0	0	29	61	19	8	0	0	1	0	0	0	0	0	0	28.6	32.9
0100	84	0	0	14	58	10	1	0	1	0	0	0	0	0	0	0	27.9	31
0200	89	0	0	14	63	12	0	0	0	0	0	0	0	0	0	0	28	30.8
0300	61	0	0	12	39	9	1	0	0	0	0	0	0	0	0	0	27.6	32.1
0400	43	0	0	6	26	9	1	1	0	0	0	0	0	0	0	0	29.2	35.9
0500	106	0	0	2	15	68	21	0	0	0	0	0	0	0	0	0	34.4	38
0600	307	0	0	6	40	223	36	2	0	0	0	0	0	0	0	0	34	37
0700	481	1	1	11	117	283	60	7	1	0	0	0	0	0	0	0	33.2	37
0800	463	2	1	17	135	247	57	3	0	0	0	0	0	0	0	1	32.8	37
0900	360	0	0	4	126	181	44	2	3	0	0	0	0	0	0	0	32.8	36.9
1000	340	0	2	16	103	183	30	6	0	0	0	0	0	0	0	0	32.4	36.2
1100	326	0	2	10	116	168	26	3	1	0	0	0	0	0	0	0	32.1	36.1
1200	373	0	1	9	134	201	25	3	0	0	0	0	0	0	0	0	32.1	35.6
1300	335	0	0	6	90	205	31	3	0	0	0	0	0	0	0	0	32.8	36.2
1400	343	0	1	3	79	197	56	7	0	0	0	0	0	0	0	0	33.8	37.7
1500	470	1	1	8	112	279	60	9	0	0	0	0	0	0	0	0	33.2	37.2
1600	528	1	3	8	133	295	80	7	1	0	0	0	0	0	0	0	33.4	37.8
1700	583	0	1	9	103	350	108	8	1	0	2	0	0	0	0	1	34.4	38
1800	370	2	0	0	64	225	72	5	2	0	0	0	0	0	0	0	34.3	38
1900	205	0	0	1	33	137	31	2	1	0	0	0	0	0	0	0	34.1	37.8
2000	125	0	0	1	23	76	22	3	0	0	0	0	0	0	0	0	34.8	38.3
2100	163	0	0	1	39	105	15	2	1	0	0	0	0	0	0	0	33.1	36.2
2200	238	0	0	16	105	87	26	4	0	0	0	0	0	0	0	0	31.2	36.1
2300	246	0	0	9	106	116	15	0	0	0	0	0	0	0	0	0	31.6	34.9
07-19	**4972**	**7**	**13**	**101**	**1312**	**2814**	**649**	**63**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**33.2**	**37.2**
06-22	**5772**	**7**	**13**	**110**	**1447**	**3355**	**753**	**72**	**11**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**33.3**	**37.2**
06-00	**6256**	**7**	**13**	**135**	**1658**	**3558**	**794**	**76**	**11**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**33.1**	**37.1**
00-00	**6757**	**7**	**13**	**212**	**1920**	**3685**	**826**	**77**	**12**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**32.9**	**37**

19 March 2026

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	89	0	0	10	63	13	2	1	0	0	0	0	0	0	0	0	29	32.7
0100	73	0	0	13	42	12	3	1	0	0	0	2	0	0	0	0	30	34.8
0200	86	0	0	13	67	4	2	0	0	0	0	0	0	0	0	0	27.2	29.6
0300	82	0	0	12	63	5	2	0	0	0	0	0	0	0	0	0	27.9	30
0400	55	0	0	9	32	13	1	0	0	0	0	0	0	0	0	0	28.5	34.2
0500	98	0	0	3	18	54	21	2	0	0	0	0	0	0	0	0	34.6	39.2
0600	326	1	0	3	41	219	50	9	2	0	0	1	0	0	0	0	34.9	37.9
0700	503	5	3	9	83	325	73	5	0	0	0	0	0	0	0	0	33.6	37.5
0800	599	2	2	21	183	330	59	2	0	0	0	0	0	0	0	0	32.2	36.2
0900	378	0	1	10	130	203	30	2	2	0	0	0	0	0	0	0	32.3	36
1000	297	0	0	9	113	141	28	4	2	0	0	0	0	0	0	0	32.3	36.7
1100	269	0	1	6	80	148	31	3	0	0	0	0	0	0	0	0	32.8	37
1200	335	0	0	7	104	171	47	4	1	1	0	0	0	0	0	0	33	37.4
1300	357	0	3	13	92	198	37	11	1	0	2	0	0	0	0	0	33.4	37.1
1400	327	1	1	8	74	196	38	7	2	0	0	0	0	0	0	0	33.4	37.2
1500	408	0	1	6	115	237	47	2	0	0	0	0	0	0	0	0	32.7	36.5
1600	489	1	1	2	107	297	75	4	0	0	0	2	0	0	0	0	33.9	37.6
1700	527	0	1	6	86	331	86	13	3	1	0	0	0	0	0	0	34.5	38.2
1800	376	1	1	9	90	219	47	7	2	0	0	0	0	0	0	0	33.4	37.2
1900	221	0	0	3	50	131	34	3	0	0	0	0	0	0	0	0	33.8	37.7
2000	156	0	0	1	25	101	27	2	0	0	0	0	0	0	0	0	34.2	37.4
2100	145	0	0	4	23	83	29	6	0	0	0	0	0	0	0	0	34.4	38.5
2200	99	0	1	10	19	51	17	1	0	0	0	0	0	0	0	0	32.6	37.4
2300	55	0	0	1	7	41	6	0	0	0	0	0	0	0	0	0	33.8	37.1
07-19	**4865**	**10**	**15**	**106**	**1257**	**2796**	**598**	**64**	**13**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**33.2**	**37.1**
06-22	**5713**	**11**	**15**	**117**	**1396**	**3330**	**738**	**84**	**15**	**2**	**2**	**3**	**0**	**0**	**0**	**0**	**33.3**	**37.2**
06-00	**5867**	**11**	**16**	**128**	**1422**	**3422**	**761**	**85**	**15**	**2**	**2**	**3**	**0**	**0**	**0**	**0**	**33.3**	**37.2**
00-00	**6350**	**11**	**16**	**188**	**1707**	**3523**	**792**	**89**	**15**	**2**	**2**	**5**	**0**	**0**	**0**	**0**	**33.1**	**37.1**

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
--	39207	42	71	1047	10682	22048	4660	524	84	16	8	5	3	2	6	9	33	37

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	13-Mar	14-Mar	15-Mar	16-Mar	17-Mar	18-Mar	19-Mar	1-5.	1-7.
Hour									
0000-0100	18	139	152	8	158	118	89	78.2	97.4
0100-0200	11	81	92	8	63	84	73	47.8	58.9
0200-0300	9	73	52	10	62	89	86	51.2	54.4
0300-0400	9	44	24	7	75	61	82	46.8	43.1
0400-0500	16	28	23	19	43	43	55	35.2	32.4
0500-0600	78	31	23	72	89	106	98	88.6	71
0600-0700	245	69	29	295	296	307	326	293.8	223.9
0700-0800	374	149	70	**445**	**465**	**481**	503	453.6	355.3
0800-0900	**427**	282	165	442	451	463	**599**	476.4	404.1
0900-1000	332	323	258	337	356	360	378	352.6	334.9
1000-1100	306	400	314	289	296	340	297	305.6	320.3
1100-1200	339	**459**	**377**	280	278	326	269	298.4	332.6
1200-1300	350	**398**	**381**	281	324	373	335	332.6	348.9
1300-1400	332	383	308	297	288	335	357	321.8	328.6
1400-1500	403	344	294	299	326	343	327	339.6	333.7
1500-1600	425	296	269	383	371	470	408	411.4	374.6
1600-1700	**490**	289	279	**497**	433	528	489	487.4	429.3
1700-1800	421	278	264	493	**457**	**583**	**527**	496.2	431.9
1800-1900	295	235	221	273	292	370	376	321.2	294.6
1900-2000	195	150	172	172	230	205	221	204.6	192.1
2000-2100	128	96	138	114	104	125	156	125.4	123
2100-2200	105	153	63	166	122	163	145	140.2	131
2200-2300	92	174	51	147	181	238	99	151.4	140.3
2300-2400	162	243	16	93	199	246	55	151	144.9
Totals									
0700-1900	4494	3836	3200	4316	4337	4972	4865	4596.8	4288.6
0600-2200	5167	4304	3602	5063	5089	5772	5713	5360.8	4958.6
0600-0000	5421	4721	3669	5303	5469	6256	5867	5663.2	5243.7
0000-0000	5562	5117	4035	5427	5959	6757	6350	6011	5601
AM Peak	800	1100	1100	700	700	700	800		
	427	459	377	445	465	481	599		
PM Peak	1600	1200	1200	1600	1700	1700	1700		
	490	398	381	497	457	583	527		

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

13 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	19	17	0	1	0	1	0	0	0	0	0	0	0	0	0	28.6	34
0100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	-
0200	9	7	0	0	0	0	0	0	0	2	0	0	0	0	0	28.2	-
0300	15	13	0	0	0	1	0	0	0	1	0	0	0	0	0	28.2	34.4
0400	25	22	0	2	1	0	0	0	0	0	0	0	0	0	0	31.5	35.3
0500	108	93	0	10	2	1	0	0	0	0	0	0	0	2	0	27.6	31.2
0600	280	241	1	25	4	4	0	2	0	1	0	0	0	2	0	26.3	30.7
0700	450	384	6	37	14	5	0	1	0	1	0	0	0	2	0	25.3	29.9
0800	456	394	6	27	19	6	1	0	0	3	0	0	0	0	0	23.6	28.9
0900	331	265	1	44	14	4	1	1	1	0	0	0	0	0	0	25.9	29.6
1000	327	286	2	29	4	4	0	0	1	1	0	0	0	0	0	26.4	30.4
1100	346	287	4	36	11	5	0	0	0	0	0	0	0	3	0	25.3	30.1
1200	315	270	1	34	4	2	0	1	0	0	0	0	0	3	0	25.2	30.1
1300	336	291	2	33	2	2	1	1	0	1	0	0	0	2	1	25.2	30.6
1400	388	339	4	31	3	3	0	0	0	3	0	0	0	5	0	24.1	30.1
1500	462	406	5	29	11	4	0	3	2	0	0	0	0	2	0	23.5	29.2
1600	454	398	3	31	16	2	0	0	0	0	0	0	0	4	0	24.9	29.5
1700	417	371	2	22	17	4	0	0	0	1	0	0	0	0	0	24.7	29.6
1800	325	295	0	15	12	3	0	0	0	0	0	0	0	0	0	26	29.2
1900	196	174	1	8	9	2	0	0	0	1	0	0	0	1	0	27.6	30.3
2000	124	115	0	7	0	1	0	0	0	1	0	0	0	0	0	27.7	31.4
2100	81	77	0	3	1	0	0	0	0	0	0	0	0	0	0	28.5	32.4
2200	73	72	1	0	0	0	0	0	0	0	0	0	0	0	0	28.7	34
2300	99	94	0	5	0	0	0	0	0	0	0	0	0	0	0	29.3	32.3
07-19	**4607**	**3986**	**36**	**368**	**127**	**44**	**3**	**7**	**4**	**10**	**0**	**0**	**0**	**21**	**1**	**24.9**	**29.6**
06-22	**5288**	**4593**	**38**	**411**	**141**	**51**	**3**	**9**	**4**	**13**	**0**	**0**	**0**	**24**	**1**	**25.2**	**29.9**
06-00	**5460**	**4759**	**39**	**416**	**141**	**51**	**3**	**9**	**4**	**13**	**0**	**0**	**0**	**24**	**1**	**25.3**	**30.1**
00-00	**5644**	**4918**	**39**	**430**	**144**	**54**	**3**	**9**	**4**	**16**	**0**	**0**	**0**	**26**	**1**	**25.4**	**30.2**

14 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	78	74	0	2	0	0	0	0	0	1	0	0	0	1	0	28.7	32.7
0100	46	43	0	1	1	0	0	0	0	0	0	0	0	1	0	27.9	29.9
0200	43	42	0	0	0	0	0	0	1	0	0	0	0	0	0	30.2	32.7
0300	39	36	0	2	0	0	0	0	1	0	0	0	0	0	0	30.3	33.4
0400	27	23	0	2	0	0	0	0	1	1	0	0	0	0	0	27.5	31.8
0500	38	34	0	3	1	0	0	0	0	0	0	0	0	0	0	31	34.7
0600	83	70	0	11	1	0	0	0	0	0	0	0	0	1	0	30.1	34
0700	152	124	0	23	2	2	0	0	0	0	0	0	0	1	0	29.2	32.8
0800	249	225	2	14	4	2	0	0	1	0	0	0	0	1	0	27.7	32.2
0900	299	267	0	23	0	2	0	0	0	2	0	0	0	3	2	27.9	33.1
1000	324	300	2	14	2	1	0	0	1	0	0	0	0	4	0	27.4	31.5
1100	389	350	4	16	2	4	0	1	1	1	0	0	0	10	0	26.1	30.4
1200	399	355	6	20	2	2	0	1	1	0	0	0	0	11	1	24.8	30.4
1300	362	325	5	13	4	4	0	0	1	0	0	0	0	10	0	26.6	30.8
1400	348	309	3	16	7	0	0	0	0	1	0	0	0	11	1	26.8	31.4
1500	319	287	3	10	6	2	0	0	0	1	0	0	0	9	1	26.8	30.5
1600	322	298	1	7	10	0	0	0	0	0	0	0	0	5	1	25.8	30.2
1700	323	279	5	9	21	4	0	0	0	1	0	0	0	4	0	26.6	30.2
1800	274	252	0	5	10	4	0	0	1	0	0	0	0	2	0	25.9	29.6
1900	191	178	0	3	6	3	0	0	0	1	0	0	0	0	0	27.1	30.7
2000	104	98	0	2	2	1	0	0	0	0	0	0	0	1	0	27.6	31
2100	127	117	1	7	2	0	0	0	0	0	0	0	0	0	0	28.3	32.2
2200	125	121	1	3	0	0	0	0	0	0	0	0	0	0	0	27.6	30.2
2300	114	108	0	4	0	1	0	0	0	0	0	0	0	0	1	27.2	32.3
07-19	**3760**	**3371**	**31**	**170**	**70**	**27**	**0**	**2**	**6**	**6**	**0**	**0**	**0**	**71**	**6**	**26.6**	**31**
06-22	**4265**	**3834**	**32**	**193**	**81**	**31**	**0**	**2**	**6**	**7**	**0**	**0**	**0**	**73**	**6**	**26.8**	**31.1**
06-00	**4504**	**4063**	**33**	**200**	**81**	**32**	**0**	**2**	**6**	**7**	**0**	**0**	**0**	**73**	**7**	**26.8**	**31.1**
00-00	**4775**	**4315**	**33**	**210**	**83**	**32**	**0**	**2**	**9**	**9**	**0**	**0**	**0**	**75**	**7**	**27**	**31.2**

15 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	88	86	1	1	0	0	0	0	0	0	0	0	0	0	0	27.3	30
0100	50	49	0	0	0	0	0	0	1	0	0	0	0	0	0	29.7	33.2
0200	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	29.2	30.1
0300	18	17	0	0	0	0	0	0	0	1	0	0	0	0	0	28.3	30.9
0400	14	12	0	0	0	0	0	0	2	0	0	0	0	0	0	30.7	38.1
0500	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	31.8	35.8
0600	39	33	1	4	1	0	0	0	0	0	0	0	0	0	0	31.7	36.1
0700	78	67	0	9	0	0	0	1	0	0	0	0	0	1	0	30.2	34.1
0800	118	103	0	11	2	0	1	0	0	0	0	0	0	1	0	30	33
0900	266	248	1	7	4	0	0	0	0	1	0	1	0	4	0	27.7	31.9
1000	326	298	1	10	6	3	0	0	0	1	0	0	0	7	0	26.6	31.4
1100	458	421	4	17	5	3	0	1	0	1	0	0	0	6	0	26.4	30.4
1200	384	353	6	13	1	3	0	0	0	0	0	0	0	8	0	26.3	30.4
1300	384	344	3	22	5	3	0	1	0	0	0	0	0	6	0	25.5	29.9
1400	329	307	2	5	9	2	0	0	0	1	0	0	0	2	1	27.1	31.5
1500	301	278	2	7	10	3	0	0	0	0	0	0	0	1	0	26.6	30.5
1600	304	271	2	7	20	1	0	0	0	1	0	0	0	2	0	24.9	28.7
1700	295	271	0	4	13	4	0	0	0	1	1	0	0	1	0	25.7	28.9
1800	265	236	2	4	20	1	0	0	0	0	0	1	0	1	0	25.2	28
1900	184	166	1	1	12	3	0	0	0	1	0	0	0	0	0	25.3	28.7
2000	132	122	0	1	5	1	0	0	0	3	0	0	0	0	0	25.8	28.1
2100	74	69	0	0	5	0	0	0	0	0	0	0	0	0	0	28.1	32.1
2200	44	42	0	1	1	0	0	0	0	0	0	0	0	0	0	28.2	31.8
2300	20	17	1	2	0	0	0	0	0	0	0	0	0	0	0	30.5	34.4
07-19	**3508**	**3197**	**23**	**116**	**95**	**23**	**1**	**3**	**0**	**6**	**1**	**2**	**0**	**40**	**1**	**26.4**	**30.6**
06-22	**3937**	**3587**	**25**	**122**	**118**	**27**	**1**	**3**	**0**	**10**	**1**	**2**	**0**	**40**	**1**	**26.4**	**30.5**
06-00	**4001**	**3646**	**26**	**125**	**119**	**27**	**1**	**3**	**0**	**10**	**1**	**2**	**0**	**40**	**1**	**26.5**	**30.6**
00-00	**4217**	**3852**	**27**	**129**	**119**	**27**	**1**	**3**	**3**	**11**	**1**	**2**	**0**	**41**	**1**	**26.6**	**30.6**

16 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	8	0	1	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0200	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	28.7	-
0300	11	9	0	0	0	0	0	0	0	2	0	0	0	0	0	29.3	34.9
0400	24	18	0	3	0	0	1	1	0	0	0	0	0	1	0	31	35.5
0500	97	86	0	9	0	0	0	0	0	1	0	0	0	1	0	29.2	33.4
0600	308	268	0	20	12	1	0	0	2	2	1	0	0	2	0	26.4	31.3
0700	523	460	1	29	21	5	1	0	0	0	1	0	0	5	0	23.2	28.7
0800	478	408	4	27	24	8	1	2	2	1	0	0	0	1	0	23	29
0900	308	249	1	46	6	3	0	0	0	1	0	0	0	2	0	26.5	30.8
1000	306	258	3	33	8	1	0	0	0	1	0	0	0	2	0	26.7	30.6
1100	296	250	1	35	1	3	0	1	2	2	0	0	0	1	0	26	30.5
1200	260	218	2	31	3	3	0	1	1	0	0	0	0	1	0	26.9	30.9
1300	287	239	3	33	5	4	1	0	0	1	0	0	0	0	1	25.8	30.2
1400	342	293	2	27	11	5	0	1	1	0	0	0	0	2	0	24.7	29
1500	388	336	2	23	20	3	0	0	0	1	0	0	0	1	2	24.7	29.5
1600	439	383	5	22	20	3	1	0	0	1	0	0	0	3	1	25	29.3
1700	419	379	4	12	13	4	0	1	1	1	0	0	0	3	1	25.6	29.5
1800	270	242	3	8	15	2	0	0	0	0	0	0	0	0	0	25	29.1
1900	169	147	2	7	8	0	0	0	0	0	0	0	0	5	0	26.5	30.8
2000	113	103	0	3	4	2	0	0	1	0	0	0	0	0	0	27.5	31.3
2100	70	66	0	2	2	0	0	0	0	0	0	0	0	0	0	28.8	31.8
2200	71	67	1	1	2	0	0	0	0	0	0	0	0	0	0	26.9	31.9
2300	33	30	0	1	1	0	0	0	0	1	0	0	0	0	0	29	31.5
07-19	**4316**	**3715**	**31**	**326**	**147**	**44**	**4**	**6**	**7**	**9**	**1**	**0**	**0**	**21**	**5**	**25**	**29.6**
06-22	**4976**	**4299**	**33**	**358**	**173**	**47**	**4**	**6**	**10**	**11**	**2**	**0**	**0**	**28**	**5**	**25.3**	**30**
06-00	**5080**	**4396**	**34**	**360**	**176**	**47**	**4**	**6**	**10**	**12**	**2**	**0**	**0**	**28**	**5**	**25.3**	**30**
00-00	**5234**	**4526**	**34**	**375**	**178**	**47**	**5**	**7**	**10**	**15**	**2**	**0**	**0**	**30**	**5**	**25.4**	**30.2**

17 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	49	48	0	0	1	0	0	0	0	0	0	0	0	0	0	27.5	28.5
0100	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	27.6
0200	33	32	0	0	0	0	0	0	0	1	0	0	0	0	0	27.5	27.7
0300	38	34	0	2	1	1	0	0	0	0	0	0	0	0	0	27	31.3
0400	42	34	0	4	1	1	0	0	0	2	0	0	0	0	0	29.4	33.6
0500	123	100	1	9	4	3	0	1	0	2	0	0	0	3	0	28.8	33.1
0600	279	238	1	18	11	6	0	0	0	2	0	0	0	3	0	27.3	32.5
0700	499	436	7	15	27	6	0	1	1	4	0	0	0	2	0	22.6	29
0800	480	423	4	21	15	10	1	0	0	1	0	1	0	2	2	23.2	29
0900	333	287	1	25	10	5	0	0	0	1	0	0	0	4	0	25.8	29.5
1000	280	228	2	29	11	2	0	0	0	1	0	0	0	7	0	24.5	28.5
1100	268	224	2	26	7	6	0	2	0	0	0	0	0	1	0	25.1	29.6
1200	275	238	1	26	1	5	0	1	0	2	0	0	0	1	0	26.8	31.4
1300	287	234	1	39	3	3	1	2	0	1	0	0	0	3	0	26.6	31.3
1400	308	265	0	32	2	4	0	3	1	0	0	0	0	1	0	27.7	32.2
1500	358	311	3	31	1	4	1	1	1	1	0	0	0	4	0	27	30.8
1600	431	378	5	31	6	3	0	1	0	1	0	0	0	6	0	24.3	30.2
1700	442	392	6	18	16	5	0	0	0	0	0	0	0	5	0	25.6	29.8
1800	325	297	1	8	14	2	0	0	0	1	0	0	0	2	0	24.6	29
1900	176	156	1	4	11	2	0	0	0	1	0	0	0	1	0	27.6	31.1
2000	106	91	2	3	6	2	0	0	0	2	0	0	0	0	0	28.1	31.5
2100	106	100	0	0	5	1	0	0	0	0	0	0	0	0	0	29.3	32.4
2200	110	103	1	1	3	2	0	0	0	0	0	0	0	0	0	28.2	31.4
2300	103	102	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	33.6
07-19	**4286**	**3713**	**33**	**301**	**113**	**55**	**3**	**11**	**3**	**13**	**0**	**1**	**0**	**38**	**2**	**25.1**	**30.1**
06-22	**4953**	**4298**	**37**	**326**	**146**	**66**	**3**	**11**	**3**	**18**	**0**	**1**	**0**	**42**	**2**	**25.5**	**30.4**
06-00	**5166**	**4503**	**38**	**328**	**149**	**68**	**3**	**11**	**3**	**18**	**0**	**1**	**0**	**42**	**2**	**25.6**	**30.5**
00-00	**5488**	**4788**	**39**	**343**	**156**	**73**	**3**	**12**	**3**	**23**	**0**	**1**	**0**	**45**	**2**	**25.7**	**30.6**

18 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	57	56	0	0	1	0	0	0	0	0	0	0	0	0	0	28	30.6
0100	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	30.8
0200	57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	32.1
0300	46	42	0	1	0	2	0	0	0	0	0	0	0	1	0	27.3	32.1
0400	48	41	0	5	0	1	0	0	0	0	0	0	0	1	0	30.4	35.2
0500	127	107	0	7	7	3	0	0	1	1	0	0	0	1	0	29.8	33.4
0600	315	276	2	15	16	2	0	0	1	1	0	1	0	1	0	26.6	32.1
0700	539	468	2	25	29	6	1	1	0	2	0	0	0	4	1	23.6	29.2
0800	481	423	5	26	15	6	0	0	0	1	0	0	0	3	2	23	29.3
0900	367	311	2	41	3	3	1	0	2	1	0	0	0	3	0	26	30.8
1000	311	264	3	30	6	5	0	0	1	1	0	0	0	1	0	26.2	31.2
1100	287	246	0	25	7	1	0	0	1	0	0	0	0	5	2	26.3	30.8
1200	315	261	2	34	4	4	0	1	0	2	0	0	0	6	1	26.4	30.9
1300	266	218	3	25	1	7	1	0	0	2	0	1	0	7	1	26.3	31.6
1400	336	281	3	30	9	4	0	2	0	0	0	0	0	7	0	26.9	31.6
1500	395	351	3	23	10	5	0	0	0	0	0	0	0	3	0	25	30.1
1600	431	380	8	19	16	5	0	1	0	0	0	0	0	2	0	24.7	29.6
1700	450	411	3	7	18	4	0	0	1	2	1	0	0	3	0	25.1	30.5
1800	310	275	4	4	18	5	0	0	2	0	0	0	0	0	2	24.9	29.9
1900	165	144	1	3	12	3	1	0	0	0	0	0	0	1	0	26.5	29.5
2000	124	111	0	3	8	0	0	0	0	2	0	0	0	0	0	27.8	30.5
2100	96	87	0	2	4	1	0	0	0	0	0	0	0	2	0	28.7	31.7
2200	123	117	1	2	3	0	0	0	0	0	0	0	0	0	0	28.7	31.8
2300	124	120	0	0	3	0	0	0	1	0	0	0	0	0	0	28.4	31.3
07-19	**4488**	**3889**	**38**	**289**	**136**	**55**	**3**	**5**	**7**	**11**	**1**	**1**	**0**	**44**	**9**	**25.2**	**30.4**
06-22	**5188**	**4507**	**41**	**312**	**176**	**61**	**4**	**5**	**8**	**14**	**1**	**2**	**0**	**48**	**9**	**25.4**	**30.5**
06-00	**5435**	**4744**	**42**	**314**	**182**	**61**	**4**	**5**	**9**	**14**	**1**	**2**	**0**	**48**	**9**	**25.6**	**30.6**
00-00	**5820**	**5097**	**42**	**327**	**190**	**67**	**4**	**5**	**10**	**15**	**1**	**2**	**0**	**51**	**9**	**25.8**	**30.8**

19 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	50	49	0	0	0	1	0	0	0	0	0	0	0	0	0	32.3	35.2
0100	47	46	0	0	0	0	0	0	0	1	0	0	0	0	0	32.8	38
0200	55	53	0	0	1	1	0	0	0	0	0	0	0	0	0	31.5	34.1
0300	64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.4
0400	62	56	0	3	2	0	0	0	0	1	0	0	0	0	0	31.6	34.4
0500	128	113	0	9	2	1	0	0	0	1	2	0	0	0	0	30	34.1
0600	310	277	1	15	6	5	0	0	0	0	1	0	0	5	0	28.1	33.3
0700	464	418	0	4	21	8	0	0	2	1	1	0	0	2	7	23.8	30.1
0800	465	419	4	5	23	9	0	0	0	1	0	0	0	1	3	24.5	29.4
0900	305	267	1	30	4	2	0	0	0	1	0	0	0	0	0	27.4	32.2
1000	246	206	2	23	4	6	1	0	2	0	0	0	0	2	0	25.9	31.1
1100	254	204	3	29	6	2	0	2	3	1	0	0	0	4	0	26.5	31.3
1200	323	269	5	39	3	1	0	0	0	1	0	0	0	4	1	25.8	30.4
1300	425	341	3	44	9	5	0	0	7	8	0	1	0	7	0	23.9	29.6
1400	408	342	5	41	10	0	1	1	0	1	0	0	0	6	1	24.8	29.9
1500	408	345	3	34	8	6	1	1	0	2	0	0	0	8	0	24.8	29.5
1600	499	438	6	35	13	3	0	0	1	0	0	0	0	3	0	24.1	29.2
1700	438	401	3	14	12	4	0	0	0	0	0	0	0	3	1	23.8	28.4
1800	262	232	1	4	16	5	0	0	0	1	0	0	0	3	0	25.2	29.4
1900	166	140	0	2	18	3	0	0	1	0	0	0	0	2	0	26.5	29.3
2000	153	136	0	2	12	0	0	0	0	1	1	0	0	1	0	26.2	28.9
2100	122	109	0	2	6	2	0	0	0	0	0	0	0	3	0	25.9	29.5
2200	83	81	0	0	0	2	0	0	0	0	0	0	0	0	0	27.7	32.5
2300	44	42	0	0	1	0	0	0	1	0	0	0	0	0	0	27	29.8
07-19	**4497**	**3882**	**36**	**302**	**129**	**51**	**3**	**4**	**15**	**17**	**1**	**1**	**0**	**43**	**13**	**24.8**	**30**
06-22	**5248**	**4544**	**37**	**323**	**171**	**61**	**3**	**4**	**16**	**18**	**3**	**1**	**0**	**54**	**13**	**25.1**	**30.2**
06-00	**5375**	**4667**	**37**	**323**	**172**	**63**	**3**	**4**	**17**	**18**	**3**	**1**	**0**	**54**	**13**	**25.2**	**30.2**
00-00	**5781**	**5048**	**37**	**335**	**177**	**66**	**3**	**4**	**17**	**21**	**5**	**1**	**0**	**54**	**13**	**25.6**	**30.6**

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

13 March 2026

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	19	0	0	4	10	5	0	0	0	0	0	0	0	0	0	0	28.6	34
0100	8	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	27.4	-
0200	9	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	28.2	-
0300	15	0	0	4	8	3	0	0	0	0	0	0	0	0	0	0	28.2	34.4
0400	25	0	0	1	9	14	1	0	0	0	0	0	0	0	0	0	31.5	35.3
0500	108	0	0	24	68	16	0	0	0	0	0	0	0	0	0	0	27.6	31.2
0600	280	4	11	72	162	30	1	0	0	0	0	0	0	0	0	0	26.3	30.7
0700	450	11	42	131	222	38	2	3	0	0	0	1	0	0	0	0	25.3	29.9
0800	456	30	52	159	186	27	1	1	0	0	0	0	0	0	0	0	23.6	28.9
0900	331	0	15	114	177	24	1	0	0	0	0	0	0	0	0	0	25.9	29.6
1000	327	1	16	88	188	33	1	0	0	0	0	0	0	0	0	0	26.4	30.4
1100	346	1	32	108	172	32	1	0	0	0	0	0	0	0	0	0	25.3	30.1
1200	315	3	36	97	148	29	1	1	0	0	0	0	0	0	0	0	25.2	30.1
1300	336	16	32	79	167	40	1	0	0	0	1	0	0	0	0	0	25.2	30.6
1400	388	32	39	126	157	28	3	0	1	0	0	0	0	0	2	0	24.1	30.1
1500	462	26	75	139	187	33	1	0	0	1	0	0	0	0	0	0	23.5	29.2
1600	454	15	40	135	226	35	2	1	0	0	0	0	0	0	0	0	24.9	29.5
1700	417	17	37	126	200	33	4	0	0	0	0	0	0	0	0	0	24.7	29.6
1800	325	0	5	111	191	18	0	0	0	0	0	0	0	0	0	0	26	29.2
1900	196	0	0	41	135	14	6	0	0	0	0	0	0	0	0	0	27.6	30.3
2000	124	0	1	20	83	20	0	0	0	0	0	0	0	0	0	0	27.7	31.4
2100	81	0	0	14	48	18	1	0	0	0	0	0	0	0	0	0	28.5	32.4
2200	73	0	1	16	37	14	5	0	0	0	0	0	0	0	0	0	28.7	34
2300	99	0	0	11	59	29	0	0	0	0	0	0	0	0	0	0	29.3	32.3
07-19	**4607**	**152**	**421**	**1413**	**2221**	**370**	**18**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**24.9**	**29.6**
06-22	**5288**	**156**	**433**	**1560**	**2649**	**452**	**26**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**25.2**	**29.9**
06-00	**5460**	**156**	**434**	**1587**	**2745**	**495**	**31**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**25.3**	**30.1**
00-00	**5644**	**156**	**434**	**1623**	**2850**	**537**	**32**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**25.4**	**30.2**

14 March 2026

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	78	0	1	12	40	24	1	0	0	0	0	0	0	0	0	0	28.7	32.7
0100	46	0	0	7	36	3	0	0	0	0	0	0	0	0	0	0	27.9	29.9
0200	43	0	0	2	31	9	1	0	0	0	0	0	0	0	0	0	30.2	32.7
0300	39	0	0	3	23	11	2	0	0	0	0	0	0	0	0	0	30.3	33.4
0400	27	0	2	2	17	6	0	0	0	0	0	0	0	0	0	0	27.5	31.8
0500	38	0	0	2	20	14	2	0	0	0	0	0	0	0	0	0	31	34.7
0600	83	1	0	8	39	32	2	1	0	0	0	0	0	0	0	0	30.1	34
0700	152	0	2	14	91	42	3	0	0	0	0	0	0	0	0	0	29.2	32.8
0800	249	9	5	32	157	41	4	1	0	0	0	0	0	0	0	0	27.7	32.2
0900	299	3	19	37	159	79	2	0	0	0	0	0	0	0	0	0	27.9	33.1
1000	324	1	7	73	190	45	7	1	0	0	0	0	0	0	0	0	27.4	31.5
1100	389	0	21	122	200	42	4	0	0	0	0	0	0	0	0	0	26.1	30.4
1200	399	11	59	102	183	40	3	0	0	0	1	0	0	0	0	0	24.8	30.4
1300	362	0	20	91	203	45	1	1	0	1	0	0	0	0	0	0	26.6	30.8
1400	348	3	19	74	194	54	3	0	0	0	0	0	1	0	0	0	26.8	31.4
1500	319	6	9	67	200	35	2	0	0	0	0	0	0	0	0	0	26.8	30.5
1600	322	9	15	89	179	28	2	0	0	0	0	0	0	0	0	0	25.8	30.2
1700	323	1	12	77	201	31	0	0	1	0	0	0	0	0	0	0	26.6	30.2
1800	274	0	18	73	169	14	0	0	0	0	0	0	0	0	0	0	25.9	29.6
1900	191	0	3	49	114	22	3	0	0	0	0	0	0	0	0	0	27.1	30.7
2000	104	0	0	18	72	14	0	0	0	0	0	0	0	0	0	0	27.6	31
2100	127	0	0	20	79	26	2	0	0	0	0	0	0	0	0	0	28.3	32.2
2200	125	0	0	18	97	10	0	0	0	0	0	0	0	0	0	0	27.6	30.2
2300	114	0	1	31	57	25	0	0	0	0	0	0	0	0	0	0	27.2	32.3
07-19	**3760**	**43**	**206**	**851**	**2126**	**496**	**31**	**3**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**26.6**	**31**
06-22	**4265**	**44**	**209**	**946**	**2430**	**590**	**38**	**4**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**26.8**	**31.1**
06-00	**4504**	**44**	**210**	**995**	**2584**	**625**	**38**	**4**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**26.8**	**31.1**
00-00	**4775**	**44**	**213**	**1023**	**2751**	**692**	**44**	**4**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**27**	**31.2**

15 March 2026

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	88	0	0	12	68	8	0	0	0	0	0	0	0	0	0	0	27.3	30
0100	50	0	0	2	32	16	0	0	0	0	0	0	0	0	0	0	29.7	33.2
0200	29	0	0	1	25	3	0	0	0	0	0	0	0	0	0	0	29.2	30.1
0300	18	0	0	2	14	2	0	0	0	0	0	0	0	0	0	0	28.3	30.9
0400	14	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	30.7	38.1
0500	17	0	0	0	9	6	2	0	0	0	0	0	0	0	0	0	31.8	35.8
0600	39	0	0	2	17	16	3	1	0	0	0	0	0	0	0	0	31.7	36.1
0700	78	0	1	7	39	27	4	0	0	0	0	0	0	0	0	0	30.2	34.1
0800	118	0	1	3	81	29	3	1	0	0	0	0	0	0	0	0	30	33
0900	266	0	13	48	152	48	5	0	0	0	0	0	0	0	0	0	27.7	31.9
1000	326	3	28	68	172	50	5	0	0	0	0	0	0	0	0	0	26.6	31.4
1100	458	0	24	122	262	45	5	0	0	0	0	0	0	0	0	0	26.4	30.4
1200	384	9	12	118	201	38	4	0	0	0	0	0	0	0	0	2	26.3	30.4
1300	384	2	38	103	201	36	4	0	0	0	0	0	0	0	0	0	25.5	29.9
1400	329	0	2	99	170	55	3	0	0	0	0	0	0	0	0	0	27.1	31.5
1500	301	1	16	69	178	33	3	1	0	0	0	0	0	0	0	0	26.6	30.5
1600	304	13	19	88	167	17	0	0	0	0	0	0	0	0	0	0	24.9	28.7
1700	295	0	8	102	168	17	0	0	0	0	0	0	0	0	0	0	25.7	28.9
1800	265	1	6	134	115	7	1	0	0	0	0	0	0	0	1	0	25.2	28
1900	184	2	8	65	99	10	0	0	0	0	0	0	0	0	0	0	25.3	28.7
2000	132	0	3	41	84	4	0	0	0	0	0	0	0	0	0	0	25.8	28.1
2100	74	0	1	12	46	15	0	0	0	0	0	0	0	0	0	0	28.1	32.1
2200	44	1	0	6	29	8	0	0	0	0	0	0	0	0	0	0	28.2	31.8
2300	20	0	0	0	13	6	1	0	0	0	0	0	0	0	0	0	30.5	34.4
07-19	**3508**	**29**	**168**	**961**	**1906**	**402**	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**26.4**	**30.6**
06-22	**3937**	**31**	**180**	**1081**	**2152**	**447**	**40**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**26.4**	**30.5**
06-00	**4001**	**32**	**180**	**1087**	**2194**	**461**	**41**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**26.5**	**30.6**
00-00	**4217**	**32**	**180**	**1106**	**2347**	**501**	**45**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**26.6**	**30.6**

16 March 2026

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	10	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	30.4	-
0100	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	30.1	-
0200	8	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	28.7	-
0300	11	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	29.3	34.9
0400	24	0	0	1	13	8	2	0	0	0	0	0	0	0	0	0	31	35.5
0500	97	0	0	15	50	29	3	0	0	0	0	0	0	0	0	0	29.2	33.4
0600	308	1	25	79	150	51	1	0	0	0	0	0	0	0	0	1	26.4	31.3
0700	523	55	58	139	241	29	1	0	0	0	0	0	0	0	0	0	23.2	28.7
0800	478	45	58	157	189	24	4	1	0	0	0	0	0	0	0	0	23	29
0900	308	0	6	100	160	41	1	0	0	0	0	0	0	0	0	0	26.5	30.8
1000	306	1	9	78	183	34	1	0	0	0	0	0	0	0	0	0	26.7	30.6
1100	296	0	17	99	144	35	1	0	0	0	0	0	0	0	0	0	26	30.5
1200	260	1	9	60	157	33	0	0	0	0	0	0	0	0	0	0	26.9	30.9
1300	287	0	18	99	135	31	4	0	0	0	0	0	0	0	0	0	25.8	30.2
1400	342	6	35	117	166	17	1	0	0	0	0	0	0	0	0	0	24.7	29
1500	388	11	60	90	203	20	2	0	0	1	0	0	0	0	0	1	24.7	29.5
1600	439	8	37	139	225	28	2	0	0	0	0	0	0	0	0	0	25	29.3
1700	419	10	25	121	233	23	5	0	0	0	0	0	0	2	0	0	25.6	29.5
1800	270	9	15	93	131	19	2	1	0	0	0	0	0	0	0	0	25	29.1
1900	169	0	0	62	82	25	0	0	0	0	0	0	0	0	0	0	26.5	30.8
2000	113	0	2	20	72	17	2	0	0	0	0	0	0	0	0	0	27.5	31.3
2100	70	0	0	7	50	12	1	0	0	0	0	0	0	0	0	0	28.8	31.8
2200	71	0	0	21	37	13	0	0	0	0	0	0	0	0	0	0	26.9	31.9
2300	33	0	0	6	15	12	0	0	0	0	0	0	0	0	0	0	29	31.5
07-19	**4316**	**146**	**347**	**1292**	**2167**	**334**	**24**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**25**	**29.6**
06-22	**4976**	**147**	**374**	**1460**	**2521**	**439**	**28**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**25.3**	**30**
06-00	**5080**	**147**	**374**	**1487**	**2573**	**464**	**28**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**25.3**	**30**
00-00	**5234**	**147**	**374**	**1508**	**2653**	**511**	**34**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**25.4**	**30.2**

17 March 2026

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	49	0	0	7	42	0	0	0	0	0	0	0	0	0	0	0	27.5	28.5
0100	37	0	0	5	29	3	0	0	0	0	0	0	0	0	0	0	27.4	27.6
0200	33	0	0	2	31	0	0	0	0	0	0	0	0	0	0	0	27.5	27.7
0300	38	0	0	14	16	8	0	0	0	0	0	0	0	0	0	0	27	31.3
0400	42	0	0	2	30	10	0	0	0	0	0	0	0	0	0	0	29.4	33.6
0500	123	0	1	16	75	27	4	0	0	0	0	0	0	0	0	0	28.8	33.1
0600	279	4	7	70	141	50	7	0	0	0	0	0	0	0	0	0	27.3	32.5
0700	499	38	112	133	179	34	3	0	0	0	0	0	0	0	0	0	22.6	29
0800	480	30	89	146	185	27	3	0	0	0	0	0	0	0	0	0	23.2	29
0900	333	2	18	104	187	19	2	0	0	0	0	0	0	0	0	1	25.8	29.5
1000	280	3	21	114	133	7	2	0	0	0	0	0	0	0	0	0	24.5	28.5
1100	268	2	17	101	125	21	2	0	0	0	0	0	0	0	0	0	25.1	29.6
1200	275	0	21	48	160	43	3	0	0	0	0	0	0	0	0	0	26.8	31.4
1300	287	1	14	76	149	46	1	0	0	0	0	0	0	0	0	0	26.6	31.3
1400	308	0	8	68	159	71	2	0	0	0	0	0	0	0	0	0	27.7	32.2
1500	358	4	6	81	223	43	1	0	0	0	0	0	0	0	0	0	27	30.8
1600	431	20	58	127	183	40	3	0	0	0	0	0	0	0	0	0	24.3	30.2
1700	442	14	32	100	253	39	3	0	0	1	0	0	0	0	0	0	25.6	29.8
1800	325	10	31	107	154	19	3	1	0	0	0	0	0	0	0	0	24.6	29
1900	176	1	1	42	105	23	3	1	0	0	0	0	0	0	0	0	27.6	31.1
2000	106	0	0	12	74	19	1	0	0	0	0	0	0	0	0	0	28.1	31.5
2100	106	0	0	10	59	36	1	0	0	0	0	0	0	0	0	0	29.3	32.4
2200	110	0	5	19	66	18	1	0	0	0	0	0	0	0	1	0	28.2	31.4
2300	103	0	0	7	60	35	1	0	0	0	0	0	0	0	0	0	29.2	33.6
07-19	**4286**	**124**	**427**	**1205**	**2090**	**409**	**28**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**25.1**	**30.1**
06-22	**4953**	**129**	**435**	**1339**	**2469**	**537**	**40**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**25.5**	**30.4**
06-00	**5166**	**129**	**440**	**1365**	**2595**	**590**	**42**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**25.6**	**30.5**
00-00	**5488**	**129**	**441**	**1411**	**2818**	**638**	**46**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**25.7**	**30.6**

18 March 2026

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	57	0	0	8	47	0	2	0	0	0	0	0	0	0	0	0	28	30.6
0100	50	0	0	3	46	1	0	0	0	0	0	0	0	0	0	0	28.2	30.8
0200	57	0	1	4	34	18	0	0	0	0	0	0	0	0	0	0	28.4	32.1
0300	46	0	3	8	26	8	1	0	0	0	0	0	0	0	0	0	27.3	32.1
0400	48	0	0	8	19	19	2	0	0	0	0	0	0	0	0	0	30.4	35.2
0500	127	0	3	11	61	47	4	1	0	0	0	0	0	0	0	0	29.8	33.4
0600	315	12	22	57	158	63	3	0	0	0	0	0	0	0	0	0	26.6	32.1
0700	539	49	55	172	220	35	3	3	2	0	0	0	0	0	0	0	23.6	29.2
0800	481	44	83	134	174	42	2	1	0	0	0	0	0	0	0	1	23	29.3
0900	367	4	36	83	202	39	3	0	0	0	0	0	0	0	0	0	26	30.8
1000	311	3	25	75	157	50	1	0	0	0	0	0	0	0	0	0	26.2	31.2
1100	287	3	13	89	143	35	4	0	0	0	0	0	0	0	0	0	26.3	30.8
1200	315	3	15	88	167	41	1	0	0	0	0	0	0	0	0	0	26.4	30.9
1300	266	6	26	52	137	43	2	0	0	0	0	0	0	0	0	0	26.3	31.6
1400	336	4	19	64	189	58	2	0	0	0	0	0	0	0	0	0	26.9	31.6
1500	395	21	23	114	192	39	5	1	0	0	0	0	0	0	0	0	25	30.1
1600	431	16	40	136	208	29	2	0	0	0	0	0	0	0	0	0	24.7	29.6
1700	450	7	56	146	187	46	8	0	0	0	0	0	0	0	0	0	25.1	30.5
1800	310	10	40	84	142	29	5	0	0	0	0	0	0	0	0	0	24.9	29.9
1900	165	0	5	38	113	8	1	0	0	0	0	0	0	0	0	0	26.5	29.5
2000	124	0	0	21	90	13	0	0	0	0	0	0	0	0	0	0	27.8	30.5
2100	96	0	1	12	62	20	1	0	0	0	0	0	0	0	0	0	28.7	31.7
2200	123	0	0	14	80	29	0	0	0	0	0	0	0	0	0	0	28.7	31.8
2300	124	0	0	10	94	19	1	0	0	0	0	0	0	0	0	0	28.4	31.3
07-19	**4488**	**170**	**431**	**1237**	**2118**	**486**	**38**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25.2**	**30.4**
06-22	**5188**	**182**	**459**	**1365**	**2541**	**590**	**43**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25.4**	**30.5**
06-00	**5435**	**182**	**459**	**1389**	**2715**	**638**	**44**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25.6**	**30.6**
00-00	**5820**	**182**	**466**	**1431**	**2948**	**731**	**53**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25.8**	**30.8**

19 March 2026

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	50	0	0	4	10	36	0	0	0	0	0	0	0	0	0	0	32.3	35.2
0100	47	0	0	2	35	3	4	0	0	0	0	3	0	0	0	0	32.8	38
0200	55	0	0	2	14	38	1	0	0	0	0	0	0	0	0	0	31.5	34.1
0300	64	0	0	15	39	10	0	0	0	0	0	0	0	0	0	0	28.3	32.4
0400	62	0	0	2	24	34	2	0	0	0	0	0	0	0	0	0	31.6	34.4
0500	128	0	0	14	57	53	4	0	0	0	0	0	0	0	0	0	30	34.1
0600	310	2	15	58	157	65	13	0	0	0	0	0	0	0	0	0	28.1	33.3
0700	464	41	48	134	199	35	4	3	0	0	0	0	0	0	0	0	23.8	30.1
0800	465	8	52	172	193	33	7	0	0	0	0	0	0	0	0	0	24.5	29.4
0900	305	9	15	40	173	67	1	0	0	0	0	0	0	0	0	0	27.4	32.2
1000	246	2	23	59	126	35	1	0	0	0	0	0	0	0	0	0	25.9	31.1
1100	254	0	15	70	125	44	0	0	0	0	0	0	0	0	0	0	26.5	31.3
1200	323	3	29	91	163	36	1	0	0	0	0	0	0	0	0	0	25.8	30.4
1300	425	6	65	173	146	30	1	4	0	0	0	0	0	0	0	0	23.9	29.6
1400	408	8	48	129	185	37	1	0	0	0	0	0	0	0	0	0	24.8	29.9
1500	408	9	35	133	194	37	0	0	0	0	0	0	0	0	0	0	24.8	29.5
1600	499	23	47	182	217	28	2	0	0	0	0	0	0	0	0	0	24.1	29.2
1700	438	17	53	155	181	25	7	0	0	0	0	0	0	0	0	0	23.8	28.4
1800	262	4	14	86	145	12	1	0	0	0	0	0	0	0	0	0	25.2	29.4
1900	166	0	4	37	117	7	1	0	0	0	0	0	0	0	0	0	26.5	29.3
2000	153	0	2	47	94	10	0	0	0	0	0	0	0	0	0	0	26.2	28.9
2100	122	0	10	26	76	9	1	0	0	0	0	0	0	0	0	0	25.9	29.5
2200	83	0	0	22	44	16	1	0	0	0	0	0	0	0	0	0	27.7	32.5
2300	44	0	0	3	40	1	0	0	0	0	0	0	0	0	0	0	27	29.8
07-19	**4497**	**130**	**444**	**1424**	**2047**	**419**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**30**
06-22	**5248**	**132**	**475**	**1592**	**2491**	**510**	**41**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**30.2**
06-00	**5375**	**132**	**475**	**1617**	**2575**	**527**	**42**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**30.2**
00-00	**5781**	**132**	**475**	**1656**	**2754**	**701**	**53**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**25.6**	**30.6**

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
--	36959	822	2583	9758	19121	4311	307	30	4	4	2	4	1	2	4	6	25.9	30.6

CHARGE SURVEYS

SITE: ATC 3 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.947345, -0.029410

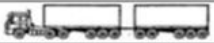
DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	13-Mar	14-Mar	15-Mar	16-Mar	17-Mar	18-Mar	19-Mar	1-5.	1-7.
Hour									
0000-0100	19	78	88	10	49	57	50	37	50.1
0100-0200	8	46	50	4	37	50	47	29.2	34.6
0200-0300	9	43	29	8	33	57	55	32.4	33.4
0300-0400	15	39	18	11	38	46	64	34.8	33
0400-0500	25	27	14	24	42	48	62	40.2	34.6
0500-0600	108	38	17	97	123	127	128	116.6	91.1
0600-0700	280	83	39	308	279	315	310	298.4	230.6
0700-0800	450	152	78	**523**	**499**	**539**	464	495	386.4
0800-0900	**456**	249	118	478	480	481	**465**	472	389.6
0900-1000	331	299	266	308	333	367	305	328.8	315.6
1000-1100	327	324	326	306	280	311	246	294	302.9
1100-1200	346	**389**	**458**	296	268	287	254	290.2	328.3
1200-1300	315	**399**	384	260	275	315	323	297.6	324.4
1300-1400	336	362	**384**	287	287	266	425	320.2	335.3
1400-1500	388	348	329	342	308	336	408	356.4	351.3
1500-1600	**462**	319	301	388	358	395	408	402.2	375.9
1600-1700	454	322	304	**439**	431	431	**499**	450.8	411.4
1700-1800	417	323	295	419	**442**	**450**	438	433.2	397.7
1800-1900	325	274	265	270	325	310	262	298.4	290.1
1900-2000	196	191	184	169	176	165	166	174.4	178.1
2000-2100	124	104	132	113	106	124	153	124	122.3
2100-2200	81	127	74	70	106	96	122	95	96.6
2200-2300	73	125	44	71	110	123	83	92	89.9
2300-2400	99	114	20	33	103	124	44	80.6	76.7
Totals									
0700-1900	4607	3760	3508	4316	4286	4488	4497	4438.8	4208.9
0600-2200	5288	4265	3937	4976	4953	5188	5248	5130.6	4836.4
0600-0000	5460	4504	4001	5080	5166	5435	5375	5303.2	5003
0000-0000	5644	4775	4217	5234	5488	5820	5781	5593.4	5279.9
AM Peak	800	1100	1100	700	700	700	800		
	456	389	458	523	499	539	465		
PM Peak	1500	1200	1300	1600	1700	1700	1600		
	462	399	384	439	442	450	499		

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford (51.946076, -0.029136)

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

	Northbound	Southbound
Total	**66361**	**33001**
Mean Speed	**27.7**	**31.2**
85%	**32.1**	**34.8**

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	257	168	0	27	4	2	0	7	23	24	0	0	0	1	1	25.4	30.6
0100	149	81	0	6	1	0	0	6	21	34	0	0	0	0	0	26.9	31
0200	92	45	0	9	1	0	0	2	14	19	2	0	0	0	0	26.2	29.3
0300	142	71	1	13	7	0	0	2	21	26	0	0	0	1	0	26	29.4
0400	96	66	1	13	2	2	0	2	5	5	0	0	0	0	0	29.7	35.8
0500	185	155	2	16	6	2	0	0	0	1	0	0	0	3	0	31.3	34.9
0600	415	362	1	41	3	3	0	0	1	0	0	0	0	4	0	30.5	34.9
0700	864	736	3	89	10	16	3	1	1	3	0	1	0	1	0	26	31
0800	835	743	3	68	3	4	1	1	3	5	0	0	0	4	0	26.6	30.8
0900	587	499	6	71	2	1	0	2	3	3	0	0	0	0	0	26.6	31
1000	594	477	6	84	10	8	0	2	4	1	0	1	0	0	1	26.5	30.7
1100	535	439	2	70	4	6	0	3	2	5	0	0	0	3	1	26.2	30.6
1200	592	504	6	64	7	0	0	3	3	4	0	0	0	1	0	27.1	31.3
1300	662	580	2	60	8	6	0	1	1	2	0	0	0	2	0	27.1	31.2
1400	722	626	4	70	14	5	0	1	0	2	0	0	0	0	0	26.8	30.8
1500	884	785	1	73	14	6	0	1	0	2	0	0	0	2	0	25.7	30.3
1600	974	873	5	74	15	3	1	2	0	0	0	0	0	1	0	26.5	30.6
1700	945	871	3	42	19	8	0	1	0	1	0	0	0	0	0	26.7	30.8
1800	548	497	1	28	14	3	1	0	1	1	0	0	0	2	0	27.1	30.8
1900	306	287	0	12	7	0	0	0	0	0	0	0	0	0	0	28.7	32.2
2000	164	157	0	5	2	0	0	0	0	0	0	0	0	0	0	29.1	32
2100	137	130	0	5	1	0	0	0	0	0	0	0	0	1	0	28.7	32.9
2200	137	129	0	5	3	0	0	0	0	0	0	0	0	0	0	28.8	32.7
2300	99	89	0	4	2	0	0	0	1	3	0	0	0	0	0	29.7	34.2
07-19	**8742**	**7630**	**42**	**793**	**120**	**66**	**6**	**18**	**18**	**29**	**0**	**2**	**0**	**16**	**2**	**26.5**	**30.8**
06-22	**9764**	**8566**	**43**	**856**	**133**	**69**	**6**	**18**	**19**	**29**	**0**	**2**	**0**	**21**	**2**	**26.9**	**31.1**
06-00	**10000**	**8784**	**43**	**865**	**138**	**69**	**6**	**18**	**20**	**32**	**0**	**2**	**0**	**21**	**2**	**26.9**	**31.1**
00-00	**10921**	**9370**	**47**	**949**	**159**	**75**	**6**	**37**	**104**	**141**	**2**	**2**	**0**	**26**	**3**	**27**	**31.2**

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	89	82	0	3	2	0	0	0	0	1	0	0	0	1	0	29.3	33.7
0100	41	36	0	3	0	0	0	0	0	2	0	0	0	0	0	30	35.2
0200	42	37	0	2	2	0	0	0	1	0	0	0	0	0	0	29.3	33.7
0300	31	28	0	2	0	0	0	0	1	0	0	0	0	0	0	31	37.4
0400	24	22	0	1	0	0	0	0	0	1	0	0	0	0	0	33.5	38.8
0500	69	62	0	5	1	0	0	1	0	0	0	0	0	0	0	31.3	33.6
0600	169	152	1	11	5	0	0	0	0	0	0	0	0	0	0	31.2	34.3
0700	262	236	1	14	8	1	0	0	0	0	0	0	0	2	0	30.6	34.7
0800	408	370	1	19	11	2	0	1	0	0	0	0	0	4	0	28.8	32.4
0900	506	482	1	16	4	1	0	0	0	1	0	0	0	1	0	28.3	31.9
1000	590	546	2	23	7	6	0	0	1	3	0	0	0	2	0	26.9	31.2
1100	724	675	4	34	4	3	0	0	1	0	0	0	0	3	0	27.4	31
1200	771	719	4	36	2	4	0	1	1	1	0	0	0	3	0	26.5	30.6
1300	650	604	4	34	2	0	1	1	2	1	0	0	0	1	0	28.2	32
1400	532	497	1	30	1	1	0	0	0	1	0	0	0	1	0	28.8	32.7
1500	452	426	2	22	0	1	0	0	0	0	0	0	0	1	0	28.7	32.5
1600	483	447	0	25	5	0	0	0	1	0	0	0	0	5	0	29.2	33.6
1700	462	436	1	19	4	1	0	0	0	0	0	0	0	1	0	30	33.6
1800	343	318	0	17	5	0	0	0	0	1	0	0	0	2	0	28	31.5
1900	235	218	2	13	2	0	0	0	0	0	0	0	0	0	0	29.4	33.2
2000	163	152	0	9	2	0	0	0	0	0	0	0	0	0	0	29.6	33.4
2100	180	164	1	10	4	1	0	0	0	0	0	0	0	0	0	28.8	33.8
2200	312	293	0	8	6	1	0	0	2	2	0	0	0	0	0	27.1	31.4
2300	271	253	0	7	5	1	0	0	0	4	0	0	0	1	0	27.6	31.8
07-19	**6183**	**5756**	**21**	**289**	**53**	**20**	**1**	**3**	**6**	**8**	**0**	**0**	**0**	**26**	**0**	**28.2**	**32.1**
06-22	**6930**	**6442**	**25**	**332**	**66**	**21**	**1**	**3**	**6**	**8**	**0**	**0**	**0**	**26**	**0**	**28.4**	**32.4**
06-00	**7513**	**6988**	**25**	**347**	**77**	**23**	**1**	**3**	**8**	**14**	**0**	**0**	**0**	**27**	**0**	**28.3**	**32.3**
00-00	**7809**	**7255**	**25**	**363**	**82**	**23**	**1**	**4**	**10**	**18**	**0**	**0**	**0**	**28**	**0**	**28.4**	**32.4**

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	205	192	0	6	3	0	0	0	0	3	0	0	0	1	0	26.7	30.8
0100	123	110	0	5	2	1	0	0	2	2	0	0	0	1	0	27.4	32
0200	55	50	0	4	0	0	0	0	1	0	0	0	0	0	0	29.6	34.4
0300	27	22	0	1	0	0	0	0	4	0	0	0	0	0	0	28	33.6
0400	24	21	0	1	0	0	0	0	1	1	0	0	0	0	0	28.5	32.1
0500	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	38.1
0600	90	83	0	6	1	0	0	0	0	0	0	0	0	0	0	31.9	35.8
0700	228	208	0	13	5	0	0	0	1	1	0	0	0	0	0	30.8	34.3
0800	280	261	0	10	6	0	0	0	0	0	0	0	0	3	0	31.2	35
0900	380	344	2	18	7	3	0	0	0	0	0	0	0	6	0	29.5	33.4
1000	503	468	2	18	1	2	0	0	0	0	0	0	0	12	0	28.6	32.1
1100	507	470	1	25	0	0	0	0	1	0	0	0	0	10	0	29.1	32.9
1200	567	527	2	25	0	3	1	0	0	0	0	0	0	9	0	28.4	32.1
1300	543	515	0	18	1	4	0	0	1	0	0	0	0	4	0	28.2	32.1
1400	484	454	0	19	1	0	0	0	0	2	0	0	0	8	0	29	32.4
1500	442	411	2	19	2	1	0	1	0	1	0	0	0	5	0	29.6	33.8
1600	437	416	0	12	2	2	0	1	0	0	0	0	0	4	0	29.5	33.2
1700	379	355	1	15	3	1	0	0	0	0	0	0	0	4	0	30	34.1
1800	336	325	2	7	2	0	0	0	0	0	0	0	0	0	0	29.7	33.7
1900	250	234	1	12	2	0	0	0	0	0	0	0	0	1	0	28.6	32.3
2000	178	171	0	6	0	0	0	0	0	0	0	0	0	1	0	29.3	32.9
2100	137	128	1	2	6	0	0	0	0	0	0	0	0	0	0	29.7	33.4
2200	85	79	0	4	0	0	0	1	0	0	0	0	0	1	0	30	34.3
2300	53	51	0	2	0	0	0	0	0	0	0	0	0	0	0	29.1	33.1
07-19	**5086**	**4754**	**12**	**199**	**30**	**16**	**1**	**2**	**3**	**4**	**0**	**0**	**0**	**65**	**0**	**29.3**	**33.2**
06-22	**5741**	**5370**	**14**	**225**	**39**	**16**	**1**	**2**	**3**	**4**	**0**	**0**	**0**	**67**	**0**	**29.3**	**33.2**
06-00	**5879**	**5500**	**14**	**231**	**39**	**16**	**1**	**3**	**3**	**4**	**0**	**0**	**0**	**68**	**0**	**29.3**	**33.2**
00-00	**6349**	**5931**	**14**	**248**	**44**	**17**	**1**	**3**	**11**	**10**	**0**	**0**	**0**	**70**	**0**	**29.2**	**33.2**

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.9
0100	22	19	0	2	1	0	0	0	0	0	0	0	0	0	0	29.8	33.2
0200	25	20	0	1	1	0	0	0	0	2	0	0	0	1	0	30.2	35.6
0300	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.3
0400	47	34	1	7	2	2	0	0	1	0	0	0	0	0	0	32.5	38.1
0500	199	180	0	12	3	0	0	0	0	0	0	0	0	4	0	31.9	35.1
0600	505	452	1	35	10	2	0	0	0	3	0	0	0	2	0	29.1	33.4
0700	904	819	5	54	11	7	2	1	3	2	0	0	0	0	0	26.4	30.6
0800	847	767	6	60	2	2	1	1	3	3	0	1	0	1	0	26.8	30.8
0900	538	478	0	51	5	1	0	0	1	2	0	0	0	0	0	28.3	32.2
1000	443	362	2	59	8	3	0	2	3	2	0	0	0	2	0	27.4	31
1100	429	347	4	61	5	2	0	0	2	6	0	0	0	1	1	28.1	31.7
1200	473	407	1	48	3	3	1	1	0	6	0	0	0	3	0	28.3	32.2
1300	488	411	0	55	9	4	1	1	1	3	0	0	0	3	0	28	31.9
1400	549	474	2	57	8	1	0	1	1	2	0	0	0	3	0	28.7	32.7
1500	788	681	3	90	3	3	0	4	0	3	1	0	0	0	0	27.5	31.8
1600	940	831	0	94	5	3	0	2	1	1	0	1	0	2	0	26.8	30.6
1700	941	866	4	57	1	7	0	1	0	2	0	0	0	3	0	26.6	31.2
1800	473	439	0	31	1	0	0	0	0	1	0	0	0	1	0	28.7	32.2
1900	319	297	2	15	4	0	0	0	0	1	0	0	0	0	0	29.1	33.1
2000	196	182	0	7	1	2	0	0	1	1	0	0	0	2	0	29.7	34.5
2100	153	140	1	8	3	0	0	0	1	0	0	0	0	0	0	30.8	34.1
2200	114	108	0	6	0	0	0	0	0	0	0	0	0	0	0	31	35.6
2300	62	56	0	5	0	0	0	0	1	0	0	0	0	0	0	32.8	38
07-19	**7813**	**6882**	**27**	**717**	**61**	**36**	**5**	**14**	**15**	**33**	**1**	**2**	**0**	**19**	**1**	**27.4**	**31.5**
06-22	**8986**	**7953**	**31**	**782**	**79**	**40**	**5**	**14**	**17**	**38**	**1**	**2**	**0**	**23**	**1**	**27.7**	**31.9**
06-00	**9162**	**8117**	**31**	**793**	**79**	**40**	**5**	**14**	**18**	**38**	**1**	**2**	**0**	**23**	**1**	**27.7**	**31.9**
00-00	**9502**	**8414**	**32**	**818**	**86**	**42**	**5**	**14**	**19**	**40**	**1**	**2**	**0**	**28**	**1**	**27.9**	**32.1**

10 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	55	52	0	0	2	0	0	1	0	0	0	0	0	0	0	30.7	36.3
0100	39	33	0	1	0	0	0	1	2	2	0	0	0	0	0	28.4	32.2
0200	36	26	0	4	2	1	0	0	1	2	0	0	0	0	0	31.2	38.8
0300	36	30	0	2	2	0	0	0	1	1	0	0	0	0	0	32.2	36.4
0400	48	40	1	4	0	2	0	1	0	0	0	0	0	0	0	31.7	35.7
0500	194	177	0	11	3	0	0	0	0	0	0	0	0	3	0	32.2	35.9
0600	604	545	0	42	9	1	1	1	0	2	0	1	0	2	0	29.4	33.6
0700	952	851	6	74	7	8	0	1	2	1	1	1	0	0	0	26	30.8
0800	993	898	4	70	6	8	1	2	0	2	1	0	0	1	0	26.2	30.9
0900	587	497	5	57	7	5	1	3	5	5	0	0	0	2	0	27.2	32
1000	467	379	5	61	7	1	0	3	2	2	0	0	0	7	0	28	31.9
1100	477	380	4	75	7	2	0	2	2	2	0	0	0	3	0	29	32.5
1200	514	423	2	65	4	4	1	1	5	5	0	0	0	4	0	29.3	33
1300	560	459	4	78	7	2	1	0	3	4	0	0	0	1	1	28.8	32.9
1400	582	457	4	90	8	5	2	3	1	4	1	1	0	5	1	28	32.6
1500	777	663	1	86	7	4	0	3	2	5	1	0	0	5	0	27	31.1
1600	991	875	5	88	5	7	1	1	3	3	0	0	0	3	0	25.9	30.2
1700	1048	955	7	69	4	4	0	1	3	3	0	0	0	2	0	25.4	30.4
1800	589	535	1	40	2	6	0	1	0	2	1	0	0	1	0	27.2	31.4
1900	333	315	0	16	2	0	0	0	0	0	0	0	0	0	0	29.5	33.3
2000	205	197	0	6	2	0	0	0	0	0	0	0	0	0	0	29.5	33.3
2100	158	149	0	7	2	0	0	0	0	0	0	0	0	0	0	30.2	33.5
2200	153	147	0	4	0	0	0	0	1	0	0	0	0	1	0	30.6	34.2
2300	82	76	0	5	1	0	0	0	0	0	0	0	0	0	0	30.6	34.4
07-19	**8537**	**7372**	**48**	**853**	**71**	**56**	**7**	**21**	**28**	**38**	**5**	**2**	**0**	**34**	**2**	**27**	**31.4**
06-22	**9837**	**8578**	**48**	**924**	**86**	**57**	**8**	**22**	**28**	**40**	**5**	**3**	**0**	**36**	**2**	**27.3**	**31.8**
06-00	**10072**	**8801**	**48**	**933**	**87**	**57**	**8**	**22**	**29**	**40**	**5**	**3**	**0**	**37**	**2**	**27.4**	**31.9**
00-00	**10480**	**9159**	**49**	**955**	**96**	**60**	**8**	**25**	**33**	**45**	**5**	**3**	**0**	**40**	**2**	**27.6**	**32.1**

11 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	46	43	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	34.5
0100	33	29	0	3	0	1	0	0	0	0	0	0	0	0	0	30.5	34.1
0200	20	15	0	4	0	0	0	0	0	1	0	0	0	0	0	31.1	34.6
0300	32	22	0	8	1	0	0	0	1	0	0	0	0	0	0	29.9	34.5
0400	58	46	1	7	0	2	0	1	1	0	0	0	0	0	0	32.3	36.4
0500	198	177	0	14	2	1	0	0	0	1	0	0	0	3	0	30.5	34.8
0600	558	513	1	35	2	0	0	0	1	3	1	0	0	2	0	28.6	33.7
0700	917	820	4	69	5	5	1	2	2	3	2	1	0	2	1	26.7	31.5
0800	923	810	1	87	10	6	0	2	0	4	2	0	0	1	0	26.5	31.4
0900	604	495	2	82	4	8	0	1	3	7	0	0	0	2	0	26.7	32.1
1000	462	363	2	72	8	5	0	1	2	5	0	0	0	4	0	27.4	32
1100	474	390	1	70	2	2	0	1	1	1	1	0	0	5	0	28.7	32.3
1200	529	420	1	82	5	3	1	1	3	5	0	0	0	8	0	28.2	32.2
1300	493	393	5	74	8	1	0	2	3	4	0	1	0	2	0	28.1	32.5
1400	642	522	7	80	11	6	0	1	4	4	1	0	0	3	3	26	31.4
1500	808	703	2	85	5	1	0	2	3	2	1	1	0	2	1	26.4	31.2
1600	1106	954	3	114	2	18	1	3	2	6	0	0	0	2	1	24.7	29.5
1700	1088	977	10	83	2	8	0	1	1	2	0	0	0	4	0	25.6	30.4
1800	558	508	1	37	3	2	0	0	1	3	0	0	0	3	0	27.5	31.4
1900	348	329	0	12	4	0	0	0	1	1	0	0	0	1	0	29.2	32.9
2000	261	248	0	9	3	0	0	1	0	0	0	0	0	0	0	30.5	34
2100	248	224	0	16	3	1	0	0	2	0	0	0	0	2	0	28.8	32.8
2200	247	216	0	13	2	0	0	4	8	3	0	0	0	1	0	28	32
2300	264	212	0	11	5	4	0	0	12	18	0	1	0	0	1	27	31.4
07-19	**8604**	**7355**	**39**	**935**	**65**	**65**	**3**	**17**	**25**	**46**	**7**	**3**	**0**	**38**	**6**	**26.6**	**31.4**
06-22	**10019**	**8669**	**40**	**1007**	**77**	**66**	**3**	**18**	**29**	**50**	**8**	**3**	**0**	**43**	**6**	**26.9**	**31.8**
06-00	**10530**	**9097**	**40**	**1031**	**84**	**70**	**3**	**22**	**49**	**71**	**8**	**4**	**0**	**44**	**7**	**27**	**31.8**
00-00	**10917**	**9429**	**41**	**1070**	**87**	**74**	**3**	**23**	**51**	**73**	**8**	**4**	**0**	**47**	**7**	**27.1**	**31.9**

12 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	220	193	0	10	2	1	0	2	4	7	0	0	0	1	0	27.6	30.9
0100	148	109	0	8	5	1	0	3	8	13	1	0	0	0	0	26	30
0200	108	84	0	5	2	1	0	0	4	12	0	0	0	0	0	27	30.5
0300	128	93	0	12	5	1	0	1	6	9	1	0	0	0	0	27.8	31
0400	100	87	0	7	2	2	0	0	0	2	0	0	0	0	0	30.8	35
0500	207	192	0	7	4	0	0	0	0	2	0	0	0	2	0	31.2	35
0600	548	498	1	36	7	1	0	0	1	2	0	0	0	2	0	29.8	34.1
0700	820	711	2	85	7	7	0	3	0	2	0	0	0	1	2	26.8	31.4
0800	899	796	7	70	5	7	1	1	4	4	1	0	0	3	0	26	30.9
0900	551	456	2	76	4	3	0	0	2	3	0	0	0	5	0	27.9	31.5
1000	466	376	1	73	4	4	0	0	4	3	0	0	0	1	0	27.5	32.2
1100	467	371	1	80	4	3	0	1	0	5	0	0	0	2	0	27.3	31.5
1200	542	448	3	71	6	5	0	0	1	4	1	0	0	3	0	27.3	31.6
1300	539	435	0	76	9	5	1	3	3	3	0	0	0	4	0	26.9	31.1
1400	594	493	1	78	12	3	0	3	0	1	0	0	1	2	0	27.4	31.5
1500	765	645	4	86	4	5	1	3	6	9	2	0	0	0	0	26.1	31
1600	888	762	5	107	2	6	0	1	0	4	0	0	0	1	0	26.6	31.1
1700	919	831	3	66	5	7	0	3	1	0	0	0	0	3	0	26.9	31.1
1800	574	533	1	35	2	1	0	1	0	1	0	0	0	0	0	28	31.9
1900	291	270	0	15	3	0	0	0	0	1	0	0	0	2	0	28.1	32.3
2000	205	183	1	14	3	0	0	0	2	0	0	0	0	2	0	29.8	34.1
2100	184	167	0	13	1	1	0	0	1	0	0	0	0	1	0	29.5	34.1
2200	140	129	0	7	2	0	0	0	0	2	0	0	0	0	0	30.1	33.6
2300	80	70	0	6	3	1	0	0	0	0	0	0	0	0	0	30.7	34.3
07-19	**8024**	**6857**	**30**	**903**	**64**	**56**	**3**	**19**	**21**	**39**	**4**	**0**	**1**	**25**	**2**	**27**	**31.3**
06-22	**9252**	**7975**	**32**	**981**	**78**	**58**	**3**	**19**	**25**	**42**	**4**	**0**	**1**	**32**	**2**	**27.3**	**31.8**
06-00	**9472**	**8174**	**32**	**994**	**83**	**59**	**3**	**19**	**25**	**44**	**4**	**0**	**1**	**32**	**2**	**27.3**	**31.8**
00-00	**10383**	**8932**	**32**	**1043**	**103**	**65**	**3**	**25**	**47**	**89**	**6**	**0**	**1**	**35**	**2**	**27.4**	**31.9**

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

06 March 2026

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	257	3	22	83	118	28	3	0	0	0	0	0	0	0	0	0	25.4	30.6
0100	149	0	1	48	80	16	2	2	0	0	0	0	0	0	0	0	26.9	31
0200	92	0	1	30	52	8	1	0	0	0	0	0	0	0	0	0	26.2	29.3
0300	142	0	5	48	76	12	1	0	0	0	0	0	0	0	0	0	26	29.4
0400	96	0	0	19	38	30	8	0	1	0	0	0	0	0	0	0	29.7	35.8
0500	185	0	0	6	89	78	11	1	0	0	0	0	0	0	0	0	31.3	34.9
0600	415	0	1	47	183	156	23	5	0	0	0	0	0	0	0	0	30.5	34.9
0700	864	13	86	210	430	117	7	1	0	0	0	0	0	0	0	0	26	31
0800	835	10	30	197	491	99	8	0	0	0	0	0	0	0	0	0	26.6	30.8
0900	587	6	37	127	331	78	7	1	0	0	0	0	0	0	0	0	26.6	31
1000	594	4	17	180	326	61	5	1	0	0	0	0	0	0	0	0	26.5	30.7
1100	535	2	33	138	303	53	5	0	1	0	0	0	0	0	0	0	26.2	30.6
1200	592	2	21	126	345	92	6	0	0	0	0	0	0	0	0	0	27.1	31.3
1300	662	2	36	127	389	102	6	0	0	0	0	0	0	0	0	0	27.1	31.2
1400	722	6	24	171	432	84	4	0	0	0	0	0	0	0	1	0	26.8	30.8
1500	884	7	74	261	441	95	5	0	0	1	0	0	0	0	0	0	25.7	30.3
1600	974	6	38	235	579	115	0	0	0	0	1	0	0	0	0	0	26.5	30.6
1700	945	0	43	254	531	110	2	0	0	5	0	0	0	0	0	0	26.7	30.8
1800	548	5	18	100	357	67	1	0	0	0	0	0	0	0	0	0	27.1	30.8
1900	306	0	0	35	210	57	3	1	0	0	0	0	0	0	0	0	28.7	32.2
2000	164	0	0	19	97	45	3	0	0	0	0	0	0	0	0	0	29.1	32
2100	137	0	0	31	64	42	0	0	0	0	0	0	0	0	0	0	28.7	32.9
2200	137	0	0	18	91	22	4	2	0	0	0	0	0	0	0	0	28.8	32.7
2300	99	0	0	6	60	31	2	0	0	0	0	0	0	0	0	0	29.7	34.2
07-19	**8742**	**63**	**457**	**2126**	**4955**	**1073**	**56**	**3**	**1**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**26.5**	**30.8**
06-22	**9764**	**63**	**458**	**2258**	**5509**	**1373**	**85**	**9**	**1**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**26.9**	**31.1**
06-00	**10000**	**63**	**458**	**2282**	**5660**	**1426**	**91**	**11**	**1**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**26.9**	**31.1**
00-00	**10921**	**66**	**487**	**2516**	**6113**	**1598**	**117**	**14**	**2**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**27**	**31.2**

07 March 2026

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	89	0	2	7	54	24	1	1	0	0	0	0	0	0	0	0	29.3	33.7
0100	41	0	1	7	16	14	3	0	0	0	0	0	0	0	0	0	30	35.2
0200	42	0	0	7	23	9	3	0	0	0	0	0	0	0	0	0	29.3	33.7
0300	31	0	1	3	16	7	3	0	1	0	0	0	0	0	0	0	31	37.4
0400	24	0	0	0	4	15	5	0	0	0	0	0	0	0	0	0	33.5	38.8
0500	69	0	1	2	22	43	1	0	0	0	0	0	0	0	0	0	31.3	33.6
0600	169	0	0	6	77	79	6	1	0	0	0	0	0	0	0	0	31.2	34.3
0700	262	0	0	15	125	115	7	0	0	0	0	0	0	0	0	0	30.6	34.7
0800	408	0	7	60	231	106	4	0	0	0	0	0	0	0	0	0	28.8	32.4
0900	506	0	4	83	308	105	6	0	0	0	0	0	0	0	0	0	28.3	31.9
1000	590	1	36	125	334	91	3	0	0	0	0	0	0	0	0	0	26.9	31.2
1100	724	1	24	128	469	93	9	0	0	0	0	0	0	0	0	0	27.4	31
1200	771	4	38	215	421	81	12	0	0	0	0	0	0	0	0	0	26.5	30.6
1300	650	1	17	100	395	129	8	0	0	0	0	0	0	0	0	0	28.2	32
1400	532	0	14	69	308	133	7	1	0	0	0	0	0	0	0	0	28.8	32.7
1500	452	0	1	69	270	109	3	0	0	0	0	0	0	0	0	0	28.7	32.5
1600	483	0	4	58	268	141	12	0	0	0	0	0	0	0	0	0	29.2	33.6
1700	462	0	0	32	270	147	11	2	0	0	0	0	0	0	0	0	30	33.6
1800	343	0	3	59	222	53	6	0	0	0	0	0	0	0	0	0	28	31.5
1900	235	0	0	33	120	77	4	1	0	0	0	0	0	0	0	0	29.4	33.2
2000	163	0	0	13	98	48	4	0	0	0	0	0	0	0	0	0	29.6	33.4
2100	180	0	5	29	90	48	8	0	0	0	0	0	0	0	0	0	28.8	33.8
2200	312	0	13	76	168	48	7	0	0	0	0	0	0	0	0	0	27.1	31.4
2300	271	0	3	61	162	42	3	0	0	0	0	0	0	0	0	0	27.6	31.8
07-19	**6183**	**7**	**148**	**1013**	**3621**	**1303**	**88**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**32.1**
06-22	**6930**	**7**	**153**	**1094**	**4006**	**1555**	**110**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**32.4**
06-00	**7513**	**7**	**169**	**1231**	**4336**	**1645**	**120**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**32.3**
00-00	**7809**	**7**	**174**	**1257**	**4471**	**1757**	**136**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**32.4**

08 March 2026

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	205	0	4	61	112	27	1	0	0	0	0	0	0	0	0	0	26.7	30.8
0100	123	0	2	28	71	20	2	0	0	0	0	0	0	0	0	0	27.4	32
0200	55	0	2	6	28	14	3	1	1	0	0	0	0	0	0	0	29.6	34.4
0300	27	0	0	5	15	7	0	0	0	0	0	0	0	0	0	0	28	33.6
0400	24	0	0	3	17	3	1	0	0	0	0	0	0	0	0	0	28.5	32.1
0500	36	0	0	1	14	16	2	2	1	0	0	0	0	0	0	0	33.1	38.1
0600	90	0	1	4	37	38	9	0	1	0	0	0	0	0	0	0	31.9	35.8
0700	228	0	1	12	106	101	7	0	1	0	0	0	0	0	0	0	30.8	34.3
0800	280	0	0	15	133	114	15	3	0	0	0	0	0	0	0	0	31.2	35
0900	380	0	8	33	209	122	6	2	0	0	0	0	0	0	0	0	29.5	33.4
1000	503	0	5	58	322	113	5	0	0	0	0	0	0	0	0	0	28.6	32.1
1100	507	1	6	49	309	134	8	0	0	0	0	0	0	0	0	0	29.1	32.9
1200	567	0	4	107	334	112	9	0	0	0	1	0	0	0	0	0	28.4	32.1
1300	543	1	12	74	329	123	4	0	0	0	0	0	0	0	0	0	28.2	32.1
1400	484	0	5	52	300	112	13	1	1	0	0	0	0	0	0	0	29	32.4
1500	442	0	0	56	231	138	16	1	0	0	0	0	0	0	0	0	29.6	33.8
1600	437	0	0	52	242	128	15	0	0	0	0	0	0	0	0	0	29.5	33.2
1700	379	0	0	43	193	123	19	1	0	0	0	0	0	0	0	0	30	34.1
1800	336	0	0	42	161	123	9	1	0	0	0	0	0	0	0	0	29.7	33.7
1900	250	0	2	35	159	53	0	1	0	0	0	0	0	0	0	0	28.6	32.3
2000	178	0	0	18	111	45	4	0	0	0	0	0	0	0	0	0	29.3	32.9
2100	137	0	1	8	75	45	8	0	0	0	0	0	0	0	0	0	29.7	33.4
2200	85	0	0	7	41	34	3	0	0	0	0	0	0	0	0	0	30	34.3
2300	53	0	0	6	35	10	2	0	0	0	0	0	0	0	0	0	29.1	33.1
07-19	**5086**	**2**	**41**	**593**	**2869**	**1443**	**126**	**9**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.3**	**33.2**
06-22	**5741**	**2**	**45**	**658**	**3251**	**1624**	**147**	**10**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.3**	**33.2**
06-00	**5879**	**2**	**45**	**671**	**3327**	**1668**	**152**	**10**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.3**	**33.2**
00-00	**6349**	**2**	**53**	**775**	**3584**	**1755**	**161**	**13**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.2**	**33.2**

09 March 2026

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	30	0	0	4	11	14	1	0	0	0	0	0	0	0	0	0	29.9	33.9
0100	22	0	0	3	11	7	0	1	0	0	0	0	0	0	0	0	29.8	33.2
0200	25	0	0	3	12	9	1	0	0	0	0	0	0	0	0	0	30.2	35.6
0300	17	0	0	0	4	12	1	0	0	0	0	0	0	0	0	0	31.7	35.3
0400	47	0	0	3	12	24	8	0	0	0	0	0	0	0	0	0	32.5	38.1
0500	199	0	0	3	80	104	10	2	0	0	0	0	0	0	0	0	31.9	35.1
0600	505	1	12	68	267	143	14	0	0	0	0	0	0	0	0	0	29.1	33.4
0700	904	16	51	214	502	113	8	0	0	0	0	0	0	0	0	0	26.4	30.6
0800	847	4	39	195	501	103	5	0	0	0	0	0	0	0	0	0	26.8	30.8
0900	538	2	11	85	327	104	7	2	0	0	0	0	0	0	0	0	28.3	32.2
1000	443	0	7	88	284	63	1	0	0	0	0	0	0	0	0	0	27.4	31
1100	429	1	5	76	262	82	3	0	0	0	0	0	0	0	0	0	28.1	31.7
1200	473	2	12	63	283	105	8	0	0	0	0	0	0	0	0	0	28.3	32.2
1300	488	4	13	84	264	115	8	0	0	0	0	0	0	0	0	0	28	31.9
1400	549	0	7	83	320	129	9	1	0	0	0	0	0	0	0	0	28.7	32.7
1500	788	0	38	163	435	143	7	0	2	0	0	0	0	0	0	0	27.5	31.8
1600	940	3	35	232	545	120	4	0	1	0	0	0	0	0	0	0	26.8	30.6
1700	941	13	37	245	502	130	13	0	0	0	0	1	0	0	0	0	26.6	31.2
1800	473	1	2	54	305	105	6	0	0	0	0	0	0	0	0	0	28.7	32.2
1900	319	0	0	43	189	85	2	0	0	0	0	0	0	0	0	0	29.1	33.1
2000	196	0	1	27	94	66	7	1	0	0	0	0	0	0	0	0	29.7	34.5
2100	153	0	0	9	71	65	8	0	0	0	0	0	0	0	0	0	30.8	34.1
2200	114	0	0	4	67	36	6	1	0	0	0	0	0	0	0	0	31	35.6
2300	62	0	0	5	18	26	12	1	0	0	0	0	0	0	0	0	32.8	38
07-19	**7813**	**46**	**257**	**1582**	**4530**	**1312**	**79**	**3**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**27.4**	**31.5**
06-22	**8986**	**47**	**270**	**1729**	**5151**	**1671**	**110**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**27.7**	**31.9**
06-00	**9162**	**47**	**270**	**1738**	**5236**	**1733**	**128**	**6**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**27.7**	**31.9**
00-00	**9502**	**47**	**270**	**1754**	**5366**	**1903**	**149**	**9**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**27.9**	**32.1**

10 March 2026

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	55	0	1	3	27	18	6	0	0	0	0	0	0	0	0	0	30.7	36.3
0100	39	0	1	5	23	8	2	0	0	0	0	0	0	0	0	0	28.4	32.2
0200	36	0	0	4	17	9	5	1	0	0	0	0	0	0	0	0	31.2	38.8
0300	36	0	0	0	18	14	4	0	0	0	0	0	0	0	0	0	32.2	36.4
0400	48	0	0	2	19	23	4	0	0	0	0	0	0	0	0	0	31.7	35.7
0500	194	0	0	5	72	100	16	1	0	0	0	0	0	0	0	0	32.2	35.9
0600	604	0	7	86	298	189	23	1	0	0	0	0	0	0	0	0	29.4	33.6
0700	952	15	58	261	501	107	10	0	0	0	0	0	0	0	0	0	26	30.8
0800	993	5	57	286	511	126	5	2	0	0	0	1	0	0	0	0	26.2	30.9
0900	587	5	17	157	288	114	6	0	0	0	0	0	0	0	0	0	27.2	32
1000	467	3	9	74	278	99	4	0	0	0	0	0	0	0	0	0	28	31.9
1100	477	0	3	59	275	131	8	1	0	0	0	0	0	0	0	0	29	32.5
1200	514	0	11	59	274	161	8	0	0	1	0	0	0	0	0	0	29.3	33
1300	560	3	8	68	322	148	11	0	0	0	0	0	0	0	0	0	28.8	32.9
1400	582	2	29	105	289	150	7	0	0	0	0	0	0	0	0	0	28	32.6
1500	777	3	39	163	453	113	6	0	0	0	0	0	0	0	0	0	27	31.1
1600	991	4	76	283	526	94	7	1	0	0	0	0	0	0	0	0	25.9	30.2
1700	1048	33	90	259	546	114	4	2	0	0	0	0	0	0	0	0	25.4	30.4
1800	589	5	33	112	335	94	9	0	1	0	0	0	0	0	0	0	27.2	31.4
1900	333	0	4	22	203	92	11	1	0	0	0	0	0	0	0	0	29.5	33.3
2000	205	0	0	15	131	53	6	0	0	0	0	0	0	0	0	0	29.5	33.3
2100	158	0	0	8	94	52	3	1	0	0	0	0	0	0	0	0	30.2	33.5
2200	153	0	0	10	76	61	6	0	0	0	0	0	0	0	0	0	30.6	34.2
2300	82	0	0	5	46	24	5	2	0	0	0	0	0	0	0	0	30.6	34.4
07-19	**8537**	**78**	**430**	**1886**	**4598**	**1451**	**85**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**27**	**31.4**
06-22	**9837**	**78**	**441**	**2017**	**5324**	**1837**	**128**	**9**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**27.3**	**31.8**
06-00	**10072**	**78**	**441**	**2032**	**5446**	**1922**	**139**	**11**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**27.4**	**31.9**
00-00	**10480**	**78**	**443**	**2051**	**5622**	**2094**	**176**	**13**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**27.6**	**32.1**

11 March 2026

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	46	0	0	3	24	15	4	0	0	0	0	0	0	0	0	0	30.3	34.5
0100	33	0	0	2	18	12	1	0	0	0	0	0	0	0	0	0	30.5	34.1
0200	20	0	0	2	9	7	1	1	0	0	0	0	0	0	0	0	31.1	34.6
0300	32	0	0	3	17	10	2	0	0	0	0	0	0	0	0	0	29.9	34.5
0400	58	0	0	6	21	26	4	0	0	0	1	0	0	0	0	0	32.3	36.4
0500	198	0	3	15	85	87	8	0	0	0	0	0	0	0	0	0	30.5	34.8
0600	558	6	48	55	239	198	8	4	0	0	0	0	0	0	0	0	28.6	33.7
0700	917	13	61	202	488	139	13	1	0	0	0	0	0	0	0	0	26.7	31.5
0800	923	6	76	200	484	145	12	0	0	0	0	0	0	0	0	0	26.5	31.4
0900	604	22	37	108	312	119	6	0	0	0	0	0	0	0	0	0	26.7	32.1
1000	462	8	22	74	264	88	6	0	0	0	0	0	0	0	0	0	27.4	32
1100	474	1	5	64	283	117	4	0	0	0	0	0	0	0	0	0	28.7	32.3
1200	529	0	9	100	287	129	4	0	0	0	0	0	0	0	0	0	28.2	32.2
1300	493	7	17	73	263	129	4	0	0	0	0	0	0	0	0	0	28.1	32.5
1400	642	24	40	175	294	102	5	0	0	2	0	0	0	0	0	0	26	31.4
1500	808	5	61	202	413	121	6	0	0	0	0	0	0	0	0	0	26.4	31.2
1600	1106	34	76	423	487	84	2	0	0	0	0	0	0	0	0	0	24.7	29.5
1700	1088	19	93	300	553	119	4	0	0	0	0	0	0	0	0	0	25.6	30.4
1800	558	5	23	83	343	103	1	0	0	0	0	0	0	0	0	0	27.5	31.4
1900	348	0	1	40	197	103	6	1	0	0	0	0	0	0	0	0	29.2	32.9
2000	261	0	1	11	138	100	11	0	0	0	0	0	0	0	0	0	30.5	34
2100	248	0	0	34	153	58	3	0	0	0	0	0	0	0	0	0	28.8	32.8
2200	247	1	2	57	136	41	8	2	0	0	0	0	0	0	0	0	28	32
2300	264	0	4	80	136	37	6	1	0	0	0	0	0	0	0	0	27	31.4
07-19	**8604**	**144**	**520**	**2004**	**4471**	**1395**	**67**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**31.4**
06-22	**10019**	**150**	**570**	**2144**	**5198**	**1854**	**95**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**31.8**
06-00	**10530**	**151**	**576**	**2281**	**5470**	**1932**	**109**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**31.8**
00-00	**10917**	**151**	**579**	**2312**	**5644**	**2089**	**129**	**10**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**27.1**	**31.9**

12 March 2026

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	220	0	1	51	136	28	4	0	0	0	0	0	0	0	0	0	27.6	30.9
0100	148	0	1	60	74	10	3	0	0	0	0	0	0	0	0	0	26	30
0200	108	0	0	32	67	7	2	0	0	0	0	0	0	0	0	0	27	30.5
0300	128	0	0	22	92	14	0	0	0	0	0	0	0	0	0	0	27.8	31
0400	100	0	0	11	43	37	8	1	0	0	0	0	0	0	0	0	30.8	35
0500	207	0	0	8	97	87	15	0	0	0	0	0	0	0	0	0	31.2	35
0600	548	0	5	80	238	200	24	1	0	0	0	0	0	0	0	0	29.8	34.1
0700	820	7	50	203	412	144	2	0	0	0	0	0	0	2	0	0	26.8	31.4
0800	899	1	81	265	431	116	5	0	0	0	0	0	0	0	0	0	26	30.9
0900	551	3	16	79	346	105	2	0	0	0	0	0	0	0	0	0	27.9	31.5
1000	466	6	18	95	242	102	3	0	0	0	0	0	0	0	0	0	27.5	32.2
1100	467	2	20	96	261	80	8	0	0	0	0	0	0	0	0	0	27.3	31.5
1200	542	5	17	102	318	96	4	0	0	0	0	0	0	0	0	0	27.3	31.6
1300	539	1	33	111	312	73	9	0	0	0	0	0	0	0	0	0	26.9	31.1
1400	594	0	12	133	340	104	5	0	0	0	0	0	0	0	0	0	27.4	31.5
1500	765	9	59	218	366	106	6	1	0	0	0	0	0	0	0	0	26.1	31
1600	888	10	34	245	466	128	4	1	0	0	0	0	0	0	0	0	26.6	31.1
1700	919	7	29	250	497	130	4	0	0	2	0	0	0	0	0	0	26.9	31.1
1800	574	0	7	94	353	113	6	1	0	0	0	0	0	0	0	0	28	31.9
1900	291	2	5	50	166	65	3	0	0	0	0	0	0	0	0	0	28.1	32.3
2000	205	0	0	26	100	71	8	0	0	0	0	0	0	0	0	0	29.8	34.1
2100	184	0	3	23	92	57	7	2	0	0	0	0	0	0	0	0	29.5	34.1
2200	140	0	0	14	66	57	3	0	0	0	0	0	0	0	0	0	30.1	33.6
2300	80	0	1	2	42	29	6	0	0	0	0	0	0	0	0	0	30.7	34.3
07-19	**8024**	**51**	**376**	**1891**	**4344**	**1297**	**58**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**27**	**31.3**
06-22	**9252**	**53**	**389**	**2070**	**4940**	**1690**	**100**	**6**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**27.3**	**31.8**
06-00	**9472**	**53**	**390**	**2086**	**5048**	**1776**	**109**	**6**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**27.3**	**31.8**
00-00	**10383**	**53**	**392**	**2270**	**5557**	**1959**	**141**	**7**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**27.4**	**31.9**

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
--	66361	404	2398	12935	36357	13155	1009	72	12	11	3	2	0	2	1	0	27.7	32.1

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	1-5.	1-7.
Hour									
0000-0100	257	89	205	30	55	46	220	121.6	128.9
0100-0200	149	41	123	22	39	33	148	78.2	79.3
0200-0300	92	42	55	25	36	20	108	56.2	54
0300-0400	142	31	27	17	36	32	128	71	59
0400-0500	96	24	24	47	48	58	100	69.8	56.7
0500-0600	185	69	36	199	194	198	207	196.6	155.4
0600-0700	415	169	90	505	604	558	548	526	412.7
0700-0800	**864**	262	228	**904**	952	917	820	891.4	706.7
0800-0900	835	408	280	847	**993**	**923**	**899**	899.4	740.7
0900-1000	587	506	380	538	587	604	551	573.4	536.1
1000-1100	594	590	503	443	467	462	466	486.4	503.6
1100-1200	535	**724**	**507**	429	477	474	467	476.4	516.1
1200-1300	592	**771**	**567**	473	514	529	542	530	569.7
1300-1400	662	650	543	488	560	493	539	548.4	562.1
1400-1500	722	532	484	549	582	642	594	617.8	586.4
1500-1600	884	452	442	788	777	808	765	804.4	702.3
1600-1700	**974**	483	437	940	991	**1106**	888	979.8	831.3
1700-1800	945	462	379	**941**	**1048**	1088	**919**	988.2	826
1800-1900	548	343	336	473	589	558	574	548.4	488.7
1900-2000	306	235	250	319	333	348	291	319.4	297.4
2000-2100	164	163	178	196	205	261	205	206.2	196
2100-2200	137	180	137	153	158	248	184	176	171
2200-2300	137	312	85	114	153	247	140	158.2	169.7
2300-2400	99	271	53	62	82	264	80	117.4	130.1
Totals									
0700-1900	8742	6183	5086	7813	8537	8604	8024	8344	7569.9
0600-2200	9764	6930	5741	8986	9837	10019	9252	9571.6	8647
0600-0000	10000	7513	5879	9162	10072	10530	9472	9847.2	8946.9
0000-0000	10921	7809	6349	9502	10480	10917	10383	10440.6	9480.1
AM Peak	700	1100	1100	700	800	800	800		
	864	724	507	904	993	923	899		
PM Peak	1600	1200	1200	1700	1700	1600	1700		
	974	771	567	941	1048	1106	919		

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

06 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	41	33	0	1	2	2	0	0	1	1	0	0	0	1	0	31.1	34.9
0100	34	27	0	0	1	4	0	0	1	1	0	0	0	0	0	28.4	32.8
0200	35	30	0	1	3	1	0	0	0	0	0	0	0	0	0	28.4	35.2
0300	47	38	0	0	1	6	0	0	0	2	0	0	0	0	0	30.6	33.1
0400	50	35	0	0	5	5	0	0	0	1	0	0	0	0	4	31.3	35
0500	107	62	0	6	11	18	0	0	0	2	0	1	0	1	6	31.3	35.6
0600	283	172	0	9	37	46	0	0	0	5	1	0	3	2	8	30.8	34.8
0700	595	436	1	14	41	53	0	0	2	6	3	2	2	0	35	31	34.7
0800	491	347	1	4	36	52	1	0	2	10	1	2	0	1	34	30.9	33.9
0900	329	232	2	5	23	32	0	0	1	8	2	2	0	0	22	31.1	35.3
1000	312	215	0	9	26	26	0	0	1	8	1	0	0	1	25	31.1	34.3
1100	307	204	2	6	33	28	0	1	1	8	1	2	0	3	18	30.3	35
1200	317	224	1	8	26	22	0	0	3	7	4	3	0	0	19	30.1	34.2
1300	339	243	0	4	31	29	0	0	0	10	0	1	0	1	20	31.4	34.7
1400	394	285	3	8	28	39	0	0	3	3	1	1	0	1	22	30.6	34
1500	550	433	0	3	33	49	0	0	1	6	1	0	0	4	20	30.6	34.7
1600	473	340	0	6	33	40	0	1	0	6	0	2	0	3	42	31.3	34.2
1700	483	388	1	2	21	25	0	0	0	2	1	2	0	2	39	30.8	34.3
1800	277	218	1	3	19	17	0	0	0	4	3	0	0	0	12	30.4	33.5
1900	127	94	0	2	12	13	0	0	0	0	0	0	0	1	5	33	35.5
2000	76	58	1	1	8	4	0	0	0	2	0	0	0	0	2	30.5	34.3
2100	48	34	0	0	7	2	0	0	0	0	0	0	0	2	3	29.8	33
2200	40	33	0	0	2	2	0	0	0	1	0	0	0	0	2	30.8	35
2300	41	34	0	2	4	0	0	0	0	1	0	0	0	0	0	31.3	34.7
07-19	**4867**	**3565**	**12**	**72**	**350**	**412**	**1**	**2**	**14**	**78**	**18**	**17**	**2**	**16**	**308**	**30.8**	**34.3**
06-22	**5401**	**3923**	**13**	**84**	**414**	**477**	**1**	**2**	**14**	**85**	**19**	**17**	**5**	**21**	**326**	**30.9**	**34.4**
06-00	**5482**	**3990**	**13**	**86**	**420**	**479**	**1**	**2**	**14**	**87**	**19**	**17**	**5**	**21**	**328**	**30.9**	**34.4**
00-00	**5796**	**4215**	**13**	**94**	**443**	**515**	**1**	**2**	**16**	**94**	**19**	**18**	**5**	**23**	**338**	**30.8**	**34.4**

07 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	34.5
0100	20	15	0	0	4	0	0	0	0	1	0	0	0	0	0	30.3	33.3
0200	24	18	0	0	2	3	0	1	0	0	0	0	0	0	0	29.8	32.7
0300	19	16	0	0	1	0	0	0	0	2	0	0	0	0	0	29.7	32.5
0400	14	10	0	1	1	1	0	0	0	1	0	0	0	0	0	31	34.4
0500	49	38	0	0	6	3	0	0	0	1	0	0	0	0	1	32.7	36
0600	92	67	0	2	11	8	0	0	0	3	0	0	0	1	0	32.3	35.9
0700	139	112	0	2	10	11	0	0	0	0	0	0	0	0	4	31.9	35.5
0800	193	145	0	4	18	15	0	1	1	3	0	1	0	1	4	32.6	36.3
0900	277	213	0	1	19	21	0	0	0	6	0	1	0	4	12	31.5	35.2
1000	325	236	1	2	19	31	0	0	0	5	4	3	0	3	21	30.8	33.6
1100	401	307	0	1	18	27	0	0	0	3	3	4	1	2	35	31.5	35.6
1200	319	235	0	4	19	16	0	1	1	3	0	0	0	2	38	31.8	35.8
1300	290	233	0	2	9	20	0	0	0	0	2	1	0	5	18	31.9	35.7
1400	260	182	1	1	19	22	0	1	0	4	0	0	0	2	28	31.6	35.8
1500	162	109	1	3	11	22	0	0	0	3	2	0	0	2	9	32	34.8
1600	200	139	1	1	23	13	0	0	0	7	0	0	0	2	14	32.1	36.3
1700	208	142	1	3	8	19	0	0	1	3	3	1	0	1	26	31.6	34.6
1800	153	111	0	0	14	9	0	0	0	3	0	0	0	1	15	31.2	34.8
1900	102	73	0	1	12	12	0	0	0	3	0	0	0	0	1	31.2	35
2000	64	48	0	1	9	3	0	0	0	0	0	0	0	0	3	31.3	36.1
2100	33	25	0	1	4	3	0	0	0	0	0	0	0	0	0	31.8	35.5
2200	72	56	0	0	6	6	0	0	0	0	0	0	0	0	4	31.5	35.2
2300	45	34	0	0	2	3	0	0	0	2	0	0	0	0	4	31.1	33.6
07-19	**2927**	**2164**	**5**	**24**	**187**	**226**	**0**	**3**	**3**	**40**	**14**	**11**	**1**	**25**	**224**	**31.7**	**35.5**
06-22	**3218**	**2377**	**5**	**29**	**223**	**252**	**0**	**3**	**3**	**46**	**14**	**11**	**1**	**26**	**228**	**31.7**	**35.5**
06-00	**3335**	**2467**	**5**	**29**	**231**	**261**	**0**	**3**	**3**	**48**	**14**	**11**	**1**	**26**	**236**	**31.7**	**35.5**
00-00	**3479**	**2582**	**5**	**30**	**245**	**268**	**0**	**4**	**3**	**53**	**14**	**11**	**1**	**26**	**237**	**31.6**	**35.3**

08 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	29	23	0	1	2	1	0	0	0	0	0	0	0	0	2	30.9	35.7
0100	33	32	0	0	0	1	0	0	0	0	0	0	0	0	0	31.1	33.1
0200	19	17	0	0	1	1	0	0	0	0	0	0	0	0	0	31.6	38.1
0300	23	16	0	0	3	3	0	0	0	0	0	0	0	0	1	28	32.5
0400	13	10	0	1	1	1	0	0	0	0	0	0	0	0	0	30.1	32.8
0500	29	22	0	0	2	3	0	0	0	0	0	0	0	1	1	29.8	33.7
0600	47	36	0	0	6	4	0	0	0	0	0	0	0	1	0	31.6	35.7
0700	70	48	0	0	11	5	0	0	0	0	0	0	0	0	6	31.4	35.3
0800	106	80	0	3	6	10	0	1	0	0	0	0	0	4	2	32.9	36
0900	189	142	1	2	13	19	0	0	0	1	3	0	0	6	2	31.2	35.5
1000	212	161	1	2	14	12	0	0	1	4	2	0	0	4	11	32.1	35.5
1100	224	159	0	1	12	18	0	0	0	4	1	0	0	5	24	32.9	36.7
1200	240	150	1	3	10	32	0	0	0	2	1	0	0	13	28	32.5	36.6
1300	235	150	0	1	15	24	0	0	0	4	1	3	0	9	28	33.1	36.7
1400	219	167	1	0	16	9	0	0	0	0	1	0	0	7	18	32.2	35.1
1500	223	165	1	2	9	19	0	0	0	8	0	1	0	3	15	31.9	35.2
1600	193	135	1	0	11	15	0	0	0	6	3	0	0	3	19	31.7	36.1
1700	200	141	0	0	20	22	0	0	0	6	2	1	0	2	6	31.9	36.1
1800	150	114	2	2	13	11	0	0	0	1	0	1	0	0	6	31.2	34.5
1900	117	86	0	2	17	7	0	0	0	0	1	0	0	0	4	29.6	32.6
2000	85	65	0	3	9	4	0	0	0	2	0	0	0	1	1	30.1	33.8
2100	51	41	0	0	3	6	0	0	0	0	0	0	0	1	0	32.8	35.7
2200	22	20	0	0	1	1	0	0	0	0	0	0	0	0	0	32.1	36.2
2300	21	14	0	1	3	3	0	0	0	0	0	0	0	0	0	29.7	35
07-19	**2261**	**1612**	**8**	**16**	**150**	**196**	**0**	**1**	**1**	**36**	**14**	**6**	**0**	**56**	**165**	**32.2**	**35.9**
06-22	**2561**	**1840**	**8**	**21**	**185**	**217**	**0**	**1**	**1**	**38**	**15**	**6**	**0**	**59**	**170**	**32**	**35.8**
06-00	**2604**	**1874**	**8**	**22**	**189**	**221**	**0**	**1**	**1**	**38**	**15**	**6**	**0**	**59**	**170**	**32**	**35.7**
00-00	**2750**	**1994**	**8**	**24**	**198**	**231**	**0**	**1**	**1**	**38**	**15**	**6**	**0**	**60**	**174**	**31.9**	**35.7**

09 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	14	0	0	0	1	0	0	0	0	0	0	0	0	0	29	34.7
0100	6	4	0	0	1	1	0	0	0	0	0	0	0	0	0	30.4	-
0200	9	6	0	0	2	1	0	0	0	0	0	0	0	0	0	30.6	-
0300	15	9	0	0	2	1	0	0	0	3	0	0	0	0	0	30.9	34.8
0400	27	19	1	0	2	2	0	0	0	3	0	0	0	0	0	29.2	33
0500	128	97	0	2	16	10	0	0	1	1	0	0	0	1	0	31.6	36.1
0600	398	292	1	13	34	33	0	0	1	6	0	3	0	0	15	30.3	34
0700	762	534	2	16	53	57	1	1	4	18	4	3	0	5	64	30.9	34.2
0800	601	443	2	3	36	45	1	0	5	12	5	2	0	0	47	30.2	33.5
0900	340	222	1	14	20	41	0	0	1	13	1	0	1	0	26	30.3	34.9
1000	252	172	2	4	19	26	0	1	2	8	0	0	0	0	18	30.6	34.2
1100	229	159	0	9	17	21	1	0	0	5	1	0	0	2	14	30.6	34.3
1200	272	201	1	4	14	31	0	0	0	7	0	0	0	3	11	30.6	34.5
1300	249	181	0	3	13	22	0	0	4	7	1	0	0	2	16	30.9	34.2
1400	343	221	0	2	35	44	1	1	1	9	2	1	0	2	24	31	34.6
1500	362	275	0	2	24	24	0	1	0	5	0	3	1	2	25	31.3	34.3
1600	481	358	0	0	30	39	0	0	0	3	1	1	0	3	46	31.4	35.2
1700	359	263	2	2	20	36	0	0	0	5	2	1	0	4	24	32.1	35.1
1800	192	136	0	1	22	17	0	0	0	1	0	1	0	2	12	31.4	34.6
1900	127	88	0	1	18	17	0	0	0	0	0	0	0	1	2	31.7	36
2000	59	49	0	0	5	4	0	0	0	0	0	0	0	0	1	32.1	35.5
2100	51	41	0	0	7	2	0	0	0	0	0	0	0	1	0	31.1	33.4
2200	34	30	0	0	4	0	0	0	0	0	0	0	0	0	0	32	34.9
2300	17	14	0	0	1	1	0	0	0	1	0	0	0	0	0	28.8	32.8
07-19	**4442**	**3165**	**10**	**60**	**303**	**403**	**4**	**4**	**17**	**93**	**17**	**12**	**2**	**25**	**327**	**30.9**	**34.4**
06-22	**5077**	**3635**	**11**	**74**	**367**	**459**	**4**	**4**	**18**	**99**	**17**	**15**	**2**	**27**	**345**	**30.9**	**34.4**
06-00	**5128**	**3679**	**11**	**74**	**372**	**460**	**4**	**4**	**18**	**100**	**17**	**15**	**2**	**27**	**345**	**30.9**	**34.4**
00-00	**5328**	**3828**	**12**	**76**	**395**	**476**	**4**	**4**	**19**	**107**	**17**	**15**	**2**	**28**	**345**	**30.9**	**34.4**

10 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	12	10	0	0	1	0	0	0	1	0	0	0	0	0	0	31.7	34.9
0100	14	10	0	0	2	1	0	0	0	1	0	0	0	0	0	29.7	33.4
0200	20	15	0	0	2	3	0	0	0	0	0	0	0	0	0	30	33.4
0300	24	20	0	1	2	0	0	0	0	1	0	0	0	0	0	28.3	32.7
0400	25	20	0	2	3	0	0	0	0	0	0	0	0	0	0	31.4	36.2
0500	111	79	0	2	10	12	0	0	0	3	0	0	0	3	2	33	36.1
0600	420	314	0	10	36	34	0	1	0	4	1	1	0	4	15	31.5	34.8
0700	764	567	2	5	53	65	0	0	2	12	2	6	1	4	45	30	33.9
0800	640	501	0	2	37	40	0	0	2	8	7	2	0	0	41	30.5	33.8
0900	374	262	2	7	20	37	0	0	2	8	3	1	0	0	32	30.6	34.2
1000	238	165	0	4	28	20	0	1	0	8	0	0	0	3	9	30.4	34
1100	234	163	2	3	22	30	0	1	1	2	0	0	0	2	8	31.4	35.3
1200	260	181	0	4	19	27	0	0	2	6	2	0	0	3	16	31.1	34.7
1300	271	182	0	4	17	40	0	1	1	3	2	0	0	6	15	31	34.7
1400	259	171	1	0	14	31	1	0	3	9	0	2	0	3	24	31.2	35
1500	365	251	0	4	27	40	0	0	0	4	2	1	0	4	32	31.7	35
1600	415	277	0	3	11	56	0	0	1	13	3	3	1	2	45	31.9	35.2
1700	396	286	1	2	6	28	0	1	0	11	3	2	1	2	53	32.4	35.6
1800	207	154	1	1	13	12	0	0	0	3	2	2	0	3	16	32	35.8
1900	111	84	0	1	6	6	0	0	0	0	0	0	0	1	13	33.7	37.2
2000	82	62	0	0	11	9	0	0	0	0	0	0	0	0	0	33.1	36.6
2100	52	44	0	0	4	0	0	0	1	2	0	0	0	1	0	32.9	36.4
2200	46	38	0	0	2	3	0	0	0	0	0	0	0	0	3	32.9	36.8
2300	22	15	0	0	4	1	0	0	0	2	0	0	0	0	0	32.2	35.5
07-19	**4423**	**3160**	**9**	**39**	**267**	**426**	**1**	**4**	**14**	**87**	**26**	**19**	**3**	**32**	**336**	**31.1**	**34.7**
06-22	**5088**	**3664**	**9**	**50**	**324**	**475**	**1**	**5**	**15**	**93**	**27**	**20**	**3**	**38**	**364**	**31.2**	**34.8**
06-00	**5156**	**3717**	**9**	**50**	**330**	**479**	**1**	**5**	**15**	**95**	**27**	**20**	**3**	**38**	**367**	**31.2**	**34.8**
00-00	**5362**	**3871**	**9**	**55**	**350**	**495**	**1**	**5**	**16**	**100**	**27**	**20**	**3**	**41**	**369**	**31.2**	**34.8**

11 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	11	9	0	0	0	1	0	0	0	1	0	0	0	0	0	30.2	36.2
0100	16	14	0	0	0	0	0	0	1	1	0	0	0	0	0	29.5	36.7
0200	7	6	0	0	0	1	0	0	0	0	0	0	0	0	0	29.6	-
0300	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	31.9	36.4
0400	46	34	0	2	3	4	0	0	0	2	0	0	0	0	1	31.3	37.1
0500	120	81	0	2	16	15	0	0	0	2	0	0	0	1	3	31.7	35.8
0600	362	268	0	7	25	37	0	0	2	5	1	2	1	0	14	31.6	35
0700	645	430	0	2	29	96	0	0	0	16	11	5	1	2	53	30.5	33.9
0800	524	339	1	0	22	72	0	1	4	15	2	2	0	1	65	30.8	34.3
0900	301	199	0	1	15	50	0	0	2	15	1	4	0	0	14	30.4	34.3
1000	206	135	0	2	18	31	0	0	2	5	1	1	0	2	9	30.9	34.4
1100	239	138	0	2	17	37	0	0	1	3	2	0	0	7	32	31.9	35.3
1200	242	140	1	4	18	43	0	0	0	5	1	2	0	7	21	30.7	33.9
1300	266	180	0	5	19	39	0	1	0	7	1	1	0	4	9	30.5	34.2
1400	287	184	0	1	12	51	0	0	0	9	1	0	0	10	19	31.6	34.8
1500	393	273	0	5	14	57	0	0	0	5	1	3	0	3	32	30.9	34.8
1600	458	315	0	4	11	49	0	0	4	8	2	4	0	4	57	31.7	35.8
1700	431	321	0	1	9	33	0	0	1	10	6	3	0	1	46	32.2	35.6
1800	238	181	1	2	6	13	0	0	1	6	1	1	0	1	25	32	35.3
1900	141	117	0	1	7	6	0	0	0	1	0	0	0	3	6	31.3	35
2000	90	77	0	2	2	5	0	0	0	2	0	0	0	0	2	31.8	35
2100	75	62	0	0	8	2	0	0	0	1	0	0	0	2	0	32.4	35.6
2200	65	59	0	0	3	2	0	0	0	1	0	0	0	0	0	35.2	37.7
2300	71	68	0	0	0	1	0	0	0	0	0	0	0	0	2	31.6	35.2
07-19	**4230**	**2835**	**3**	**29**	**190**	**571**	**0**	**2**	**15**	**104**	**30**	**26**	**1**	**42**	**382**	**31.1**	**34.8**
06-22	**4898**	**3359**	**3**	**39**	**232**	**621**	**0**	**2**	**17**	**113**	**31**	**28**	**2**	**47**	**404**	**31.2**	**34.8**
06-00	**5034**	**3486**	**3**	**39**	**235**	**624**	**0**	**2**	**17**	**114**	**31**	**28**	**2**	**47**	**406**	**31.3**	**34.9**
00-00	**5247**	**3642**	**3**	**43**	**254**	**645**	**0**	**2**	**18**	**120**	**31**	**28**	**2**	**48**	**411**	**31.3**	**34.9**

12 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	60	56	0	1	0	3	0	0	0	0	0	0	0	0	0	31.3	33.1
0100	55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	33.1
0200	63	60	0	0	3	0	0	0	0	0	0	0	0	0	0	32	34.9
0300	64	60	0	0	2	1	0	0	0	1	0	0	0	0	0	31.5	35.3
0400	60	55	0	0	2	2	0	0	0	1	0	0	0	0	0	32.4	35.5
0500	123	90	0	1	14	10	0	1	0	4	1	0	0	0	2	32.7	36.5
0600	357	256	0	3	18	46	0	0	0	8	3	2	0	4	17	31	34.7
0700	561	374	0	3	23	79	0	0	0	16	4	7	2	1	52	31.2	35
0800	462	303	0	2	10	51	0	0	2	11	8	2	0	1	72	30.7	34.6
0900	281	178	1	2	16	57	0	0	1	10	2	1	0	1	12	29.7	34.3
1000	202	128	1	3	6	41	0	0	0	5	1	0	0	3	14	30.2	33.7
1100	234	145	2	1	12	48	0	0	1	6	2	1	0	3	13	30	33.8
1200	255	152	1	0	12	55	0	0	1	10	0	1	0	3	20	30.1	33.4
1300	248	169	0	1	15	41	0	0	1	11	0	1	0	0	9	30.4	34
1400	308	181	0	2	11	65	0	0	4	6	1	0	0	2	36	31.3	35
1500	409	265	0	3	10	52	0	0	2	12	5	2	1	3	54	31.1	34.8
1600	417	242	0	2	10	65	0	0	2	17	4	4	1	4	66	31.8	35.3
1700	371	228	0	0	10	50	0	0	4	12	7	6	0	1	53	31.8	35.1
1800	190	123	0	1	8	22	0	0	0	3	2	0	0	1	30	31.5	35
1900	108	65	0	0	16	16	0	0	0	1	0	0	0	2	8	30.8	34.4
2000	70	51	0	0	10	7	0	0	0	0	0	0	0	1	1	32.9	35.5
2100	62	44	0	0	5	8	0	0	0	0	1	0	0	0	4	32.4	36.4
2200	48	33	0	0	4	5	0	0	0	4	0	0	0	0	2	30.4	33.8
2300	31	25	0	1	2	2	0	0	1	0	0	0	0	0	0	31.4	34.5
07-19	**3938**	**2488**	**5**	**20**	**143**	**626**	**0**	**0**	**18**	**119**	**36**	**25**	**4**	**23**	**431**	**30.9**	**34.7**
06-22	**4535**	**2904**	**5**	**23**	**192**	**703**	**0**	**0**	**18**	**128**	**40**	**27**	**4**	**30**	**461**	**31**	**34.7**
06-00	**4614**	**2962**	**5**	**24**	**198**	**710**	**0**	**0**	**19**	**132**	**40**	**27**	**4**	**30**	**463**	**31**	**34.7**
00-00	**5039**	**3338**	**5**	**26**	**219**	**726**	**0**	**1**	**19**	**138**	**41**	**27**	**4**	**30**	**465**	**31**	**34.7**

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

06 March 2026

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	41	0	1	3	11	25	1	0	0	0	0	0	0	0	0	0	31.1	34.9
0100	34	0	0	4	21	9	0	0	0	0	0	0	0	0	0	0	28.4	32.8
0200	35	0	0	7	22	4	2	0	0	0	0	0	0	0	0	0	28.4	35.2
0300	47	0	0	4	22	20	1	0	0	0	0	0	0	0	0	0	30.6	33.1
0400	50	0	0	4	12	33	0	0	1	0	0	0	0	0	0	0	31.3	35
0500	107	0	0	10	42	43	11	1	0	0	0	0	0	0	0	0	31.3	35.6
0600	283	0	0	19	136	116	12	0	0	0	0	0	0	0	0	0	30.8	34.8
0700	595	0	1	38	238	294	18	5	0	0	0	1	0	0	0	0	31	34.7
0800	491	0	1	22	201	249	18	0	0	0	0	0	0	0	0	0	30.9	33.9
0900	329	0	2	27	113	165	22	0	0	0	0	0	0	0	0	0	31.1	35.3
1000	312	0	0	17	129	155	9	2	0	0	0	0	0	0	0	0	31.1	34.3
1100	307	0	6	31	129	120	19	0	2	0	0	0	0	0	0	0	30.3	35
1200	317	0	1	30	160	115	9	0	0	0	0	0	2	0	0	0	30.1	34.2
1300	339	0	0	11	131	180	17	0	0	0	0	0	0	0	0	0	31.4	34.7
1400	394	0	0	16	206	163	6	1	0	0	0	0	0	0	2	0	30.6	34
1500	550	2	2	26	279	226	12	1	0	2	0	0	0	0	0	0	30.6	34.7
1600	473	1	2	13	194	246	13	2	0	0	2	0	0	0	0	0	31.3	34.2
1700	483	0	0	23	234	210	16	0	0	0	0	0	0	0	0	0	30.8	34.3
1800	277	0	0	9	148	115	5	0	0	0	0	0	0	0	0	0	30.4	33.5
1900	127	0	0	3	55	58	7	0	0	0	0	0	4	0	0	0	33	35.5
2000	76	0	0	5	38	33	0	0	0	0	0	0	0	0	0	0	30.5	34.3
2100	48	0	0	3	25	18	2	0	0	0	0	0	0	0	0	0	29.8	33
2200	40	0	0	2	20	17	1	0	0	0	0	0	0	0	0	0	30.8	35
2300	41	0	0	2	17	21	1	0	0	0	0	0	0	0	0	0	31.3	34.7
07-19	**4867**	**3**	**15**	**263**	**2162**	**2238**	**164**	**11**	**2**	**2**	**2**	**1**	**2**	**0**	**2**	**0**	**30.8**	**34.3**
06-22	**5401**	**3**	**15**	**293**	**2416**	**2463**	**185**	**11**	**2**	**2**	**2**	**1**	**6**	**0**	**2**	**0**	**30.9**	**34.4**
06-00	**5482**	**3**	**15**	**297**	**2453**	**2501**	**187**	**11**	**2**	**2**	**2**	**1**	**6**	**0**	**2**	**0**	**30.9**	**34.4**
00-00	**5796**	**3**	**16**	**329**	**2583**	**2635**	**202**	**12**	**3**	**2**	**2**	**1**	**6**	**0**	**2**	**0**	**30.8**	**34.4**

07 March 2026

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	1	2	15	0	0	0	0	0	0	0	0	0	0	31.9	34.5
0100	20	0	0	1	13	6	0	0	0	0	0	0	0	0	0	0	30.3	33.3
0200	24	0	0	3	10	11	0	0	0	0	0	0	0	0	0	0	29.8	32.7
0300	19	0	0	0	15	4	0	0	0	0	0	0	0	0	0	0	29.7	32.5
0400	14	0	0	0	6	8	0	0	0	0	0	0	0	0	0	0	31	34.4
0500	49	0	0	1	10	34	4	0	0	0	0	0	0	0	0	0	32.7	36
0600	92	0	0	3	29	56	4	0	0	0	0	0	0	0	0	0	32.3	35.9
0700	139	0	0	6	56	67	10	0	0	0	0	0	0	0	0	0	31.9	35.5
0800	193	0	1	5	49	123	15	0	0	0	0	0	0	0	0	0	32.6	36.3
0900	277	0	0	12	109	149	7	0	0	0	0	0	0	0	0	0	31.5	35.2
1000	325	0	0	11	172	131	10	1	0	0	0	0	0	0	0	0	30.8	33.6
1100	401	0	1	19	152	207	19	1	0	0	0	1	0	1	0	0	31.5	35.6
1200	319	0	3	9	125	162	19	1	0	0	0	0	0	0	0	0	31.8	35.8
1300	290	0	0	13	99	167	9	2	0	0	0	0	0	0	0	0	31.9	35.7
1400	260	0	4	11	93	131	19	2	0	0	0	0	0	0	0	0	31.6	35.8
1500	162	0	0	3	56	93	9	1	0	0	0	0	0	0	0	0	32	34.8
1600	200	0	1	6	70	102	21	0	0	0	0	0	0	0	0	0	32.1	36.3
1700	208	0	0	6	71	125	6	0	0	0	0	0	0	0	0	0	31.6	34.6
1800	153	0	0	2	72	72	5	2	0	0	0	0	0	0	0	0	31.2	34.8
1900	102	0	0	4	49	43	6	0	0	0	0	0	0	0	0	0	31.2	35
2000	64	0	0	1	30	31	2	0	0	0	0	0	0	0	0	0	31.3	36.1
2100	33	0	0	1	11	21	0	0	0	0	0	0	0	0	0	0	31.8	35.5
2200	72	0	1	2	32	32	5	0	0	0	0	0	0	0	0	0	31.5	35.2
2300	45	0	0	5	8	30	2	0	0	0	0	0	0	0	0	0	31.1	33.6
07-19	**2927**	**0**	**10**	**103**	**1124**	**1529**	**149**	**10**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**31.7**	**35.5**
06-22	**3218**	**0**	**10**	**112**	**1243**	**1680**	**161**	**10**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**31.7**	**35.5**
06-00	**3335**	**0**	**11**	**119**	**1283**	**1742**	**168**	**10**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**31.7**	**35.5**
00-00	**3479**	**0**	**11**	**125**	**1339**	**1820**	**172**	**10**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**31.6**	**35.3**

08 March 2026

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	29	0	0	0	15	14	0	0	0	0	0	0	0	0	0	0	30.9	35.7
0100	33	0	0	1	12	20	0	0	0	0	0	0	0	0	0	0	31.1	33.1
0200	19	0	0	0	13	3	3	0	0	0	0	0	0	0	0	0	31.6	38.1
0300	23	0	0	5	13	5	0	0	0	0	0	0	0	0	0	0	28	32.5
0400	13	0	0	2	4	7	0	0	0	0	0	0	0	0	0	0	30.1	32.8
0500	29	0	0	5	11	13	0	0	0	0	0	0	0	0	0	0	29.8	33.7
0600	47	0	0	5	9	30	2	1	0	0	0	0	0	0	0	0	31.6	35.7
0700	70	0	0	2	35	27	3	3	0	0	0	0	0	0	0	0	31.4	35.3
0800	106	0	0	2	28	70	4	2	0	0	0	0	0	0	0	0	32.9	36
0900	189	0	0	18	74	81	13	3	0	0	0	0	0	0	0	0	31.2	35.5
1000	212	0	0	6	71	119	16	0	0	0	0	0	0	0	0	0	32.1	35.5
1100	224	0	0	8	60	132	22	2	0	0	0	0	0	0	0	0	32.9	36.7
1200	240	0	2	9	78	127	17	5	0	0	2	0	0	0	0	0	32.5	36.6
1300	235	0	1	5	63	140	21	2	2	0	0	0	0	1	0	0	33.1	36.7
1400	219	0	0	5	76	118	17	3	0	0	0	0	0	0	0	0	32.2	35.1
1500	223	0	0	9	81	122	9	2	0	0	0	0	0	0	0	0	31.9	35.2
1600	193	0	0	12	81	90	8	1	0	0	0	0	0	0	1	0	31.7	36.1
1700	200	0	0	7	87	88	18	0	0	0	0	0	0	0	0	0	31.9	36.1
1800	150	0	0	6	67	73	4	0	0	0	0	0	0	0	0	0	31.2	34.5
1900	117	0	1	6	59	49	2	0	0	0	0	0	0	0	0	0	29.6	32.6
2000	85	0	2	7	38	35	3	0	0	0	0	0	0	0	0	0	30.1	33.8
2100	51	0	0	1	10	36	3	1	0	0	0	0	0	0	0	0	32.8	35.7
2200	22	0	1	0	3	17	1	0	0	0	0	0	0	0	0	0	32.1	36.2
2300	21	0	0	1	13	6	1	0	0	0	0	0	0	0	0	0	29.7	35
07-19	**2261**	**0**	**3**	**89**	**801**	**1187**	**152**	**23**	**2**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**32.2**	**35.9**
06-22	**2561**	**0**	**6**	**108**	**917**	**1337**	**162**	**25**	**2**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**32**	**35.8**
06-00	**2604**	**0**	**7**	**109**	**933**	**1360**	**164**	**25**	**2**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**32**	**35.7**
00-00	**2750**	**0**	**7**	**122**	**1001**	**1422**	**167**	**25**	**2**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**31.9**	**35.7**

09 March 2026

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	5	3	7	0	0	0	0	0	0	0	0	0	0	29	34.7
0100	6	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	30.4	-
0200	9	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	30.6	-
0300	15	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	30.9	34.8
0400	27	0	0	3	13	11	0	0	0	0	0	0	0	0	0	0	29.2	33
0500	128	0	0	2	56	64	4	2	0	0	0	0	0	0	0	0	31.6	36.1
0600	398	0	0	15	217	158	8	0	0	0	0	0	0	0	0	0	30.3	34
0700	762	0	1	26	353	360	20	2	0	0	0	0	0	0	0	0	30.9	34.2
0800	601	1	1	39	288	260	12	0	0	0	0	0	0	0	0	0	30.2	33.5
0900	340	0	1	36	152	139	10	2	0	0	0	0	0	0	0	0	30.3	34.9
1000	252	0	1	14	113	121	3	0	0	0	0	0	0	0	0	0	30.6	34.2
1100	229	0	0	20	94	109	6	0	0	0	0	0	0	0	0	0	30.6	34.3
1200	272	0	1	22	123	117	7	1	1	0	0	0	0	0	0	0	30.6	34.5
1300	249	1	0	11	100	130	7	0	0	0	0	0	0	0	0	0	30.9	34.2
1400	343	0	0	16	142	177	7	0	1	0	0	0	0	0	0	0	31	34.6
1500	362	0	3	12	133	204	7	0	3	0	0	0	0	0	0	0	31.3	34.3
1600	481	0	1	21	210	218	27	2	2	0	0	0	0	0	0	0	31.4	35.2
1700	359	0	1	14	116	202	21	2	1	0	0	2	0	0	0	0	32.1	35.1
1800	192	0	0	11	64	104	13	0	0	0	0	0	0	0	0	0	31.4	34.6
1900	127	0	0	5	56	56	10	0	0	0	0	0	0	0	0	0	31.7	36
2000	59	0	0	3	12	43	1	0	0	0	0	0	0	0	0	0	32.1	35.5
2100	51	0	0	0	24	27	0	0	0	0	0	0	0	0	0	0	31.1	33.4
2200	34	0	0	2	9	23	0	0	0	0	0	0	0	0	0	0	32	34.9
2300	17	0	0	4	8	4	1	0	0	0	0	0	0	0	0	0	28.8	32.8
07-19	**4442**	**2**	**10**	**242**	**1888**	**2141**	**140**	**9**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**30.9**	**34.4**
06-22	**5077**	**2**	**10**	**265**	**2197**	**2425**	**159**	**9**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**30.9**	**34.4**
06-00	**5128**	**2**	**10**	**271**	**2214**	**2452**	**160**	**9**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**30.9**	**34.4**
00-00	**5328**	**2**	**10**	**282**	**2301**	**2548**	**164**	**11**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**30.9**	**34.4**

10 March 2026

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	1	4	7	0	0	0	0	0	0	0	0	0	0	31.7	34.9
0100	14	0	0	1	8	5	0	0	0	0	0	0	0	0	0	0	29.7	33.4
0200	20	0	0	2	11	7	0	0	0	0	0	0	0	0	0	0	30	33.4
0300	24	0	0	5	15	4	0	0	0	0	0	0	0	0	0	0	28.3	32.7
0400	25	0	0	1	11	12	1	0	0	0	0	0	0	0	0	0	31.4	36.2
0500	111	0	0	1	28	71	10	1	0	0	0	0	0	0	0	0	33	36.1
0600	420	0	0	13	189	198	16	4	0	0	0	0	0	0	0	0	31.5	34.8
0700	764	3	4	75	338	320	24	0	0	0	0	0	0	0	0	0	30	33.9
0800	640	0	1	44	289	296	9	1	0	0	0	0	0	0	0	0	30.5	33.8
0900	374	0	6	24	165	170	9	0	0	0	0	0	0	0	0	0	30.6	34.2
1000	238	1	0	16	116	100	3	2	0	0	0	0	0	0	0	0	30.4	34
1100	234	0	0	12	101	105	14	2	0	0	0	0	0	0	0	0	31.4	35.3
1200	260	0	0	13	108	128	9	0	0	2	0	0	0	0	0	0	31.1	34.7
1300	271	0	1	17	113	130	8	2	0	0	0	0	0	0	0	0	31	34.7
1400	259	0	1	14	103	134	7	0	0	0	0	0	0	0	0	0	31.2	35
1500	365	0	0	8	137	209	11	0	0	0	0	0	0	0	0	0	31.7	35
1600	415	0	1	10	148	238	12	6	0	0	0	0	0	0	0	0	31.9	35.2
1700	396	1	3	15	96	250	26	5	0	0	0	0	0	0	0	0	32.4	35.6
1800	207	0	1	9	69	111	15	0	2	0	0	0	0	0	0	0	32	35.8
1900	111	0	0	2	23	70	16	0	0	0	0	0	0	0	0	0	33.7	37.2
2000	82	0	0	0	26	48	8	0	0	0	0	0	0	0	0	0	33.1	36.6
2100	52	0	0	0	13	38	1	0	0	0	0	0	0	0	0	0	32.9	36.4
2200	46	0	0	2	12	27	3	2	0	0	0	0	0	0	0	0	32.9	36.8
2300	22	0	0	0	6	16	0	0	0	0	0	0	0	0	0	0	32.2	35.5
07-19	**4423**	**5**	**18**	**257**	**1783**	**2191**	**147**	**18**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31.1**	**34.7**
06-22	**5088**	**5**	**18**	**272**	**2034**	**2545**	**188**	**22**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**34.8**
06-00	**5156**	**5**	**18**	**274**	**2052**	**2588**	**191**	**24**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**34.8**
00-00	**5362**	**5**	**18**	**285**	**2129**	**2694**	**202**	**25**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**34.8**

11 March 2026

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	2	5	4	0	0	0	0	0	0	0	0	0	0	30.2	36.2
0100	16	0	0	3	10	3	0	0	0	0	0	0	0	0	0	0	29.5	36.7
0200	7	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	29.6	-
0300	13	0	0	1	4	8	0	0	0	0	0	0	0	0	0	0	31.9	36.4
0400	46	0	0	4	29	7	4	1	0	0	1	0	0	0	0	0	31.3	37.1
0500	120	0	1	4	49	54	12	0	0	0	0	0	0	0	0	0	31.7	35.8
0600	362	0	0	15	144	186	16	1	0	0	0	0	0	0	0	0	31.6	35
0700	645	1	1	41	305	286	10	1	0	0	0	0	0	0	0	0	30.5	33.9
0800	524	0	4	26	254	222	16	0	0	0	2	0	0	0	0	0	30.8	34.3
0900	301	0	2	27	136	127	9	0	0	0	0	0	0	0	0	0	30.4	34.3
1000	206	1	0	9	102	87	5	0	2	0	0	0	0	0	0	0	30.9	34.4
1100	239	0	0	12	78	132	13	4	0	0	0	0	0	0	0	0	31.9	35.3
1200	242	0	0	11	123	101	5	2	0	0	0	0	0	0	0	0	30.7	33.9
1300	266	0	2	28	113	111	7	3	1	1	0	0	0	0	0	0	30.5	34.2
1400	287	1	0	22	98	153	8	1	0	2	0	0	0	2	0	0	31.6	34.8
1500	393	0	4	16	190	166	15	2	0	0	0	0	0	0	0	0	30.9	34.8
1600	458	3	4	13	164	244	27	2	1	0	0	0	0	0	0	0	31.7	35.8
1700	431	1	3	15	125	256	30	1	0	0	0	0	0	0	0	0	32.2	35.6
1800	238	0	1	7	66	156	8	0	0	0	0	0	0	0	0	0	32	35.3
1900	141	0	1	4	81	47	7	1	0	0	0	0	0	0	0	0	31.3	35
2000	90	0	1	1	33	51	4	0	0	0	0	0	0	0	0	0	31.8	35
2100	75	0	0	3	17	50	5	0	0	0	0	0	0	0	0	0	32.4	35.6
2200	65	0	0	1	3	51	8	2	0	0	0	0	0	0	0	0	35.2	37.7
2300	71	0	0	4	16	51	0	0	0	0	0	0	0	0	0	0	31.6	35.2
07-19	**4230**	**7**	**21**	**227**	**1754**	**2041**	**153**	**16**	**4**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**31.1**	**34.8**
06-22	**4898**	**7**	**23**	**250**	**2029**	**2375**	**185**	**18**	**4**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**31.2**	**34.8**
06-00	**5034**	**7**	**23**	**255**	**2048**	**2477**	**193**	**20**	**4**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**31.3**	**34.9**
00-00	**5247**	**7**	**24**	**269**	**2150**	**2555**	**209**	**21**	**4**	**3**	**3**	**0**	**0**	**2**	**0**	**0**	**31.3**	**34.9**

12 March 2026

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	60	0	0	5	13	42	0	0	0	0	0	0	0	0	0	0	31.3	33.1
0100	55	0	0	7	2	46	0	0	0	0	0	0	0	0	0	0	31.1	33.1
0200	63	0	0	7	9	41	5	1	0	0	0	0	0	0	0	0	32	34.9
0300	64	0	0	3	23	34	4	0	0	0	0	0	0	0	0	0	31.5	35.3
0400	60	0	0	1	18	40	1	0	0	0	0	0	0	0	0	0	32.4	35.5
0500	123	0	0	2	39	66	15	1	0	0	0	0	0	0	0	0	32.7	36.5
0600	357	0	0	31	131	185	10	0	0	0	0	0	0	0	0	0	31	34.7
0700	561	0	1	32	261	236	28	0	0	0	0	0	0	3	0	0	31.2	35
0800	462	0	2	35	205	207	13	0	0	0	0	0	0	0	0	0	30.7	34.6
0900	281	0	1	32	143	102	3	0	0	0	0	0	0	0	0	0	29.7	34.3
1000	202	0	0	21	92	85	4	0	0	0	0	0	0	0	0	0	30.2	33.7
1100	234	1	0	23	110	96	4	0	0	0	0	0	0	0	0	0	30	33.8
1200	255	0	0	18	133	99	5	0	0	0	0	0	0	0	0	0	30.1	33.4
1300	248	0	0	22	119	101	3	0	2	0	0	0	0	1	0	0	30.4	34
1400	308	0	0	10	141	142	14	1	0	0	0	0	0	0	0	0	31.3	35
1500	409	1	4	22	190	166	21	3	2	0	0	0	0	0	0	0	31.1	34.8
1600	417	1	1	12	146	240	16	1	0	0	0	0	0	0	0	0	31.8	35.3
1700	371	2	0	6	152	195	13	0	0	1	0	2	0	0	0	0	31.8	35.1
1800	190	0	0	6	82	92	6	4	0	0	0	0	0	0	0	0	31.5	35
1900	108	0	0	4	49	54	1	0	0	0	0	0	0	0	0	0	30.8	34.4
2000	70	0	0	1	16	50	3	0	0	0	0	0	0	0	0	0	32.9	35.5
2100	62	0	0	2	19	37	4	0	0	0	0	0	0	0	0	0	32.4	36.4
2200	48	0	0	3	18	27	0	0	0	0	0	0	0	0	0	0	30.4	33.8
2300	31	0	0	3	4	24	0	0	0	0	0	0	0	0	0	0	31.4	34.5
07-19	**3938**	**5**	**9**	**239**	**1774**	**1761**	**130**	**9**	**4**	**1**	**0**	**2**	**0**	**4**	**0**	**0**	**30.9**	**34.7**
06-22	**4535**	**5**	**9**	**277**	**1989**	**2087**	**148**	**9**	**4**	**1**	**0**	**2**	**0**	**4**	**0**	**0**	**31**	**34.7**
06-00	**4614**	**5**	**9**	**283**	**2011**	**2138**	**148**	**9**	**4**	**1**	**0**	**2**	**0**	**4**	**0**	**0**	**31**	**34.7**
00-00	**5039**	**5**	**9**	**308**	**2115**	**2407**	**173**	**11**	**4**	**1**	**0**	**2**	**0**	**4**	**0**	**0**	**31**	**34.7**

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
--	33001	22	95	1720	13618	16081	1289	115	23	8	7	6	6	8	3	0	31.2	34.8

CHARGE SURVEYS

SITE: ATC 4 Week 1 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

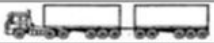
DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	1-5.	1-7.
Hour									
0000-0100	41	18	29	15	12	11	60	27.8	26.6
0100-0200	34	20	33	6	14	16	55	25	25.4
0200-0300	35	24	19	9	20	7	63	26.8	25.3
0300-0400	47	19	23	15	24	13	64	32.6	29.3
0400-0500	50	14	13	27	25	46	60	41.6	33.6
0500-0600	107	49	29	128	111	120	123	117.8	95.3
0600-0700	283	92	47	398	420	362	357	364	279.9
0700-0800	**595**	139	70	**762**	**764**	**645**	**561**	665.4	505.1
0800-0900	491	193	106	601	640	524	462	543.6	431
0900-1000	329	277	189	340	374	301	281	325	298.7
1000-1100	312	325	212	252	238	206	202	242	249.6
1100-1200	307	**401**	**224**	229	234	239	234	248.6	266.9
1200-1300	317	**319**	**240**	272	260	242	255	269.2	272.1
1300-1400	339	290	235	249	271	266	248	274.6	271.1
1400-1500	394	260	219	343	259	287	308	318.2	295.7
1500-1600	**550**	162	223	362	365	393	409	415.8	352
1600-1700	473	200	193	**481**	**415**	**458**	**417**	448.8	376.7
1700-1800	483	208	200	359	396	431	371	408	349.7
1800-1900	277	153	150	192	207	238	190	220.8	201
1900-2000	127	102	117	127	111	141	108	122.8	119
2000-2100	76	64	85	59	82	90	70	75.4	75.1
2100-2200	48	33	51	51	52	75	62	57.6	53.1
2200-2300	40	72	22	34	46	65	48	46.6	46.7
2300-2400	41	45	21	17	22	71	31	36.4	35.4
Totals									
0700-1900	4867	2927	2261	4442	4423	4230	3938	4380	3869.7
0600-2200	5401	3218	2561	5077	5088	4898	4535	4999.8	4396.9
0600-0000	5482	3335	2604	5128	5156	5034	4614	5082.8	4479
0000-0000	5796	3479	2750	5328	5362	5247	5039	5354.4	4714.4
AM Peak	700	1100	1100	700	700	700	700		
	595	401	224	762	764	645	561		
PM Peak	1500	1200	1200	1600	1600	1600	1600		
	550	319	240	481	415	458	417		

CHARGE SURVEYS

SITE: ATC 4 Week 2 - A10 Buntingford (51.946076, -0.029136)

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

	Northbound	Southbound
Total	**71127**	**32908**
Mean Speed	**28**	**31.8**
85%	**32.4**	**35.3**

CHARGE SURVEYS

SITE: ATC 4 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

13 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	34	30	0	1	0	0	0	0	1	2	0	0	0	0	0	30.6	35.8
0100	19	16	0	1	0	0	0	0	1	1	0	0	0	0	0	27.3	32.5
0200	16	10	0	3	2	0	0	0	1	0	0	0	0	0	0	34	38.8
0300	23	20	0	2	1	0	0	0	0	0	0	0	0	0	0	30.9	35.2
0400	42	37	0	2	1	2	0	0	0	0	0	0	0	0	0	33.1	39.1
0500	213	192	0	13	4	1	0	0	0	0	0	0	0	3	0	32.3	35.6
0600	545	492	0	34	11	2	0	1	1	1	0	0	0	2	1	29.8	34.2
0700	802	718	3	60	9	4	2	2	0	1	0	0	0	1	2	27.9	32.5
0800	834	748	9	65	4	5	1	0	0	2	0	0	0	0	0	26.8	31.3
0900	560	480	1	59	6	5	0	1	2	4	0	0	0	1	1	28.2	32.3
1000	552	450	8	69	8	5	0	1	4	3	0	0	0	4	0	27.4	31.8
1100	583	474	2	89	4	2	0	4	3	2	0	0	0	3	0	27.4	31.5
1200	592	506	2	72	2	1	1	1	2	4	0	0	0	1	0	27.9	32.2
1300	661	547	6	80	7	4	1	3	4	2	2	1	0	4	0	26.4	31.2
1400	704	586	7	88	4	4	1	4	1	6	1	0	0	2	0	27.4	31.6
1500	824	713	5	79	6	8	0	4	3	3	0	0	0	3	0	26.2	31.3
1600	958	852	6	87	1	7	0	1	0	3	0	0	0	1	0	26.1	30.4
1700	798	742	1	44	5	1	0	1	0	2	0	0	0	2	0	27.5	31.3
1800	544	508	0	25	8	0	0	0	0	1	0	0	0	2	0	28.3	31.7
1900	349	325	1	13	8	0	0	0	0	0	0	0	0	2	0	29.3	33.2
2000	217	194	0	13	8	0	0	1	0	0	0	0	0	1	0	30.7	35
2100	197	181	0	10	4	0	0	0	1	0	0	0	0	1	0	30.1	34.7
2200	202	185	1	10	2	0	0	1	1	1	1	0	0	0	0	30	33.1
2300	256	231	1	7	3	3	0	0	4	7	0	0	0	0	0	28.1	32.4
07-19	**8412**	**7324**	**50**	**817**	**64**	**46**	**6**	**22**	**19**	**33**	**3**	**1**	**0**	**24**	**3**	**27.2**	**31.7**
06-22	**9720**	**8516**	**51**	**887**	**95**	**48**	**6**	**24**	**21**	**34**	**3**	**1**	**0**	**30**	**4**	**27.6**	**32**
06-00	**10178**	**8932**	**53**	**904**	**100**	**51**	**6**	**25**	**26**	**42**	**4**	**1**	**0**	**30**	**4**	**27.6**	**32**
00-00	**10525**	**9237**	**53**	**926**	**108**	**54**	**6**	**25**	**29**	**45**	**4**	**1**	**0**	**33**	**4**	**27.8**	**32.2**

14 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	205	184	0	2	4	3	1	1	1	7	0	0	0	2	0	27.8	31.9
0100	133	115	0	6	2	2	0	0	2	6	0	0	0	0	0	27.5	31.6
0200	101	87	0	2	3	1	0	0	2	6	0	0	0	0	0	28.6	33.3
0300	86	76	0	2	6	0	0	0	1	1	0	0	0	0	0	29	34.8
0400	75	71	0	3	1	0	0	0	0	0	0	0	0	0	0	29.6	33
0500	88	82	0	4	1	1	0	0	0	0	0	0	0	0	0	31.8	35.3
0600	174	151	1	18	2	0	0	0	0	1	0	0	0	1	0	31.5	35.4
0700	271	238	1	23	6	0	2	1	0	0	0	0	0	0	0	32.2	35.3
0800	427	393	0	31	1	1	0	0	0	1	0	0	0	0	0	30	33.5
0900	508	461	1	35	3	1	0	1	1	0	0	0	0	5	0	29.4	33.2
1000	624	566	3	39	1	6	0	0	2	0	0	0	0	7	0	28.4	32.4
1100	785	726	4	37	3	1	0	2	1	0	0	0	0	10	1	28.2	32.1
1200	705	634	1	53	3	2	0	1	0	0	1	0	0	10	0	27.8	32.1
1300	684	634	4	32	1	2	0	0	0	0	0	0	0	11	0	27.5	32.1
1400	569	534	4	23	1	1	0	1	0	1	0	0	0	4	0	29	33.1
1500	567	528	2	25	0	0	0	0	0	0	0	1	0	11	0	29.5	33
1600	529	503	0	19	3	0	0	1	0	0	0	0	0	3	0	29	32.7
1700	543	519	1	15	2	1	0	0	0	0	0	0	0	5	0	28.4	31.9
1800	453	436	1	10	3	0	0	0	0	1	0	0	0	2	0	27.9	31.6
1900	306	291	1	8	6	0	0	0	0	0	0	0	0	0	0	29.3	32.3
2000	216	210	0	3	1	0	1	0	1	0	0	0	0	0	0	29.2	32.4
2100	287	270	0	7	9	0	0	0	0	1	0	0	0	0	0	28.8	32.3
2200	281	263	0	6	7	1	0	0	0	1	1	0	0	2	0	27.8	32.6
2300	372	350	0	6	10	1	0	0	0	5	0	0	0	0	0	26.5	30.9
07-19	**6665**	**6172**	**22**	**342**	**27**	**15**	**2**	**7**	**4**	**3**	**1**	**1**	**0**	**68**	**1**	**28.7**	**32.8**
06-22	**7648**	**7094**	**24**	**378**	**45**	**15**	**3**	**7**	**5**	**5**	**1**	**1**	**0**	**69**	**1**	**28.8**	**32.8**
06-00	**8301**	**7707**	**24**	**390**	**62**	**17**	**3**	**7**	**5**	**11**	**2**	**1**	**0**	**71**	**1**	**28.7**	**32.7**
00-00	**8989**	**8322**	**24**	**409**	**79**	**24**	**4**	**8**	**11**	**31**	**2**	**1**	**0**	**73**	**1**	**28.7**	**32.8**

15 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	235	210	0	5	11	2	0	0	2	4	0	0	0	1	0	27.5	31.3
0100	138	118	0	3	7	1	0	2	0	7	0	0	0	0	0	27.8	32.2
0200	72	61	0	5	3	0	0	0	0	3	0	0	0	0	0	29.9	35.6
0300	54	48	0	1	0	0	0	0	2	3	0	0	0	0	0	29.7	34.6
0400	53	49	0	3	0	0	0	1	0	0	0	0	0	0	0	31.1	36.2
0500	50	46	0	2	0	0	0	0	0	2	0	0	0	0	0	31.6	35.1
0600	83	75	0	6	2	0	0	0	0	0	0	0	0	0	0	32.8	36.6
0700	150	132	1	13	2	0	0	0	1	1	0	0	0	0	0	33.1	36.4
0800	220	199	0	13	3	0	0	0	1	0	0	0	0	4	0	32.3	36.7
0900	431	402	1	23	0	0	0	0	0	0	0	0	0	5	0	29.6	33.4
1000	479	451	3	18	0	2	0	1	0	0	0	0	0	4	0	28.9	32.7
1100	652	618	3	21	0	3	0	0	0	1	0	0	0	6	0	28.7	32.3
1200	714	683	3	16	1	5	0	0	0	1	0	0	0	5	0	28.4	31.9
1300	568	542	2	16	1	3	0	0	0	0	1	0	0	2	1	28.1	32.1
1400	470	449	1	19	0	0	1	0	0	0	0	0	0	0	0	29	32.9
1500	486	468	1	10	2	1	0	0	1	1	0	0	0	2	0	28.7	32.2
1600	570	548	3	12	2	1	1	0	0	0	0	0	0	3	0	28.9	32.8
1700	506	489	1	13	2	0	0	0	0	1	0	0	0	0	0	28.5	32.1
1800	411	386	0	18	4	1	0	0	0	0	0	0	0	2	0	27.5	30.3
1900	379	364	2	3	6	1	0	0	0	1	0	0	0	2	0	28.6	31.8
2000	309	290	0	9	8	0	0	1	0	0	0	0	0	1	0	29.3	32.8
2100	170	161	0	7	0	0	0	0	1	0	0	0	0	1	0	30.1	33.3
2200	109	107	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	34.2
2300	61	59	0	1	0	0	0	0	0	0	0	0	0	1	0	31	34.3
07-19	**5657**	**5367**	**19**	**192**	**17**	**16**	**2**	**1**	**3**	**5**	**1**	**0**	**0**	**33**	**1**	**28.9**	**32.8**
06-22	**6598**	**6257**	**21**	**217**	**33**	**17**	**2**	**2**	**4**	**6**	**1**	**0**	**0**	**37**	**1**	**29**	**32.8**
06-00	**6768**	**6423**	**21**	**220**	**33**	**17**	**2**	**2**	**4**	**6**	**1**	**0**	**0**	**38**	**1**	**29**	**32.9**
00-00	**7370**	**6955**	**21**	**239**	**54**	**20**	**2**	**5**	**8**	**25**	**1**	**0**	**0**	**39**	**1**	**29**	**32.9**

16 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	55	52	0	2	0	0	0	0	0	1	0	0	0	0	0	31.4	34.8
0100	23	19	0	3	0	0	0	0	0	1	0	0	0	0	0	28	30.3
0200	25	21	0	3	0	0	0	0	0	1	0	0	0	0	0	29	32.8
0300	32	29	0	2	0	1	0	0	0	0	0	0	0	0	0	33	34.7
0400	64	51	0	10	1	0	0	0	0	1	0	0	0	1	0	32	37.2
0500	236	208	0	9	10	3	0	1	0	0	0	0	0	5	0	32	36.2
0600	621	563	0	39	12	3	1	1	0	1	0	0	0	1	0	29.2	33.9
0700	915	822	0	74	13	3	0	0	1	2	0	0	0	0	0	27.6	31.9
0800	903	826	4	55	7	5	1	2	0	2	0	0	0	1	0	27.2	31.3
0900	592	506	1	68	4	2	1	1	4	3	0	0	0	2	0	27.3	32
1000	454	366	2	68	6	6	0	1	1	3	0	0	0	0	1	27.7	31.4
1100	447	350	4	82	1	2	0	0	6	1	0	0	0	1	0	28.7	32.8
1200	518	432	1	79	5	0	0	1	0	0	0	0	0	0	0	28.7	32.4
1300	537	420	2	83	11	5	0	2	5	4	0	0	0	5	0	28.1	32
1400	554	443	3	89	8	3	1	0	1	2	0	0	0	3	1	27.8	32.1
1500	723	615	6	75	5	8	0	4	3	5	1	0	0	1	0	26.1	30.8
1600	944	822	6	101	6	4	0	1	0	4	0	0	0	0	0	26.1	30.8
1700	900	816	4	62	7	4	0	0	0	2	0	1	0	4	0	26.8	31.1
1800	490	450	0	31	6	1	0	0	0	0	0	0	0	2	0	28.4	32
1900	292	277	0	10	3	0	0	0	1	0	0	0	0	1	0	30	34.3
2000	215	205	0	7	3	0	0	0	0	0	0	0	0	0	0	29.5	34
2100	262	243	0	10	2	2	0	0	2	3	0	0	0	0	0	28.5	32.1
2200	193	158	1	14	0	1	0	0	5	14	0	0	0	0	0	28.4	33
2300	127	107	0	10	2	1	0	1	1	4	0	0	0	1	0	29	32.7
07-19	**7977**	**6868**	**33**	**867**	**79**	**43**	**3**	**12**	**21**	**28**	**1**	**1**	**0**	**19**	**2**	**27.3**	**31.7**
06-22	**9367**	**8156**	**33**	**933**	**99**	**48**	**4**	**13**	**24**	**32**	**1**	**1**	**0**	**21**	**2**	**27.6**	**32**
06-00	**9687**	**8421**	**34**	**957**	**101**	**50**	**4**	**14**	**30**	**50**	**1**	**1**	**0**	**22**	**2**	**27.7**	**32**
00-00	**10122**	**8801**	**34**	**986**	**112**	**54**	**4**	**15**	**30**	**54**	**1**	**1**	**0**	**28**	**2**	**27.8**	**32.2**

17 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	191	126	1	14	3	3	0	2	25	14	0	0	0	2	1	26.1	31.1
0100	79	60	0	7	1	1	0	1	1	8	0	0	0	0	0	27.6	32.7
0200	70	43	1	9	2	0	0	1	7	5	1	0	0	1	0	28.2	33.1
0300	83	48	0	7	3	0	1	0	6	16	0	0	0	1	1	28.7	33.1
0400	81	64	1	9	3	1	0	0	2	1	0	0	0	0	0	32.4	35.8
0500	212	182	0	18	3	0	0	1	0	2	0	0	0	6	0	32.2	36.8
0600	499	441	3	43	5	1	0	2	1	0	0	0	0	2	1	29.4	33.9
0700	948	844	4	84	6	6	0	0	1	1	0	0	0	2	0	26.7	31
0800	922	811	15	69	5	9	2	2	2	7	0	0	0	0	0	25	30.2
0900	597	516	0	62	1	5	0	5	2	2	1	0	0	3	0	26.8	31.7
1000	459	363	4	70	5	7	1	2	2	2	0	0	0	3	0	27.6	32
1100	442	346	4	76	0	1	1	4	5	1	0	0	0	4	0	28.8	33.1
1200	533	416	3	81	9	8	1	2	2	3	0	0	0	7	1	29.3	33
1300	514	414	3	78	7	1	0	0	5	2	0	0	0	4	0	29.5	34
1400	633	506	0	99	9	4	2	1	5	1	0	0	0	6	0	28.9	33.5
1500	725	642	2	66	1	2	0	1	3	2	0	0	0	6	0	28.6	32.4
1600	908	791	4	101	2	3	0	1	1	1	0	0	0	4	0	27.5	32.1
1700	982	889	7	61	6	8	0	1	0	2	0	0	0	8	0	26.7	30.9
1800	627	584	1	37	2	0	1	0	0	0	0	0	0	2	0	28.7	32.7
1900	352	326	0	19	4	1	0	0	0	0	0	0	0	2	0	29.3	32.5
2000	223	206	0	13	4	0	0	0	0	0	0	0	0	0	0	29.9	34.4
2100	199	188	0	9	2	0	0	0	0	0	0	0	0	0	0	30.2	33.9
2200	308	265	1	11	4	3	0	6	7	10	0	0	0	1	0	27.9	32
2300	274	228	0	15	5	2	0	2	8	11	1	0	0	1	1	27.2	31.3
07-19	**8290**	**7122**	**47**	**884**	**53**	**54**	**8**	**19**	**28**	**24**	**1**	**0**	**0**	**49**	**1**	**27.6**	**32.1**
06-22	**9563**	**8283**	**50**	**968**	**68**	**56**	**8**	**21**	**29**	**24**	**1**	**0**	**0**	**53**	**2**	**27.8**	**32.3**
06-00	**10145**	**8776**	**51**	**994**	**77**	**61**	**8**	**29**	**44**	**45**	**2**	**0**	**0**	**55**	**3**	**27.8**	**32.2**
00-00	**10861**	**9299**	**54**	**1058**	**92**	**66**	**9**	**34**	**85**	**91**	**3**	**0**	**0**	**65**	**5**	**27.9**	**32.4**

18 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	137	110	0	7	2	0	0	1	6	11	0	0	0	0	0	27.7	30.9
0100	91	62	1	6	3	2	0	0	6	11	0	0	0	0	0	28.9	34.6
0200	88	54	0	5	1	2	0	1	6	18	0	0	0	1	0	27.8	32.5
0300	76	55	0	9	2	1	0	2	2	5	0	0	0	0	0	29.1	33.2
0400	85	73	0	3	3	0	0	1	1	4	0	0	0	0	0	32	35.6
0500	251	223	0	13	4	0	0	0	3	0	1	1	0	6	0	31.9	35.1
0600	579	524	0	43	6	1	0	2	2	0	0	0	0	1	0	29.2	34.1
0700	906	798	4	78	7	7	0	0	1	4	2	0	0	4	1	26.6	31.4
0800	1014	906	5	80	5	9	0	3	2	1	1	0	0	2	0	25.7	31.8
0900	648	538	9	76	8	4	1	0	2	5	0	0	0	5	0	27.4	31.9
1000	575	467	5	75	6	3	0	1	5	1	1	0	0	11	0	28.5	32.5
1100	511	394	5	86	5	3	0	2	2	2	1	0	0	11	0	28.1	32.4
1200	566	460	7	68	2	9	2	4	4	3	2	0	0	5	0	27.8	32.9
1300	601	490	1	78	6	4	0	3	5	2	0	0	0	12	0	28.1	32.5
1400	636	524	3	87	9	3	0	3	2	1	0	2	0	2	0	29.3	33
1500	876	748	4	96	6	3	1	3	3	2	1	0	0	9	0	26.5	31.5
1600	1023	900	3	91	7	10	0	3	4	3	0	0	0	2	0	26	30.3
1700	1007	913	5	72	6	5	0	2	0	3	0	0	0	1	0	26	30.6
1800	635	586	2	36	4	3	0	0	0	1	0	0	0	3	0	27.8	31.9
1900	357	334	0	19	2	1	0	0	1	0	0	0	0	0	0	29	33.1
2000	249	236	1	5	5	0	0	1	0	0	0	0	0	1	0	31	34.2
2100	266	243	0	11	9	0	0	0	2	0	0	0	0	1	0	28.9	32.3
2200	385	347	0	19	7	0	0	2	4	5	0	0	0	0	1	26.6	31.9
2300	340	304	0	14	4	0	0	3	6	9	0	0	0	0	0	27.7	31.4
07-19	**8998**	**7724**	**53**	**923**	**71**	**63**	**4**	**24**	**30**	**28**	**8**	**2**	**0**	**67**	**1**	**27.1**	**31.9**
06-22	**10449**	**9061**	**54**	**1001**	**93**	**65**	**4**	**27**	**35**	**28**	**8**	**2**	**0**	**70**	**1**	**27.4**	**32.2**
06-00	**11174**	**9712**	**54**	**1034**	**104**	**65**	**4**	**32**	**45**	**42**	**8**	**2**	**0**	**70**	**2**	**27.4**	**32.1**
00-00	**11902**	**10289**	**55**	**1077**	**119**	**70**	**4**	**37**	**69**	**91**	**9**	**3**	**0**	**77**	**2**	**27.5**	**32.3**

19 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	133	111	0	8	5	1	0	0	1	7	0	0	0	0	0	29.3	33.5
0100	81	64	0	7	1	0	0	0	2	7	0	0	0	0	0	29.3	33.7
0200	107	88	0	10	0	0	0	2	0	5	0	0	0	0	2	29.3	34.6
0300	98	80	1	6	5	1	1	0	1	3	0	0	0	0	0	28.8	33.1
0400	100	80	0	7	5	2	0	0	1	5	0	0	0	0	0	30.1	34
0500	282	256	2	11	3	1	0	1	1	2	0	0	0	5	0	31.6	35.1
0600	616	554	2	34	16	4	0	1	0	1	0	1	0	3	0	29.7	33.9
0700	886	800	2	66	9	4	2	1	0	0	0	0	0	2	0	27.9	32
0800	986	871	9	71	7	7	0	1	1	14	2	0	1	2	0	25.3	30.8
0900	616	513	8	71	6	5	0	2	2	2	0	0	0	6	1	27.8	32.7
1000	450	350	5	69	5	2	1	5	4	3	0	0	0	6	0	27.8	32.3
1100	497	391	1	87	1	2	0	1	4	2	0	1	0	7	0	28.3	32.7
1200	538	445	3	65	4	5	2	2	0	2	0	0	0	10	0	28.3	32.7
1300	652	549	2	83	5	1	0	0	5	1	0	0	0	5	1	28.7	32.7
1400	636	528	4	87	3	4	0	1	2	3	0	0	0	4	0	29.4	33.1
1500	809	706	5	85	5	3	0	2	1	1	0	0	0	1	0	27.1	31.8
1600	970	859	4	91	5	4	1	0	0	0	0	1	0	5	0	26.4	30.9
1700	1110	1006	5	70	5	10	1	2	1	4	0	0	0	6	0	25.9	30.2
1800	640	584	1	34	9	7	0	1	0	2	0	0	0	2	0	27.7	31.4
1900	370	343	0	23	4	0	0	0	0	0	0	0	0	0	0	29.5	32.9
2000	249	239	0	4	5	0	0	0	0	0	0	0	0	1	0	30.7	33.7
2100	232	212	0	10	9	0	0	0	0	0	0	0	0	1	0	31	34.2
2200	193	184	0	4	3	0	0	0	0	0	0	0	0	1	1	30.4	34.7
2300	107	99	0	2	3	1	0	0	1	1	0	0	0	0	0	31.9	36
07-19	**8790**	**7602**	**49**	**879**	**64**	**54**	**7**	**18**	**20**	**34**	**2**	**2**	**1**	**56**	**2**	**27.3**	**31.9**
06-22	**10257**	**8950**	**51**	**950**	**98**	**58**	**7**	**19**	**20**	**35**	**2**	**3**	**1**	**61**	**2**	**27.7**	**32.2**
06-00	**10557**	**9233**	**51**	**956**	**104**	**59**	**7**	**19**	**21**	**36**	**2**	**3**	**1**	**62**	**3**	**27.8**	**32.3**
00-00	**11358**	**9912**	**54**	**1005**	**123**	**64**	**8**	**22**	**27**	**65**	**2**	**3**	**1**	**67**	**5**	**27.9**	**32.5**

CHARGE SURVEYS

SITE: ATC 4 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

13 March 2026

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	34	0	0	4	17	10	3	0	0	0	0	0	0	0	0	0	30.6	35.8
0100	19	0	0	4	11	4	0	0	0	0	0	0	0	0	0	0	27.3	32.5
0200	16	0	0	0	4	8	4	0	0	0	0	0	0	0	0	0	34	38.8
0300	23	0	0	3	7	13	0	0	0	0	0	0	0	0	0	0	30.9	35.2
0400	42	0	0	1	13	20	8	0	0	0	0	0	0	0	0	0	33.1	39.1
0500	213	0	3	8	56	124	20	2	0	0	0	0	0	0	0	0	32.3	35.6
0600	545	2	20	58	225	210	28	2	0	0	0	0	0	0	0	0	29.8	34.2
0700	802	10	45	129	399	210	6	0	0	0	0	0	3	0	0	0	27.9	32.5
0800	834	8	40	198	456	127	4	1	0	0	0	0	0	0	0	0	26.8	31.3
0900	560	0	17	88	309	140	6	0	0	0	0	0	0	0	0	0	28.2	32.3
1000	552	4	15	110	321	99	3	0	0	0	0	0	0	0	0	0	27.4	31.8
1100	583	3	31	103	340	97	6	1	0	2	0	0	0	0	0	0	27.4	31.5
1200	592	0	15	125	312	133	7	0	0	0	0	0	0	0	0	0	27.9	32.2
1300	661	7	48	154	342	104	6	0	0	0	0	0	0	0	0	0	26.4	31.2
1400	704	0	24	164	377	129	10	0	0	0	0	0	0	0	0	0	27.4	31.6
1500	824	10	67	219	391	132	5	0	0	0	0	0	0	0	0	0	26.2	31.3
1600	958	15	51	244	546	99	3	0	0	0	0	0	0	0	0	0	26.1	30.4
1700	798	2	27	148	486	131	4	0	0	0	0	0	0	0	0	0	27.5	31.3
1800	544	0	4	61	384	88	7	0	0	0	0	0	0	0	0	0	28.3	31.7
1900	349	0	3	36	210	93	7	0	0	0	0	0	0	0	0	0	29.3	33.2
2000	217	2	2	11	114	72	15	1	0	0	0	0	0	0	0	0	30.7	35
2100	197	0	1	19	100	69	8	0	0	0	0	0	0	0	0	0	30.1	34.7
2200	202	0	0	12	127	50	13	0	0	0	0	0	0	0	0	0	30	33.1
2300	256	0	2	58	136	50	8	2	0	0	0	0	0	0	0	0	28.1	32.4
07-19	**8412**	**59**	**384**	**1743**	**4663**	**1489**	**67**	**2**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**27.2**	**31.7**
06-22	**9720**	**63**	**410**	**1867**	**5312**	**1933**	**125**	**5**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**27.6**	**32**
06-00	**10178**	**63**	**412**	**1937**	**5575**	**2033**	**146**	**7**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**27.6**	**32**
00-00	**10525**	**63**	**415**	**1957**	**5683**	**2212**	**181**	**9**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**27.8**	**32.2**

14 March 2026

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	205	1	3	41	120	35	4	1	0	0	0	0	0	0	0	0	27.8	31.9
0100	133	0	1	40	67	21	3	1	0	0	0	0	0	0	0	0	27.5	31.6
0200	101	0	0	19	45	35	2	0	0	0	0	0	0	0	0	0	28.6	33.3
0300	86	0	0	12	52	20	2	0	0	0	0	0	0	0	0	0	29	34.8
0400	75	0	0	5	45	24	1	0	0	0	0	0	0	0	0	0	29.6	33
0500	88	0	0	1	37	46	4	0	0	0	0	0	0	0	0	0	31.8	35.3
0600	174	0	1	9	63	87	14	0	0	0	0	0	0	0	0	0	31.5	35.4
0700	271	0	0	6	101	141	19	4	0	0	0	0	0	0	0	0	32.2	35.3
0800	427	1	6	41	211	158	9	0	0	0	0	0	0	0	0	1	30	33.5
0900	508	1	9	54	272	160	10	1	1	0	0	0	0	0	0	0	29.4	33.2
1000	624	1	22	91	360	138	12	0	0	0	0	0	0	0	0	0	28.4	32.4
1100	785	0	11	139	459	170	6	0	0	0	0	0	0	0	0	0	28.2	32.1
1200	705	0	19	133	402	143	8	0	0	0	0	0	0	0	0	0	27.8	32.1
1300	684	14	35	124	344	157	8	0	0	0	2	0	0	0	0	0	27.5	32.1
1400	569	1	9	73	317	159	9	1	0	0	0	0	0	0	0	0	29	33.1
1500	567	1	1	47	325	181	11	1	0	0	0	0	0	0	0	0	29.5	33
1600	529	0	4	52	327	141	5	0	0	0	0	0	0	0	0	0	29	32.7
1700	543	0	6	80	344	108	5	0	0	0	0	0	0	0	0	0	28.4	31.9
1800	453	0	1	86	279	85	2	0	0	0	0	0	0	0	0	0	27.9	31.6
1900	306	0	0	37	171	94	4	0	0	0	0	0	0	0	0	0	29.3	32.3
2000	216	0	2	23	128	57	6	0	0	0	0	0	0	0	0	0	29.2	32.4
2100	287	0	5	28	186	62	6	0	0	0	0	0	0	0	0	0	28.8	32.3
2200	281	0	4	66	152	56	3	0	0	0	0	0	0	0	0	0	27.8	32.6
2300	372	1	16	108	199	41	7	0	0	0	0	0	0	0	0	0	26.5	30.9
07-19	**6665**	**19**	**123**	**926**	**3741**	**1741**	**104**	**7**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**28.7**	**32.8**
06-22	**7648**	**19**	**131**	**1023**	**4289**	**2041**	**134**	**7**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**28.8**	**32.8**
06-00	**8301**	**20**	**151**	**1197**	**4640**	**2138**	**144**	**7**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**28.7**	**32.7**
00-00	**8989**	**21**	**155**	**1315**	**5006**	**2319**	**160**	**9**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**28.7**	**32.8**

15 March 2026

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	235	0	7	50	138	35	5	0	0	0	0	0	0	0	0	0	27.5	31.3
0100	138	0	2	26	78	31	1	0	0	0	0	0	0	0	0	0	27.8	32.2
0200	72	0	1	8	37	22	4	0	0	0	0	0	0	0	0	0	29.9	35.6
0300	54	0	0	3	35	13	3	0	0	0	0	0	0	0	0	0	29.7	34.6
0400	53	0	0	5	26	15	6	1	0	0	0	0	0	0	0	0	31.1	36.2
0500	50	0	0	5	14	27	3	1	0	0	0	0	0	0	0	0	31.6	35.1
0600	83	0	0	1	29	44	8	1	0	0	0	0	0	0	0	0	32.8	36.6
0700	150	0	0	1	35	100	13	1	0	0	0	0	0	0	0	0	33.1	36.4
0800	220	0	0	16	70	105	26	3	0	0	0	0	0	0	0	0	32.3	36.7
0900	431	0	1	47	222	153	8	0	0	0	0	0	0	0	0	0	29.6	33.4
1000	479	1	8	55	277	133	5	0	0	0	0	0	0	0	0	0	28.9	32.7
1100	652	0	6	101	379	157	9	0	0	0	0	0	0	0	0	0	28.7	32.3
1200	714	0	4	108	445	148	9	0	0	0	0	0	0	0	0	0	28.4	31.9
1300	568	1	22	78	339	122	6	0	0	0	0	0	0	0	0	0	28.1	32.1
1400	470	0	9	67	255	129	10	0	0	0	0	0	0	0	0	0	29	32.9
1500	486	1	12	61	282	121	9	0	0	0	0	0	0	0	0	0	28.7	32.2
1600	570	1	13	60	336	149	10	1	0	0	0	0	0	0	0	0	28.9	32.8
1700	506	2	6	66	310	116	6	0	0	0	0	0	0	0	0	0	28.5	32.1
1800	411	0	4	71	295	40	1	0	0	0	0	0	0	0	0	0	27.5	30.3
1900	379	0	9	35	250	81	4	0	0	0	0	0	0	0	0	0	28.6	31.8
2000	309	0	4	30	183	88	4	0	0	0	0	0	0	0	0	0	29.3	32.8
2100	170	0	0	10	105	52	2	1	0	0	0	0	0	0	0	0	30.1	33.3
2200	109	0	0	8	51	44	6	0	0	0	0	0	0	0	0	0	30.8	34.2
2300	61	0	0	1	35	21	3	1	0	0	0	0	0	0	0	0	31	34.3
07-19	**5657**	**6**	**85**	**731**	**3245**	**1473**	**112**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**32.8**
06-22	**6598**	**6**	**98**	**807**	**3812**	**1738**	**130**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**32.8**
06-00	**6768**	**6**	**98**	**816**	**3898**	**1803**	**139**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**32.9**
00-00	**7370**	**6**	**108**	**913**	**4226**	**1946**	**161**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**32.9**

16 March 2026

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	55	0	0	2	27	21	5	0	0	0	0	0	0	0	0	0	31.4	34.8
0100	23	0	0	2	19	2	0	0	0	0	0	0	0	0	0	0	28	30.3
0200	25	0	0	3	16	6	0	0	0	0	0	0	0	0	0	0	29	32.8
0300	32	0	0	0	4	27	1	0	0	0	0	0	0	0	0	0	33	34.7
0400	64	0	0	2	30	23	8	1	0	0	0	0	0	0	0	0	32	37.2
0500	236	0	0	9	93	118	15	1	0	0	0	0	0	0	0	0	32	36.2
0600	621	10	13	81	266	240	11	0	0	0	0	0	0	0	0	0	29.2	33.9
0700	915	10	36	156	513	194	6	0	0	0	0	0	0	0	0	0	27.6	31.9
0800	903	2	32	192	527	145	5	0	0	0	0	0	0	0	0	0	27.2	31.3
0900	592	7	42	115	293	126	9	0	0	0	0	0	0	0	0	0	27.3	32
1000	454	1	9	80	285	74	5	0	0	0	0	0	0	0	0	0	27.7	31.4
1100	447	2	9	61	247	117	9	2	0	0	0	0	0	0	0	0	28.7	32.8
1200	518	0	5	73	300	133	7	0	0	0	0	0	0	0	0	0	28.7	32.4
1300	537	1	14	78	325	114	5	0	0	0	0	0	0	0	0	0	28.1	32
1400	554	4	24	100	300	118	8	0	0	0	0	0	0	0	0	0	27.8	32.1
1500	723	5	54	202	368	92	2	0	0	0	0	0	0	0	0	0	26.1	30.8
1600	944	9	74	243	495	120	3	0	0	0	0	0	0	0	0	0	26.1	30.8
1700	900	7	49	198	513	126	7	0	0	0	0	0	0	0	0	0	26.8	31.1
1800	490	0	5	86	280	113	6	0	0	0	0	0	0	0	0	0	28.4	32
1900	292	0	1	19	162	102	8	0	0	0	0	0	0	0	0	0	30	34.3
2000	215	0	1	21	124	63	6	0	0	0	0	0	0	0	0	0	29.5	34
2100	262	0	5	29	170	56	2	0	0	0	0	0	0	0	0	0	28.5	32.1
2200	193	1	8	27	100	52	4	1	0	0	0	0	0	0	0	0	28.4	33
2300	127	0	1	25	58	39	4	0	0	0	0	0	0	0	0	0	29	32.7
07-19	**7977**	**48**	**353**	**1584**	**4446**	**1472**	**72**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**31.7**
06-22	**9367**	**58**	**373**	**1734**	**5168**	**1933**	**99**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**32**
06-00	**9687**	**59**	**382**	**1786**	**5326**	**2024**	**107**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**32**
00-00	**10122**	**59**	**382**	**1804**	**5515**	**2221**	**136**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**32.2**

17 March 2026

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	191	0	3	81	80	23	3	1	0	0	0	0	0	0	0	0	26.1	31.1
0100	79	0	0	25	40	12	1	1	0	0	0	0	0	0	0	0	27.6	32.7
0200	70	0	5	6	39	17	3	0	0	0	0	0	0	0	0	0	28.2	33.1
0300	83	0	1	15	43	19	5	0	0	0	0	0	0	0	0	0	28.7	33.1
0400	81	0	0	6	19	48	7	0	1	0	0	0	0	0	0	0	32.4	35.8
0500	212	0	2	13	62	110	23	2	0	0	0	0	0	0	0	0	32.2	36.8
0600	499	1	5	89	201	188	14	0	1	0	0	0	0	0	0	0	29.4	33.9
0700	948	14	52	196	556	127	2	0	1	0	0	0	0	0	0	0	26.7	31
0800	922	19	77	337	384	101	4	0	0	0	0	0	0	0	0	0	25	30.2
0900	597	9	22	149	310	98	8	1	0	0	0	0	0	0	0	0	26.8	31.7
1000	459	4	13	97	246	92	7	0	0	0	0	0	0	0	0	0	27.6	32
1100	442	0	5	77	225	127	8	0	0	0	0	0	0	0	0	0	28.8	33.1
1200	533	2	8	46	299	172	5	1	0	0	0	0	0	0	0	0	29.3	33
1300	514	0	7	61	260	175	11	0	0	0	0	0	0	0	0	0	29.5	34
1400	633	5	25	74	305	213	11	0	0	0	0	0	0	0	0	0	28.9	33.5
1500	725	5	14	93	412	188	12	1	0	0	0	0	0	0	0	0	28.6	32.4
1600	908	3	42	174	494	189	5	1	0	0	0	0	0	0	0	0	27.5	32.1
1700	982	4	43	250	555	128	1	1	0	0	0	0	0	0	0	0	26.7	30.9
1800	627	4	4	89	363	156	10	1	0	0	0	0	0	0	0	0	28.7	32.7
1900	352	0	0	35	218	95	4	0	0	0	0	0	0	0	0	0	29.3	32.5
2000	223	0	0	18	131	67	6	1	0	0	0	0	0	0	0	0	29.9	34.4
2100	199	0	0	25	104	60	7	0	0	0	0	0	0	3	0	0	30.2	33.9
2200	308	0	5	63	180	48	12	0	0	0	0	0	0	0	0	0	27.9	32
2300	274	1	17	59	151	33	12	1	0	0	0	0	0	0	0	0	27.2	31.3
07-19	**8290**	**69**	**312**	**1643**	**4409**	**1766**	**84**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**32.1**
06-22	**9563**	**70**	**317**	**1810**	**5063**	**2176**	**115**	**7**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**27.8**	**32.3**
06-00	**10145**	**71**	**339**	**1932**	**5394**	**2257**	**139**	**8**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**27.8**	**32.2**
00-00	**10861**	**71**	**350**	**2078**	**5677**	**2486**	**181**	**12**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**27.9**	**32.4**

18 March 2026

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	137	0	2	23	93	17	2	0	0	0	0	0	0	0	0	0	27.7	30.9
0100	91	0	0	25	34	25	6	1	0	0	0	0	0	0	0	0	28.9	34.6
0200	88	0	3	19	47	17	2	0	0	0	0	0	0	0	0	0	27.8	32.5
0300	76	0	0	6	53	14	3	0	0	0	0	0	0	0	0	0	29.1	33.2
0400	85	0	0	11	24	39	10	1	0	0	0	0	0	0	0	0	32	35.6
0500	251	0	1	11	68	158	11	2	0	0	0	0	0	0	0	0	31.9	35.1
0600	579	0	10	96	260	200	8	4	1	0	0	0	0	0	0	0	29.2	34.1
0700	906	8	51	268	423	147	7	0	0	0	0	1	0	0	0	1	26.6	31.4
0800	1014	44	99	245	435	179	10	2	0	0	0	0	0	0	0	0	25.7	31.8
0900	648	3	24	136	359	121	5	0	0	0	0	0	0	0	0	0	27.4	31.9
1000	575	2	17	74	325	150	7	0	0	0	0	0	0	0	0	0	28.5	32.5
1100	511	5	20	78	273	133	2	0	0	0	0	0	0	0	0	0	28.1	32.4
1200	566	3	21	122	273	140	7	0	0	0	0	0	0	0	0	0	27.8	32.9
1300	601	6	20	94	333	142	6	0	0	0	0	0	0	0	0	0	28.1	32.5
1400	636	1	7	78	343	191	16	0	0	0	0	0	0	0	0	0	29.3	33
1500	876	4	53	230	441	145	3	0	0	0	0	0	0	0	0	0	26.5	31.5
1600	1023	9	59	283	556	111	2	0	1	0	0	0	2	0	0	0	26	30.3
1700	1007	9	67	286	527	111	6	1	0	0	0	0	0	0	0	0	26	30.6
1800	635	3	25	89	392	117	9	0	0	0	0	0	0	0	0	0	27.8	31.9
1900	357	0	3	38	212	95	9	0	0	0	0	0	0	0	0	0	29	33.1
2000	249	0	2	12	105	122	8	0	0	0	0	0	0	0	0	0	31	34.2
2100	266	0	0	27	178	54	7	0	0	0	0	0	0	0	0	0	28.9	32.3
2200	385	0	19	120	170	73	3	0	0	0	0	0	0	0	0	0	26.6	31.9
2300	340	0	0	90	194	53	3	0	0	0	0	0	0	0	0	0	27.7	31.4
07-19	**8998**	**97**	**463**	**1983**	**4680**	**1687**	**80**	**3**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**27.1**	**31.9**
06-22	**10449**	**97**	**478**	**2156**	**5435**	**2158**	**112**	**7**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**27.4**	**32.2**
06-00	**11174**	**97**	**497**	**2366**	**5799**	**2284**	**118**	**7**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**27.4**	**32.1**
00-00	**11902**	**97**	**503**	**2461**	**6118**	**2554**	**152**	**11**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**27.5**	**32.3**

19 March 2026

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	133	0	1	18	72	40	2	0	0	0	0	0	0	0	0	0	29.3	33.5
0100	81	0	1	13	44	20	3	0	0	0	0	0	0	0	0	0	29.3	33.7
0200	107	0	2	5	67	32	0	1	0	0	0	0	0	0	0	0	29.3	34.6
0300	98	0	0	18	47	30	3	0	0	0	0	0	0	0	0	0	28.8	33.1
0400	100	0	1	8	59	29	3	0	0	0	0	0	0	0	0	0	30.1	34
0500	282	0	0	15	103	144	20	0	0	0	0	0	0	0	0	0	31.6	35.1
0600	616	0	3	88	261	244	18	2	0	0	0	0	0	0	0	0	29.7	33.9
0700	886	1	33	181	480	179	11	1	0	0	0	0	0	0	0	0	27.9	32
0800	986	13	144	268	429	123	6	1	0	0	0	0	2	0	0	0	25.3	30.8
0900	616	1	20	131	317	140	7	0	0	0	0	0	0	0	0	0	27.8	32.7
1000	450	1	7	89	258	91	4	0	0	0	0	0	0	0	0	0	27.8	32.3
1100	497	1	11	88	264	128	5	0	0	0	0	0	0	0	0	0	28.3	32.7
1200	538	1	7	108	284	133	5	0	0	0	0	0	0	0	0	0	28.3	32.7
1300	652	3	15	86	367	168	13	0	0	0	0	0	0	0	0	0	28.7	32.7
1400	636	0	9	72	336	202	11	3	2	1	0	0	0	0	0	0	29.4	33.1
1500	809	15	42	162	428	157	5	0	0	0	0	0	0	0	0	0	27.1	31.8
1600	970	7	47	274	507	124	6	0	4	1	0	0	0	0	0	0	26.4	30.9
1700	1110	8	51	375	555	109	9	1	2	0	0	0	0	0	0	0	25.9	30.2
1800	640	0	21	111	399	103	5	1	0	0	0	0	0	0	0	0	27.7	31.4
1900	370	0	0	24	230	110	6	0	0	0	0	0	0	0	0	0	29.5	32.9
2000	249	0	0	11	127	102	9	0	0	0	0	0	0	0	0	0	30.7	33.7
2100	232	0	0	10	115	96	11	0	0	0	0	0	0	0	0	0	31	34.2
2200	193	0	1	22	77	85	7	1	0	0	0	0	0	0	0	0	30.4	34.7
2300	107	0	0	4	39	53	9	1	1	0	0	0	0	0	0	0	31.9	36
07-19	**8790**	**51**	**407**	**1945**	**4624**	**1657**	**87**	**7**	**8**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**27.3**	**31.9**
06-22	**10257**	**51**	**410**	**2078**	**5357**	**2209**	**131**	**9**	**8**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**27.7**	**32.2**
06-00	**10557**	**51**	**411**	**2104**	**5473**	**2347**	**147**	**11**	**9**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**27.8**	**32.3**
00-00	**11358**	**51**	**416**	**2181**	**5865**	**2642**	**178**	**12**	**9**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**27.9**	**32.5**

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
--	71127	368	2329	12709	38090	16380	1149	68	15	4	2	1	7	3	0	2	28	32.4

CHARGE SURVEYS

SITE: ATC 4 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	13-Mar	14-Mar	15-Mar	16-Mar	17-Mar	18-Mar	19-Mar	1-5.	1-7.
Hour									
0000-0100	34	205	235	55	191	137	133	110	141.4
0100-0200	19	133	138	23	79	91	81	58.6	80.6
0200-0300	16	101	72	25	70	88	107	61.2	68.4
0300-0400	23	86	54	32	83	76	98	62.4	64.6
0400-0500	42	75	53	64	81	85	100	74.4	71.4
0500-0600	213	88	50	236	212	251	282	238.8	190.3
0600-0700	545	174	83	621	499	579	616	572	445.3
0700-0800	802	271	150	**915**	**948**	906	886	891.4	696.9
0800-0900	**834**	427	220	903	922	**1014**	**986**	931.8	758
0900-1000	560	508	431	592	597	648	616	602.6	564.6
1000-1100	552	624	479	454	459	575	450	498	513.3
1100-1200	583	**785**	**652**	447	442	511	497	496	559.6
1200-1300	592	**705**	**714**	518	533	566	538	549.4	595.1
1300-1400	661	684	568	537	514	601	652	593	602.4
1400-1500	704	569	470	554	633	636	636	632.6	600.3
1500-1600	824	567	486	723	725	876	809	791.4	715.7
1600-1700	**958**	529	570	**944**	908	**1023**	970	960.6	843.1
1700-1800	798	543	506	900	**982**	1007	**1110**	959.4	835.1
1800-1900	544	453	411	490	627	635	640	587.2	542.9
1900-2000	349	306	379	292	352	357	370	344	343.6
2000-2100	217	216	309	215	223	249	249	230.6	239.7
2100-2200	197	287	170	262	199	266	232	231.2	230.4
2200-2300	202	281	109	193	308	385	193	256.2	238.7
2300-2400	256	372	61	127	274	340	107	220.8	219.6
Totals									
0700-1900	8412	6665	5657	7977	8290	8998	8790	8493.4	7827
0600-2200	9720	7648	6598	9367	9563	10449	10257	9871.2	9086
0600-0000	10178	8301	6768	9687	10145	11174	10557	10348.2	9544.3
0000-0000	10525	8989	7370	10122	10861	11902	11358	10953.6	10161
AM Peak	800	1100	1100	700	700	800	800		
	834	785	652	915	948	1014	986		
PM Peak	1600	1200	1200	1600	1700	1600	1700		
	958	705	714	944	982	1023	1110		

CHARGE SURVEYS

SITE: ATC 4 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

13 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	7	0	0	1	1	0	0	0	0	0	0	0	0	0	32.8	-
0100	9	4	0	0	1	3	0	0	1	0	0	0	0	0	0	27.7	-
0200	6	4	0	0	1	0	0	0	0	1	0	0	0	0	0	29.5	-
0300	20	14	0	0	2	3	0	0	0	1	0	0	0	0	0	31.9	34.6
0400	31	26	0	0	2	2	0	0	0	1	0	0	0	0	0	31.6	34.5
0500	125	104	0	3	7	4	0	0	0	2	0	0	0	1	4	33.2	37.1
0600	367	307	0	0	18	24	0	0	0	5	1	1	1	1	9	31.5	34.7
0700	561	458	0	4	29	39	0	1	0	10	2	1	0	4	13	32	35.1
0800	485	345	0	2	21	47	0	0	1	11	3	1	0	2	52	31.3	34.7
0900	284	178	0	2	11	68	0	0	1	5	1	1	0	0	17	30.7	34
1000	238	162	0	0	9	39	0	0	0	4	3	2	0	0	19	30.6	34.3
1100	247	145	0	4	12	60	0	0	1	8	0	1	0	1	15	31.1	34.3
1200	247	162	0	3	10	39	0	0	0	4	1	1	0	0	27	30.8	34.7
1300	282	187	0	1	10	41	0	1	0	5	3	1	0	4	29	31.7	35.2
1400	327	208	0	2	17	41	0	0	1	17	4	0	0	2	35	31.8	35.2
1500	355	220	1	2	14	57	0	0	1	6	6	0	0	2	46	31.5	35.2
1600	389	252	0	1	9	63	0	0	0	6	7	1	0	5	45	32	35.6
1700	306	215	0	3	8	33	0	1	2	12	2	2	3	1	24	32.2	35.4
1800	236	194	0	0	13	20	0	0	0	3	0	2	0	0	4	32.6	36
1900	165	129	0	0	20	13	0	0	0	2	0	0	0	1	0	32.2	35.8
2000	100	89	0	0	5	4	0	0	0	0	0	0	0	0	2	31.7	34.5
2100	65	58	0	1	4	2	0	0	0	0	0	0	0	0	0	31.9	36.5
2200	76	74	0	0	2	0	0	0	0	0	0	0	0	0	0	32.9	35.5
2300	85	83	0	0	1	0	0	0	0	0	1	0	0	0	0	31.9	34.8
07-19	**3957**	**2726**	**1**	**24**	**163**	**547**	**0**	**3**	**7**	**91**	**32**	**13**	**3**	**21**	**326**	**31.6**	**35**
06-22	**4654**	**3309**	**1**	**25**	**210**	**590**	**0**	**3**	**7**	**98**	**33**	**14**	**4**	**23**	**337**	**31.6**	**35**
06-00	**4815**	**3466**	**1**	**25**	**213**	**590**	**0**	**3**	**7**	**98**	**34**	**14**	**4**	**23**	**337**	**31.6**	**35**
00-00	**5015**	**3625**	**1**	**28**	**227**	**603**	**0**	**3**	**8**	**103**	**34**	**14**	**4**	**24**	**341**	**31.7**	**35.1**

14 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	77	73	0	0	1	2	0	0	0	1	0	0	0	0	0	30.6	35.5
0100	55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	32.1
0200	48	47	0	0	0	0	0	0	1	0	0	0	0	0	0	34.6	38.1
0300	58	55	0	1	1	1	0	0	0	0	0	0	0	0	0	31.1	34.6
0400	52	49	0	1	1	0	0	0	0	1	0	0	0	0	0	29.5	33
0500	48	43	0	1	2	2	0	0	0	0	0	0	0	0	0	34.1	37.6
0600	98	79	1	1	9	5	0	0	1	0	0	0	0	2	0	32.4	37.5
0700	149	112	0	5	10	11	0	0	0	3	0	0	0	1	7	32.2	35.8
0800	154	98	0	0	8	26	0	0	0	5	1	1	0	1	14	32.8	35.5
0900	182	123	0	0	14	19	0	0	0	3	0	0	0	3	20	34.1	36.6
1000	226	136	0	1	8	42	0	0	1	5	1	3	0	7	22	32.9	36.5
1100	264	175	1	2	6	28	0	0	1	1	6	1	1	4	38	32.4	35.4
1200	305	196	0	1	10	41	0	1	1	5	0	1	0	8	41	32	35.9
1300	270	173	0	0	10	34	0	0	0	1	3	0	0	18	31	33.2	36.8
1400	228	148	0	3	7	27	0	0	0	3	5	0	0	17	18	32.3	36
1500	190	124	0	1	7	27	0	1	0	4	1	0	0	10	15	32.8	36.5
1600	190	123	0	1	7	17	0	0	1	3	1	0	0	8	29	33.5	36.6
1700	193	139	0	1	10	20	0	0	0	2	2	1	0	2	16	32.7	36.5
1800	194	157	0	1	9	11	0	0	1	3	1	0	0	2	9	32.6	35.5
1900	137	130	0	0	3	3	0	0	0	1	0	0	0	0	0	33.3	36.6
2000	89	80	0	0	5	2	0	0	0	1	0	0	0	1	0	32.3	35.7
2100	70	64	0	1	1	4	0	0	0	0	0	0	0	0	0	32.9	35.8
2200	82	77	0	0	2	1	0	0	0	1	0	0	0	0	1	32.9	35.6
2300	90	87	0	0	1	0	0	0	0	0	0	0	0	0	2	32.6	34.7
07-19	**2545**	**1704**	**1**	**16**	**106**	**303**	**0**	**2**	**5**	**38**	**21**	**7**	**1**	**81**	**260**	**32.8**	**36.1**
06-22	**2939**	**2057**	**2**	**18**	**124**	**317**	**0**	**2**	**6**	**40**	**21**	**7**	**1**	**84**	**260**	**32.8**	**36.1**
06-00	**3111**	**2221**	**2**	**18**	**127**	**318**	**0**	**2**	**6**	**41**	**21**	**7**	**1**	**84**	**263**	**32.8**	**36.1**
00-00	**3449**	**2543**	**2**	**21**	**132**	**323**	**0**	**2**	**7**	**43**	**21**	**7**	**1**	**84**	**263**	**32.6**	**36.1**

15 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	56	55	0	0	0	1	0	0	0	0	0	0	0	0	0	31.6	34
0100	39	38	0	0	1	0	0	0	0	0	0	0	0	0	0	33.7	35.9
0200	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	33.3
0300	30	29	0	0	1	0	0	0	0	0	0	0	0	0	0	30.4	34.2
0400	19	17	0	0	0	0	0	0	0	2	0	0	0	0	0	33.9	36.7
0500	24	21	0	1	0	1	0	0	0	0	0	0	0	1	0	32.4	33.8
0600	47	41	0	1	2	2	0	1	0	0	0	0	0	0	0	33.2	36.9
0700	68	55	0	1	5	6	0	0	0	0	0	0	0	1	0	33.6	37.5
0800	73	44	1	3	4	13	0	0	0	1	0	0	0	1	6	34.1	38.6
0900	153	81	0	1	5	31	0	1	1	3	2	0	0	4	24	32.8	35.8
1000	183	116	0	2	10	24	0	0	0	3	1	4	0	7	16	32.7	36.6
1100	317	207	0	2	15	37	0	0	0	5	2	1	0	3	45	32.1	35.2
1200	259	168	0	0	5	33	0	0	0	6	3	0	0	9	35	32.8	36.8
1300	236	147	0	1	9	38	0	1	0	2	3	2	1	8	24	32.1	35.1
1400	157	94	0	0	5	23	0	0	0	2	2	1	0	0	30	32.6	35.2
1500	157	106	0	0	5	21	0	0	1	3	1	1	0	2	17	33.2	36
1600	194	145	1	2	6	18	0	0	0	2	2	1	0	2	15	31.7	35.2
1700	227	179	0	0	8	14	0	0	0	6	0	0	1	2	17	31.7	34.6
1800	184	155	0	2	3	9	0	0	0	4	3	0	0	2	6	31	33.6
1900	178	162	0	0	10	5	0	0	0	1	0	0	0	0	0	31	33.8
2000	134	124	0	0	5	4	0	0	0	0	1	0	0	0	0	31.7	36.6
2100	68	60	0	0	4	0	0	0	0	0	0	0	0	2	2	31.4	35.1
2200	41	40	0	0	1	0	0	0	0	0	0	0	0	0	0	32.2	35.4
2300	27	21	0	0	4	2	0	0	0	0	0	0	0	0	0	30.6	34.3
07-19	**2208**	**1497**	**2**	**14**	**80**	**267**	**0**	**2**	**2**	**37**	**19**	**10**	**2**	**41**	**235**	**32.3**	**35.5**
06-22	**2635**	**1884**	**2**	**15**	**101**	**278**	**0**	**3**	**2**	**38**	**20**	**10**	**2**	**43**	**237**	**32.2**	**35.5**
06-00	**2703**	**1945**	**2**	**15**	**106**	**280**	**0**	**3**	**2**	**38**	**20**	**10**	**2**	**43**	**237**	**32.2**	**35.5**
00-00	**2895**	**2128**	**2**	**17**	**108**	**282**	**0**	**3**	**2**	**40**	**20**	**10**	**2**	**44**	**237**	**32.2**	**35.6**

16 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	37.4
0100	9	8	0	0	0	1	0	0	0	0	0	0	0	0	0	30.8	-
0200	12	11	0	0	1	0	0	0	0	0	0	0	0	0	0	33.5	35.9
0300	23	21	0	0	2	0	0	0	0	0	0	0	0	0	0	31.9	33.1
0400	35	30	0	0	5	0	0	0	0	0	0	0	0	0	0	32.6	34.2
0500	123	100	0	1	13	6	0	0	0	0	1	0	0	2	0	33.3	36.8
0600	435	371	0	1	21	24	0	0	1	5	4	0	0	2	6	32	35.3
0700	672	476	0	7	28	73	0	0	1	12	4	6	0	6	59	31.4	34.3
0800	487	339	0	2	19	64	0	0	0	14	3	5	0	0	41	30.9	34.4
0900	281	170	0	3	10	55	0	0	1	6	0	1	0	1	34	31.1	34.4
1000	168	108	0	0	13	28	0	0	0	4	0	1	0	0	14	31.7	34.8
1100	255	159	0	0	18	50	0	0	1	7	0	0	0	2	18	30.3	34.6
1200	220	129	0	4	12	46	0	0	1	8	1	3	0	0	16	31.4	35.3
1300	224	140	0	2	10	47	0	0	1	9	1	1	1	1	11	30.3	34.7
1400	241	146	0	1	14	40	0	0	1	12	2	3	0	2	20	31.4	35
1500	330	214	0	0	8	54	0	0	0	9	0	3	1	0	41	30.8	34.7
1600	370	261	0	0	10	41	0	0	1	12	6	3	0	4	32	31.5	36.1
1700	322	228	0	0	6	28	0	0	1	9	2	0	0	2	46	32.4	35.2
1800	168	120	0	2	8	19	0	0	0	5	1	1	0	0	12	32	35.1
1900	97	77	1	0	6	6	0	0	0	1	0	0	0	0	6	32.7	36.1
2000	68	52	0	0	6	5	0	0	0	1	0	0	0	0	4	32.3	36.3
2100	54	47	0	0	3	2	0	0	0	0	0	0	0	0	2	30.9	34.9
2200	28	27	0	0	0	1	0	0	0	0	0	0	0	0	0	30.3	36.2
2300	21	19	0	0	0	0	0	0	0	1	0	0	0	1	0	31.2	33.3
07-19	**3738**	**2490**	**0**	**21**	**156**	**545**	**0**	**0**	**8**	**107**	**20**	**27**	**2**	**18**	**344**	**31.3**	**34.8**
06-22	**4392**	**3037**	**1**	**22**	**192**	**582**	**0**	**0**	**9**	**114**	**24**	**27**	**2**	**20**	**362**	**31.4**	**34.9**
06-00	**4441**	**3083**	**1**	**22**	**192**	**583**	**0**	**0**	**9**	**115**	**24**	**27**	**2**	**21**	**362**	**31.4**	**34.9**
00-00	**4658**	**3267**	**1**	**23**	**214**	**590**	**0**	**0**	**9**	**115**	**25**	**27**	**2**	**23**	**362**	**31.4**	**34.9**

17 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	45	44	0	0	0	1	0	0	0	0	0	0	0	0	0	30.8	33.4
0100	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.6
0200	31	26	0	0	1	3	0	0	0	1	0	0	0	0	0	29.6	32.3
0300	31	25	0	0	4	2	0	0	0	0	0	0	0	0	0	30.2	32.5
0400	50	41	0	1	2	4	0	0	0	2	0	0	0	0	0	31.6	34.6
0500	113	71	0	0	14	20	0	0	0	3	0	0	0	3	2	30.9	34.7
0600	325	209	0	5	18	55	0	1	1	8	1	3	1	2	21	31.4	35.2
0700	668	465	0	2	15	81	0	0	2	21	11	8	1	4	58	30.7	34
0800	520	336	1	1	12	79	0	0	2	14	9	6	0	2	58	30.4	34.2
0900	333	209	1	0	16	57	0	0	3	10	3	0	0	8	26	31.3	35.2
1000	212	120	0	3	6	47	0	0	2	4	2	2	0	3	23	30.9	34.1
1100	205	119	0	0	10	45	0	2	2	6	1	0	0	0	20	30.6	34.3
1200	269	165	0	2	17	49	0	0	0	4	0	0	0	1	31	30.8	35
1300	253	163	1	4	13	45	0	0	1	5	2	1	0	6	12	32.3	35.9
1400	256	168	0	4	16	38	0	0	0	4	4	3	0	3	16	32.4	35.7
1500	314	208	0	0	5	42	0	0	1	6	0	1	0	4	47	32.8	36.1
1600	365	215	0	1	10	50	0	0	1	11	4	3	0	4	66	32.3	36.2
1700	395	271	0	0	2	30	0	0	0	7	9	0	0	4	72	32.2	35.6
1800	275	203	0	1	10	23	0	1	0	7	4	1	0	3	22	32.5	35.9
1900	128	100	0	0	8	13	0	0	0	1	1	1	0	0	4	33	36
2000	88	78	0	0	2	8	0	0	0	0	0	0	0	0	0	32.8	36
2100	64	54	0	0	5	3	0	0	0	1	0	0	0	1	0	33.6	37.2
2200	86	70	0	0	4	5	0	0	0	1	0	0	0	0	6	30.6	34.7
2300	71	70	0	0	0	1	0	0	0	0	0	0	0	0	0	32.8	38.1
07-19	**4065**	**2642**	**3**	**18**	**132**	**586**	**0**	**3**	**14**	**99**	**49**	**25**	**1**	**42**	**451**	**31.5**	**35.2**
06-22	**4670**	**3083**	**3**	**23**	**165**	**665**	**0**	**4**	**15**	**109**	**51**	**29**	**2**	**45**	**476**	**31.6**	**35.3**
06-00	**4827**	**3223**	**3**	**23**	**169**	**671**	**0**	**4**	**15**	**110**	**51**	**29**	**2**	**45**	**482**	**31.6**	**35.3**
00-00	**5116**	**3449**	**3**	**24**	**190**	**701**	**0**	**4**	**15**	**116**	**51**	**29**	**2**	**48**	**484**	**31.6**	**35.2**

18 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	34	32	0	0	1	1	0	0	0	0	0	0	0	0	0	31.6	34.1
0100	30	29	0	0	1	0	0	0	0	0	0	0	0	0	0	28	30.9
0200	35	33	0	0	0	1	0	0	0	1	0	0	0	0	0	28.2	30.9
0300	43	37	0	0	4	1	0	0	0	1	0	0	0	0	0	32.8	37.2
0400	63	59	0	0	3	0	0	0	0	0	0	0	0	1	0	31.5	34.3
0500	158	131	0	0	11	6	0	0	0	4	0	0	0	4	2	32.6	35.8
0600	388	301	0	0	26	37	0	0	1	9	3	3	0	1	7	31.7	35.6
0700	691	510	1	4	20	78	0	0	0	18	9	5	0	3	43	30.8	34.5
0800	633	448	0	2	18	68	0	0	2	11	4	4	1	1	74	31.8	35.7
0900	330	217	1	4	13	59	0	0	3	11	1	3	0	2	16	31	34.9
1000	262	169	0	1	12	48	0	1	1	7	2	1	0	2	18	30.6	34.2
1100	249	158	0	0	17	55	0	0	0	2	0	3	0	5	9	30.7	34.4
1200	302	185	1	2	28	63	0	0	0	4	2	2	0	4	11	30.4	34.4
1300	285	169	0	1	23	43	0	0	2	9	2	0	0	9	27	31.9	35.4
1400	315	158	0	2	15	74	0	0	1	14	0	4	0	11	36	31.9	35.6
1500	420	294	0	2	11	58	0	1	3	7	2	0	1	6	35	31.9	35.5
1600	488	337	0	0	11	59	0	0	2	6	5	2	0	3	63	31.8	34.7
1700	420	272	0	1	9	38	0	0	0	10	7	3	0	8	72	32.5	35.8
1800	289	217	0	0	13	23	0	0	0	6	5	3	0	3	19	33	36.3
1900	157	122	0	0	11	11	0	0	0	4	0	1	0	0	8	32	36.2
2000	105	86	0	1	3	5	0	0	1	1	0	0	0	2	6	33.5	37
2100	71	66	0	0	5	0	0	0	0	0	0	0	0	0	0	32.6	36
2200	99	97	0	0	1	1	0	0	0	0	0	0	0	0	0	28.5	33.7
2300	99	92	0	1	2	1	0	0	0	2	1	0	0	0	0	32.7	37.7
07-19	**4684**	**3134**	**3**	**19**	**190**	**666**	**0**	**2**	**14**	**105**	**39**	**30**	**2**	**57**	**423**	**31.5**	**35**
06-22	**5405**	**3709**	**3**	**20**	**235**	**719**	**0**	**2**	**16**	**119**	**42**	**34**	**2**	**60**	**444**	**31.6**	**35.1**
06-00	**5603**	**3898**	**3**	**21**	**238**	**721**	**0**	**2**	**16**	**121**	**43**	**34**	**2**	**60**	**444**	**31.6**	**35.1**
00-00	**5966**	**4219**	**3**	**21**	**258**	**730**	**0**	**2**	**16**	**127**	**43**	**34**	**2**	**65**	**446**	**31.6**	**35.1**

19 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	36	34	0	0	0	1	0	0	0	1	0	0	0	0	0	28.8	30.1
0100	39	37	0	0	1	0	1	0	0	0	0	0	0	0	0	38.4	44.2
0200	69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	35.6
0300	63	56	0	0	2	3	0	0	0	2	0	0	0	0	0	30.4	33.8
0400	53	50	0	0	0	2	0	0	0	0	0	0	0	1	0	31.4	34.7
0500	179	161	0	1	13	3	0	0	0	0	0	0	0	1	0	32.6	35.1
0600	414	341	0	1	25	25	0	0	0	6	2	1	0	5	8	31.3	35.2
0700	622	468	0	4	19	68	0	0	3	13	4	8	0	1	34	31.4	34.9
0800	502	359	0	1	5	64	0	0	0	15	8	4	0	1	45	32.2	35.7
0900	285	174	0	0	12	60	0	0	0	5	2	3	0	1	28	31.8	35.7
1000	215	121	1	1	8	44	0	0	3	6	1	2	0	2	26	31.3	36.1
1100	238	130	0	3	24	44	0	0	2	6	3	1	0	2	23	30.6	34.7
1200	273	153	2	3	27	65	0	0	1	5	1	2	0	6	8	31.2	35.9
1300	435	283	1	2	27	60	0	0	3	15	5	2	0	6	31	30.3	34.2
1400	379	227	0	2	20	71	0	1	1	9	4	1	0	10	33	32.3	36.2
1500	399	281	0	1	14	60	0	0	2	8	2	2	1	8	20	32	35
1600	457	274	0	0	9	70	0	0	1	16	3	2	0	2	80	32.5	36.5
1700	405	284	0	0	6	44	0	0	2	12	3	5	0	4	45	32.3	36.1
1800	231	173	0	1	7	15	0	0	0	5	1	1	0	5	23	32.8	36.4
1900	134	108	0	1	11	9	0	0	0	1	0	0	0	2	2	33.4	37.1
2000	134	115	0	0	9	7	0	0	0	0	0	0	0	1	2	31.6	34.9
2100	112	94	0	0	4	6	0	0	0	5	0	0	0	1	2	31	34.3
2200	86	80	0	0	1	1	0	0	0	2	0	0	0	0	2	30.3	32.8
2300	49	44	0	0	4	1	0	0	0	0	0	0	0	0	0	31.2	34.1
07-19	**4441**	**2927**	**4**	**18**	**178**	**665**	**0**	**1**	**18**	**115**	**37**	**33**	**1**	**48**	**396**	**31.7**	**35.6**
06-22	**5235**	**3585**	**4**	**20**	**227**	**712**	**0**	**1**	**18**	**127**	**39**	**34**	**1**	**57**	**410**	**31.7**	**35.6**
06-00	**5370**	**3709**	**4**	**20**	**232**	**714**	**0**	**1**	**18**	**129**	**39**	**34**	**1**	**57**	**412**	**31.7**	**35.5**
00-00	**5809**	**4116**	**4**	**21**	**248**	**723**	**1**	**1**	**18**	**132**	**39**	**34**	**1**	**59**	**412**	**31.8**	**35.5**

CHARGE SURVEYS

SITE: ATC 4 Week 2 - A10 Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

13 March 2026

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	4	3	2	0	0	0	0	0	0	0	0	0	32.8	-
0100	9	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	27.7	-
0200	6	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	29.5	-
0300	20	0	0	1	4	14	1	0	0	0	0	0	0	0	0	0	31.9	34.6
0400	31	0	0	0	9	22	0	0	0	0	0	0	0	0	0	0	31.6	34.5
0500	125	0	0	5	32	71	15	2	0	0	0	0	0	0	0	0	33.2	37.1
0600	367	1	1	10	136	206	13	0	0	0	0	0	0	0	0	0	31.5	34.7
0700	561	0	0	15	195	327	14	4	3	0	0	0	3	0	0	0	32	35.1
0800	485	0	0	23	203	229	25	3	2	0	0	0	0	0	0	0	31.3	34.7
0900	284	0	2	16	124	136	6	0	0	0	0	0	0	0	0	0	30.7	34
1000	238	0	1	15	110	99	13	0	0	0	0	0	0	0	0	0	30.6	34.3
1100	247	0	0	14	102	123	7	0	0	1	0	0	0	0	0	0	31.1	34.3
1200	247	0	0	16	103	124	4	0	0	0	0	0	0	0	0	0	30.8	34.7
1300	282	0	1	15	102	140	20	3	1	0	0	0	0	0	0	0	31.7	35.2
1400	327	0	2	17	128	161	14	4	0	0	0	0	0	1	0	0	31.8	35.2
1500	355	0	0	11	145	189	10	0	0	0	0	0	0	0	0	0	31.5	35.2
1600	389	0	0	15	143	210	14	4	1	0	0	2	0	0	0	0	32	35.6
1700	306	0	0	8	103	175	20	0	0	0	0	0	0	0	0	0	32.2	35.4
1800	236	0	0	6	67	149	14	0	0	0	0	0	0	0	0	0	32.6	36
1900	165	0	0	8	54	91	12	0	0	0	0	0	0	0	0	0	32.2	35.8
2000	100	0	0	6	23	67	4	0	0	0	0	0	0	0	0	0	31.7	34.5
2100	65	1	3	1	14	43	3	0	0	0	0	0	0	0	0	0	31.9	36.5
2200	76	0	0	1	22	48	5	0	0	0	0	0	0	0	0	0	32.9	35.5
2300	85	0	0	2	29	47	7	0	0	0	0	0	0	0	0	0	31.9	34.8
07-19	**3957**	**0**	**6**	**171**	**1525**	**2062**	**161**	**18**	**7**	**1**	**0**	**2**	**3**	**1**	**0**	**0**	**31.6**	**35**
06-22	**4654**	**2**	**10**	**196**	**1752**	**2469**	**193**	**18**	**7**	**1**	**0**	**2**	**3**	**1**	**0**	**0**	**31.6**	**35**
06-00	**4815**	**2**	**10**	**199**	**1803**	**2564**	**205**	**18**	**7**	**1**	**0**	**2**	**3**	**1**	**0**	**0**	**31.6**	**35**
00-00	**5015**	**2**	**10**	**208**	**1861**	**2677**	**223**	**20**	**7**	**1**	**0**	**2**	**3**	**1**	**0**	**0**	**31.7**	**35.1**

14 March 2026

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	77	0	0	6	44	23	4	0	0	0	0	0	0	0	0	0	30.6	35.5
0100	55	0	0	6	9	40	0	0	0	0	0	0	0	0	0	0	30.1	32.1
0200	48	0	0	4	5	19	20	0	0	0	0	0	0	0	0	0	34.6	38.1
0300	58	0	0	5	22	24	7	0	0	0	0	0	0	0	0	0	31.1	34.6
0400	52	0	0	4	30	18	0	0	0	0	0	0	0	0	0	0	29.5	33
0500	48	0	0	0	4	37	6	1	0	0	0	0	0	0	0	0	34.1	37.6
0600	98	0	0	6	28	48	16	0	0	0	0	0	0	0	0	0	32.4	37.5
0700	149	0	0	2	47	94	6	0	0	0	0	0	0	0	0	0	32.2	35.8
0800	154	0	0	1	54	93	4	0	0	0	0	0	0	0	0	2	32.8	35.5
0900	182	0	0	4	40	116	17	1	1	1	0	0	0	1	1	0	34.1	36.6
1000	226	0	0	7	65	131	20	2	0	0	1	0	0	0	0	0	32.9	36.5
1100	264	0	0	7	91	144	21	1	0	0	0	0	0	0	0	0	32.4	35.4
1200	305	0	0	9	115	159	21	1	0	0	0	0	0	0	0	0	32	35.9
1300	270	0	0	4	60	169	33	4	0	0	0	0	0	0	0	0	33.2	36.8
1400	228	0	2	11	80	110	15	7	2	1	0	0	0	0	0	0	32.3	36
1500	190	0	0	3	58	107	17	5	0	0	0	0	0	0	0	0	32.8	36.5
1600	190	0	0	3	36	133	15	0	2	1	0	0	0	0	0	0	33.5	36.6
1700	193	0	0	2	55	119	17	0	0	0	0	0	0	0	0	0	32.7	36.5
1800	194	0	0	4	52	122	16	0	0	0	0	0	0	0	0	0	32.6	35.5
1900	137	0	0	2	27	91	17	0	0	0	0	0	0	0	0	0	33.3	36.6
2000	89	0	0	0	31	55	3	0	0	0	0	0	0	0	0	0	32.3	35.7
2100	70	0	0	1	12	51	6	0	0	0	0	0	0	0	0	0	32.9	35.8
2200	82	0	0	2	17	55	8	0	0	0	0	0	0	0	0	0	32.9	35.6
2300	90	0	0	7	8	63	12	0	0	0	0	0	0	0	0	0	32.6	34.7
07-19	**2545**	**0**	**2**	**57**	**753**	**1497**	**202**	**21**	**5**	**3**	**1**	**0**	**0**	**1**	**1**	**2**	**32.8**	**36.1**
06-22	**2939**	**0**	**2**	**66**	**851**	**1742**	**244**	**21**	**5**	**3**	**1**	**0**	**0**	**1**	**1**	**2**	**32.8**	**36.1**
06-00	**3111**	**0**	**2**	**75**	**876**	**1860**	**264**	**21**	**5**	**3**	**1**	**0**	**0**	**1**	**1**	**2**	**32.8**	**36.1**
00-00	**3449**	**0**	**2**	**100**	**990**	**2021**	**301**	**22**	**5**	**3**	**1**	**0**	**0**	**1**	**1**	**2**	**32.6**	**36.1**

15 March 2026

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	56	0	0	2	9	44	1	0	0	0	0	0	0	0	0	0	31.6	34
0100	39	0	0	2	6	31	0	0	0	0	0	0	0	0	0	0	33.7	35.9
0200	24	0	0	0	4	20	0	0	0	0	0	0	0	0	0	0	32.3	33.3
0300	30	0	0	2	22	6	0	0	0	0	0	0	0	0	0	0	30.4	34.2
0400	19	0	0	1	5	12	0	1	0	0	0	0	0	0	0	0	33.9	36.7
0500	24	0	0	1	3	19	1	0	0	0	0	0	0	0	0	0	32.4	33.8
0600	47	0	0	1	14	26	6	0	0	0	0	0	0	0	0	0	33.2	36.9
0700	68	0	0	0	12	44	12	0	0	0	0	0	0	0	0	0	33.6	37.5
0800	73	0	0	3	14	42	11	1	2	0	0	0	0	0	0	0	34.1	38.6
0900	153	0	0	2	50	90	6	2	3	0	0	0	0	0	0	0	32.8	35.8
1000	183	0	0	2	59	100	20	2	0	0	0	0	0	0	0	0	32.7	36.6
1100	317	0	0	7	99	187	22	2	0	0	0	0	0	0	0	0	32.1	35.2
1200	259	0	0	5	77	143	30	2	2	0	0	0	0	0	0	0	32.8	36.8
1300	236	0	0	3	87	129	14	1	2	0	0	0	0	0	0	0	32.1	35.1
1400	157	0	0	1	37	109	9	1	0	0	0	0	0	0	0	0	32.6	35.2
1500	157	0	0	0	43	95	17	2	0	0	0	0	0	0	0	0	33.2	36
1600	194	0	0	7	79	100	7	1	0	0	0	0	0	0	0	0	31.7	35.2
1700	227	0	0	10	70	142	4	1	0	0	0	0	0	0	0	0	31.7	34.6
1800	184	0	2	5	76	101	0	0	0	0	0	0	0	0	0	0	31	33.6
1900	178	0	0	4	90	82	2	0	0	0	0	0	0	0	0	0	31	33.8
2000	134	0	0	7	42	75	10	0	0	0	0	0	0	0	0	0	31.7	36.6
2100	68	0	0	6	27	26	9	0	0	0	0	0	0	0	0	0	31.4	35.1
2200	41	0	0	0	21	16	4	0	0	0	0	0	0	0	0	0	32.2	35.4
2300	27	0	0	1	17	7	2	0	0	0	0	0	0	0	0	0	30.6	34.3
07-19	**2208**	**0**	**2**	**45**	**703**	**1282**	**152**	**15**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**35.5**
06-22	**2635**	**0**	**2**	**63**	**876**	**1491**	**179**	**15**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**35.5**
06-00	**2703**	**0**	**2**	**64**	**914**	**1514**	**185**	**15**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**35.5**
00-00	**2895**	**0**	**2**	**72**	**963**	**1646**	**187**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**35.6**

16 March 2026

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	9	4	0	0	0	0	0	0	0	0	0	35.2	37.4
0100	9	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	30.8	-
0200	12	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	33.5	35.9
0300	23	0	0	0	5	18	0	0	0	0	0	0	0	0	0	0	31.9	33.1
0400	35	0	0	0	3	32	0	0	0	0	0	0	0	0	0	0	32.6	34.2
0500	123	0	0	1	27	83	12	0	0	0	0	0	0	0	0	0	33.3	36.8
0600	435	0	0	12	147	259	17	0	0	0	0	0	0	0	0	0	32	35.3
0700	672	1	2	31	241	379	18	0	0	0	0	0	0	0	0	0	31.4	34.3
0800	487	0	2	31	178	265	11	0	0	0	0	0	0	0	0	0	30.9	34.4
0900	281	0	1	12	121	139	8	0	0	0	0	0	0	0	0	0	31.1	34.4
1000	168	0	0	1	82	74	11	0	0	0	0	0	0	0	0	0	31.7	34.8
1100	255	0	6	21	115	107	6	0	0	0	0	0	0	0	0	0	30.3	34.6
1200	220	0	0	13	77	124	5	1	0	0	0	0	0	0	0	0	31.4	35.3
1300	224	0	0	29	89	101	5	0	0	0	0	0	0	0	0	0	30.3	34.7
1400	241	0	2	8	91	132	8	0	0	0	0	0	0	0	0	0	31.4	35
1500	330	0	2	14	156	152	6	0	0	0	0	0	0	0	0	0	30.8	34.7
1600	370	1	3	24	132	189	21	0	0	0	0	0	0	0	0	0	31.5	36.1
1700	322	0	0	8	92	199	23	0	0	0	0	0	0	0	0	0	32.4	35.2
1800	168	0	0	5	56	99	8	0	0	0	0	0	0	0	0	0	32	35.1
1900	97	0	0	3	32	53	9	0	0	0	0	0	0	0	0	0	32.7	36.1
2000	68	0	0	2	22	35	9	0	0	0	0	0	0	0	0	0	32.3	36.3
2100	54	0	1	3	22	27	1	0	0	0	0	0	0	0	0	0	30.9	34.9
2200	28	0	0	3	10	11	4	0	0	0	0	0	0	0	0	0	30.3	36.2
2300	21	0	0	1	5	15	0	0	0	0	0	0	0	0	0	0	31.2	33.3
07-19	**3738**	**2**	**18**	**197**	**1430**	**1960**	**130**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.3**	**34.8**
06-22	**4392**	**2**	**19**	**217**	**1653**	**2334**	**166**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**34.9**
06-00	**4441**	**2**	**19**	**221**	**1668**	**2360**	**170**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**34.9**
00-00	**4658**	**2**	**19**	**223**	**1712**	**2513**	**188**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**34.9**

17 March 2026

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	45	0	0	3	18	24	0	0	0	0	0	0	0	0	0	0	30.8	33.4
0100	19	0	0	4	6	9	0	0	0	0	0	0	0	0	0	0	30.1	33.6
0200	31	0	0	1	20	10	0	0	0	0	0	0	0	0	0	0	29.6	32.3
0300	31	0	0	2	18	10	1	0	0	0	0	0	0	0	0	0	30.2	32.5
0400	50	0	0	2	16	31	1	0	0	0	0	0	0	0	0	0	31.6	34.6
0500	113	0	0	12	38	58	5	0	0	0	0	0	0	0	0	0	30.9	34.7
0600	325	0	0	21	120	157	21	6	0	0	0	0	0	0	0	0	31.4	35.2
0700	668	1	3	31	312	308	12	0	1	0	0	0	0	0	0	0	30.7	34
0800	520	1	1	45	237	206	27	3	0	0	0	0	0	0	0	0	30.4	34.2
0900	333	0	1	15	150	150	7	9	0	0	0	0	0	0	1	0	31.3	35.2
1000	212	0	0	22	72	110	5	1	2	0	0	0	0	0	0	0	30.9	34.1
1100	205	0	1	15	101	73	12	2	0	0	0	1	0	0	0	0	30.6	34.3
1200	269	0	1	21	115	119	12	1	0	0	0	0	0	0	0	0	30.8	35
1300	253	0	0	2	91	142	17	1	0	0	0	0	0	0	0	0	32.3	35.9
1400	256	1	0	16	84	128	20	1	0	5	0	0	0	0	1	0	32.4	35.7
1500	314	0	1	6	86	194	27	0	0	0	0	0	0	0	0	0	32.8	36.1
1600	365	0	1	12	119	208	21	1	0	2	1	0	0	0	0	0	32.3	36.2
1700	395	1	1	20	105	237	27	3	0	1	0	0	0	0	0	0	32.2	35.6
1800	275	0	0	10	87	164	11	1	0	0	0	0	0	1	0	1	32.5	35.9
1900	128	0	1	1	23	91	11	1	0	0	0	0	0	0	0	0	33	36
2000	88	0	0	1	26	56	5	0	0	0	0	0	0	0	0	0	32.8	36
2100	64	0	0	1	9	45	9	0	0	0	0	0	0	0	0	0	33.6	37.2
2200	86	0	0	12	29	43	2	0	0	0	0	0	0	0	0	0	30.6	34.7
2300	71	0	2	3	22	30	14	0	0	0	0	0	0	0	0	0	32.8	38.1
07-19	**4065**	**4**	**10**	**215**	**1559**	**2039**	**198**	**23**	**3**	**8**	**1**	**1**	**0**	**1**	**2**	**1**	**31.5**	**35.2**
06-22	**4670**	**4**	**11**	**239**	**1737**	**2388**	**244**	**30**	**3**	**8**	**1**	**1**	**0**	**1**	**2**	**1**	**31.6**	**35.3**
06-00	**4827**	**4**	**13**	**254**	**1788**	**2461**	**260**	**30**	**3**	**8**	**1**	**1**	**0**	**1**	**2**	**1**	**31.6**	**35.3**
00-00	**5116**	**4**	**13**	**278**	**1904**	**2603**	**267**	**30**	**3**	**8**	**1**	**1**	**0**	**1**	**2**	**1**	**31.6**	**35.2**

18 March 2026

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	34	0	0	3	5	26	0	0	0	0	0	0	0	0	0	0	31.6	34.1
0100	30	0	0	5	24	1	0	0	0	0	0	0	0	0	0	0	28	30.9
0200	35	0	0	6	25	4	0	0	0	0	0	0	0	0	0	0	28.2	30.9
0300	43	0	1	2	10	22	8	0	0	0	0	0	0	0	0	0	32.8	37.2
0400	63	0	0	3	22	35	3	0	0	0	0	0	0	0	0	0	31.5	34.3
0500	158	0	1	2	44	103	8	0	0	0	0	0	0	0	0	0	32.6	35.8
0600	388	0	0	17	124	218	27	1	1	0	0	0	0	0	0	0	31.7	35.6
0700	691	0	0	77	265	320	22	3	0	2	0	1	0	0	0	1	30.8	34.5
0800	633	0	8	42	212	324	33	11	0	0	3	0	0	0	0	0	31.8	35.7
0900	330	0	0	21	148	150	8	2	0	0	0	1	0	0	0	0	31	34.9
1000	262	0	1	21	111	127	1	1	0	0	0	0	0	0	0	0	30.6	34.2
1100	249	1	1	25	88	125	9	0	0	0	0	0	0	0	0	0	30.7	34.4
1200	302	0	2	26	139	122	12	1	0	0	0	0	0	0	0	0	30.4	34.4
1300	285	1	0	4	110	156	10	3	1	0	0	0	0	0	0	0	31.9	35.4
1400	315	0	0	9	124	156	22	3	1	0	0	0	0	0	0	0	31.9	35.6
1500	420	1	0	18	136	246	18	0	0	0	0	0	0	0	1	0	31.9	35.5
1600	488	0	4	17	124	322	19	2	0	0	0	0	0	0	0	0	31.8	34.7
1700	420	1	0	8	123	255	30	2	1	0	0	0	0	0	0	0	32.5	35.8
1800	289	0	0	3	79	179	24	4	0	0	0	0	0	0	0	0	33	36.3
1900	157	0	0	7	55	88	7	0	0	0	0	0	0	0	0	0	32	36.2
2000	105	0	0	4	24	62	13	2	0	0	0	0	0	0	0	0	33.5	37
2100	71	0	0	0	19	51	1	0	0	0	0	0	0	0	0	0	32.6	36
2200	99	0	2	31	31	31	4	0	0	0	0	0	0	0	0	0	28.5	33.7
2300	99	0	0	5	18	60	16	0	0	0	0	0	0	0	0	0	32.7	37.7
07-19	**4684**	**4**	**16**	**271**	**1659**	**2482**	**208**	**32**	**3**	**2**	**3**	**2**	**0**	**0**	**1**	**1**	**31.5**	**35**
06-22	**5405**	**4**	**16**	**299**	**1881**	**2901**	**256**	**35**	**4**	**2**	**3**	**2**	**0**	**0**	**1**	**1**	**31.6**	**35.1**
06-00	**5603**	**4**	**18**	**335**	**1930**	**2992**	**276**	**35**	**4**	**2**	**3**	**2**	**0**	**0**	**1**	**1**	**31.6**	**35.1**
00-00	**5966**	**4**	**20**	**356**	**2060**	**3183**	**295**	**35**	**4**	**2**	**3**	**2**	**0**	**0**	**1**	**1**	**31.6**	**35.1**

19 March 2026

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	36	0	0	2	34	0	0	0	0	0	0	0	0	0	0	0	28.8	30.1
0100	39	0	0	2	1	22	4	7	0	2	0	0	1	0	0	0	38.4	44.2
0200	69	0	0	1	1	66	1	0	0	0	0	0	0	0	0	0	34.6	35.6
0300	63	0	1	2	25	35	0	0	0	0	0	0	0	0	0	0	30.4	33.8
0400	53	0	0	2	21	29	0	1	0	0	0	0	0	0	0	0	31.4	34.7
0500	179	0	0	5	44	113	17	0	0	0	0	0	0	0	0	0	32.6	35.1
0600	414	0	0	15	190	174	33	2	0	0	0	0	0	0	0	0	31.3	35.2
0700	622	1	0	39	232	320	28	2	0	0	0	0	0	0	0	0	31.4	34.9
0800	502	2	4	14	169	277	32	2	0	0	0	0	2	0	0	0	32.2	35.7
0900	285	0	0	13	99	156	17	0	0	0	0	0	0	0	0	0	31.8	35.7
1000	215	0	2	14	83	100	16	0	0	0	0	0	0	0	0	0	31.3	36.1
1100	238	0	0	30	90	110	7	1	0	0	0	0	0	0	0	0	30.6	34.7
1200	273	1	0	14	123	118	13	3	1	0	0	0	0	0	0	0	31.2	35.9
1300	435	0	0	45	200	163	26	1	0	0	0	0	0	0	0	0	30.3	34.2
1400	379	0	0	12	130	198	30	5	2	2	0	0	0	0	0	0	32.3	36.2
1500	399	0	1	11	126	244	16	1	0	0	0	0	0	0	0	0	32	35
1600	457	0	1	16	138	261	34	3	2	2	0	0	0	0	0	0	32.5	36.5
1700	405	0	2	12	123	234	31	1	2	0	0	0	0	0	0	0	32.3	36.1
1800	231	0	0	4	72	131	20	4	0	0	0	0	0	0	0	0	32.8	36.4
1900	134	0	0	3	24	89	18	0	0	0	0	0	0	0	0	0	33.4	37.1
2000	134	0	0	4	58	69	3	0	0	0	0	0	0	0	0	0	31.6	34.9
2100	112	0	0	6	44	60	2	0	0	0	0	0	0	0	0	0	31	34.3
2200	86	0	0	0	57	29	0	0	0	0	0	0	0	0	0	0	30.3	32.8
2300	49	0	0	3	16	29	1	0	0	0	0	0	0	0	0	0	31.2	34.1
07-19	**4441**	**4**	**10**	**224**	**1585**	**2312**	**270**	**23**	**7**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**31.7**	**35.6**
06-22	**5235**	**4**	**10**	**252**	**1901**	**2704**	**326**	**25**	**7**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**31.7**	**35.6**
06-00	**5370**	**4**	**10**	**255**	**1974**	**2762**	**327**	**25**	**7**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**31.7**	**35.5**
00-00	**5809**	**4**	**11**	**269**	**2100**	**3027**	**349**	**33**	**7**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**31.8**	**35.5**

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
--	32908	16	77	1506	11590	17670	1810	157	35	20	5	5	6	3	4	4	31.8	35.3

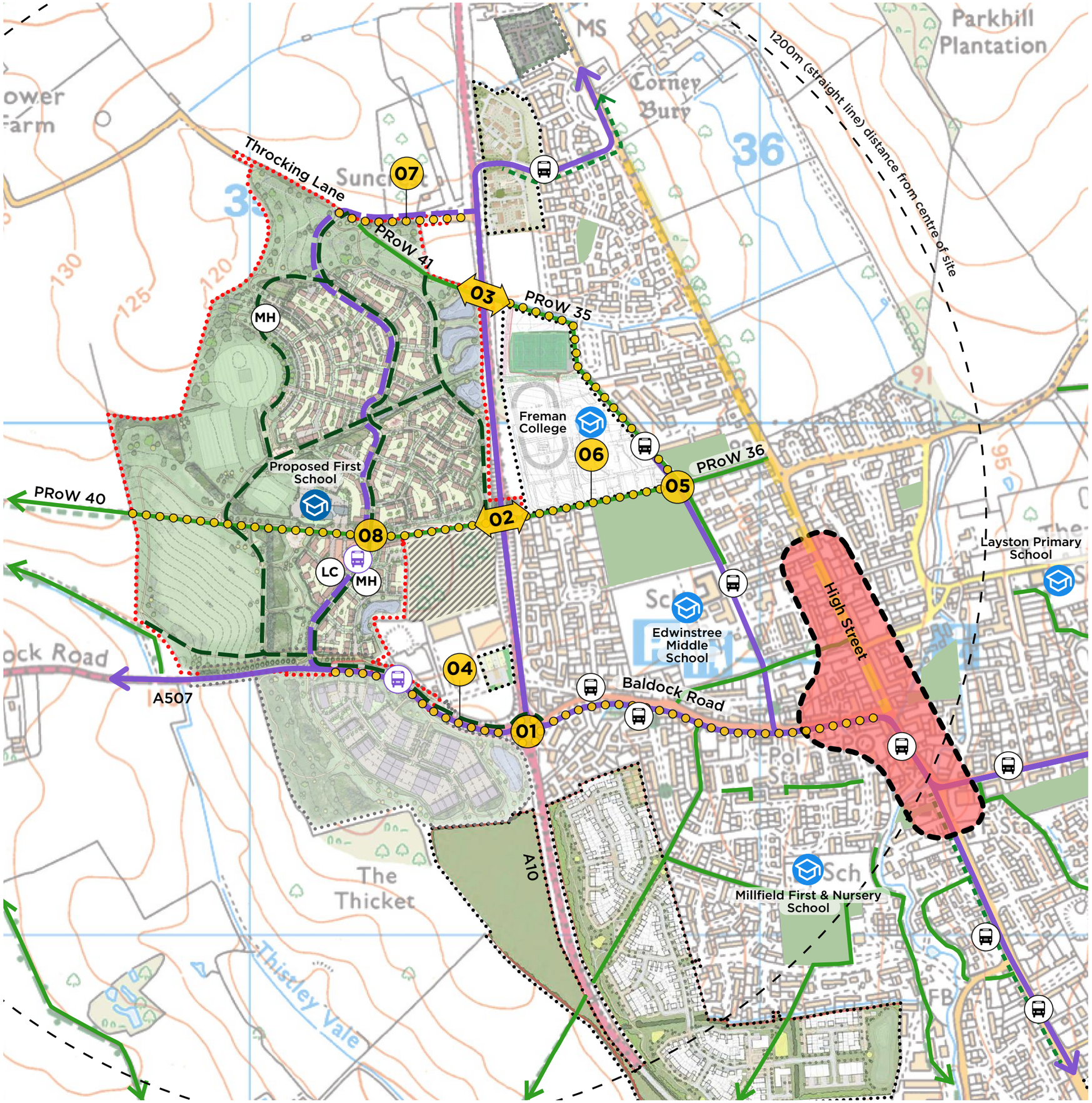
CHARGE SURVEYS

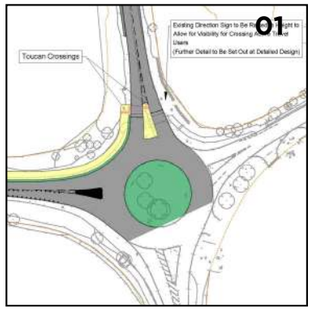
SITE: ATC 4 Week 2 - A10 Buntingford | LOCATION: Attached to lamppost

GRID REFERENCE: 51.946076, -0.029136 | DIRECTION: SOUTHBOUND | SPEED LIMIT: NSL

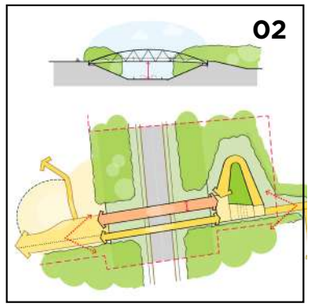
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	13-Mar	14-Mar	15-Mar	16-Mar	17-Mar	18-Mar	19-Mar	1-5.	1-7.
Hour									
0000-0100	9	77	56	15	45	34	36	27.8	38.9
0100-0200	9	55	39	9	19	30	39	21.2	28.6
0200-0300	6	48	24	12	31	35	69	30.6	32.1
0300-0400	20	58	30	23	31	43	63	36	38.3
0400-0500	31	52	19	35	50	63	53	46.4	43.3
0500-0600	125	48	24	123	113	158	179	139.6	110
0600-0700	367	98	47	435	325	388	414	385.8	296.3
0700-0800	**561**	149	68	**672**	**668**	**691**	**622**	642.8	490.1
0800-0900	485	154	73	487	520	633	502	525.4	407.7
0900-1000	284	182	153	281	333	330	285	302.6	264
1000-1100	238	226	183	168	212	262	215	219	214.9
1100-1200	247	**264**	**317**	255	205	249	238	238.8	253.6
1200-1300	247	**305**	**259**	220	269	302	273	262.2	267.9
1300-1400	282	270	236	224	253	285	435	295.8	283.6
1400-1500	327	228	157	241	256	315	379	303.6	271.9
1500-1600	355	190	157	330	314	420	399	363.6	309.3
1600-1700	**389**	190	194	**370**	365	**488**	**457**	413.8	350.4
1700-1800	306	193	227	322	**395**	420	405	369.6	324
1800-1900	236	194	184	168	275	289	231	239.8	225.3
1900-2000	165	137	178	97	128	157	134	136.2	142.3
2000-2100	100	89	134	68	88	105	134	99	102.6
2100-2200	65	70	68	54	64	71	112	73.2	72
2200-2300	76	82	41	28	86	99	86	75	71.1
2300-2400	85	90	27	21	71	99	49	65	63.1
Totals									
0700-1900	3957	2545	2208	3738	4065	4684	4441	4177	3662.6
0600-2200	4654	2939	2635	4392	4670	5405	5235	4871.2	4275.7
0600-0000	4815	3111	2703	4441	4827	5603	5370	5011.2	4410
0000-0000	5015	3449	2895	4658	5116	5966	5809	5312.8	4701.1
AM Peak	700	1100	1100	700	700	700	700		
	561	264	317	672	668	691	622		
PM Peak	1600	1200	1200	1600	1700	1600	1600		
	389	305	259	370	395	488	457		

APPENDIX V DLA ARCHITECTS DRAWING SHOWING CONSENTED AND PROPOSED DEVELOPMENTS IN BUNTINGFORD

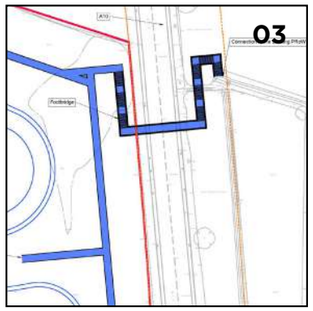




(see Transport Note)



(see Design Principles p.22)



(see Transport Note)



(see DAS Addendum p.28)



(see SoCG)

- Approved / subject to s106
- Proposed
- Appeal Site
- Employment Allocation
- Existing active travel connections
- Proposed active travel connections
- Existing cycle infrastructure
- Existing bus routes
- Proposed bus routes
- Existing bus stops
- Proposed bus stops
- MH Proposed mobility hub
- Town centre
- Green space
- Existing school
- Proposed First School
- LC Proposed Local Centre
- Proposed improvements to connectivity and public realm

01 Baldock Roundabout: improved crossing features

02 Proposed parallel bridge between PRoWs 36 and 40 to complement active travel

03 Proposed active travel bridge connection

04 Baldock Road: improvement to public realm and active travel, traffic calming measures

05 Widening and improvements to legibility of PRoW 36 gateway and improvements to PRoW 35

06 Widening, lighting and re-surfacing of existing PRoW

07 Throcking Lane improvements to vegetation and legibility

08 Proposed mobility hub including bus stop, bike parking and vehicles hire.

Rev	Description	Date

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Notes:
This drawing is for information purposes only. It should not be relied upon for legal nor title purposes. Do NOT scale from this drawing or use in construction. Proper advice should be sought from relevant qualified entities regarding legal and construction issues. Any discrepancies should be immediately reported to the originator of the drawing.

Client:

Hallam Land
PART OF HENRY BOOT

Buntingford, Parkside

Existing and improved connections

Scale@A3:	Drawn:	Designed:	Approved:
1:7,500	AC	AC	HP

0 — 300 m

Drawing Number:	Revision:	Date:
HLM082-079	B	06/2026

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

DAVID LOCK ASSOCIATES

APPENDIX W ADDENDUM RSA OF ALTERNATIVE A10 AT GRADE CROSSING

Report Number: Ridge/1713/A1
Date: 2nd August 2026
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

LAND NORTH AND SOUTH OF A507 AND WEST OF BUNTINGFORD: HIGHWAY ACCESS

Road Safety Audit

Stage 1 – ADDENDUM 1

Prepared For:
Ridge And Partners LLP
Bristol Offices
Tower Wharf
Cheese Lane
Bristol, BS2 OJJ

J Bartlett Consulting Ltd
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CF83 8QE

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Email: jbartlettconsult@btinternet.com

Job Number: 1713

Client: Ridge & Partners LLP

Highway Authority Hertfordshire County Council

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

Document Title: Stage 1 Road Safety Audit (ADDENDUM 1)

Date: 2nd August 2026

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
Addendum 1	New Drawing	Julian Bartlett	Lyn Jones	Julian Bartlett	August 2026

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 3
3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS 4
4 AUDIT TEAM STATEMENT 5
5 AUDIT LOCATION PLAN 6
6 APPENDIX A AUDITED DRAWING 7

1 INTRODUCTION

1.1 This report outlines results from a Stage 1 Road Safety Audit (RSA) undertaken by J Bartlett Consulting Limited following a request from James Duffy of Ridge & Partners LLP. The Audit was carried out during July 2026.

1.2 This Stage 1 RSA is limited to the proposed changes to the A10 toucan crossing facility; all other aspects of the scheme remain as set out in the original audit report. This Addendum 1 should therefore be read in conjunction with the full audit report, Ref Ridge/1713, dated 19/05/26.

1.3 The following documents and drawings (see above for description) were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
23161 – 043	P1	Proposed exit crossing setback

Documents

No new documents provided

Departures

None Notified

Identified Standards

No changes

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.

Drawing 23161 – 043 Rev P1

2.2 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.

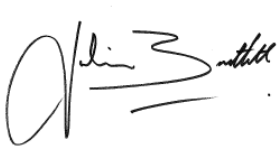
3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS

3.1 The signing shown indicates to drivers that the provided crossing is for pedestrian use only whereas it will also be used by cyclists. As part of the detailed design the warning signing should be amended to ensure that approaching drivers are also warned for the potential for cycle crossing movements.

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:	1st August 2026

Road Safety Audit Team Member

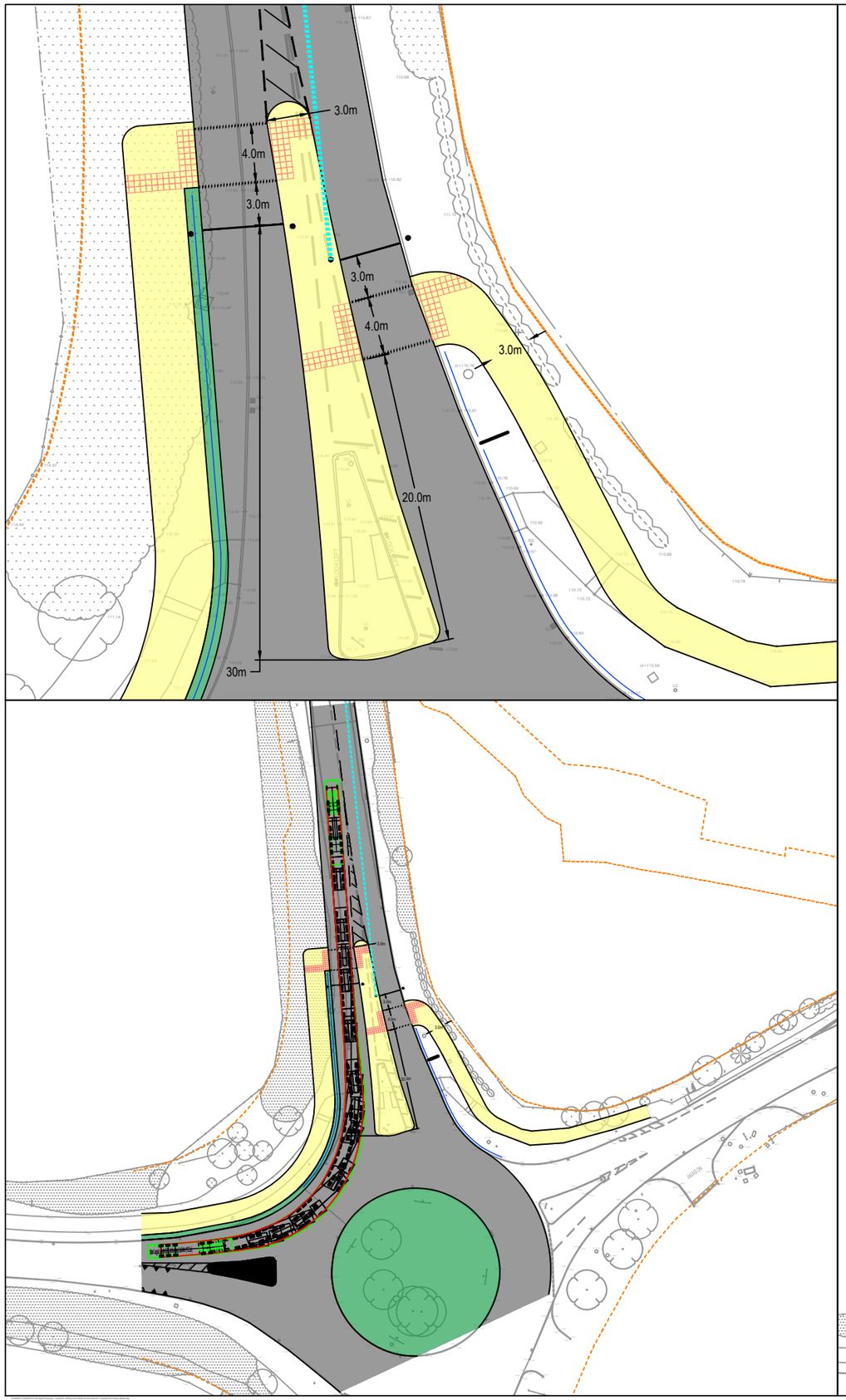
Name:	Lyn Jones
Signed:	
Position:	Associate
Organisation	J Bartlett Consulting Ltd
Date:	2nd August 2026

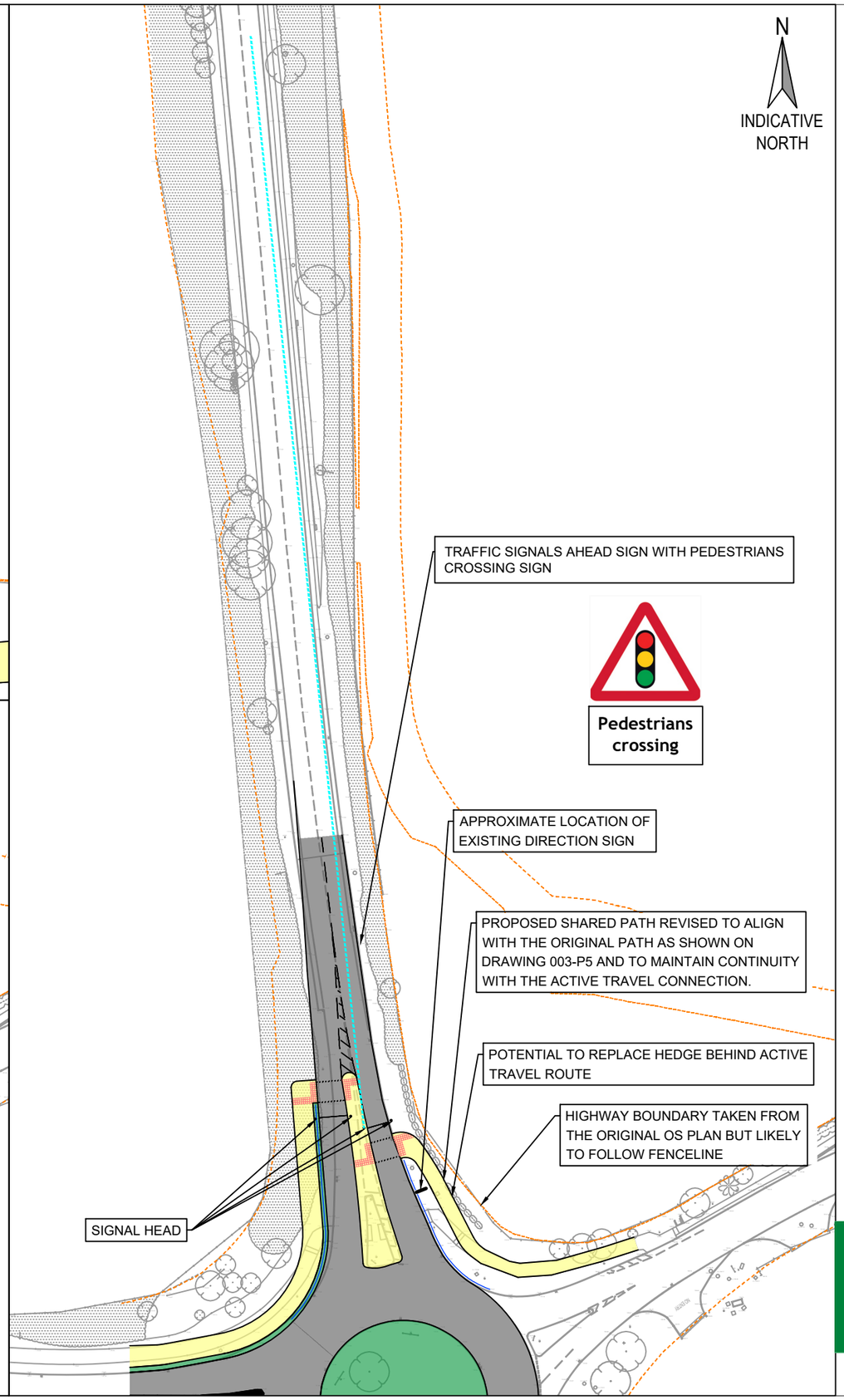
Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues have been identified

6 APPENDIX A AUDITED DRAWING





N

INDICATIVE NORTH

LEGEND

- Site Boundary
- Highway Boundary
- Existing Carriageway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- 215m Signal Head Visibility Splays
- Guard rails

Rev	Date	Description	By	Apvd
P1	10.07.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED EXIT CROSSING SETBACK

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
DO NOT SCALE

PROJECT REF:
23161

STATUS:
N/A

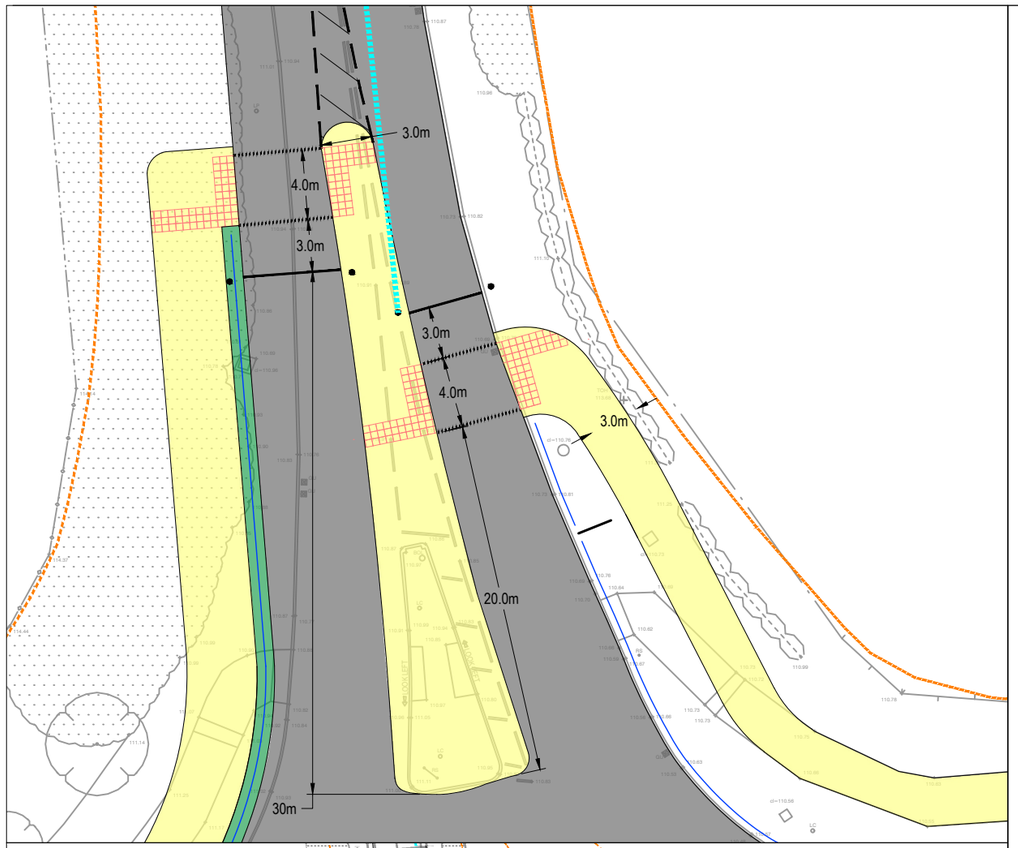
DRAWING No:
043

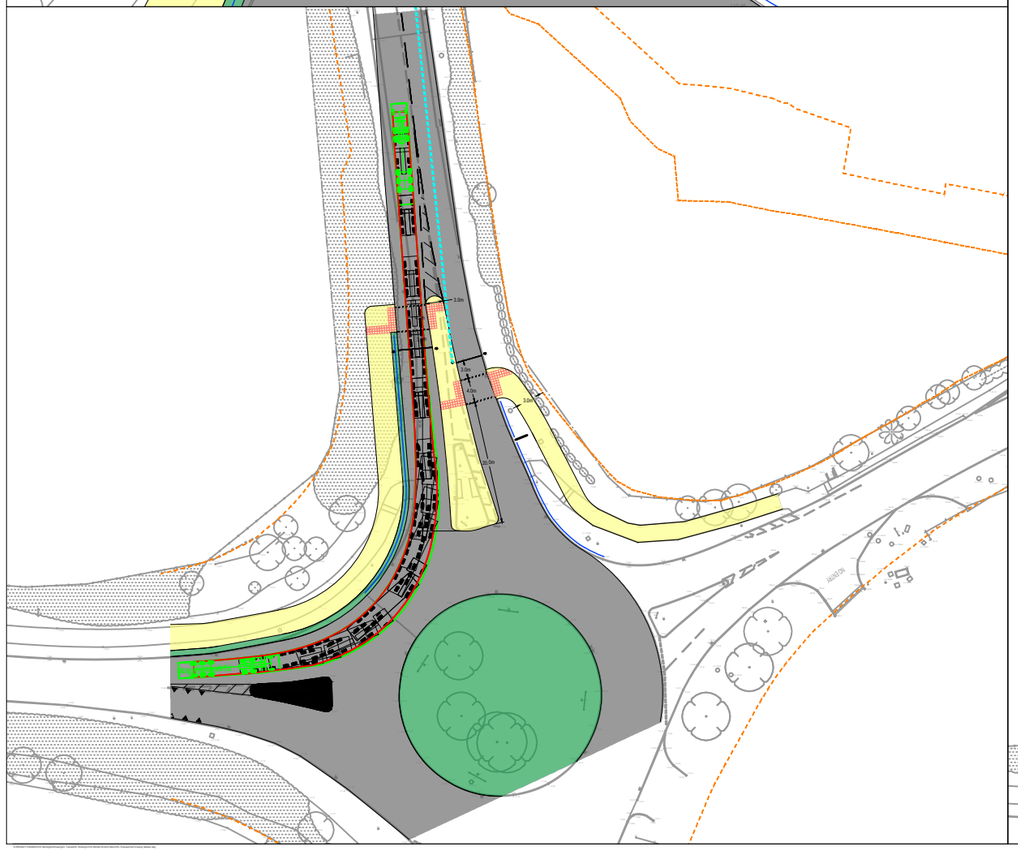
REV:
P1

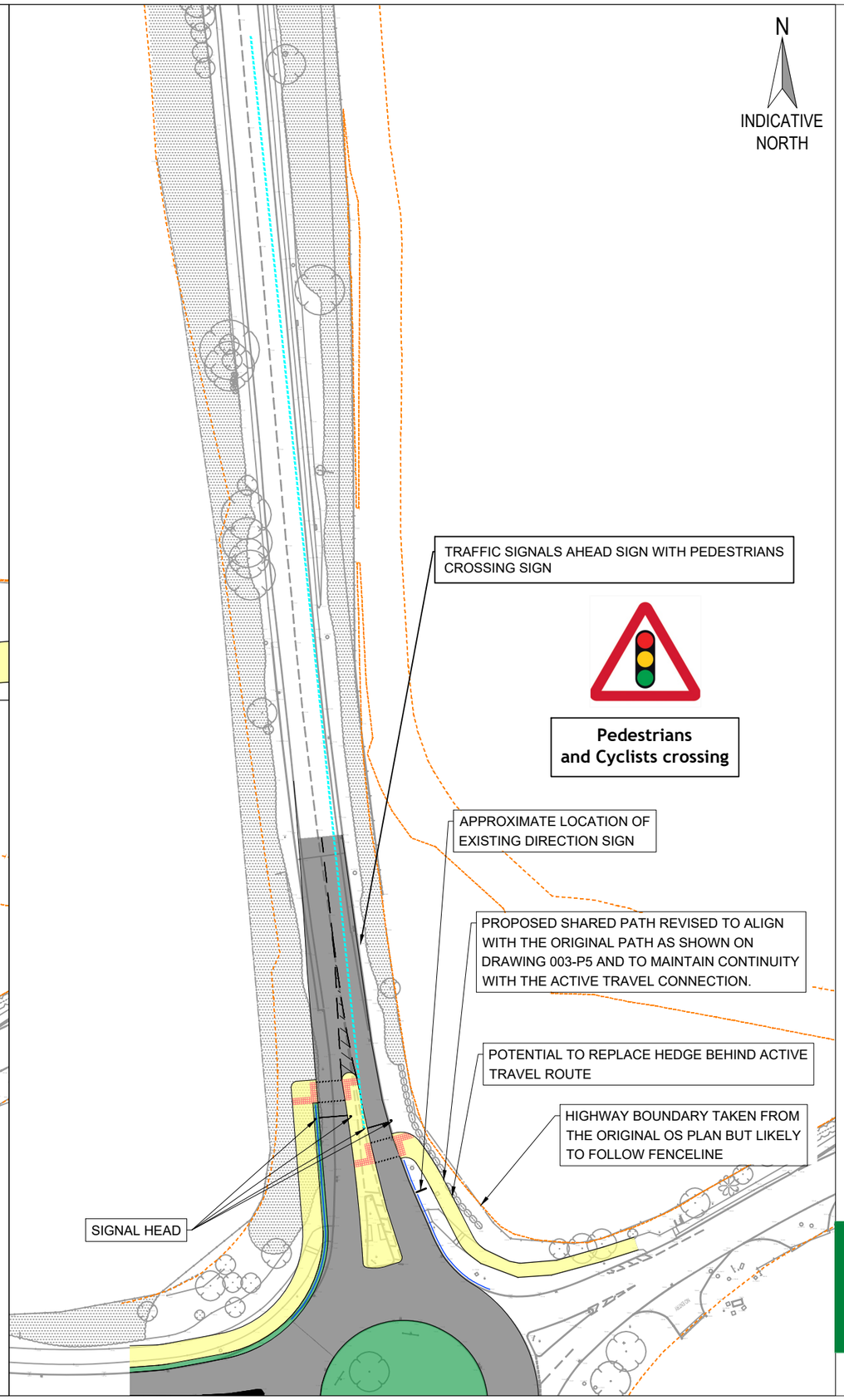
Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

APPENDIX X DETAILS OF ALTERNATIVE A10 AT GRADE CROSSING SUBMITTED TO THE LHA AS PART OF THIS APPEAL







N

INDICATIVE NORTH

LEGEND

- Site Boundary
- Highway Boundary
- Existing Carriageway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- 215m Signal Head Visibility Splays
- Guard rails

Rev	Date	Description	By	Apvd
P2	12.08.26	Amendments	TL	JD
P1	10.07.26	Preliminary issue	TL	JD

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED EXIT CROSSING SETBACK

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
DO NOT SCALE

PROJECT REF: 23161
STATUS: N/A
DRAWING No: 043
REV: P2

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

RIDGE

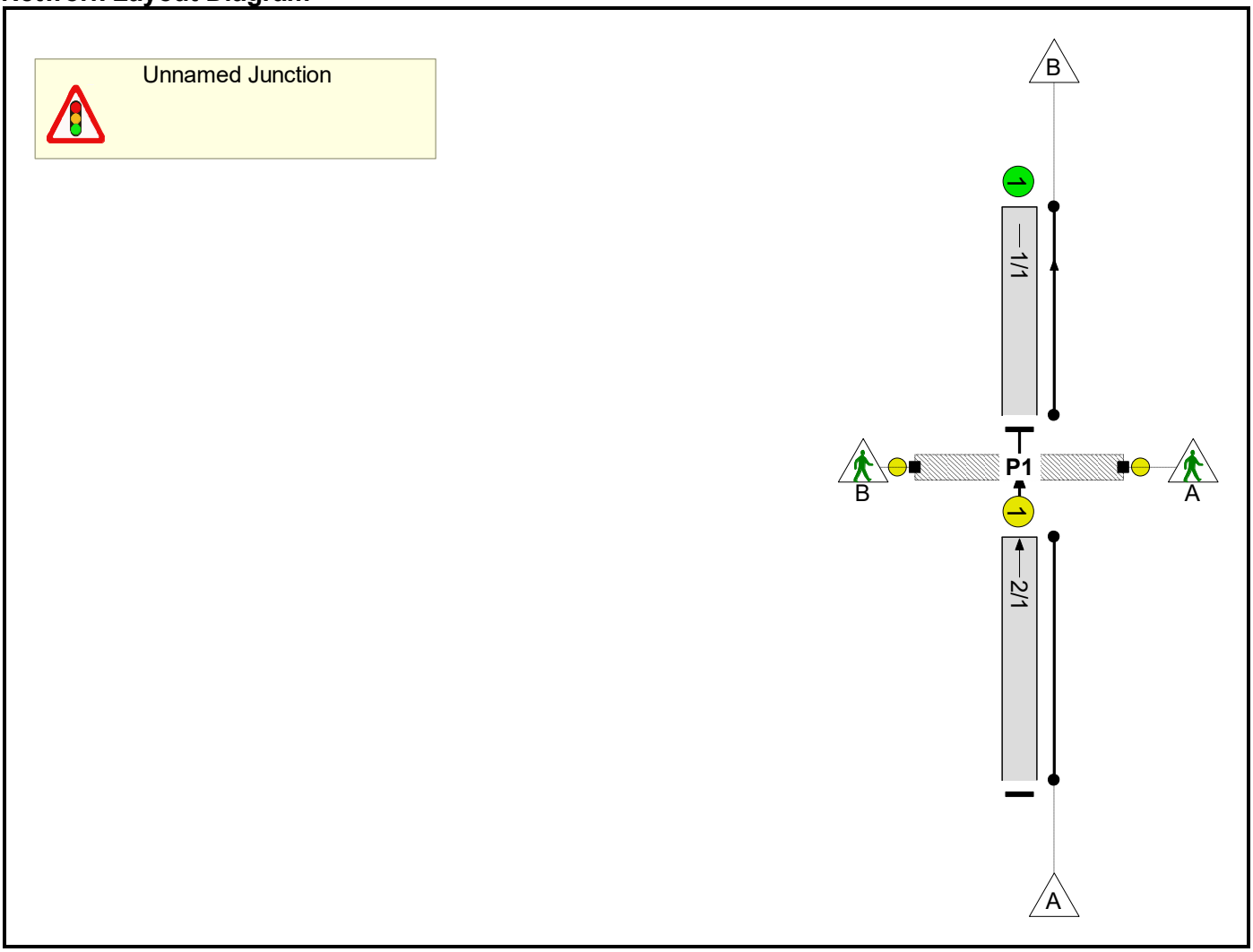
APPENDIX Y MODEL OF ALTERNATIVE A10 AT GRADE CROSSING EXIT CROSSING

Full Input Data And Results

User and Project Details

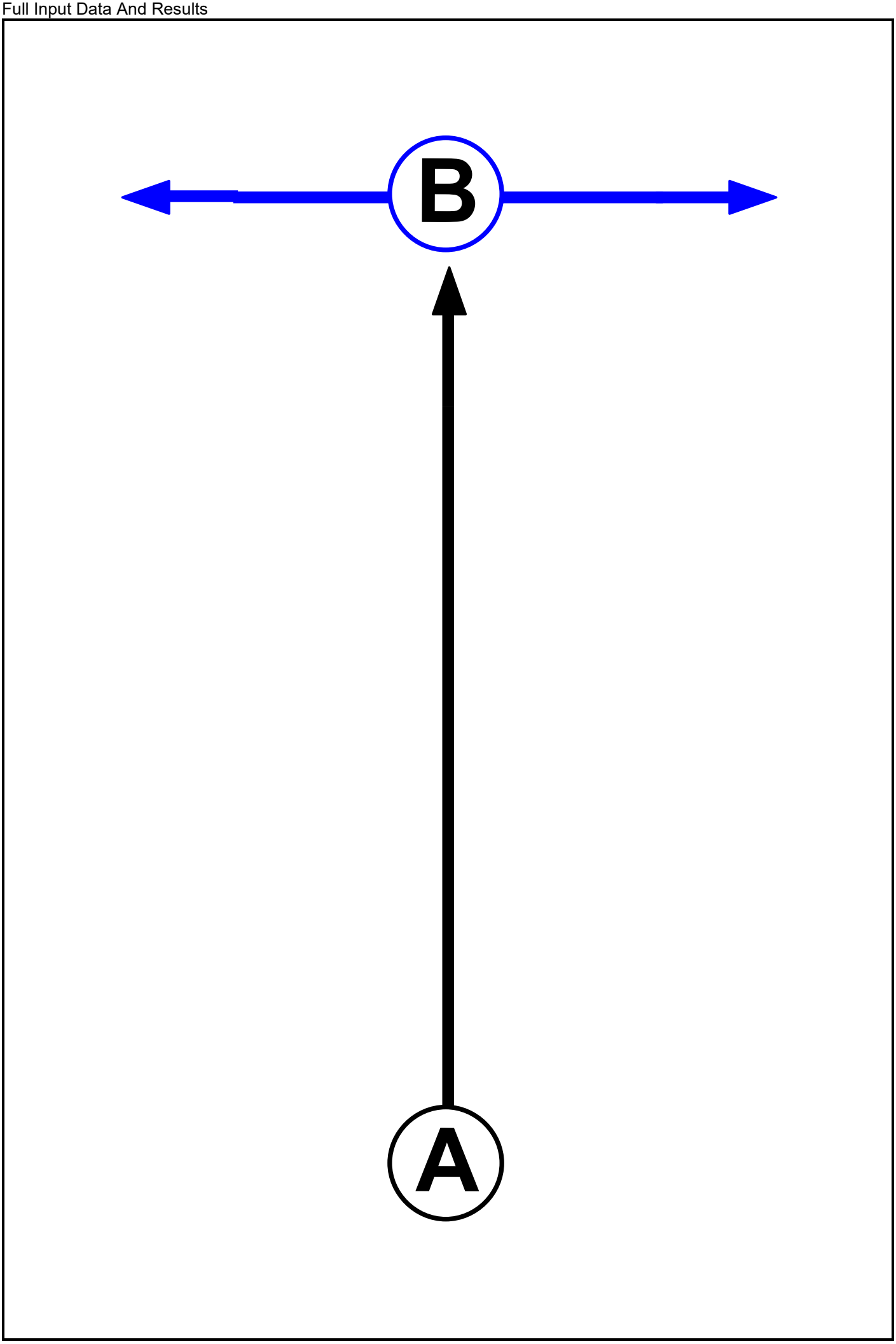
Project:	**Buntingford**
Title:	**The Proposed A30 / Baldock Rd Roundabout**
Location:	
Client:	Hallam
Flow Details:	TN11 Traffic Flows
Additional detail:	Cycle time 120s – 4 Calls for Pedestrian Crossing 5-7
File name:	A10 North RA Exit Pedestrian Crossing - TN11 05.08.2026 7-5.lsg3x
Author:	SR
Company:	Ridge
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram


B
A

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Pedestrian		5	5

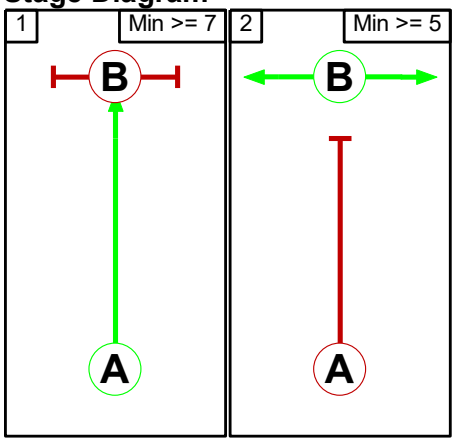
Phase Intergreens Matrix

		Starting Phase	
		A	B
Terminating Phase	A		5
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A10 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (RA Exit to A10 North)	U	A	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 1 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'TN11 - Year 2035 + Combined Dev AM'	08:00	09:00	01:00	
2: 'TN11 - Year 2035 + Combined Dev PM'	16:30	17:30	01:00	

Scenario 1: 'New Scenario' (FG2: 'TN11 - Year 2035 + Combined Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	640	640
	B	0	0	0
	Tot.	0	640	640

Traffic Lane Flows

Lane	Scenario 1: New Scenario
Junction: Unnamed Junction	
1/1	640
2/1	640

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A10 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (RA Exit to A10 North)	5.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2115	2115

Full Input Data And Results

Scenario 2: 'New Scenario' (FG1: 'TN11 - Year 2035 + Combined Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	577	577
	B	0	0	0
	Tot.	0	577	577

Traffic Lane Flows

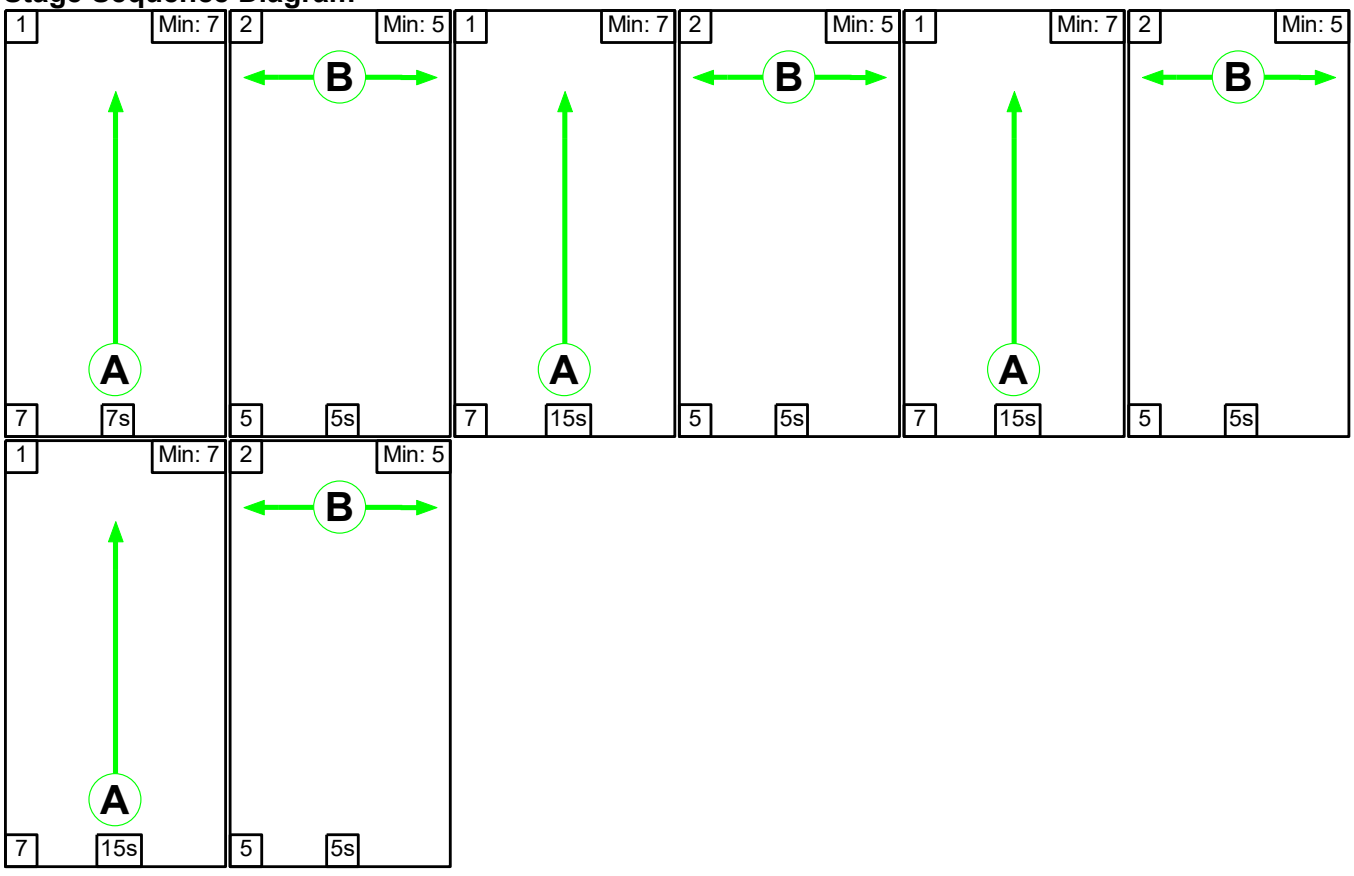
Lane	Scenario 2: New Scenario
Junction: Unnamed Junction	
1/1	577
2/1	577

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A10 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (RA Exit to A10 North)	5.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2115	2115

Scenario 1: 'New Scenario' (FG2: 'TN11 - Year 2035 + Combined Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

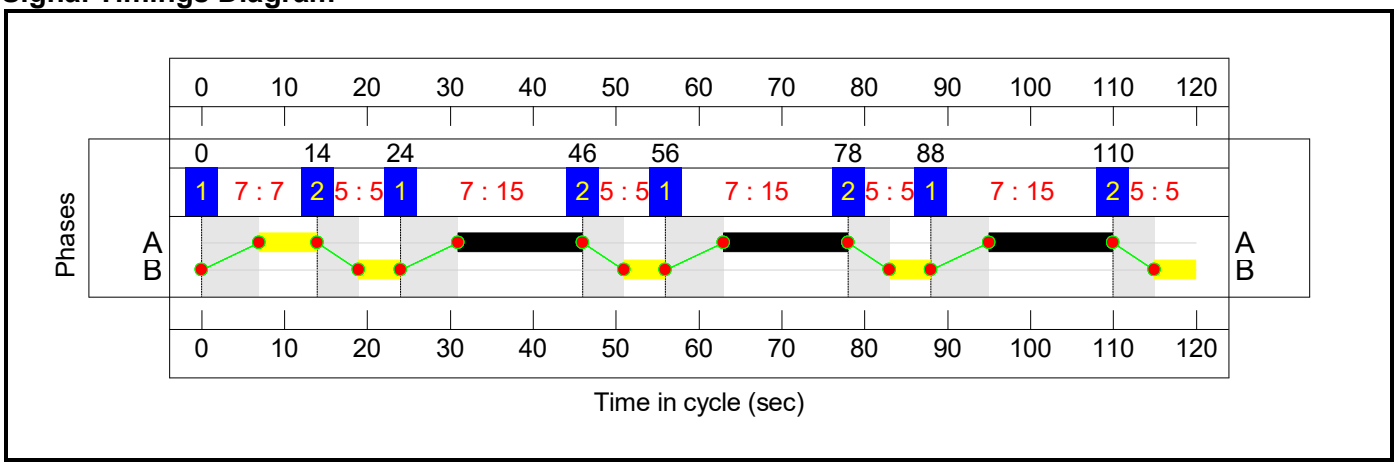


Full Input Data And Results

Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	7	5	15	5	15	5	15	5
Change Point	0	14	24	46	56	78	88	110

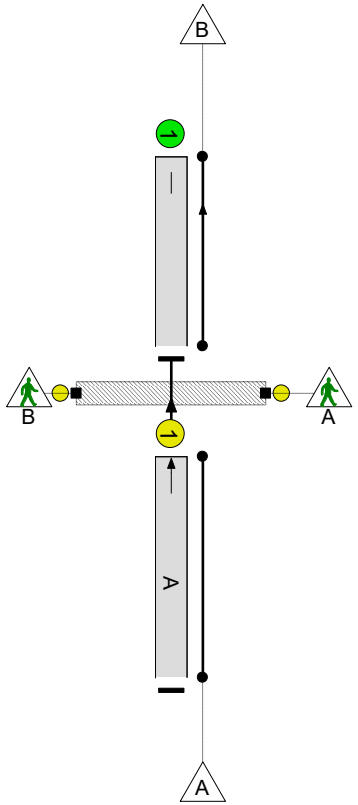
Signal Timings Diagram

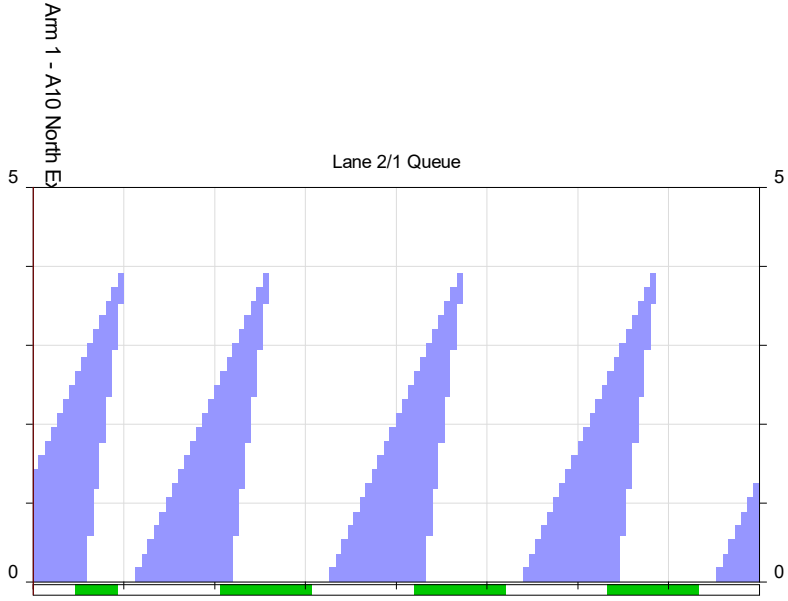


Full Input Data And Results

Network Layout Diagram

Unnamed Junction
PRC: 38.8 %
Total Traffic Delay: 1.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Proposed A30 / Baldock Rd Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.8%**
1/1	A10 North Exit	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
2/1	RA Exit to A10 North Ahead	U	N/A	N/A	A		4	52	-	640	2115	987	64.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		4	20	-	0	-	12000	0.0%

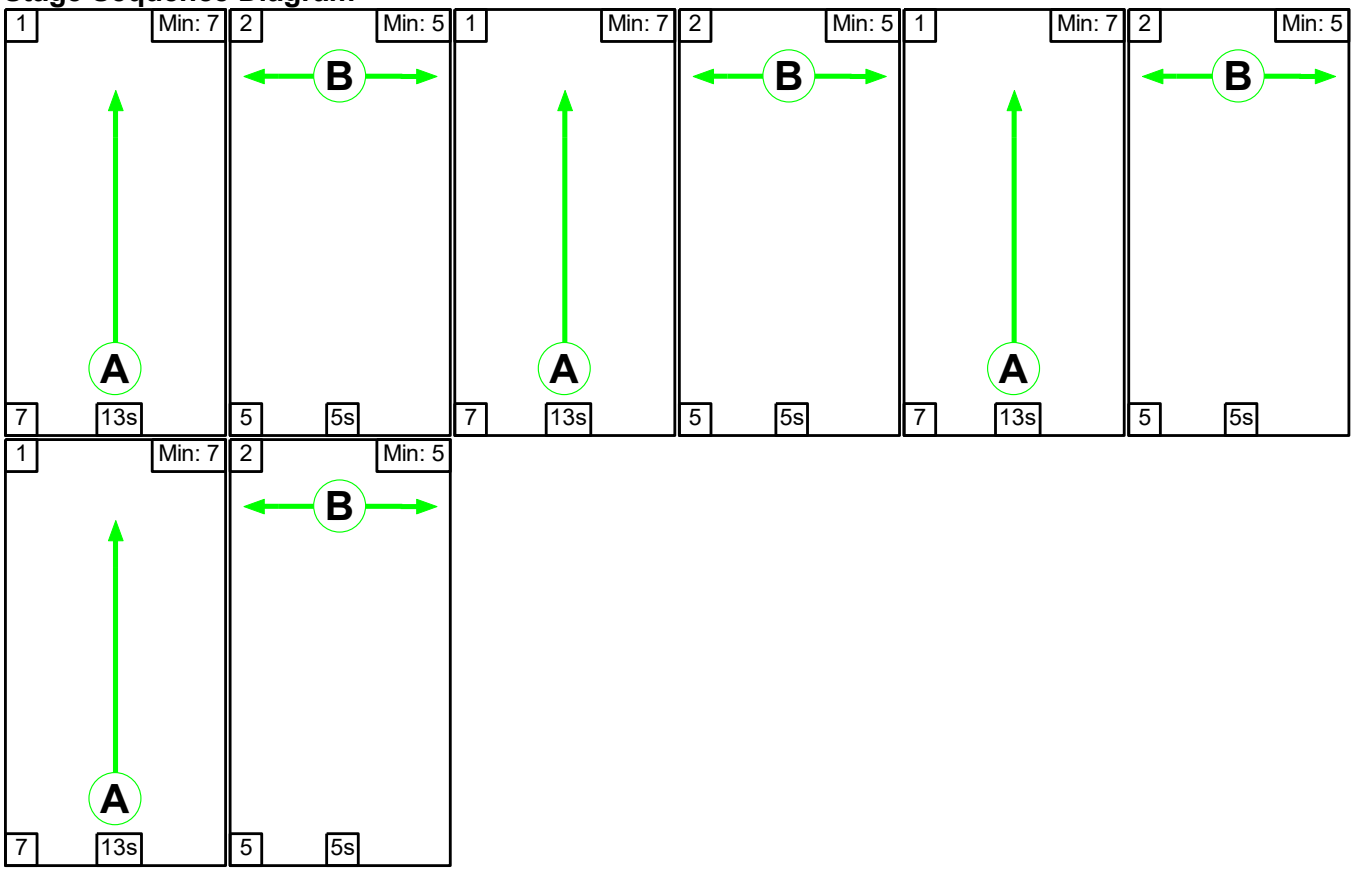
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Proposed A30 / Baldock Rd Roundabout	**-**	**-**	**0**	**0**	**0**	**1.1**	**0.0**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**1.1**	**0.0**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	640	640	-	-	-	1.1	0.0	-	1.1	6.1	3.9	0.0	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 38.8 Total Delay for Signalled Lanes (pcuHr): 1.09 Cycle Time (s): 120
PRC Over All Lanes (%): 38.8 Total Delay Over All Lanes(pcuHr): 1.09

Full Input Data And Results

Scenario 2: 'New Scenario' (FG1: 'TN11 - Year 2035 + Combined Dev AM', Plan 1: 'Network Control Plan 1')

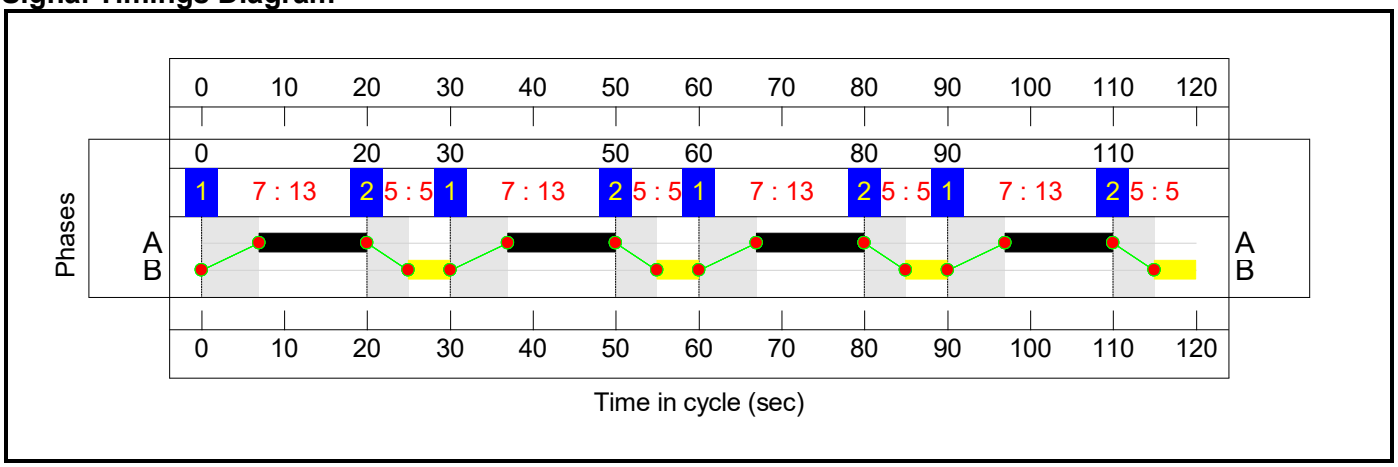
Stage Sequence Diagram



Stage Timings

Stage	1	2	1	2	1	2	1	2
Duration	13	5	13	5	13	5	13	5
Change Point	0	20	30	50	60	80	90	110

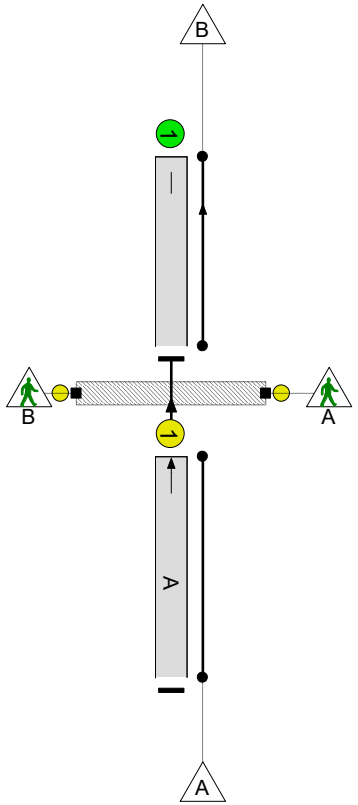
Signal Timings Diagram

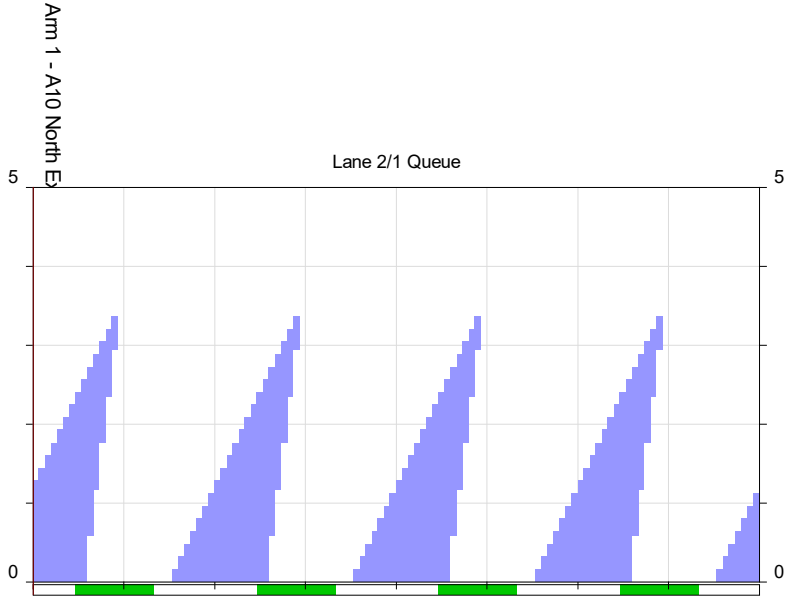


Full Input Data And Results

Network Layout Diagram

Unnamed Junction
PRC: 54.0 %
Total Traffic Delay: 0.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Proposed A30 / Baldock Rd Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.5%**
1/1	A10 North Exit	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
2/1	RA Exit to A10 North Ahead	U	N/A	N/A	A		4	52	-	577	2115	987	58.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	B		4	20	-	0	-	12000	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Proposed A30 / Baldock Rd Roundabout	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.0**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.9**	**0.0**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	577	577	-	-	-	0.9	0.0	-	0.9	5.9	3.5	0.0	3.5
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 54.0 Total Delay for Signalled Lanes (pcuHr): 0.94 Cycle Time (s): 120
PRC Over All Lanes (%): 54.0 Total Delay Over All Lanes(pcuHr): 0.94



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