

Title: 23161 TN11 Response to LHA Comment Residential 1st Issue

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1.0 Introduction

- 1.1 Jubb has been commissioned 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.
- 1.2 A planning application has been submitted, and validated on the 28th of May 2024 (planning application reference 3/24/0966/OUT), for an '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'. The latest associated land use components plan for this is set out in **Appendix A** of this Technical Note (TN).
- 1.3 Following receipt of this planning application the Local Highway Authority (LHA) has provided a detailed response (dated 19th of June 2024), which has been included as **Appendix B** of this TN. This TN has been produced as an overall response to these comments following a series of consultation with the LHA post issue of their response.
- 1.4 The scope of this TN is therefore as follows:
 - **Section 2:** Outlines detail of consultation that has been undertaken with the LHA to date following receipt of their comment on the 19th June 2024;
 - **Section 3:** Provides further details of the development proposals; and
 - **Section 4:** Sets out the response to each comment as set out in the LHA's response dated 19th June 2024.
- 1.5 In addition, conclusions are also included as **Section 5** of this TN.

2.0 Consultation with LHA

Introduction

- 2.1 This section sets out the previous assessment and consultation that has been undertaken to date in relation to the proposals following receipt of the LHA formal comment on the 19th June 2024.

Consultation with LHA

- 2.2 Following the receipt of the formal comment on the 19th June 2024 (**Appendix B**) an initial meeting was held with the LHA to discuss the content of this response on the 12th July 2024 with the associated agreed minutes from this meeting included as **Appendix C**.
- 2.3 During this meeting it was agreed that the following technical notes will be provided for submission to key departments within Hertfordshire County Council (HCC):
 - It was agreed that information be submitted to HCC's Passenger Transport Unit (PTU) setting out the transport strategy for further discussion.
 - It was agreed that a Technical Note 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 the HCC's Countryside and Rights of Way Unit (CRoW) to discuss proposals for improvements to Rights of Way (RoW)
- It was agreed that a Technical Note 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).

2.4 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. These TN's are included as **Appendix D** (PTU), **Appendix E** (SMG), **Appendix F** (CRoW), and **Appendix G** (STIB) and are also discussed in **Section 4**.

2.5 Comments have been received from the LHA following the submission of these TN's with further action implemented following this. These are discussed in further detail in **Section 4**.

Summary

2.6 It is evident that further documents and clarity has been provided to the LHA following their initial comment on 19th June 2024. This is discussed in further detail in **Section 4** of this TN which provides an overall response to the 19th June 2024 comments that also includes consideration of these submissions.

3.0 Proposed Development

Introduction

3.1 This section provides details of the proposed development and transport connections. It includes details of site connectivity between the town and the application site, which has been designed to promote sustainable movements to and from the site first and foremost. The strategy for access connection has been developed in consultation with LHA following provision of initial comment on the 19th June 2024.

Development Proposals

3.2 As set out in **Section 1**, the development's Land Use Components Plan is set out in **Appendix A**. The proposals are for a community of up to 600 households with associated complementary uses including a local centre and First School. This community will extend the existing boundary of Buntingford and measures will be introduced so that appropriate and convenient pedestrian, cyclist and public transport access is provided to and from the town centre and its associated facilities.

Proposed Access

3.3 The proposed points of access are set out in the components plan within **Appendix A** and include the following points of connection:

- Vehicle access to the north, including bus access, via Throcking Lane
- Active travel connection via RoW 41 and 40 that provide routes across the A10. Connection over the A10 will be achieved via a new footbridge linking RoW 41 with RoW 35 connecting into Buntingford, and via the existing footbridge (and further proposed active travel bridge running parallel) connection linking RoW 40 with RoW 06 on the eastern side of Buntingford.
- All movements access via the A507 (also including bus access) which will include enhanced active travel connection linking into Buntingford town centre.

3.4 The components plan is also extracted as **Figure 3.1** below and includes annotations to identify the key elements of the access strategy.



Figure 3.1 – Components Plan with Active Travel Connection

- 3.5 This access strategy provides high quality connection by sustainable modes whilst still including appropriate vehicle access in consideration of the scale of the proposals. In addition, the development is well connected to the existing settlement and therefore would provide a highly accessible community in this regard.
- 3.6 In addition, a high-quality active travel connection would also be provided along Baldock Road to allow connection into Buntingford that would extend not only to and across the A10 but also into Buntingford town centre and linking with the Greenway bus stops. These improvements would pass the adjacent business park to the southeast of the site and will therefore also improve accessibility for these existing users of the network.
- 3.7 The access would also be designed with flexibility to allow a further arm to be incorporated to serve a proposed employment access to the south which will not only provide for vehicular access but would also include further high quality active travel links, bus stop and active travel crossing points linking both sides of the A507. Details of the employment proposals served by this access, which consist of 27,420sqm of floor area, are set out in the associated components plan included as **Appendix H** of this TN. This employment proposal has been submitted as a separate application validated on the 11th July 2024 (planning application reference 3/24/1255/OUT)
- 3.8 Two internal mobility hubs will be provided as part of the development. One of them will be located in the Local Centre and will include a bus stop with bus services diverted into the site. This mobility hub is proposed to include additional pedestrian and cycle facilities, along with a bus stop with shelters and Real Time Bus Information boards, in order to promote the use of more sustainable modes of transport between the site, Buntingford, and other towns accessible by bus such as Hertford. The proposed bus strategy linking with this hub, which has been developed in agreement with the PTU, is discussed in further detail in **Section 4**.

3.9 It is proposed that significant RoW improvements are undertaken along RoW 40 and 41 and along RoW 35 and 36, including the proposed enhancement (through provision of an additional bridge running parallel) of the existing crossing point on the A10 and the provision of a new footbridge connecting RoW 41 and RoW 35.

3.10 The full package of access drawings has been subject to a Road Safety Audit, with the brief of the audit, which was approved by the LHA, included as **Appendix I** that sets out further details in relation to the access proposals. In addition, the subsequent designer's response, which sets out the details of the Road Safety audit, is included as **Appendix J**. Moreover, for ease of reference, a final set of access plans are set out in **Appendix K** and include the following:

- Drawing 029 (P1) – This sets out the details of the site access from A507 Baldock Road for the residential proposals only. This is based on a compact roundabout with vehicle access provided from the north. In addition, an active travel route (i.e. segregated footway and cycleway) is also provided on the western side of the site access road. A crossing facility (parallel pedestrian and cycle crossing) is also provided on the access road just north of the roundabout which also connects with a new active travel corridor (i.e. segregated footway and cycleway) that is located on the northern side of the A507 Baldock Road and links to the junction of the A10 where a Toucan crossing is provided on the northern arm. Further facilities showing connection beyond the A10 (i.e. on Drawing 003 P2) are discussed in further detail below.

It is proposed that the road speed on the A507 from a point just west of the site access to the A10, and including the northern and southern approach to the A10 roundabout and on the eastern side of the roundabout on Baldock Road, be changed from national speed limit to 40mph. This change in speed limit would be subject to an appropriate Traffic Regulation Order but the principles of these proposals have been agreed with the LHA.

- Drawing 023 (P5) – This drawing shows the cumulative access proposals which includes the southern arm linking the roundabout access to the employment access. In addition to the connections provided by the residential only access this also includes an active travel corridor (i.e. segregated footway and cycleway) on the western side of the proposed southern arm. In addition, a further active travel corridor (i.e. segregated footway and cycleway) is provided on the southern side of the A507 Baldock Road between the access roundabout and a point just west of Buntingford Business Park. A parallel pedestrian and cycle crossing is also provided on the southern employment access and just west of the existing Buntingford Business Park access to allow connection between the employment site and the A10 (via the aforementioned route outlined in Drawing 029 P1). In addition, a further signalised Toucan crossing is also proposed to the west of the access roundabout to link the residential and employment sites.

As with the residential only access design a 40mph signed speed is proposed. The drawing includes details of earthworks that would need to occur to the west of the access roundabout to achieve approach visibilities for a 40mph road in the vertical plane. The roadworks would also be necessary to achieve visibility for the residential only access.

- Drawing 024 (P2) – This drawing shows the visibility long sections that apply to the residential only and cumulative access proposals. The drawing includes for the earthworks as set out in the description of Drawing 023 (P5).
- Drawing 025 (P3) – Includes details of the Throcking Lane access. This is a three arm priority junction access with the main priority being Throcking Lane East / the Development access and the minor arm being Throcking Lane West. The development access itself would be subject to 30mph signed speed whereas either side of this access and connecting with the A10 a 40mph speed limit is proposed. This change in speed limit would be subject to an appropriate Traffic Regulation Order but the principles of these proposals have been agreed with the LHA.

- Drawing 021 (P1) – Provides horizontal alignment details of the aforementioned parallel active travel bridge linking RoW 40 with RoW 36. This also includes details of aesthetic and safety enhancements that will be introduced to the existing footbridge crossing.
- Drawing 022 (P2) – Provides vertical alignment details of the aforementioned parallel active bridge linking RoW 40 with RoW 36. This also includes details of aesthetic and safety enhancements that will be introduced to the existing footbridge crossing.
- Drawing 032 (P1) – Provides a horizontal alignment drawing of the proposed footbridge linking RoW 40 with RoW 35.
- Drawing 033 (P1) - Provides a vertical alignment drawing of the proposed footbridge linking RoW 40 with RoW 35.
- Drawing 018 (P2) – Outlines details of the proposed improvement to RoWs connecting with the eastern side of the A10 and into Buntingford to include enhancements such as surfacing, vegetation cut back and lighting where appropriate. These RoW enhancements have been discussed in detail with the CRoW who have approved the connections proposed.
- Drawing 003 (P2) – Sets out details of active travel corridor improvements on the eastern side of the A10 which includes provision of an enhanced active travel corridor (i.e. 3m combined footway / cycleway) provided between the A10 and just west of greenways and then on the southern side of the road between Greenways and a point approximately 100m east of Bowling Green Lane. A 40mph speed limit will be introduced (replacing the existing national speed limit) between the A10 and Greenways with an associated 30mph gateway feature (roundel and dragon teeth markings) on approach to the existing Buntingford 30mph zone continuing east from a point just west of greenways. Proposed raised crossings are also identified to the east of Greenways and just west of Bowling Green Lane with crossings also provided on side roads as appropriate.

These proposals will serve to compliment existing active travel enhancements as already proposed by Hertfordshire County Council in the centre of Buntingford.

- Drawing 026 (P1) – This shows swept path analysis of the cumulative access proposals to demonstrate all movements for large vehicles are achievable. The swept path analysis is shown for a max legal artic as a worst case assessment. It is likely however that the largest vehicles accessing the north arm would be buses as these will be diverted into the residential proposals.
- Drawing 027 (P1) – 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.
- Drawing 28 (P1) – This shows swept path analysis (based on a max legal artic) of the northern arm of the A10 / Baldock Road junction which would have reduced carriageway width to incorporate the enhanced active travel crossing point on the northern arm.

3.11 In addition to this high quality active travel connections can be provided within the masterplan to link with these points of connection. Details of the design principles relating to this are included as **Appendix L**.

3.12 Furthermore, 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 46 (location outlined in **Figure 3.2** 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.

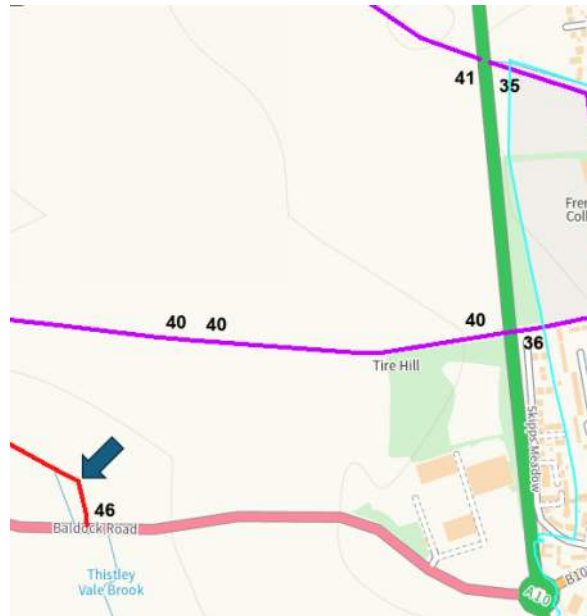


Figure 3.2 – Location of Byway 46

Summary

3.13 It is evident from the above that the proposals include a number of enhancements to the existing transport network that enable high quality access connection for all modes. Further discussion relating to the details of how this access strategy was developed, following LHA comment, is set out in **Section 4** below.

4.0 Response to LHA comment dated 12th June 2024

Introduction

4.1 This section sets out response to each comment as raised by the LHA in their response note dated 12th June 2024.

4.2 The LHA comments are presented in blue below and relate to the following subject headings which are addressed in turn:

- Sustainability
- Walking and Cycling
- Trip Rates
- Assessment / Modelling
- Access Proposals
- Summary

4.3 Jubb's response is shown in black text following each comment.

Sustainability

LHA Sustainability Comment 1

"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*

Jubb Response to Sustainability Comment 1

- 4.4 In accordance with the first priority of this hierarchy the proposed transport strategy for the site has been designed to include a range of uses on site, encompassing a school, community uses and areas of outdoor recreation which serve to reduce the need to travel off site. Furthermore, high quality active travel links have been proposed, and developed further in consultation with the LHA, into Buntingford (discussed in **Section 3**) that also ensures that, where travel is required, opportunity is provided for active users in accordance with the second priority of the hierarchy (this is also set out in the Sustainability strategy issued as a separate document).
- 4.5 The strategy for bus connection (i.e. the third priority) has been discussed with the PTU and would provide high quality connection to link both with Buntingford but also nearby towns such as Hertford. This bus strategy would also provide high frequency service that would serve to provide significant opportunity for trips to be undertaken by this mode of transport (see response to Sustainability Comment 3).
- 4.6 Whist connection for powered vehicles is of lower priority in the hierarchy, suitable and safe access has been provided to allow connection to the nearby highway network. Moreover, the impact on the nearby highway network as a result of the proposals is forecast to be insignificant.

LHA Sustainability Comment 2

"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.

Jubb Response to Sustainability Comment 2

4.7 The following statements below set out how the proposals are in accordance with these LHA goals (i.e. a to h):

- a) As set out in the response to 'Sustainability Comment 1' the proposals provide high quality sustainable connection both internally and externally in accordance with the user hierarchy and therefore prioritises active travel and public transport connection first and foremost. Moreover, whilst access for powered vehicles is lower in the priority, appropriate safe access has been provided.
- b) The design of the proposed accesses is in accordance with appropriate highway guidance as identified by Hertfordshire and national guidance such as 'Manual for Streets' and 'Design Manual for Roads and Bridges' where appropriate. In addition, the proposals have been developed in consultation with the LHA and have been safety audited.
- c) Whilst the masterplan proposals are at outline stage, consideration of how the road network would be planned has been set out in separate submissions to the Local Planning Authority. Internal roads will need to be designed to appropriate standards as set by Hertfordshire, and where these are not adopted (potentially in the case of small cul de sacs) then appropriate provision for private management will be set. This further detail will form part of later reserve matters applications.
- d) Discussions have held with the LHA and where suitable contributions are required (for example bus contributions) these have been identified and confirmed. Assessment of the impact on the nearby highway network has been provided that has demonstrated that the impacts of the proposals would be insignificant and therefore not severe.
- e) A Travel Plan has been submitted with the planning application and can be secured by an appropriate planning condition. As set out in the response to 'Trip Rate Comment 1' it is also proposed that additional measures can be provided in this Travel Plan in the form of confirmation of proposed car clubs and travel vouchers.
- f) Various submissions have been sent to the STIB, with the latest TN included as **Appendix G**, that outline how A road access is both achievable and appropriate. It has also been set out in previous information sent to STIB 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).

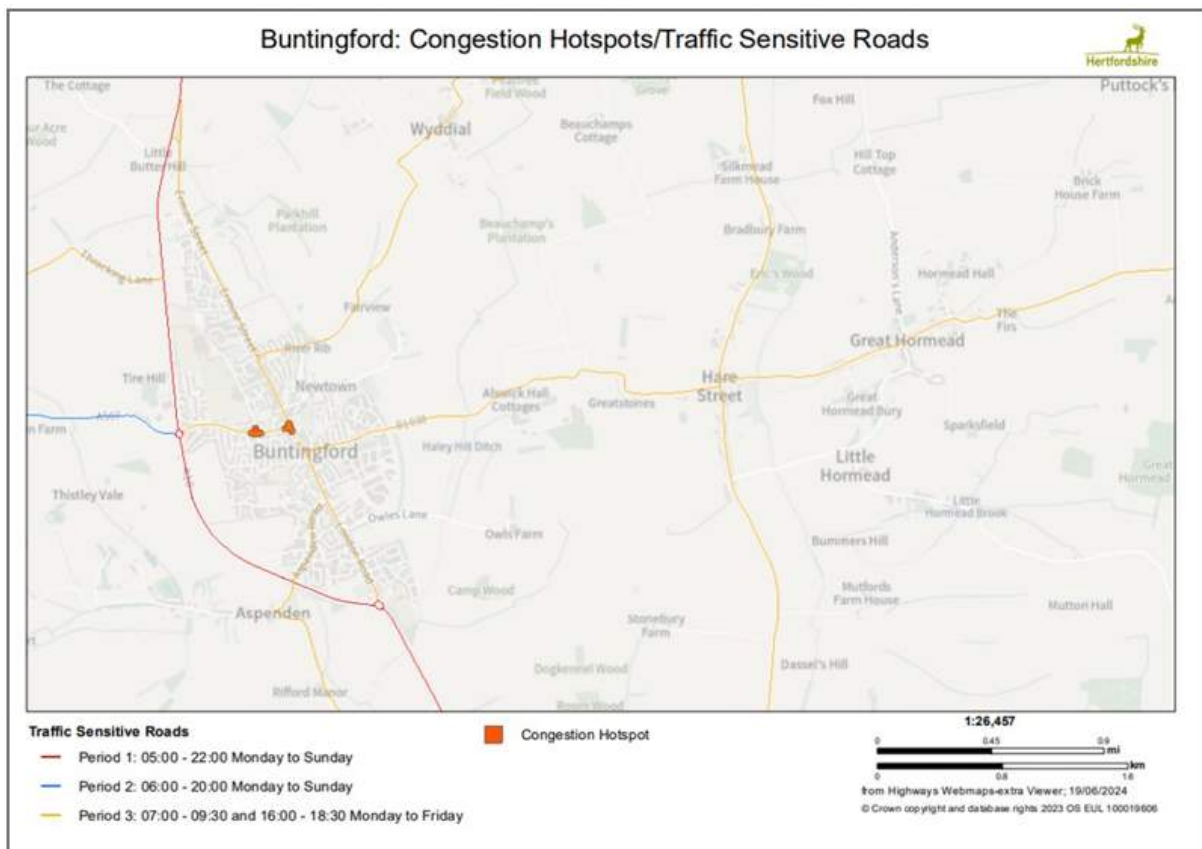
In addition, at the request of the STIB, details of appropriate forward visibilities have been shown in a horizontal and vertical alignment (as set out in **Section 3**) for the proposed roundabout. Moreover, the type of junction has been changed from a Dutch style roundabout as previously proposed, to a more traditional roundabout design following comment from the LHA, whilst still maintaining high quality active crossing provision where appropriate.

- g) The access proposals have been designed to ensure that appropriate safety and design standards are met whilst respecting the character of the local area. Where vegetation is impacted appropriate assessments have been undertaken with replacement planting proposed where necessary to offset this impact.
- h) Electric vehicle parking will be provided in accordance with local and national standards. In addition, as discussed in the response to 'Trip Rate Comment 1' two car club vehicles are proposed with space for these also allocated within the proposed mobility hubs.

LHA Sustainability Comment 3

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 closest 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.

Jubb Response to Sustainability Comment 3

- 4.8 As set out in **Section 2** a TN (**Appendix D**) has been issued to the PTU that sets out a strategy for connection directly into the site, which is based on a small local diversion of the existing services of 18, 331, and 386 (now 37) as summarised in **Figure 4.1** below which has been extracted from Figure 4.1 of the latest PTU TN. Following issue of this document a meeting was set up with the PTU on the 3rd October 2024 with minutes included as **Appendix M**.
- 4.9 During the meeting it was confirmed that the broad strategy as outlined in **Figure 4.1** below, which will provide direct connection into the site, was appropriate.

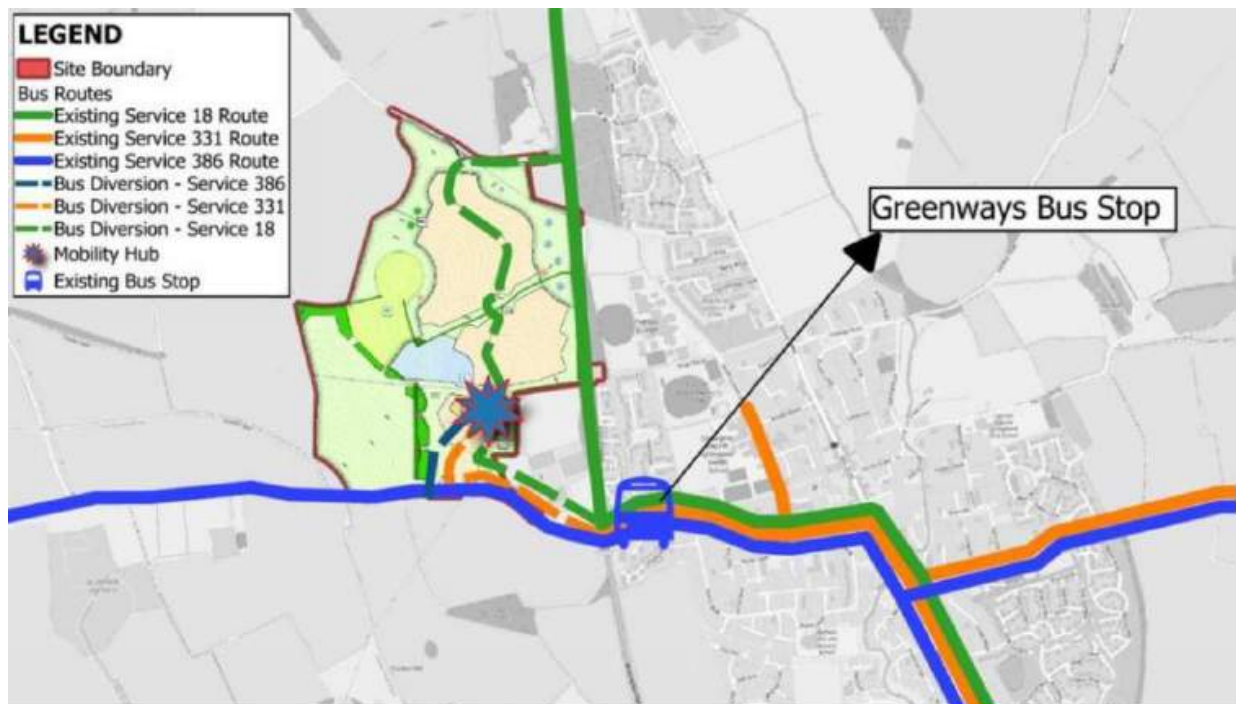


Figure 4.1 –Proposal for bus route diversion (extracted from Figure 4.1 of the latest PTU TN)

- 4.10 A calculated index linked contribution of £300,000 (every year for 5 years) was requested by the LHA, which will allow service 331 to be delivered at a 30 minute frequency with further complimentary service provided by bus service 18 and 386 (now 37). The applicant confirms agreement to this request.
- 4.11 The key point of connection for these services would be at the 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
- 4.12 It was agreed with the PTU that a turning facility (so that buses can turn around in forward gear) be provided at the Mobility Hub to allow the 386 (now 37) and 331 service to return to Baldock Road after stopping at the Mobility Hub. The early delivery of this turning facility and Mobility hub would also serve to assist in development phasing (i.e. potentially beginning at the southern end of the development as indicated in the DAS Addendum) to allow early connection for bus 386 (now 37) and 331.
- 4.13 In addition to the mobility hub a further bus stop connection has been agreed with the PTU to serve the northern area of the development. This additional bus stop connection would further complement the Mobility hub and would bring convenient bus stop connection that would link through the centre of the community via the link road. Parking controls would be implemented on the link road to ensure that parked cars do not impact the efficiency of bus movements.

- 4.14 It was also agreed with the PTU that improved lighting would be investigated for the Throcking Lane / A10 junction to improve visibility outside of day light hours for buses pulling out of this junction. Whilst no significant safety issues have been identified following a review of collision records it is agreed that a financial contribution can be provided for lighting at this junction should the LHA require.
- 4.15 The strategy as discussed above, which has been developed in consultation with the PTU, would provide high quality bus access and therefore is considered to address the comments as raised by the LHA in this regard. 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 3/23/1447/OUT), which will also, given that service 18 is proposed to route through the site, further complement this already high quality public transport strategy.
- 4.16 In addition to this, the proposals will also provide an associated contribution of £300,000 to the Buntingford Community Transport Scheme. This will therefore further complement the measures as already agreed with the PTU.

Walking and Cycling

LHA Walking and Cycling Comment 1

"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.

Jubb Response to Walking and Cycling Comment 1

- 4.17 The assessment of journey distances using the centre of the site is a standard approach and whilst some distances would be longer from the western side (i.e. away from Buntingford) it is also the case that for other dwellings, for example those on the eastern side, some facilities would be closer. Moreover, given the compact nature of Buntingford a large number of facilities would still be within a 2km walk (i.e. the distance identified within Manual for Streets where walking offers the greatest potential to replace short car trips) of even dwellings located further west of the site boundary. Furthermore, for cycle journeys, where LTN 1/20 identifies that *"Two out of every three personal trips are less than five miles in length"*, the whole of Buntingford and wider area would be accessible from all areas of the masterplan.
- 4.18 Moreover, the provision of three points of connection into Buntingford, via the proposed northern pedestrian footbridge; provision of a parallel active travel bridge adjacent to the existing footbridge linking RoW 40 with 36; and provision of an active travel corridor from the southern site access roundabout into Buntingford, serves to enhance route choice for residents requiring access from different parts of the masterplan and to different areas of Buntingford. Furthermore, proposed enhancements to the nearby RoW network and on Baldock road to the east of the A10, as discussed in **Section 3**, will also further enhance this connectivity.
- 4.19 It should be noted that the proposed First School, local centre, on site formal sports and open space will also serve to retain further journeys on site. In addition, high quality active travel links will be provided within the masterplan to connect with these facilities to further encourage trips via active modes.

LHA Walking and Cycling LHA Comment 2

"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.

Jubb Response to Walking and Cycling Comment 2

- 4.20 The proposals would include for the introduction of appropriate lighting that would continue the existing provision at the Buntingford industrial estate and would extend to a point just west of the proposed roundabout access. Details relating to the provision of this lighting design would be subject to appropriate detailed design relating to the S278 process.
- 4.21 In addition, lighting / surfacing is also proposed where appropriate to 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.

LHA Walking and Cycling Comment 3

"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.

Jubb Response to Walking and Cycling Comment 3

- 4.22 As discussed in **Section 2** a TN was issued to the SMG on the 2nd November 2024 (**Appendix E**) which sets out justification for the changes in speed (from National speed limit to 30mph) on Baldock Road and Throcking Lane. This TN demonstrates that the existing road network fronting the site, whilst being signed as national speed limit, has actual recorded speed limits far below this. Moreover, this is based on current conditions and at present these roads have only limited points of access and are currently designed for a highway function in consideration of the limited land uses in the area.
- 4.23 As set out in this TN the proposals are to introduce a sustainable development with high quality active travel connection. This strategy would be complemented with reduced speeds on Baldock Road and Throcking Lane in the vicinity of the site access as appropriate for an extended edge of town.
- 4.24 The access proposals will also include gateway features; lighting and the introduction of active travel infrastructure. This will serve to provide indication to approaching drivers to reduce speeds in accordance with the proposed 30mph signage. Notwithstanding this, as discussed in the response to 'Sustainability Comment 2', appropriate measures will be provided to mitigate or offset any vegetation and landscape impact where required.
- 4.25 Existing precedence is also demonstrated in the highlighted example in Hitchin (also within the Hertfordshire highway authority boundary) where reduced signed speed such as this (i.e. from national speed limit to 30mph) has been agreed. This reduced speed limit would also serve to compliment access to an urban extension very similar to that proposed at Buntingford.
- 4.26 The LHA provided, on the 23rd October 2024, the following associated response from the SMG:

"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.”

- 4.27 It is therefore evident from this comment that the SMG supports reductions in speed in this area, and, in this regard, whilst the applicant maintains that 30mph could be introduced along the access frontage, the access designs have been adjusted based on a signed 40mph standard with appropriate visibility also introduced in accordance with this standard. In addition, in accordance with the LHA comment, 40mph sections have been introduced on the A10 approaches to the A10 / Baldock Road roundabout and the short section of Baldock Road to the east of the roundabout to the 30mph limit. Furthermore, the priority for traffic at the Throcking Lane access is to / from the development as advised.

LHA Walking and Cycling Comment 4

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.

Jubb Response to Walking and Cycling Comment 4

- 4.28 As set out in **Section 3** a drawing has been provided showing an active travel corridor (i.e. shared footway / cycleway) on the eastern side of the A10 on Baldock Road. This corridor will provide high quality access into the centre of Buntingford and would also provide an ideal gateway to the LHA's own proposed improvements on Buntingford High Street as set out in the extract included as included as **Figure 4.2** below.

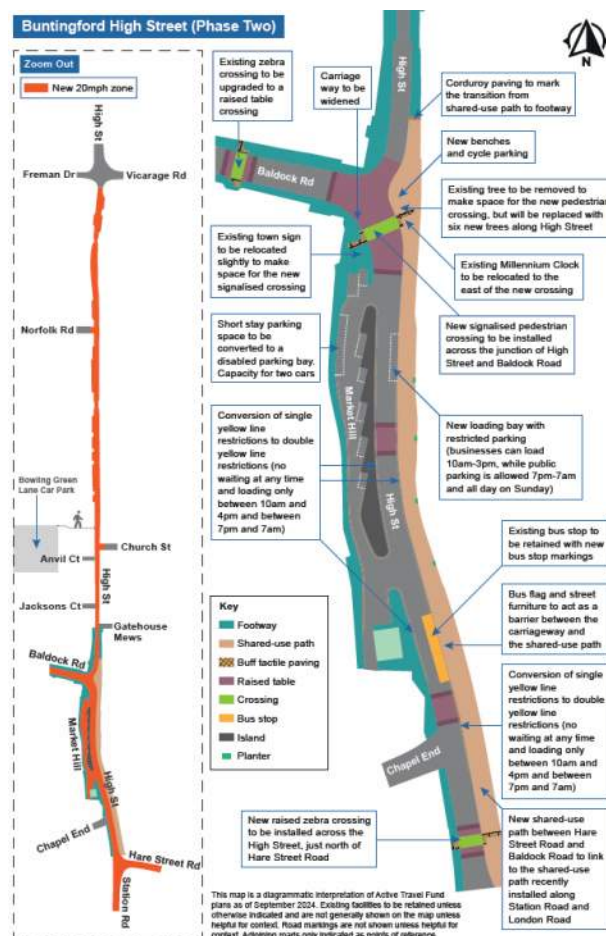


Figure 4.2 – Proposed Buntingford High Street (Phase 2) scheme as set out on Hertfordshire County Council web site

LHA Walking and Cycling Comment 5

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.

Jubb Response to Walking and Cycling Comment 5

- 4.29 Discussion has been undertaken with the CRoW team to agree how improvement can be made to routes into Buntingford to facilitate access outside of daylight hours (through lighting where appropriate) and during inclement weather (through enhanced surfacing where appropriate). These enhanced RoW connections are discussed in further detail in **Section 3**.
- 4.30 The enhanced access strategy also includes a proposed additional active travel bridge (parallel to the existing footbridge) that would link RoW 40 and 36. Furthermore, it is also proposed to include lighting / enhanced surfacing on RoW to link this active travel bridge (and the existing parallel footbridge) with the area of Bowling Green Lane to the south of Freman College which has good street lighting provision on approach to the more central area of Buntingford.
- 4.31 Design drawings of the bridge crossings are as **Appendix K** of this TN and discussed in **Section 3**. Further detail of these crossing points would however be presented at detailed design stage (i.e. post planning consent) as appropriate.
- 4.32 It is noted that the proposed enhancements to the RoW and identified bridge crossings have been agreed in discussions with the LHA and CRoW.

LHA Walking and Cycling Comment 6

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.

Jubb Response to Walking and Cycling Comment 6

- 4.33 Further discussions have been held with the LHA and CRoW to further refine the access proposals with the final strategy identified in **Section 3**. This strategy continues to include a high quality active travel corridor on Baldock Road linking with and across the A10 and into Buntingford on the eastern side of the A10. In addition, further detail has been provided on the pedestrian bridge crossing linking RoW 41 and 35, with an additional parallel active bridge crossing also proposed to link RoW 40 and 36. Improvements on the RoW connections on the eastern side of the A10 have also been discussed and agreed with the CRoW.

Trip Rates

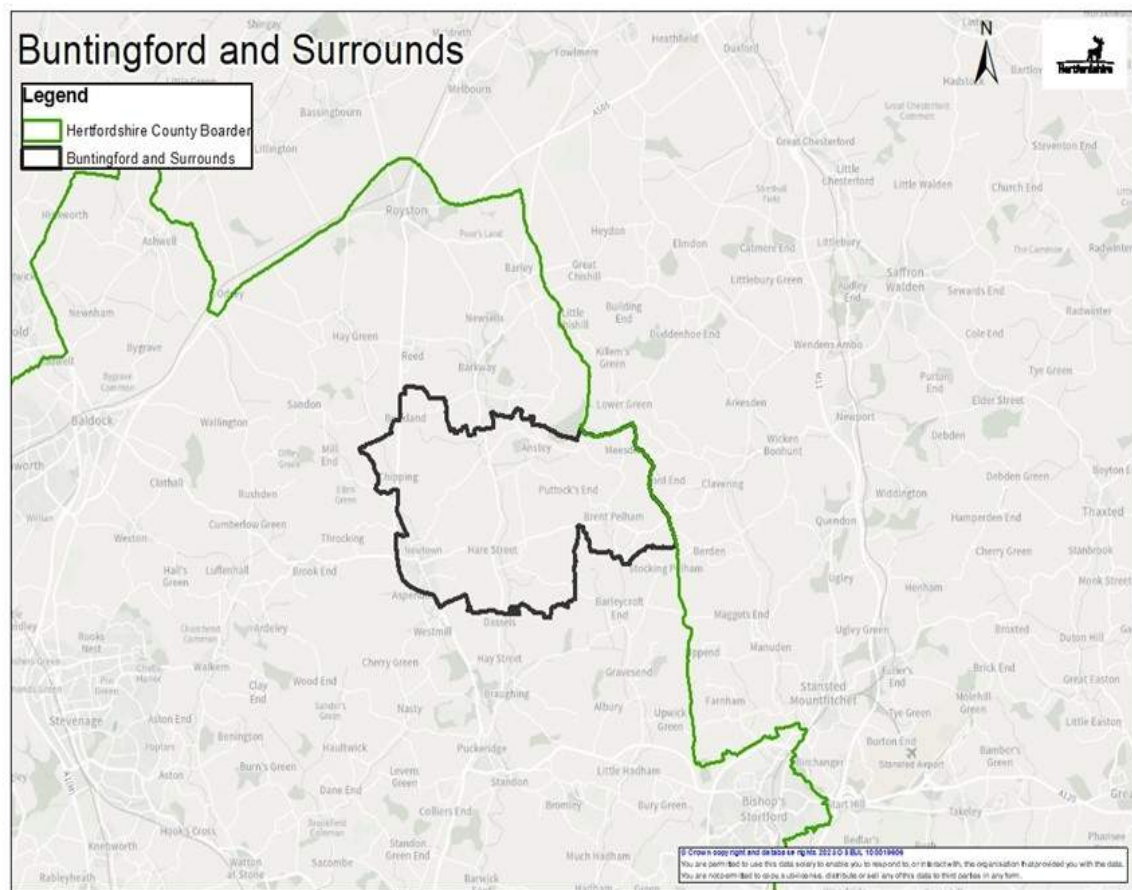
LHA Trip Rate Comment 1

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.

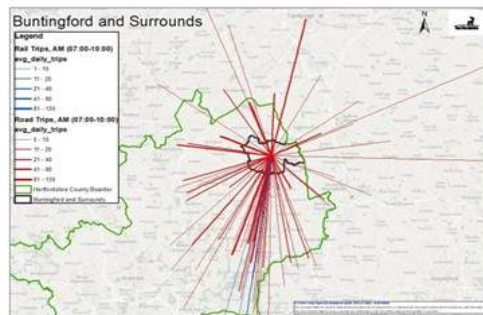
Mobile Phone Network Data

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:

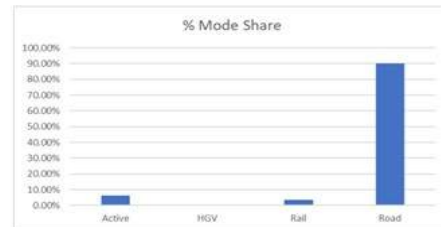


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

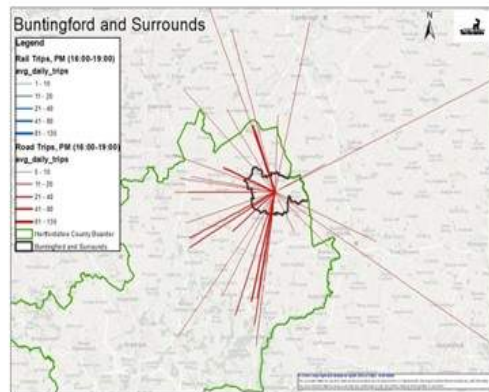
Car and Rail Trips Starting in Buntingford and surrounds, AM Period (07:00-10:00)



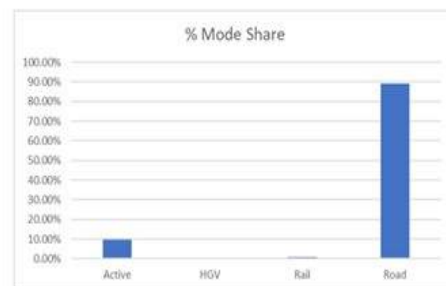
Mode Share	Average Trips	% Mode Share
Active	132	6.26%
HGV	7	0.33%
Rail	71	3.37%
Road	1898	90.04%



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.

Jubb Response to Trip Rate Comment 1

- 4.34 A trip generation note has been submitted to the LHA on the 19th May 2025, which is included as **Appendix N** of this TN that responds to this Trip Rate comment. This trip generation note represents a revision to the original note submitted to the LHA on the 21st February 2025, following which, the LHA confirmed in a meeting dated the 3rd March 2025, that the use of TRICS data for calculation of initial vehicle trip generation (i.e. as set out in the original Transport Assessment) was appropriate. Notwithstanding this, the LHA has requested further clarity as to the application of subsequent trip adjustments which is therefore discussed in further detail in the updated Trip Generation Note, with a further summary provided on key elements below.

- 4.35 The LHA has confirmed, in the meeting on the 3rd March 2025, that a similar level of behaviour change adjustment was agreed for the 'Land West of Stevenage Proposals' (application reference 21/000356/FPM) and therefore recommended that the associated Travel Plan (dated March 2021) be reviewed to ascertain potential further measures that could be included for in the final Buntingford strategy. On review of this Travel Plan it is evident that the key additional measures that can be drawn from this are the provision of Travel Plan vouchers (i.e. a one month bus pass) and the provision of a car club (a total of 6 cars serving 1,500 dwellings). The overall traffic reduction set out in this Travel Plan is also 20% (i.e. higher than proposed at Buntingford).
- 4.36 On review of these measures the applicant has confirmed agreement to improve on the level of vouchers provided at Stevenage. The applicant has agreed to therefore set aside a reserve of £500 per dwelling for travel vouchers that could either be used for public transport tickets or could potentially be used for the purchase of bicycles or cycling equipment.
- 4.37 A review of the Intalink web site shows that a 10 day public transport ticket is £77 covering all Intalink zones. In this regard, a £500 voucher could cover a much longer bus pass than the single month as offered for the 'Land West of Stevenage Proposals'. Moreover, the applicant would welcome discussions with the PTU to see whether discounts could potentially apply for bulk purchases of tickets in this regard to further foster behaviour change.
- 4.38 In addition, the applicant has also confirmed that they would be willing to introduce car clubs in the local centre (likely located within the mobility hub). The applicant has confirmed that two cars would be appropriate in this instance in consideration of the reduced scale of the Buntingford proposals when compared with the site at Stevenage.
- 4.39 It is evident that this provision would be in excess of that provided at the Stevenage site. In this regard the proposed 15% adjustment for behaviour change, which is less than that proposed for the Stevenage site, would provide a robust assessment of the impact of these measures.
- 4.40 In addition, at the request of the LHA, further information has also been provided in the revised trip generation note setting out how the local centre provides a viable option for the introduction of small food store that could retain a number of journeys on site. This justification is provided through the provision of a letter from an associated developer of similar food stores throughout the country that confirms this. Notwithstanding this, a reduction of 25% has been applied to the internalisation factor as set out in the original Transport Assessment in response to LHA queries.

Assessment / Modelling

LHA Assessment / Modelling Comment 1

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.

Jubb Response to Assessment / Modelling Comment 1

- 4.41 The 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).
- 4.42 It is noted that, following the discussion on trip rates, most of the proposed trip generation assumptions remain unchanged from that set out in the Transport Assessment. However, there has been a reduction in the local centre adjustment by 25% following queries by the LHA in relation to the level of adjustment applied. Thus, the original traffic forecasts and modelling have been updated to take account of this.
- 4.43 Moreover, given the recent consent as granted in relation to the nearby Buntingford West proposals the original forecast year traffic assessments have also been adjusted to include the traffic of this committed development. The associated traffic of this proposal has therefore been extracted from forecasts included within the associated Transport Assessment as produced by WSP in July 2023. It is noted that no adjustment has been made to the calculated Tempro factors to take account of any potential double counting that may occur through the application of background growth in combination with the addition of these traffic flows. The retention of Tempro growth levels as set out in the original Transport Assessment would also still account for other committed developments, that are smaller in scale and/or located farther away from the proposals, which could begin to be built out by the end of the forecast year.
- 4.44 The resultant traffic flow diagrams which include for these changes are set out in **Appendix O**. It is noted that these traffic flow diagrams assume that all other assumptions, other than the reduction in local centre adjustment and addition of traffic flows associated with the Buntingford West scheme, remain unchanged.
- 4.45 In addition, updates of the original junction capacity models have also been carried out to take account of these adjusted traffic flows. The resultant junction outputs, which are set out in **Appendix P** of this TN, continue to demonstrate that all junctions are forecast to operate within capacity in the assessed forecast year both with and without the traffic of the proposed development. 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.

Access Proposals

LHA Access Proposals Comment 1

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.

Jubb Response to Access Proposals Comment 1

- 4.46 As discussed in the response to 'Walking and Cycling Comment 3' consultation has been held with the SMG who have agreed to a speed reduction of 40mph in the vicinity of the access. The access designs have therefore been amended to reflect this signed speed in accordance with appropriate Hertfordshire and national design standards.

LHA Access Proposals Comment 2

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.

Jubb Response to Access Proposals Comment 2

- 4.47 As discussed in the response to 'Sustainability Comment 2' various submissions have been sent to the STIB, with the latest TN included as **Appendix G**, that outline how A road access is both achievable and appropriate. It has also been set out in previous information sent to STIB 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).
- 4.48 In addition, at the request of the STIB, details of appropriate forward visibilities have been shown in a horizontal and vertical alignment (as set out in **Section 3**) for the proposed roundabout. In addition, the type of junction has been changed from a Dutch style roundabout as previously proposed, to a more traditional roundabout design following comment from the LHA, whilst still maintaining high quality active crossing provision where appropriate.

LHA Access Proposals Comment 3

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.

Jubb Response to Access Proposals Comment 3

- 4.49 As discussed in **Section 3** the access designs have been subject to a stage 1 safety audit. The associated brief for this audit is included as **Appendix I** with the associated designer's response (inclusive of audit) included as **Appendix J**.

Summary

LHA Summary Comment 1

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.

Jubb Response to Summary Comment 1

- 4.50 As set out in the response to 'Sustainability Comment 3' a high quality public transport access strategy has been developed and agreed with the PTU. This strategy will ensure that options are available for public transport connection to key destinations in the local area.

LHA Summary Comment 2

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..

Jubb Response to Summary Comment 2

- 4.51 Further discussions have been held with the LHA to further enhance the active travel strategy as previously presented in the original Transport Assessment. This included refinement of the strategy for crossing of the A10 to provide further detail on the proposed footbridge and to include a further parallel crossing adjacent to the nearby adjacent existing footbridge. In addition, enhancements to the RoW network linking into Buntingford have also been further developed, in consultation with the CRow, to further complement the access strategy along Baldock Road. The resultant access strategy, as presented in **Section 3**, provides high quality options for active travel to key destinations.

LHA Summary Comment 3

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.

Jubb Response to Summary Comment 3

- 4.52 As discussed in the response to the 'Assessment / Modelling Comment 1' the proposed assessment is based on standard approach used to assess many schemes throughout the United Kingdom. In addition, further details relating to trip rates have been submitted to the LHA with updates to modelling undertaken following alterations to trip rate adjustments. The associated models continue to show insignificant impact on the offsite highway network.

LHA Summary Comment 4

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.

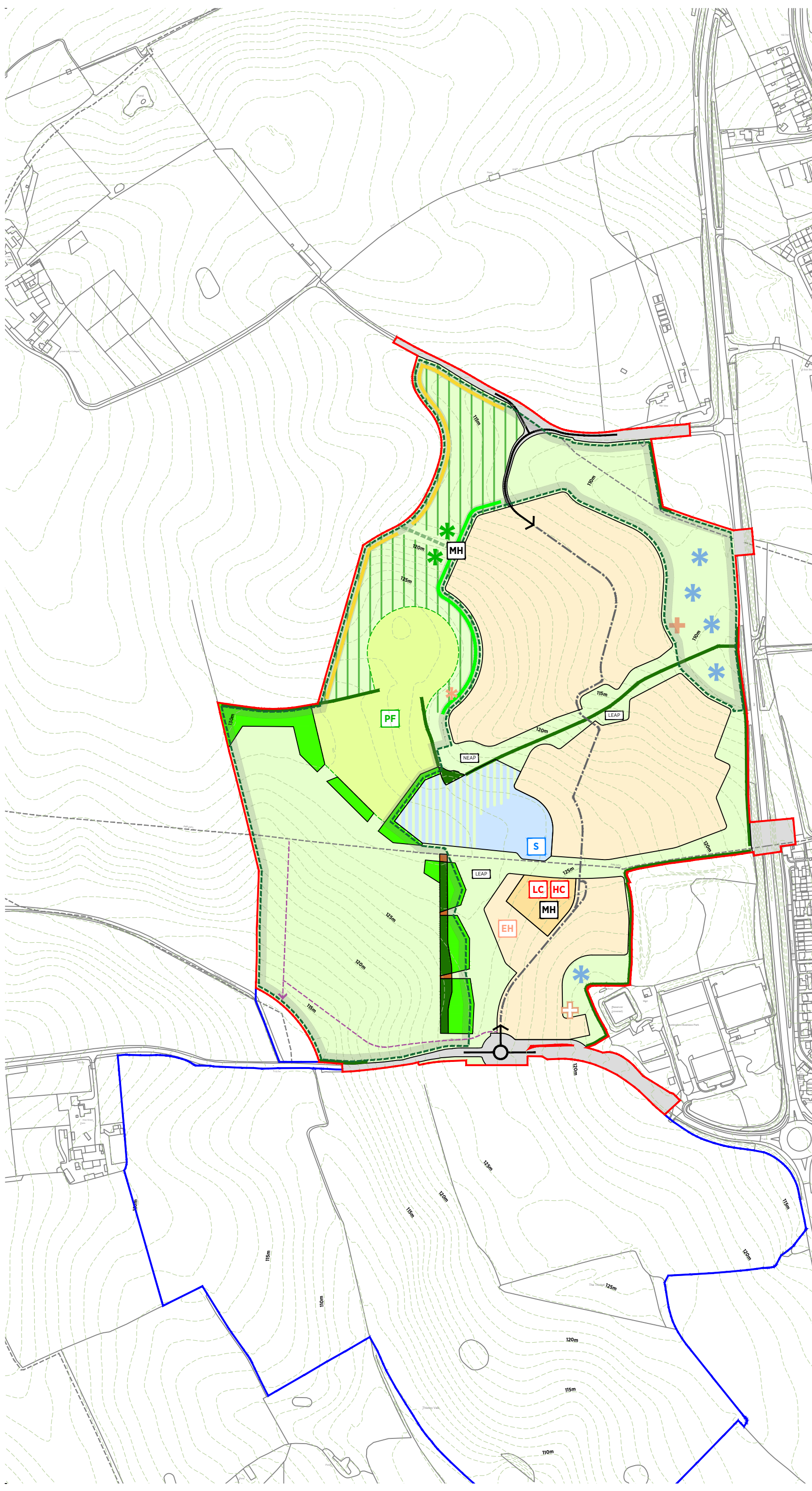
Jubb Response to Summary Comment 4

- 4.53 As discussed in **Section 2** detailed discussion has been held with the LHA following their initial response dated 19th June 2024. This has resulted in subsequent refinement of the transport strategy of the proposals and assessment. The revised access proposals continue to demonstrate that suitable and safe access is achievable. Furthermore, the subsequent updated offsite highway capacity assessment also continues to show insignificant impacts.

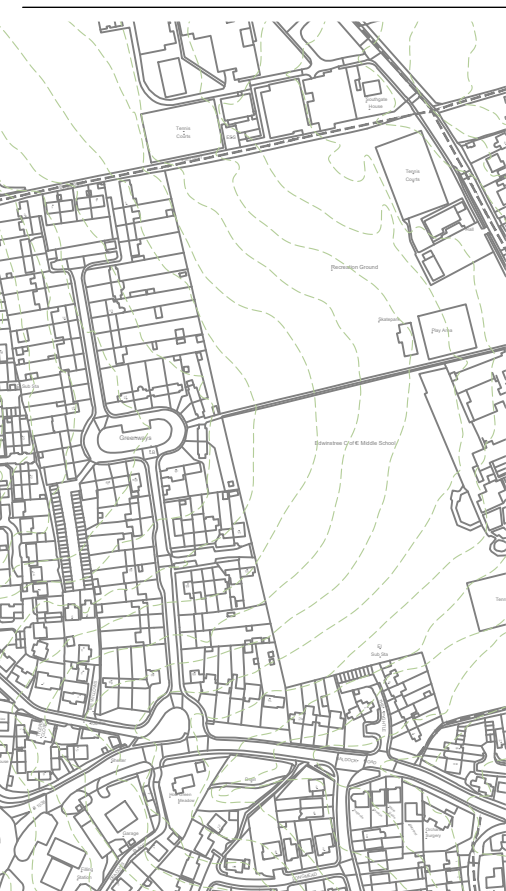
5.0 Conclusion

- 5.1 This TN sets out a response to each of the comments raised by the LHA in their response on the 19th June 2024. 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.

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
- Mixed Use Local Centre
- Site for Health Centre
- Elderly Housing Provision
- Mobility Hubs
- Sports Pavilion & Parking
- Neighbourhood Equipped Area of Play
- Locally Equipped Area of Play
- Public Right of Way
- Recreational Route (Indicative)
- Foul Water Pumping Station
- Potential Foul Water Pumping Station



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Client: 
PART OF HENRY BOOT

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

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

0m L _____ J200m

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

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



Appendix B – 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

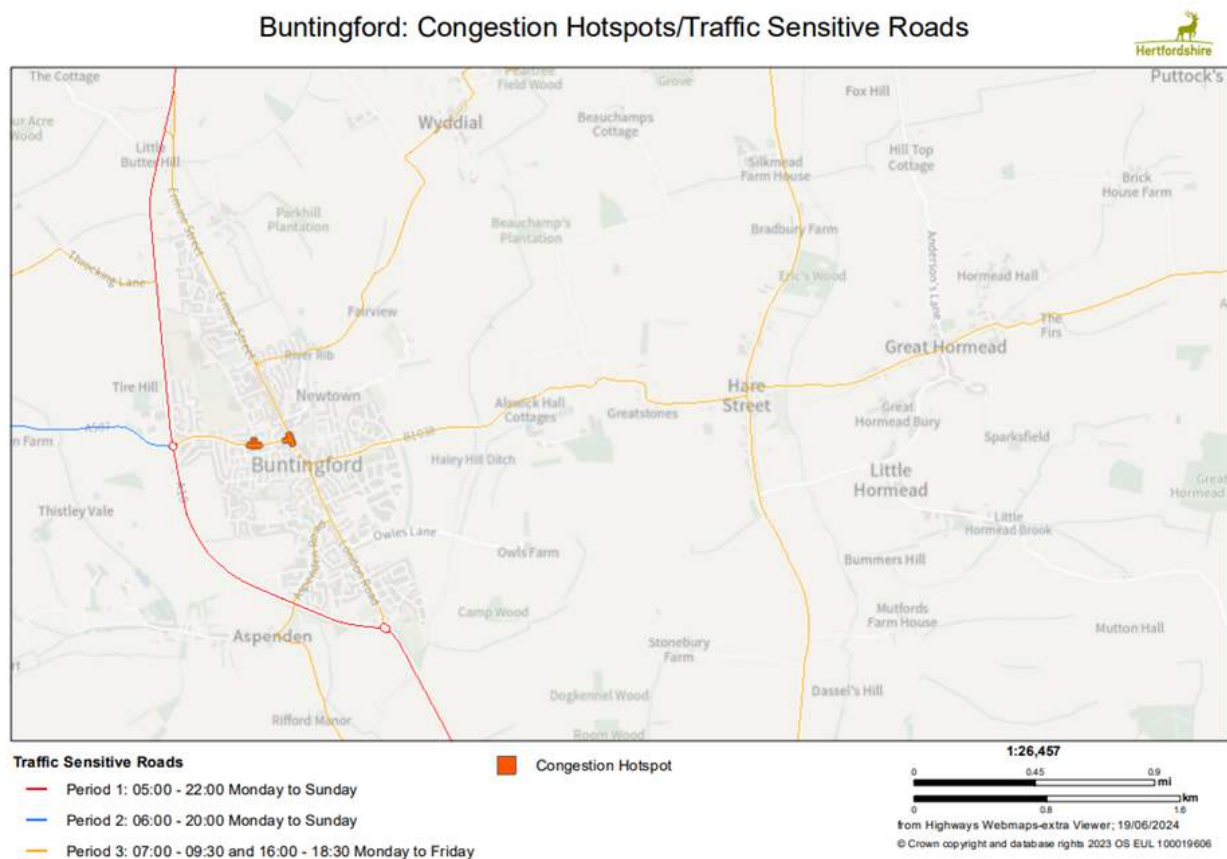
The county council will to work with development promoters and the district and borough councils to:

- 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.

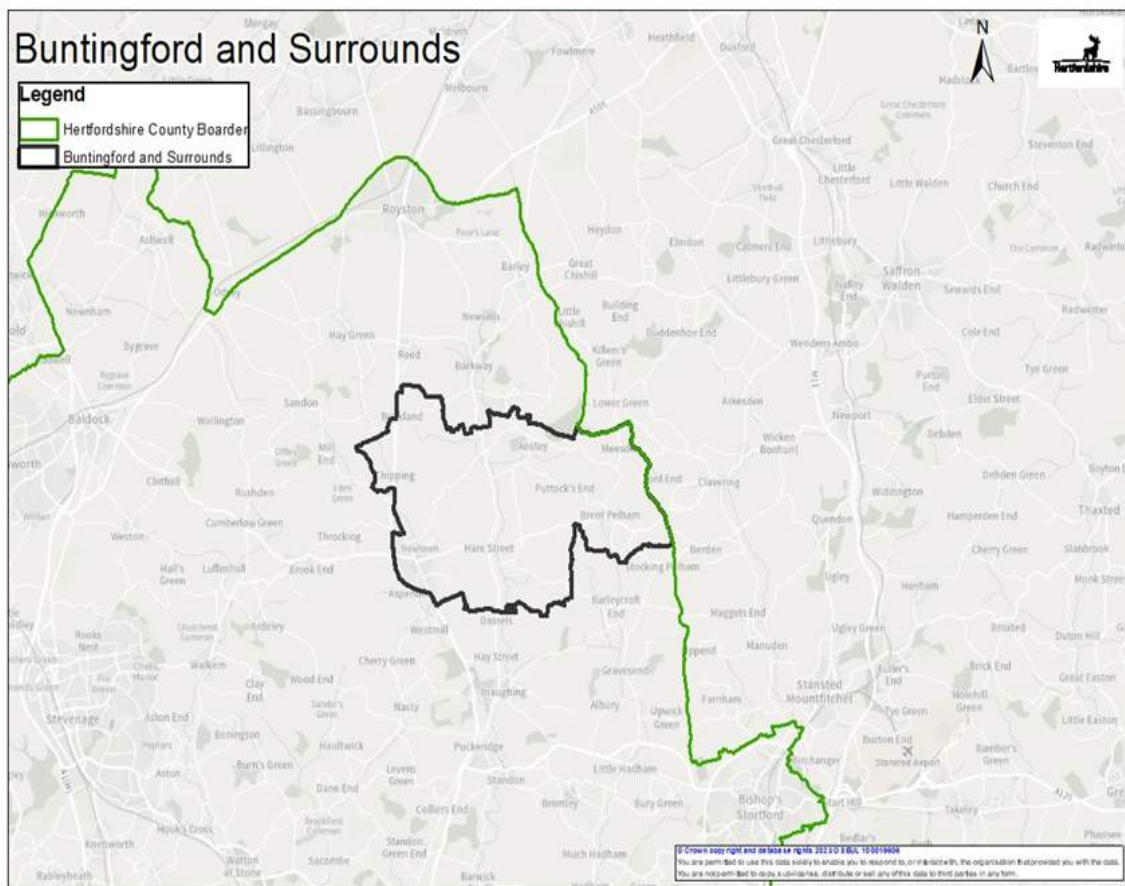
Trip Rates

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.

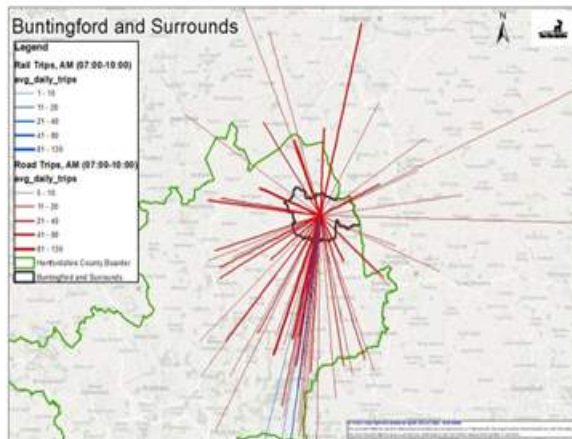
Mobile Phone Network Data

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:

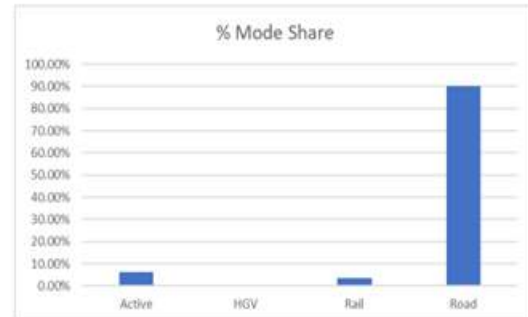


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

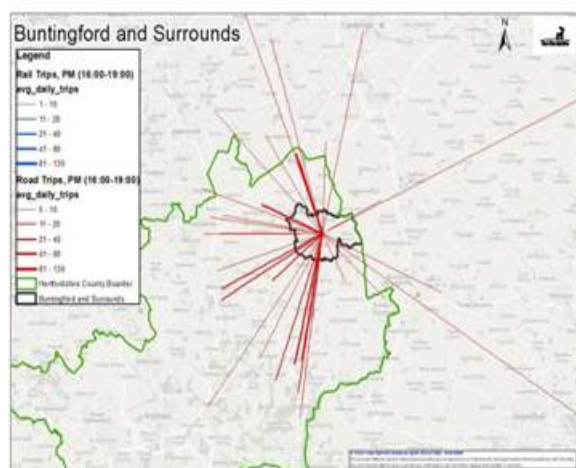
Car and Rail Trips Starting in Buntingford and surrounds, AM Period (07:00-10:00)



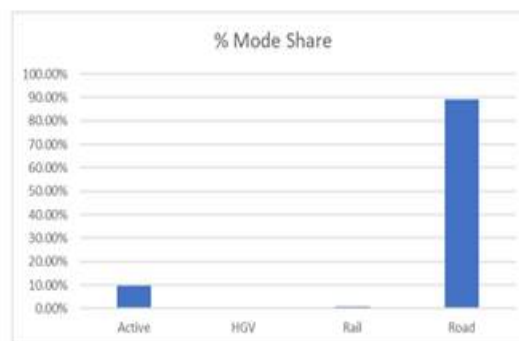
Mode Share	Average Trips	% Mode Share
Active	132	6.26%
HGV	7	0.33%
Rail	71	3.37%
Road	1896	90.04%



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.

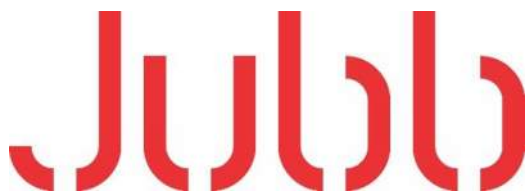
In summary, the Highway Authority recommends refusal of the planning application owing to concerns with respect to highway safety, traffic generation, road access and local and national policy.

Signed
Oliver Sowerby

19 June 2024

Appendix C – Agreed minutes LHA meeting dated 12th July 2024

West of A10 Buntingford



Meeting Title: Local Highway Authority (LHA) Meeting to discuss LHA comments dated the 19th June 2024

Attendees: Sally Miller (SM) – Hallam Land
 Oliver Sowerby (OS) – Hertfordshire
 James Dale (JD) – Hertfordshire
 Steve Fraser-Lim (SF) – East Hertfordshire
 Reiss Sadler (RS) – Marrons

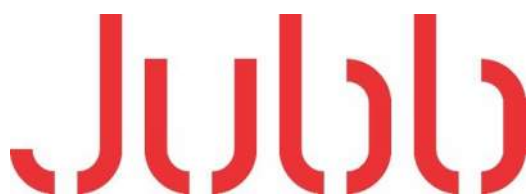
Meeting date, 12/07/24 (10:00-11:00)
 time & location Teams Meeting

Item	Description
1.0	Introductions
2.0	LHA Response Note (19th June 2024): Baldock Way access considerations Connection with A road - JD confirmed that Jubb can contact the Hertfordshire County Council's Strategic Transport Issues Board (STIB) to outline the proposals for connection to Baldock Road (the A507). JD stated that, whilst the road is an A road, its character is one of more minor access than other A roads in the County. OS stated that he would provide the relevant contact for the STIB and suggested providing them with a short note outlining proposals for access. JD confirmed agreement to this. Proposed speed reductions (Baldock Road / Throcking Lane) - JD identified that whilst existing speeds on Baldock Road and Throcking Lane were national speed limit the proposals are to alter the character of these roads to ensure slow traffic speeds. JD confirmed that whilst speed surveys have been undertaken that show speeds below the national speed limit designation these were still above 30mph, however, this is based on the existing road character which would change significantly. In addition, JD also mentioned proposals in Tring where reductions in signed speed had been agreed and OS also confirmed that he was aware of a site in Hitchin where this occurred. OS recommended contact with Hertfordshire Speed Management Group and the production of a short note setting out justification for reduced signed speed. SM confirmed that visuals / examples can be included in this note to set out how the street scene would change in accordance with the extension of the urban edge of Buntingford. Lighting – JD identified that details can be provided as to how sensitive lighting can be introduced on Baldock Road to further denote this extension to the town and to also ensure that active travel is an attractive option for users at all times of day.

Item	Description
	• Offsite walking and cycling JD reiterated OS's approval of the provision of an additional bridge crossing and also stated that contact would be made with Hertfordshire County Council's Countryside and Rights of Way (CRoW) unit to discuss enhancements (through appropriate financial contribution) to the Public Rights of Way (PRoW) linking with Bowling Green Way. OS stated that the link from the proposed northern bridge may need improvement (e.g. lighting) to enhance perceived safety during nighttime periods. JD stated that this could be reviewed. SM also identified however that the more useful connection (other than Baldock Road) is across the existing footbridge to the south of Freman College given that this a more direct route and therefore Jubb will also investigate improvements on this route. OS identified that Baldock Road should also be reviewed to see if active travel can be further enhanced. JD stated that whilst Baldock Road narrows as it goes into Buntingford there are further measures that could be introduced to make this a more attractive route for cycling including introduction of further traffic speed reduction/calming measures. It is understood that local residents are seeking reduced traffic speeds so this would be in accordance with these proposals. SM identified that the site is still positioned in a highly accessible area close to facilities as comparable to other areas in Buntingford. Moreover, the proposals have the added benefit of centrally located facilities within the heart of the new community. • Bus Access JD stated that the proposals are to discuss the diversion of buses into the site (and linkage with a high quality mobility hub) with the Passenger Transport Unit and noted that buses already pass along the frontage or in close proximity to facilitate this. OS has identified that he will discuss our proposals with the Passenger Transport Unit. JD suggests that Jubb provide details of the strategy in a short note to inform this discussion prior to setting up further discussions in relation to public transport. • Trip Rates JD pointed out that as the sustainable transport strategy is developed this further emphasises the fact that the proposals would have lower traffic generations. OS identified that he would like further consideration / justification of reductions set out. He mentioned that Local Centre adjustments were made but stated that it is difficult to agree the extent of these reductions without certainty of local centre mix. RS stated that he may be able to provide parameters in this regard to provide further information. JD also stated that Jubb would review this and provide further consideration / justification. JD stated that a review of journey to work census data indicated more sustainable travel (as a proportion) than was identified by the Hertfordshire mobile phone data as presented in OS's response. OS stated that his general thoughts are that trip rates would need further consideration / justification. JD stated that this can be provided.

Item	Description
3.0	Process for further discussion with contacts within Hertfordshire: OS confirmed that he would provide details of relevant contacts for the following departments: • The Passenger Transport Unit • The Structures Team • The Speed Management Group • Hertfordshire County Council's CRoW unit • Hertfordshire County Council's STIB
4.0	Actions OS confirmed that he would provide contacts for the departments listed in Section 3 of these minutes. This has been provided via email (dated 12th July 2024) following the meeting. In addition, OS stated that he would contact the Passenger Transport Unit following our meeting, although we suggest that Jubb first provide details of the proposed development public transport strategy prior to further discussion in this regard. JD agreed that he would provide a short note outlining the access strategy to Hertfordshire County Council's STIB. In addition, a further short note will be provided for the Speed Management Group setting out proposals to reduce speed at the points of access and to provide associated road character change to enhance driver awareness in this regard. In addition, JD confirmed that they would be in contact with Hertfordshire County Council's CRoW unit to discuss the potential for enhancement to existing PRoWs. In addition, liaison would be carried out with the Passenger Transport Unit to discuss bus connections. Whilst not mentioned in the meeting Jubb will also be in contact with Hertfordshire's Structures Team as and when required. SM and RS confirmed that they will review the local centre uses to further inform trip generation as discussed in Section 2. In addition, they will also review examples proposed street scenes to provide input into the note to the Speed Management Group.

Appendix D – Latest PTU TN Issued on 2nd September 2024



Title: 23161 TN02 Passenger Transport Unit Note – 1st Issue

Date: August 2024

Prepared by: J. Duffy Checked by: M. Grist

1.0 Introduction

- 1.1 Jubb has been commissioned 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.
- 1.2 A planning application has been submitted, and validated on the 28th May 2024 (planning application reference 3/24/0966/OUT), for an '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'. The associated land use components plan for this is set out in **Appendix A** of this Technical Note (TN).
- 1.3 Following receipt of this planning application the Local Highway Authority (LHA) has provided detailed response (dated 19th June 2024) which has been included as **Appendix B** of this TN. The LHA has made comment in relation to a requirement for a suitable public transport strategy and has recommended contact with the Passenger Transport Unit (PTU) at Hertfordshire. This Technical Note (TN) therefore provides a summary of the proposals for consideration by the PTU.
- 1.4 The scope of this TN is therefore as follows:
 - **Section 2:** Outlines existing bus provision in the vicinity of the proposals;
 - **Section 3:** Provides further details of the proposed access and development proposals,
 - **Section 4:** Sets out a potential strategy for direct access to proposed community which will serve to complement existing provision
- 1.5 In addition, conclusions are also included as **Section 5** of this TN.
- 1.6 It is proposed that this TN provides the initial information to inform subsequent follow up discussions with the PTU.

2.0 Existing bus provision

Introduction

- 2.1 This section sets out the existing bus network within the vicinity of the proposed development. The section therefore sets out closest bus stops facilities and includes details of walking distances, service details and service frequency.

Existing bus provision

- 2.2 The closest bus stops to the proposals are located on Greenways just 400m (eastbound) to 550m (westbound) walking distance from the site boundary on Baldock Road. A review of existing services connecting with these bus stops has been provided within the associated Transport Assessment (TA) as submitted with the associated planning application and is summarised below.
- 2.3 Three regular bus routes (their routing has been identified in **Figure 2.1**) serve the 'Greenway' bus stops and an initial review of existing bus services has been carried out and is provided in **Table 2.1**.

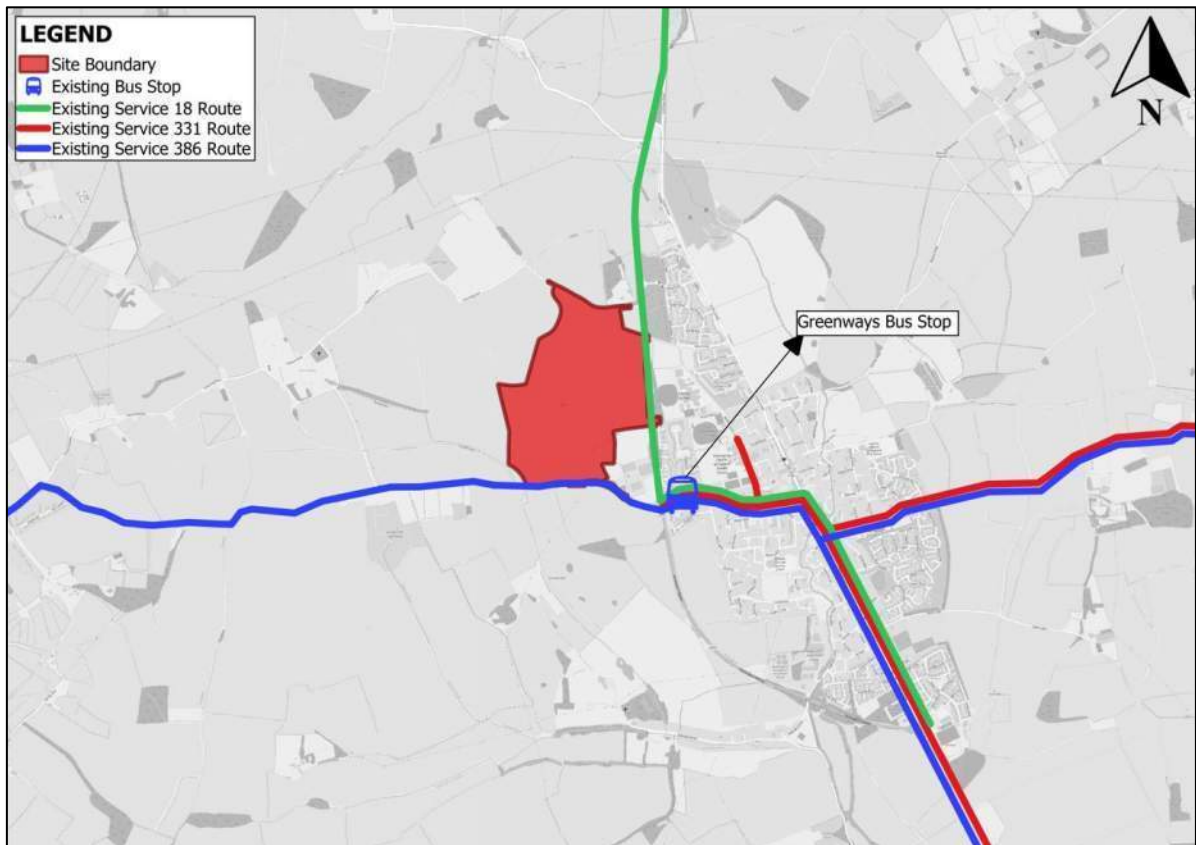


Figure 2.1 – Existing Bus Routes

Service	Route	Operating Days	Operator	Approximate Frequency
18	Royston Sassoon Drive (W) - Buntingford London Rd opp Kingfisher Park	Monday - Saturday	Richmond's Coaches	Five times a day
331	Hertford - Buntingford	Monday - Saturday	Arriva Hert and Essex	Hourly
386	Bishops Stortford - Stevenage	Monday - Saturday	Central Connect	Five times a day

Table 2.1 - Summary of Bus Services

- 2.4 It is evident from **Figure 2.1** and **Table 2.1** above that the nearby Greenways bus stops are connected to nearby towns in the surrounding area including Hertford and Royston via public transport. As a result, there is an opportunity to encourage the use of the existing bus services for day-to-day journeys to and from the site.

Summary

- 2.5 It is evident that there are good connections to public transport facilities that stop in close proximity to the site. Notwithstanding this a proposal to further enhance and compliment these connections are set out in **Section 3** and **Section 4** for discussion with the PTU.

3.0 Proposed Development

Introduction

- 3.1 This section provides details of the proposed development and transport connection for consideration by the PTU. The Section includes details of site access which has been designed to incorporate movements of buses. In addition, proposed bus stop connection facilities within the site are also discussed.

Development Proposals

- 3.2 As set out in **Section 1** the development's land use components plan is set out in **Appendix A**. The proposals are for a community of up to 600 households with associated complementary uses including a local centre and primary school. This community, through the provision of further much needed housing in the local area, would serve to enhance the patronage of bus services within the area of Buntingford and would therefore serve to further protect the viability of these services into the long term.

Proposed Access

- 3.3 The proposed points of access are set out in the components plan within **Appendix A** and include the following points of connection:
- Vehicle access to the north via Throcking Lane
 - Pedestrian connection via Public Rights of Way (PRoW) 41 and 40 will provide routes across the A10. Connection over the A10 will be achieved via a new footbridge linking PRoW 41 with the PRoW 35 connecting into Buntingford, and via the existing footbridge connection PRoW 40 with PRoW 36 on the eastern side of Buntingford.
 - All movements access via the A507 which will include enhanced active travel connection linking into Buntingford Centre.
- 3.4 The components plan is also extracted as **Figure 3.1** below which also sets out the connection by PRoW and location of improvements to enhance active travel connections to the site.

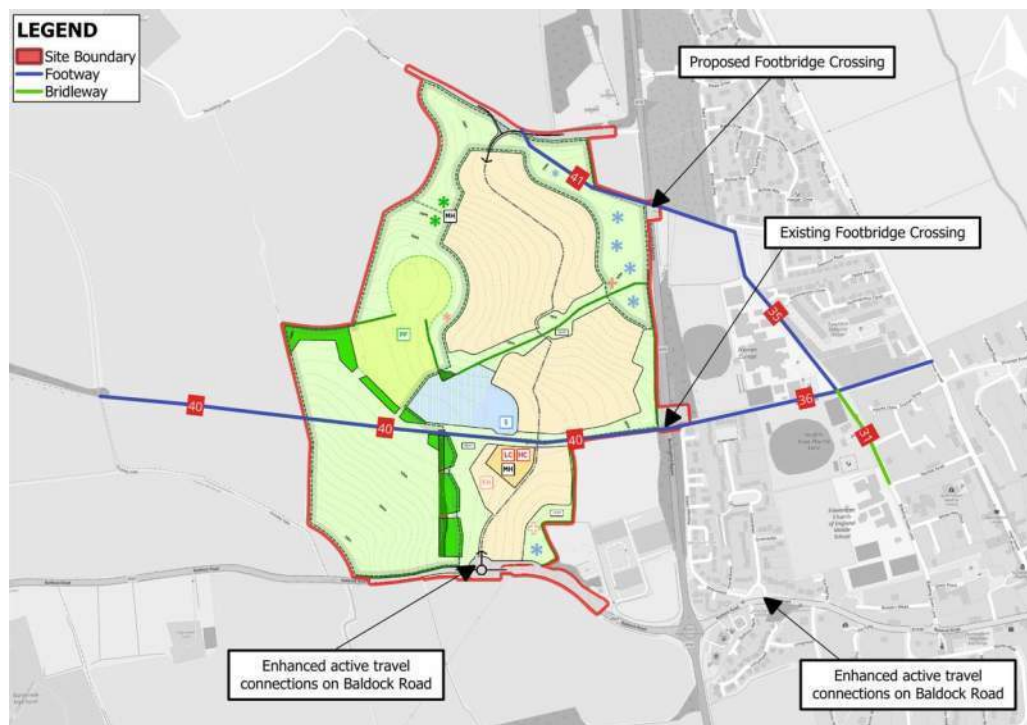


Figure 3.1 – Components plan with active travel connection

- 3.5 This access strategy provides high quality connection by sustainable modes whilst still including appropriate vehicle access in consideration of the scale of the proposals. In addition, the development is closely related to Buntingford and therefore would provide a highly accessible community in this regard,
- 3.6 Details of the proposed point of access from the A507 Baldock Road (to the south) and Throcking Lane (to the north) is included as **Appendix C**. The access from the A507 Baldock Road will be achieved via a roundabout junction and has been designed to provide a suitable point of connection for bus services.
- 3.7 In addition, high quality active travel connection would be provided on Baldock Road to allow connection into Buntingford that would extend not only to and across the A10 (as illustrated in **Appendix C**) but also into Buntingford centre (**Appendix D**) and linking with the Greenway bus stops. These improvements would pass the adjacent business park to the southeast of the site and will therefore also improve accessibility for these existing users of the network.
- 3.8 The access from the A507 Baldock Road would also be designed with flexibility to allow a further arm to be incorporated to serve an employment access to the south which will not only provide for vehicular access but would also include further high quality active travel links, bus stops and active travel crossing points linking both sides of the A507. Design for this cumulative access proposal is included as **Appendix E** with the associated employment proposals submitted as a separate application validated on the 11th July 2024 (planning application reference 3/24/1255/OUT). This additional employment proposal would also provide further patronage to the benefit of existing bus services.

Mobility Hub (potential bus connection)

- 3.9 Two mobility hubs are proposed as part of the development. The first one would be located in the Local Centre and the second one further north and within the residential area. The proposed location is shown on the components plan **Appendix A**.
- 3.10 The mobility hub at the Local Centre would provide the connection for bus services. It is proposed that this mobility hub could include the following facilities:
- 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

Summary

- 3.11 As set out above it is evident that the access proposals and proposed mobility hub would provide high quality connection that would complement the existing bus connection located in close proximity to the site. The access points have been designed to provide suitable bus access to the residential proposals and also has potential to accommodate bus access along the frontage as part of a separate employment application.

4.0 Proposal to extend bus services

Introduction

- 4.1 This section outlines how potential diversions of the existing routes set out in **Section 2** could be achieved to further complement the high quality connection provided in close proximity to the site.

Proposal to extend bus services

- 4.2 It is proposed that existing bus services have the potential to be extended through the site in the following ways (also shown illustratively in **Figure 4.1**):
- The 18 service could undertake a short diversion from the A10 looping through the site (and stopping at the mobility hub) via the access points on Baldock Road and Throcking Lane.
 - 331 could be extended to a short section across the A10 on Baldock Road and into the site to connect with the proposed mobility hub. A turning facility can be provided within the mobility hub to allow these services to turn back to connect with the existing routes.
 - A small diversion could be provided into the site from Baldock Road for service 386 which already passes the frontage of the site. This service could divert into the site from Baldock Road and then turn back to Baldock Road after stopping at the proposed mobility hub.
- 4.3 Any of these proposals would serve to enhance the already high quality public transport connections in close proximity to the site.

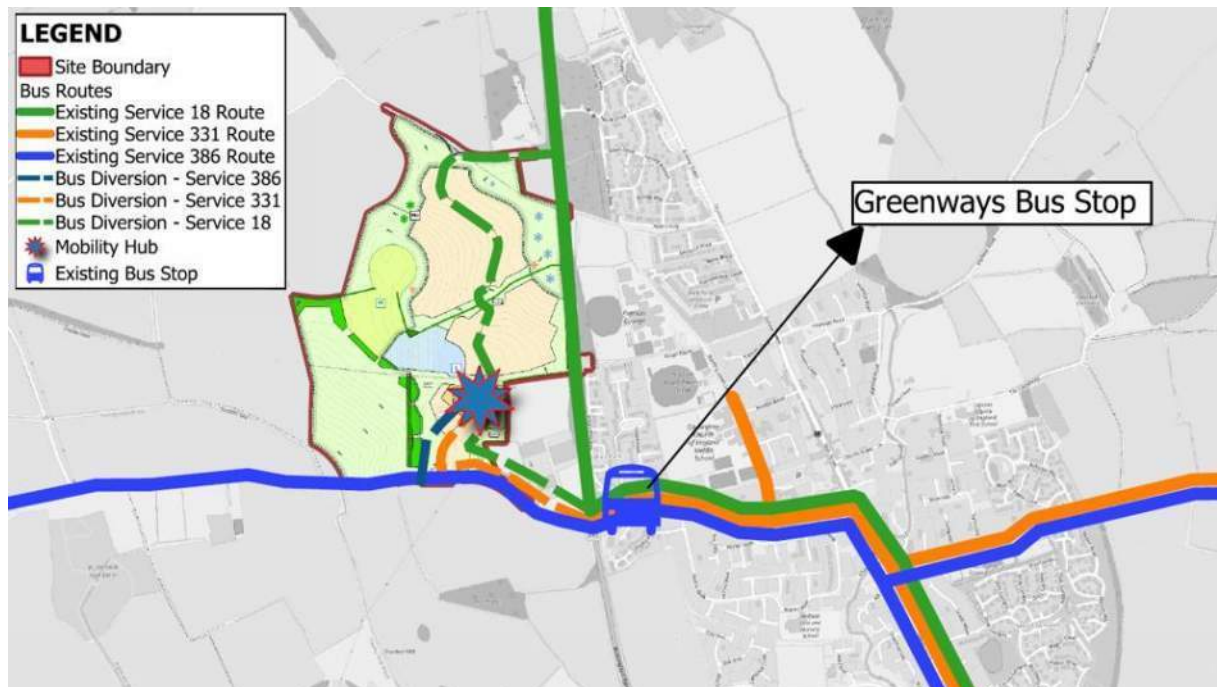


Figure 4.1 – Potential for bus route diversion

- 4.4 Furthermore, these small diversions would also serve to significantly enhance patronage by providing direct connection with an associated 600 households as proposed within this sustainable community.

Summary

- 4.5 It is evident that the above proposals represent both logical and minor diversions of the existing local bus service. These diversions would serve to complement the already good level of bus access as provided via the Greenways stops. Moreover, the introduction of patronage for a further 600 households that would be provided with direct bus stop access, which would serve to further enhance service viability.

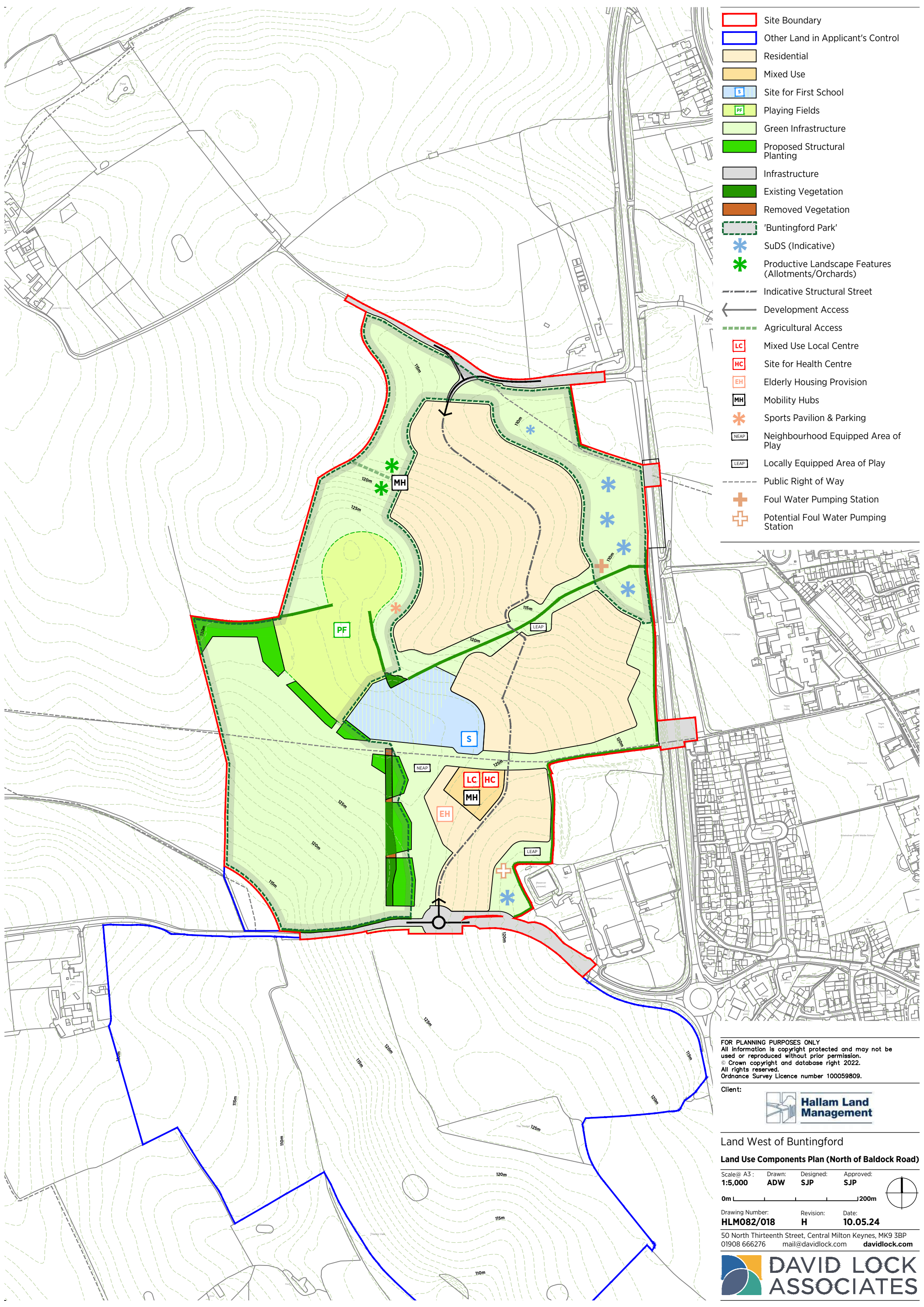
5.0 Conclusion

- 5.1 This TN demonstrates that the site already has access to high quality bus access at the Greenways bus stop and that appropriate access will be provided to these services via proposed active travel connection on Baldock Road and across the A10. In addition, it is also proposed that this can be further complemented by potential minor diversions of bus services into the site to link in with a proposed Mobility hub, and options have therefore been identified to demonstrate how this can be achieved.

Next Steps

- These options will provide the initial basis for conversations with the PTU for potential enhancement of bus connection in this regard.
- Following this, discussion can be held with bus operators in relation to these options.

Appendix A – Land Use Components Plan



- Site Boundary
- Other Land in Applicant's Control
- Residential
- Mixed Use
- Site for First School
- Playing Fields
- Green Infrastructure
- Proposed Structural Planting
- Infrastructure
- Existing Vegetation
- Removed Vegetation
- 'Buntingford Park'
- SuDS (Indicative)
- Productive Landscape Features (Allotments/Orchards)
- Indicative Structural Street
- Development Access
- Agricultural Access
- Mixed Use Local Centre
- Site for Health Centre
- Elderly Housing Provision
- Mobility Hubs
- Sports Pavilion & Parking
- Neighbourhood Equipped Area of Play
- Locally Equipped Area of Play
- Public Right of Way
- Foul Water Pumping Station
- Potential Foul Water Pumping Station

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Client:

**Hallam Land Management**

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

Scale@ A3: 1:5,000	Drawn: ADW	Designed: SJP	Approved: SJP
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0m L 200m

Drawing Number: HLMO82/018	Revision: H	Date: 10.05.24
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**DAVID LOCK ASSOCIATES**

Appendix B – LHA Response



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

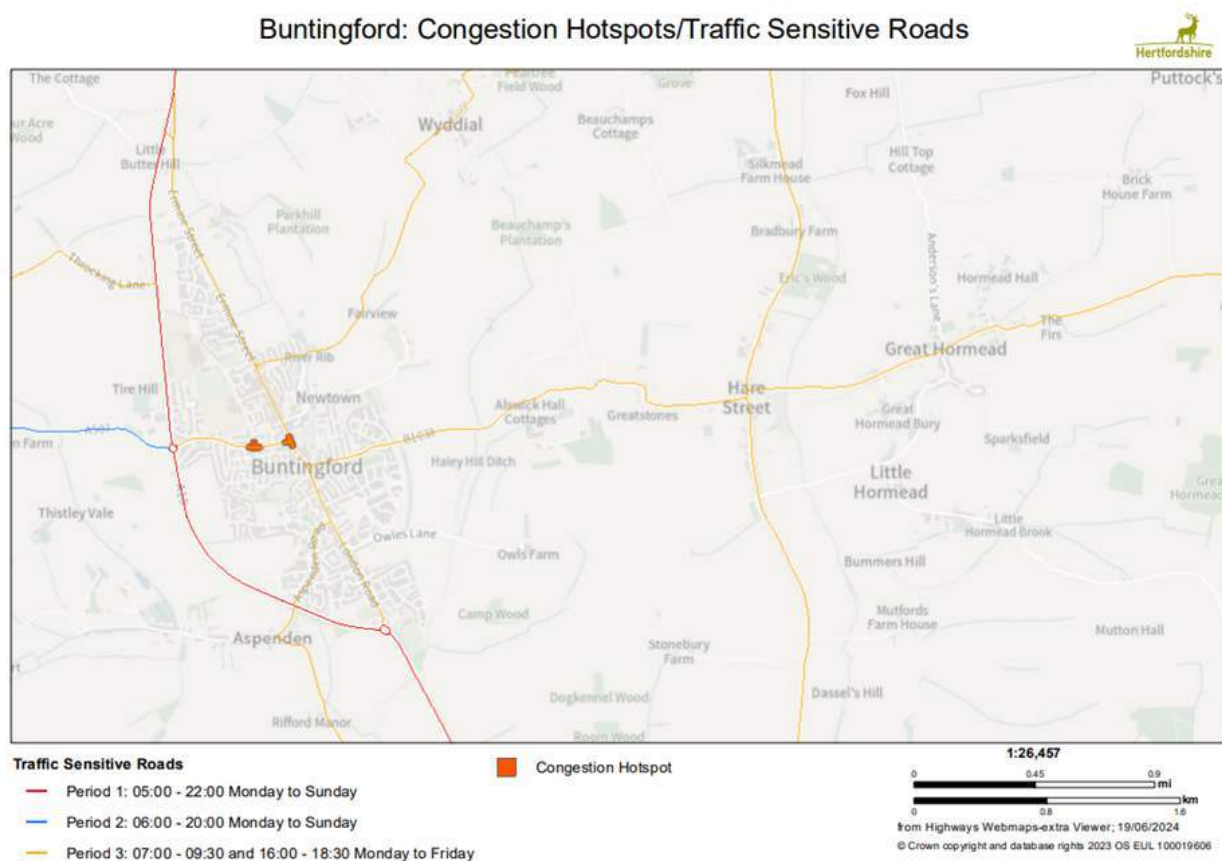
The county council will to work with development promoters and the district and borough councils to:

- 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.

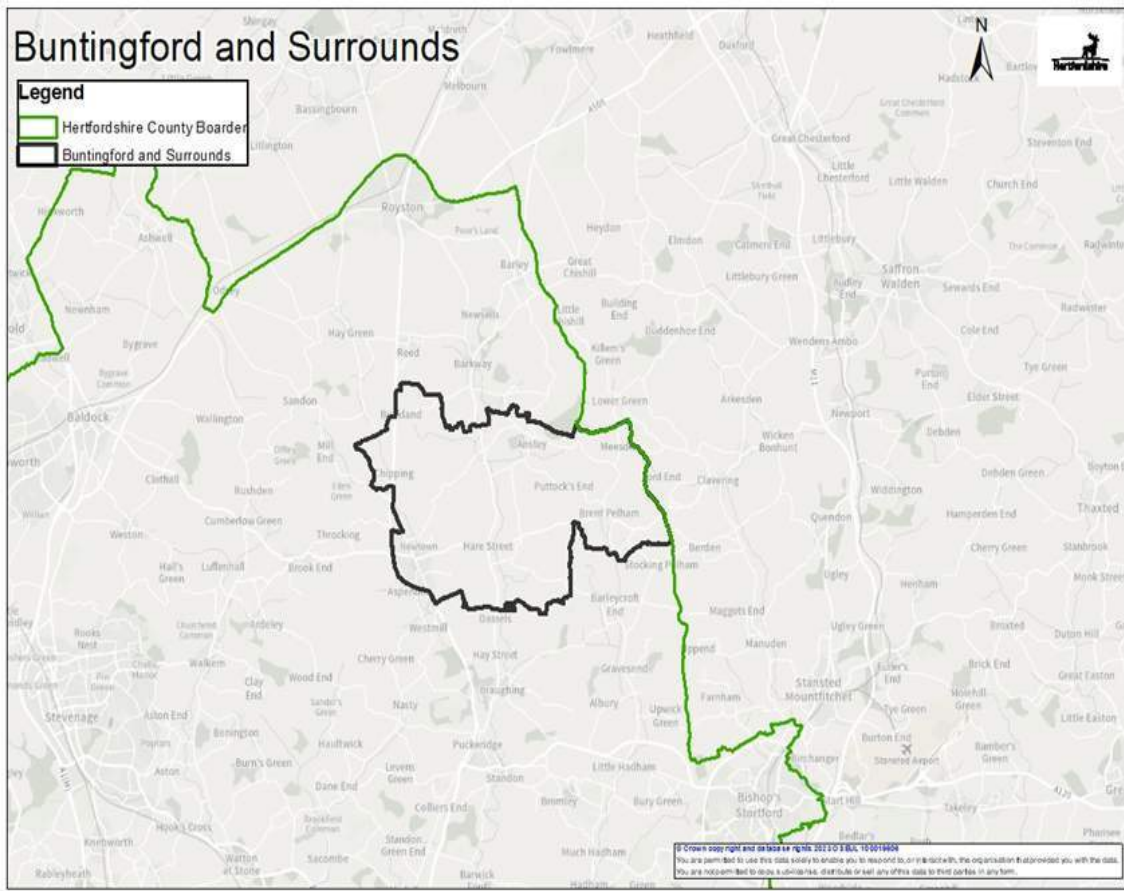
Trip Rates

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.

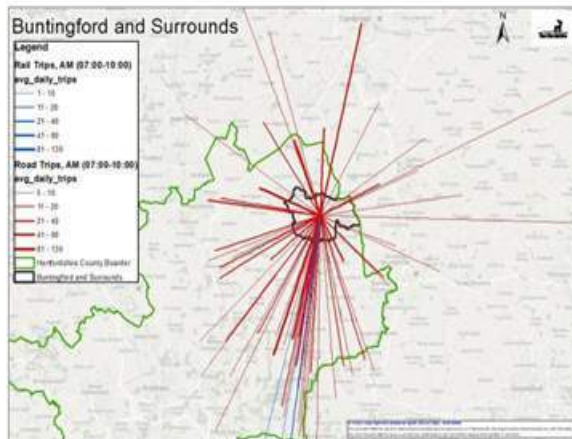
Mobile Phone Network Data

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:

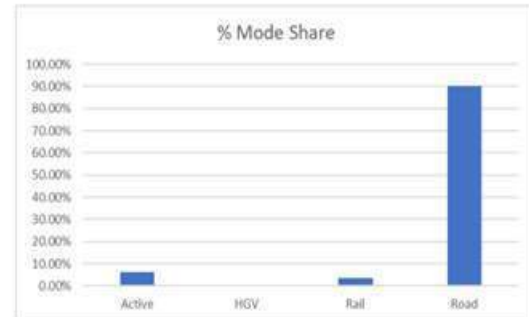


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

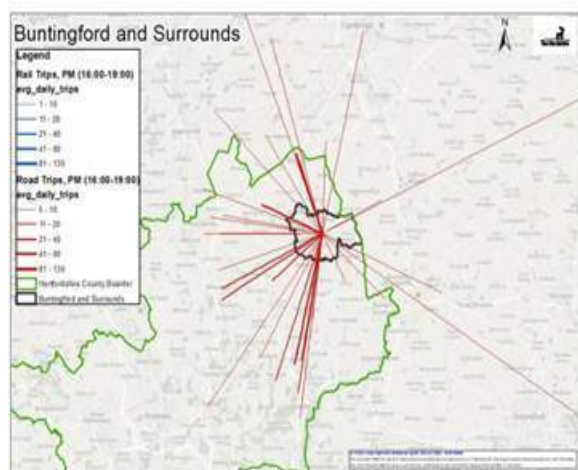
Car and Rail Trips Starting in Buntingford and surrounds, AM Period (07:00-10:00)



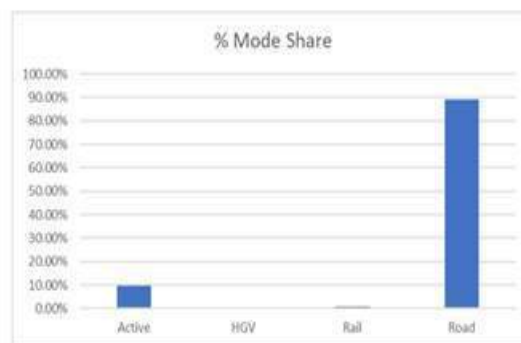
Mode Share	Average Trips	% Mode Share
Active	132	6.26%
HGV	7	0.33%
Rail	71	3.37%
Road	1896	90.04%



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.

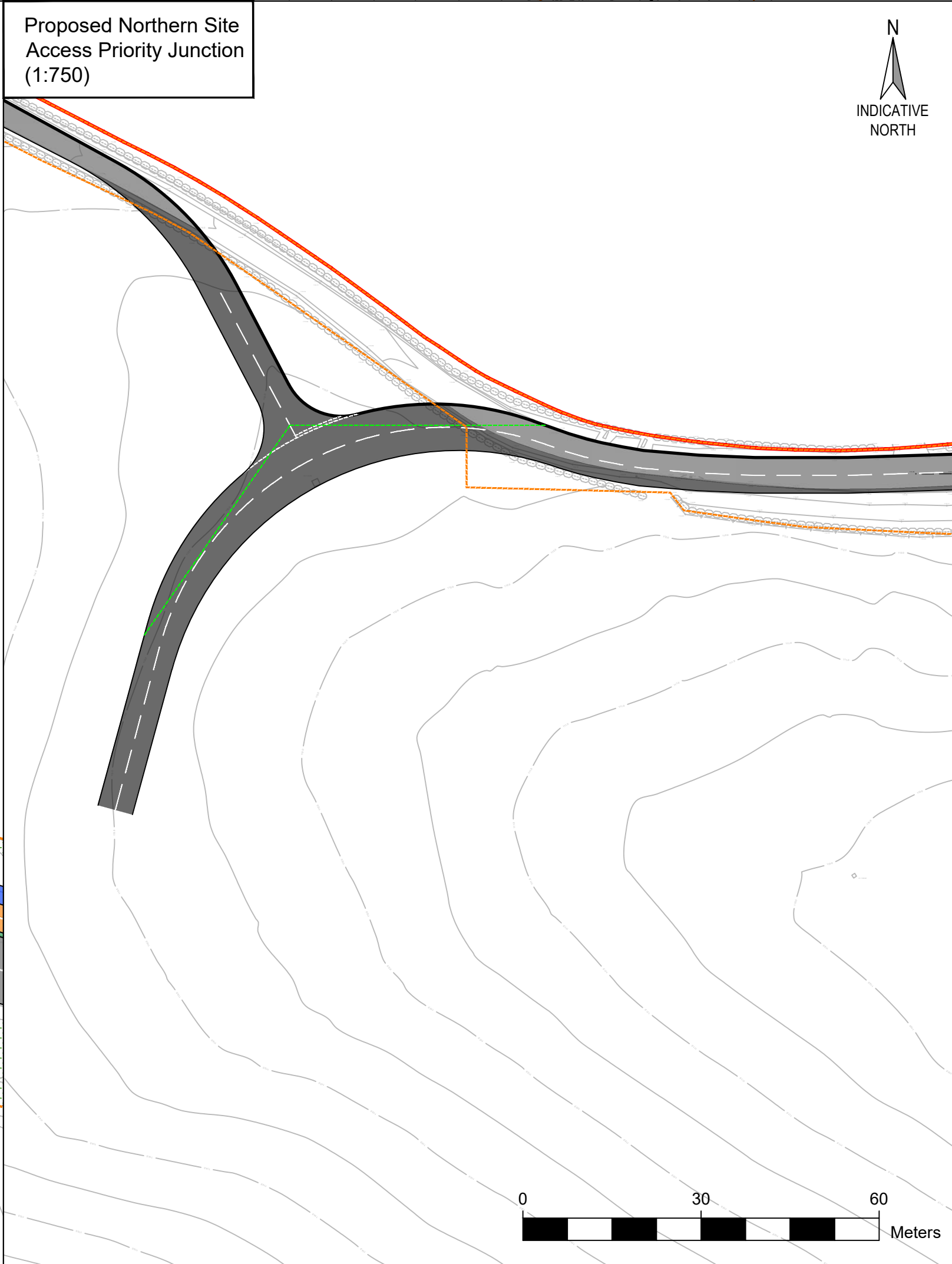
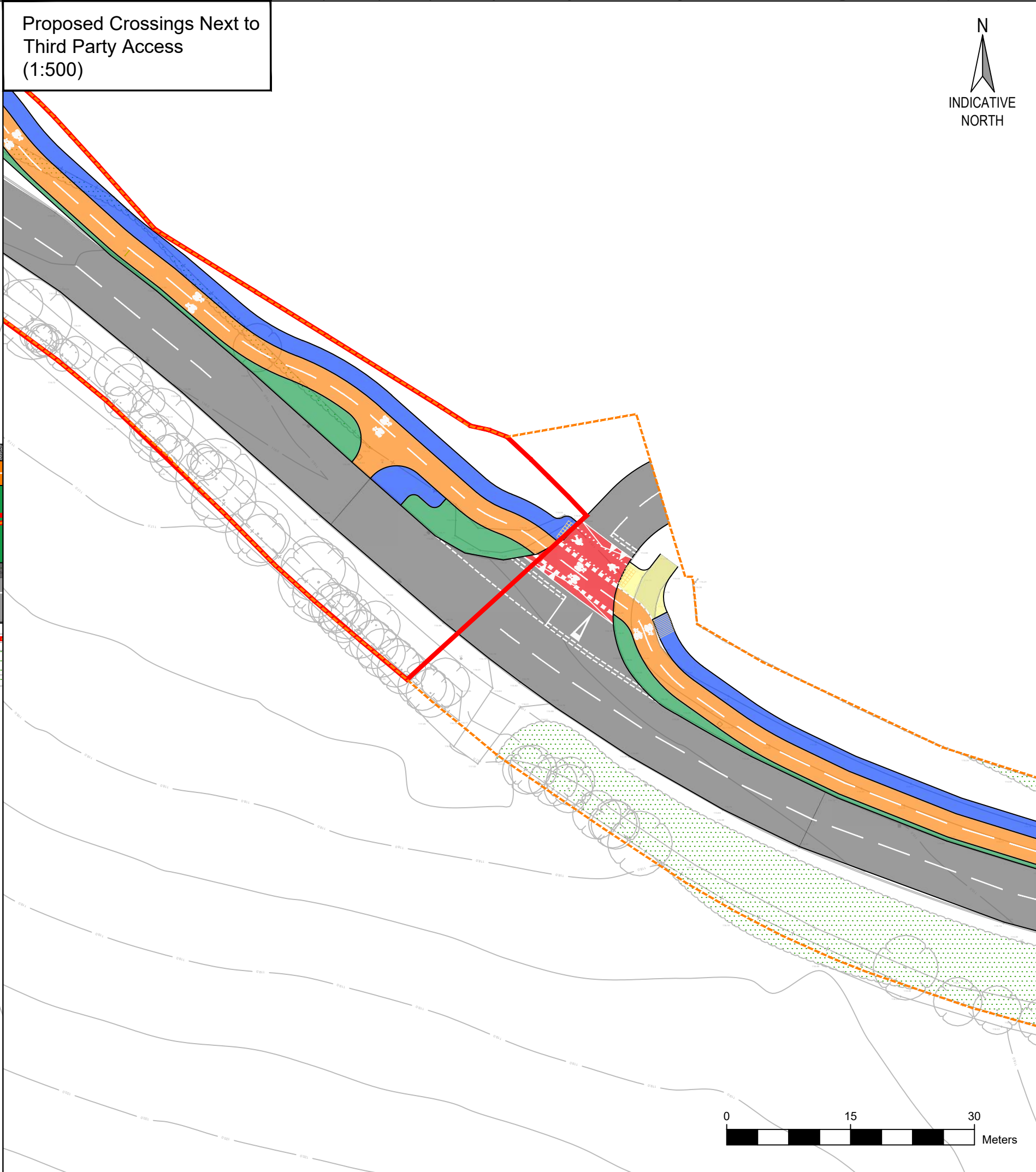
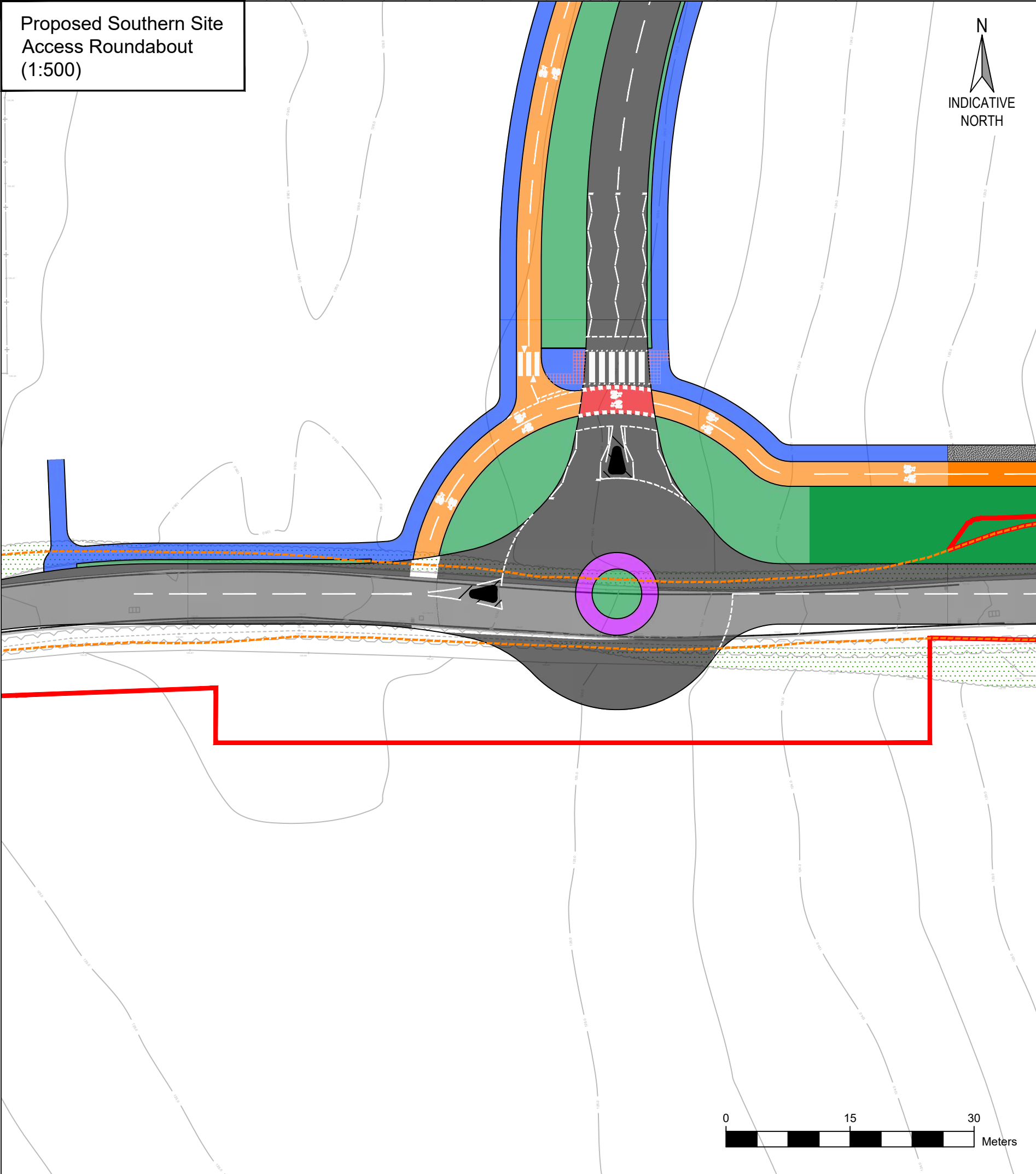
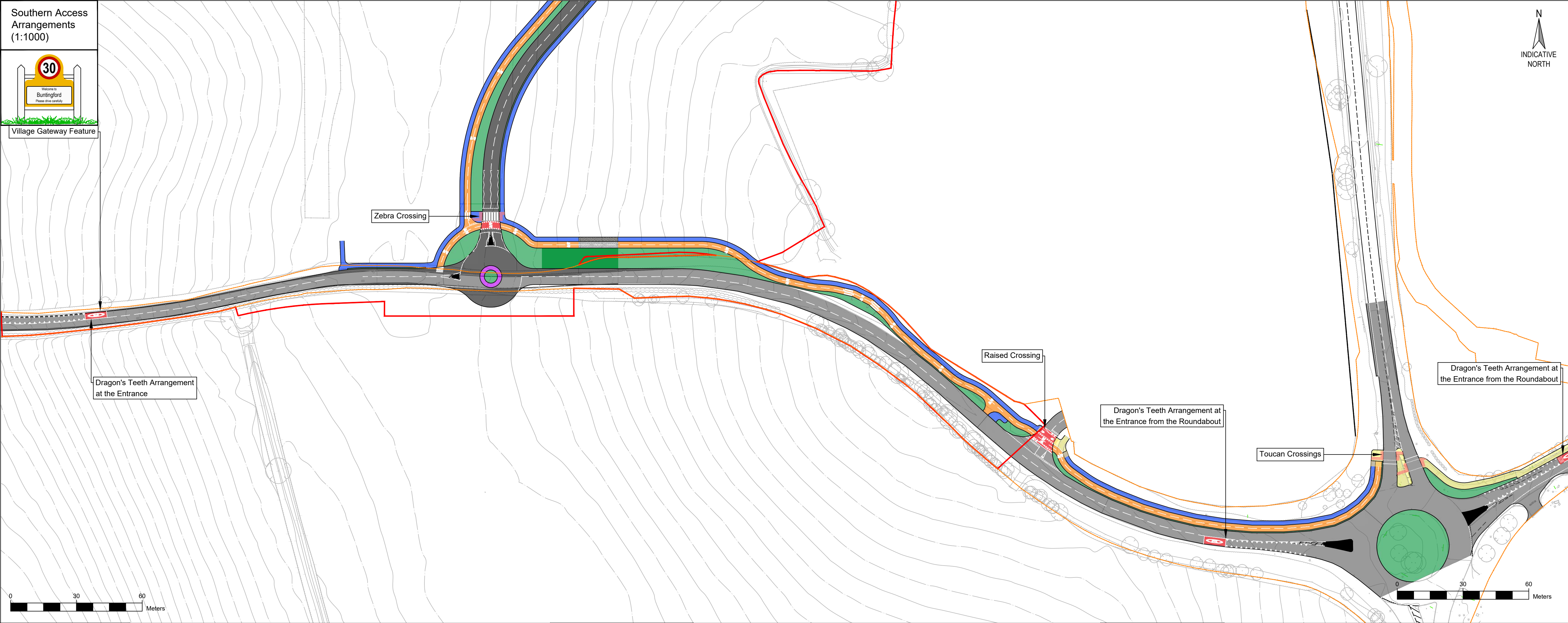
This response has raised concerns with respect to the trip generation exercise with attendant issues with the modelling exercise. With respect to the latter, engagement will be needed with Hertfordshire County Council's modelling team.

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 C – Proposed Site Access Arrangements



LEGEND

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

Rev	Date	Description	By	Apvd
P4	14.05.24	RLB Amendment	AB	RM
P3	25.03.24	RLB Amendment	BT	RM
P2	23.02.24	Amendments	JF	MG
P1	21.02.24	Preliminary issue	JF	MG

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
0009

STATUS:
N/A

REV:
P4

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

Jubb

Bristol, Cardiff, Plymouth, Winchester
Kings Orchard, 1 Queen St, Bristol BS2 0HQ

jubb.uk.com
+44(0)117 922 6266

Appendix D – Active Travel Connection to Buntingford Village Centre



KEY	
	Highway Boundary
	Proposed Carriageway
	Existing Carriageway
	Proposed Coloured Surface Treatment
	Proposed Shared Pedestrian and Cyclist Path Extension
	Existing Footway
	Proposed Cycle Path
	Proposed Footway
	Verge



P1	17.07.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO
BUNTINGFORD VILLAGE CENTRE

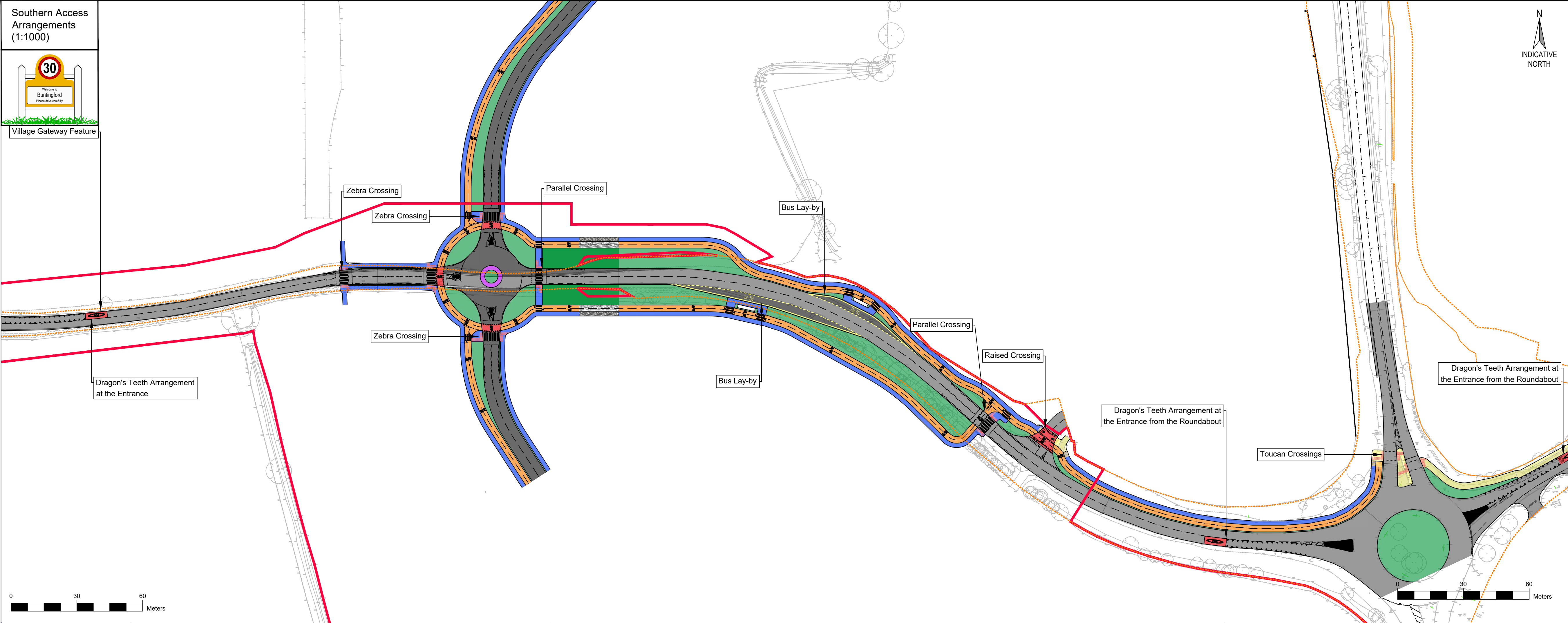
CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
Refer to the Drawing

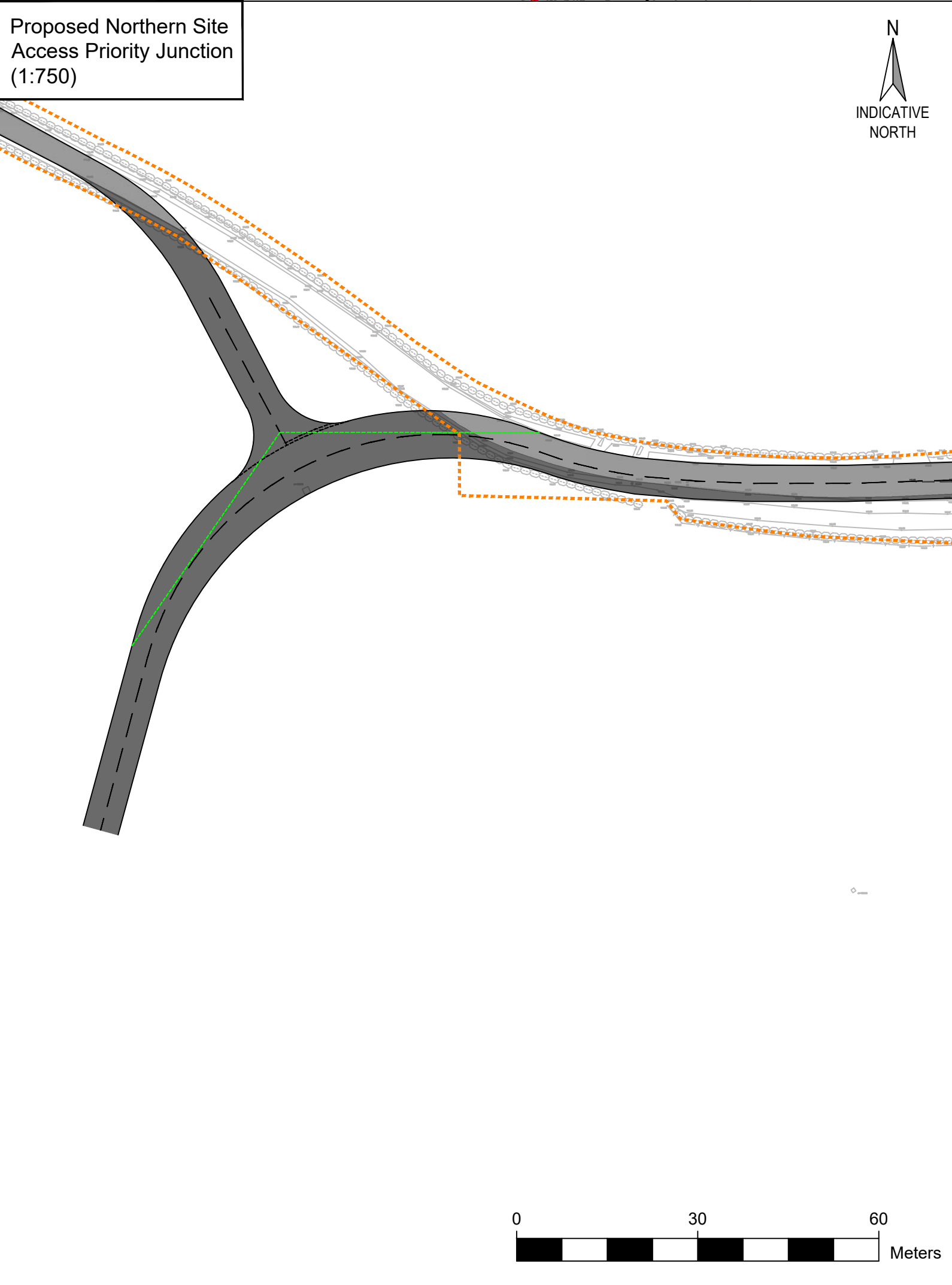
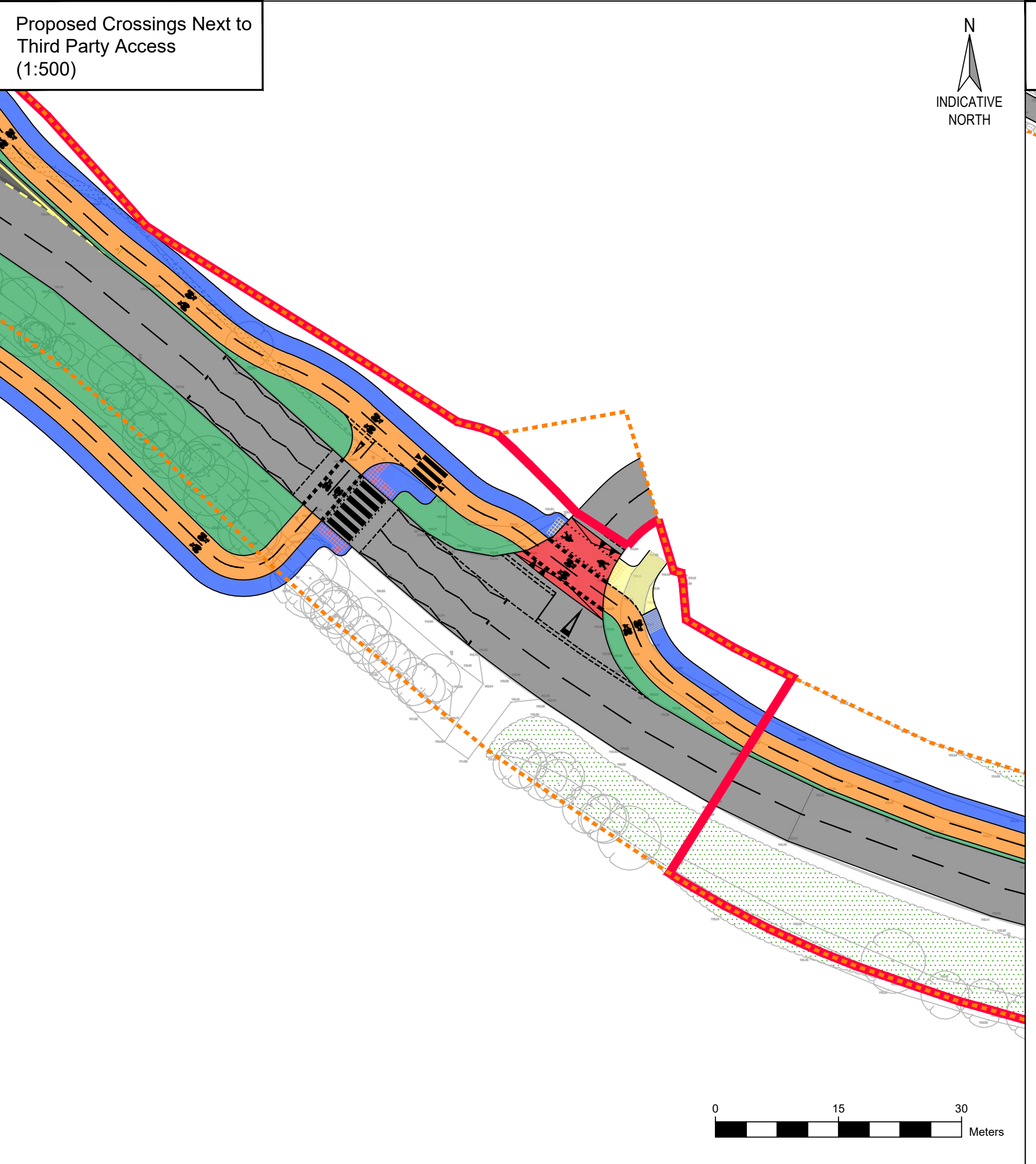
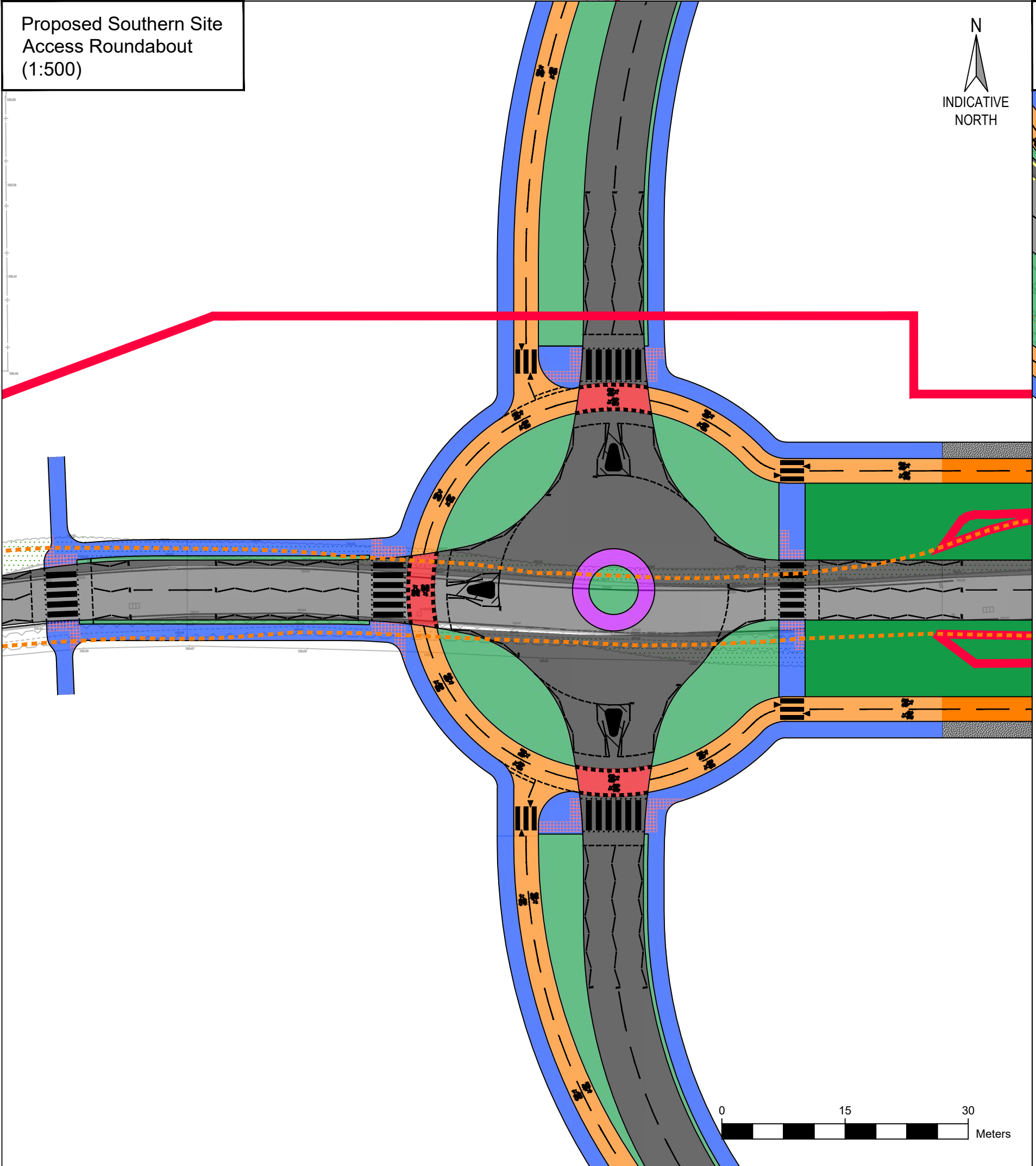
PROJECT REF:
23161
DRAWING No:
003
REV:
P1

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

Appendix E – Cumulative Access Inclusive of Employment Proposals



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



P14	12.06.24	RLB Amendments	BT	RM
P13	14.05.24	RLB Amendments	AB	RM
P12	08.04.24	RLB Amendments	BT	RM
P11	25.03.24	RLB Amendments	BT	RM
P10	26.02.24	RLB Amendments	JF	MG
P9	21.02.24	RLB Amendments	JF	MG
P8	19.02.24	RLB Amendments	JF	MG
P7	17.02.24	RLB Amendments	JF	MG
P6	14.02.24	Amendments	MK	MG
P5	09.02.24	Amendments	MK	MG
P4	30.01.24	Amendments	MK	MG
P3	11.07.23	Added 3rd Site Access	MK	MG
P2	14.04.23	Minor Amendments	MK	MG
P1	27.03.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT: BUNTINGFORD	
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS	
CLIENT: HALLAM LAND MANAGEMENT LTD	
SCALE@A1: Please Refer to the Drawing	
PROJECT REF: 23161	STATUS: N/A
DRAWING No: 0001	REV: P14
Revision Referencing P = Preliminary A = Approval T = Tender C = Construction	

Appendix E – Latest SMG TN Issued on 2nd October 2024



Title: 23161 TN03 Speed Management Group – 2nd Issue

Date: October 2024

Prepared by: J. Duffy Checked by: M. Grist

1.0 Introduction

- 1.1 Jubb has been commissioned 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.
- 1.2 A planning application has been submitted, and validated on the 28th of May 2024 (planning application reference 3/24/0966/OUT), for an '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'. The associated land use components plan for this is set out in **Appendix A** of this Technical Note (TN).
- 1.3 Following receipt of this planning application the Local Highway Authority (LHA) has provided a detailed response (dated 19th of June 2024) which has been included as **Appendix B** of this TN. The LHA has made comment in relation to the proposed vehicle speed limits as part of the scheme, in the vicinity of the proposed points of access, and has recommended contact with the Hertfordshire County Council's Speed Management Group (SMG). This Technical Note (TN) therefore provides a summary of the proposals for consideration by the SMG.
- 1.4 The scope of this TN is therefore as follows:
 - **Section 2:** Outlines existing vehicle speed limit and highway conditions in the vicinity of the proposals;
 - **Section 3:** Provides further details of the development proposals;
 - **Section 4:** Sets out the proposed strategy for implementation of the proposed vehicle speed limit;
 - **Section 5:** Provides details of existing precedent elsewhere in Hertfordshire where a similar speed reduction has been introduced where development access is proposed.
- 1.5 In addition, conclusions are also included as **Section 6** of this TN.
- 1.6 It is proposed that this TN provides the initial information to inform subsequent follow up discussions with the SMG.

2.0 Existing Vehicle Speed Limit and Highway Conditions

Introduction

- 2.1 This section sets out the existing conditions on the road network where changes in speed limit are proposed. These changes in speed limit are proposed on Throcking Lane and Baldock Road which are discussed in turn below.

Existing Conditions (Throcking Lane)

- 2.2 Throcking Lane is an existing rural lane, which provides connection to the A10 via a priority T junction at its eastern end (i.e. in the vicinity of the development) and also connects with the village of Throcking and the A507 further to the west. It is currently subject to national speed limit along the section bounding the development site.
- 2.3 **Figure 2.1** shows an image of Throcking Lane just west of the A10.



Figure 2.1 – Throcking Lane (facing east) just west of A10 junction (Source: Google Streetview, 2024)

- 2.4 The section of Throcking Lane where the vehicle speed limit reduction would be implemented is shown in **Figure 2.2**.

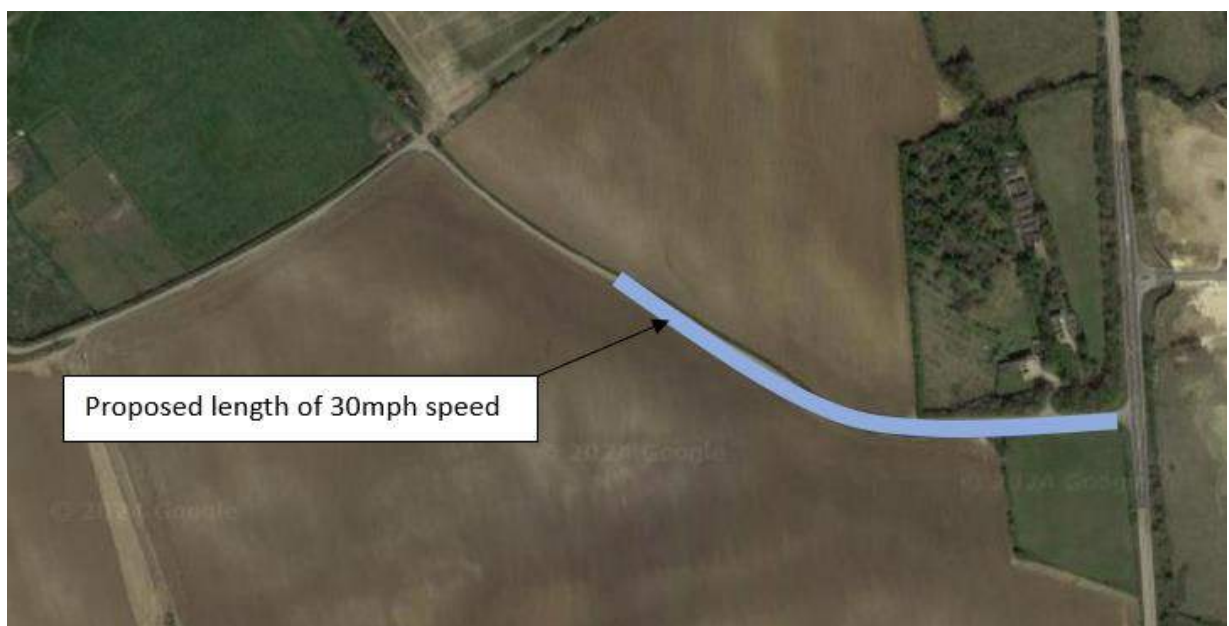


Figure 2.2. Aerial View Throcking Lane (source: Google Earth, 2024)

- 2.5 The road, in the vicinity of the site, does not currently include significant access points that would serve to slow traffic on the network. Moreover, the road also includes no gateway signage or street lighting, although this is reflective of its current function as a rural road.
- 2.6 Automatic Traffic Counters (ATCs) were installed for a two week period between the dates of the 8th March 2024 and 21st March 2024 to measure speeds along Throcking Lane on the northern boundary of the Land West of Buntingford proposals. The location of these ATCs are set out in **Figure 2.3** below.



Figure 2.3: Location of ATC surveys on Throcking Lane

- 2.7 A summary of the traffic speeds at each of these points is provided as **Table 2.1** below. In addition, full output from these ATC surveys is included as **Appendix C** of this document.

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

Table 2.1: Location of ATC surveys on Throcking Lane

- 2.8 It can be seen from **Table 2.1** above that whilst the speed limit is signed as national speed limit (60mph) on this part of Throcking Lane the actual speeds recorded on this part of the network are significantly lower than this speed. Moreover, these speeds are 85th percentile speeds and average speeds are shown to be typically around 5mph less than this. In addition, this is also despite the fact that the road has limited features currently that would serve to slow traffic such as that which would be proposed as part of the development.

Existing Conditions (Baldock Road)

- 2.9 The A507 Baldock Road is a two-way A road that bounds the application site to the south, and which connects the A10 with the town of Baldock. It is currently subject to national speed limit along the section bounding the site.
- 2.10 **Figure 2.4** shows an image of the A507 Baldock Road by the existing access to Buntingford Business Park.



Figure 2.4 – A507 Baldock Road (facing west) by Access to Buntingford Business Park

- 2.11 The section of the A507 Baldock Road where the vehicle speed limit reduction would be implemented is shown in **Figure 2.5**.



Figure 2.5. Aerial View of the A507 Baldock Road (source: Google Earth, 2024)

- 2.12 There is a shared cycle-footway that connects Buntingford to Buntingford Business Park with a crossing on the A10 and which runs on the northern side of the A507 Baldock Road. This 3m wide shared cycle-footway provides dropped kerbs and tactile paving on the crossing of the A10 and the splitter island of the Baldock Road Roundabout operates as a pedestrian/cycle refuge.
- 2.13 As illustrated in **Figure 2.4** and **Figure 2.5** the current character of the road is vehicle focussed with no change in surfacing, and limited gateway features that would serve to slow traffic on approach to Buntingford. However, it is evident that reduced speed limits could be appropriate even in this existing scenario in the vicinity of the employment access which already has active travel connection and has street lighting that would provide drivers increased visibility to these users.
- 2.14 ATCs were installed for a two week period between the dates of the 8th March 2024 and 21st March 2024 to measure speeds along Baldock Road on the southern boundary of the Land West of Buntingford proposals. The location of these ATCs are set out in **Figure 2.6** below.



Figure 2.6: Location of ATC surveys on Baldock Road

- 2.15 A summary of the traffic speeds at each of these points is provided as **Table 2.2** below. In addition, full output from these ATC surveys is included as **Appendix C** of this document.

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

Table 2.2 Location of Automatic Traffic Counter surveys on Baldock Road

- 2.16 It can be seen from **Table 2.2** above that whilst the speed limit is signed as national speed limit (60mph) on this part of Baldock Road the actual speeds recorded on this part of the network are significantly lower than this speed. Moreover, these speeds are 85th percentile speeds and average speeds are shown to be typically at around 5mph less than this. In addition, this is also despite the fact that the road has limited features currently that would serve to slow traffic such as that which would be proposed as part of the development.

Summary

- 2.17 It is evident that the existing road network where access is proposed currently has limited features to control traffic speed. This is reflective of the current nature of the existing road network, however, the following sections of this TN set out how the proposals will serve to change the character of the road in this area, which will serve to slow traffic on the network as appropriate for an entry point into the town which will be extended by the proposed sustainable community.

3.0 Proposed Development

Introduction

- 3.1 This section provides details of the proposed development and transport connection for consideration by the SMG. The Section includes details of site access which has been designed to cater for all modes (i.e. vehicle, public transport access, and for active transport).

Development Proposals

- 3.2 As set out in **Section 1** the development's land use components plan is set out in **Appendix A**. The proposals are for a community of up to 600 households with associated complementary uses including a local centre and primary school. This community will extend the existing boundary of Buntingford and measures will be introduced so that drivers on approach are aware of this extended boundary.

Proposed Access

- 3.3 The proposed points of access are set out in the components plan within **Appendix A** and include the following points of connection:
- Vehicle access to the north via Throcking Lane
 - Pedestrian connection via Public Rights of Way (PRoW) 41 and 40 will provide routes across the A10. Connection over the A10 will be achieved via a new footbridge linking PRoW 41 with the PRoW 35 connecting into Buntingford, and via the existing footbridge connection PRoW 40 with PRoW 36 on the eastern side of Buntingford.
 - All movements access via the A507 which will include enhanced active travel connection linking into Buntingford Centre.

- 3.4 The components plan is also extracted as **Figure 3.1** below which also sets out the connection by PRoW and location of improvements to enhance active travel connections to the site. It is also proposed that improvement to the PRoW network and existing A10 footbridge could be introduced, and these potential enhancements will be discussed separately with the Countryside and Rights of Way (CROW) unit.

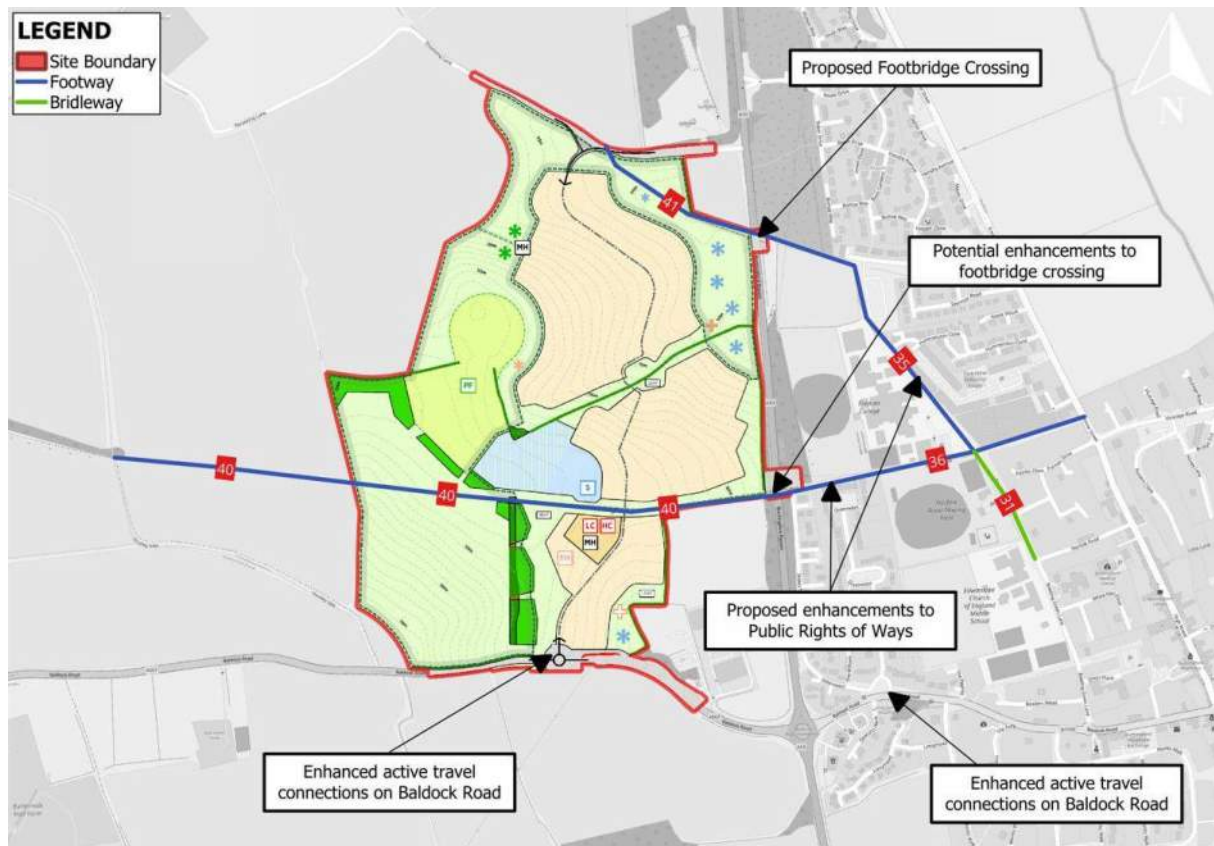


Figure 3.1 – Components plan with active travel connection

- 3.5 This access strategy provides high quality connection by sustainable modes whilst still including appropriate vehicle access in consideration of the scale of the proposals. In addition, the development is closely related to Buntingford and therefore would provide a highly accessible community in this regard.
- 3.6 Details of the proposed point of access from the A507 Baldock Road (to the south) and Throcking Lane (to the north) is included as **Appendix D**. The access from the A507 Baldock Road will be achieved via a roundabout junction and has been designed to provide a suitable point of connection for bus services. The access on Throcking Lane will be a priority junction with the main road consisting of the development link road, and Throcking Lane west forming the minor arm thereby serving as a traffic speed reduction feature for through traffic on Throcking Lane.
- 3.7 In addition, high quality active travel connection would be provided on Baldock Road to allow connection into Buntingford that would extend not only to and across the A10 (as illustrated in **Appendix D**) but also into Buntingford centre (**Appendix E**) and linking with the Greenway bus stops. These improvements would pass the adjacent business park to the southeast of the site and will therefore also improve accessibility for these existing users of the network.
- 3.8 The access from the A507 Baldock Road would also be designed with flexibility to allow a further arm to be incorporated to serve an employment access to the south which will not only provide for vehicular access but would also include further high quality active travel links, bus stops and active travel crossing points linking both sides of the A507. Design for this cumulative access proposal is included as **Appendix F** with the associated employment proposals submitted as a separate application validated on the 11th July 2024 (planning application reference 3/24/1255/OUT).

- 3.9 It is proposed that a 30mph speed limit be introduced on Throcking Lane and Baldock Road. This will extend from a point just west of the proposed points of access and will continue to the connecting junctions with the A10. These speed limit extensions will serve to further emphasise the change in character of this road that would result in the extension of built boundary of Buntingford to the west.

Summary

- 3.10 It is evident from the above that the introduction of uses to the west of Buntingford would extend the urban boundary and would add points of access at Baldock Road and Throcking Lane which will naturally reduce traffic speeds. To further complement this it is proposed that a 30mph speed limit be introduced along the site frontage on Baldock Road and Throcking Lane to encompass the points of access and connection with the A10 to the east.
- 3.11 Further details of the proposed change in character on Baldock Road and Throcking Lane to further emphasise the change in speed on these roads is provided in **Section 4** below.

4.0 Proposed Vehicle Speed Limit Change

Introduction

- 4.1 This section provides further details of the proposed speed limit change. The section not only includes details of the location of this change but also sets out how the road character will also be altered to provide a visual indicator to drivers to reduce traffic speeds in accordance with the newly introduced 30mph speed designation. These details are set out in turn for Baldock Road and Throcking Lane below.

Baldock Road

- 4.2 It is proposed that 30mph speed limit be introduced along the development frontage between the A10 and a point approximately 140m west of the proposed site access. This speed limit will in effect continue the existing 30mph speed limit on the eastern side of the A10 along Baldock Road which begins approximately 100m east of the A10 roundabout and extends all the way into Buntingford centre.
- 4.3 The proposed access to the site will essentially provide a gateway to the extended urban boundary of Buntingford and includes associated built in vehicle deflection to slow traffic speeds. Notwithstanding this, additional visual traffic calming is also proposed in the form of dragon's teeth markings and on carriageway 30mph roundel to further clarify the point of speed limit change to the west of the site access. In addition, the entrance to the 30mph area will also be further marked with village entry signs that would further emphasise the new edge of Buntingford.
- 4.4 Street lighting will also be extended along the road frontage so that drivers have clear visibility on this part of the network at all times of day. This street lighting would also add further emphasis as to the extended urban area and the requirement for drivers to reduce traffic speed.
- 4.5 In addition, the introduction of improved and extended active travel provision to include both footway connection and segregated cycle linking the access; existing Buntingford business park and routes across the A10 provides further emphasis of the change in road character. This change in character would signify that this part of the road network provides connection for active modes in addition to vehicle users and therefore would provide added emphasis by its very introduction for drivers to reduce speed.
- 4.6 Whilst traffic arriving from the A10 will already be slowed by the associated roundabout providing connection to Baldock Road, a gateway feature is also proposed to the west of this junction. This gateway feature will also encompass 30mph signage; dragons teeth markings and 30mph carriageway roundel.
- 4.7 The provision of the cumulative access proposal, as discussed in **Section 3** would also introduce four crossings that would also provide further signal to drivers to maintain slow vehicle speed. Two of these will be provided to the west of the proposed roundabout junction, and the other two to the east.

- 4.8 Visualisations have been produced to show the change in road character as a result of these proposals. These are set out in **Figure 4.1** and **Figure 4.2** and demonstrate how the character of the existing road network would change to a street setting more akin to an edge of town location.



Figure 4.1 – Visualisation showing approach to site access from the west just west of the proposed crossing for the proposed Buntingford Park



Figure 4.2 – Visualisation showing approach to Buntingford industrial estate from the east

- 4.9 It can be seen from **Figure 4.1** that the introduction of footway on the northern side of the road provides a clear indication to drivers of the potential presence of pedestrians. Moreover, further infrastructure will be provided in the cumulative access proposals in the form of an associated crossing and active travel infrastructure on the southern side which will also emphasise the connection between the two application sites. As shown in **Figure 4.1** the provision of an art installation at the access roundabout can also be introduced to further emphasise its prominence to approaching vehicles.

- 4.10 **Figure 4.2** also shows how the introduction of the active travel corridors linking with the A10 increase the prominence of the street for use by all users. In addition, appropriate change of surfacing can be introduced at key locations (such as that shown at the Buntingford employment access) to add further emphasis of this street being more urban in nature as typical for an urban edge such as this.
- 4.11 All of the features as set out above will provide natural speed management to complement the signed 30mph limit as appropriate for this urban extension.

Throcking Road

- 4.12 It is proposed that 30mph speed limit be introduced along the development frontage between the A10 and a point just west of the proposed point of access into the site. As introduced along Baldock Road a number of features can be introduced to complement this signed speed limit to include gateway features and changes in surfacing to further emphasise the extension to the urban edge.
- 4.13 It is also noted that the proposed access will introduce a natural calming on the basis that traffic arriving from the west on Throcking Lane will now need to give way to the main carriageway which will be providing access into the site. In addition, traffic arriving from the A10 will already be arriving at slow speed on the basis that vehicles will first need to turn into the junction and will then be slowed by the 30mph signage as provided immediately west of the A10.

Summary

- 4.14 It is evident that the road network in the vicinity of the proposed points of access will include a number of measures that will complement the proposed speed limit changes. These measures will serve to alert drivers to the new urban edge and to proceed with associated reduced speed.
- 4.15 **Section 5** also identifies existing precedence within Herefordshire for the acceptance of reductions in traffic speeds in edge of urban locations such as this.

5.0 Existing Precedent

Introduction

- 5.1 This section sets details of an existing scheme in Hitchin (i.e. Land at Highover Farm) within Hertfordshire's boundary, where approval was granted for significant speed reduction on a national speed limit road. The proposed speed limit change provides existing precedence for changes in signed speed where extension to urban boundary is provided.

Land at Highover Farm, Hitchin (18/01154/OP)

- 5.2 These proposals bring forward 700 dwellings; a primary school; and associated community facilities, and in this regard are very similar in scale and scope to that proposed at Buntingford. Moreover, the proposals, located just west of Stotford Road to the north of Hitchin would extend the edge of the town in a same way proposed at Buntingford. An extract showing the masterplan for this site is provided as **Figure 5.1** below.



Figure 5.1 – Masterplan for Land at Highover Farm, Hitchin

- 5.3 An application for this site was submitted in April 2018. Following this the site has received a resolution for consent to be granted at committee on the 12th October 2023.
- 5.4 It is proposed that main access to the site would be achieved from the eastern side of the site on Stotford Road. The speed limit along Stotford Road in the vicinity of the site is currently national speed limit (60mph) which is the same as that signed at Buntingford on Baldock Road and Throcking Lane to the south and north of the site. In addition, like Buntingford the current character of the road in this area is vehicle focussed and rural with limited access points or features that would serve to reduce traffic speeds other than the introduction of on carriageway “Slow” markings. Details of this rural road character is evident in the associated google street view extract below (**Figure 5.2**).



Figure 5.2 – Road character along Stotford Road at western frontage of Land at Highover Farm development

- 5.5 The agreed access for the proposals on Stotford road is included as **Appendix G** of this note and also extracted as **Figure 5.3** below. It can be seen from this extract that the agreed access would include a 30mph speed reduction on Stotford Road, which would extend the existing 30mph provision at the existing northern boundary of the town (i.e. south of the access location) to a point just north of the proposed access.

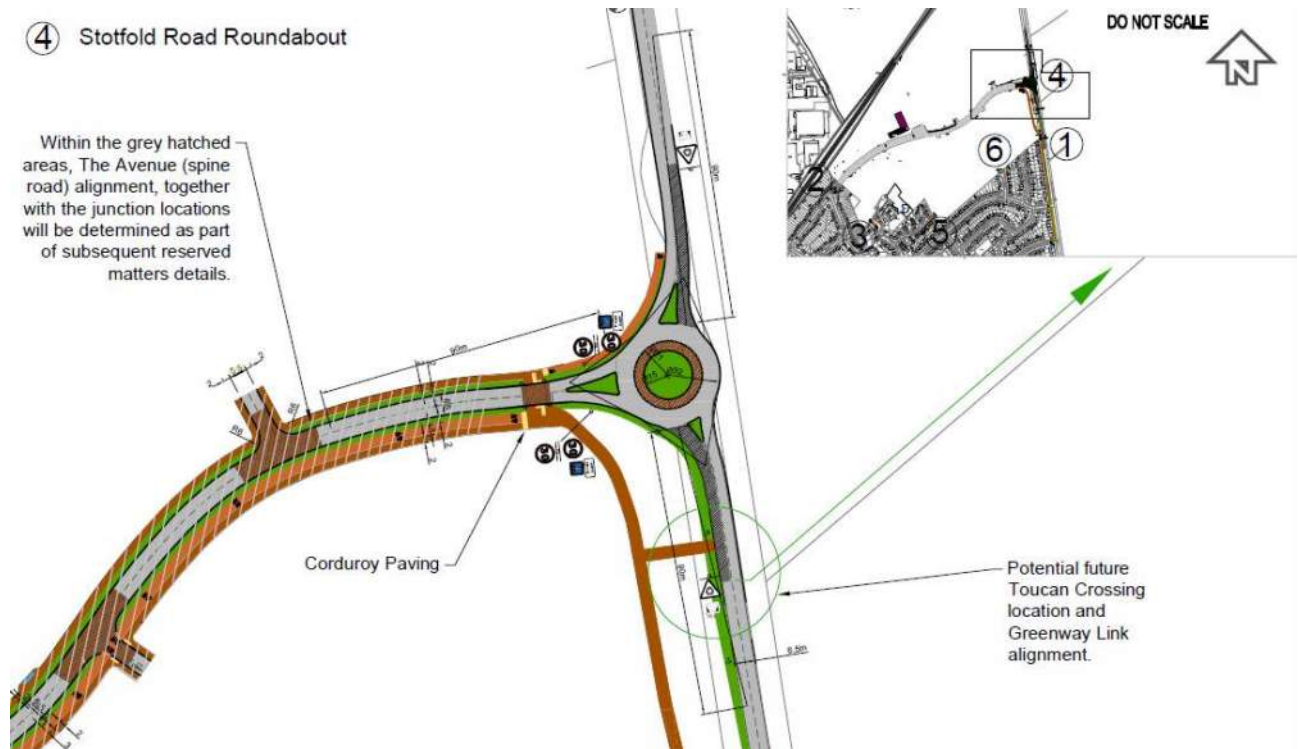


Figure 5.3 – Agreed access proposals from Stotfold Road showing proposed speed limit change

- 5.6 It should also be noted that the masterplan in this area shows a set back in site frontage and unlike the proposals at Buntingford there is little in the way of gateway features shown on this access to provide further warning to drivers of a change in road conditions. Notwithstanding this, as with proposals at Buntingford, the introduction of an access roundabout on Stotfold Road and 30mph signage should still serve to significantly reduce traffic speeds on approach to Hitchin. Moreover, the proposals at Buntingford which include more proposals to change the character of the street network would also provide further features to kerb driver speed as appropriate for an extension to the town.

Summary

- 5.7 It is evident that this example at Hitchin provides details of an agreed access that, in the same way proposed at Buntingford, would reduce signed speeds in the vicinity of the site access from national speed limit (i.e. 60mph) to 30mph. Whilst the proposals to the north of Hitchin include appropriate signage to introduce this it is evident that the access design would not introduce the same character change as proposed at Buntingford which will go further to include features that mark the new edge of the town to ensure reduced driver speed.

6.0 Conclusion

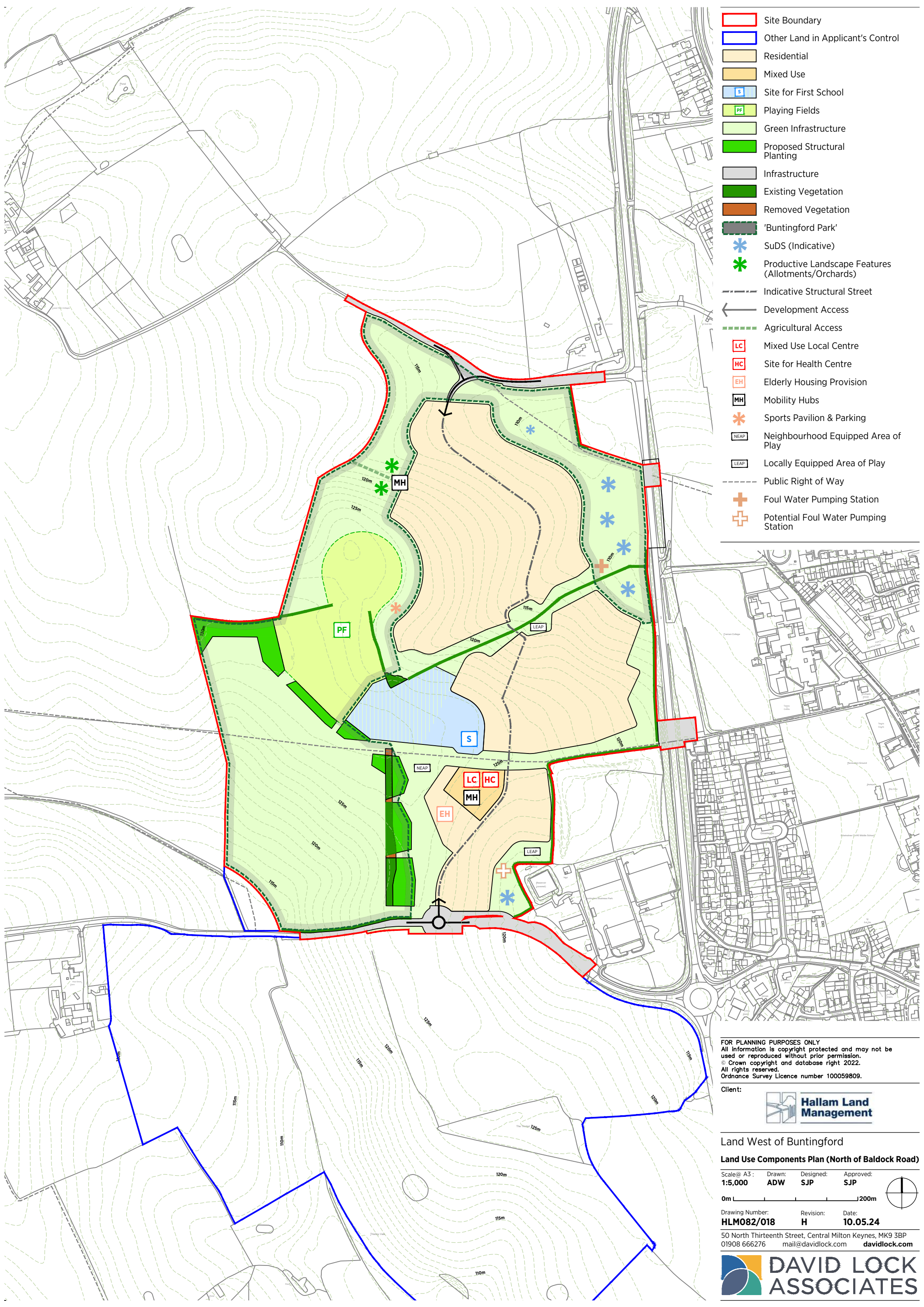
- 6.1 This TN demonstrates that the existing road network fronting the site whilst being signed as national speed limit has actual recorded speed limits far below this. Moreover, this is based on current conditions and at present these roads have only limited points of access and are currently designed for a highway function in consideration of the limited land uses in the area.
- 6.2 As set out in this TN the proposals are to introduce a sustainable development with high quality active travel connection. This strategy would be complemented with reduced speeds on Baldock Road and Throcking Lane in the vicinity of the site access as appropriate for an extended edge of town.

- 6.3 The character of the proposed road network at these points of connection will be changed significantly from the existing situation to include gateway features; lighting and the introduction of active travel infrastructure. This change in character will serve to provide indication to approaching drivers to reduce speeds in accordance with the proposed 30mph signage.
- 6.4 Existing precedence is also demonstrated in the highlighted example in Hitchin (also within the Hertfordshire highway authority boundary) where reduced signed speed such as this (i.e. from national speed limit to 30mph) has been agreed. This reduced speed limit would also serve to compliment access to an urban extension very similar to that proposed at Buntingford.

Next Steps

- 6.5 It is proposed that the evidence be presented to the SMG for initial review and agreement. Further follow up meetings and discussions can be undertaken if there are any further design suggestions following this SMG review.

Appendix A – Land Use Components Plan



- Site Boundary
- Other Land in Applicant's Control
- Residential
- Mixed Use
- Site for First School
- Playing Fields
- Green Infrastructure
- Proposed Structural Planting
- Infrastructure
- Existing Vegetation
- Removed Vegetation
- 'Buntingford Park'
- SuDS (Indicative)
- Productive Landscape Features (Allotments/Orchards)
- Indicative Structural Street
- Development Access
- Agricultural Access
- Mixed Use Local Centre
- Site for Health Centre
- Elderly Housing Provision
- Mobility Hubs
- Sports Pavilion & Parking
- Neighbourhood Equipped Area of Play
- Locally Equipped Area of Play
- Public Right of Way
- Foul Water Pumping Station
- Potential Foul Water Pumping Station

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Client:

**Hallam Land Management**

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

Scale@ A3: 1:5,000	Drawn: ADW	Designed: SJP	Approved: SJP
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0m L 200m

Drawing Number: HLMO82/018	Revision: H	Date: 10.05.24
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**DAVID LOCK ASSOCIATES**

Appendix B – LHA Response



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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

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

District ref: 3/24/0966/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

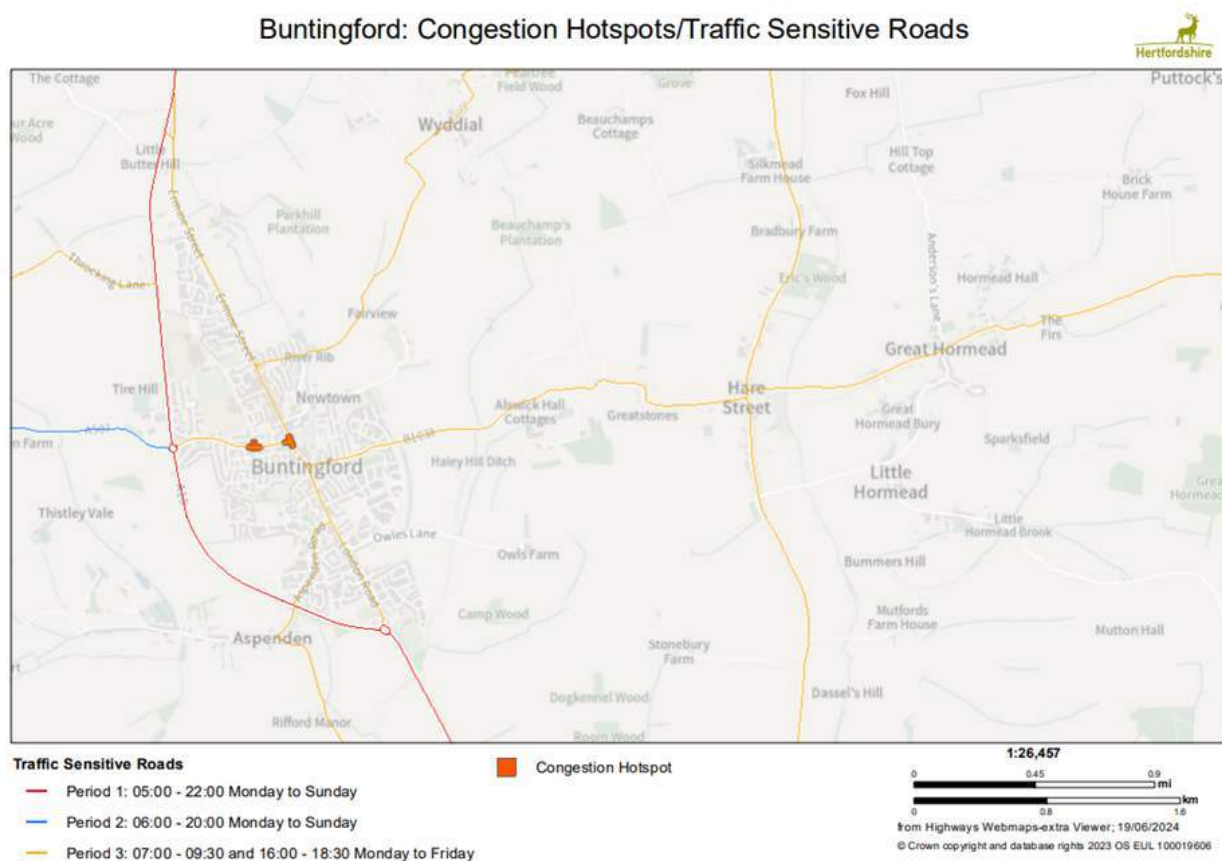
The county council will to work with development promoters and the district and borough councils to:

- 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.

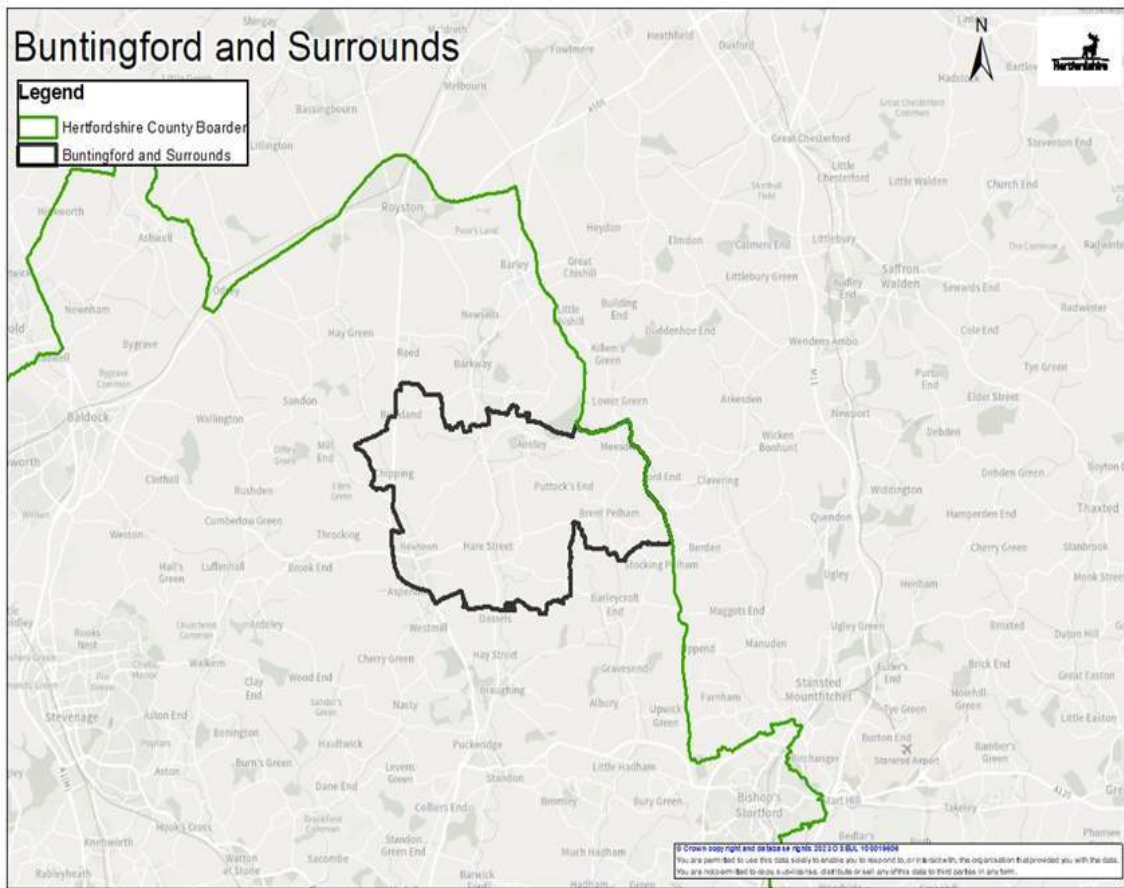
Trip Rates

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.

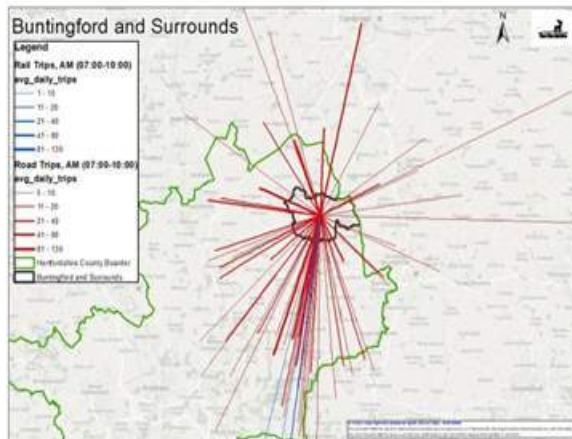
Mobile Phone Network Data

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:

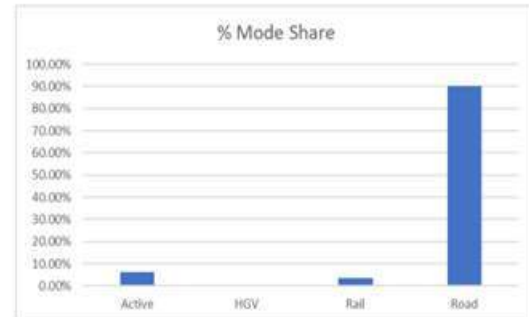


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

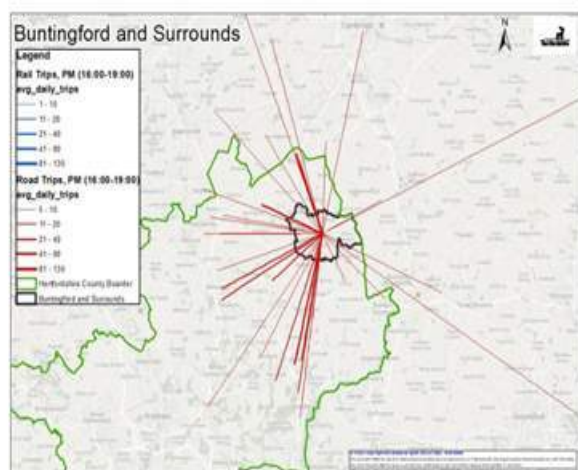
Car and Rail Trips Starting in Buntingford and surrounds, AM Period (07:00-10:00)



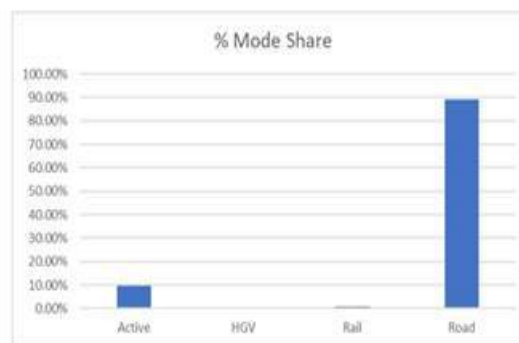
Mode Share	Average Trips	% Mode Share
Active	132	6.26%
HGV	7	0.33%
Rail	71	3.37%
Road	1896	90.04%



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 C – Automatic Traffic Counter Speed Output

[illegible]

09 March 2024

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

12 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

Grand Total

[illegible]



SPEED LIMIT: NSL

08 March 2024

[illegible]

09 March 2024

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

12 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

Grand Total

[illegible]

[illegible]

16 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

20 March 2024

[illegible]

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	61.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.5	-
0600	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	28.1	-
0700	8	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	38.8	-
0800	8	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	35.1	-
0900	11	0	0	1	2	6	1	1	0	0	0	0	0	0	0	0	33.3	41.7
1000	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33	-
1100	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	32	-
1200	13	0	0	3	1	2	5	1	1	0	0	0	0	0	0	0	35.3	46.1
1300	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	33.6	-
1400	9	0	1	1	1	5	1	0	0	0	0	0	0	0	0	0	30.3	-
1500	10	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	33.6	-
1600	13	0	2	1	4	3	3	0	0	0	0	0	0	0	0	0	29.9	39.7
1700	11	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	37.1	41.8
1800	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	31.9	-
1900	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.9	-
2000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	36.4	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.1	-
07-19	102	0	3	8	20	37	28	5	1	0	0	0	0	0	0	0	33.7	39.8
06-22	111	0	4	8	21	40	32	5	1	0	0	0	0	0	0	0	33.7	39.5
06-00	112	0	4	8	21	40	33	5	1	0	0	0	0	0	0	0	33.7	39.6
00-00	115	0	4	8	21	41	34	5	1	1	0	0	0	0	0	0	34	39.8

LOCATION: Attached to hedge

SPEED LIMIT: NSL

15 March 2024

[illegible]

16 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

19 March 2024

[illegible]

20 March 2024

[illegible]

21 March 2024

[illegible]

Grand Total

[illegible]

[illegible]

09 March 2024

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

12 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

Grand Total

[illegible]

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

12 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

[illegible]

16 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

19 March 2024

[illegible]

20 March 2024

[illegible]

21 March 2024

[illegible]

Grand Total

[illegible]

LOCATION: Attached to hedge

SPEED LIMIT: NSL

15 March 2024

[illegible]

16 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

19 March 2024

[illegible]

20 March 2024

[illegible]

21 March 2024

[illegible]

Grand Total

[illegible]

[illegible]

09 March 2024

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

12 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

LOCATION: Attached to hedge

SPEED LIMIT: NSL

15 March 2024

[illegible]

16 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

20 March 2024

[illegible]

LOCATION: Attached to hedge

SPEED LIMIT: NSL

15 March 2024

[illegible]

17 March 2024

[illegible]

18 March 2024

[illegible]

19 March 2024

[illegible]

20 March 2024

[illegible]

21 March 2024

[illegible]

09 March 2024

[illegible]

10 March 2024

[illegible]

11 March 2024

[illegible]

13 March 2024

[illegible]

14 March 2024

[illegible]

Grand Total

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



SITE: Site 4 Week 1 - Baldock Road Buntingford

LOCATION: Attached to lamppost

GRID REFERENCE: 51.946737, -0.030943

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

08 March 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	22	0	0	0	5	7	8	2	0	0	0	0	0	0	0	0	36.2	41
0100	10	0	0	0	0	5	3	0	2	0	0	0	0	0	0	0	39.4	-
0200	6	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	34.6	-
0300	5	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	38.3	-
0400	16	0	0	0	3	4	8	1	0	0	0	0	0	0	0	0	37	41.5
0500	84	0	0	1	11	39	28	3	2	0	0	0	0	0	0	0	36.1	41.2
0600	185	0	0	4	26	56	83	16	0	0	0	0	0	0	0	0	36.4	42.1
0700	400	0	0	4	49	193	140	12	2	0	0	0	0	0	0	0	36	40.9
0800	436	1	12	16	50	175	158	21	3	0	0	0	0	0	0	0	35.3	40.5
0900	294	0	1	10	39	119	109	16	0	0	0	0	0	0	0	0	35.8	40.8
1000	263	0	2	8	37	112	83	19	2	0	0	0	0	0	0	0	35.8	40.8
1100	274	0	0	3	31	130	96	13	1	0	0	0	0	0	0	0	36.1	40.5
1200	300	0	0	6	35	149	98	11	1	0	0	0	0	0	0	0	35.8	40.8
1300	262	0	1	7	45	101	88	14	5	0	0	0	1	0	0	0	36.1	41.1
1400	328	0	1	11	55	137	105	16	2	1	0	0	0	0	0	0	35.4	40.9
1500	428	0	1	10	45	201	148	15	6	2	0	0	0	0	0	0	36.2	40.8
1600	540	0	13	9	51	230	202	31	3	1	0	0	0	0	0	0	36.1	40.7
1700	464	0	0	2	35	215	177	31	3	1	0	0	0	0	0	0	37.1	41.3
1800	223	0	0	2	14	103	78	23	3	0	0	0	0	0	0	0	37.4	43
1900	140	0	0	0	20	63	47	9	1	0	0	0	0	0	0	0	36.5	40.7
2000	93	0	0	0	11	33	41	7	1	0	0	0	0	0	0	0	37.1	41.3
2100	78	0	0	0	8	37	24	7	2	0	0	0	0	0	0	0	37	42.1
2200	48	0	0	0	9	24	13	2	0	0	0	0	0	0	0	0	35.6	39.5
2300	35	0	0	0	7	19	4	4	1	0	0	0	0	0	0	0	35.8	42
07-19	4212	1	31	88	486	1865	1482	222	31	5	0	0	1	0	0	0	36.1	40.9
06-22	4708	1	31	92	551	2054	1677	261	35	5	0	0	1	0	0	0	36.1	40.9
06-00	4791	1	31	92	567	2097	1694	267	36	5	0	0	1	0	0	0	36.1	40.9
00-00	4934	1	31	93	588	2157	1744	274	40	5	0	0	1	0	0	0	36.1	40.9

13 March 2024

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

14 March 2024

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

Grand Total

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

[illegible]

18 March 2024

[illegible]

19 March 2024

[illegible]

20 March 2024

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

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

Grand Total

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

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

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

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

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

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

Grand Total

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



SITE: Site 5 Week 1 - Baldock Road Buntingford

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.947800, -0.033835

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

08 March 2024

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

09 March 2024

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

10 March 2024

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

11 March 2024

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

13 March 2024

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

14 March 2024

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

Grand Total

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



SITE: Site 5 Week 1 - Baldock Road Buntingford

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.947800, -0.033835

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

08 March 2024

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

09 March 2024

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

10 March 2024

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

11 March 2024

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

12 March 2024

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

13 March 2024

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

14 March 2024

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

Grand Total

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

17 March 2024

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

18 March 2024

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

21 March 2024

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

Grand Total

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



SITE: Site 5 Week 2 - Baldock Road Buntingford

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.947800, -0.033835

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 March 2024

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

16 March 2024

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

17 March 2024

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

18 March 2024

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

19 March 2024

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

20 March 2024

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

21 March 2024

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

Grand Total

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



SITE: Site 6 Week 1 - Baldock Road Buntingford

LOCATION: Attached to sign in hedgerow

GRID REFERENCE: 51.947838, -0.036589

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

08 March 2024

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

09 March 2024

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

10 March 2024

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

11 March 2024

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

12 March 2024

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

14 March 2024

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

Grand Total

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



SITE: Site 6 Week 1 - Baldock Road Buntingford

LOCATION: Attached to sign in hedgerow

GRID REFERENCE: 51.947838, -0.036589

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

08 March 2024

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

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

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

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

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

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

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

Grand Total

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

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

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

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

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

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

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

Grand Total

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



SITE: Site 6 Week 2 - Baldock Road Buntingford

LOCATION: Attached to sign in hedgerow

GRID REFERENCE: 51.947838, -0.036589

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 March 2024

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

16 March 2024

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

17 March 2024

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

18 March 2024

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

19 March 2024

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

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	0	0	5	6	2	1	1	0	0	0	0	0	0	40.2	50.6
0100	11	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	41.6	48.3
0200	4	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	37.9	-
0300	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	38.1	-
0400	16	0	0	0	2	0	5	7	2	0	0	0	0	0	0	0	42.8	49.9
0500	68	0	0	0	2	15	30	14	5	2	0	0	0	0	0	0	41.2	46.6
0600	231	0	1	1	4	31	108	71	12	3	0	0	0	0	0	0	41.7	47
0700	483	1	0	0	41	184	192	51	13	1	0	0	0	0	0	0	37.8	43.1
0800	580	0	0	7	81	242	216	29	5	0	0	0	0	0	0	0	36.3	41.3
0900	354	0	0	3	37	144	126	40	3	1	0	0	0	0	0	0	37.3	43.1
1000	299	0	0	2	42	130	93	29	2	1	0	0	0	0	0	0	36.5	42.2
1100	325	0	0	7	38	133	115	27	5	0	0	0	0	0	0	0	36.6	41.6
1200	321	0	0	12	59	139	86	23	2	0	0	0	0	0	0	0	35.2	40.8
1300	359	0	0	9	30	146	138	32	4	0	0	0	0	0	0	0	36.9	42.6
1400	348	0	3	1	46	142	122	30	4	0	0	0	0	0	0	0	36.8	41.8
1500	539	1	0	2	54	236	179	54	9	0	0	4	0	0	0	0	37.5	42.6
1600	606	0	0	9	53	236	219	79	8	2	0	0	0	0	0	0	37.6	43.4
1700	677	0	0	29	73	248	248	65	13	0	0	0	1	0	0	0	36.7	42.3
1800	334	0	0	6	38	144	103	36	6	1	0	0	0	0	0	0	36.9	42.5
1900	172	0	0	2	20	56	69	22	1	1	1	0	0	0	0	0	37.7	43.3
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2200	38	0	0	0	3	12	15	7	1	0	0	0	0	0	0	0	38.8	46.2
2300	22	0	0	0	1	6	7	4	2	1	1	0	0	0	0	0	42.1	50.2
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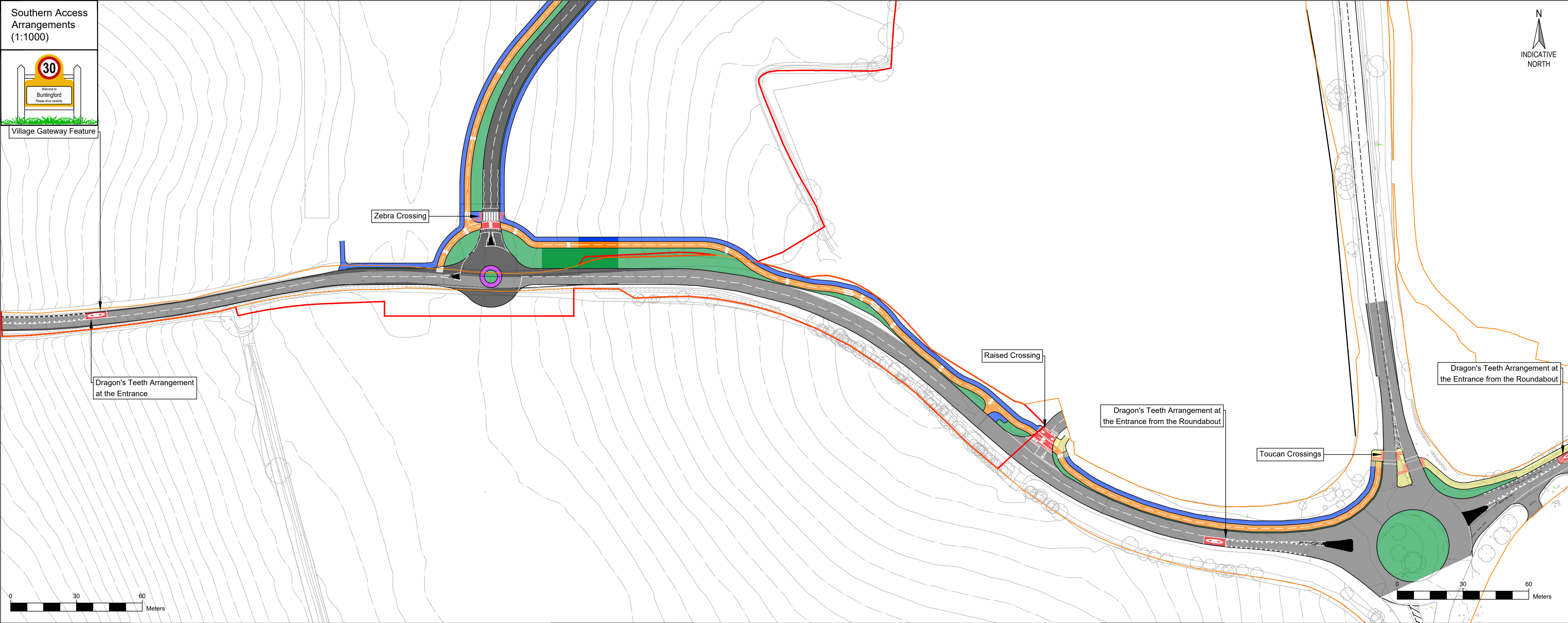
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0100	5	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	35.8	-
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0400	23	0	0	0	3	10	7	2	1	0	0	0	0	0	0	0	37.4	45.1
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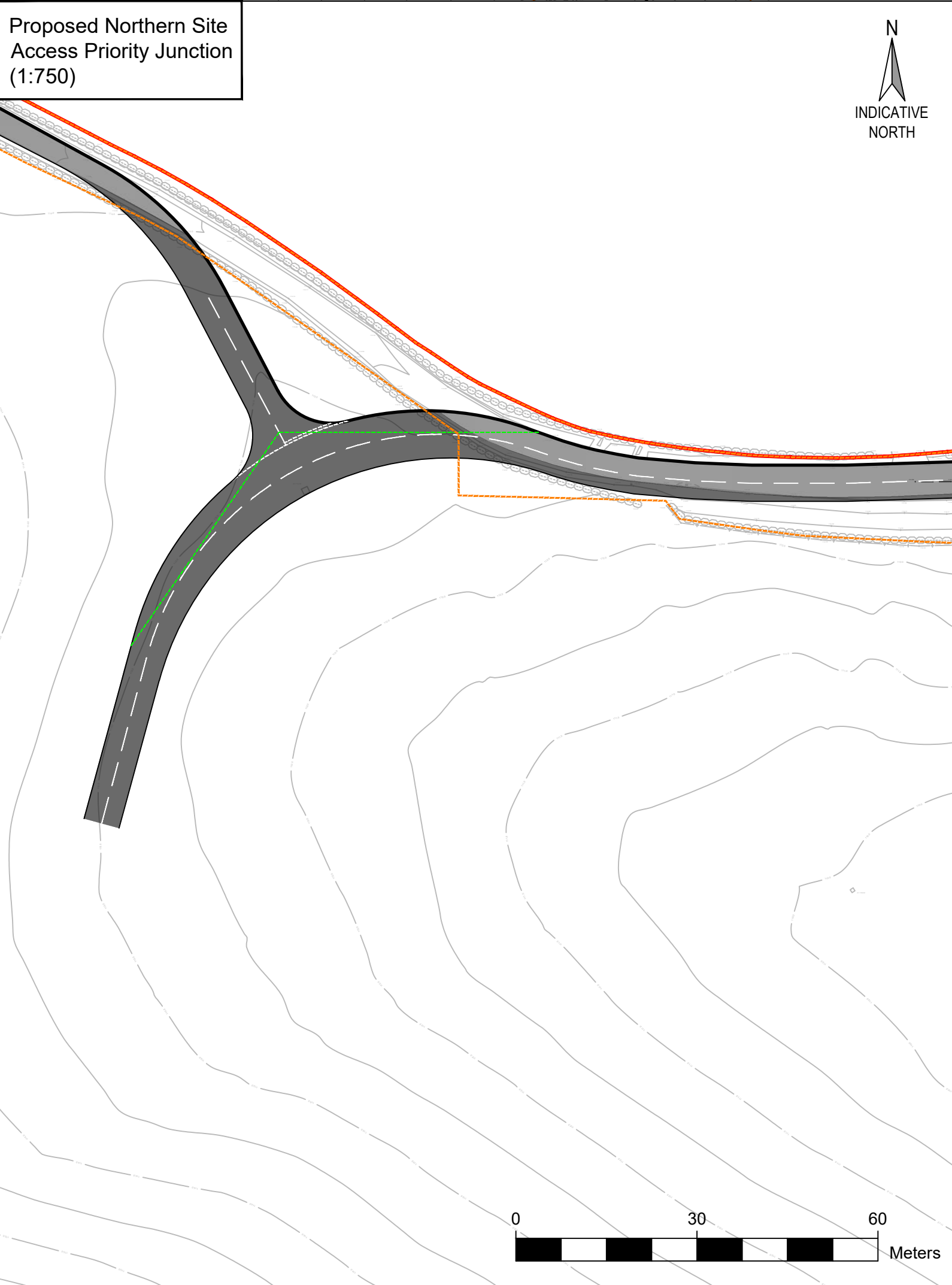
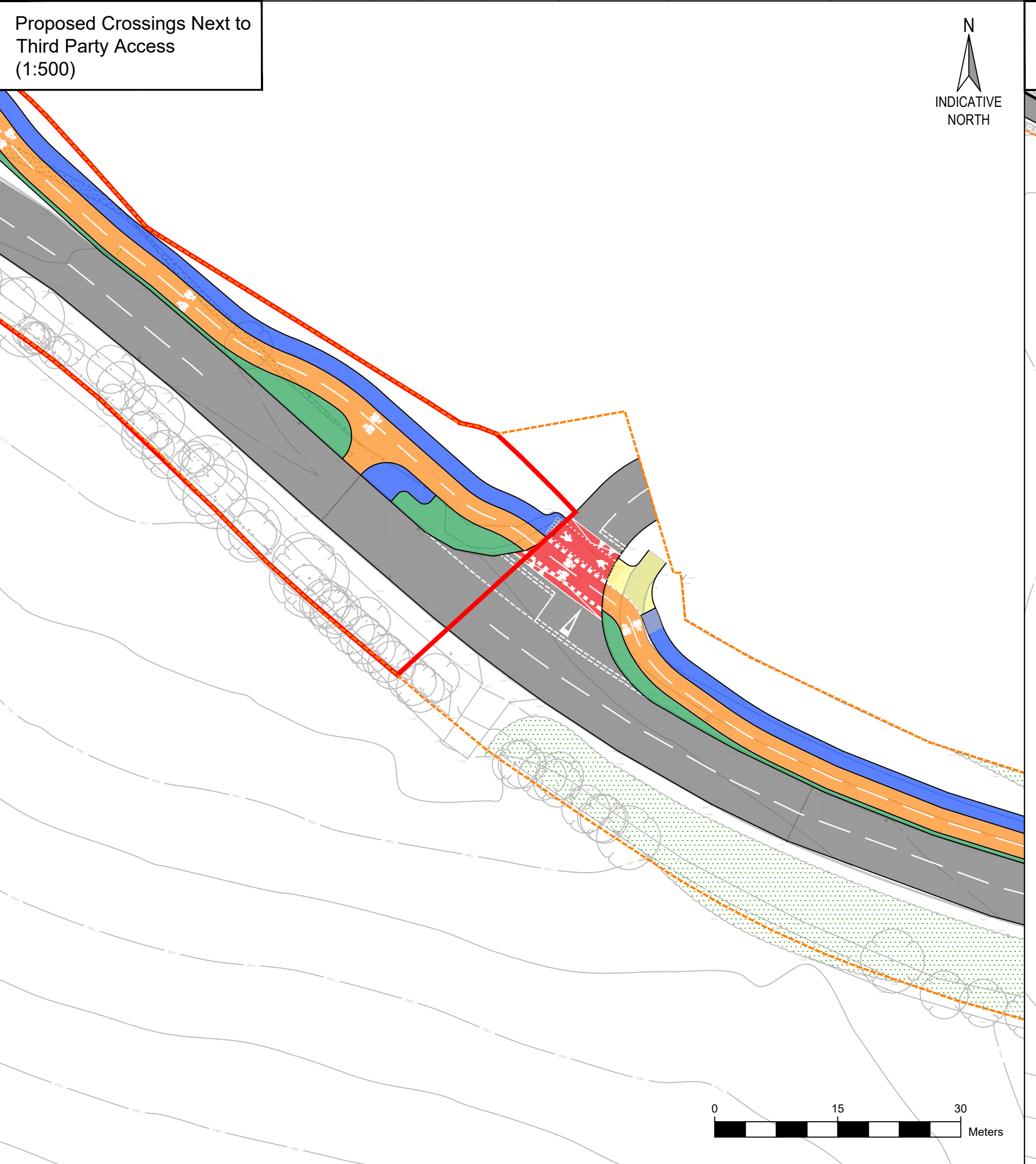
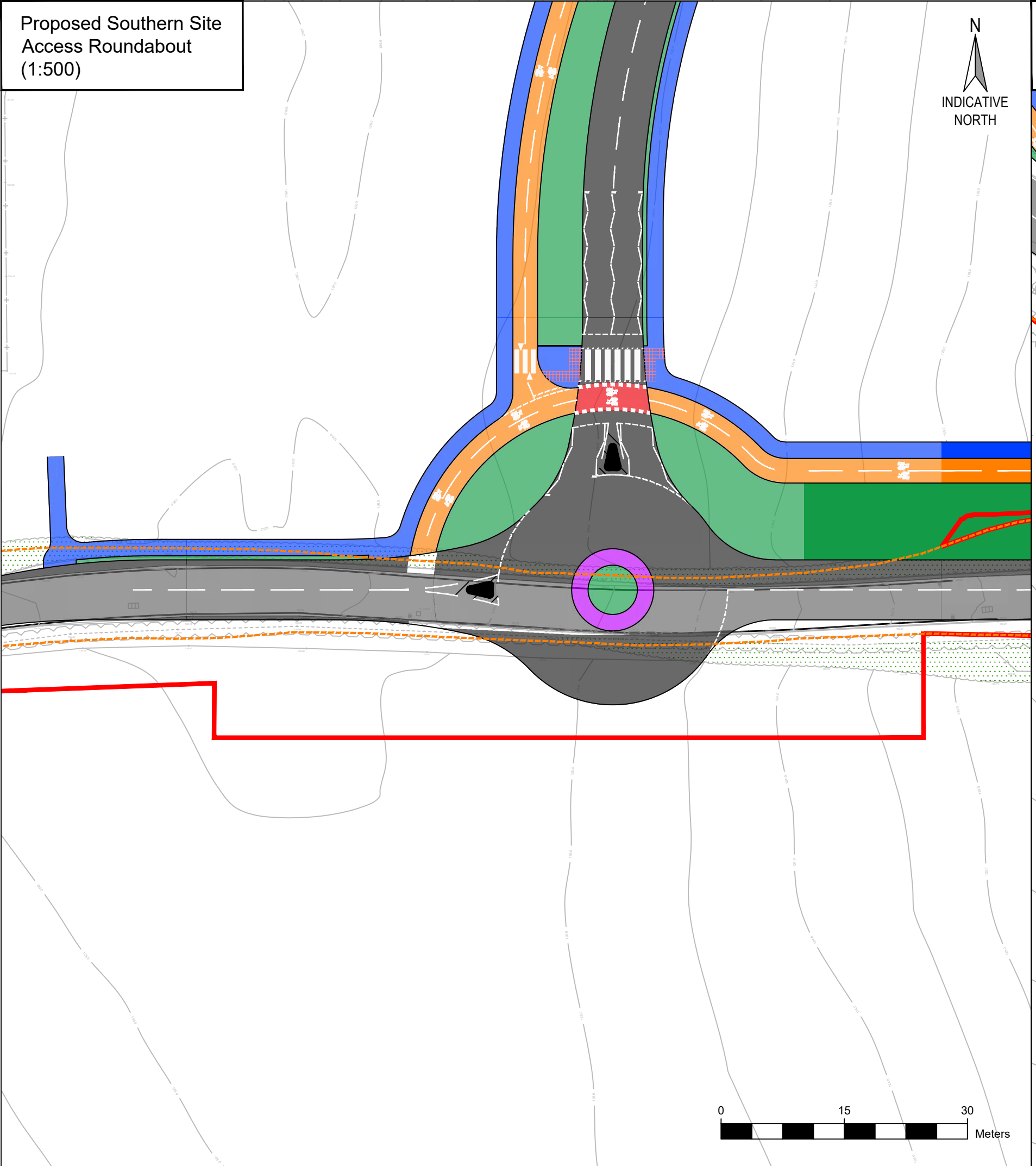
Grand Total

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Appendix D – Proposed Site Access Arrangements



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



P4	14.05.24	RLB Amendment	AB	RM
P3	25.03.24	RLB Amendment	BT	RM
P2	23.02.24	Amendments	JF	MG
P1	21.02.24	Preliminary issue	JF	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
0009

STATUS:
N/A

REV:
P4

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

Appendix E – Active Travel Connection to Buntingford Village Centre



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



P1	17.07.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO
BUNTINGFORD VILLAGE CENTRE

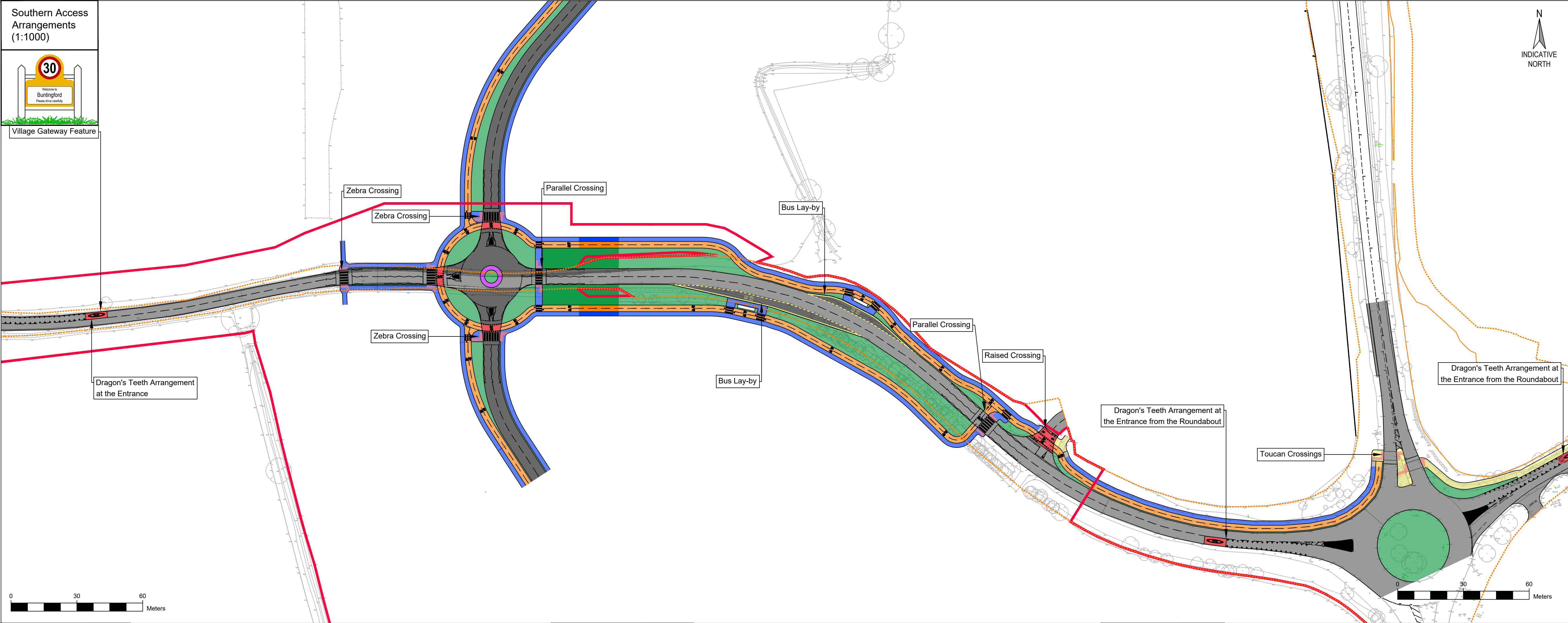
CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
Refer to the Drawing

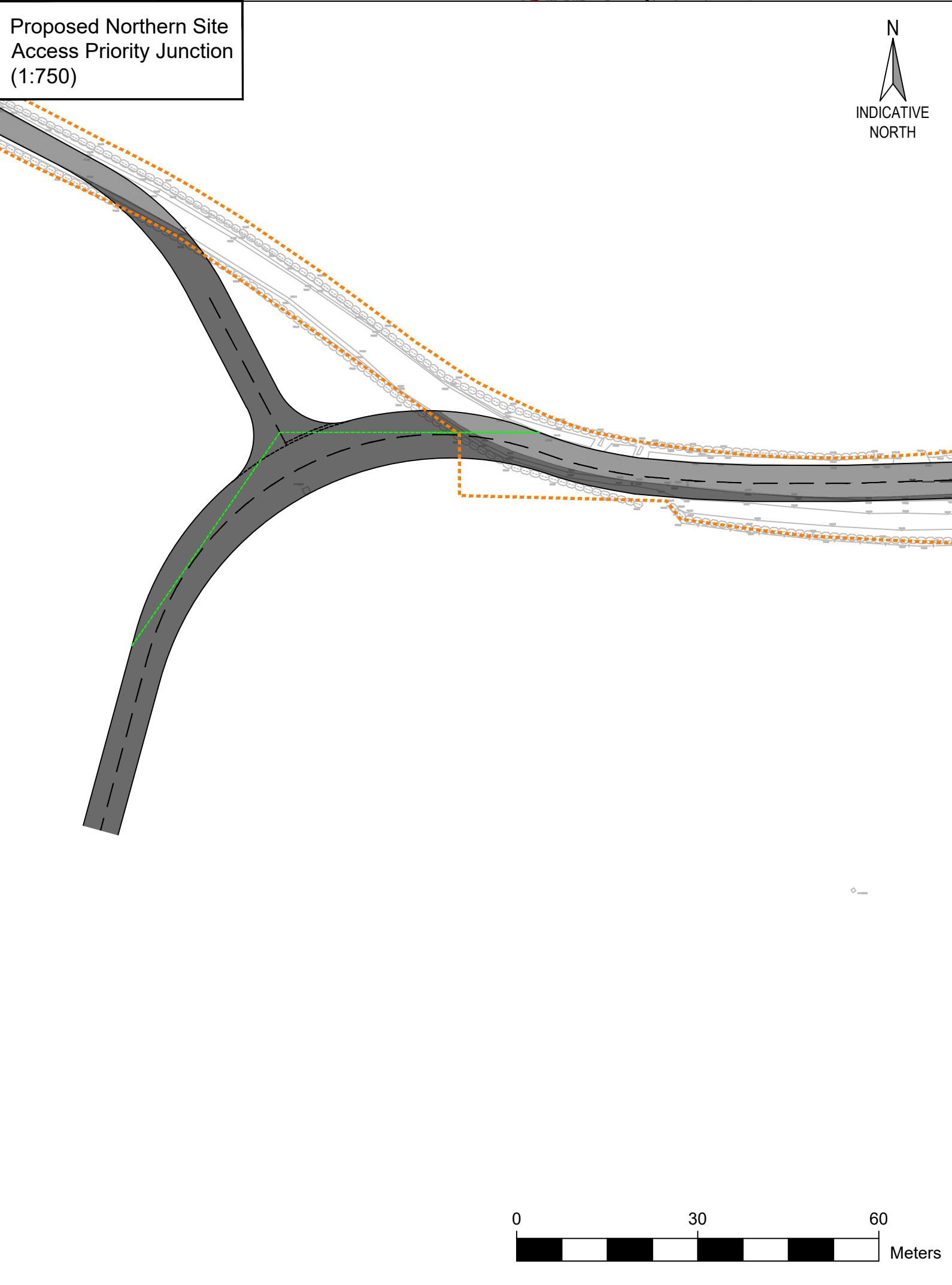
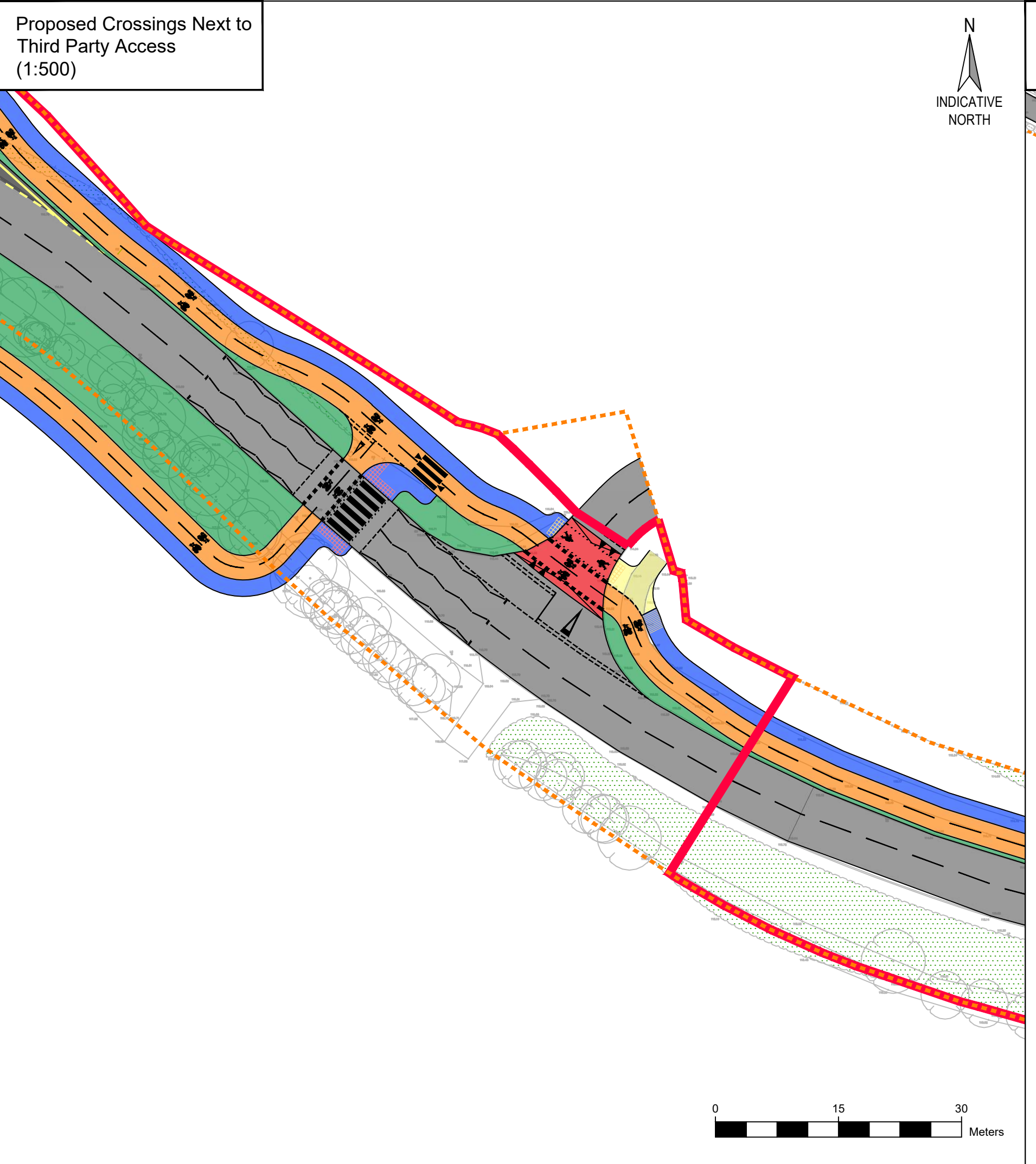
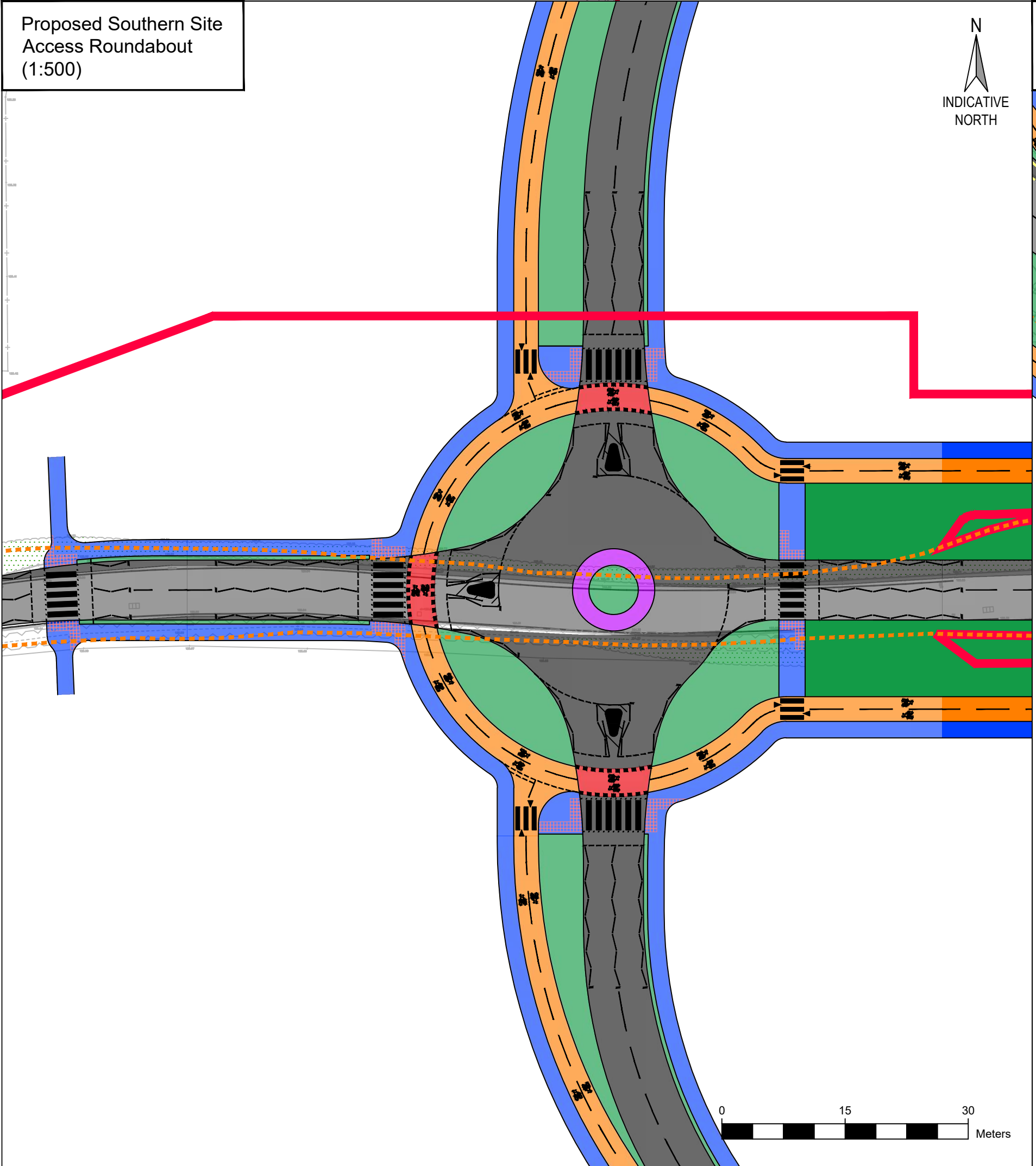
PROJECT REF:
23161
DRAWING No:
003
REV:
P1

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

Appendix F – Cumulative Access Inclusive of Employment Proposals



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



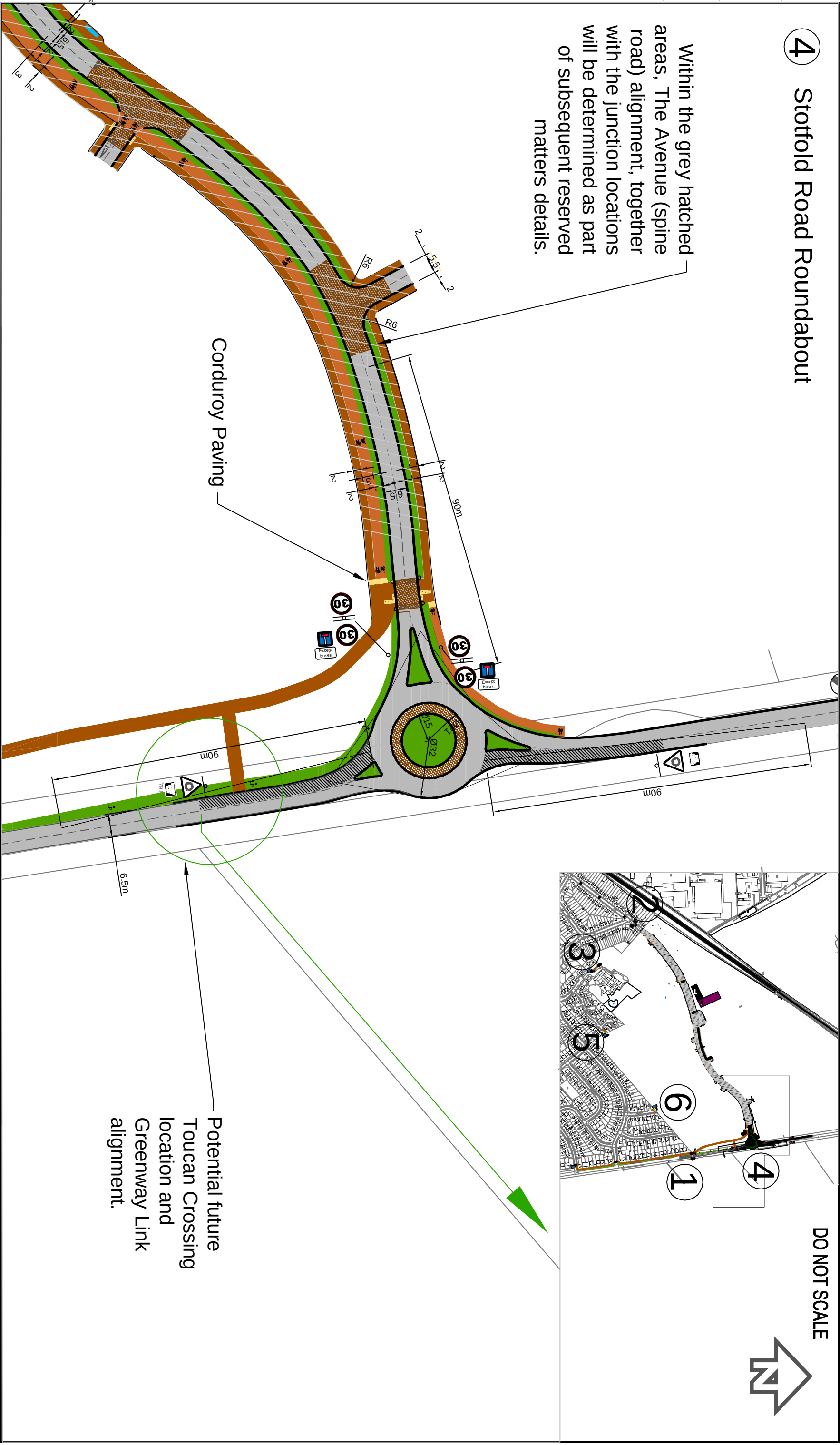
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P13	14.05.24	RLB Amendments	AB	RM
P12	08.04.24	RLB Amendments	BT	RM
P11	25.03.24	RLB Amendments	BT	RM
P10	26.02.24	RLB Amendments	JF	MG
P9	21.02.24	RLB Amendments	JF	MG
P8	19.02.24	RLB Amendments	JF	MG
P7	17.02.24	RLB Amendments	JF	MG
P6	14.02.24	Amendments	MK	MG
P5	09.02.24	Amendments	MK	MG
P4	30.01.24	Amendments	MK	MG
P3	11.07.23	Added 3rd Site Access	MK	MG
P2	14.04.23	Minor Amendments	MK	MG
P1	27.03.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT: BUNTINGFORD	
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS	
CLIENT: HALLAM LAND MANAGEMENT LTD	
SCALE@A1: Please Refer to the Drawing	
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DRAWING No: 0001	REV: P14
Revision Referencing P = Preliminary A = Approval T = Tender C = Construction	

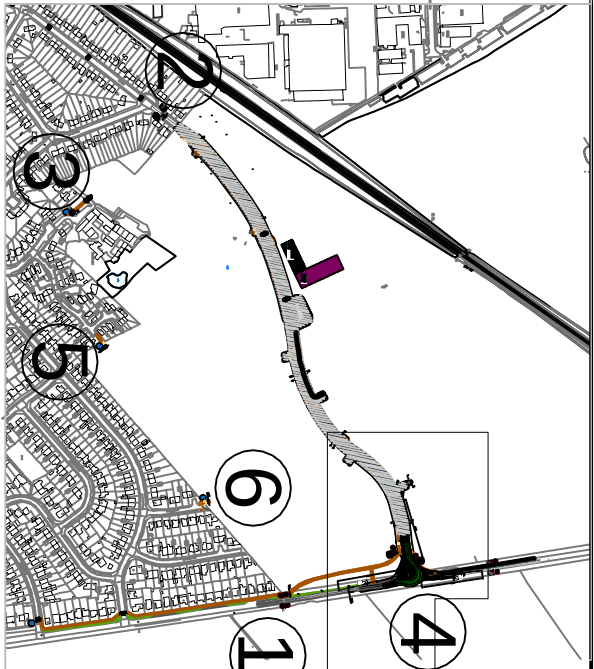
Appendix G – Land at Highover Farm, Hitchin (18/01154/OP) Stotford Road Access Drawing

4 Stotfold Road Roundabout

Within the grey hatched areas, The Avenue (spine road) alignment, together with the junction locations will be determined as part of subsequent reserved matters details.

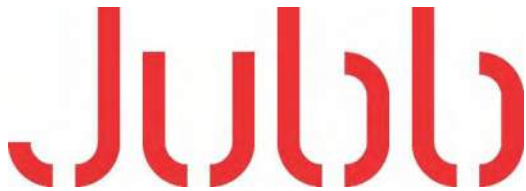


DO NOT SCALE



DRAWING STATUS: S2 - FOR INFORMATION		CLIENT: BDWH		PROJECT: Land at Hitchin		SCALE @ A3: 1:500		CHECKED: MP		APPROVED: TP	
ARCHITECT: WSP		EXPORT HOUSE CANSEY WAY WOLING GU21 6DX UK		TITILE: Highover Farm, Hitchin Site Access Point 4		PROJECT No: 62240435		DESIGNED: OF		DRAWN: TP	
T + 44 (0) 148 373 1000		WSP.COM		DRAWING No: 62240435-TAA-DP-100-002		DATE: July 2023		REV: P12		© WSP UK Ltd	

Appendix F – Latest CRoW TN Issued on the 21st October 2024



Title: 23161 TN04 Countryside and Rights of Way
Unit Note – 3rd Issue

Date: October 2024

Prepared by: R. Morant Checked by: J. Duffy

1.0 Introduction

- 1.1 Jubb has been commissioned 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.
- 1.2 A planning application has been submitted, and validated on the 28th of May 2024 (planning application reference 3/24/0966/OUT), for an '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'. The associated land use components plan for this is set out in **Appendix A** of this Technical Note (TN).
- 1.3 Following receipt of this planning application the Local Highway Authority (LHA) has provided a detailed response (dated 19th of June 2024), which has been included as **Appendix B** of this TN. The LHA has made comment in relation to a requirement for a proposed pedestrian network improvement strategy and has recommended contact with the Hertfordshire County Council's Countryside and Rights of Way (CRoW) Unit. This Technical Note (TN) therefore provides a summary of the proposals for consideration by the CRoW Unit.
- 1.4 The scope of this TN is therefore as follows:
 - **Section 2:** Outlines existing Public Rights of Way (PRoW) provision in the vicinity of the proposals;
 - **Section 3:** Provides further details of the development proposals;
 - **Section 4:** Sets out the proposed strategy for pedestrian connectivity using PRoWs and how these would complement the proposed pedestrian improvements provided along Baldock Road.
- 1.5 In addition, conclusions are also included as **Section 5** of this TN.
- 1.6 It is proposed that this TN provides the initial information to inform subsequent follow up discussions with the CRoW Unit.

2.0 Existing Public Rights of Way (PRoW) Conditions

Introduction

- 2.1 This section sets out the existing conditions on the PRoW network where improvements are proposed in order to improve pedestrian connectivity between the site and Buntingford.

General Overview

- 2.2 There is a number of PRoWs located within 2km of the application site, of which Cottered Footpath 040 and Cottered Footpath 041 cross the site and provide connections to Buntingford. **Figure 2.1** shows a plan of the footpaths and bridleways within the vicinity of the site along with pedestrian facilities including existing crossing facilities.
- 2.3 Cottered Footpath 040 crosses the site in an east-west alignment. A footbridge provides access to the section of PRoW to the east of the A10 to Buntingford Footpath 036, which is known as 'Broad Baulk'. This provides direct connections to Skipps Meadow and Bowling Green Lane in the northern and central areas of Buntingford.

- 2.4 Cottered Footpath 041 runs further north and close to the northern boundary of the application site. This leads to Buntingford Footpath 035 to the east of the A10. This PRoW also leads to Bowling Green Lane past the access to Freman College and provides access to the local facilities located in the northern and central areas of Buntingford.
- 2.5 Jubb undertook a site visit to review the existing situation and provide indicative dimensions of the PRoW routes that would be used and promoted for pedestrian connectivity between the site and Buntingford.

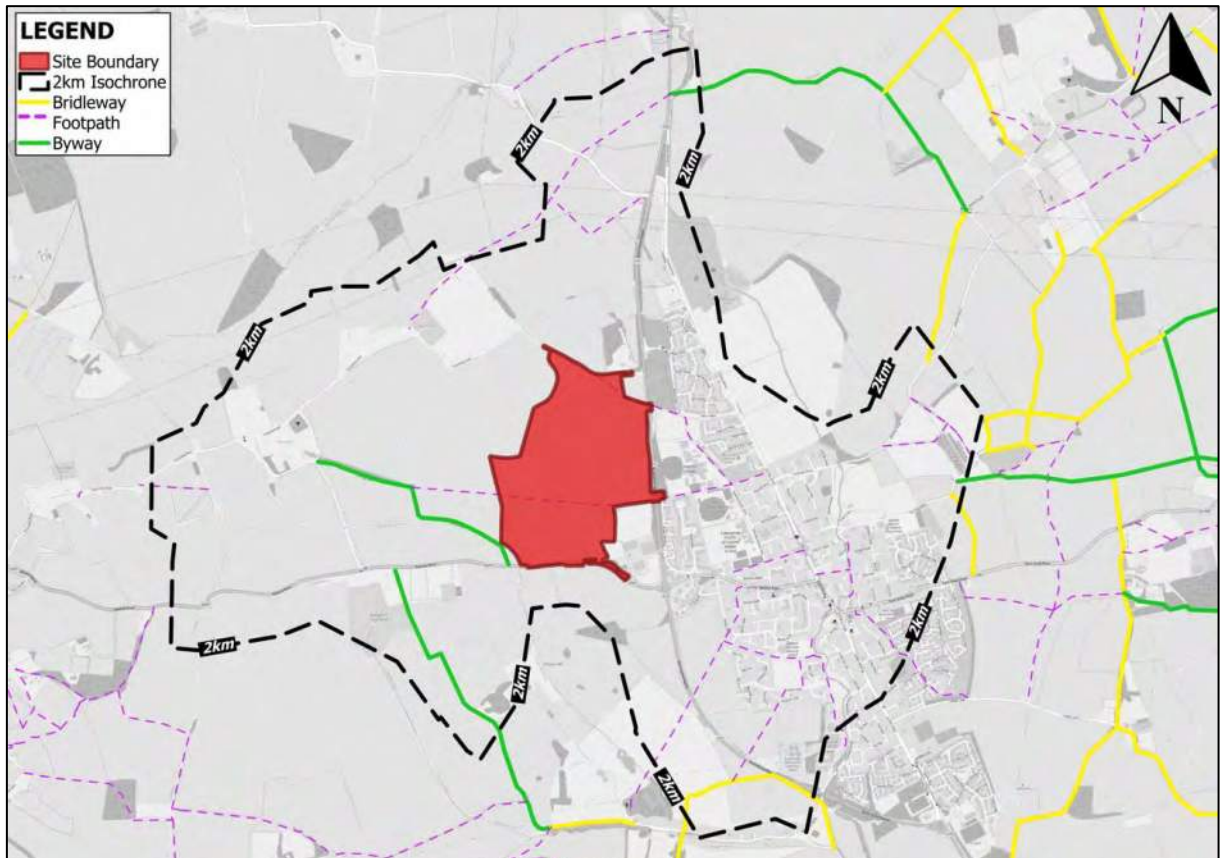


Figure 2.1 – Public Rights of Way within 2kms from the Site

- 2.6 As shown in **Figure 2.1**, there is a well-established network of Public Rights of Ways (PRoWs) surrounding the site and wider town. Footpaths 040 and 041 provide direct connections to Buntingford.

Cottered Footpath 040 to Buntingford Footpath 036 (Broad Balk)

- 2.7 **Figure 2.2** shows the extent of this PRoW connection, which comprises the eastern section of Cottered Footpath 040 running within the application site, and the entire section of Buntingford Footpath 036, which leads to Buntingford town centre and a number of local education and leisure facilities on the way.

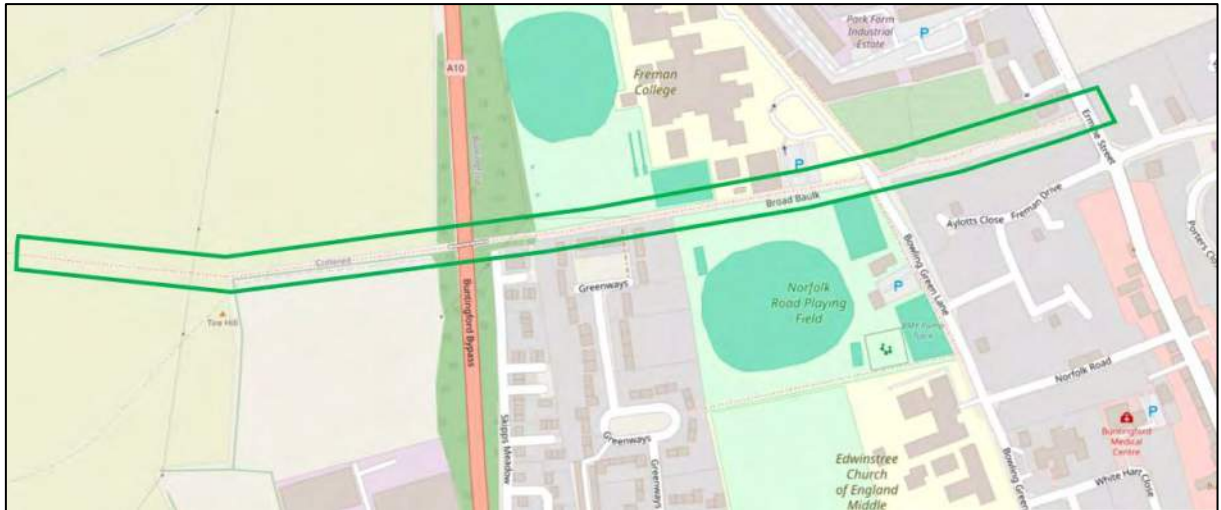


Figure 2.2 – Extent of Cottered Footpath 040 and Buntingford Footpath 036

- 2.8 Cottered Footpath 040 PRoW starts from the western side of the A10 and crosses the application site. This follows an agricultural field that leads to the footbridge over the A10. The available path width is 2m consistently. This leads to Buntingford Footpath 036 (Broad Baulk). **Figure 2.3** shows two images of Cottered Footpath 040, on the western side of the A10 (from the bridge) and the footbridge (looking east), which is 1.7m wide.



Figure 2.3 – Cottered Footpath 040 and Footbridge

- 2.9 Broad Baulk is an untarmacked path with hard surface and over 3m in width. This provides several access points to the residential properties located to the south, as well as to a large playing field, providing direct routes to local residents. This was observed to be frequently used by walkers and residents walking dogs. Broad Baulk crosses Bowling Green Lane and ends in Ermine Street. **Figure 2.4** shows two images of this path, from the footbridge and then further east towards Bowling Green Lane respectively.



Figure 2.4 – Buntingford Footpath 036 (Broad Baulk)

- 2.10 The path surface is well maintained overall and easy to use. Appropriate signage is provided on Bowling Green Lane. The path can be accessed from two different points off Bowling Green Lane, with one of them leading to a large playing field that provides several connections to the main path route.

Cottered Footpath 041 to Buntingford Footpath 035

- 2.11 **Figure 2.5** shows the extent of this PRoW connection, which comprises Cottered Footpath 041 within the application site, and the entire section of Buntingford Footpath 035, which leads to Buntingford town centre and a number of local education and employment facilities on the way.

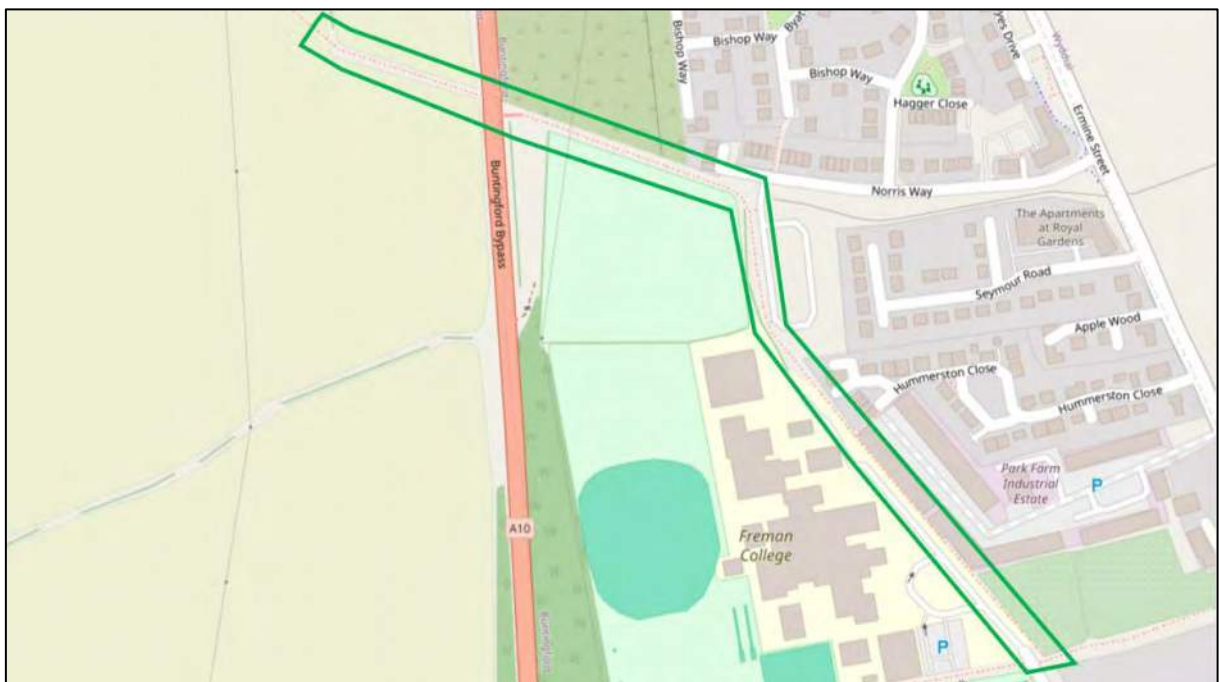


Figure 2.5 – Extent of Cottered Footpath 041 and Buntingford Footpath 035

- 2.12 Cottered Footpath 041 PRoW starts from Throcking Lane, with an appropriate sign located at the connection with the highway. This follows along an agricultural field that leads to the A10. The available path width is 2m. **Figure 2.6** shows two images of this path, on the western side, and by the A10 respectively.



Figure 2.6 – Cottered Footpath 041

- 2.13 On the eastern side of the A10, Cottered Footpath 041 continues on an eastbound direction to Buntingford Footpath 035 and onto Norris Way. There is a level difference between Footpath 035 and the A10 of approximately 4-5m.
- 2.14 Buntingford Footpath 035 runs on an eastbound direction from the access onto the A10 and then on a southbound direction towards the town centre, with the first section running parallel to a football pitch.
- 2.15 The currently available width of Footpath 035 gradually increases to 1.5m on the section bounding the football pitch to the north (limited by a ditch on the opposite side) and then to 2.0m on the section bounding the football pitch to the east (with the route heading towards the town centre). The surface is not tarmacked and there is no evidence of frequent use. **Figure 2.7** shows two images of this PRoW section showing the level difference and an image of the existing PRoW on the northern section of the football pitch respectively.



Figure 2.7 – Buntingford Footpath 035 (Northern Section)

- 2.16 Further south and towards Bowling Green Lane, Footpath 035 crosses a section of footway leading to Norris Way and following that, it provides a section of untarmacked path that connects to Park Farm Industrial Estate and Freman College. This section provides a hard surface with approximately 2.5m width to the hedge that bounds the path to the west (with the industrial premises bounding the path to the east). This path was observed to be regularly used by local residents in their trips towards the town centre and other local facilities. **Figure 2.8** shows two images of Footpath 035 between the northern residential area of Buntingford and Bowling Green Lane.



Figure 2.8 – Buntingford Footpath 035 (Eastern Section)

- 2.17 The path surface is well maintained on the eastern section from the footway that leads to Norris Way and up to Bowling Green Lane. The northern section is covered by vegetation, which tends to be thicker as it gets closer to the A10. In any case, the route is legible as it goes around the football pitch. The only section of steps is located by the access to the A10. Appropriate signage is provided on Bowling Green Lane.

Summary

- 2.18 It can be seen from this section that the existing PRoW network where access is proposed from the site to the town currently provides suitable routes, however the provision of better surfaces and maintenance of vegetation at selected sections of the PRoWs would provide an improved access. The current state of these routes is reflective of the current nature of the PRoW network in the local area to the west of Buntingford, however, the following sections of this TN set out how the proposals will serve to improve pedestrian connections between the site and the town, which will serve to provide better active travel routes for the community.

3.0 Proposed Development

Introduction

- 3.1 This section provides details of the proposed development and transport connection for consideration by the CRoW Unit. It includes details of site connectivity between the town and the application site, which has been designed to promote pedestrian movements to and from the site.

Development Proposals

- 3.2 As set out in **Section 1** the development's land use components plan is set out in **Appendix A**. The proposals are for a community of up to 600 households with associated complementary uses including a local centre and First School. This community will extend the existing boundary of Buntingford and measures will be introduced so that appropriate and convenient pedestrian access is provided to and from the town centre and its associated facilities.

Proposed Access

- 3.3 The proposed points of access are set out in the components plan within **Appendix A** and include the following points of connection:
- Vehicle access to the north via Throcking Lane
 - Pedestrian connection via Public Rights of Way (PRoW) 041 and 040 that provide routes across the A10. Connection over the A10 will be achieved via a new footbridge linking PRoW 041 with PRoW 035 connecting into Buntingford, and via the existing footbridge (and further proposed bridge running parallel) connection along PRoW 040 with PRoW 036 on the eastern side of Buntingford.

- All movements access via the A507, also including bus access, which will include enhanced active travel connection linking into Buntingford town centre.

3.4 The components plan is also extracted as **Figure 3.1** below, which also sets out the connection by PRow and location of improvements to enhance active travel connections to the site.

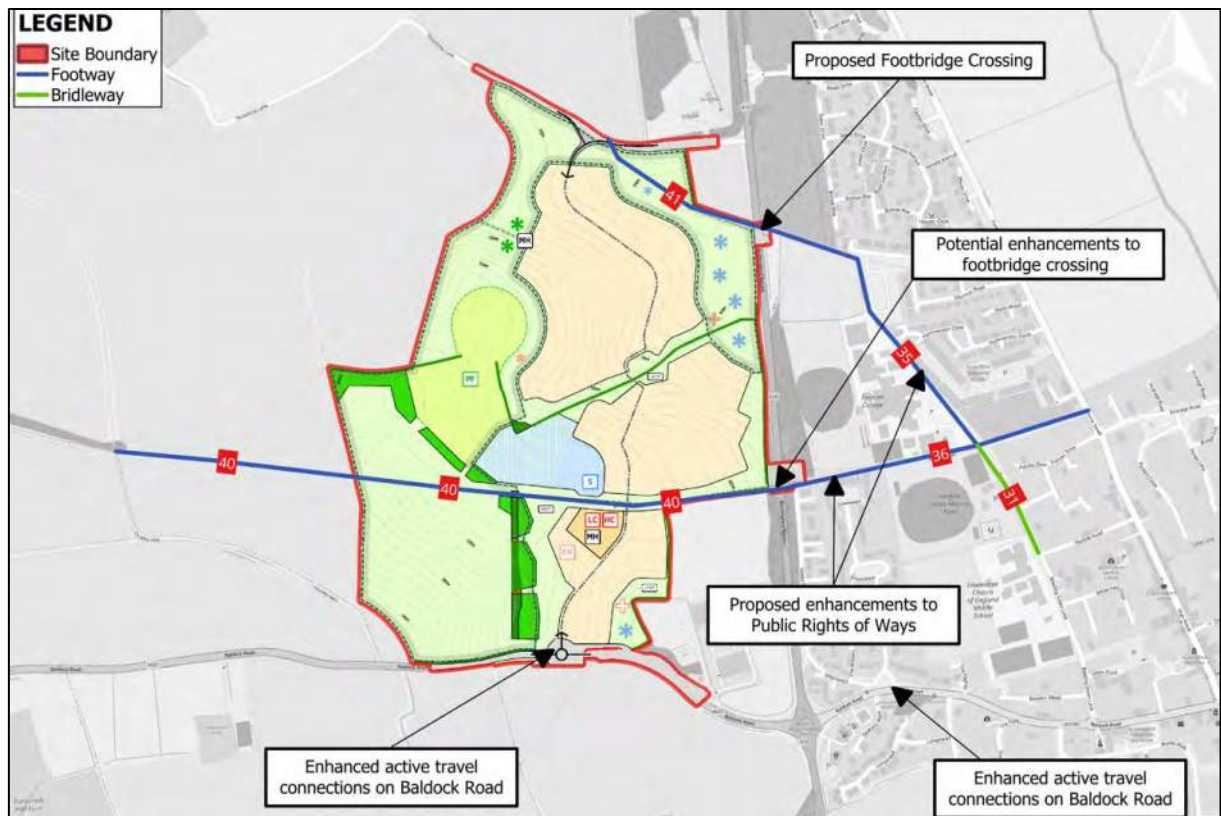


Figure 3.1 – Components Plan with Active Travel Connection

- 3.5 This access strategy provides high quality connection by sustainable modes whilst still including appropriate vehicle access in consideration of the scale of the proposals. In addition, the development is well connected to the existing settlement and therefore would provide a highly accessible community in this regard.
- 3.6 In addition, a high-quality active travel connection would also be provided along Baldock Road to allow connection into Buntingford that would extend not only to and across the A10 (as illustrated in **Appendix C**) but also into Buntingford town centre (**Appendix D**) and linking with the Greenway bus stops. These improvements would pass the adjacent business park to the southeast of the site and will therefore also improve accessibility for these existing users of the network.
- 3.7 The access from the A507 Baldock Road would also be designed with flexibility to allow a further arm to be incorporated to serve an employment access to the south, which will not only provide for vehicular access but would also include further high-quality active travel links, bus stops and active travel crossing points linking both sides of the A507.
- 3.8 Two internal mobility hubs will be provided as part of the development. One of them will be located in the Local Centre and will include a bus stop with bus services diverted into the site. This mobility hub is proposed to include additional pedestrian and cycle facilities, along with a bus stop with shelters and Real Time Bus Information boards, in order to promote the use of more sustainable modes of transport between the site, Buntingford, and other towns accessible by bus such as Hertford.
- 3.9 Design for this cumulative access proposal is included as **Appendix E** with the associated employment proposals submitted as a separate application validated on the 11th of July 2024 (planning application reference 3/24/1255/OUT).

- 3.10 It is proposed that significant PRow improvements are undertaken along Cottered Footpaths 040 and 041 and along Buntingford Footpaths 035 and 036, including the aforementioned proposed enhancement (through provision of an additional bridge running parallel) of the existing crossing point on the A10 and the provision of a new footbridge connecting Cottered Footpath 041 and Buntingford Footpath 035.

Summary

- 3.11 It is evident from the above that the introduction of uses to the west of Buntingford would extend the urban boundary. The site would be appropriately connected via the proposed points of access at Baldock Road and Throcking Lane and the proposed active travel improvements along Baldock Road, together with the provision of enhanced pedestrian connectivity along the improved PRow, which would provide a sustainable community that would not be dependent on access by private motorised transport.
- 3.12 Further details of the proposed improvements to the PRow network are provided in **Section 4** below.

4.0 Proposed PRow Improvements

Introduction

- 4.1 This section provides further details of the proposed PRow improvements. The section not only includes details of these proposals but also sets out how the character of the pedestrian connections will provide an accessible and convenient environment for active travel. The proposed improvements are shown in **Figure 4.1**. This is also shown as **Appendix F** to this Technical Note.

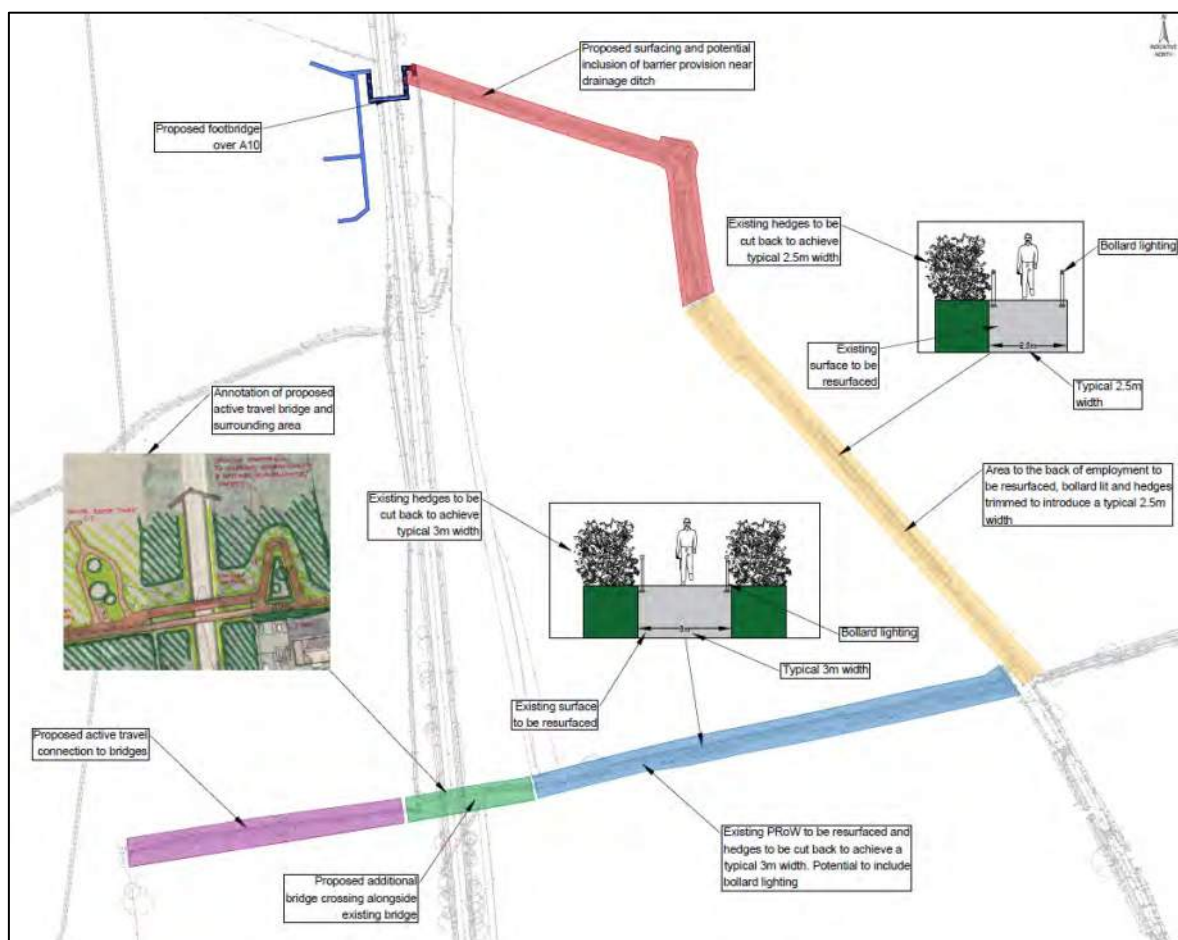


Figure 4.1 – Proposed Improvements to PRow Network

Cottered Footpath 040 to Broad Baulk

- 4.2 As aforementioned in this TN, Cottered Footpath 040 crosses the site in an east-west alignment via a footbridge providing access to Buntingford Footpath 036 to the east of the A10, known as 'Broad Baulk', which leads to Bowling Green Lane.
- 4.3 As part of the scheme, it is proposed to provide connections from the proposed development to the existing footbridge, which would reduce journey times for pedestrians travelling to facilities located in the local area and which comprise education and employment facilities within close proximity to the site. This would take place within the application site and would be provided in compliance with the relevant standards.
- 4.4 The existing footbridge crossing facility is proposed to be enhanced through an additional 3m parallel bridge crossing that would complement the existing bridge provision that delivers 1.7m of width to users and would provide a high-quality wide arrival gateway into the proposed community. The enhancements shown in **Figure 4.1** and **Figure 4.2** provide an illustrative drawing for discussion at this stage. This is complemented by the visualisation of the enhanced bridge shown in **Figure 4.3**.

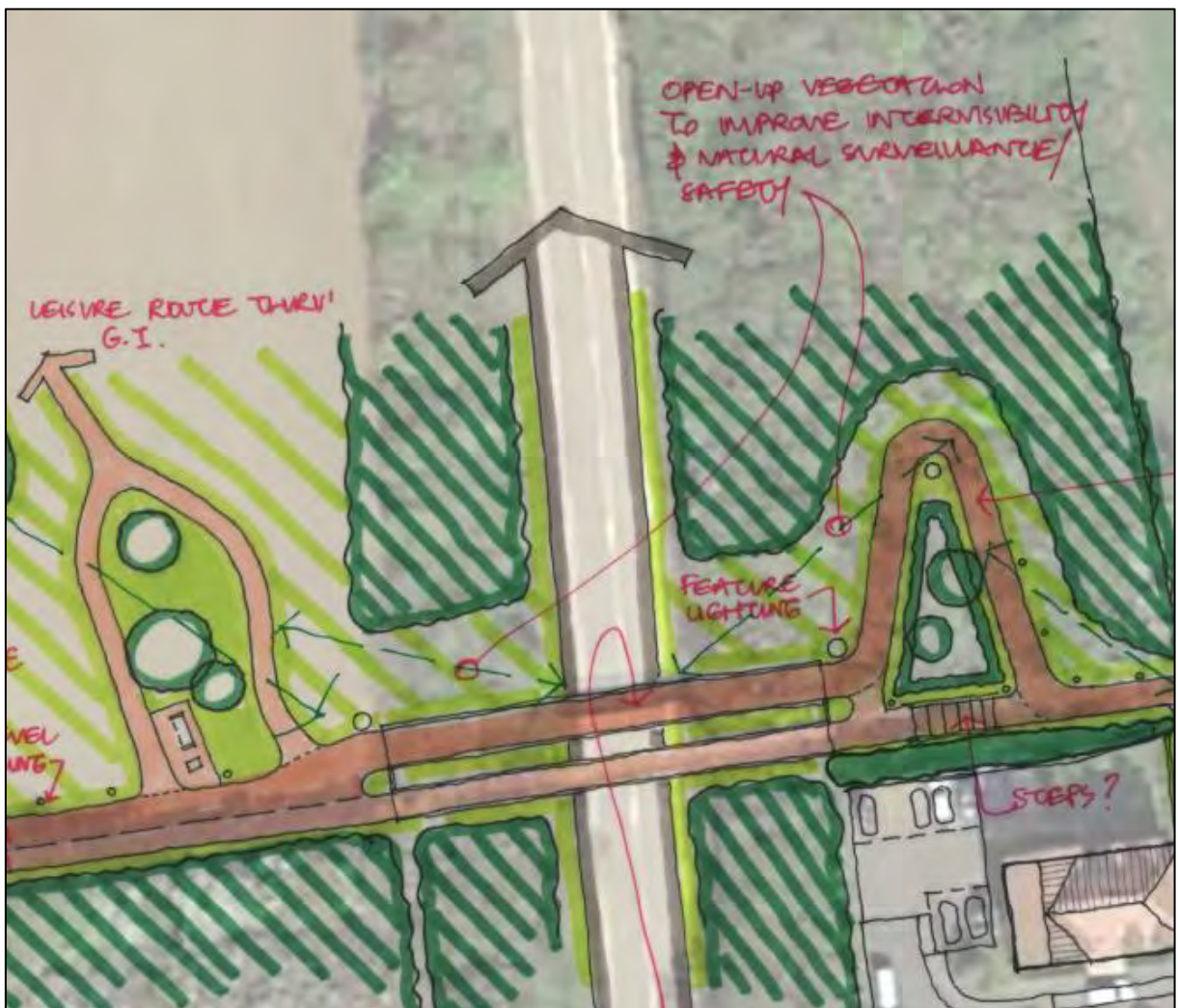


Figure 4.2 – Proposed Enhancement to Existing Footbridge



Figure 4.3 – Bridge Visualisation

- 4.5 The Buntingford Footpath 036 (Broad Baulk) has been shown to be well maintained and with sufficient width to provide a suitable connection from the site onto the northern and central parts of Buntingford and the education and leisure facilities provided in this area.
- 4.6 It is proposed to improve the western section of Broad Baulk, between the site and Bowling Green Lane, by resurfacing and through maintenance of the hedges in order to achieve a typical 3m width along the PRoW. The potential to include bollard lighting along the PRoW will be discussed and agreed with the CRow Unit.

Cottered Footpath 041 to Buntingford Footpath 035

- 4.7 Cottered Footpath 041 runs close to the northern boundary of the application site and will provide additional connections between the northern side of the site and the existing town. This PRoW also leads to Bowling Green Lane but currently has no bridge providing a connection between the two sides of the A10 and pedestrians need to cross the road at grade.
- 4.8 As part of the scheme, it is proposed to provide a footbridge connection on top of the A10 connecting the two PRoWs that would reduce journey times to the facilities located in the northern area of Buntingford and towards the town centre. This would take place within the application site and would be designed to provide appropriate pedestrian connection whilst maintaining free vehicular flow along the A10. The proposed bridge connection is shown in **Figure 4.4**. This is also shown as **Appendix G** to this report. It is noted that this bridge has been designed to provide level access with the eastern side of the A10 in consideration of the aforementioned level differences discussed earlier in this TN.

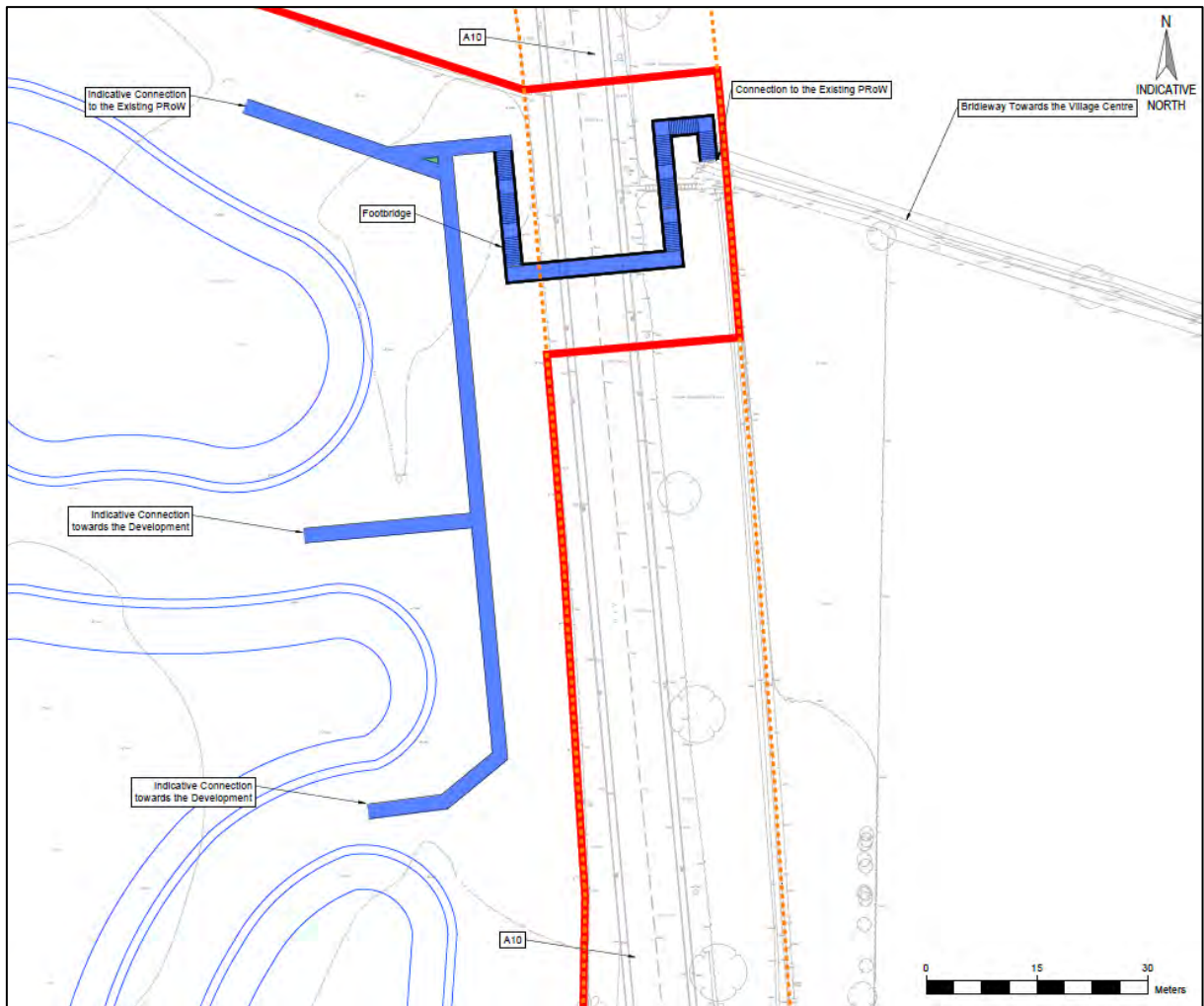


Figure 4.4 – Proposed Footbridge Connection to Buntingford Footpath 035

- 4.9 From within the application site, several connections will be provided to the proposed new footbridge in order to promote the use of this connection and reduce journey times for residents from both the proposed development and local residents in Buntingford.
- 4.10 The proposals for improvement include the surfacing of Buntingford Footpath 035 between the new proposed footbridge to the connection to the existing footway on Norris Way and for a distance of approximately 260m. Hedges will also be cut back in order to achieve a typical width of 1.5-2m along the PRow route. Finally, the potential inclusion of a barrier provision near the drainage ditch will also be considered.
- 4.11 The section of Buntingford Footpath 035 to the south of the footway connection with Norris Way is proposed to be improved by resurfacing and cutting back the hedges in order to achieve a typical 2.5m width along the PRow and for a distance of approximately 270m and up to the junction with Buntingford Footpath 036. The potential to include bollard lighting along the PRow will be discussed and agreed with the CRow Unit.

Summary

- 4.12 The proposed improvements will provide a significant improvement to the existing conditions of pedestrians and cyclists in the local area to the west of Buntingford and will bring the proposed development within close proximity to Buntingford by using active modes of transport, which will be promoted as safe and convenient modes of transport as part of the provision of a sustainable scheme.
- 4.13 These improvements will provide:

- A new footbridge on the A10 linking Cottered Footpath 041 with Buntingford Footpath 035;
- Surfacing of Cottered Footpath 041 within the application site with several points of connection from the proposed scheme to the proposed footbridge;
- Surfacing of northern section of Buntingford Footpath 035 and cutting back of hedges to achieve available typical width of 1.5-2.0m;
- Re-surfacing of southern section of Buntingford Footpath 035, cutting back of hedges to achieve available typical width of 2.5m and bollard lighting;
- Enhancement of existing footbridge connecting Cottered Footpath 040 with Buntingford Footpath 036 (Broad Baulk) by providing a further bridge connection running parallel with the existing bridge;
- Surfacing of Cottered Footpath 040 at section within the application site with several points of connection from the proposed scheme to the existing footbridge;
- Enhancement on the access to/from the existing footbridge on the westernmost section of Buntingford Footpath 036 to provide a wider access along the bridge and between the application site and Buntingford Footpath 036; and
- Re-surfacing of western section of Buntingford Footpath 036 and cutting back of hedges to achieve available typical width of 3.0m, with potential to include bollard lighting and up to the junction with Bowling Green Lane.

- 4.14 It is proposed to discuss the delivery of off-site PRow improvements (which would affect Buntingford Footpaths 035 and 036) with the PRow Officer and/or the LHA towards the potential provision of financial contributions proposed in this Technical Note as part of the proposed development.
- 4.15 The improvements proposed in terms of new pedestrian and cycling infrastructure via high-quality segregated footways and cycle tracks provided along the A507 Baldock Road, which will be connected to Buntingford by a Toucan crossing ensuring the safe and quick access across the A10, along with the provision of street lighting extended along the road frontage, mean that the town centre and many other local facilities and employment areas will be reached within convenient pedestrian and cycling distances.
- 4.16 Additional improvements are also proposed along the B1038 Baldock Road to improve pedestrian and cycle access between the site and the town centre.
- 4.17 These measures will be complemented by the PRow improvements that have been proposed in this Technical Note along Cottered Footpaths 040 and 041 and Buntingford Footpaths 035 and 036.
- 4.18 The provision of the cumulative access proposal, as discussed in **Section 3**, would also introduce four additional crossings along the A507 Baldock Road, to enhance connectivity between the application site and the proposed employment to the south of the A507 Baldock Road, reinforcing the message that the use of active modes is safe and convenient between the site and any local facilities provided within the local area.

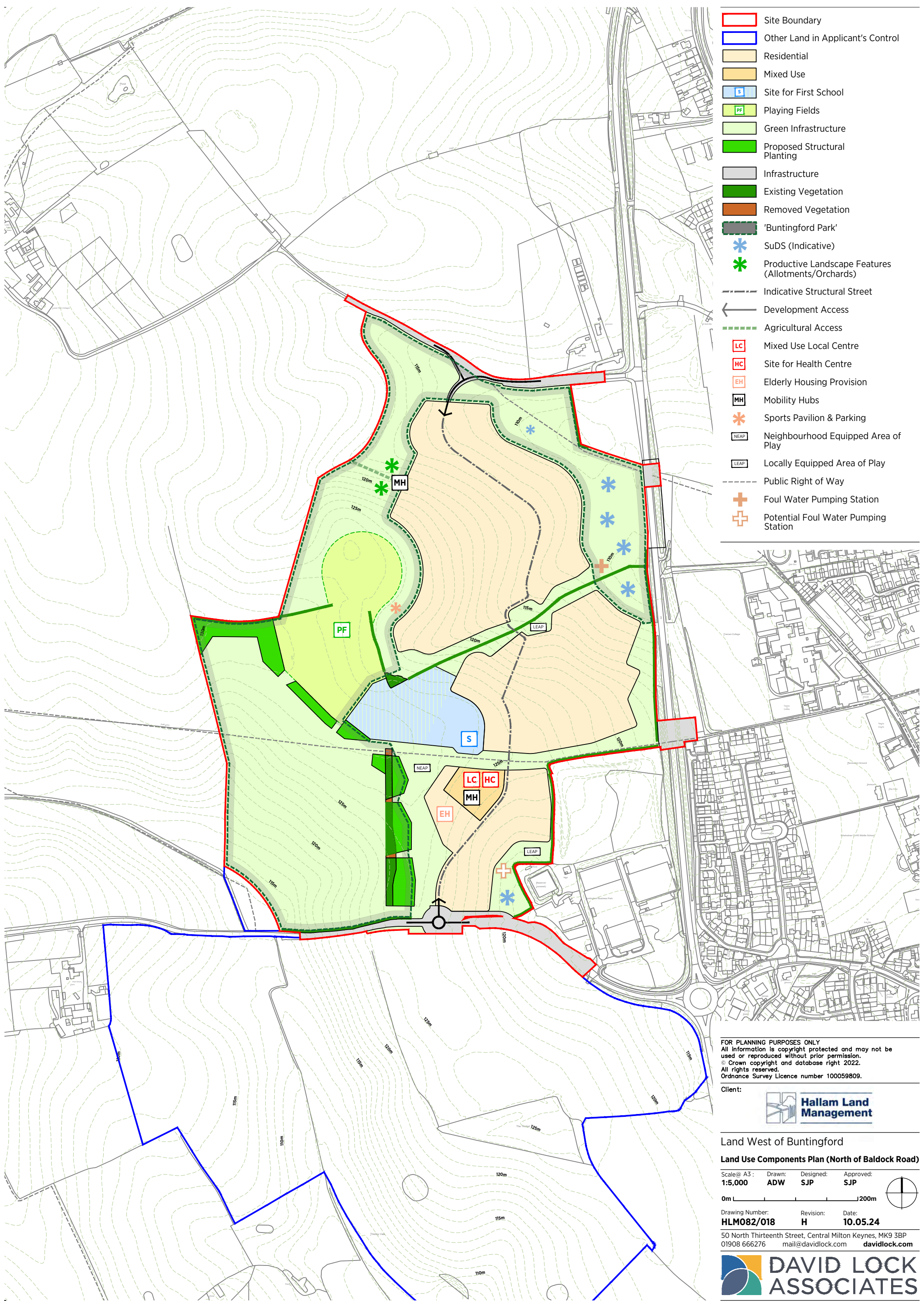
5.0 Conclusion

- 5.1 This TN demonstrates that the site has the opportunity to provide a sustainable development with high-quality pedestrian connections along the established PRowS with a number of significant improvements that have been proposed in this report.
- 5.2 These improvements will complement the proposed active travel connection along Baldock Road and across the A10 and will facilitate the provision of sustainable credentials as part of the development.

Next Steps

- 5.3 The proposed improvements will provide the initial basis for conversations with the CRow Unit for potential enhancement of the PRow network connections in this regard. Further follow up meetings and discussions can be undertaken following the review of these proposals by the CRow Unit.

Appendix A – Land Use Components Plan



- Site Boundary
- Other Land in Applicant's Control
- Residential
- Mixed Use
- Site for First School
- Playing Fields
- Green Infrastructure
- Proposed Structural Planting
- Infrastructure
- Existing Vegetation
- Removed Vegetation
- 'Buntingford Park'
- SuDS (Indicative)
- Productive Landscape Features (Allotments/Orchards)
- Indicative Structural Street
- Development Access
- Agricultural Access
- Mixed Use Local Centre
- Site for Health Centre
- Elderly Housing Provision
- Mobility Hubs
- Sports Pavilion & Parking
- Neighbourhood Equipped Area of Play
- Locally Equipped Area of Play
- Public Right of Way
- Foul Water Pumping Station
- Potential Foul Water Pumping Station

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Client:

**Hallam Land Management**

Land West of Buntingford

Land Use Components Plan (North of Baldock Road)

Scale@ A3: 1:5,000	Drawn: ADW	Designed: SJP	Approved: SJP
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0m L 200m

Drawing Number: HLMO82/018	Revision: H	Date: 10.05.24
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01908 666276 mail@davidlock.com davidlock.com

**DAVID LOCK ASSOCIATES**

Appendix B – LHA Response



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
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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

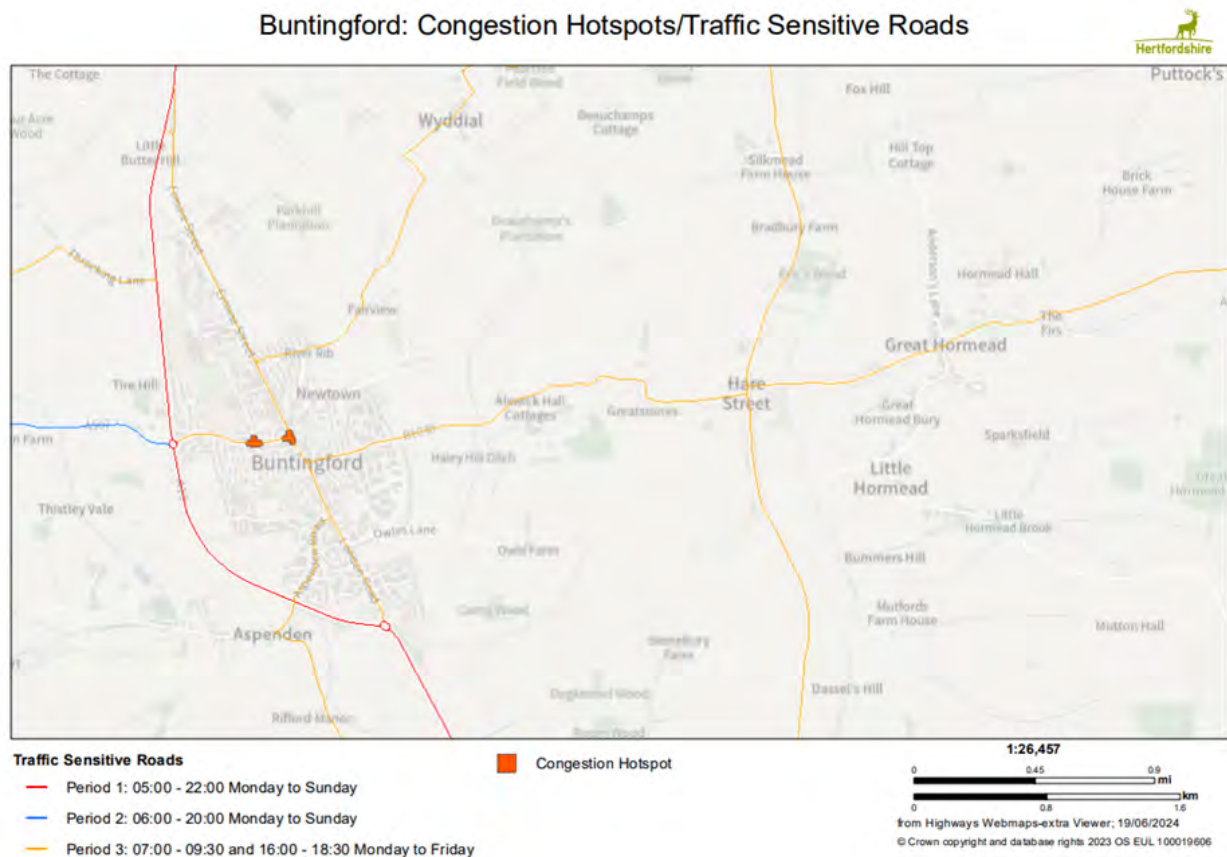
The county council will to work with development promoters and the district and borough councils to:

- 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.

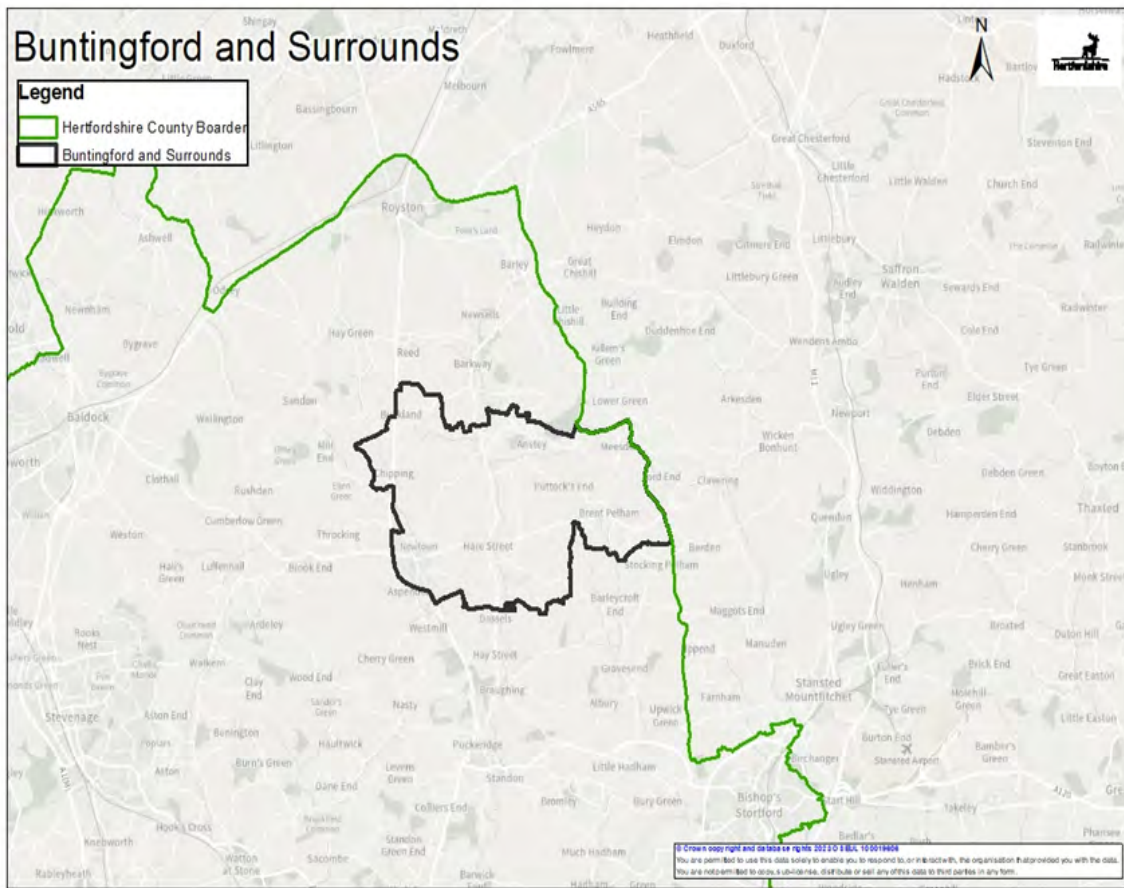
Trip Rates

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.

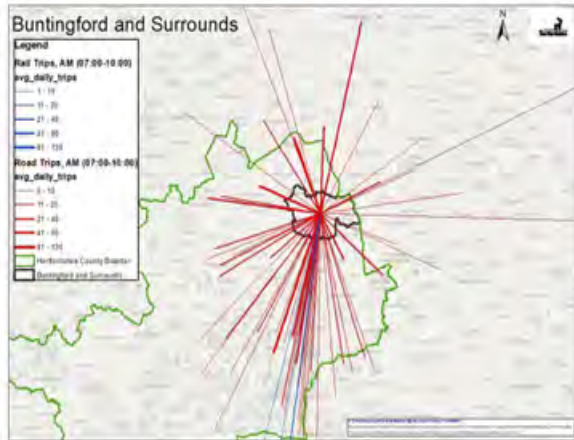
Mobile Phone Network Data

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:

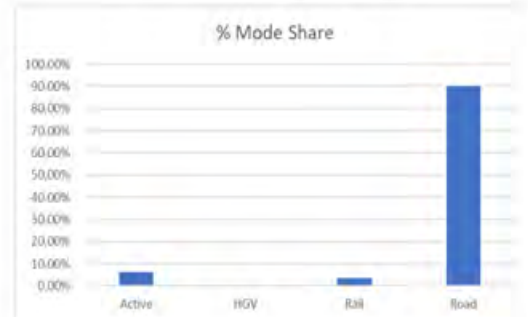


The mobile network data was collated over a three-month period, from 02/03/2023 to 25/05/2023. The data shown is for the AM Peak Period (APP) (07:00 – 10:00) and the PM Peak Period (PPP) (16:00 – 19:00).

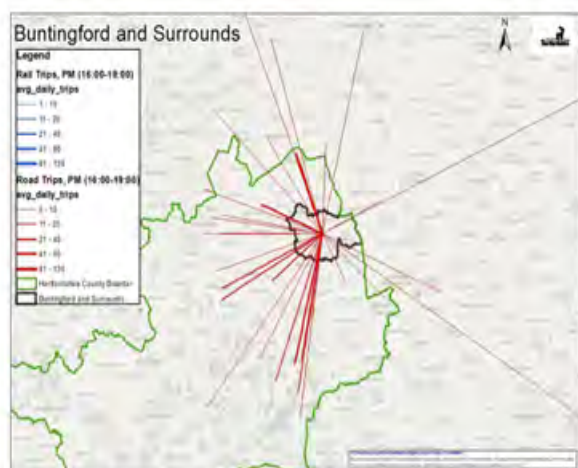
Car and Rail Trips Starting in Buntingford and surrounds, AM Period (07:00-10:00)



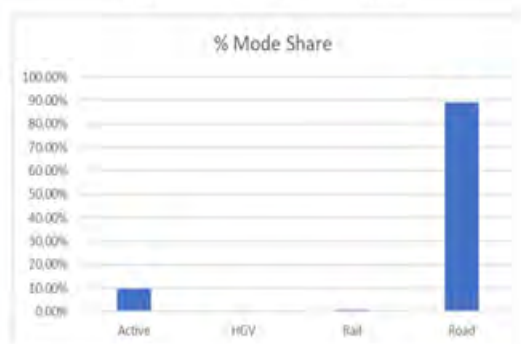
Mode Share	Average Trips	% Mode Share
Active	132	6.26%
HGV	7	0.33%
Rail	71	3.37%
Road	1898	90.04%



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:

- Cambridge;
- Royston;
- Ware;
- Hertford;
- Letchworth Garden City; and
- 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.

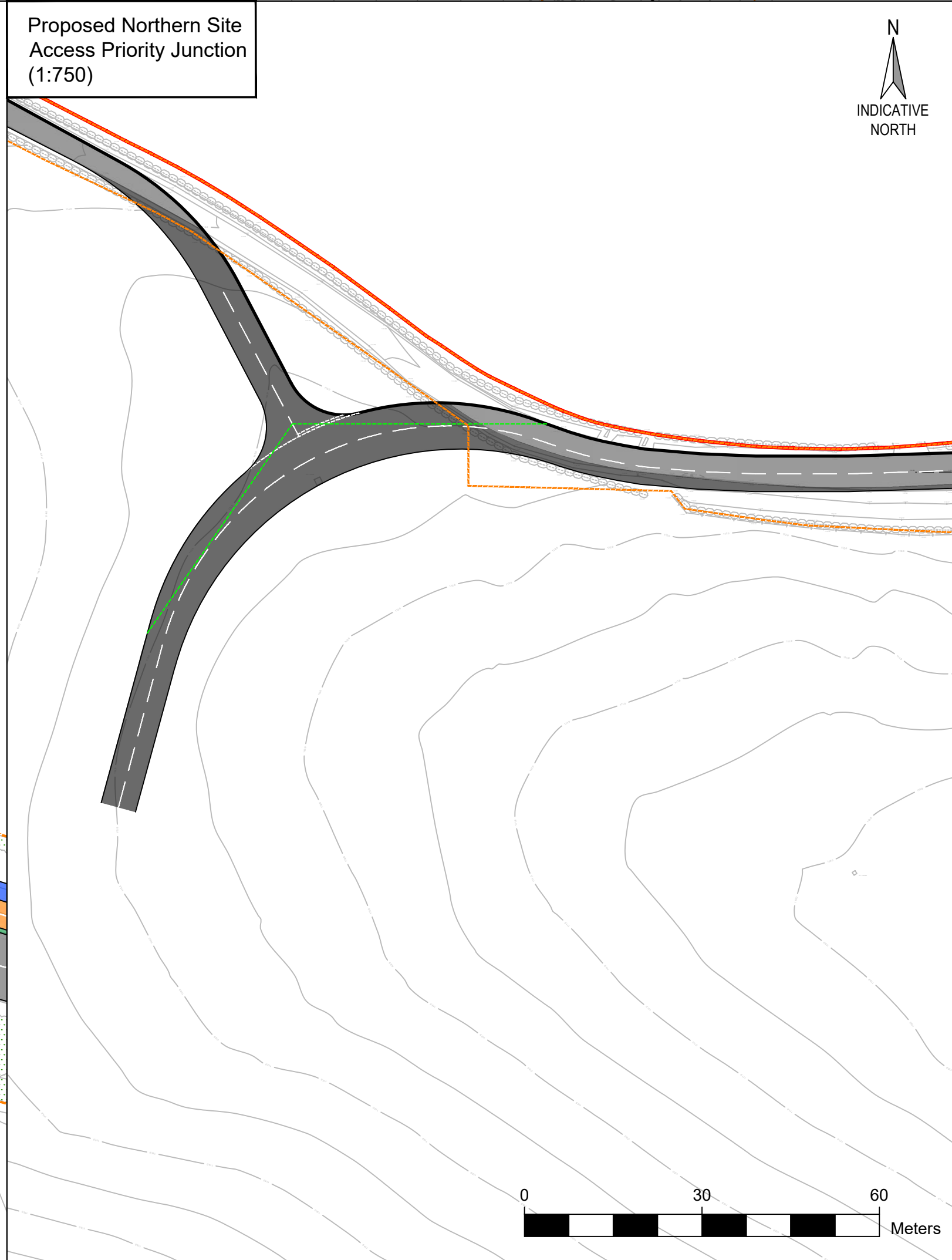
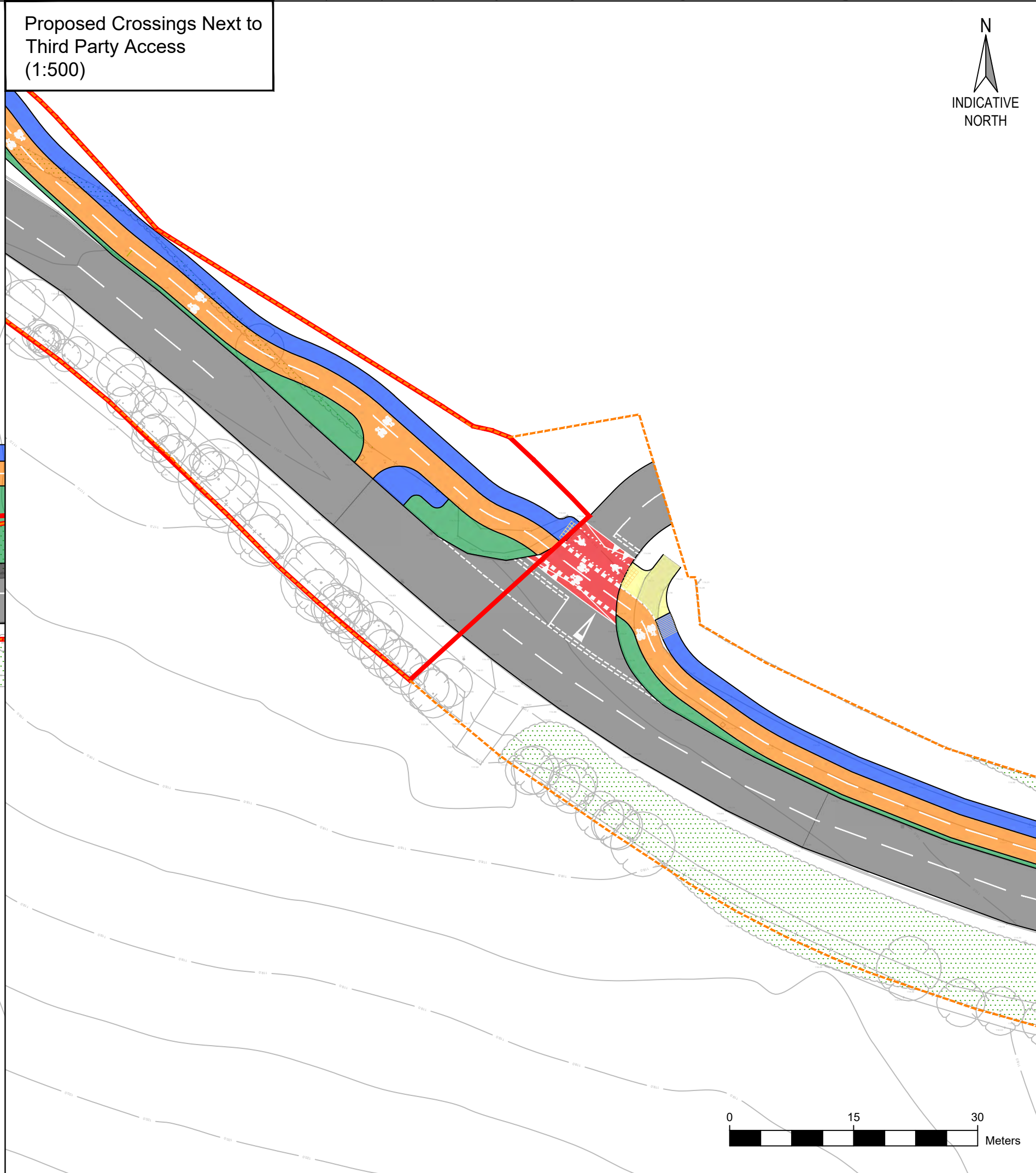
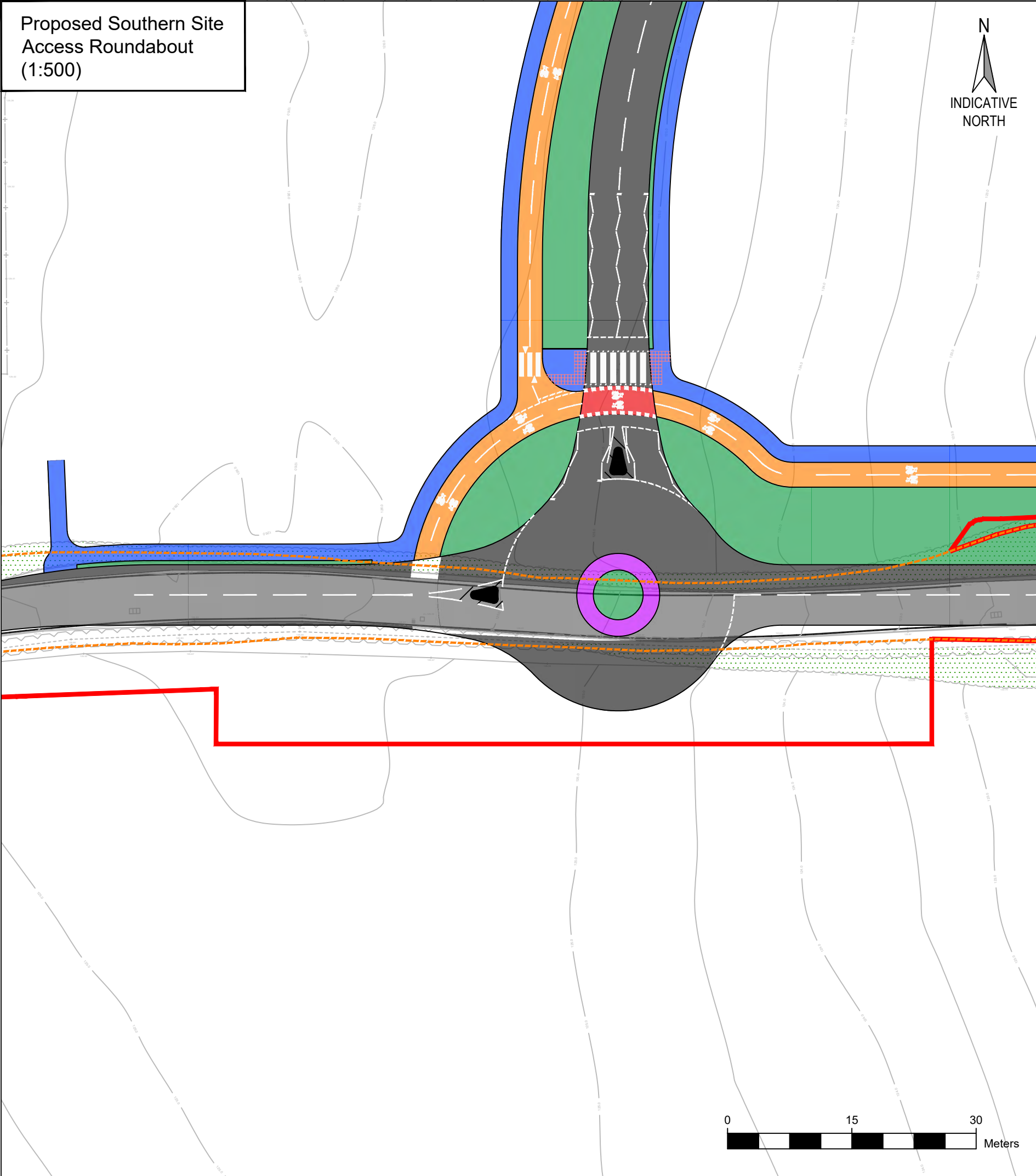
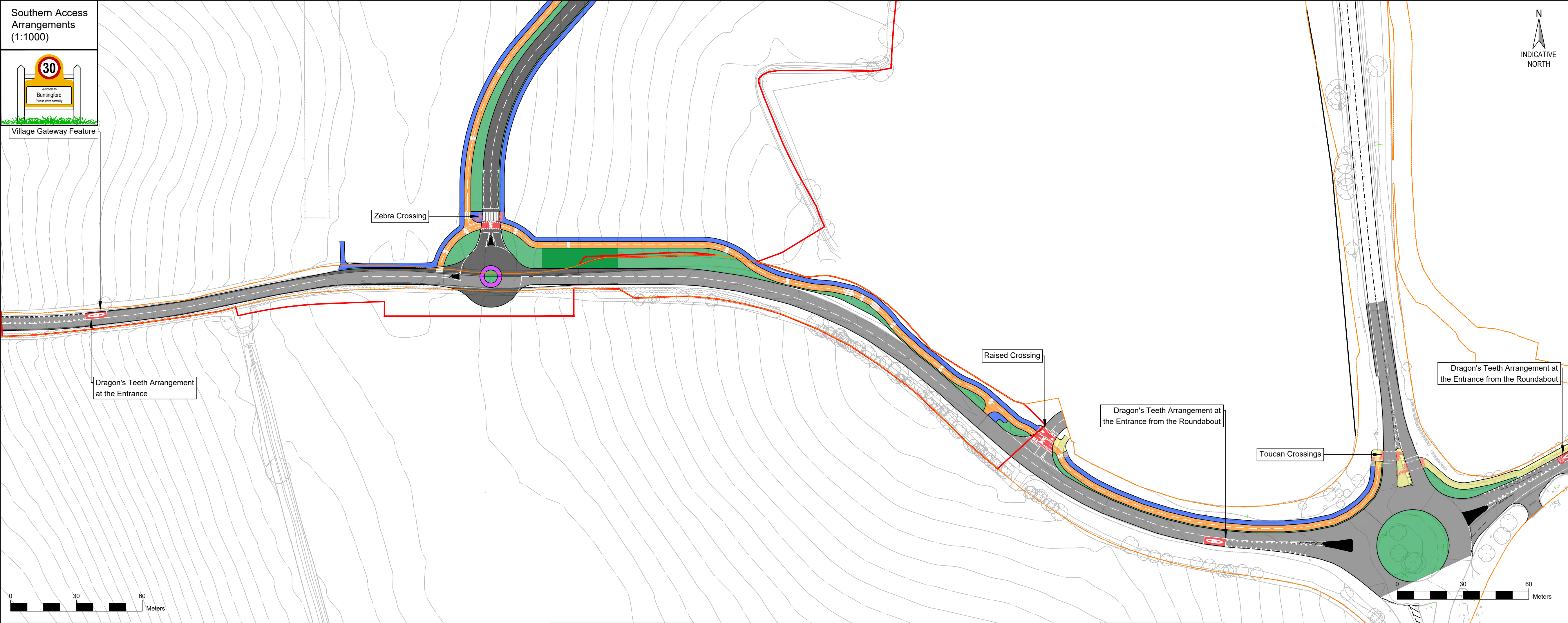
This response has raised concerns with respect to the trip generation exercise with attendant issues with the modelling exercise. With respect to the latter, engagement will be needed with Hertfordshire County Council's modelling team.

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 C – Proposed Site Access Arrangements



P4	14.05.24	RLB Amendment	AB	RM
P3	25.03.24	RLB Amendment	BT	RM
P2	23.02.24	Amendments	JF	MG
P1	21.02.24	Preliminary issue	JF	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED SITE ACCESS ARRANGEMENTS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
Please Refer to the Drawing

PROJECT REF:
23161

DRAWING No:
0009

STATUS:
N/A

REV:
P4

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

Appendix D – Active Travel Connection to Buntingford Town Centre

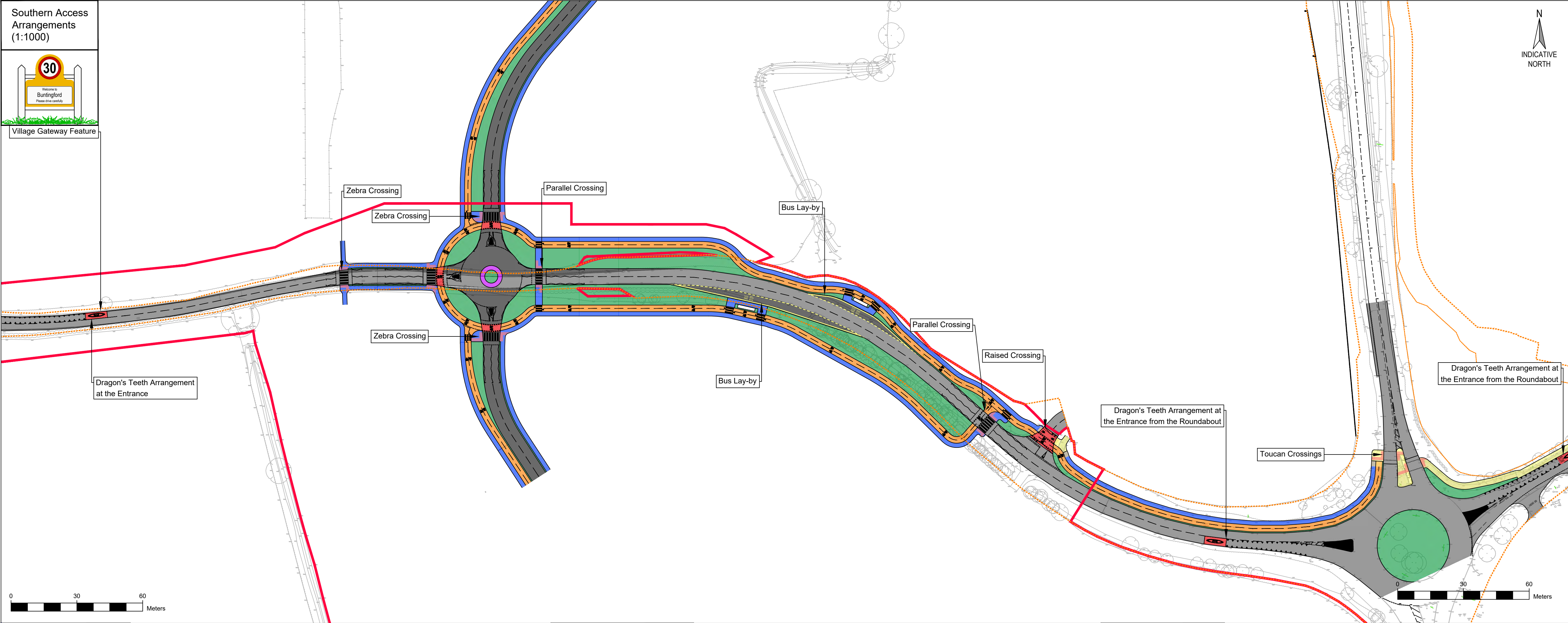


- KEY**
- Highway Boundary
 - Proposed Carriageway
 - Existing Carriageway
 - Proposed Coloured Surface Treatment
 - Proposed Shared Pedestrian and Cyclist Path Extension
 - Existing Footway
 - Proposed Cycle Path
 - Proposed Footway
 - Verge

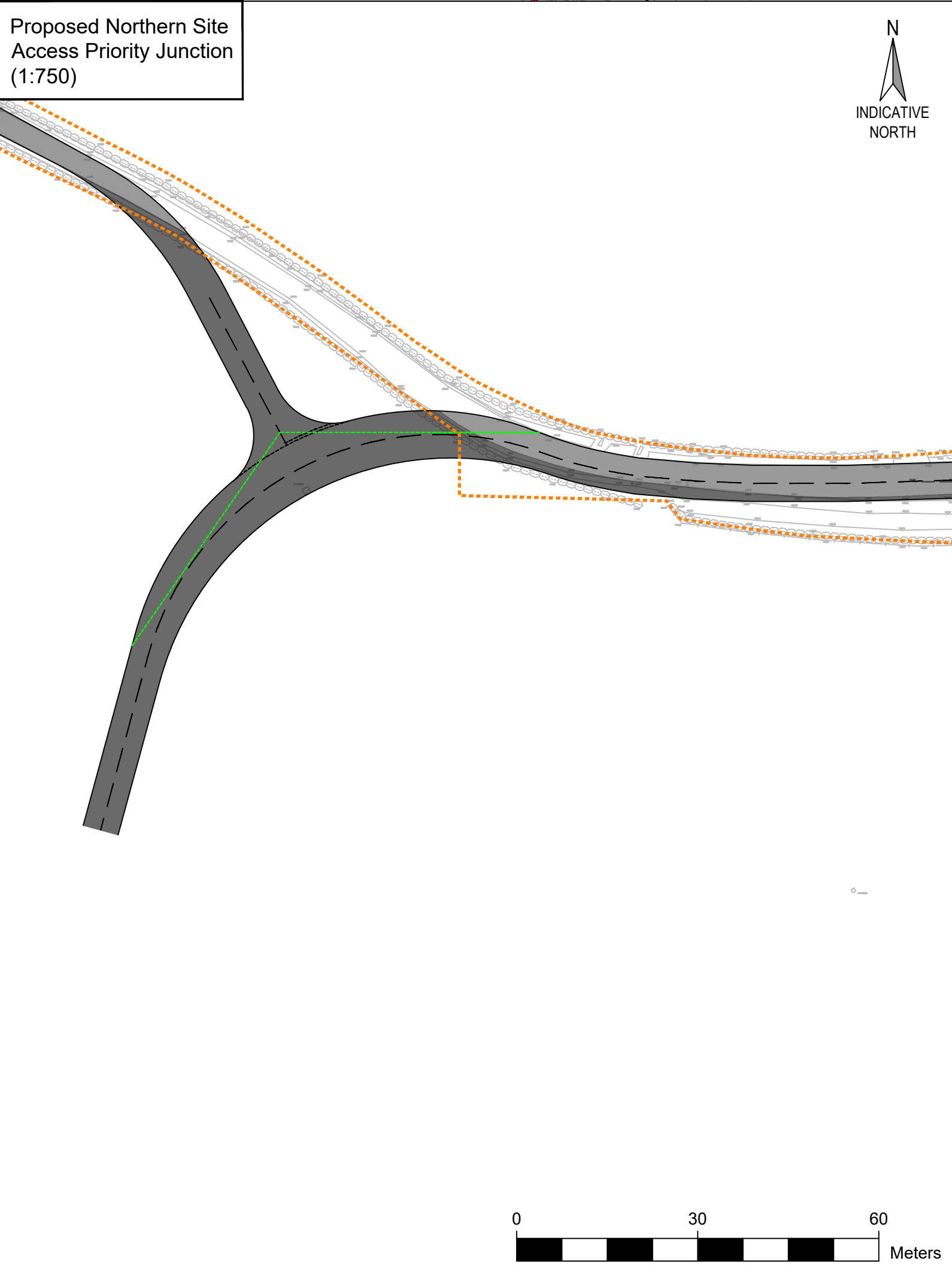
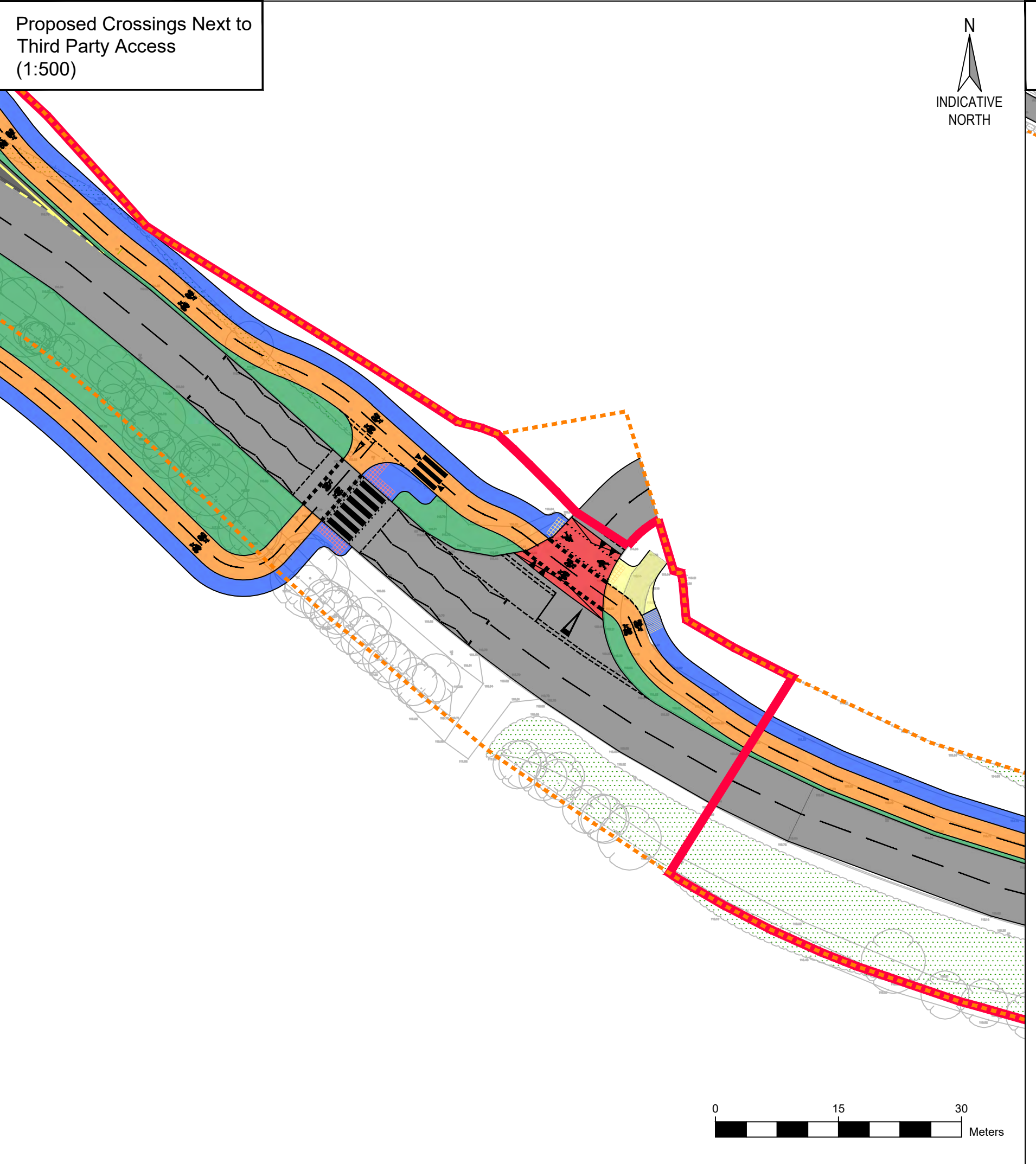
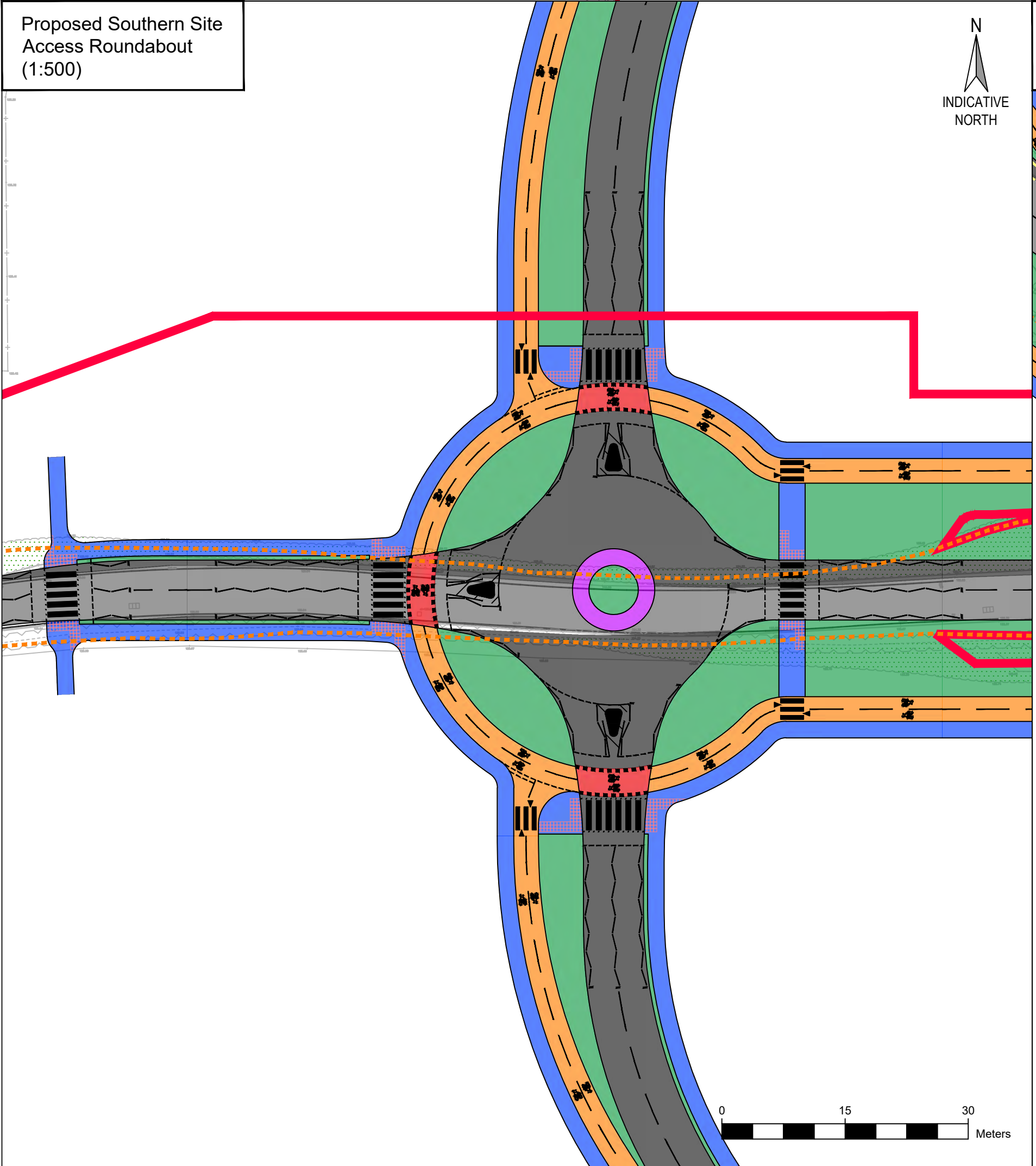


P1	17.07.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd
PROJECT: BUNTINGFORD				
TITLE: ACTIVE TRAVEL CONNECTION TO BUNTINGFORD VILLAGE CENTRE				
CLIENT: HALLAM LAND MANAGEMENT				
SCALE@A1: Refer to the Drawing				
PROJECT REF: 23161				
DRAWING No: 003			REV: P1	
Revision Referencing P = Preliminary A = Approval T = Tender C = Construction				

Appendix E – Cumulative Access Inclusive of Employment Proposals



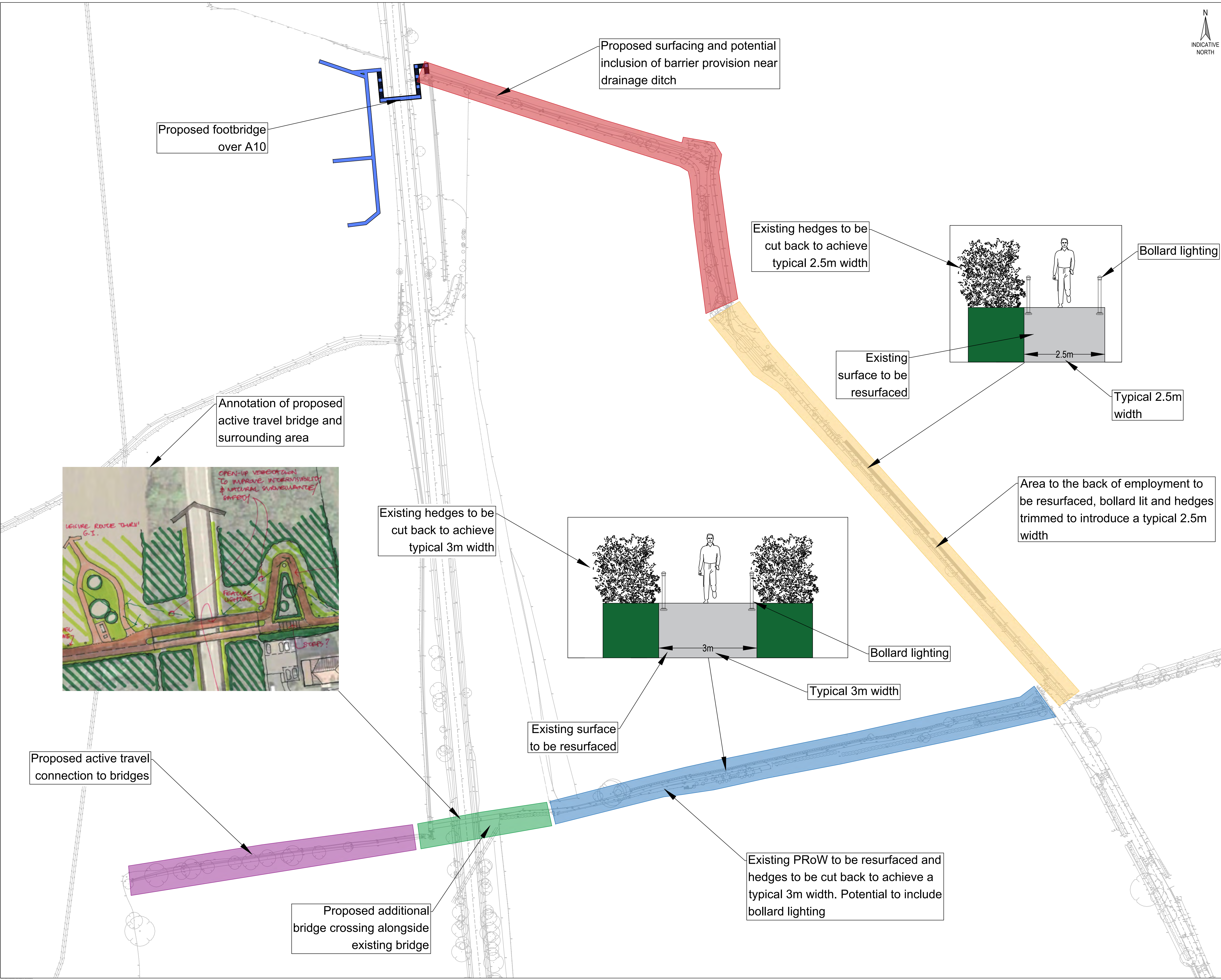
LEGEND	
	Site Boundary
	Highway Boundary
	Proposed Carriageway
	Existing Carriageway
	Proposed Cycleway
	Proposed Pedestrian Path / Footway
	Proposed Shared Pedestrian and Cyclist Path
	Existing Shared Pedestrian and Cyclist Path
	Verge
	Coloured Surface Treatment
	Overrun Area



P14	12.06.24	RLB Amendments	BT	RM
P13	14.05.24	RLB Amendments	AB	RM
P12	08.04.24	RLB Amendments	BT	RM
P11	25.03.24	RLB Amendments	BT	RM
P10	26.02.24	RLB Amendments	JF	MG
P9	21.02.24	RLB Amendments	JF	MG
P8	19.02.24	RLB Amendments	JF	MG
P7	17.02.24	RLB Amendments	JF	MG
P6	14.02.24	Amendments	MK	MG
P5	09.02.24	Amendments	MK	MG
P4	30.01.24	Amendments	MK	MG
P3	11.07.23	Added 3rd Site Access	MK	MG
P2	14.04.23	Minor Amendments	MK	MG
P1	27.03.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT: BUNTINGFORD	
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS	
CLIENT: HALLAM LAND MANAGEMENT LTD	
SCALE@A1: Please Refer to the Drawing	
PROJECT REF: 23161	STATUS: N/A
DRAWING No: 0001	REV: P14
Revision Referencing P = Preliminary A = Approval T = Tender C = Construction	

Appendix F – Proposed Improvements to PRow Network



LEGEND

- Existing Path
- Hedge Area

P1	02.10.24	Preliminary issue	BT	JD
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
PROPOSED CROSS SECTIONS

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
NTS

PROJECT REF:
23161
DRAWING No:
0018

STATUS:
N/A
REV:
P1

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

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Proposed footbridge
over A10

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

Annotation of proposed
active travel bridge and
surrounding area



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

Bollard lighting

Typical 3m width

Existing surface
to be resurfaced

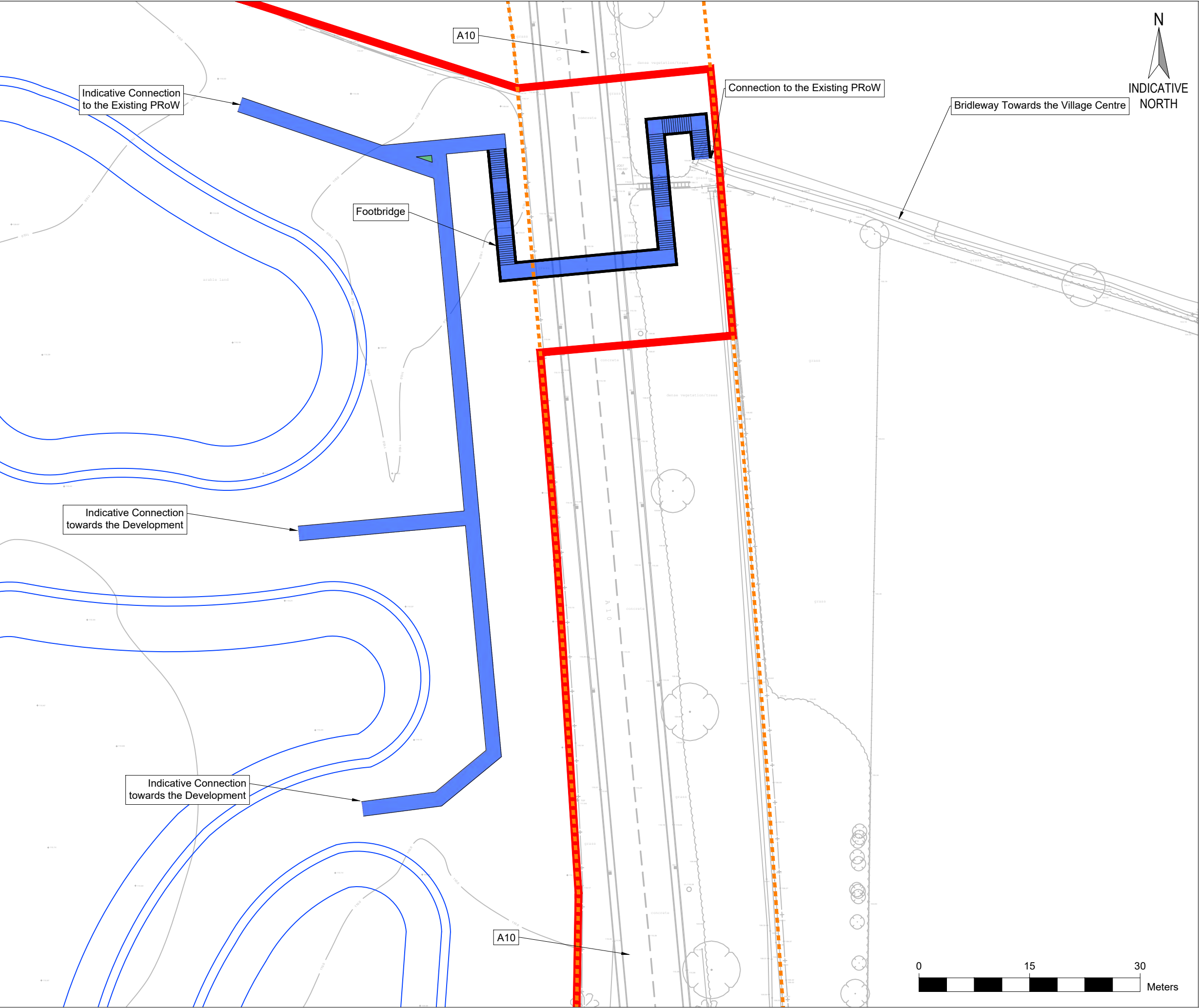
Area to the back of employment to
be resurfaced, bollard lit and hedges
trimmed to introduce a typical 2.5m
width

Proposed active travel
connection to bridges

Proposed additional
bridge crossing alongside
existing bridge

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

Appendix G – Proposed Footbridge on the A10 Leading to Buntingford Footpath 035



LEGEND

- Site Boundary
- Highway Boundary
- Proposed Pedestrian Path / Footway

P6	13.05.24	Amendments	AB	RM
P5	23.03.24	RLB Amendment	BT	JD
P4	17.02.24	RLB Amendment	JF	JD
P3	09.02.24	Amendments	MK	JD
P2	08.02.24	Amendments	MK	JD
P1	17.04.23	Preliminary issue	MK	MG

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
BRIDGE CROSSING OVER A10

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A3:
1:500

PROJECT REF: 23161	STATUS: N/A
DRAWING No: 002	REV: P6

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

