Guy and Wright Ltd
The Vineries
Green Tye
Much Hadham
Hertfordshire
SG10 6JJ

Unit 23 The Maltings
Stanstead Abbotts
Hertfordshire SG12 8HG

Tel 01920 871 777
e: contact@eastp.co.uk
www.eastp.co.uk

6th March 2024

Dear Sir or Madam,

Access Appraisal – Proposed Access Road to The Vineries, Green Tye, Much Hadham SG10 6JJ

EAS has been commissioned to provide access advice regarding a proposed new Highway Access Point and access road to serve The Vineries, located at the above address.

Background

Guy and Wright Ltd are tomato growers who also recycle food waste via an anaerobic digester (AD) to produce green energy (to supply the nurseries) and digestate, which is then stored on-site in a digestate lagoon and then used to fertilise crops on the surrounding arable farmland.

The AD, which receives deliveries of food waste by HGVs, was approved via planning application 3/0315. This included a condition which restricted the number of HGV movements, which was later amended through application 3/13/0049/CM to comprise a restriction to:

48 Heavy Goods Vehicle movements (24 in and 24 out) at the site in any weekly period. Notwithstanding the above, there shall be no more than 12 Heavy Goods Vehicles (6in and 6 out) in any one working day.

The AD is currently served by an existing access within Green Tye, located roughly opposite 'The Mission Hall Green Tye Much Hadham Hertfordshire'. HGVs access the site via Parsonage Lane to the east of Green Tye and are thus required to travel through Green Tye, which is a small rural village comprising mainly residential properties.

Guy and Wright Ltd are conscious of impacts to residents of the HGV movements necessary to serve the AD, and hence are proposing a new Highway Access point and access road to facilitate access to the AD that removes the need for HGVs to route through Green Tye, to thus minimise disruption to residents of the village.

The plan contained at **Appendix A** illustrates the existing and proposed accesses to the AD as well as the routing of HGVs that serve the AD.

A previous application for a new Highway Access point in this approximate location and associated access road to serve agricultural worker accommodation was refused in 2019 (3/19/2013/FUL). Two reasons for refusal related to the accommodation itself while the third related to the lack of submission of a Road Safety Audit and potential impacts to Public Rights of Way (PRoWs) which the access road would have crossed.

Proposed Access Location

Parsonage Lane is a rural road with a carriageway width of circa 4.5m and is subject to a 60mph speed limit.

The proposed access is shifted circa 10m north of the access position as was proposed via 3/19/2013/FUL to avoid the removal of a tree which is situated just off the carriageway. The proposed access being positioned on the outside of a bend also confers maximal visibility at the proposed access.

Access Design

In addition to avoiding removal of the tree situated adjacent to the carriageway by virtue of the amended proposed access position, there is a tree situated circa 35m west of the proposed access point, which the proposed access road avoids. The access road is perpendicular to Parsonage Lane for the initial 15m and then begins to gently bend to avoid the tree.

The proposed access comprises a simple priority junction with Parsonage Lane. The junction would have 15m radii and a width of 7.6m for the initial circa 45m, before narrowing to 4m for the remainder of the access road. This allows two maximum legal length articulated vehicles (18.55m long) to pass at the access point, and 3 additional passing places are proposed along access road to facilitate two-way HGV movements.

The first 15m of the access would comprise asphalt concrete or concrete construction, to prevent material deposition onto Parsonage Lane, after which the access road would comprise compact gravel construction.

The access road passes two public footpaths. Gates will be provided on the public footpaths at either side of where they cross the proposed access road, such that pedestrians when stopping to open the gates would naturally look up and down the access road and see any oncoming vehicles, and accordingly wait until the vehicle has passed and it is safe to cross.

The proposed access design is illustrated on the drawing contained at **Appendix B**. The full context of the proposed access road including where this crosses public footpaths is included at **Appendix C**. Swept path analysis illustrating access from and egress to Parsonage Lane by maximum legal length articulated vehicles is included at **Appendix D**. Swept path analysis illustrating use of the passing places by maximum legal length articulated vehicles is included at **Appendix E**.

Proposed Access Visibility

An ATC survey was undertaken at circa 10m south of the proposed access by K&M Traffic Surveys between 2nd and 8th November 2023. This recorded 85th percentile speeds of 20.5mph for northbound traffic and 19.3mph for southbound traffic.

Based on DMRB standards these speeds equate to visibility splay requirements of 2.4m x 35.5m to the south and 2.4m x 32.5m to the north. The visibility splays can be achieved to the nearside carriageway edge in both directions from the access, falling wholly within highway land as per mapping obtained from Hertfordshire County Council (HCC).

The visibility splays are illustrated on the drawing contained at **Appendix C**; achievable visibility is in fact in excess of the requirements based on the recorded traffic speeds. The highway boundary mapping is included at **Appendix F**. The full ATC dataset is included at **Appendix G**.

Trip Generation

The ATC dataset also confirms that low traffic flows pass the proposed access, comprising an average of 200 vehicle trips in the AM network peak hour (08:00-09:00) and 123 vehicle movements in the PM network peak hour (17:00-18:00).

The addition of up to 12 HGV movements per day (as per the restrictions on the previous planning consents for the AD), which would likely equate to a maximum of 2 HGV movements in a given hour, would clearly not comprise a perceptible impact on Parsonage Lane. Indeed, these HGV movements are already occurring through Green Tye.

Additionally, the applicant identifies they currently receive 3 deliveries per week (6 HGV movements per week) of straw which could also be redirected to the proposed access. This additional traffic at the proposed access, which is already occurring to the site via the existing access in the village, would also comprise an imperceptible increase in traffic on Parsonage Lane at the proposed access.

Traffic Collision Record

From a review of the Crashmap website no personal injury traffic collisions are identified as having occurred in the vicinity of the proposed access point in the most recent 5-year period available (2018-2022 inclusive). A screenshot from the Crashmap website illustrating this is included at **Appendix H**.

Road Safety Audit

As requested in the previous refusal notice, a Stage 1 Road Safety Audit has been undertaken, as included at **Appendix I**. This raised 4 problems, which are summarised along with EAS's designers response at **Appendix J**.

It should be noted, due to the preference of the applicant, the design of the proposed access road has since been amended such that this passes to the north of the tree situated circa 35m in from Parsonage Lane, rather than to the south as per the audited design. This is not however deemed to have a material impact on the audit or its findings; the access point onto the highway and the first circa 15m of the access road remains unchanged from the proposal which was subject to the road safety audit.

Conclusion

This letter demonstrates that the proposal for a new Highway Access point is suitably designed with regard to relevant standards and would not engender a perceptible negative impact to the local highway network, and would in fact provide overall benefit through the removal of existing HGV traffic which currently travels through the village of Green Tye.

The proposal should therefore be supported on Highways grounds.

Yours sincerely,

[redacted]

Ben McKeown

Senior Transport Planner for and on behalf of EAS Transport Planning Ltd

Appendices:

Appendix A – Existing and Proposed Access and HGV Routing

Appendix B – Access Design and Visibility Splays

Appendix C – Access Road Layout

Appendix D – Swept Path Analysis of Access and Egress

Appendix E – Swept Path Analysis of Passing Places

Appendix F – Highway Boundary Mapping

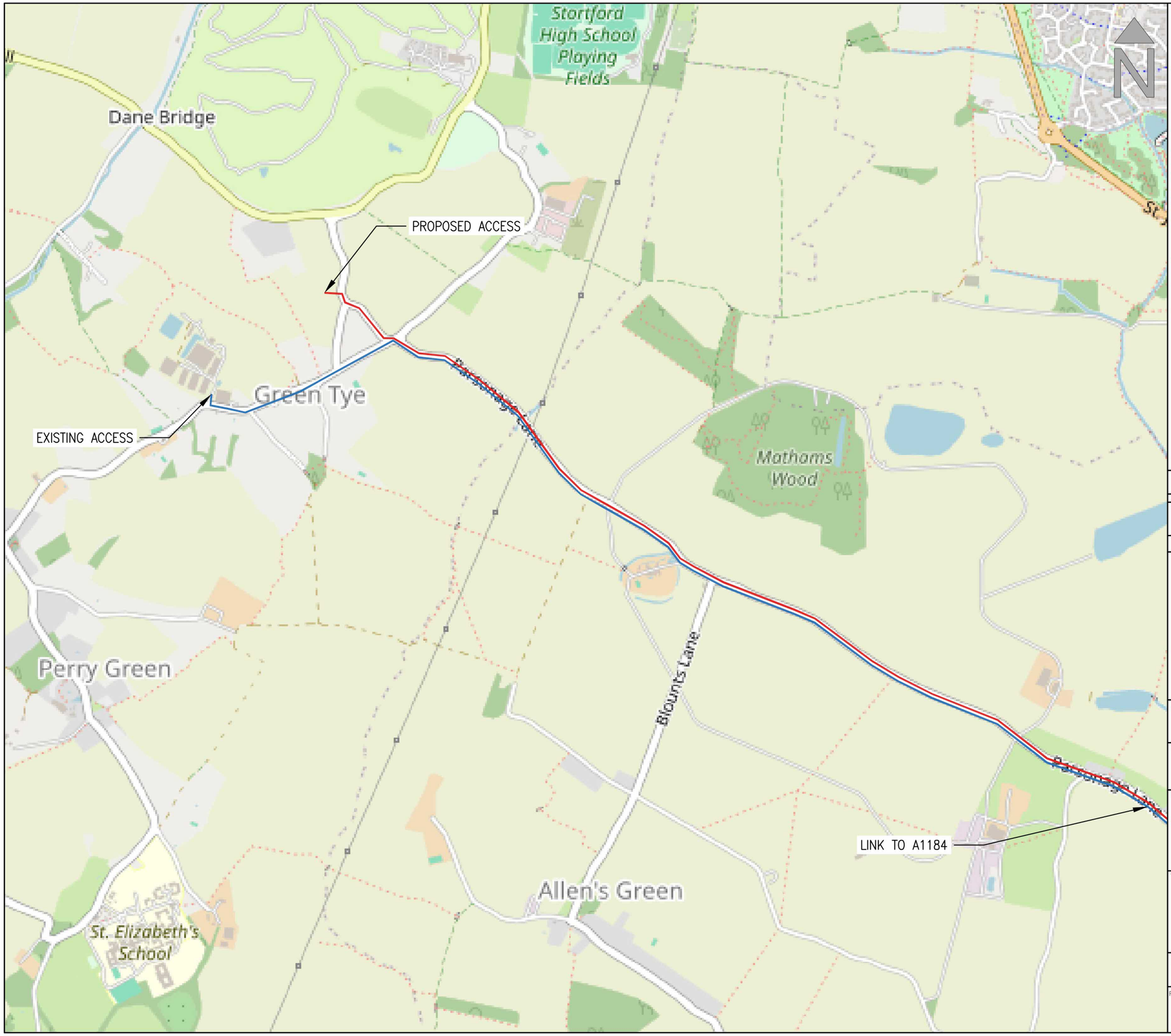
Appendix G – ATC Dataset

Appendix H – Screenshot from Crashmap.co.uk

Appendix I – Stage 1 Road Safety Audit

Appendix J – Stage 1 Road Safety Audit Designers Response

Appendix A – Existing and Proposed Access and HGV Routing



KEY:

– UPDATED ROUTE UTILISING PROPOSED ACCESS AVOIDING GREEN TYE VILLAGE

– CURRENT ROUTE UTILISING EXISTING ACCESS PASSING THROUGH GREEN TYE VILLAGE

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

PARSONAGE LANE, GREEN TYE,
MUCH HADHAM

TITLE:

PROPOSED ROUTING MAP

SCALE @ A3:	DESIGN–DRAWN:	DATE:
NTS	TS	07/12/2023

PROJECT No:	DRAWING No:
4835	SK06

Appendix B – Access Design and Visibility Splays

N

SIGN STATING:
'GIVE WAY IF HGV CAN BE SEEN APPROACHING THE ACCESS ON PARSONAGE LANE' OR SIMILAR (NOTE THIS IS NOT WITHIN PUBLIC HIGHWAY)

GIVE WAY MARKING TO ENSURE TWO-WAY MOVEMENTS BY HGVs IS NOT IMPEDED

ASPHALT CONCRETE OR CONCRETE FOR THE FIRST 15m OF PROPOSED ACCESS

R15.0m

VISIBILITY SPLAY OF 2.4m x 32.5m IN LINE WITH DMRB GUIDANCE FOR AN 85th PERCENTILE SPEED OF 19.3mph

R15.0m

7.6m WIDTH

COMPACT GRAVEL ACCESS ROAD

VISIBILITY SPLAY OF 2.4m x 35.5m IN LINE WITH DMRB GUIDANCE FOR AN 85th PERCENTILE SPEED OF 20.5mph

0 1 2 3 4 5 10 20

SCALE 1:250 (m)

N

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

PARSONAGE LANE, GREEN TYE,
MUCH HADHAM

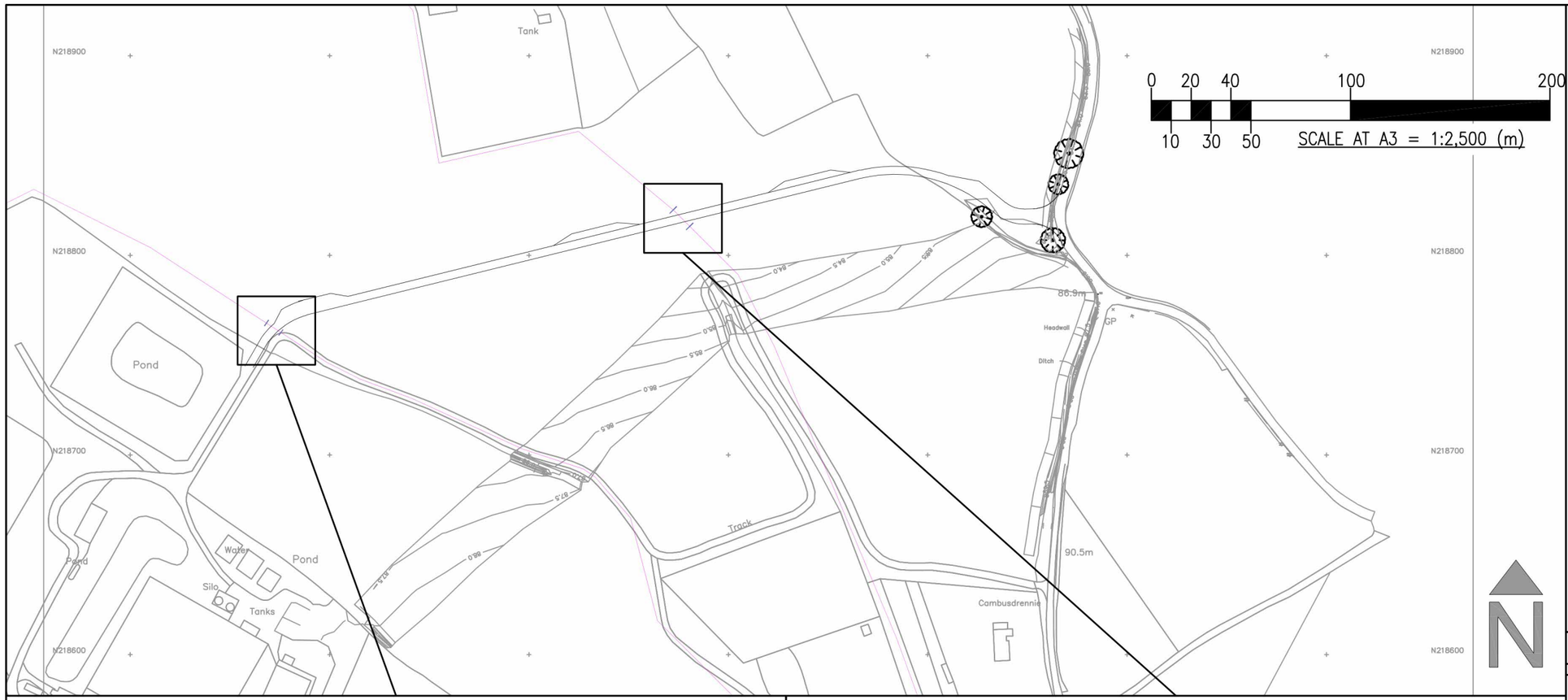
TITLE:

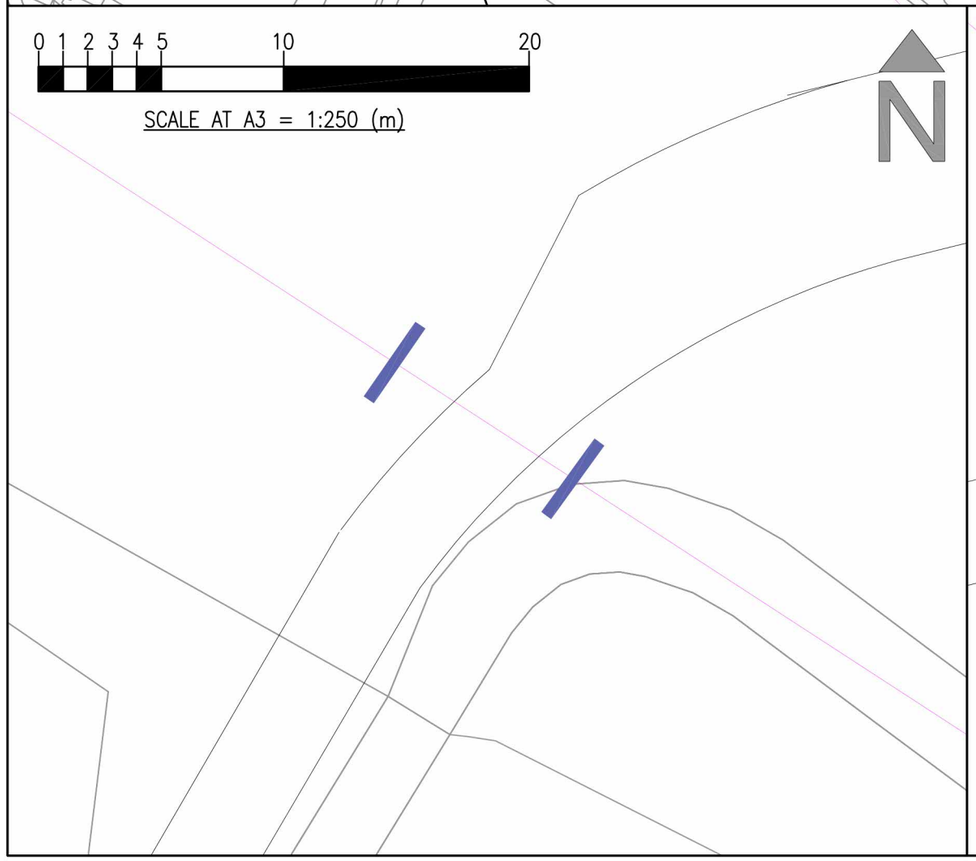
PROPOSED ACCESS ARRANGEMENT
AND VISIBILITY SPLAYS

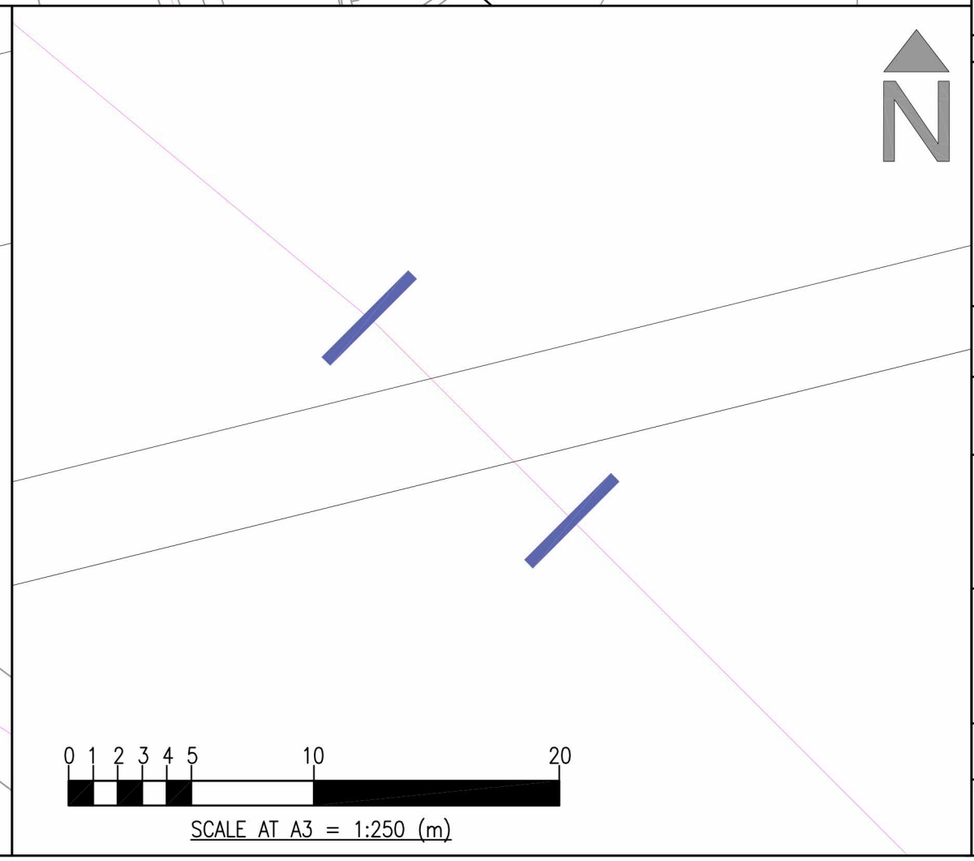
SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:250	BM	06/03/2024

PROJECT No:	DRAWING No:
4835	SK01 REV E

Appendix C – Access Road Layout







KEY:

– PROPOSED GATE

– PUBLIC FOOTPATH

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

PARSONAGE LANE, GREEN TYE,
MUCH HADHAM

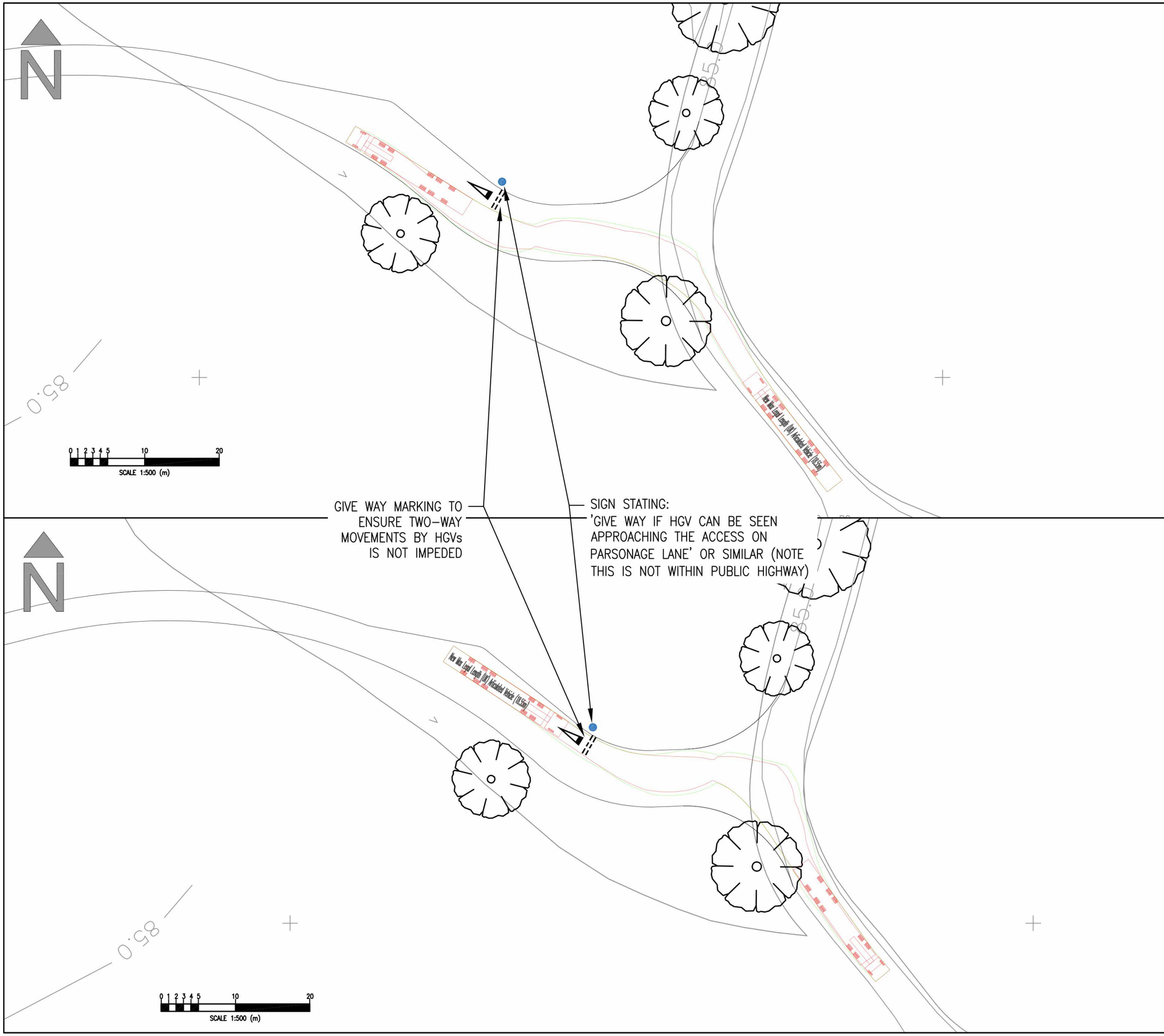
TITLE:

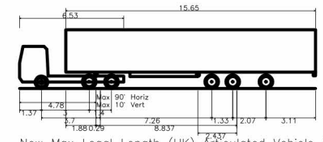
PROPOSED GATES AT PUBLIC FOOTPATHS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
SEE VIEWPORT	BM	06/03/2024

PROJECT No:	DRAWING No:
4835	SK03 REV D

Appendix D – Swept Path Analysis of Access and Egress





New Max Legal Length (UK) Articulated Vehicle (18.55m)

Overall Length	18.550m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

PARSONAGE LANE, GREEN TYE
MUCH HADHAM

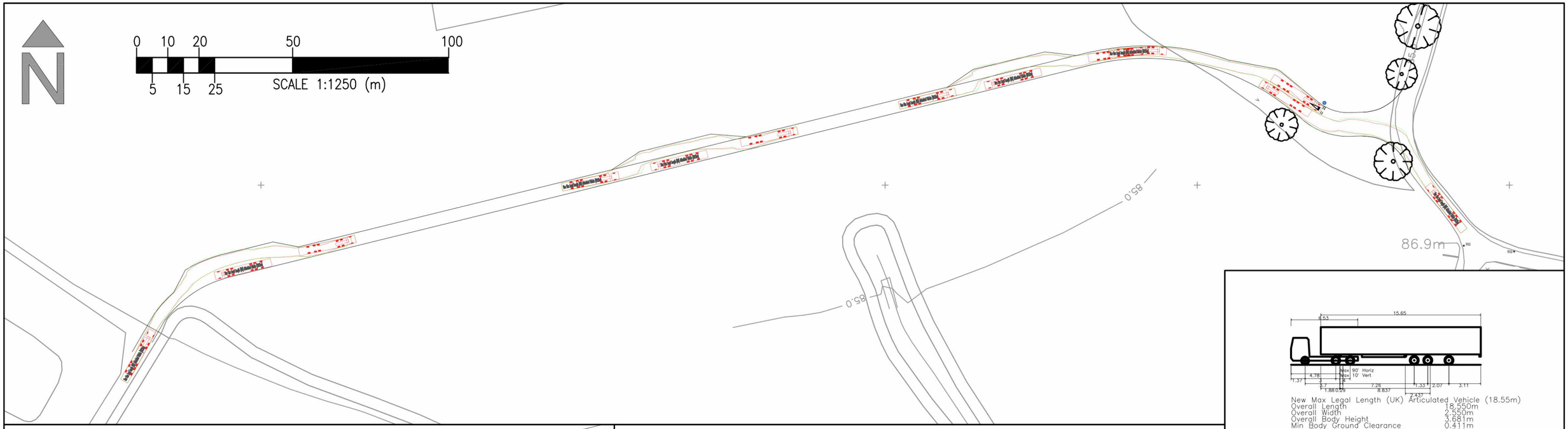
TITLE:

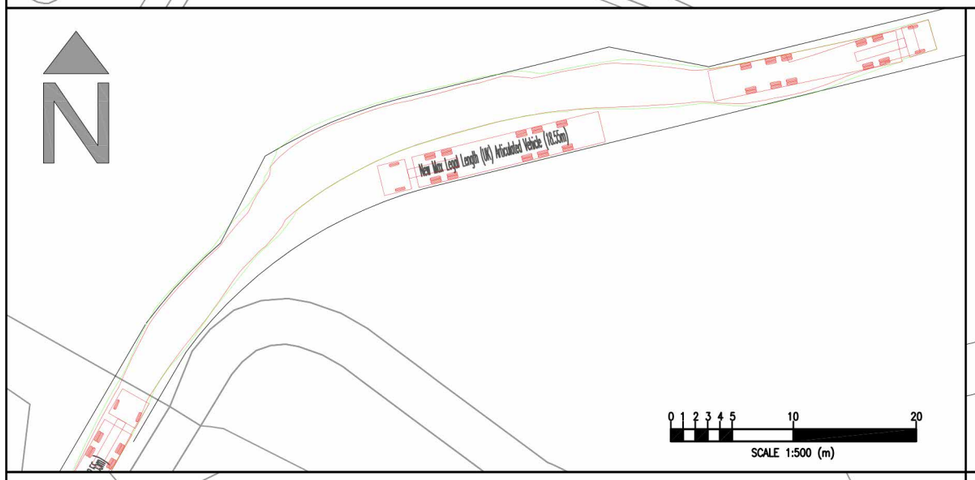
HIGHWAY ACCESS POINT SWEPT PATH ANALYSIS

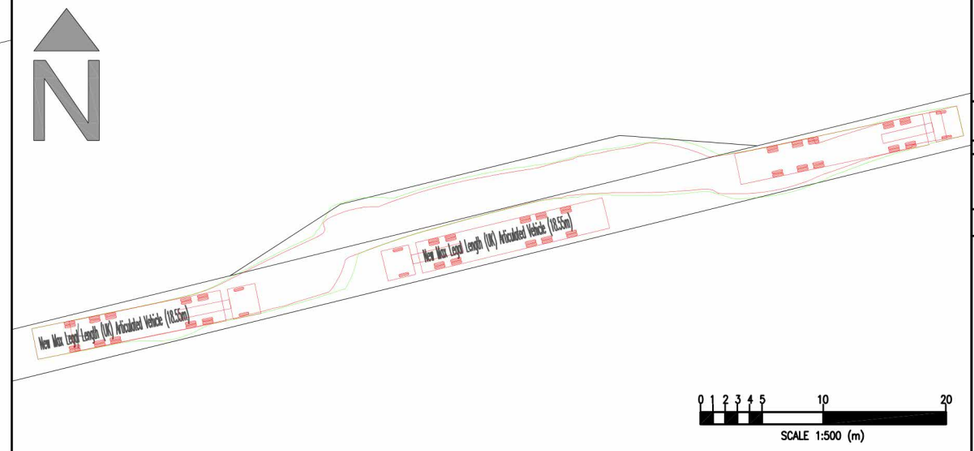
SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:500	BM	06/03/2024

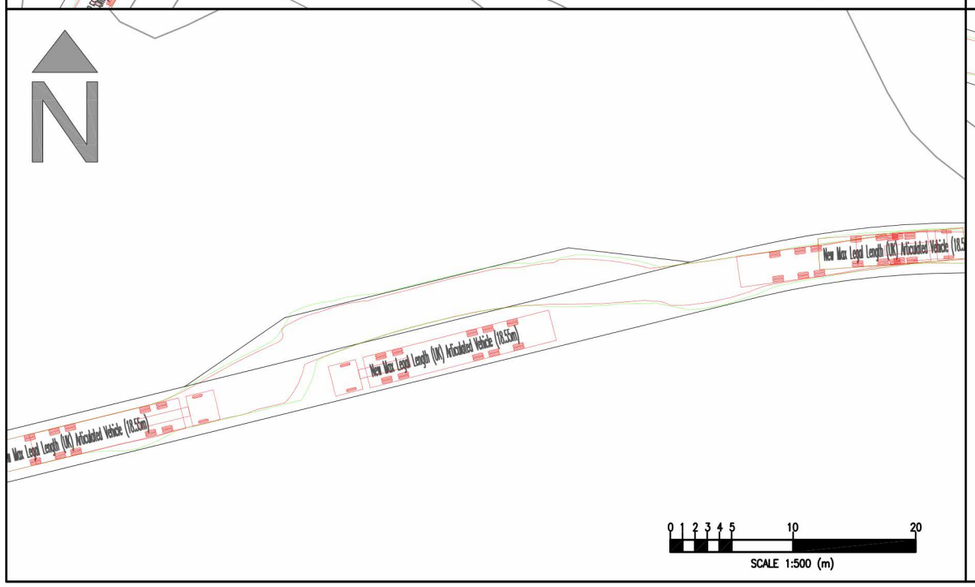
PROJECT No:	DRAWING No:
4835	SK04 REV C

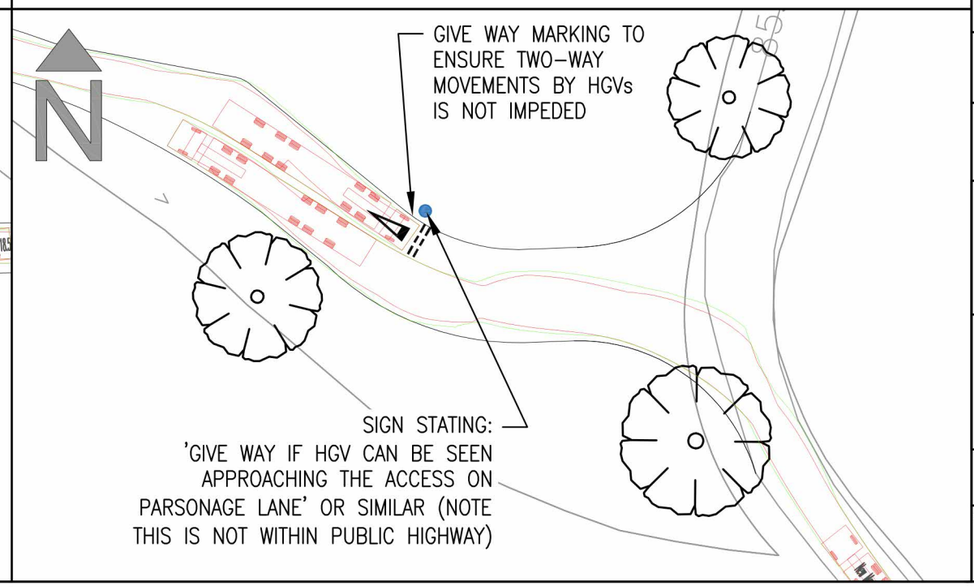
Appendix E – Swept Path Analysis of Passing Places











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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

PARSONAGE LANE, GREEN TYE,
MUCH HADHAM

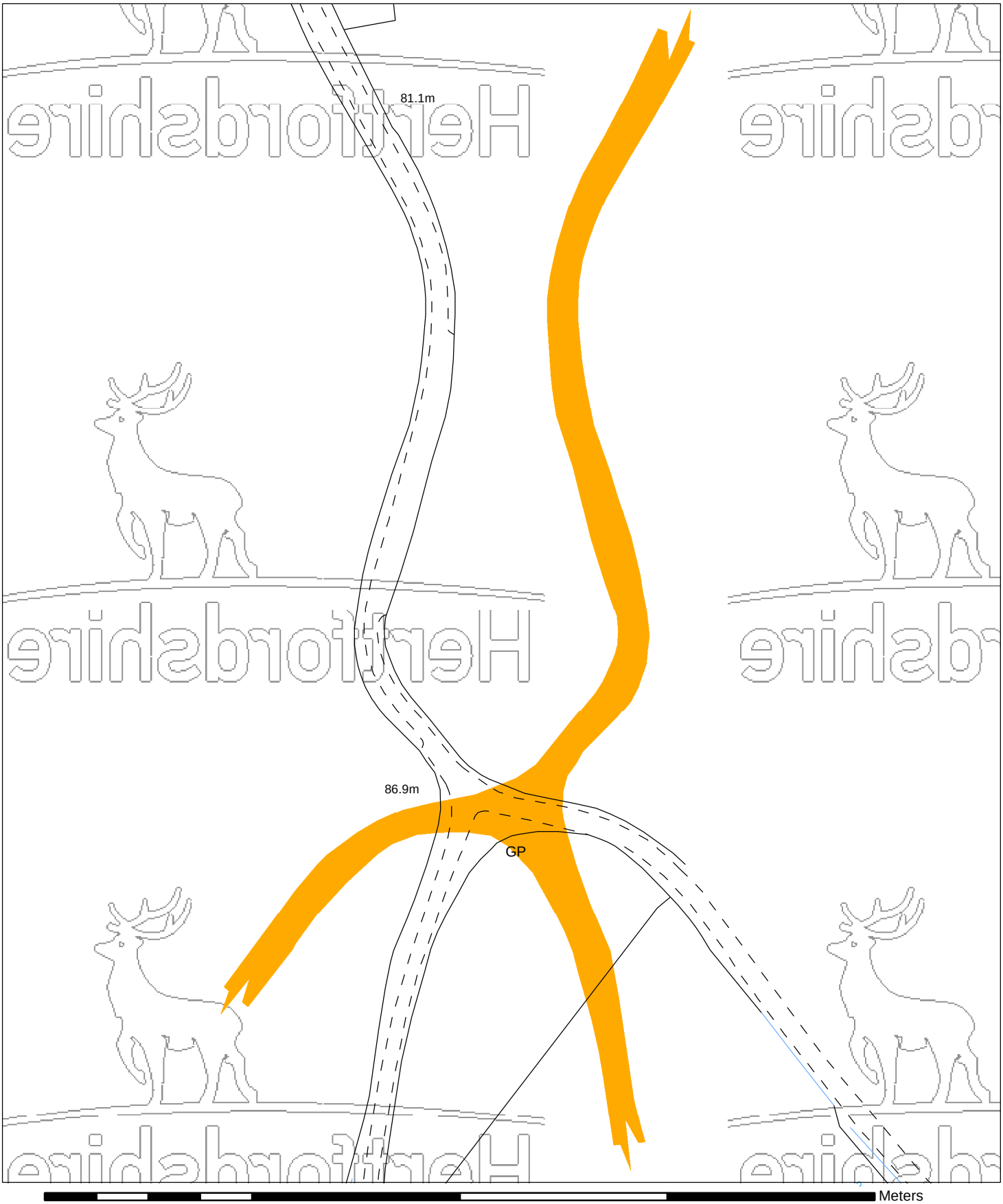
TITLE:

PROPOSED ACCESS ROAD AND PASSING PLACES

SCALE @ A3:	DESIGN-DRAWN:	DATE:
SEE VIEWPORT	BM	06/03/2024

PROJECT No:	DRAWING No:
4835	SK02 REV F

Appendix F – Highway Boundary Mapping



Parsonage Lane
Green Tye

®

For reference purposes only.
No further copies may be made.
Produced by Highway
Boundaries & Land Charges
Hertfordshire County Council

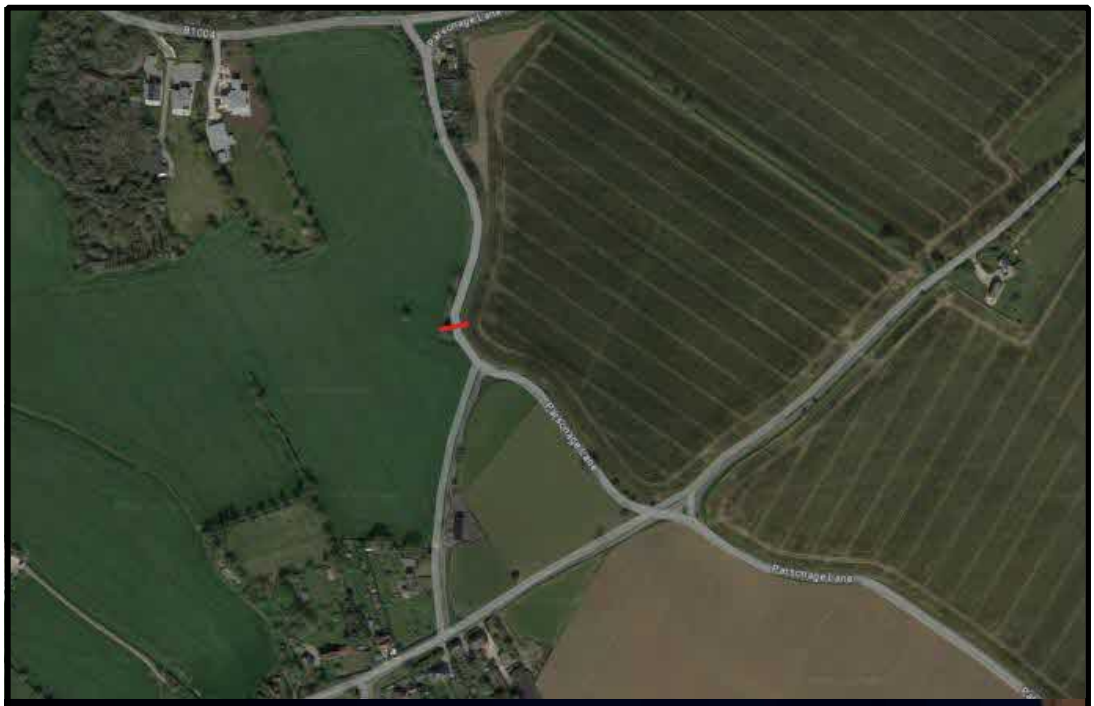
Date: 20/10/2023

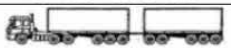
Scale at A4

1:1,250

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

Appendix G – ATC Dataset


B1004
Parsonage Lane
Parsonage Lane
Parsonage Lane

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

K&MTRAFFIC SURVEYS

SITE: PARSONAGE LANE LOCATION: Attached to tree

GRID REFERENCE: 51.849188, 0.098922 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

02 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0600	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0700	62	60	0	1	0	0	0	0	0	0	0	0	0	0	1	18	20.9
0800	100	93	0	6	0	0	0	0	0	0	0	0	0	0	1	16.9	19.6
0900	69	61	0	6	0	1	0	0	0	0	0	0	0	0	1	17.3	19.7
1000	69	54	1	11	0	1	0	0	0	0	0	0	0	1	1	17.2	20.2
1100	62	57	0	2	2	0	0	0	0	0	0	0	0	0	1	17.2	19.6
1200	82	66	1	12	1	1	0	0	0	0	0	0	0	1	0	17.3	19.5
1300	56	49	0	6	1	0	0	0	0	0	0	0	0	0	0	17.1	18.7
1400	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	17.8	20
1500	104	94	0	8	1	0	0	0	0	0	0	0	0	0	1	17.7	19.6
1600	100	94	0	6	0	0	0	0	0	0	0	0	0	0	0	17.4	19.1
1700	86	78	0	5	2	0	0	0	0	0	0	0	0	0	1	17.3	20
1800	44	41	0	2	1	0	0	0	0	0	0	0	0	0	0	17.5	19.7
1900	20	19	0	0	1	0	0	0	0	0	0	0	0	0	0	18.2	21.3
2000	21	19	0	0	2	0	0	0	0	0	0	0	0	0	0	17.7	20.9
2100	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	17.6	20.2
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
07-19	**890**	**800**	**2**	**68**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**17.4**	**19.8**
06-22	**968**	**873**	**2**	**70**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**17.4**	**19.8**
06-00	**980**	**885**	**2**	**70**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**17.5**	**19.9**
00-00	**985**	**890**	**2**	**70**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**17.5**	**19.9**

03 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0600	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	17.9	19.1
0700	48	45	0	3	0	0	0	0	0	0	0	0	0	0	0	18	22.2
0800	85	78	1	6	0	0	0	0	0	0	0	0	0	0	0	17.5	20
0900	67	63	0	4	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1
1000	60	53	0	5	2	0	0	0	0	0	0	0	0	0	0	17.4	19.7
1100	58	52	1	4	0	0	0	0	0	0	0	0	0	1	0	17.9	20.1
1200	46	42	0	3	0	0	0	0	0	0	0	0	0	0	1	17.5	19.6
1300	46	44	0	0	2	0	0	0	0	0	0	0	0	0	0	18.3	20.5
1400	51	46	0	4	0	0	0	0	0	1	0	0	0	0	0	17.7	20.1
1500	80	73	0	5	0	0	0	0	0	0	0	0	0	1	1	17.6	20.1
1600	87	84	0	2	1	0	0	0	0	0	0	0	0	0	0	17.2	19.4
1700	73	65	0	3	4	0	0	0	0	0	0	0	0	1	0	17.7	19.9
1800	46	44	0	1	1	0	0	0	0	0	0	0	0	0	0	19.6	21.9
1900	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	17.5	20.7
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2100	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	20.4
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2300	9	8	0	0	1	0	0	0	0	0	0	0	0	0	0	17.3	-
07-19	**747**	**689**	**2**	**40**	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**17.8**	**20.1**
06-22	**810**	**746**	**2**	**46**	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**17.8**	**20.1**
06-00	**826**	**761**	**2**	**46**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**17.8**	**20.1**
00-00	**845**	**779**	**2**	**47**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**17.9**	**20.1**

04 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	6	0	0	2	0	0	0	0	0	0	0	0	0	0	16.5	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0600	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	19.8	-
0700	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.1
0800	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	18.9	21.9
0900	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	18.2	21.4
1000	52	49	0	3	0	0	0	0	0	0	0	0	0	0	0	18.9	20.7
1100	51	49	1	1	0	0	0	0	0	0	0	0	0	0	0	18.5	21
1200	49	48	0	0	1	0	0	0	0	0	0	0	0	0	0	19	20.8
1300	47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.8
1400	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.6
1500	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	17.5	20.9
1600	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	17.8	20.2
1700	44	42	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	20.6
1800	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19.9
1900	74	73	0	0	1	0	0	0	0	0	0	0	0	0	0	16.5	18.5
2000	26	23	0	1	2	0	0	0	0	0	0	0	0	0	0	17.9	23.4
2100	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20.7
2200	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	18.9
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
07-19	**465**	**448**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.2**	**20.7**
06-22	**584**	**561**	**2**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**20.5**
06-00	**611**	**588**	**2**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**20.5**
00-00	**628**	**603**	**2**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**20.4**

05 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	8	0	0	2	0	0	0	0	0	0	0	0	0	0	18.2	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	19.4	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0800	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	16.5	21.4
0900	27	20	0	2	1	0	0	0	0	0	0	0	0	2	2	18.6	21
1000	30	27	1	2	0	0	0	0	0	0	0	0	0	0	0	18.8	20.4
1100	55	53	1	1	0	0	0	0	0	0	0	0	0	0	0	17.7	20.7
1200	47	41	0	3	0	0	0	0	0	0	1	0	0	1	1	17.9	20.1
1300	46	44	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	21.6
1400	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	17.9	19.9
1500	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	19.9
1600	35	33	0	1	0	0	0	0	0	0	0	0	0	1	0	18.6	21.4
1700	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.8
1800	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	18.8	21.1
1900	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.6
2000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
07-19	**375**	**346**	**3**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**18.3**	**20.8**
06-22	**406**	**375**	**3**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**18.3**	**20.8**
06-00	**410**	**379**	**3**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**18.3**	**20.8**
00-00	**422**	**389**	**3**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**18.3**	**20.8**

06 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	20.3	23.2
0700	43	42	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	21.7
0800	54	52	0	2	0	0	0	0	0	0	0	0	0	0	0	18.5	21
0900	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	18.3	20.3
1000	35	30	0	3	0	0	1	0	0	1	0	0	0	0	0	17.4	20.3
1100	33	27	0	4	1	0	0	1	0	0	0	0	0	0	0	18.7	20.4
1200	42	37	0	4	0	0	0	0	0	0	0	0	0	1	0	18.1	20.9
1300	32	26	0	5	0	0	0	0	0	0	0	0	0	1	0	19	21.2
1400	37	32	0	3	0	1	0	0	0	0	0	0	0	0	1	17.9	19.6
1500	70	66	0	4	0	0	0	0	0	0	0	0	0	0	0	18.5	21.1
1600	79	69	2	7	0	0	0	0	0	0	0	0	0	0	1	17.7	20.2
1700	76	74	0	2	0	0	0	0	0	0	0	0	0	0	0	16.5	19.1
1800	52	50	0	1	1	0	0	0	0	0	0	0	0	0	0	17.6	20.1
1900	34	30	0	1	3	0	0	0	0	0	0	0	0	0	0	18.2	20.2
2000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	19.7
2100	14	12	0	0	1	0	0	0	0	0	0	0	0	1	0	19.5	21.6
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
07-19	**585**	**534**	**2**	**39**	**2**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**17.9**	**20.4**
06-22	**660**	**602**	**2**	**41**	**6**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**18**	**20.5**
06-00	**669**	**611**	**2**	**41**	**6**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**18.1**	**20.5**
00-00	**672**	**613**	**2**	**41**	**7**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**18.1**	**20.6**

07 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	17.1	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0600	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	18.5	22.1
0700	47	42	0	4	0	0	0	0	0	0	0	0	0	1	0	18.4	21
0800	53	42	2	9	0	0	0	0	0	0	0	0	0	0	0	18.9	21.2
0900	46	42	0	2	0	1	0	0	0	0	0	0	0	0	1	17.5	21.1
1000	40	36	0	2	0	0	0	0	0	0	0	0	0	1	1	18.8	21
1100	31	25	0	5	0	0	0	1	0	0	0	0	0	0	0	18.2	21
1200	35	25	0	8	1	1	0	0	0	0	0	0	0	0	0	17.4	21.1
1300	33	31	0	1	0	0	0	0	0	0	0	0	0	1	0	18	21.3
1400	51	48	0	2	1	0	0	0	0	0	0	0	0	0	0	17.6	20.3
1500	47	42	0	5	0	0	0	0	0	0	0	0	0	0	0	17.5	20.3
1600	58	53	1	2	1	0	0	0	0	0	0	0	0	1	0	17.5	19.8
1700	80	77	0	0	1	0	0	0	0	0	0	0	0	1	1	17.5	20.2
1800	42	40	0	1	1	0	0	0	0	0	0	0	0	0	0	18.3	21
1900	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	18.9	21.6
2000	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	19.8	23.2
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22.8
2200	16	14	0	0	2	0	0	0	0	0	0	0	0	0	0	19.9	21.8
2300	6	4	0	0	2	0	0	0	0	0	0	0	0	0	0	21.8	-
07-19	**563**	**503**	**3**	**41**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**17.9**	**20.6**
06-22	**637**	**573**	**3**	**44**	**6**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**18.1**	**20.7**
06-00	**659**	**591**	**3**	**44**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**18.1**	**20.9**
00-00	**666**	**597**	**3**	**44**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**18.1**	**20.9**

08 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0600	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	18.7	21.9
0700	45	43	0	1	0	0	0	0	0	0	0	0	0	0	1	18.7	21.7
0800	68	62	1	4	0	0	0	1	0	0	0	0	0	0	0	18.4	21.3
0900	29	21	1	6	0	1	0	0	0	0	0	0	0	0	0	17.1	19.3
1000	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	18.7	21.3
1100	40	31	0	8	1	0	0	0	0	0	0	0	0	0	0	18.5	21.5
1200	40	37	1	2	0	0	0	0	0	0	0	0	0	0	0	17.7	21.2
1300	31	30	0	0	0	0	0	1	0	0	0	0	0	0	0	18.6	20.4
1400	54	50	0	4	0	0	0	0	0	0	0	0	0	0	0	18.2	20.7
1500	63	61	0	2	0	0	0	0	0	0	0	0	0	0	0	17.9	20.2
1600	86	78	0	6	1	0	0	1	0	0	0	0	0	0	0	17.8	20.6
1700	74	70	0	2	1	0	0	0	0	0	0	0	0	1	0	17.5	20.1
1800	44	43	0	0	1	0	0	0	0	0	0	0	0	0	0	17.8	21
1900	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	21.8
2000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2100	37	36	0	0	0	0	0	0	0	0	0	0	0	1	0	19.1	22.7
2200	20	17	0	1	2	0	0	0	0	0	0	0	0	0	0	19.5	21.9
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21
07-19	**603**	**553**	**3**	**37**	**4**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**18**	**20.7**
06-22	**684**	**629**	**3**	**41**	**4**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**18.1**	**20.8**
06-00	**718**	**660**	**3**	**42**	**6**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**18.2**	**20.8**
00-00	**722**	**664**	**3**	**42**	**6**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**18.2**	**20.8**

K&MTRAFFIC SURVEYS

SITE: PARSONAGE LANE LOCATION: Attached to tree

GRID REFERENCE: 51.849188, 0.098922 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

02 November 2023

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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0600	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0700	62	3	33	26	0	0	0	0	0	0	0	0	0	0	0	0	18	20.9
0800	100	7	68	24	1	0	0	0	0	0	0	0	0	0	0	0	16.9	19.6
0900	69	3	45	21	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.7
1000	69	4	40	24	1	0	0	0	0	0	0	0	0	0	0	0	17.2	20.2
1100	62	3	42	17	0	0	0	0	0	0	0	0	0	0	0	0	17.2	19.6
1200	82	3	57	22	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.5
1300	56	0	48	8	0	0	0	0	0	0	0	0	0	0	0	0	17.1	18.7
1400	56	2	32	22	0	0	0	0	0	0	0	0	0	0	0	0	17.8	20
1500	104	1	75	28	0	0	0	0	0	0	0	0	0	0	0	0	17.7	19.6
1600	100	4	73	23	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.1
1700	86	2	64	19	1	0	0	0	0	0	0	0	0	0	0	0	17.3	20
1800	44	1	27	16	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.7
1900	20	1	14	4	1	0	0	0	0	0	0	0	0	0	0	0	18.2	21.3
2000	21	1	15	5	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.9
2100	31	1	22	8	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.2
2200	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2300	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
07-19	**890**	**33**	**604**	**250**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**19.8**
06-22	**968**	**36**	**659**	**269**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.4**	**19.8**
06-00	**980**	**36**	**659**	**280**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.5**	**19.9**
00-00	**985**	**36**	**664**	**280**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.5**	**19.9**

03 November 2023

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	3	4	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
0500	8	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0600	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	17.9	19.1
0700	48	3	26	19	0	0	0	0	0	0	0	0	0	0	0	0	18	22.2
0800	85	1	57	27	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20
0900	67	0	37	30	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1
1000	60	2	44	14	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.7
1100	58	1	39	18	0	0	0	0	0	0	0	0	0	0	0	0	17.9	20.1
1200	46	1	30	15	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.6
1300	46	2	22	22	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.5
1400	51	1	34	16	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.1
1500	80	3	46	31	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.1
1600	87	0	65	22	0	0	0	0	0	0	0	0	0	0	0	0	17.2	19.4
1700	73	0	49	23	1	0	0	0	0	0	0	0	0	0	0	0	17.7	19.9
1800	46	0	15	29	2	0	0	0	0	0	0	0	0	0	0	0	19.6	21.9
1900	29	2	18	8	1	0	0	0	0	0	0	0	0	0	0	0	17.5	20.7
2000	7	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2100	14	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.4
2200	7	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2300	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
07-19	**747**	**14**	**464**	**266**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.8**	**20.1**
06-22	**810**	**17**	**505**	**284**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.8**	**20.1**
06-00	**826**	**17**	**514**	**291**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.8**	**20.1**
00-00	**845**	**17**	**518**	**306**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**20.1**

04 November 2023

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	6	2	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0600	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0700	16	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.1
0800	29	1	13	13	2	0	0	0	0	0	0	0	0	0	0	0	18.9	21.9
0900	31	1	17	13	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.4
1000	52	0	23	28	1	0	0	0	0	0	0	0	0	0	0	0	18.9	20.7
1100	51	0	28	23	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21
1200	49	0	22	27	0	0	0	0	0	0	0	0	0	0	0	0	19	20.8
1300	47	2	31	13	1	0	0	0	0	0	0	0	0	0	0	0	17.4	19.8
1400	34	0	23	11	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.6
1500	40	3	22	15	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.9
1600	41	2	26	13	0	0	0	0	0	0	0	0	0	0	0	0	17.8	20.2
1700	44	0	14	30	0	0	0	0	0	0	0	0	0	0	0	0	19.1	20.6
1800	31	2	21	7	1	0	0	0	0	0	0	0	0	0	0	0	17	19.9
1900	74	1	63	10	0	0	0	0	0	0	0	0	0	0	0	0	16.5	18.5
2000	26	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	17.9	23.4
2100	16	1	11	3	1	0	0	0	0	0	0	0	0	0	0	0	17.1	20.7
2200	17	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17.1	18.9
2300	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	19	-
07-19	**465**	**11**	**250**	**199**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.2**	**20.7**
06-22	**584**	**13**	**343**	**222**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**20.5**
06-00	**611**	**13**	**361**	**231**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**20.5**
00-00	**628**	**13**	**375**	**234**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**20.4**

05 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0700	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0800	20	3	11	6	0	0	0	0	0	0	0	0	0	0	0	0	16.5	21.4
0900	27	1	13	13	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21
1000	30	0	12	18	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.4
1100	55	2	31	22	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.7
1200	47	0	28	18	1	0	0	0	0	0	0	0	0	0	0	0	17.9	20.1
1300	46	1	14	31	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.6
1400	36	2	21	13	0	0	0	0	0	0	0	0	0	0	0	0	17.9	19.9
1500	31	0	19	12	0	0	0	0	0	0	0	0	0	0	0	0	18.3	19.9
1600	35	0	18	16	1	0	0	0	0	0	0	0	0	0	0	0	18.6	21.4
1700	28	0	14	13	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.8
1800	11	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0	18.8	21.1
1900	14	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.6
2000	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2100	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
2300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
07-19	**375**	**10**	**183**	**179**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**20.8**
06-22	**406**	**10**	**197**	**196**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**20.8**
06-00	**410**	**10**	**198**	**199**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**20.8**
00-00	**422**	**10**	**207**	**202**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**20.8**

06 November 2023

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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0600	11	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.2
0700	43	0	25	18	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21.7
0800	54	1	26	27	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21
0900	32	0	20	11	1	0	0	0	0	0	0	0	0	0	0	0	18.3	20.3
1000	35	0	24	11	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.3
1100	33	0	19	14	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.4
1200	42	0	22	20	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.9
1300	32	0	12	20	0	0	0	0	0	0	0	0	0	0	0	0	19	21.2
1400	37	1	22	14	0	0	0	0	0	0	0	0	0	0	0	0	17.9	19.6
1500	70	1	32	37	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21.1
1600	79	2	52	24	1	0	0	0	0	0	0	0	0	0	0	0	17.7	20.2
1700	76	5	57	14	0	0	0	0	0	0	0	0	0	0	0	0	16.5	19.1
1800	52	4	25	23	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.1
1900	34	0	18	16	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.2
2000	16	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	18.5	19.7
2100	14	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	19.5	21.6
2200	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
07-19	**585**	**14**	**336**	**233**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**20.4**
06-22	**660**	**14**	**365**	**279**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**20.5**
06-00	**669**	**14**	**366**	**287**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**20.5**
00-00	**672**	**14**	**366**	**289**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**20.6**

07 November 2023

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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0600	19	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	18.5	22.1
0700	47	2	23	22	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21
0800	53	0	25	27	1	0	0	0	0	0	0	0	0	0	0	0	18.9	21.2
0900	46	1	31	14	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.1
1000	40	0	19	21	0	0	0	0	0	0	0	0	0	0	0	0	18.8	21
1100	31	1	14	16	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21
1200	35	1	26	8	0	0	0	0	0	0	0	0	0	0	0	0	17.4	21.1
1300	33	1	18	13	1	0	0	0	0	0	0	0	0	0	0	0	18	21.3
1400	51	1	32	18	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.3
1500	47	1	30	16	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.3
1600	58	1	40	17	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.8
1700	80	4	52	23	1	0	0	0	0	0	0	0	0	0	0	0	17.5	20.2
1800	42	1	18	23	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21
1900	27	0	13	12	2	0	0	0	0	0	0	0	0	0	0	0	18.9	21.6
2000	15	0	6	8	1	0	0	0	0	0	0	0	0	0	0	0	19.8	23.2
2100	13	0	4	8	1	0	0	0	0	0	0	0	0	0	0	0	19.6	22.8
2200	16	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	19.9	21.8
2300	6	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-
07-19	**563**	**14**	**328**	**218**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**20.6**
06-22	**637**	**14**	**364**	**252**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**20.7**
06-00	**659**	**14**	**370**	**267**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**20.9**
00-00	**666**	**14**	**374**	**270**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**20.9**

08 November 2023

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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0600	14	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.9
0700	45	1	21	23	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.7
0800	68	1	35	31	1	0	0	0	0	0	0	0	0	0	0	0	18.4	21.3
0900	29	3	17	8	1	0	0	0	0	0	0	0	0	0	0	0	17.1	19.3
1000	29	1	11	17	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.3
1100	40	0	20	19	1	0	0	0	0	0	0	0	0	0	0	0	18.5	21.5
1200	40	3	23	14	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21.2
1300	31	1	12	18	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.4
1400	54	1	29	24	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.7
1500	63	0	43	19	1	0	0	0	0	0	0	0	0	0	0	0	17.9	20.2
1600	86	1	54	31	0	0	0	0	0	0	0	0	0	0	0	0	17.8	20.6
1700	74	6	43	24	1	0	0	0	0	0	0	0	0	0	0	0	17.5	20.1
1800	44	2	29	12	1	0	0	0	0	0	0	0	0	0	0	0	17.8	21
1900	20	2	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18.1	21.8
2000	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2100	37	0	16	21	0	0	0	0	0	0	0	0	0	0	0	0	19.1	22.7
2200	20	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	19.5	21.9
2300	14	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21
07-19	**603**	**20**	**337**	**240**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**20.7**
06-22	**684**	**22**	**375**	**281**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**20.8**
06-00	**718**	**22**	**384**	**306**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.2**	**20.8**
00-00	**722**	**22**	**385**	**309**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.2**	**20.8**

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
--	4940	126	2889	1890	35	0	0	0	0	0	0	0	0	0	0	0	17.9	20.5

K&MTRAFFIC SURVEYS

SITE: PARSONAGE LANE LOCATION: Attached to tree

GRID REFERENCE: 51.849188, 0.098922 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	02-Nov	03-Nov	04-Nov	05-Nov	06-Nov	07-Nov	08-Nov	1-5.	1-7.
Hour									
0000-0100	3	7	8	10	1	2	1	2.8	4.6
0100-0200	0	2	5	1	1	1	2	1.2	1.7
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	1	1	1	0	1	0	0.4	0.6
0400-0500	1	1	0	0	0	1	0	0.6	0.4
0500-0600	1	8	3	0	1	2	1	2.6	2.3
0600-0700	6	13	3	6	11	19	14	12.6	10.3
0700-0800	62	48	16	9	43	47	45	49	38.6
0800-0900	100	85	29	20	54	53	68	72	58.4
0900-1000	69	67	31	27	32	46	29	48.6	43
1000-1100	69	60	52	30	35	40	29	46.6	45
1100-1200	62	58	51	55	33	31	40	44.8	47.1
1200-1300	82	46	49	47	42	35	40	49	48.7
1300-1400	56	46	47	46	32	33	31	39.6	41.6
1400-1500	56	51	34	36	37	51	54	49.8	45.6
1500-1600	104	80	40	31	70	47	63	72.8	62.1
1600-1700	100	87	41	35	79	58	86	82	69.4
1700-1800	86	73	44	28	76	80	74	77.8	65.9
1800-1900	44	46	31	11	52	42	44	45.6	38.6
1900-2000	20	29	74	14	34	27	20	26	31.1
2000-2100	21	7	26	6	16	15	10	13.8	14.4
2100-2200	31	14	16	5	14	13	37	21.8	18.6
2200-2300	6	7	17	2	7	16	20	11.2	10.7
2300-2400	6	9	10	2	2	6	14	7.4	7
Totals									
0700-1900	890	747	465	375	585	563	603	677.6	604
0600-2200	968	810	584	406	660	637	684	751.8	678.4
0600-0000	980	826	611	410	669	659	718	770.4	696.1
0000-0000	985	845	628	422	672	666	722	778	705.7
AM Peak	800	800	1000	1100	800	800	800		
	100	85	52	55	54	53	68		
PM Peak	1500	1600	1900	1200	1600	1700	1600		
	104	87	74	47	79	80	86		

K&MTRAFFIC SURVEYS

SITE: PARSONAGE LANE LOCATION: Attached to tree

GRID REFERENCE: 51.849188, 0.098922 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

02 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0600	28	24	0	3	1	0	0	0	0	0	0	0	0	0	0	19.3	21.5
0700	85	81	0	4	0	0	0	0	0	0	0	0	0	0	0	17	20.1
0800	162	146	0	11	5	0	0	0	0	0	0	0	0	0	0	16.2	19
0900	105	76	0	7	20	0	0	0	0	2	0	0	0	0	0	16.3	18.7
1000	52	33	0	3	13	0	0	0	2	1	0	0	0	0	0	16.1	18.5
1100	50	47	0	0	3	0	0	0	0	0	0	0	0	0	0	15.7	17.4
1200	63	55	1	2	4	0	0	0	0	0	0	0	0	0	1	15.4	19.2
1300	49	41	0	1	6	0	0	0	0	1	0	0	0	0	0	15.6	17.8
1400	57	49	0	2	5	1	0	0	0	0	0	0	0	0	0	16.1	18.1
1500	79	71	0	3	5	0	0	0	0	0	0	0	0	0	0	15.5	18.9
1600	70	64	0	1	5	0	0	0	0	0	0	0	0	0	0	15.8	17.8
1700	48	40	0	3	5	0	0	0	0	0	0	0	0	0	0	16.8	19.6
1800	33	27	0	1	4	0	0	0	0	1	0	0	0	0	0	17.2	19.6
1900	32	26	0	2	3	1	0	0	0	0	0	0	0	0	0	16.3	18.9
2000	18	15	0	1	2	0	0	0	0	0	0	0	0	0	0	16.8	18.4
2100	14	11	0	0	3	0	0	0	0	0	0	0	0	0	0	16.6	18.3
2200	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	16.4	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
07-19	**853**	**730**	**1**	**38**	**75**	**1**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**1**	**16.1**	**18.8**
06-22	**945**	**806**	**1**	**44**	**84**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**1**	**16.3**	**18.9**
06-00	**956**	**816**	**1**	**44**	**85**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**1**	**16.3**	**18.9**
00-00	**964**	**824**	**1**	**44**	**85**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**1**	**16.3**	**18.9**

03 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0600	18	13	0	1	3	0	0	0	0	1	0	0	0	0	0	18.6	22.4
0700	64	60	0	1	2	0	0	0	0	0	0	0	0	1	0	17	20
0800	130	118	0	3	9	0	0	0	0	0	0	0	0	0	0	16.3	18.8
0900	78	55	0	0	22	0	0	0	0	1	0	0	0	0	0	16.8	18.4
1000	59	42	0	3	13	0	0	0	0	0	0	0	0	0	1	16.9	19.1
1100	54	35	0	2	11	3	0	0	0	0	0	0	0	0	3	15.1	18.9
1200	53	35	0	1	14	0	0	0	0	0	0	0	0	2	1	16	18.1
1300	48	25	0	2	20	0	0	0	0	1	0	0	0	0	0	16.8	19.6
1400	41	33	0	1	7	0	0	0	0	0	0	0	0	0	0	17.1	20.1
1500	72	65	0	2	4	0	0	0	0	0	0	0	0	1	0	16.3	18.8
1600	52	47	0	1	4	0	0	0	0	0	0	0	0	0	0	16.2	18.6
1700	42	19	0	0	23	0	0	0	0	0	0	0	0	0	0	17.3	20.1
1800	31	22	0	0	9	0	0	0	0	0	0	0	0	0	0	17	18.3
1900	29	24	0	0	5	0	0	0	0	0	0	0	0	0	0	14.6	17.9
2000	17	16	0	0	1	0	0	0	0	0	0	0	0	0	0	18.5	19.6
2100	12	11	0	0	1	0	0	0	0	0	0	0	0	0	0	17.5	19.6
2200	8	4	0	0	3	0	0	0	0	0	0	0	0	1	0	16.1	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
07-19	**724**	**556**	**0**	**16**	**138**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**5**	**16.5**	**18.9**
06-22	**800**	**620**	**0**	**17**	**148**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**5**	**16.5**	**19.1**
06-00	**811**	**627**	**0**	**17**	**151**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**5**	**16.5**	**19**
00-00	**827**	**643**	**0**	**17**	**151**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**5**	**16.5**	**19**

04 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	3	0	0	2	0	0	0	0	0	0	0	0	0	0	18.4	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0600	5	2	0	0	3	0	0	0	0	0	0	0	0	0	0	18.9	-
0700	15	14	0	0	0	1	0	0	0	0	0	0	0	0	0	17.2	19.7
0800	24	20	0	1	3	0	0	0	0	0	0	0	0	0	0	17.4	19
0900	30	25	0	0	5	0	0	0	0	0	0	0	0	0	0	16.3	19.2
1000	46	36	0	1	9	0	0	0	0	0	0	0	0	0	0	16.4	18.8
1100	39	26	0	0	13	0	0	0	0	0	0	0	0	0	0	17.9	18.8
1200	34	16	0	1	16	0	0	1	0	0	0	0	0	0	0	17.4	18.6
1300	49	41	0	0	8	0	0	0	0	0	0	0	0	0	0	17.3	19.7
1400	29	24	0	1	4	0	0	0	0	0	0	0	0	0	0	17.5	20.2
1500	44	34	0	1	8	0	0	0	0	1	0	0	0	0	0	17.3	19
1600	54	50	0	1	3	0	0	0	0	0	0	0	0	0	0	16.4	18.4
1700	65	58	0	0	7	0	0	0	0	0	0	0	0	0	0	16.7	19.2
1800	57	51	0	2	3	0	0	0	0	0	0	0	0	1	0	15.3	19.5
1900	16	12	0	1	3	0	0	0	0	0	0	0	0	0	0	16.7	18.5
2000	14	10	0	1	3	0	0	0	0	0	0	0	0	0	0	17.4	19
2100	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	21.3	-
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2300	6	4	0	0	2	0	0	0	0	0	0	0	0	0	0	18.1	-
07-19	**486**	**395**	**0**	**8**	**79**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**16.8**	**19.1**
06-22	**526**	**423**	**0**	**10**	**89**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**16.9**	**19.1**
06-00	**542**	**437**	**0**	**10**	**91**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**16.9**	**19.2**
00-00	**552**	**445**	**0**	**10**	**93**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**17**	**19.2**

05 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	16.2	-
0100	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	15.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	15.5	-
0700	6	4	0	0	2	0	0	0	0	0	0	0	0	0	0	16.1	-
0800	14	10	0	0	4	0	0	0	0	0	0	0	0	0	0	17.6	19.2
0900	16	8	1	1	5	0	0	0	0	0	0	0	0	0	1	16.2	19.7
1000	27	19	0	0	4	1	0	0	0	0	0	0	0	0	3	15.3	18.2
1100	44	23	0	1	13	2	0	0	0	0	0	0	0	1	4	15.2	19.5
1200	41	31	0	0	9	0	0	0	0	0	0	0	0	1	0	16.8	18.5
1300	37	28	0	1	6	0	0	0	0	1	0	0	0	1	0	17	19.6
1400	35	29	0	1	4	0	0	0	0	0	0	0	0	0	1	16.6	18.8
1500	24	19	0	1	4	0	0	0	0	0	0	0	0	0	0	17.7	19.3
1600	28	22	0	0	6	0	0	0	0	0	0	0	0	0	0	17.1	19.9
1700	22	16	0	0	6	0	0	0	0	0	0	0	0	0	0	17.3	19.4
1800	13	8	0	1	4	0	0	0	0	0	0	0	0	0	0	17.5	20.6
1900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23.3
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
2100	10	7	0	0	2	0	0	0	1	0	0	0	0	0	0	17.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
07-19	**307**	**217**	**1**	**6**	**67**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**9**	**16.6**	**19.1**
06-22	**338**	**243**	**1**	**7**	**70**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**9**	**16.7**	**19.2**
06-00	**339**	**244**	**1**	**7**	**70**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**9**	**16.7**	**19.2**
00-00	**350**	**253**	**1**	**7**	**72**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**9**	**16.7**	**19.2**

06 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
0600	12	8	0	0	3	0	0	0	0	0	0	0	0	0	1	16.8	18.7
0700	44	39	0	0	5	0	0	0	0	0	0	0	0	0	0	18.3	20.2
0800	102	88	0	4	10	0	0	0	0	0	0	0	0	0	0	16.5	19.2
0900	48	37	0	1	9	0	0	0	1	0	0	0	0	0	0	16.5	19.8
1000	32	20	0	1	10	0	0	0	0	0	0	0	0	0	1	17	20.4
1100	31	22	0	3	5	0	0	0	0	0	0	0	0	1	0	18.6	21
1200	38	28	0	3	5	1	0	0	0	1	0	0	0	0	0	17.1	19.3
1300	28	16	0	2	10	0	0	0	0	0	0	0	0	0	0	18.5	20.7
1400	34	23	0	2	9	0	0	0	0	0	0	0	0	0	0	17	19.6
1500	58	47	1	1	9	0	0	0	0	0	0	0	0	0	0	17.2	19
1600	52	39	0	0	10	0	0	0	0	1	0	0	0	2	0	17.9	20.7
1700	48	31	1	0	15	0	0	0	0	1	0	0	0	0	0	16.4	18.6
1800	36	30	0	0	6	0	0	0	0	0	0	0	0	0	0	16.4	18.5
1900	22	14	0	1	7	0	0	0	0	0	0	0	0	0	0	18.1	20.9
2000	12	9	0	0	3	0	0	0	0	0	0	0	0	0	0	16.7	18.4
2100	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	15.9	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
07-19	**551**	**420**	**2**	**17**	**103**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**1**	**17.2**	**19.7**
06-22	**602**	**455**	**2**	**18**	**117**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**2**	**17.2**	**19.7**
06-00	**608**	**461**	**2**	**18**	**117**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**2**	**17.2**	**19.7**
00-00	**609**	**462**	**2**	**18**	**117**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**2**	**17.2**	**19.7**

07 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	18.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	20.4	-
0600	15	13	0	0	1	0	0	0	0	0	0	0	0	0	1	15	17.4
0700	49	39	0	2	5	1	0	2	0	0	0	0	0	0	0	16.2	19.7
0800	109	102	1	4	2	0	0	0	0	0	0	0	0	0	0	16.9	19.5
0900	60	53	0	2	5	0	0	0	0	0	0	0	0	0	0	17.2	20
1000	33	30	0	1	2	0	0	0	0	0	0	0	0	0	0	17.3	19.7
1100	40	29	0	6	4	0	0	0	0	0	0	0	0	0	1	17.2	20.3
1200	34	29	0	1	4	0	0	0	0	0	0	0	0	0	0	17.3	19.6
1300	32	25	0	1	5	1	0	0	0	0	0	0	0	0	0	15.6	18.4
1400	39	30	0	0	8	0	0	0	0	1	0	0	0	0	0	16.8	18.3
1500	61	54	0	1	5	0	0	0	0	0	0	0	0	1	0	17.5	20.6
1600	54	46	0	5	3	0	0	0	0	0	0	0	0	0	0	16.1	19.2
1700	38	31	0	1	4	0	0	0	0	1	0	0	0	0	1	15.1	18.3
1800	25	18	0	0	6	0	0	0	0	0	0	0	0	1	0	18.2	21.2
1900	13	8	0	1	4	0	0	0	0	0	0	0	0	0	0	18.2	21.8
2000	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	17.2	20
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2200	10	8	0	0	2	0	0	0	0	0	0	0	0	0	0	18.2	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
07-19	**574**	**486**	**1**	**24**	**53**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**16.8**	**19.6**
06-22	**617**	**521**	**1**	**25**	**59**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**3**	**16.8**	**19.6**
06-00	**628**	**530**	**1**	**25**	**61**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**3**	**16.8**	**19.6**
00-00	**632**	**532**	**1**	**25**	**63**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**3**	**16.8**	**19.7**

08 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0600	18	9	0	1	8	0	0	0	0	0	0	0	0	0	0	18.5	20.4
0700	49	31	0	0	18	0	0	0	0	0	0	0	0	0	0	17.5	19.9
0800	120	115	0	0	4	0	0	0	0	0	0	0	0	0	1	17.1	19.5
0900	61	57	0	3	1	0	0	0	0	0	0	0	0	0	0	16.8	19.5
1000	40	32	0	5	3	0	0	0	0	0	0	0	0	0	0	16.5	18.9
1100	32	26	0	1	4	0	0	0	0	1	0	0	0	0	0	16.8	18.4
1200	38	33	0	0	5	0	0	0	0	0	0	0	0	0	0	17	18.9
1300	27	23	0	0	4	0	0	0	0	0	0	0	0	0	0	17.2	18.5
1400	38	31	0	1	6	0	0	0	0	0	0	0	0	0	0	17.4	19.7
1500	66	54	1	4	7	0	0	0	0	0	0	0	0	0	0	16.6	19.3
1600	45	38	0	1	6	0	0	0	0	0	0	0	0	0	0	15.4	17.6
1700	49	46	0	1	2	0	0	0	0	0	0	0	0	0	0	16.2	19.3
1800	39	35	0	0	3	0	0	0	0	1	0	0	0	0	0	16.7	18.8
1900	20	17	0	1	2	0	0	0	0	0	0	0	0	0	0	18.6	21.4
2000	15	12	0	0	3	0	0	0	0	0	0	0	0	0	0	20.1	21.6
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.3
2200	7	5	0	0	1	0	0	0	0	0	0	0	0	1	0	19.3	-
2300	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	19.9	-
07-19	**604**	**521**	**1**	**16**	**63**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**16.8**	**19.2**
06-22	**668**	**570**	**1**	**18**	**76**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**17**	**19.5**
06-00	**679**	**578**	**1**	**18**	**78**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**17**	**19.6**
00-00	**681**	**580**	**1**	**18**	**78**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**17**	**19.6**

K&MTRAFFIC SURVEYS

SITE: PARSONAGE LANE LOCATION: Attached to tree

GRID REFERENCE: 51.849188, 0.098922 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

02 November 2023

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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0600	28	0	13	14	1	0	0	0	0	0	0	0	0	0	0	0	19.3	21.5
0700	85	8	55	22	0	0	0	0	0	0	0	0	0	0	0	0	17	20.1
0800	162	18	116	28	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19
0900	105	8	78	19	0	0	0	0	0	0	0	0	0	0	0	0	16.3	18.7
1000	52	3	43	6	0	0	0	0	0	0	0	0	0	0	0	0	16.1	18.5
1100	50	4	45	1	0	0	0	0	0	0	0	0	0	0	0	0	15.7	17.4
1200	63	9	42	12	0	0	0	0	0	0	0	0	0	0	0	0	15.4	19.2
1300	49	3	42	4	0	0	0	0	0	0	0	0	0	0	0	0	15.6	17.8
1400	57	2	49	6	0	0	0	0	0	0	0	0	0	0	0	0	16.1	18.1
1500	79	12	55	12	0	0	0	0	0	0	0	0	0	0	0	0	15.5	18.9
1600	70	8	56	6	0	0	0	0	0	0	0	0	0	0	0	0	15.8	17.8
1700	48	4	34	10	0	0	0	0	0	0	0	0	0	0	0	0	16.8	19.6
1800	33	3	22	8	0	0	0	0	0	0	0	0	0	0	0	0	17.2	19.6
1900	32	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	16.3	18.9
2000	18	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.4
2100	14	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	16.6	18.3
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
2300	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
07-19	**853**	**82**	**637**	**134**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.1**	**18.8**
06-22	**945**	**85**	**702**	**157**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**18.9**
06-00	**956**	**86**	**711**	**158**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**18.9**
00-00	**964**	**86**	**713**	**164**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.3**	**18.9**

03 November 2023

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	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0600	18	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	18.6	22.4
0700	64	5	42	17	0	0	0	0	0	0	0	0	0	0	0	0	17	20
0800	130	11	96	23	0	0	0	0	0	0	0	0	0	0	0	0	16.3	18.8
0900	78	4	64	10	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.4
1000	59	2	46	11	0	0	0	0	0	0	0	0	0	0	0	0	16.9	19.1
1100	54	13	33	8	0	0	0	0	0	0	0	0	0	0	0	0	15.1	18.9
1200	53	3	48	2	0	0	0	0	0	0	0	0	0	0	0	0	16	18.1
1300	48	3	34	11	0	0	0	0	0	0	0	0	0	0	0	0	16.8	19.6
1400	41	1	28	12	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20.1
1500	72	7	53	12	0	0	0	0	0	0	0	0	0	0	0	0	16.3	18.8
1600	52	3	43	6	0	0	0	0	0	0	0	0	0	0	0	0	16.2	18.6
1700	42	2	27	13	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.1
1800	31	1	27	3	0	0	0	0	0	0	0	0	0	0	0	0	17	18.3
1900	29	6	19	4	0	0	0	0	0	0	0	0	0	0	0	0	14.6	17.9
2000	17	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	18.5	19.6
2100	12	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.6
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
07-19	**724**	**55**	**541**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.5**	**18.9**
06-22	**800**	**61**	**581**	**158**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.5**	**19.1**
06-00	**811**	**61**	**592**	**158**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.5**	**19**
00-00	**827**	**61**	**608**	**158**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.5**	**19**

04 November 2023

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	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0600	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
0700	15	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	17.2	19.7
0800	24	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19
0900	30	2	21	7	0	0	0	0	0	0	0	0	0	0	0	0	16.3	19.2
1000	46	1	38	7	0	0	0	0	0	0	0	0	0	0	0	0	16.4	18.8
1100	39	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	17.9	18.8
1200	34	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	17.4	18.6
1300	49	2	30	17	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.7
1400	29	1	21	7	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.2
1500	44	0	32	12	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19
1600	54	2	46	6	0	0	0	0	0	0	0	0	0	0	0	0	16.4	18.4
1700	65	2	45	18	0	0	0	0	0	0	0	0	0	0	0	0	16.7	19.2
1800	57	14	31	12	0	0	0	0	0	0	0	0	0	0	0	0	15.3	19.5
1900	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7	18.5
2000	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19
2100	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	21.3	-
2200	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2300	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
07-19	**486**	**25**	**353**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**19.1**
06-22	**526**	**25**	**382**	**118**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**19.1**
06-00	**542**	**25**	**390**	**126**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.9**	**19.2**
00-00	**552**	**25**	**393**	**133**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**19.2**

05 November 2023

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	7	1	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
0700	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-
0800	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	17.6	19.2
0900	16	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.7
1000	27	7	18	2	0	0	0	0	0	0	0	0	0	0	0	0	15.3	18.2
1100	44	11	24	9	0	0	0	0	0	0	0	0	0	0	0	0	15.2	19.5
1200	41	2	34	4	1	0	0	0	0	0	0	0	0	0	0	0	16.8	18.5
1300	37	3	21	13	0	0	0	0	0	0	0	0	0	0	0	0	17	19.6
1400	35	2	27	6	0	0	0	0	0	0	0	0	0	0	0	0	16.6	18.8
1500	24	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	17.7	19.3
1600	28	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	17.1	19.9
1700	22	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.4
1800	13	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.6
1900	12	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	19.2	23.3
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
2100	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
07-19	**307**	**26**	**215**	**65**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.6**	**19.1**
06-22	**338**	**26**	**236**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.7**	**19.2**
06-00	**339**	**26**	**237**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.7**	**19.2**
00-00	**350**	**26**	**247**	**76**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.7**	**19.2**

06 November 2023

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
0600	12	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.7
0700	44	0	27	17	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.2
0800	102	4	78	20	0	0	0	0	0	0	0	0	0	0	0	0	16.5	19.2
0900	48	4	34	10	0	0	0	0	0	0	0	0	0	0	0	0	16.5	19.8
1000	32	2	18	12	0	0	0	0	0	0	0	0	0	0	0	0	17	20.4
1100	31	0	16	15	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21
1200	38	3	23	12	0	0	0	0	0	0	0	0	0	0	0	0	17.1	19.3
1300	28	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.7
1400	34	2	25	7	0	0	0	0	0	0	0	0	0	0	0	0	17	19.6
1500	58	2	46	10	0	0	0	0	0	0	0	0	0	0	0	0	17.2	19
1600	52	3	26	22	1	0	0	0	0	0	0	0	0	0	0	0	17.9	20.7
1700	48	3	38	7	0	0	0	0	0	0	0	0	0	0	0	0	16.4	18.6
1800	36	2	30	4	0	0	0	0	0	0	0	0	0	0	0	0	16.4	18.5
1900	22	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.9
2000	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7	18.4
2100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
2200	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
07-19	**551**	**25**	**375**	**150**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**19.7**
06-22	**602**	**26**	**413**	**162**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**19.7**
06-00	**608**	**26**	**415**	**166**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**19.7**
00-00	**609**	**26**	**416**	**166**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.2**	**19.7**

07 November 2023

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	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0600	15	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17.4
0700	49	3	37	9	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.7
0800	109	5	74	30	0	0	0	0	0	0	0	0	0	0	0	0	16.9	19.5
0900	60	2	42	16	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20
1000	33	1	23	9	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.7
1100	40	3	24	12	1	0	0	0	0	0	0	0	0	0	0	0	17.2	20.3
1200	34	2	21	11	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.6
1300	32	4	27	1	0	0	0	0	0	0	0	0	0	0	0	0	15.6	18.4
1400	39	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.3
1500	61	0	43	18	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.6
1600	54	5	40	9	0	0	0	0	0	0	0	0	0	0	0	0	16.1	19.2
1700	38	9	25	4	0	0	0	0	0	0	0	0	0	0	0	0	15.1	18.3
1800	25	1	12	11	1	0	0	0	0	0	0	0	0	0	0	0	18.2	21.2
1900	13	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	18.2	21.8
2000	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2200	10	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
07-19	**574**	**35**	**404**	**133**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**19.6**
06-22	**617**	**37**	**436**	**141**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**19.6**
06-00	**628**	**37**	**443**	**145**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**19.6**
00-00	**632**	**37**	**444**	**148**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**19.7**

08 November 2023

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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0600	18	0	10	8	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.4
0700	49	0	36	13	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.9
0800	120	9	80	31	0	0	0	0	0	0	0	0	0	0	0	0	17.1	19.5
0900	61	4	41	16	0	0	0	0	0	0	0	0	0	0	0	0	16.8	19.5
1000	40	1	33	6	0	0	0	0	0	0	0	0	0	0	0	0	16.5	18.9
1100	32	2	26	4	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.4
1200	38	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	17	18.9
1300	27	1	23	3	0	0	0	0	0	0	0	0	0	0	0	0	17.2	18.5
1400	38	0	26	12	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.7
1500	66	4	48	13	1	0	0	0	0	0	0	0	0	0	0	0	16.6	19.3
1600	45	1	40	4	0	0	0	0	0	0	0	0	0	0	0	0	15.4	17.6
1700	49	6	32	11	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.3
1800	39	1	32	6	0	0	0	0	0	0	0	0	0	0	0	0	16.7	18.8
1900	20	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.4
2000	15	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	20.1	21.6
2100	11	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.3
2200	7	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2300	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
07-19	**604**	**29**	**446**	**128**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.8**	**19.2**
06-22	**668**	**30**	**470**	**167**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**19.5**
06-00	**679**	**30**	**472**	**176**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**19.6**
00-00	**681**	**30**	**474**	**176**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**19.6**

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
--	4615	291	3295	1021	8	0	0	0	0	0	0	0	0	0	0	0	16.7	19.3

K&MTRAFFIC SURVEYS

SITE: PARSONAGE LANE LOCATION: Attached to tree

GRID REFERENCE: 51.849188, 0.098922 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	02-Nov	03-Nov	04-Nov	05-Nov	06-Nov	07-Nov	08-Nov	1-5.	1-7.
Hour									
0000-0100	2	4	5	8	0	2	0	1.6	3
0100-0200	0	3	3	2	0	0	1	0.8	1.3
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	1	0	1	0	0	0	0.2	0.3
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	6	8	2	0	1	2	1	3.6	2.9
0600-0700	28	18	5	4	12	15	18	18.2	14.3
0700-0800	85	64	15	6	44	49	49	58.2	44.6
0800-0900	162	130	24	14	102	109	120	124.6	94.4
0900-1000	105	78	30	16	48	60	61	70.4	56.9
1000-1100	52	59	46	27	32	33	40	43.2	41.3
1100-1200	50	54	39	44	31	40	32	41.4	41.4
1200-1300	63	53	34	41	38	34	38	45.2	43
1300-1400	49	48	49	37	28	32	27	36.8	38.6
1400-1500	57	41	29	35	34	39	38	41.8	39
1500-1600	79	72	44	24	58	61	66	67.2	57.7
1600-1700	70	52	54	28	52	54	45	54.6	50.7
1700-1800	48	42	65	22	48	38	49	45	44.6
1800-1900	33	31	57	13	36	25	39	32.8	33.4
1900-2000	32	29	16	12	22	13	20	23.2	20.6
2000-2100	18	17	14	5	12	11	15	14.6	13.1
2100-2200	14	12	5	10	5	4	11	9.2	8.7
2200-2300	6	8	10	0	5	10	7	7.2	6.6
2300-2400	5	3	6	1	1	1	4	2.8	3
Totals									
0700-1900	853	724	486	307	551	574	604	661.2	585.6
0600-2200	945	800	526	338	602	617	668	726.4	642.3
0600-0000	956	811	542	339	608	628	679	736.4	651.9
0000-0000	964	827	552	350	609	632	681	742.6	659.3
AM Peak	800	800	1000	1100	800	800	800		
	162	130	46	44	102	109	120		
PM Peak	1500	1500	1700	1200	1500	1500	1500		
	79	72	65	41	58	61	66		

Appendix H – Screenshot from Crashmap.co.uk

KEY:

– UPDATED ROUTE UTILISING PROPOSED ACCESS AVOIDING GREEN TYE VILLAGE

– CURRENT ROUTE UTILISING EXISTING ACCESS PASSING THROUGH GREEN TYE VILLAGE

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

PARSONAGE LANE, GREEN TYE,
MUCH HADHAM

TITLE:

PROPOSED ROUTING MAP
WITH CRASHMAP DATA

SCALE @ A3:	DESIGN–DRAWN:	DATE:
NTS	TS	07/12/2023

PROJECT No:	DRAWING No:
4835	SK07

Appendix I – Stage 1 Road Safety Audit

BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT
STAGE 1

PROPOSED SITE ACCESS TO PROVIDE ACCESS TO AN EXISTING ANAEROBIC DIGESTOR

PARSONAGE LANE, GREEN TYE,

MUCH HADHAM, HERTFORDSHIRE

REPORT REF: BN-EAS-23-118

Beth Newiss and Associates Limited
Registered Office: 37 Manor Rd, Colchester CO3 3LX
bethnewissandassociates@gmail.com

BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT
STAGE 1

PROPOSED SITE ACCESS TO PROVIDE ACCESS TO AN EXISTING ANAEROBIC DIGESTOR

PARSONAGE LANE, GREEN TYE,

MUCH HADHAM,
HERTFORDSHIRE

REPORT REF: BN-EAS-23-118

Client: EAS
1st Floor,
Millers House,
Roydon Road,
Stanstead Abbotts,
Hertfordshire,
SG12 8HN

Report Prepared By: Checked By:

[redacted]

Beth Newiss MSoRSA Jason Bown MSoRSA

Job no	BN-EAS-23-118	Issue no	1	Date	December 2023
Prepared by	BN	Verified by	JB	Approved by	BN

PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	December 2023
Document reference and revision:	BN-EAS-23-118
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	EAS Transport Planning
Project Sponsor:	Guy and Wright Limited
Overseeing Organisation:	Hertfordshire County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN			19/12/2023
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	JB	BN	19/12/2023

CONTENTS

APPENDICES

DISTRIBUTION

ORGANISATION	CONTACT	COPIES
EAS	Ben Mckeown	1

1.0 INTRODUCTION

1.1 OVERVIEW:

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access to an existing Anaerobic Digestor on Parsonage Lane, Green Tye, Much Hadham, Hertfordshire. The audit was requested by EAS Transport Planning on behalf of Guy and Wright Ltd.

12 SCHEME INFORMATION:

The RSA is to support a planning application for a new vehicular access to serve an existing anaerobic digestor.

The site currently has an anaerobic digestor which receives food waste by HGV via an existing access within the village of Green Tye, and the proposal comprises a new access that removes the need for HGVs to route through the village.

13 SITE LOCATION:

The proposed access is on Parsonage Lane, Green Tye, Much Hadham.

Much Hadham, formerly known as Great Hadham, is a village and civil parish in the district of East Hertfordshire, Hertfordshire, England. The parish of Much Hadham contains the hamlets of Perry Green and Green Tye, as well as the village of Much Hadham itself and Hadham Cross.

Parsonage Lane is a rural road with a carriageway width of circa 4.5m and is subject to a 60mph speed limit.

14 THE PROPOSED WORKS:

The proposed works to be audited within this report are:

- Access comprises a simple priority junction with Parsonage Lane. The junction would have 15m radii and a width of 7.6m for the initial 45m, before narrowing to 4m for the remainder of the access road. The first 15m of the access would comprise asphalt concrete or concrete construction, to prevent material deposition onto Parsonage Lane, after which the access road would comprise compact gravel construction.
- Three (3) additional passing places are proposed along the access road to facilitate two-way HGV movements.
- The access road passes two public footpaths. Gates will be provided on the public footpaths at either side of where they cross the proposed access road, such that pedestrians when stopping to open the gates would naturally look up and down the access road and see any oncoming vehicles, and accordingly wait until the vehicle has passed and it is safe to cross.

1.5 The Road Safety Audit was undertaken during December 2023. The Road Safety Audit was requested by Ben Mckeown of the Design Organisation –EAS Transport Planning, on behalf of the Project Sponsor –Guy Wright Ltd.

16 Audit Team approval has been historically sought and received from Anna Mayers of Hertfordshire County Council.

17 The Road Safety Audit comprised of an examination of the Audit Brief and drawings provided as detailed in **Appendix A1**and a visit to site.

18 SITE VISIT:

A visit to site was undertaken by the Audit Team, together, on the 14th December 2023 between the hours of 12:00 and 12:30.

During the site visit the weather was wet and windy. The road surface was wet. Traffic flows were observed within the vicinity of the proposed access. No cyclists, nor pedestrians were observed.

19 AUDIT TEAM INFORMATION

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss MCIHT MSoRSA and **Jason Bown** IEng FIHE MICE MSoRSA
Beth Newiss and Associates Limited –Registered Office 37 Manor Road, Colchester CO3 3LX
TEL: 07962349262 Email: bethnewissandassociates@gmail.com

1.10 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 except for the Audit Team members experience which are in line with the Adopting Authority requirements.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated adjacent to the items along with relevant photographs for clarity,

where appropriate, as well as on the Location Plan attached at **Appendix A2**.

1.11 Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

1.12 The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

2.1 The Audit Team have not been made aware of any previous audits having been undertaken on the proposed works.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 **PROBLEM**

Location: A –Parsonage Lane

Summary: **Reduced visibility may result in failure to give way type collisions at this location.**

The drawings provided detail the proposed access and details visibility splays. The visibility splays, whilst do not cross through the existing trees, they cross very close to them. On site it was noted that the trees are encapsulated by other vegetation/bushes to their base which will obscure the visibility splays. Reduced or obscured visibility splays may result in failure to give way type collisions at this location.

RECOMMENDATION: It is recommended that visibility splays are kept clear of vegetation and are maintained to prevent future encroachment.

3.2 JUNCTIONS

3.2.1 **PROBLEM**

Location: B –Proposed Junction

Summary: **Conflict may occur if a driver does not leave sufficient space for an approaching driver to enter the junction causing potential obstruction of the carriageway and damage only incidents.**

Auto Tracking has been provided which details the manoeuvres of a HGV into and out of the junction. Each manoeuvre takes up considerable space within the proposed junction. There is a concern that if two HGVs meet simultaneously then conflict may occur if an opposing driver does not leave sufficient carriageway space for the approaching driver. This may result in obstruction, and damage only incidents.

RECOMMENDATION: It is recommended that suitable give way locations are clarified for HGV drivers, either by way of signage or carriageway markings, to indicate a safe distance for manoeuvring vehicles.

It is also recommended that further measures are incorporated on Parsonage Lane, if necessary, to enable two opposing HGVs to safely pass one another in the immediate vicinity of the access.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team has no 'LOCAL ALIGNMENT' issues to raise at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 **PROBLEM**

Location: C–Access Road

Summary: **Pedestrians may not be able to negotiate any embankment resulting in personal injury.**

The drawings provided do not detail the proposed construction of the access road. All roads within the vicinity of the proposals are bound by embankment. It is unclear whether this new access road will also be bound by embankments. If the intention is for the road to embanked, pedestrians may struggle to safely negotiate embankment which may increase the risk of slipping and personal injury at the areas where the access road crossed the PROW.

RECOMMENDATION: It is recommended that measures are put in place to provide pedestrians with a suitable path on entry and exit from the access road.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.5.1 **PROBLEM**

Location: D–Approach to Access

Summary: **Motorists may not be aware of the presence of slow-moving vehicles turning in to the access resulting in sudden braking and potential loss of control or head on collisions.**

The approach roads to the proposed access are undulating and bound by embankments. There is a concern that due to the typography drivers may not be aware of the potential for slow moving vehicles in the carriageway ahead. This may result in sudden braking and rear end shunts, potential for loss of control or head on collisions.

RECOMMENDATION: It is recommended that advanced warning signs are introduced on both approaches.

4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with the principles of GG119.

NB: The Audit Team qualifications and experience accord with the requirements of Hertfordshire County Council.

Audit Team Leader	Audit Team Member
Beth Newiss MCIHT MSoRSA	Jason Bown IEng FIHE MICE MSoRSA
[redacted]	
Date: 19th December 2023	Date: 19th December 2023

4.2 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	
Signed:	
Organisation:	
Position:	Date:

4.3 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design team and;
2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents:

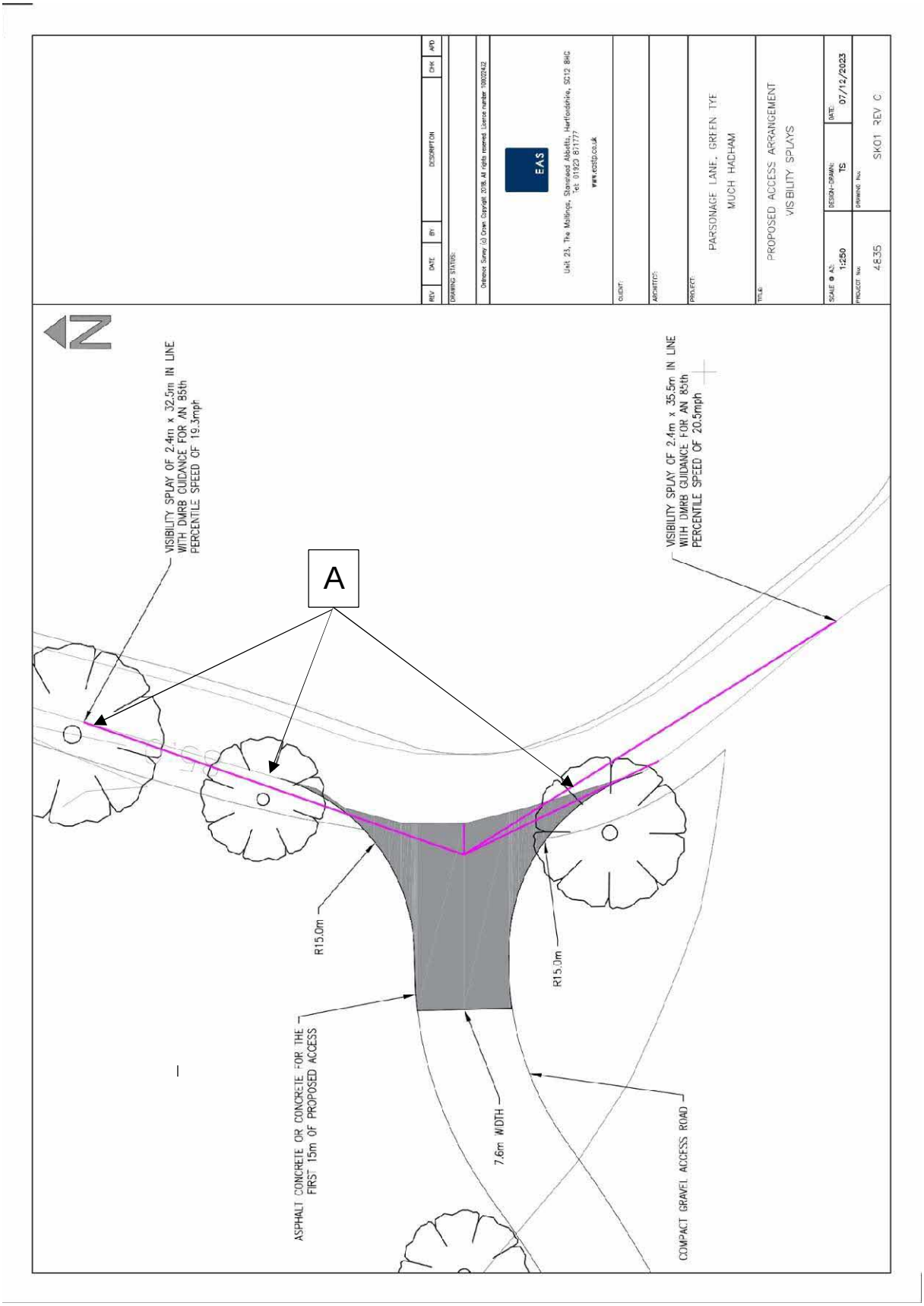
Audit Brief –via Email –Dated - 07-12-2023.

Including Drawings:

4835-SK01 Rev c	Proposed Access Arrangements and Visibility Splays
4835-SK02 Rev B	Swept Path Analysis and Proposed Passing Points
4835-SK03 Rev B	Proposed Pedestrians Crossing Gates
4835-SK04	Access Point Swept Path Analysis
4835-SK07	Proposed Routing Map with CrashMAP Data

APPENDIX A2

LOCATION PLAN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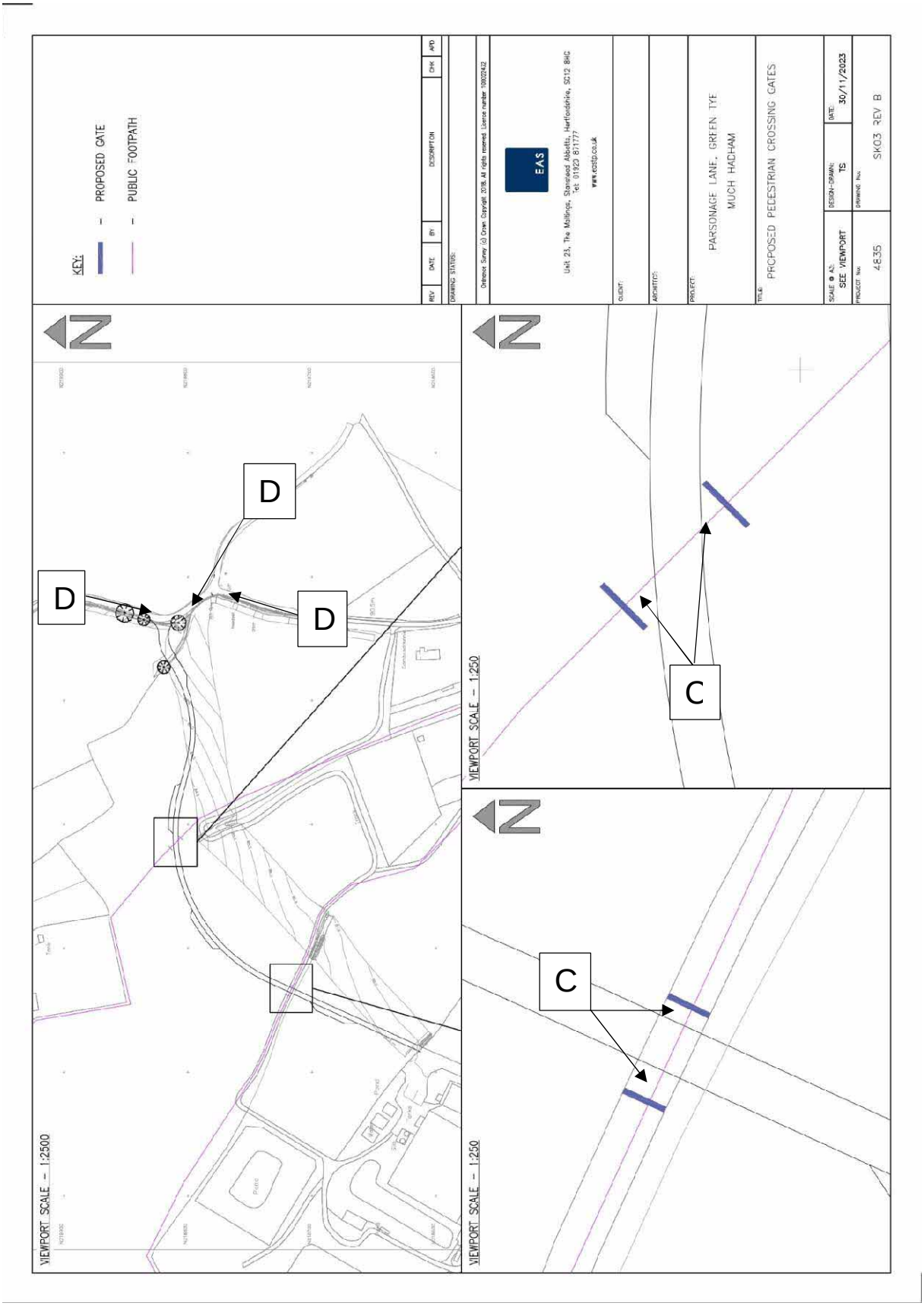
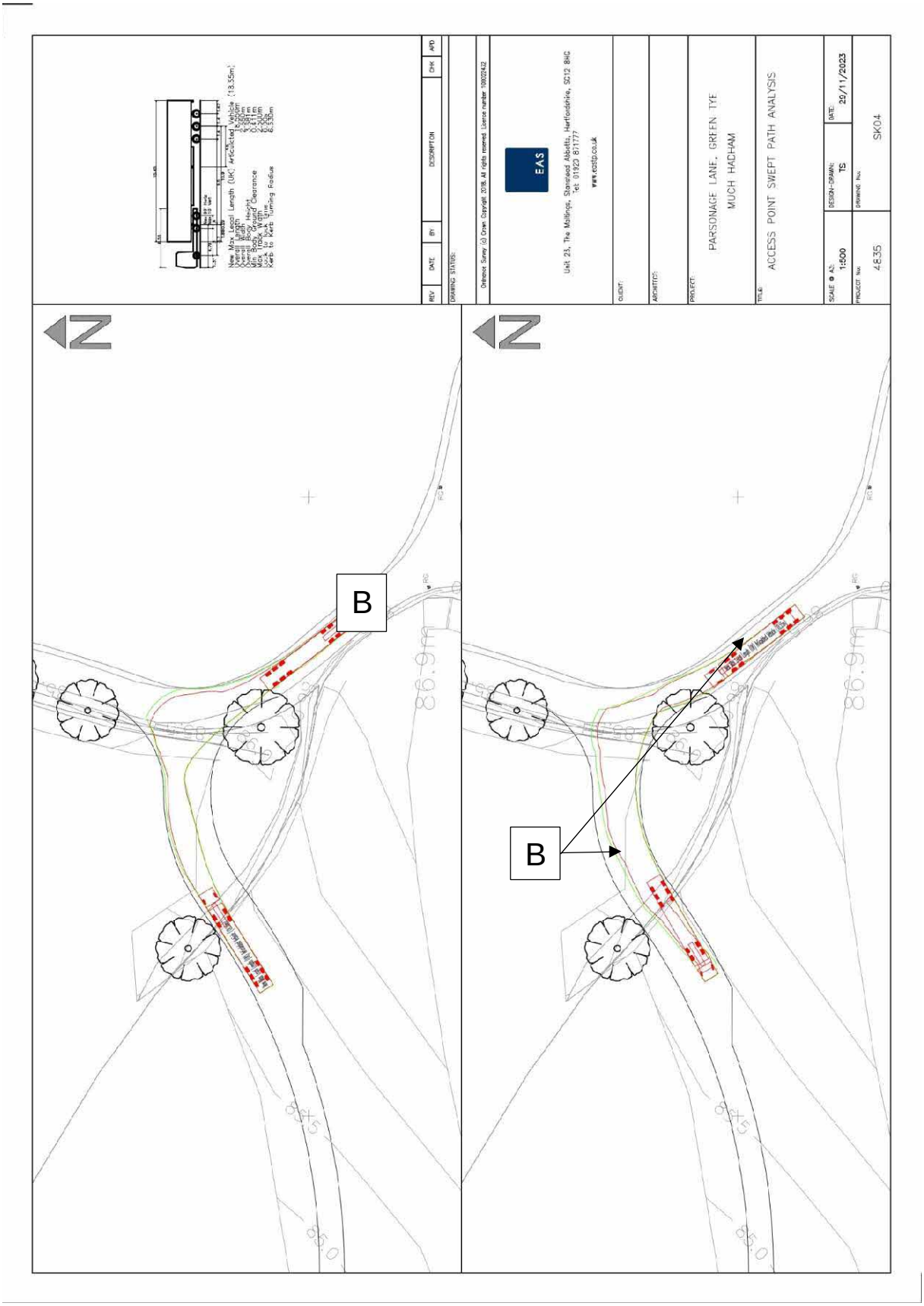
VISIBILITY SPLAY OF 2.4m x 35.5m IN LINE WITH DMRB GUIDANCE FOR AN 85th PERCENTILE SPEED OF 20.5mph
A
R15.0m
R15.0m
7.6m WIDTH
ASPHALT CONCRETE OR CONCRETE FOR THE FIRST 15m OF PROPOSED ACCESS
COMPACT GRAVEL ACCESS ROAD
EAS
Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk
PARSONAGE LANE, GREEN TYE
MUCH HADHAM
PROPOSED ACCESS ARRANGEMENT
VISIBILITY SPLAYS
SCALE @ A3: 1:250
DESIGN-DRAWN: TS
DATE: 07/12/2023
PROJECT No: 46.35
DRAWING No: SK01 REV C


KEY:
PROPOSED GATE
PUBLIC FOOTPATH
REV
DATE
BY
DESCRIPTION
CHK
APD
DRAWING STATUS:
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432
EAS
Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk
CLIENT:
ARCHITECT:
PROJECT:
PARSONAGE LANE, GREEN TYE
MUCH HADHAM
TITLE:
PROPOSED PEDESTRIAN CROSSING GATES
SCALE @ A3:
SEE VIEWPORT
DESIGN-DRAWN:
TS
DATE:
30/11/2023
PROJECT No:
46.35
DRAWING No:
SK03 REV B
D
D
D
VIEWPORT SCALE – 1:2500
C
VIEWPORT SCALE – 1:250
C
VIEWPORT SCALE – 1:250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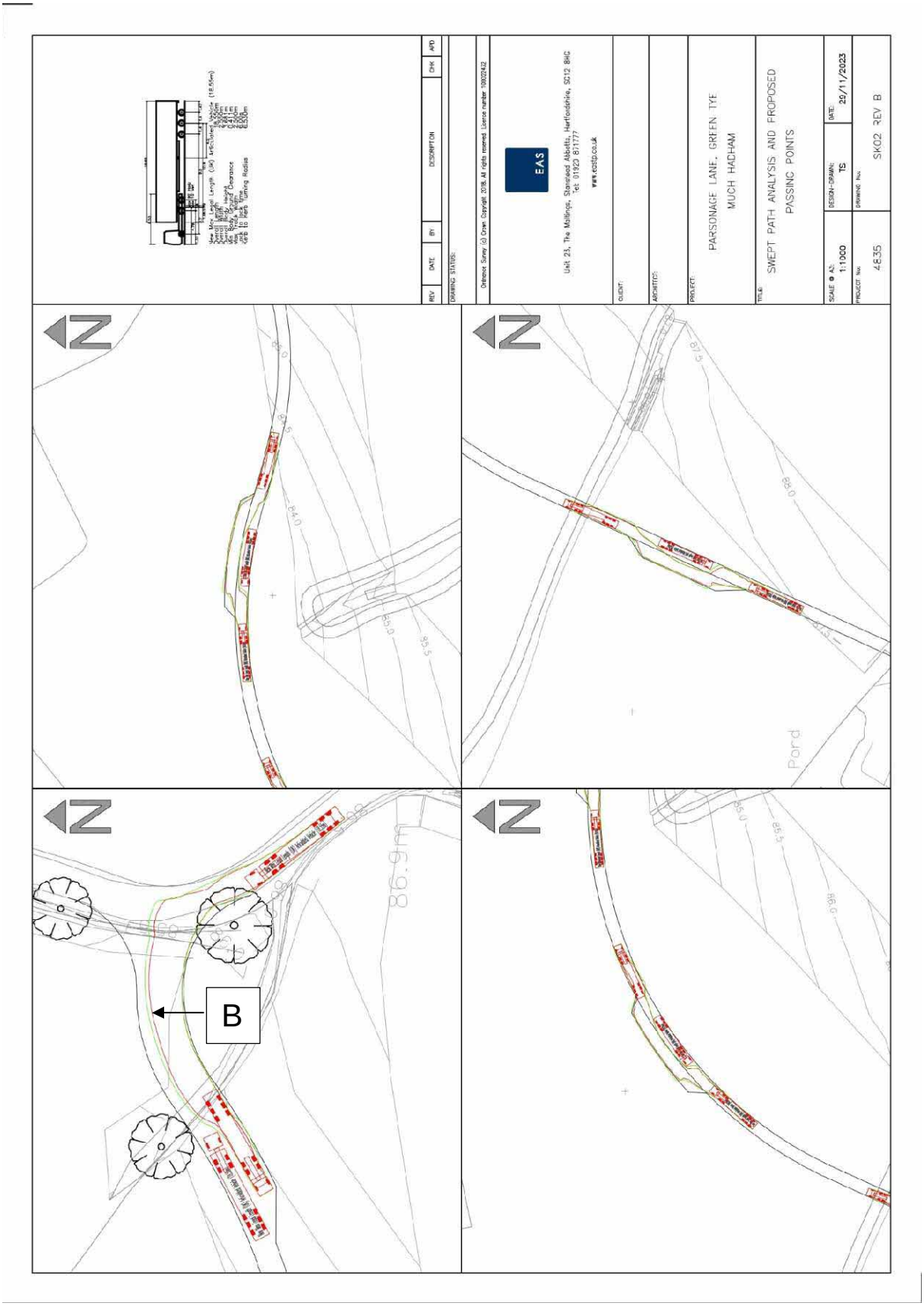
B
PARSONAGE LANE, GREEN TYE
MUCH HADHAM
ACCESS POINT SWEPT PATH ANALYSIS
SK04
25/11/2023
1:500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PARSONAGE LANE, GREEN TYE
MUCH HADHAM
SWEPT PATH ANALYSIS AND PROPOSED
PASSING POINTS
SK02 REV B
25/11/2023
1:1000
TS
EAS

Appendix J – Stage 1 Road Safety Audit Designer's Response

Issue ref.	Problem	RSA Recommendation	Design organisation (EAS) response	Overseeing organisation (HCC) response	Agreed Action
A	Location: Parsonage Lane Summary: Reduced visibility may result in failure to give way type collisions at this location. The drawings provided detail the proposed access and details visibility splays. The visibility splays, whilst do not cross through the existing trees, they cross very close to them. On site it was noted that the trees are encapsulated by other vegetation/bushes to their base which will obscure the visibility splays. Reduced or obscured visibility splays may result in failure to give way type collisions at this location.	It is recommended that visibility splays are kept clear of vegetation and are maintained to prevent future encroachment.	This recommendation is agreed and can be incorporated into HCC's general highway maintenance operations.		
B	Location: Proposed Junction Summary: Conflict may occur if a driver does not leave sufficient space for an approaching driver to enter the junction causing potential obstruction of the carriageway and damage only incidents. Auto Tracking has been provided which details the manoeuvres of a HGV into and out of the junction. Each manoeuvre takes up considerable space within the proposed junction. There is a concern that if two HGVs meet simultaneously then conflict may occur if an opposing driver does not leave sufficient carriageway space for the approaching driver. This may result in obstruction, and damage only incidents.	It is recommended that suitable give way locations are clarified for HGV drivers, either by way of signage or carriageway markings, to indicate a safe distance for manoeuvring vehicles. It is also recommended that further measures are incorporated on Parsonage Lane, if necessary, to enable two opposing HGVs to safely pass one another in the immediate vicinity of the access.	With a maximum of 12 HGV movements a day plus a possible further 6 HGV movements per week (which would in practice mean a maximum of 14 HGV movements in a given day), it is fairly unlikely that two vehicles travelling in opposing directions would meet at the access. In any event, to mitigate this it is proposed that give way markings and signage be provided on the access road instructing drivers egressing the site to give way if a HGV is observed on Parsonage Lane approaching the access. This is indicated on SK04 REV A included at Appendix D of the Access Appraisal. As identified in the Access Appraisal HGVs serving the anaerobic digestor would travel to and from the south; and while there is a tree located to the south of the access, as well the embankment along the sides of Parsonage Lane, the presence of a HGV approaching the access would still be clear. The alternative would be to widen the access quite significantly to over 11m in width which given the		

			position of existing trees may put these at risk from the necessary construction, while 'further measures on Parsonage Lane', taken to mean a taper onto the access, would require the removal of a mature tree. The location of the proposed access has sought to avoid damage to trees which given the proposed mitigation to facilitate up to 14 HGV movements per week.		
C	Location: Access Road Summary: Pedestrians may not be able to nego; ate any embankment resul; ng in personal injury. The drawings provided do not detail the proposed construc; on of the access road. All roads within the vicinity of the proposals are bound by embankment. It is unclear whether this new access road will also be bound by embankments. If the inten; on is for the road to be embanked, pedestrians may struggle to safely nego; ate embankment which may increase the risk of slipping and personal injury at the areas where the access road crossed the PROW.	It is recommended that measures are put in place to provide pedestrians with a suitable path on entry and exit from the access road.	Existing levels will be taken into account when designing and constructing the access road such that the surface of the access road would be at the level of the existing ground surface at the points where the public footpaths cross the access road. Additionally, for the avoidance of doubt, to reiterate as is noted in the Access Appraisal gates will be provided on the public footpaths at either side of where they cross the proposed access road, such that pedestrians when stopping to open the gates would naturally look up and down the access road and see any oncoming vehicles, and accordingly wait until the vehicle has passed and it is safe to cross.		
D	Location: Approach to Access Summary: Motorists may not be aware of the presence of slow-moving vehicles turning in to the access resul; ng in sudden braking and poten; al loss of control or head on collisions. The approach roads to the proposed access are undula; ng and bound by embankments. There is a concern that due to the typography drivers may not be aware of the poten; al for slow moving vehicles in the carriageway ahead. This may result in sudden braking and rear end shunts, poten; al for loss of control or head on collisions.	It is recommended that advanced warning signs are introduced on both approaches.	It is proposed that 'Side road ahead' warning signs (TSGRD Diagram 506.1) would be provided at appropriate positions to be agreed at Detailed Design stage.		