3004-01-TS01
July 2022

PROPOSED PRIORY FARM SOLAR ARRAY, LAND TO THE NORTH AND EAST OF WYMONDELY, GRAVELEY LANE, NORTH HERTFORDSHIRE

TRANSPORT STATEMENT

Prepared on behalf of:

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1.0 INTRODUCTION

1.1 Purpose of This Report

1.1.1 AXIS have been appointed by AGR 4 Solar Limited (hereafter referred to as 'the applicant') to provide highways and transport advice to accompany a planning application for a solar farm including grid connection and associated infrastructure on land to the north and east of Great Wymondley, Hertfordshire.

1.1.2 The purpose of this report is to inform the relevant Local Planning Authority (LPA), North Hertfordshire District Council (NHDC), and Hertfordshire County Council (HCC), which is the Local Highway Authority (LHA), of the anticipated highways and transportation matters associated with the proposed scheme.

1.2 Pre-Application Discussions

1.2.1 A pre-application submission was sent to NHDC on 19th April 2021. A response from NHDC was received on 28th May 2021 (NHDC ref. 21/001269/PRE), although this did not include comments relating to highways and transportation. Subsequently, an Environmental Impact Assessment (EIA) screening request was submitted to NHDC on 19th July 2021. The proposed development was determined to not require EIA.

1.2.2 The consultation response received from the LHA at HCC noted that a Transport Statement would be required to demonstrate the suitability of access points from Graveley Lane. The application will also need to demonstrate that the site is capable of accommodating the movement of construction traffic, so that HGVs can turn around within the site in order to egress onto the local highway network in forward gear.

1.2.3 This Transport Statement (TS) has therefore been prepared in accordance with the consultation response comments received from Hertfordshire County Council (HCC), as well as National Planning Policy Guidance (NPPG).

1.3 Report Structure

1.3.1 Following this introductory section, the structure of this TS is as follows:

- **Chapter 2** describes the existing conditions on and around the site, including reference to the local highway network, and a review of the accident record;

- **Chapter 3** sets out the development proposals, including a description of the site access arrangements;
- **Chapter 4** sets out the anticipated trip generating potential of the scheme on the local highway network; and,
- **Chapter 5** provides the summary and conclusions.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the TA describes the existing conditions on and around the development site, focussing on the site location, its existing use, access arrangements and the local highway network including its accident record.

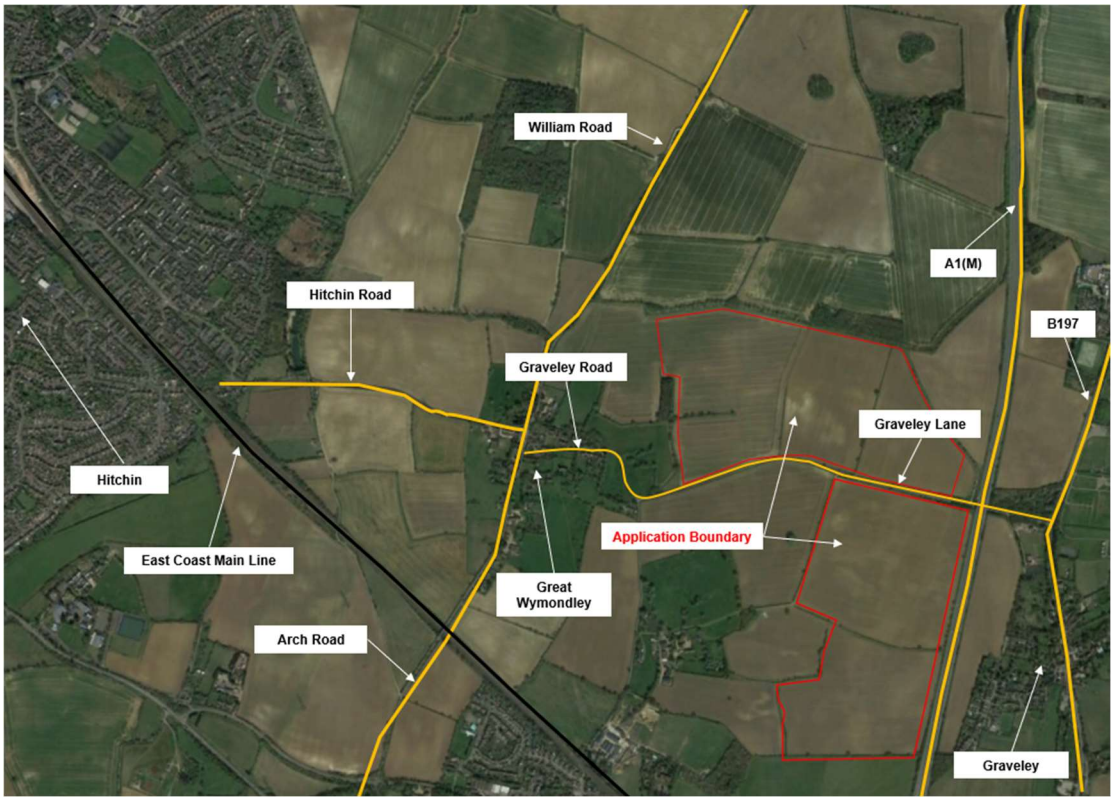
2.2 Site Location and Existing Use

2.2.1 The application site is located approximately 1km to the east of Great Wymondley, North Hertfordshire, and approximately 4km south-east of Hitchin Town Centre.

2.2.2 The site is circa 85 hectares (ha) in size and comprises two parcels of land, located to the north and south of Graveley Road. The northern parcel comprises an area of approximately 45ha, with the southern parcel being approximately 40ha in area. Both parcels of land currently comprise a number of arable fields, which are sub-divided by ditches, broken hedgerows and isolated trees.

2.2.3 The location of the site is shown on **Plan 2.1**.

Plan 2.1 – Site Location



2.3 Existing Access Arrangements

2.3.1 The site is located in the middle of an agricultural area and currently has no formal means of highway access. Informal access into each of the parcels of land is available via gated field accesses from Graveley Lane. It is proposed that these accesses will ultimately be utilised to serve as the vehicular accesses to the solar farm.

2.3.2 The southern parcel of land can also be accessed from Priory Lane to the south-west, although this access route falls under private, gated ownership.

2.4 Local Highway Network

Graveley Lane

2.4.1 Graveley Lane runs in a general east / west orientation centrally between the two parcels of the development site and connects Great Wymondley with the B197 High Street at Graveley. For approximately 500m at the western end, Graveley Lane becomes known as Graveley Road.

2.4.2 In the vicinity of the proposed development site Graveley Lane is a single-carriageway two-way road. To the west of the proposed development site and between the site access points for the two parcels of the site, Graveley Lane has a carriageway width of approximately 5m, although this widens to approximately 6.5m to the east of the site. The road is subject to the National Speed Limit (60mph).

B197 High Street

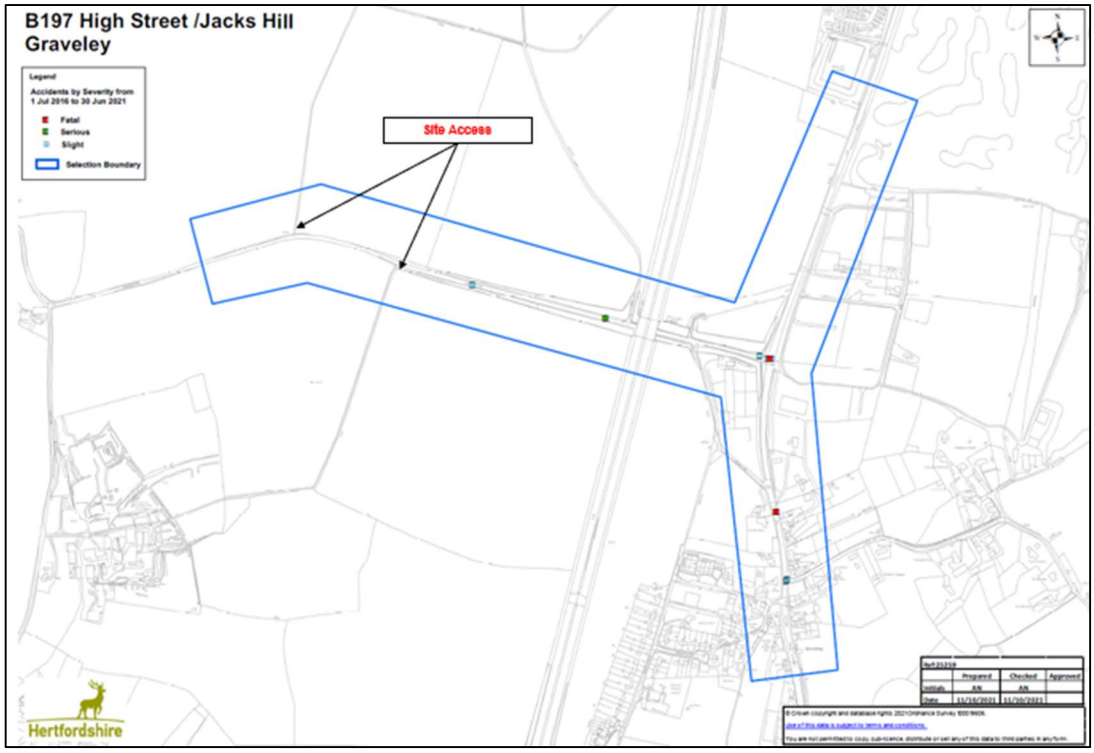
2.4.3 The B197 High Street runs in a general north / south orientation, providing local access for the settlements of Graveley and Great Wymondley. High Street is a single-carriageway two-way road with a carriageway width of approximately 6m, with approximately 2m wide hatching along the centre of the carriageway in the vicinity of the junction with Graveley Lane. The route is subject to a 50mph speed limit. High Street provides direct access to the wider highway network, with the southern end connecting to the A602 at A1(M) junction 8, and the northern end connecting to the A505 at A1(M) junction 9.

2.4.4 The High Street / Graveley Lane junction is a simple priority T-junction, with a ghost-island right turn lane for traffic turning into Graveley Lane.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from HCC. Data was extracted for the most recently available five-year period between 1st July 2016 – 30th June 2021 inclusive. The location and severity of the accidents are shown on **Plan 2.2**, and included as **Appendix A**.

Plan 2.2 – Road Safety Plan (Local Access to B197) (Source: HCC)



2.5.2 **Plan 2.2** indicates that there have been 9 accidents during the three-year period along the local highway network in the vicinity of the site and within Graveley. Two accidents occurred along Graveley Lane in the vicinity of the application site, which included one 'slight' and one 'serious' accident. Four accidents occurred at the B197 High Street / Graveley Lane junction. Three of these was slight, with the other regrettably resulting in fatal injury. Three further accidents occurred along the B197 within Graveley. Two of these were classified as 'slight', with the other regrettably resulting in fatal injury.

2.5.3 The fatal injury that occurred at the B197 High Street / Gravely Lane junction occurred when a motorcyclist travelling north on High Street collided with a vehicle turning right out of Graveley Lane. The second fatal accident, which occurred on High Street, occurred when a cyclist fell off their bicycle. No other vehicles were involved.

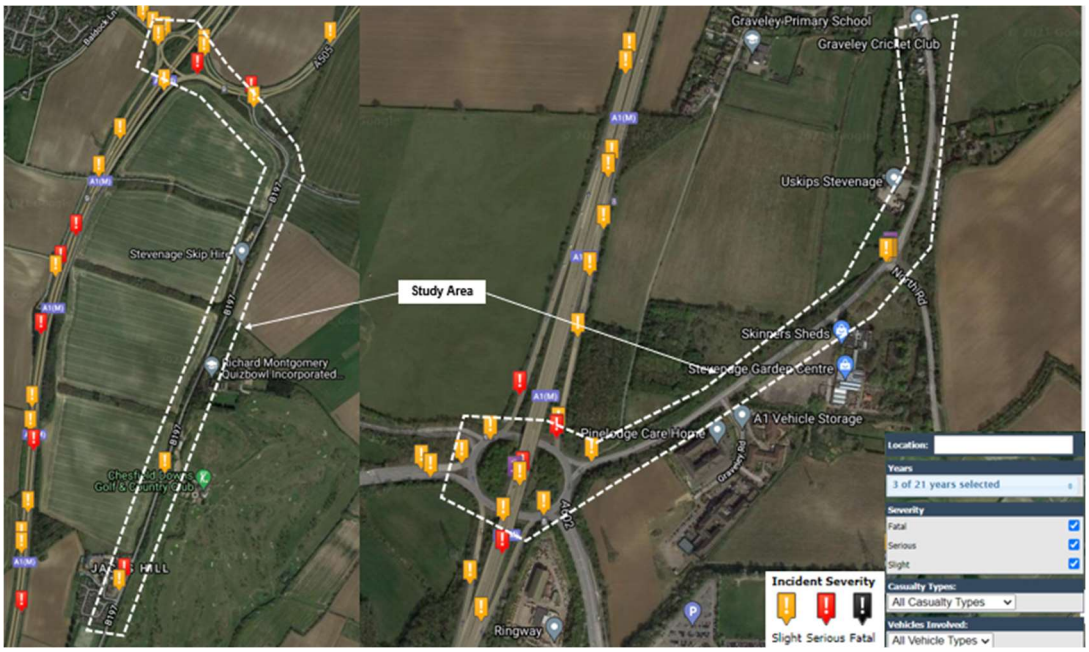
2.5.4 The one serious accident occurred on Graveley Lane when a cyclist was clipped by a minibus that was trying to overtake. The other accident to occur on Graveley Lane was the result of a vehicle slowing down due to a car travelling in the opposite direction making an overtaking manoeuvre, resulting in 'following' vehicles colliding with the rear of the first car.

2.5.5 Three further accidents occurred at the B197 High Street / Graveley Lane junction, all of which resulted in slight injury. One was the result of a vehicle losing control while turning left into Graveley Lane, colliding with an oncoming vehicle. One occurred when a vehicle turning right onto High Street braked to avoid an oncoming motorcycle, causing the motorcyclist to brake and fall off. The final accident at this location occurred when a vehicle travelling north on High Street collided with a car turning right out of Graveley Lane.

2.5.6 The majority of the accidents that occurred along Graveley Lane and at the B197 High Street / Graveley Lane junction, occurred at or before 08:00, and therefore occurred prior to the proposed construction working hours for the application site. As such, although it is regrettable that there have been fatal accidents within the study area, it is not considered that there is an existing highway safety issue that might be exacerbated by the proposed development.

2.5.7 The personal injury accident data along the access routes to the site from the wider highway network has been obtained from the online Crash Map resource (www.crashmap.co.uk). Data was extracted for the most recently available three-year period between 2017 and 2019 inclusive. The location and severity of the accidents are shown in **Plan 2.3**.

Plan 2.3 – Road Safety Plan (Access to A1(M) J9 (left) and A1M J8 (right))



2.5.8 **Plan 2.3** shows that 3 accidents occurred on the B197 to the north of Graveley, 2 occurred at the A505 / B197 junction, and 8 in the vicinity of A1(M) junction 9.

2.5.9 To the south of Graveley, 11 accidents occurred at the B197 / North Road junction, with 8 occurring in the vicinity of A1(M) junction 8.

2.5.10 When considered volumetrically, the accidents that have occurred within the study area vicinity of the site equate to approximately 13 accidents per year on average. Although this frequency of accidents is relatively high, the study area considered covers a distance of approximately 5km and includes two motorway junctions.

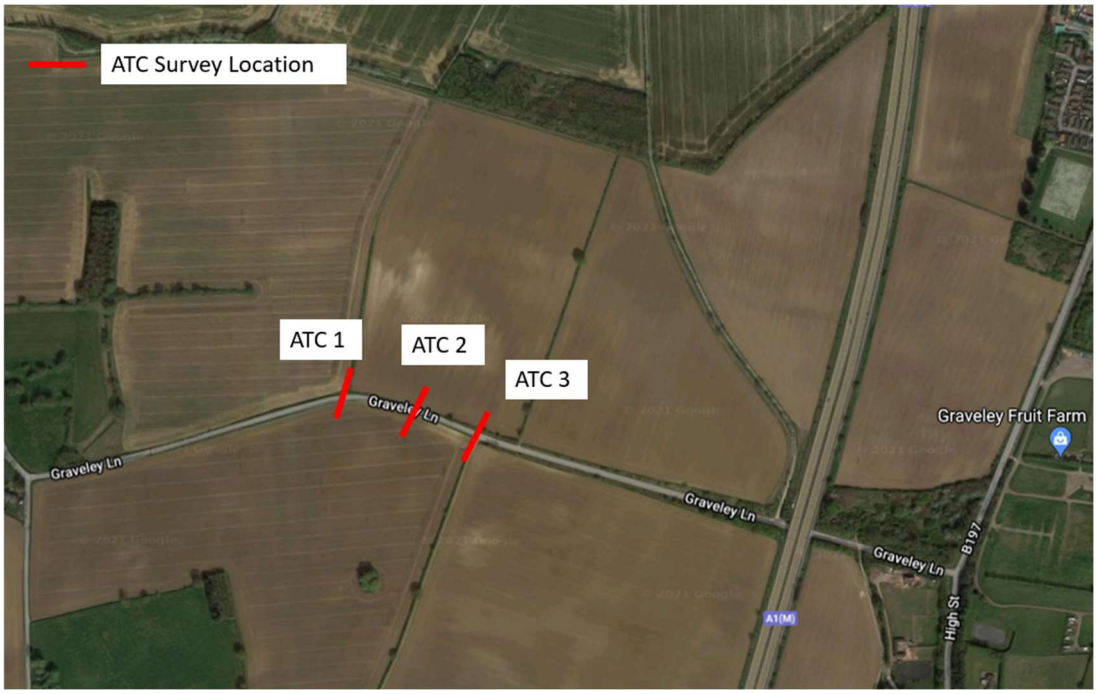
2.5.11 The accident record within the vicinity of the application site does not therefore represent a cause for concern in the context of the proposed development.

2.6 Baseline Traffic Data

Graveley Lane

2.6.1 AXIS commissioned Automatic Traffic Counts (ATCs) to be undertaken at three locations along Graveley Lane. The ATCs were undertaken between 10th September – 16th September 2021 inclusive at the locations shown on **Plan 2.4**.

Plan 2.4 – ATC Survey Locations



2.6.2 Full details of the ATC survey data are contained in **Appendix B**. The ATC data indicated typical weekday peak hours along this stretch of road of 07:00 – 08:00 in the AM and 17:00 – 18:00 in the PM. The recorded two-way flows during these peak hours are summarised in **Table 2.1**.

Table 2.1 – Graveley Lane ATC Data

Date (September)	ATC 1		ATC 2		ATC 3	
	Two-Way		Two-Way		Two-Way	
	AM (07:00-08:00)	PM (17:00-18:00)	AM (07:00-08:00)	PM (17:00-18:00)	AM (07:00-08:00)	PM (17:00-18:00)
Friday 10th	321	247	331	247	313	244
Monday 13th	355	257	367	261	358	258
Tuesday 14th	350	257	362	255	354	255
Wednesday 15th	313	273	321	287	309	277
Thursday 16th	317	277	335	282	317	277
Average	**331**	**264**	**343**	**270**	**330**	**265**

2.6.3 Review of the data summarised in **Table 2.1** shows that, on average based upon the results from all three ATC's, 335 and 266 two-way vehicle movements were recorded

in the typical weekday AM (07:00-08:00) and PM (17:00-18:00) peak hours across the three ATC sites along Graveley Lane in the vicinity of the proposed site access junctions.

2.6.4 When assessed volumetrically, this equates to an average of between 5 and 6 two-way movements per minute in the AM peak, and between 4 and 5 two-way movements per minute in the PM peak.

3.0 PROPOSED DEVELOPMENT

3.1 General

3.1.1 The full planning application is for the development of a solar farm and associated infrastructure including:

- c.150,000 Photovoltaic Solar Panels and associated support frames;
- 22 No. Inverter/Transformer Stations;
- 22 No. Battery Storage Containers;
- 1 No. Storage Containers;
- 1 No. Switchgear Building;
- 1No. Control Room Building;
- Grid Connection Cable to National Grid's Burwell Substation;
- c.2.1km of new/resurfaced internal access tracks (3.5m wide and constructed using compacted Type 1 stone);
- 2 No. improved access points off Graveley Lane;
- Ditch culverts for track crossings;
- 6.1km deer/stock fencing;
- Ditch culverts for fence crossings;
- c.40 No. 4m High CCTV cameras;
- c. 14,570m2 Woodland Planting; and
- c. 2,040m hedgerow planting (new and gapping up of existing).

3.1.2 The site layout plan is contained in **Appendix C**.

3.2 Site Access Arrangements

3.2.1 During the construction period, the site would be accessed from the B197 High Street via Graveley Lane, as shown on **drawing number 3004-01-03** (**Appendix C**). The B197 provides a route to the wider highway network via the A1(M), connecting to junction 8 at the southern end, and junction 9 at the northern end. This access route will also be used for maintenance requirements.

Forecast Trip Generation of the Proposed Development

3.2.2 The trips associated with the construction period would be limited and temporary in nature. Trips to the site once the solar panels are fully operational would be strictly

limited to the occasional LGV associated with maintenance requirements and would be de minimis in nature (see **Section 4**).

Baseline Traffic Flows

3.2.3 Based on the scale and nature of the surrounding land uses adjacent to Graveley Lane, it is anticipated that this road is relatively lightly trafficked. This is demonstrated empirically by the baseline survey data undertaken along Graveley Lane (see **Section 2.6** earlier) which indicates that there are only around 4 - 6 two-way movements per minute, on average, during peak hours, with a two-way Annual Average Daily Traffic flow of approximately 2,000 vehicles.

Highway Safety

3.2.4 The safety record within the vicinity of the site is does not give cause for concern, considering that only 9 accidents have been recorded within 5 years, according to accident data obtained from HCC (see **Plan 2.2**).

3.2.5 With regards to the above, the proposed access arrangements from Graveley Lane are considered to be sufficient when set in the context of the nature of the local highway network and the development proposals.

3.3 Visibility Splays

3.3.1 Graveley Lane is subject to the National Speed Limit (60mph), and if a strict interpretation of CD 109 of the Design Manual for Roads and Bridges (DMRB) is adopted, the stopping sight distance and junction visibility requirement for roads with a design speed of 62mph (100kph) is 2.4m x 215m.

3.3.2 The ATC survey data collected along Graveley Lane (see **Section 2.6**) included vehicle speed data. Full details of the results are contained in **Appendix D** and the observed 85th percentile speeds are summarised as follows:

- Access to Northern Parcel:
  - ATC 1 (EB) – 37.9mph; and
  - ATC 2 (WB) – 46.9mph.
- Access to Southern Parcel:
  - ATC 2 (EB) – 43.8mph; and
  - ATC 3 (WB) – 49.1mph.

3.3.3 Given that Graveley Lane is subject to the National Speed Limit (60mph), the 85th percentile speeds outlined above provide evidence that vehicle speeds along this stretch of Graveley Lane are comfortably lower than the prevailing speed limit.

3.3.4 Based on the observed 85th percentile speeds summarised above, this would equate to the following minimum visibility requirements, extrapolated from the stopping sight distances set out in the Design Manual for Roads and Bridges (DMRB):

- Access to Northern Parcel:
  - Visibility to west – 2.4m x 95m; and
  - Visibility to east – 2.4m x 134m.
- Access to Southern Parcel:
  - Visibility to west – 2.4m x 120m; and
  - Visibility to east – 2.4m x 145m.

3.3.5 **Drawing Number 3004-01-D01** (**Appendix D**) shows that the required visibility splays are achievable at both of the proposed site access junctions, in accordance with the relevant design guidance set out in the DMRB. It is noted that the visibility splay to the west at the southern parcel access crosses verge along the northern boundary of the adjacent field. However, this comprises a low, grassed verge rather than hedgerow, so will not impair visibility. Regular verge maintenance will be undertaken along this verge to maintain the visibility splay.

3.4 Swept Path Assessment

3.4.1 In order to demonstrate that the site can be safely and satisfactorily accessed, swept path assessments have been undertaken using an 18m low loader and a 16.5m articulated lorry, which are the largest vehicles anticipated to require access to the site during the construction period.

3.4.2 **Drawing number 3004-01-ATR01**, contained in **Appendix E**, shows that the local highway network to the site can satisfactorily cater for construction-related vehicles requiring access to the site. Construction compounds will be provided within both parcels of the application site to allow construction traffic to turn round and exit the site in forward gear.

3.4.3 The swept path analysis illustrates that HGVs would be required to cross into the opposing lane on Graveley Lane when turning left into the site at the southern parcel

access, and when turning left out of the site at the northern parcel access. The swept path analysis also illustrates that Graveley Lane in the vicinity of the northern parcel access is slightly too narrow to permit two HGVs to pass in opposite directions.

3.4.4 However, this is considered to be acceptable for the following reasons:

- The maximum trip generation associated with the proposed development would be 160 daily two-way movements, including both delivery-related movements and staff trips (see **Section 4**). This level of movement would occur for just a small portion of the construction period and is therefore only temporary and limited in nature (only around 4 weeks out of the 36-week construction period).
- It is likely that the majority of staff trips would occur at the beginning and end of the working day and are unlikely to coincide with delivery-related movements. There will be approximately 4 two-way delivery-related movements per hour throughout the working day, which equates to approximately 1 movement every 15 minutes. This frequency of activity means it is unlikely that two vehicles will meet in opposite directions along Graveley Lane.
- Furthermore, Graveley Lane widens in the vicinity of the southern parcel access and is of a sufficient width to allow two HGVs to pass. Vehicle movements to and from the northern parcel will be managed so as to avoid the occurrence of HGVs travelling in opposite directions at the same time along the narrower section of Graveley Lane west of the southern parcel access.
- Background traffic flows along Graveley Lane are relatively low, with only around 5 two-way movements per minute during the peak hours, and approximately 2 two-way movements per minute outside of the peak hours. HGV turning movements into and out of the site accesses will also be managed by a banksman to minimise conflict with other road users.
- Low loader movements will comprise a small proportion of the total delivery-related movements, with fewer than 1 low-loader delivery per week on average throughout the construction period.

3.4.5 If necessary, a construction management plan (CMP) can be designed and implemented to ensure that any impacts that may arise from construction-related traffic are adequately identified, managed and mitigated against. The requirement to provide a CMP could be set out in a suitably worded planning condition attached to any grant of planning permission.

3.4.6 It should also be noted that any damage that is caused to the carriageways and/or verges along Graveley Lane as a result of large vehicles travelling via these routes would be made good by the applicant. Again, this could be secured by a suitably worded planning condition to ensure that the condition of the route is recorded both before / after the installation period and that nil detriment occurs to the local highway network.

3.4.7 During the operational phase, the largest vehicle to require access to the site would be an LGV for maintenance purposes and would therefore be sufficiently accommodated in light of the above.

3.4.8 A number of turning heads will be provided internally within the site to cater for maintenance vehicles requiring access to the site. **Drawing number 2921-01-ATR02** (**Appendix E**) shows the ability of a 3.5T van to adequately access, manoeuvre and egress the site in a forward gear.

3.5 Proposed Parking Arrangements

3.5.1 During the construction phase, there would be a total of approximately 120 staff on-site during peak construction activities. It is anticipated that a significant number of construction staff will partake in a car share. For robustness, it is assumed that the average vehicle occupancy rate per vehicle would be a minimum of 2, equating to a maximum of 60 construction staff vehicles accessing the site each day during peak activities. Car parking for a minimum of 60 vehicles will therefore be provided within the curtilage of the site during the construction phase.

3.5.2 The exact location of the parking provision within the site is likely to vary depending on the construction programme. However, the total area of the development site is approximately 85 hectares (excluding grid connection and off-site planting), and as such there is ample space available to provide staff car parking within the site boundary, without impacting on the local highway network.

3.5.3 It is not considered necessary to provide any parking for the operational phase of the development, since trips to the site would be limited to the occasional LGV accessing the site for maintenance services.

4.0 TRAFFIC GENERATION

4.1 Introduction

4.1.1 The anticipated trip generation associated with the development proposals have been derived based on experience of having promoted other solar farm facilities nationally and from information supplied by the applicant.

4.1.2 The traffic generation forecasts relate to the construction period only. Trips to the site once the solar farm is fully operational would be limited to the occasional LGV associated with maintenance requirements and would be de minimis in nature.

4.2 Trip Generation during the Construction Period

4.2.1 In total, the construction schedule of the development proposals is expected to last for 36 weeks. Construction activities would take place 7 days per week, during the following hours:

- Monday to Friday 07:30 – 18:00; and
- Saturday - Sunday 08:30 – 18:00.

4.2.2 Deliveries and noise generating activities would only take place from Monday – Saturday (inclusive) within the following hours:

- Monday to Friday 07:30 – 18:00;
- Saturday 07:30 – 13:00; and
- No deliveries on Sundays with the exception of one-off abnormal loads or large vehicles such as cranes.

4.2.3 This construction period would allow for the following key construction-related works to be undertaken, which also includes for the setting up and decommissioning of site compound areas:

- Establishment of site compounds and entrance point;
- Erection of deer fencing and gates to site perimeter (including ditch culverts for crossings);
- Hedgerow planting (subject to time of year);

- Construction of site access tracks and temporary crane hard standings at inverter locations (including ditch culverts for crossings);
- Installation of CCTV poles and cameras;
- Installation of solar panels and frames;
- Installation of inverters and storage buildings;
- Installation of control building and switchgear buildings; and
- Grid connection and transformer station.

4.2.4 **Table 4.1** summarises the number and type of deliveries that are anticipated to be generated during the 36-week construction period.

Table 4.1 – Anticipated Trip Generation during the Construction Period

Description of Temporary / Ancillary Works and Equipment	Details of Load	Number of Loads
Office / welfare accommodation (portacabins)	Low loader	3
Generator	Pickup	1
Excavator	Driven or low loader	2
Crane	Driven or low loader	1
Piling machine	Pickup	2
Switch gear	Low loader	2
Building material for substation	Pick up	10
HV installation	Hiab delivery	2
Construction Support		**24**
PV panels	HGV	192
Metal frames	HGV	204
Cabling	Curtain sided lorry	153
Inverters and transformers	Low loader	26
Fencing	Pick up	51
Aggregate for roadways	Tipper truck	428
PV Equipment / Components		**1054**
TOTAL (one-way deliveries)		**1078**

4.2.5 As summarised in **Table 4.1**, it is anticipated that the total number of deliveries requiring access to the development site would be some 1,078 one-way trips (2,156 two-way trips) across the full 36-week construction period.

4.2.6 In addition to the above, there will also be approximately 50 staff requiring access to the site per day, on average. During peak activities, the number of construction-related staff may rise to 120.

4.2.7 The following subsections of this report set out the 'first principles' assumptions and trip generation forecasts of the delivery and staff movements that might be expected to occur on a daily basis.

Deliveries

4.2.8 As set out in **Table 4.1**, the largest single component of the construction schedule would relate to the delivery of aggregate (428 one-way (856 two-way) deliveries) for the construction of site compounds and internal access tracks.

4.2.9 In order to establish these foundational components for the commencement of the full construction schedule, it is anticipated that all aggregate would be brought to the site within the first 4-6 weeks of the construction period. For robustness, it is assumed that this would take place within a compressed 4-week (22 day) period.

4.2.10 For the remainder of the construction period (32 weeks), there would be a total of 650 one-way (1300 two-way) deliveries (i.e. all remaining deliveries that are not associated with aggregate).

4.2.11 With regards to the above, **Table 4.2** sets out the 'first principles' assumptions and associated trip generation forecasts for the construction-related deliveries (excluding staff).

Table 4.2 – 'First Principles' Assumptions and Trip Generation Forecasts for Deliveries

Deliveries Week 1-4	
Within the first 4 weeks of the construction period, there will be:	856 two-way delivery-related movements, in total
This equates to:	214 two-way delivery-related movements per week
Assuming deliveries take place 5.5 days per week, this equals:	22 delivery days in total
This therefore equates to:	40 two-way delivery-related movements per day, on average
Deliveries Weeks 4-36	
For the remaining 32 weeks, there will be:	1300 two-way delivery-related movements, in total
This equates to:	41 two-way delivery-related movements per week
Assuming deliveries take place 5.5 days per week, this equals:	176 delivery days remaining
This therefore equates to:	8 two-way delivery-related movements per day, on average

4.2.12 As set out in **Table 4.2**, within the first 4 weeks of the construction period, there would be a total of 40 daily two-way delivery-related movements to the site, on average.

4.2.13 In reality, aggregate may be delivered over a 6-week period and so the actual trip generation during this period could be less than what is indicated in **Table 4.2**. The assessment is therefore considered to be robust.

4.2.14 The delivery-related movements associated with the remaining 32 weeks are significantly lower than the initial 4-week period and would be largely imperceptible and temporary in nature. On average, there would be 8 two-way delivery-related movements per day. This level of trip generation is considered to be insignificant.

Construction Staff Trips

4.2.15 In addition to trips associated with deliveries, and as mentioned earlier, there will also be a number of movements associated with staff trips. The 'first principles' assumptions and associated trip generation relating to construction staff are set out in **Table 4.3**.

Table 4.3 – 'First Principles' Assumptions and Trip Generation Forecasts for Staff

Staff Trips	
On average there will be:	50 construction staff on site per day
During peak activities this could rise to:	120 construction staff on site per day
Assuming a total car occupancy rate of:	2 people per vehicle
This equates to:	50-two-way staff trips per day on average
Or:	120 two-way staff trips per day during peak activities
Assuming that construction activities take place 7 days per week, this would equate to:	350 two-way staff movements per week, on average
During peak activities, this could rise to:	840 two-way staff movements per week

4.2.16 As set out in **Table 4.3**, approximately 50 construction-related staff will require access to the site per day on average and a maximum of 120 staff during peak activities. It is anticipated that a significant number of construction staff will partake in a car share, thereby reducing the number of trips to the site accordingly.

4.2.17 For robustness, it is assumed that the average vehicle occupancy rate per vehicle would be a minimum of 2 and so the number of trips made by staff per day would be

some 25 one-way trips or 50 two-way trips on average, and a maximum of 60 one-way or 120 two-way staff trips during peak activities.

4.2.18 In reality, it is anticipated that the level of car occupancy could be higher than this, i.e. perhaps 3 people per vehicle or more, and therefore adding a further layer of robustness to the assessment.

Total Construction-Related Trip Generation

4.2.19 In total, there will be a maximum of approximately 160 two-way movements per day on average during peak activities within the first 4 weeks. This is inclusive of delivery-related movements and staff trips.

4.2.20 For the remainder of the construction period (32 weeks), there would be a maximum of approximately 128 two-way movements per day on average during peak activities, again inclusive of delivery-related movements and staff trips. This equates to an average of 12 additional 2-way movements per hour throughout the working day, or approximately one additional vehicle movement every 5 minutes. This level of trip generation is therefore considered to be negligible.

4.2.21 Daily construction-related movements (inclusive of staff trips) would be spread throughout the day. It should also be reiterated here that this level of trip generation is temporary in nature (mainly concentrated in only around 4 weeks out of the 36-week construction period) and any trips to the site, once operational, will be limited to the occasional LGV for maintenance purposes and de minimus in nature. Furthermore, the local highway network is currently very lightly trafficked and would continue to be with the inclusion of the development-related trips.

4.2.22 Even during the initial 4-week construction period, the impact of construction traffic on the local highway network would be minimal, equating to an increase in the average two-way daily flow during the working day of approximately 7.9%. As such the assessment of any additional junctions and the need to provide any off-site highway improvements works are considered to be unnecessary in the context of the development proposals.

4.3 Construction Traffic Routing

4.3.1 Construction-related traffic would access the site to / from Graveley Lane. This would be accessed via the B197, with construction traffic leaving the strategic road network at either Junction 8 or 9 of the A1(M).

5.0 SUMMARY AND CONCLUSIONS

5.1.1 AXIS have been appointed by AGR 4 Solar Limited to provide highways and transport advice to accompany a planning application for the Priory Farm Solar Array, located on land to the north and east of Wymondley, North Hertfordshire.

5.1.2 The site is circa 85 hectares in size and comprises a number of fields which are currently cultivated for crops.

5.1.3 Analysis of accident data indicates that 9 accidents have been recorded on the local highway network within the most recently available 5-year period. It is not considered that there is an existing highway safety issue that might be exacerbated by the proposed development. The accident data across the wider access routes to the site from the Strategic Road Network has also been analysed for the most recent 3-year period. The accident record within the study area does not present a material concern in the context of the proposed development.

5.1.4 The proposals comprise the installation of some 150,000 photovoltaic solar panels and associated infrastructure.

5.1.5 Access to the site would be from Graveley Lane. Given the relatively lightly trafficked nature of the local highway network, and the that most trips will be of a limited and temporary nature, the site access arrangements are considered to be appropriate for the scale and nature of the development. Access to the wider highway network will be via the B197, which connects directly to both Junction 8 and Junction 9 of the A1(M).

5.1.6 This TS assesses the traffic generation of the construction phase only, which would take place over a 36-week period. Once operational, trips to the site would be limited to the occasional LGV accessing the site for maintenance purposes and would be de minimis in nature.

5.1.7 The trip generation of the construction period has been forecast using a ‘first principles’ approach based on experience of promoting other solar farms nationally.

5.1.8 In total, there will be a maximum of approximately 160 two-way movements per day during peak activities within the first 4 weeks of construction. This is inclusive of delivery-related movements and staff trips, including a maximum of 40 two-way HGV movements per day during this period.

5.1.9 For the remainder of the construction period (32 weeks), there would be a maximum of approximately 128 two-way movements per day on average, inclusive of delivery-related movements and staff trips, and including a maximum of 8 two-way HGV movements per day.

5.1.10 This level of trip generation is not considered to be significant and would only take place over a limited and temporary time period.

5.2 Conclusion

5.2.1 Having regard to the above, it is therefore concluded that there can be no highway or transport reasons to withhold planning permission for the scheme.

APPENDIX A – ACCIDENT DATA

B197 High Street /Jacks Hill Graveley

Legend

Accidents by Severity from 1 Jul 2016 to 30 Jun 2021

- Fatal
- Serious
- Slight

Selection Boundary

N
W E
S

Graveley

Ref:25259			
	Prepared	Checked	Approved
Initials	AN	AN	
Date	11/10/2021	11/10/2021	

Hertfordshire

Full Non Confidential Accident Report

Date Produced: *11-Oct-21*

Set Name (if saved) : 25259 **Set Total :** 9

Accident Details:

Acc Ref:	2019-410897730	**1st / 2nd Rd:**	5U27/13 NONE	**Jun Detail:**	Notjunct	**Weather:**	Fine	**Num Cas:**	1
Day of Week:	Tue	**Parish:**		**Jun Control:**	Notjunct	**Light:**	Day	**Num Peds:**	0
Date:	08/10/2019 07:58:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	2
Acc Severity:	Serious	**Speed Limit:**	60mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox

U27 Graveley Lane Graveley Approx 65m West Bridge Under A1(m) **On Site:** Yes

Easting: 522780 **Northing:** 228398

Casualty Details

Acc Ref:	2019-410897730	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Serious	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	39	**PSV Passenger:**	No	**Road User Class:**	Cyclists	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Male	**Seat Belt:**	Notapp	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	153663	**Maneouvre:**	Otakemov	**Skiding:**	None	**Impact Point:**	Nearside	**Driver Breath Test:**	Notreq	**Driver Age:**	39
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Minibus	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	E	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Work	**Driver Severity:**	None		
Acc Ref:		**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Offside	**Driver Breath Test:**	Notap	**Driver Age:**	39
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Bicycle	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	E	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	Serious		

Accident Details:

Acc Ref:	2019-410867297	**1st / 2nd Rd:**	B197/83 5U27/13	**Jun Detail:**	T	**Weather:**	Fine	**Num Cas:**	2
Day of Week:	Mon	**Parish:**		**Jun Control:**	Giveway	**Light:**	Day	**Num Peds:**	0
Date:	12/08/2019 06:50:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	2
Acc Severity:	Fatal	**Speed Limit:**	50mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
B197 Jacks Hill/high Street Graveley J/w U27 Graveley Lane								**On Site:**	Yes

Easting: 523092 **Northing:** 228321

Casualty Details

Acc Ref:	2019-410867297	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Fatal	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	64	**PSV Passenger:**	No	**Road User Class:**	Motorcyclists	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Male	**Seat Belt:**	Notapp	**School Pupil:**		**Ped Work on Rd:**	Notped
Acc Ref:	2019-410867297	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	70	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	2	**Cas Gender:**	Male	**Seat Belt:**	Unknown	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	153284	**Maneouvre:**	Turnrigh	**Skiding:**	None	**Impact Point:**	Offside	**Driver Breath Test:**	Notreq	**Driver Age:**	70
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	E	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Lmain	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Other	**Driver Severity:**	Slight		
Acc Ref:		**Maneouvre:**	Ahead	**Skiding:**	Skidded	**Impact Point:**	Front	**Driver Breath Test:**	Ntprov	**Driver Age:**	64
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	S	**Hit and Run:**	Nothtrun		
Veh Type:	Mc>500	**Junction:**	Middle	**Object off Cway**	None	**To:**	N	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Fatal		

Accident Details:

Acc Ref:	2019-410863094	**1st / 2nd Rd:**	B197/81 NONE	**Jun Detail:**	Notjunct	**Weather:**	Fine	**Num Cas:**	1
Day of Week:	Tue	**Parish:**		**Jun Control:**	Notjunct	**Light:**	Day	**Num Peds:**	0
Date:	30/07/2019 06:18:00	**District:**	NHerts	**Spec Conditions:**	Surfdefe	**Road Surface:**	Dry	**Num Vehicles:**	1
Acc Severity:	Fatal	**Speed Limit:**	30mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
B197 High Street Graveley 130m North J/w Church Lane								**On Site:**	Yes

Easting: 523104 **Northing:** 228030

Casualty Details

Acc Ref:	2019-410863094	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Fatal	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	64	**PSV Passenger:**	No	**Road User Class:**	Cyclists	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Male	**Seat Belt:**	Notapp	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	153092	**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Notap	**Driver Age:**	64
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	N	**Hit and Run:**	Nothtrun		
Veh Type:	Bicycle	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Fatal		

Accident Details:

Acc Ref:	2019-410829541	**1st / 2nd Rd:**	5U27/13 NONE	**Jun Detail:**	Notjunct	**Weather:**	Fine	**Num Cas:**	2
Day of Week:	Thu	**Parish:**		**Jun Control:**	Notjunct	**Light:**	Day	**Num Peds:**	0
Date:	04/04/2019 16:25:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	4
Acc Severity:	Slight	**Speed Limit:**	60mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
U27 Graveley Lane Graveley Approx 830m East J/w U28 Priory Lane								**On Site:**	No
Easting:	522527	**Northing:**	228460						

Casualty Details

Acc Ref:	2019-410829541	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	24	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Female	**Seat Belt:**	Wornnot	**School Pupil:**		**Ped Work on Rd:**	Notped
Acc Ref:	2019-410829541	**Cas Class:**	Passenge	**Car Passenger:**	Frontsea	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	18	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	2	**Cas Gender:**	Male	**Seat Belt:**	Wornnot	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	152564	**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Notcon	**Driver Age:**	30
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	E	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	W	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	None		
Acc Ref:		**Maneouvre:**	Stopping	**Skiding:**	None	**Impact Point:**	Back	**Driver Breath Test:**	Notreq	**Driver Age:**	24
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	E	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	W	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	Slight		
Acc Ref:		**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Notreq	**Driver Age:**	50
Veh Ref:	3	**Location:**	Carw	**Object in Cway:**	None	**From:**	E	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	W	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	None		

Acc Ref:		**Maneouvre:**	Otakemov	**Skiding:**	None	**Impact Point:**	None	**Driver Breath Test:**	Notreq	**Driver Age:**	30
Veh Ref:	4	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	E	**Driver Gender:**	Unknown		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	None		

Accident Details:

Acc Ref: 2019-410831933	**1st / 2nd Rd:** B197/81 5U83/10	**Jun Detail:** T	**Weather:** Fine	**Num Cas:** 1
Day of Week: Fri	**Parish:**	**Jun Control:** Giveway	**Light:** Day	**Num Peds:** 0
Date: 29/03/2019 18:16:00	**District:** NHerts	**Spec Conditions:** None	**Road Surface:** Dry	**Num Vehicles:** 2
Acc Severity: Slight	**Speed Limit:** 30mph	**C/way Hazard:** None	**C/way Type:** Single	**Ped Xing:** Npernox
B197 High Street Graveley J/w U83 Church Lane				**On Site:** Yes

Easting: 523123 **Northing:** 227897

Casualty Details

Acc Ref: 2019-410831933	**Cas Class:** Driver	**Car Passenger:** No	**Cas Severity:** Slight	**Ped Movement:** Notped
Veh Ref: 1	**Cas Age:** 45	**PSV Passenger:** No	**Road User Class:** Motorcyclists	**Ped Location:** Notped
Cas Ref: 1	**Cas Gender:** Male	**Seat Belt:** Notapp	**School Pupil:**	**Ped Work on Rd:** Notped

Vehicle Details

Acc Ref:	152539	**Maneouvre:**	Turnrigh	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Notreq	**Driver Age:**	45
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	E	**Hit and Run:**	Nothtrun		
Veh Type:	Mc<=125	**Junction:**	Lmain	**Object off Cway**	None	**To:**	N	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	Slight		
Acc Ref:		**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Nearside	**Driver Breath Test:**	Notreq	**Driver Age:**	52
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	N	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Middle	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Unknown	**Driver Severity:**	None		

Accident Details:

Acc Ref:	2017-410160964	**1st / 2nd Rd:**	B197/81 5U83/10	**Jun Detail:**	T	**Weather:**	Fine	**Num Cas:**	2
Day of Week:	Wed	**Parish:**		**Jun Control:**	Giveway	**Light:**	Day	**Num Peds:**	0
Date:	22/02/2017 09:57:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Wet	**Num Vehicles:**	2
Acc Severity:	Slight	**Speed Limit:**	30mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
B197 High Street Graveley J/w U83 Church Lane								**On Site:**	Yes

Easting: 523125 **Northing:** 227901

Casualty Details

Acc Ref:	2017-410160964	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	28	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Female	**Seat Belt:**	Unknown	**School Pupil:**		**Ped Work on Rd:**	Notped
Acc Ref:	2017-410160964	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	59	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	2	**Cas Gender:**	Male	**Seat Belt:**	Unknown	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	148364	**Maneouvre:**	Turnrigh	**Skiding:**	None	**Impact Point:**	Nearside	**Driver Breath Test:**	Notreq	**Driver Age:**	28
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	S	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Lmain	**Object off Cway**	None	**To:**	E	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Slight		
Acc Ref:		**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Ntprov	**Driver Age:**	59
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	N	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Middle	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Slight		

Accident Details:

Acc Ref:	2017-410162213	**1st / 2nd Rd:**	5U27/13 B197/83	**Jun Detail:**	T	**Weather:**	Fine	**Num Cas:**	2
Day of Week:	Fri	**Parish:**		**Jun Control:**	Giveway	**Light:**	Day	**Num Peds:**	0
Date:	27/01/2017 13:40:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Wet	**Num Vehicles:**	2
Acc Severity:	Slight	**Speed Limit:**	60mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
U27 Graveley Lane Graveley J/w B197 Jacks Hill								**On Site:**	Yes

Easting: 523073 **Northing:** 228325

Casualty Details

Acc Ref:	2017-410162213	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	22	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Female	**Seat Belt:**	Unknown	**School Pupil:**		**Ped Work on Rd:**	Notped
Acc Ref:	2017-410162213	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	40	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	2	**Cas Gender:**	Male	**Seat Belt:**	Unknown	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	148265	**Maneouvre:**	Turnleft	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Negati	**Driver Age:**	22
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	S	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Exit	**Object off Cway**	None	**To:**	W	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Slight		
Acc Ref:		**Maneouvre:**	Stopping	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Negati	**Driver Age:**	40
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Approach	**Object off Cway**	None	**To:**	E	**Driver Gender:**	Male		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Slight		

Accident Details:

Acc Ref:	2016-410132446	**1st / 2nd Rd:**	B197/83 5U27/13	**Jun Detail:**	T	**Weather:**	Unknown	**Num Cas:**	1
Day of Week:	Mon	**Parish:**		**Jun Control:**	Giveway	**Light:**	Day	**Num Peds:**	0
Date:	21/11/2016 15:57:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	2
Acc Severity:	Slight	**Speed Limit:**	50mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
B197 High Road Graveley J/w U27 Graveley Lane								**On Site:**	Yes
Easting:	523095	**Northing:**	228321						

Casualty Details

Acc Ref:	2016-410132446	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	33	**PSV Passenger:**	No	**Road User Class:**	Motorcyclists	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Female	**Seat Belt:**	Notapp	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	147716	**Maneouvre:**	Turnrigh	**Skiding:**	None	**Impact Point:**	None	**Driver Breath Test:**	Notreq	**Driver Age:**	36
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Emain	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Other	**Driver Severity:**	None		
Acc Ref:		**Maneouvre:**	Ahead	**Skiding:**	Skidded	**Impact Point:**	None	**Driver Breath Test:**	Notreq	**Driver Age:**	33
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	N	**Hit and Run:**	Nothtrun		
Veh Type:	Mc<=125	**Junction:**	Approach	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Other	**Driver Severity:**	Slight		

Accident Details:

Acc Ref:	2016-410122232	**1st / 2nd Rd:**	B197/83 5U27/13	**Jun Detail:**	T	**Weather:**	Fine	**Num Cas:**	1
Day of Week:	Wed	**Parish:**		**Jun Control:**	Giveway	**Light:**	Day	**Num Peds:**	0
Date:	19/10/2016 08:00:00	**District:**	NHerts	**Spec Conditions:**	None	**Road Surface:**	Wet	**Num Vehicles:**	2
Acc Severity:	Slight	**Speed Limit:**	50mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox
B197 Jacks Hill Graveley J/w U27 Graveley Lane								**On Site:**	Yes

Easting: 523088 **Northing:** 228320

Casualty Details

Acc Ref:	2016-410122232	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	17	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Female	**Seat Belt:**	Wornnot	**School Pupil:**		**Ped Work on Rd:**	Notped

Vehicle Details

Acc Ref:	147466	**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Notreq	**Driver Age:**	33
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	S	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Middle	**Object off Cway**	None	**To:**	N	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Work	**Driver Severity:**	None		
Acc Ref:		**Maneouvre:**	Turnrigh	**Skiding:**	None	**Impact Point:**	Offside	**Driver Breath Test:**	Notreq	**Driver Age:**	17
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Car	**Junction:**	Emain	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Female		
Foreign Veh:		**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrosch	**Driver Severity:**	Slight		

APPENDIX B – ATC SURVEY DATA

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	Graveley Lane - Attached to Tree, OSGR: TL 22188 28559	East	60	10 September 2021	16 September 2021	7771	1222	1110	0	0.0	0	0.0	0	0.0	32.4	37.9
		West	60	10 September 2021	16 September 2021	6627	1044	947	3	0.0	1	0.0	0	0.0	34.6	40.4
		East West	60	10 September 2021	16 September 2021	14398	2266	2057	3	0.0	1	0.0	0	0.0	33.4	39.2

Site 1
Location Graveley Lane - Attached to Tree, OSGR: TL 22188 28559
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	38.6	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42.4	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.1	-
0500	9	1	8	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36	-
0600	29	1	26	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.1	42.8
0700	146	2	139	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.1	39.3
0800	**257**	**4**	**246**	**1**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.6**	**38.8**
0900	119	5	109	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.3	39.1
1000	110	6	96	0	6	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.2	38.5
1100	116	9	100	0	6	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	31.6	37.5
1200	127	8	111	0	5	0	2	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.2	38.6
1300	130	8	116	0	4	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32	38.1
1400	132	5	120	0	6	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	32.5	38.4
1500	169	4	159	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	33.6	39
1600	197	5	184	1	6	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0	33.2	39
1700	**215**	**5**	**207**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**34.1**	**39.8**
1800	120	4	113	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.3	39.5
1900	74	3	69	0	2	0	0	0	0	0	0	0	0	0	0.4	0	0.2	0	0.0	33.8	40.3
2000	44	1	42	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.9	41.7
2100	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	35.5	42.9
2200	14	0	14	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	34.7	41.1
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	36.2	-
07-19	**1838**	**65**	**1700**	**4**	**57**	**2**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.2**	**38.9**
06-22	**2009**	**71**	**1861**	**4**	**61**	**2**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.3**	**39.1**
06-00	**2033**	**71**	**1884**	**4**	**62**	**2**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.3**	**39.1**
00-00	**2057**	**72**	**1906**	**4**	**63**	**2**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.4**	**39.2**

NDC for
Axis

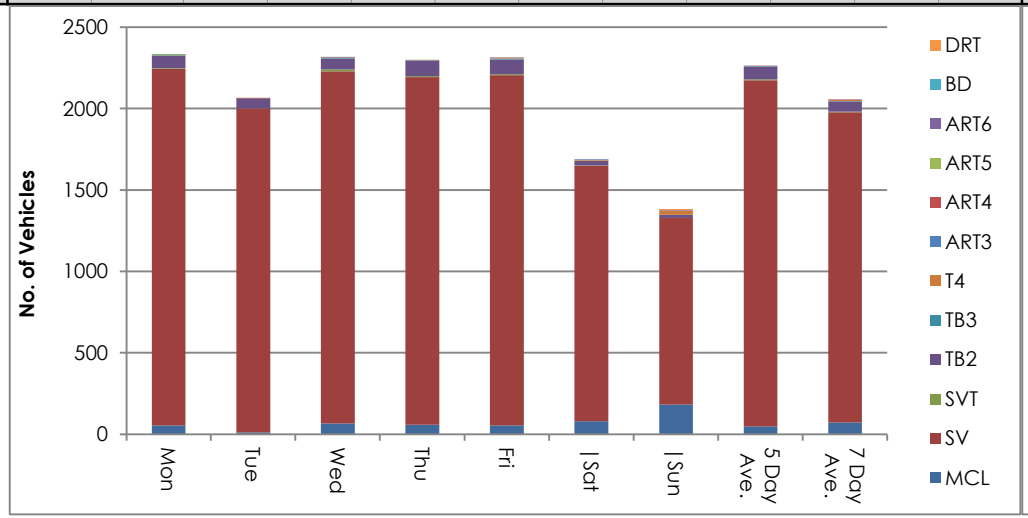
Site 1
Location Graveley Lane - Attached to Tree, OSGR: TL 22188 28559
Direction East West

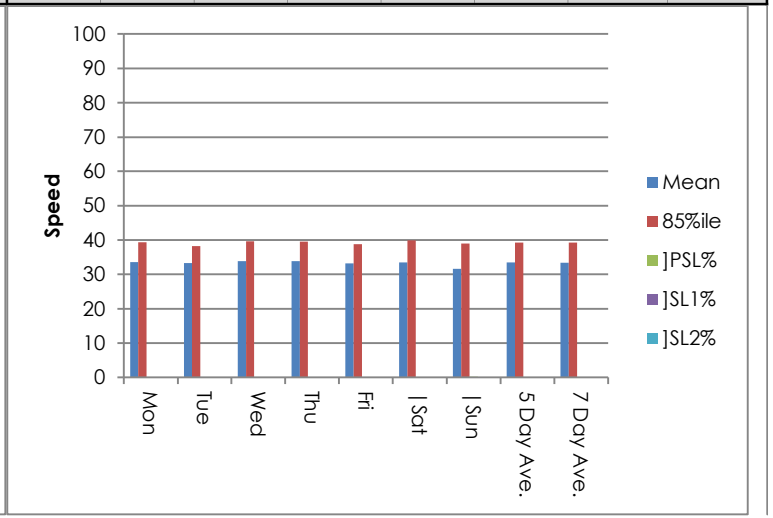
11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2333	53	2191	4	75	4	3	0	1	1	0	1	0	0	0.0	0	0.0	0	0.0	33.6	39.4
Tue	2065	11	1988	1	63	0	1	0	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.3	38.3
Wed	2317	67	2162	11	68	3	4	1	0	0	1	0	0	1	0.0	1	0.0	0	0.0	33.8	39.7
Thu	2301	58	2136	6	94	2	3	0	2	0	0	0	0	0	0.0	0	0.0	0	0.0	33.8	39.6
Fri	2314	53	2153	4	93	4	5	1	1	0	0	0	0	0	0.0	0	0.0	0	0.0	33.2	38.8
| Sat	1688	80	1569	2	28	1	5	0	0	0	2	1	0	0	0.0	0	0.0	0	0.0	33.5	39.9
| Sun	1380	182	1145	0	21	0	26	0	0	0	5	0	1	2	0.1	0	0.0	0	0.0	31.6	39
5 Day Ave.	**2266**	**48**	**2126**	**5**	**79**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.5**	**39.2**
7 Day Ave.	**2057**	**72**	**1906**	**4**	**63**	**2**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**33.4**	**39.2**
--	**14398**	**504**	**13344**	**28**	**442**	**14**	**47**	**2**	**5**	**1**	**8**	**2**	**1**	**3**	**0.0**	**1**	**0.0**	**0**	**0.0**	**33.4**	**39.2**

Summary Graphs





NDC for Axis

Site 1
Location Graeley Lane - Attached to Tree, OSGR: TL 22188 28559
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	1	1	1	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	1	0	1	2	7	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	146	0	0	2	1	5	21	49	50	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**257**	**0**	**1**	**2**	**3**	**7**	**43**	**98**	**76**	**21**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	119	0	0	3	1	5	20	41	34	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	1	3	2	5	21	43	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	116	0	1	2	5	9	22	44	26	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	127	0	1	3	5	8	22	43	33	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	130	0	1	4	3	9	24	44	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	132	0	0	1	3	8	28	46	34	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	169	0	0	2	2	6	25	70	46	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	197	0	0	4	4	9	31	76	51	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**215**	**0**	**0**	**2**	**2**	**6**	**34**	**83**	**59**	**25**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	120	0	0	1	1	4	16	44	38	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	74	0	0	1	0	4	15	22	20	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	0	0	0	1	8	14	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	1	4	7	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	0	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1838**	**0**	**6**	**29**	**31**	**83**	**307**	**680**	**502**	**161**	**30**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2009**	**0**	**7**	**30**	**32**	**89**	**336**	**730**	**550**	**186**	**36**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2033**	**0**	**7**	**30**	**32**	**90**	**340**	**737**	**557**	**190**	**38**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2057**	**0**	**7**	**31**	**32**	**90**	**343**	**743**	**563**	**194**	**40**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

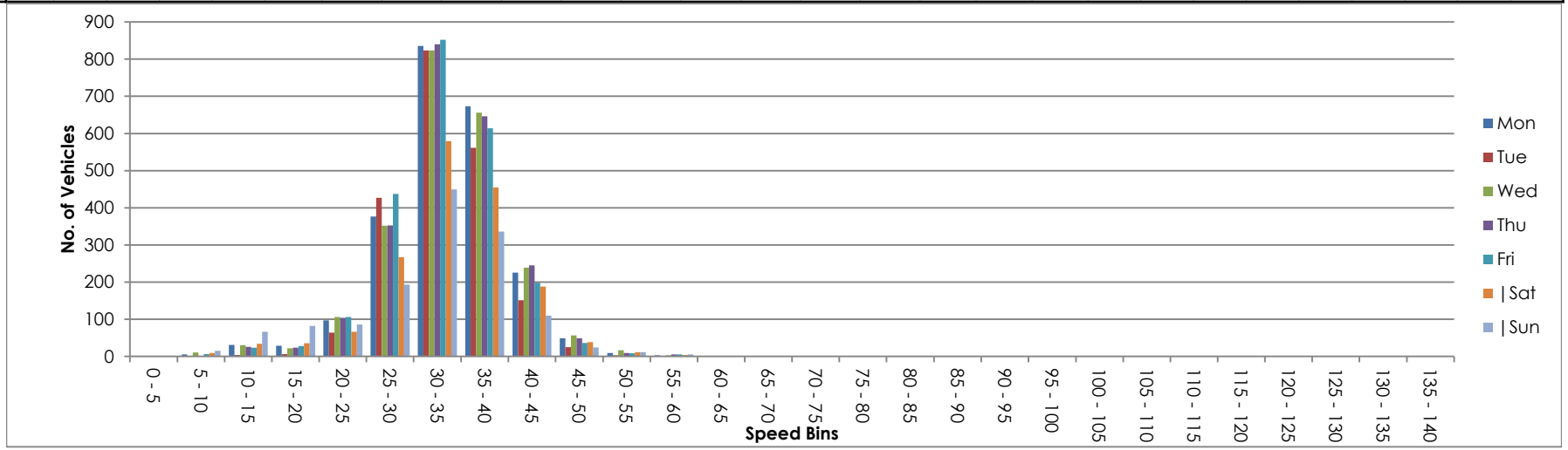
Site 1
Location Graeley Lane - Attached to Tree, OSGR: TL 22188 28559
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2333	0	5	31	29	97	376	835	673	226	49	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2065	0	1	4	6	64	427	823	561	151	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2317	0	11	30	22	106	351	824	656	239	57	17	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2301	0	2	26	23	104	352	840	646	245	49	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2314	0	6	23	28	106	437	852	614	199	36	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	1688	0	9	34	35	66	267	579	455	188	39	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	1380	0	15	66	82	86	193	449	336	110	24	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**2266**	**0**	**5**	**23**	**22**	**95**	**389**	**835**	**630**	**212**	**43**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2057**	**0**	**7**	**31**	**32**	**90**	**343**	**743**	**563**	**194**	**40**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**14398**	**0**	**49**	**214**	**225**	**629**	**2403**	**5202**	**3941**	**1358**	**279**	**70**	**25**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



NDC for Axis

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
2	Graveley Road - Attached to Tree, OSGR: TL 22296 28541	East	60	10 September 2021	16 September 2021	7794	1224	1113	22	0.3	2	0.0	0	0.0	37.1	43.8
		West	60	10 September 2021	16 September 2021	6826	1084	975	57	0.8	15	0.2	5	0.1	40.2	46.9
		East West	60	10 September 2021	16 September 2021	14620	2308	2089	79	0.5	17	0.1	5	0.0	38.5	45.6

Site 2
Location Graveley Road - Attached to Tree, OSGR: TL 22296 28541
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	6	0	0	0	0	0	0	0	0	0	0	0	4.3	0	0.0	0	0.0	43.7	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	43.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11.1	0	0.0	0	0.0	42	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	0	0.0	0	0.0	49.8	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	37.4	-
0500	9	1	8	0	1	0	0	0	0	0	0	0	0	0	1.6	0	0.0	0	0.0	39.9	-
0600	29	1	26	0	1	0	0	0	0	0	0	0	0	0	0.5	0	0.0	0	0.0	40.8	48.7
0700	149	3	140	0	5	0	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	38.5	44.6
0800	**266**	**3**	**255**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0.1**	**0**	**0.1**	**39**	**45.1**
0900	120	5	111	0	4	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0	38.2	45.3
1000	110	6	97	0	6	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0	37	44.3
1100	116	8	101	0	6	0	1	0	0	0	0	0	0	1	0.6	0	0.2	0	0.1	36.4	43.9
1200	129	9	113	0	6	0	1	0	0	0	0	0	0	1	0.8	1	0.6	0	0.0	37.3	44.8
1300	131	7	118	0	5	0	1	0	0	0	0	0	0	1	0.4	0	0.2	0	0.0	37.2	44.5
1400	135	5	123	0	6	0	0	0	0	0	0	0	0	1	0.6	0	0.0	0	0.0	38	44.9
1500	172	4	161	0	5	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0	38.8	45.2
1600	202	6	188	0	8	0	0	0	0	0	0	0	0	1	0.6	0	0.1	0	0.0	38.8	45.5
1700	**218**	**5**	**209**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0.0**	**0**	**0.0**	**39.6**	**46.5**
1800	121	4	114	0	3	0	0	0	0	0	0	0	0	1	0.5	0	0.1	0	0.1	39.5	46.8
1900	75	3	71	0	2	0	0	0	0	0	0	0	0	1	1.1	1	0.8	0	0.4	38.7	46.2
2000	45	1	43	0	1	0	0	0	0	0	0	0	0	1	1.6	0	0.0	0	0.0	39.3	47
2100	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.0	0	0.0	40	47.7
2200	14	0	14	0	1	0	0	0	0	0	0	0	0	0	3.0	0	0.0	0	0.0	39.3	47.9
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	42	-
07-19	**1868**	**64**	**1729**	**2**	**63**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**8**	**0.4**	**2**	**0.1**	**0**	**0.0**	**38.4**	**45.2**
06-22	**2041**	**69**	**1893**	**3**	**67**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**10**	**0.5**	**2**	**0.1**	**1**	**0.0**	**38.5**	**45.5**
06-00	**2065**	**69**	**1916**	**3**	**68**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**10**	**0.5**	**2**	**0.1**	**1**	**0.0**	**38.5**	**45.5**
00-00	**2089**	**70**	**1938**	**3**	**69**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**11**	**0.5**	**2**	**0.1**	**1**	**0.0**	**38.5**	**45.6**

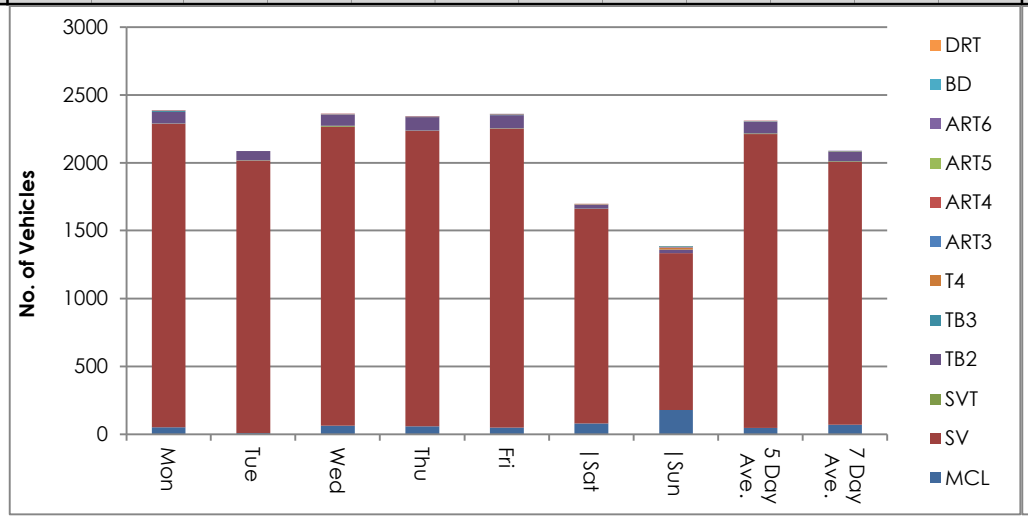
Site 2
Location Graveley Road - Attached to Tree, OSGR: TL 22296 28541
Direction East West

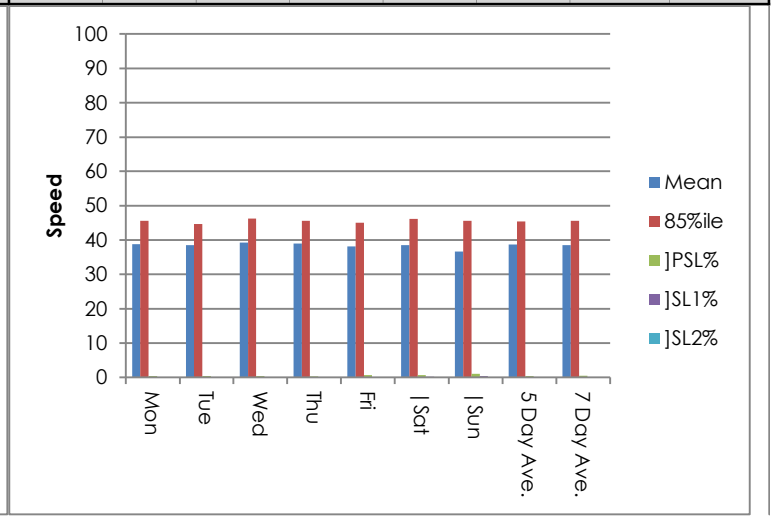
11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2386	52	2235	2	85	7	2	1	2	0	0	0	0	9	0.4	2	0.1	2	0.1	38.8	45.6
Tue	2088	9	2007	3	68	0	1	0	0	0	0	0	0	9	0.4	1	0.0	0	0.0	38.5	44.7
Wed	2362	62	2206	6	81	3	2	1	1	0	0	0	0	11	0.5	1	0.0	1	0.0	39.2	46.2
Thu	2344	58	2178	3	97	2	2	0	2	0	2	0	0	7	0.3	2	0.1	1	0.0	39	45.6
Fri	2361	48	2203	2	98	5	3	1	1	0	0	0	0	16	0.7	2	0.1	0	0.0	38.2	45.1
| Sat	1698	81	1579	2	29	2	3	0	0	0	1	0	1	12	0.7	3	0.2	0	0.0	38.5	46.1
| Sun	1381	180	1155	0	25	0	16	0	0	0	3	1	1	15	1.1	6	0.4	1	0.1	36.7	45.6
5 Day Ave.	**2308**	**46**	**2166**	**3**	**86**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**0.4**	**2**	**0.1**	**1**	**0.0**	**38.7**	**45.4**
7 Day Ave.	**2089**	**70**	**1938**	**3**	**69**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**11**	**0.5**	**2**	**0.1**	**1**	**0.0**	**38.5**	**45.6**
--	**14620**	**490**	**13563**	**18**	**483**	**19**	**29**	**3**	**6**	**0**	**6**	**1**	**2**	**79**	**0.5**	**17**	**0.1**	**5**	**0.0**	**38.5**	**45.6**

Summary Graphs





NDC for Axis

Site 2
Location Graveley Road - Attached to Tree, OSGR: TL 22296 28541
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	0	0	1	0	1	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	1	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	1	0	0	1	3	7	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	149	0	1	2	1	1	7	27	46	43	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**266**	**0**	**0**	**1**	**1**	**2**	**15**	**45**	**85**	**75**	**31**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	120	0	0	2	1	2	7	21	37	30	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	1	3	1	4	6	23	34	23	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	116	0	2	1	3	5	10	23	35	24	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	129	0	1	3	4	4	7	24	37	31	12	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	131	0	1	2	2	4	11	22	41	31	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	135	0	0	1	1	4	9	26	42	33	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	172	0	0	1	1	2	9	28	57	46	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	202	0	1	2	2	3	10	38	59	55	23	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**218**	**0**	**0**	**1**	**1**	**3**	**11**	**33**	**65**	**59**	**31**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	121	0	0	1	2	1	6	17	37	31	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	75	0	0	0	1	1	6	15	19	18	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	45	0	0	0	1	1	3	7	13	10	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	1	2	3	6	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	0	1	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	1	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1868**	**0**	**7**	**20**	**19**	**35**	**108**	**327**	**574**	**480**	**209**	**64**	**15**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2041**	**0**	**8**	**21**	**21**	**39**	**121**	**355**	**619**	**521**	**236**	**72**	**18**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2065**	**0**	**8**	**21**	**21**	**39**	**123**	**359**	**624**	**528**	**240**	**74**	**19**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2089**	**0**	**8**	**21**	**21**	**39**	**124**	**362**	**628**	**534**	**244**	**77**	**19**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

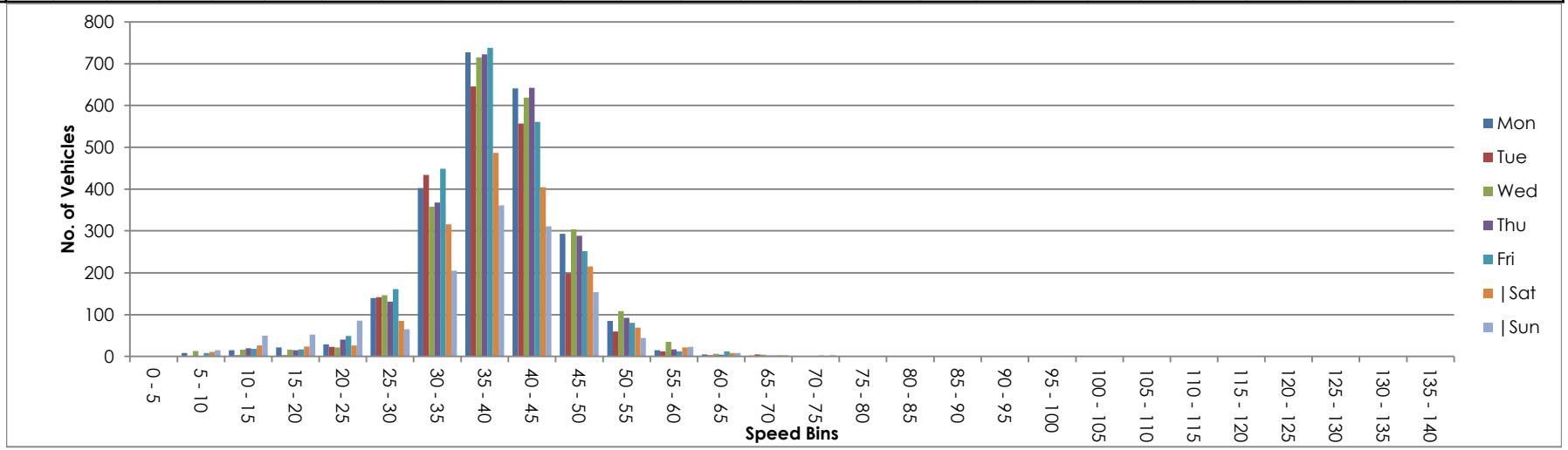
Site 2
Location Graveley Road - Attached to Tree, OSGR: TL 22296 28541
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2386	0	8	15	21	29	140	403	727	641	293	85	15	5	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Tue	2088	0	1	3	3	23	142	434	646	557	198	60	12	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2362	0	13	16	16	21	146	358	715	619	304	108	35	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2344	0	1	19	15	40	131	368	723	642	289	92	17	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2361	0	8	18	17	49	161	449	738	561	252	80	12	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	1698	0	11	26	24	26	85	316	487	405	215	69	22	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	1381	0	15	50	52	86	65	205	361	311	154	44	23	8	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**2308**	**0**	**6**	**14**	**14**	**32**	**144**	**402**	**710**	**604**	**267**	**85**	**18**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2089**	**0**	**8**	**21**	**21**	**39**	**124**	**362**	**628**	**534**	**244**	**77**	**19**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**14620**	**0**	**57**	**147**	**148**	**274**	**870**	**2533**	**4397**	**3736**	**1705**	**538**	**136**	**46**	**21**	**7**	**2**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



NDC for Axis

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
3	Graveley Road - Attached to Tree, OSGR: TL 22395 28505	East	60	10 September 2021	16 September 2021	7787	1222	1112	63	0.8	11	0.1	2	0.0	39.8	46.9
		West	60	10 September 2021	16 September 2021	6626	1046	947	101	1.5	21	0.3	8	0.1	42.2	49.1
		East West	60	10 September 2021	16 September 2021	14413	2268	2059	164	1.1	32	0.2	10	0.1	40.9	48.0

Site 3
Location Graveley Road - Attached to Tree, OSGR: TL 22395 28505
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	7	0	6	0	0	0	0	0	0	0	0	0	0	1	8.7	0	4.3	0	0.0	45.5	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	9.1	0	0.0	0	0.0	45.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11.1	0	0.0	0	0.0	44.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	0	9.1	0	0.0	52.3	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	39.1	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	0	1.6	0	1.6	0	0.0	42.5	-
0600	28	1	26	0	1	0	0	0	0	0	0	0	0	1	3.6	0	0.5	0	0.0	42.9	51.1
0700	146	2	138	1	5	0	0	0	0	0	0	0	0	1	0.9	0	0.1	0	0.0	41.2	47.7
0800	**257**	**4**	**246**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.4**	**0**	**0.1**	**0**	**0.0**	**41.5**	**47.8**
0900	119	5	109	0	3	0	0	0	0	0	0	0	0	1	0.7	0	0.0	0	0.0	40.4	47.8
1000	110	6	97	0	5	0	0	0	0	0	0	0	0	1	0.8	0	0.1	0	0.0	39	46.7
1100	116	9	99	0	7	0	1	0	0	0	0	0	0	1	1.0	0	0.4	0	0.0	38.6	46.3
1200	126	9	110	0	5	0	1	0	0	0	0	0	0	2	1.4	1	0.6	0	0.3	39.7	47.2
1300	129	7	117	0	5	0	0	0	0	0	0	0	0	1	0.7	0	0.1	0	0.1	39.4	47
1400	134	5	122	0	6	0	0	0	0	0	0	0	0	2	1.5	1	0.4	0	0.0	40.4	47.2
1500	170	4	160	0	5	0	0	0	0	0	0	0	0	2	1.0	0	0.0	0	0.0	41	47.9
1600	198	6	184	0	7	0	0	0	0	0	0	0	0	2	1.0	0	0.1	0	0.1	41.4	48.4
1700	**216**	**5**	**206**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1.0**	**0**	**0.1**	**0**	**0.1**	**42.3**	**48.9**
1800	120	4	113	0	2	0	0	0	0	0	0	0	0	2	1.3	0	0.0	0	0.0	42.1	49.7
1900	74	2	70	0	2	0	0	0	0	0	0	0	0	1	1.7	1	0.8	0	0.6	41.2	48.2
2000	44	1	43	0	1	0	0	0	0	0	0	0	0	1	2.3	0	0.3	0	0.0	41.1	49.5
2100	24	0	24	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0.0	0	0.0	41.9	51.2
2200	14	0	14	0	1	0	0	0	0	0	0	0	0	1	5.0	0	1.0	0	0.0	41.1	50.4
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	4.4	0	0.0	0	0.0	43.6	-
07-19	**1840**	**67**	**1702**	**4**	**61**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**17**	**0.9**	**3**	**0.2**	**1**	**0.1**	**40.8**	**47.9**
06-22	**2011**	**71**	**1864**	**4**	**64**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**21**	**1.0**	**4**	**0.2**	**1**	**0.1**	**40.9**	**48**
06-00	**2035**	**72**	**1887**	**4**	**65**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**22**	**1.1**	**4**	**0.2**	**1**	**0.1**	**40.9**	**48**
00-00	**2059**	**72**	**1909**	**4**	**66**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**23**	**1.1**	**5**	**0.2**	**1**	**0.1**	**40.9**	**48**

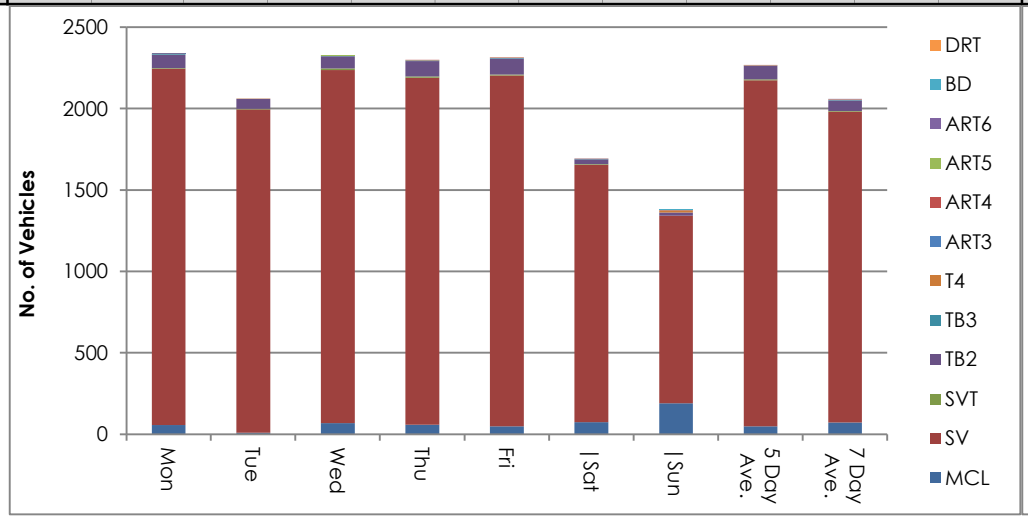
Site 3
Location Graveley Road - Attached to Tree, OSGR: TL 22395 28505
Direction East West

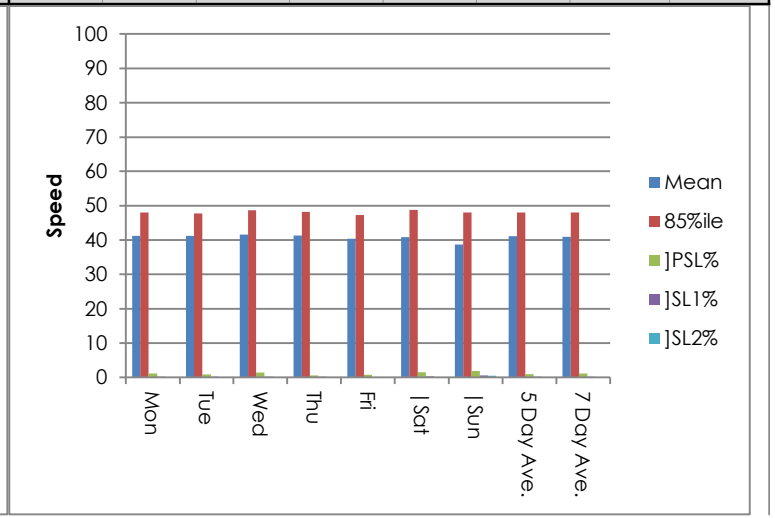
11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2339	56	2189	3	83	5	1	1	1	0	0	0	0	27	1.2	4	0.2	1	0.0	41.3	48
Tue	2061	10	1985	3	62	0	1	0	0	0	0	0	0	19	0.9	4	0.2	1	0.0	41.3	47.7
Wed	2328	69	2168	9	75	2	3	0	1	1	0	0	0	34	1.5	4	0.2	1	0.0	41.6	48.7
Thu	2298	58	2132	7	94	3	2	0	2	0	0	0	0	15	0.7	4	0.2	0	0.0	41.4	48.3
Fri	2315	49	2155	4	100	4	2	0	1	0	0	0	0	18	0.8	2	0.1	0	0.0	40.4	47.3
]Sat	1692	74	1581	3	30	1	1	0	0	0	2	0	0	25	1.5	5	0.3	0	0.0	40.8	48.8
]Sun	1380	190	1152	0	20	0	14	0	0	0	3	1	0	26	1.9	9	0.7	7	0.5	38.7	48
5 Day Ave.	**2268**	**48**	**2126**	**5**	**83**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**23**	**1.0**	**4**	**0.2**	**1**	**0.0**	**41.2**	**48.0**
7 Day Ave.	**2059**	**72**	**1909**	**4**	**66**	**2**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**23**	**1.1**	**5**	**0.2**	**1**	**0.1**	**40.9**	**48.0**
--	**14413**	**506**	**13362**	**29**	**464**	**15**	**24**	**1**	**5**	**1**	**5**	**1**	**0**	**164**	**1.1**	**32**	**0.2**	**10**	**0.1**	**40.9**	**48.0**

Summary Graphs





NDC for Axis

Site 3
Location Graveley Road - Attached to Tree, OSGR: TL 22395 28505
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	7	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	0	0	1	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	1	1	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	28	0	0	1	0	0	1	2	4	8	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	146	0	0	1	0	1	2	16	40	46	28	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**257**	**0**	**1**	**2**	**1**	**1**	**3**	**21**	**70**	**89**	**48**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	119	0	0	2	1	2	4	13	29	35	21	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	110	0	1	3	1	2	4	15	32	30	13	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	116	0	1	1	4	3	4	17	35	29	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	126	0	1	3	4	1	4	15	32	35	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	129	0	1	2	3	2	4	15	38	33	20	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	134	0	0	1	2	2	5	16	35	41	19	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	170	0	0	2	1	0	4	18	45	53	30	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	198	0	1	2	2	1	4	20	51	64	32	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**216**	**0**	**0**	**1**	**1**	**2**	**3**	**15**	**55**	**67**	**46**	**18**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	120	0	1	1	1	1	2	9	30	32	25	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	74	0	0	0	1	1	3	10	18	19	15	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	0	0	1	0	1	7	11	12	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	0	2	3	5	7	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	0	1	2	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1840**	**0**	**7**	**22**	**21**	**19**	**43**	**191**	**492**	**556**	**319**	**116**	**37**	**11**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2011**	**0**	**8**	**23**	**23**	**21**	**49**	**213**	**530**	**600**	**351**	**130**	**42**	**13**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2035**	**0**	**8**	**23**	**23**	**21**	**50**	**215**	**536**	**605**	**356**	**131**	**43**	**14**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2059**	**0**	**8**	**23**	**23**	**21**	**51**	**218**	**540**	**611**	**360**	**134**	**45**	**15**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

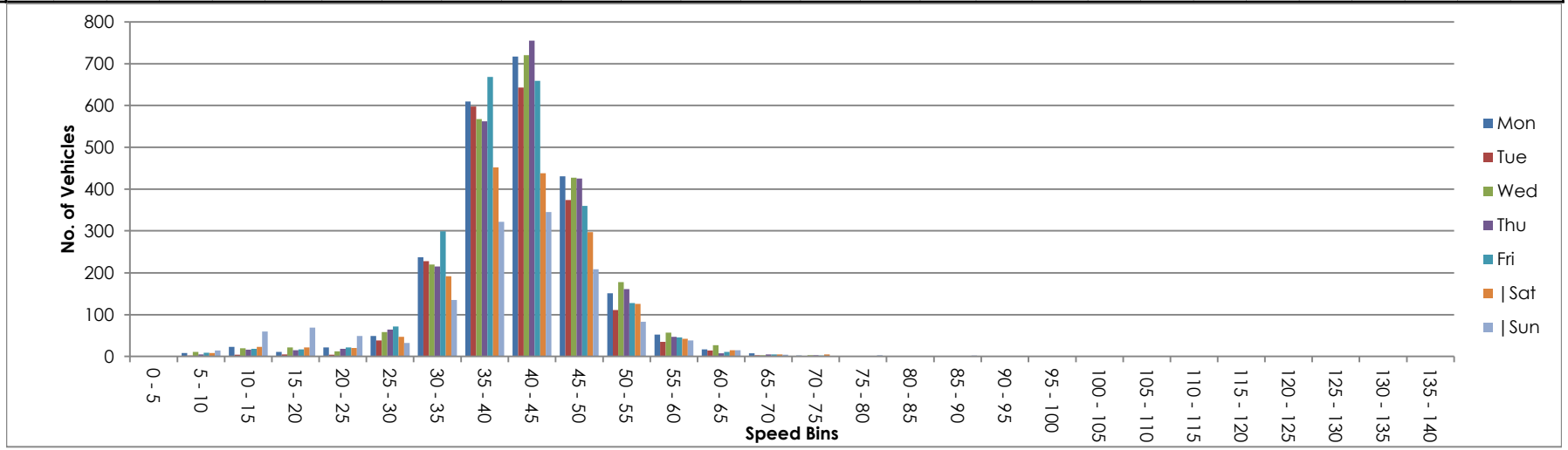
Site 3
Location Graveley Road - Attached to Tree, OSGR: TL 22395 28505
Direction East West

11976 / Wymondley
September 2021
Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	2339	1	8	23	11	22	49	237	610	717	431	151	52	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2061	0	2	4	5	4	38	228	598	643	374	111	35	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2328	0	11	19	22	12	58	220	568	721	428	178	57	27	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2298	0	5	16	15	18	64	215	562	755	425	161	47	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	2315	0	9	18	17	22	71	299	669	659	360	128	45	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	1692	0	8	23	22	20	47	192	452	438	297	126	42	15	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	1380	0	14	59	69	49	32	135	322	345	208	83	38	15	4	0	3	1	2	0	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	**2268**	**0**	**7**	**16**	**14**	**16**	**56**	**240**	**601**	**699**	**404**	**146**	**47**	**15**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2059**	**0**	**8**	**23**	**23**	**21**	**51**	**218**	**540**	**611**	**360**	**134**	**45**	**15**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**14413**	**1**	**57**	**162**	**161**	**147**	**359**	**1526**	**3781**	**4278**	**2523**	**938**	**316**	**106**	**32**	**16**	**5**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

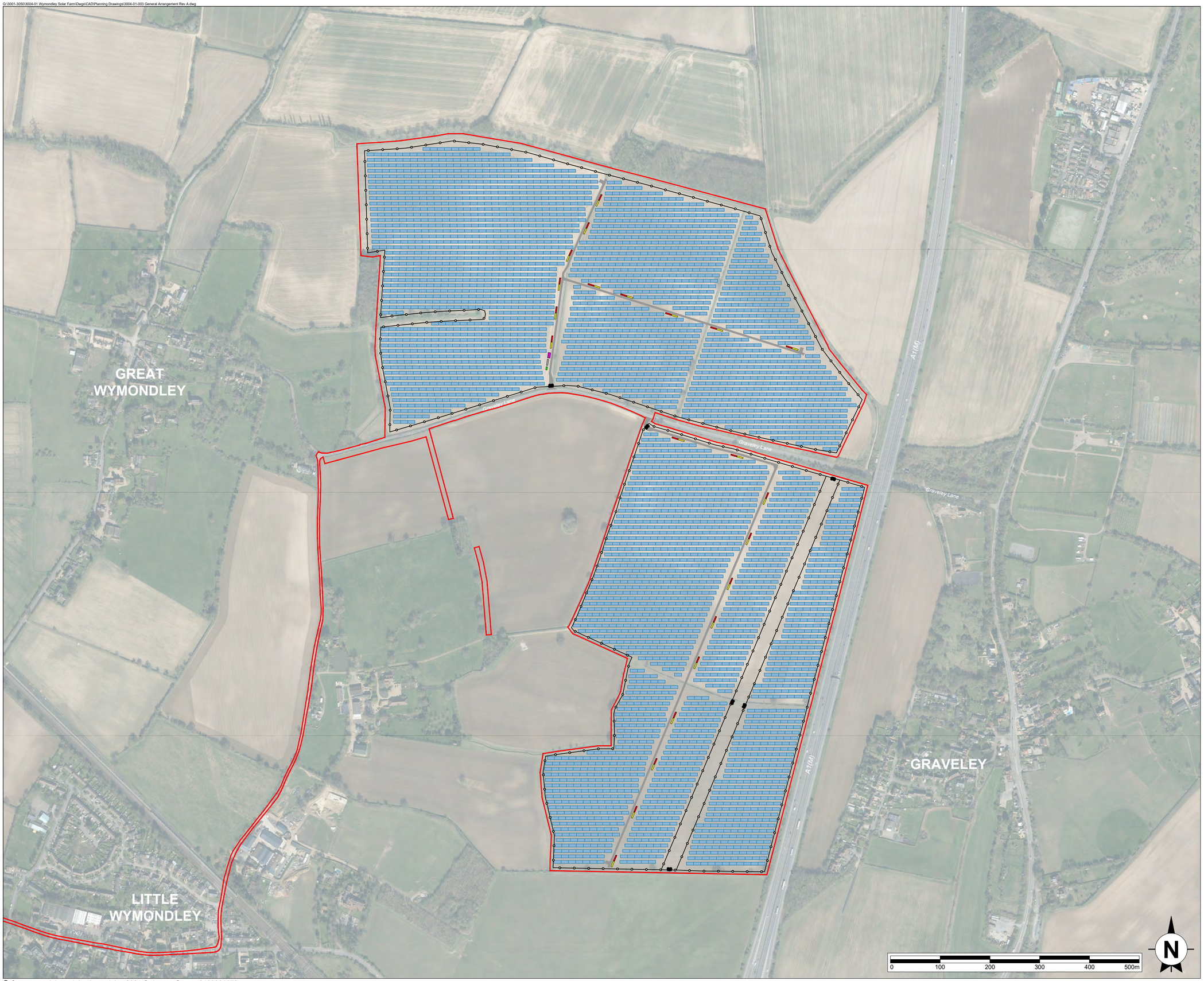
Summary Graphs



NDC for Axis

APPENDIX C – PROPOSED SITE LAYOUT PLAN

Q:\3001-3050\3004-01 Wymondley Solar Farm\Dwgs\CAD\Planning Drawings\3004-01-003 General Arrangement Rev A.dwg



Revision History	Date

- Application Boundary
- Photovoltaic Panels
- Inverter / Transformer Station
- Battery Storage Container
- Control Building
- Storage Building
- Switchgear Building
- Deer / stock fence 2.1m
- Proposed access track

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client: AGR

project: PRIORY FARM SOLAR ARRAY

drawing title: GENERAL ARRANGEMENT

date:	drawn by:	checked:
October 2021	TR	PR

drawing number: 3004-01-003

status: --

scale(s): 1:5,000@A2

rev: B

planning environment design

APPENDIX D – DRAWING NUMBER 3004-01-D01 (JUNCTION VISIBILITY SPLAYS)

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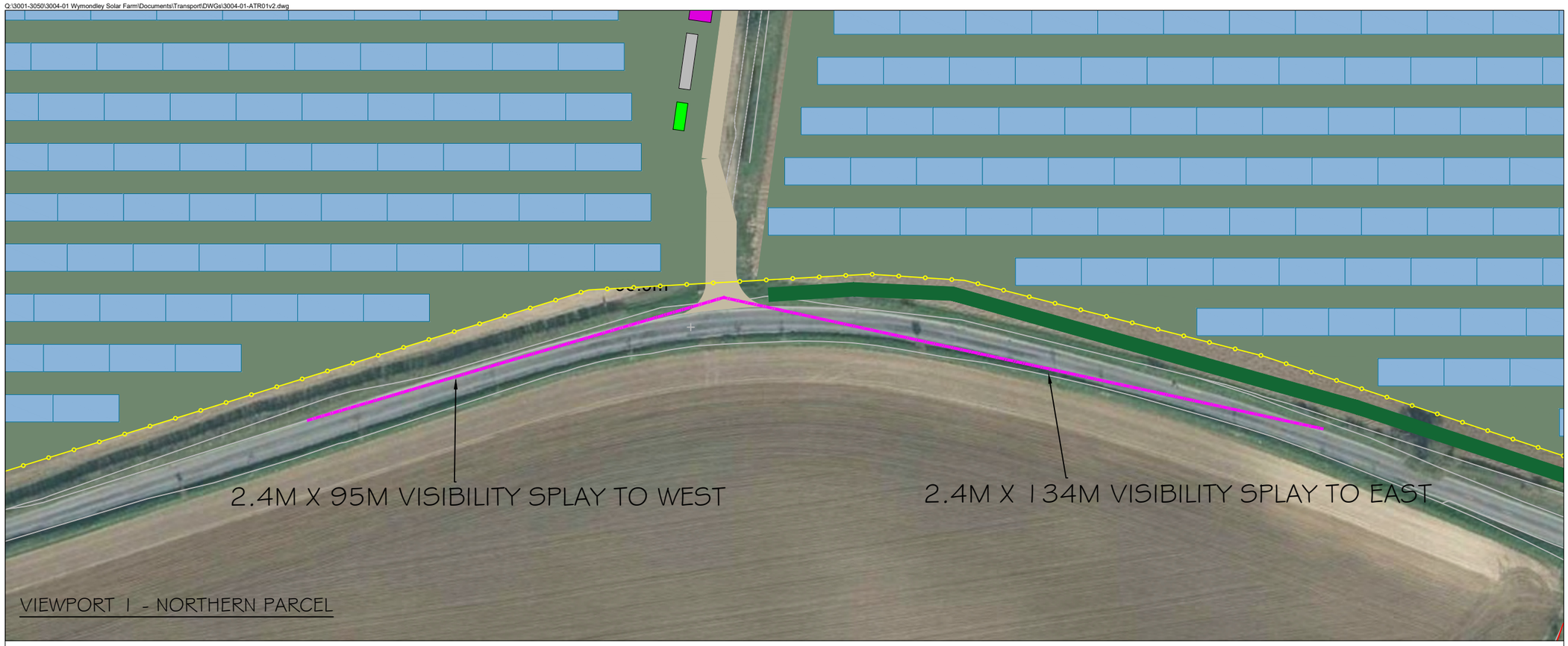

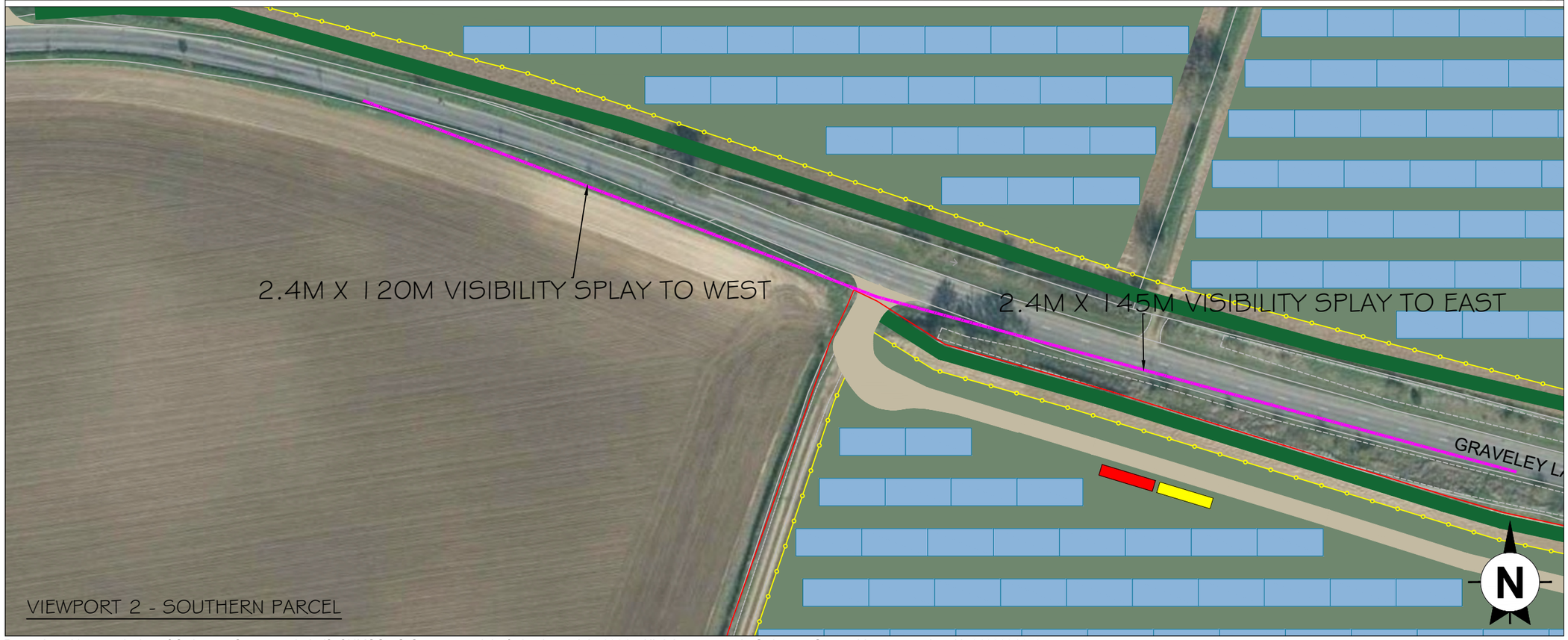

• Revision History		• Date
A	Initial layout	Oct 21
B	Revised layout	Oct 21

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Well House Barns
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client: AGR 4 SOLAR LIMITED

project: PRIORY FARM SOLAR ARRAY

drawing title: VISIBILITY SPLAYS

date:	drawn by:	checked:
OCTOBER 2021	DC	CZ

drawing number: 3004-01-D01

status: Prelim

scale(s): 1:1000@A3

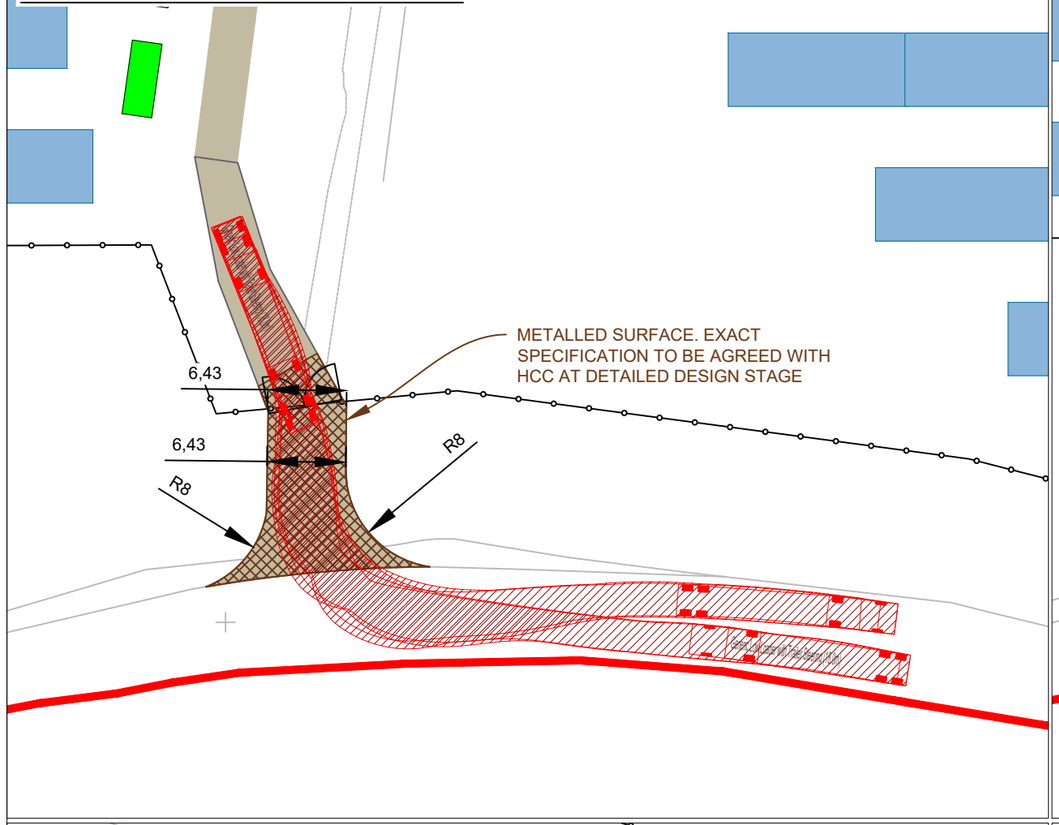
rev: B

planning environment design

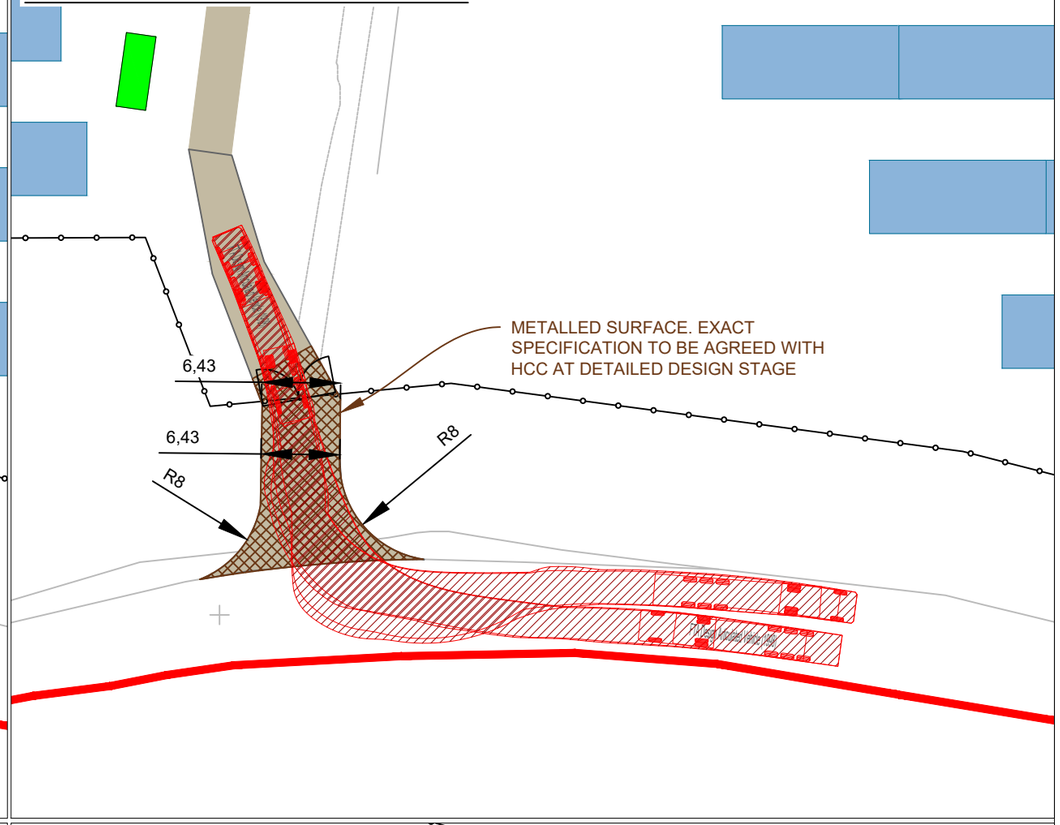
APPENDIX E – DRAWING NUMBER 3004-01-ATR01 AND 3004-01-ATR02 (SWEPT PATH ANALYSIS)

\\ax-cc-adc-01\Projects\3001-3050\3004-01 Wymondley Solar Farm\Documents\Transport\DWGs\3004-01-ATR01v3.dwg

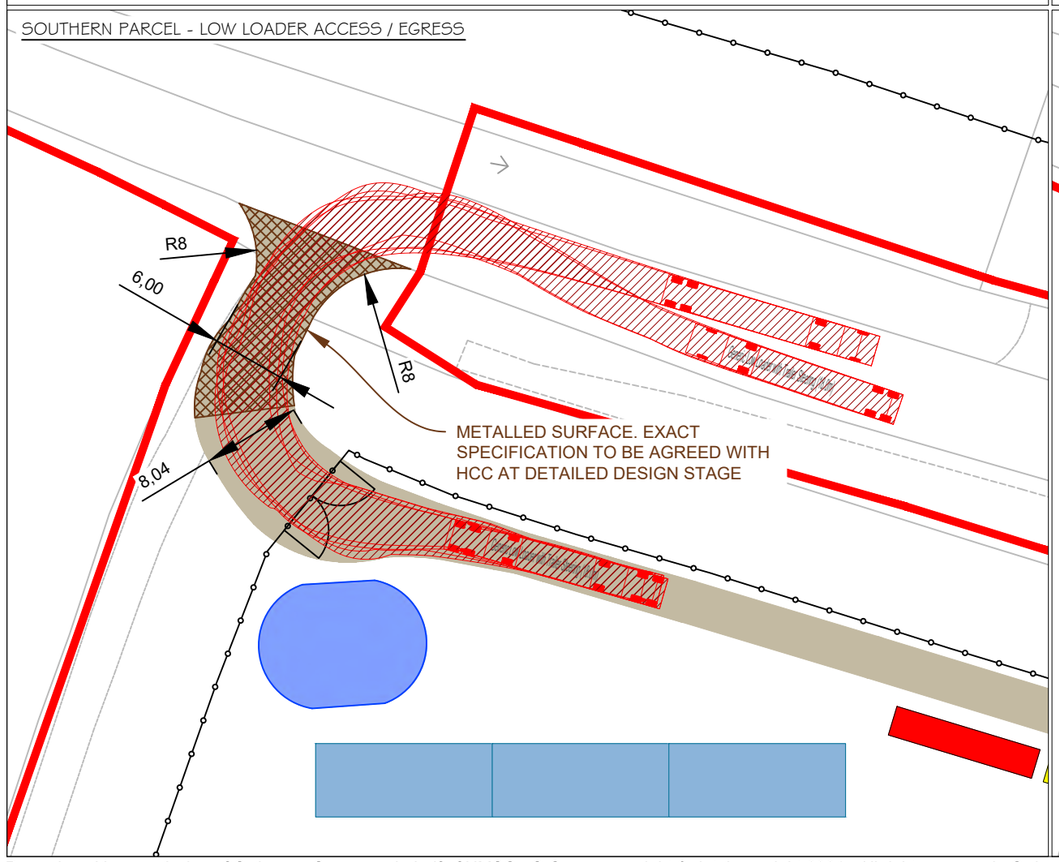
NORTHERN PARCEL - LOW LOADER ACCESS / EGRESS



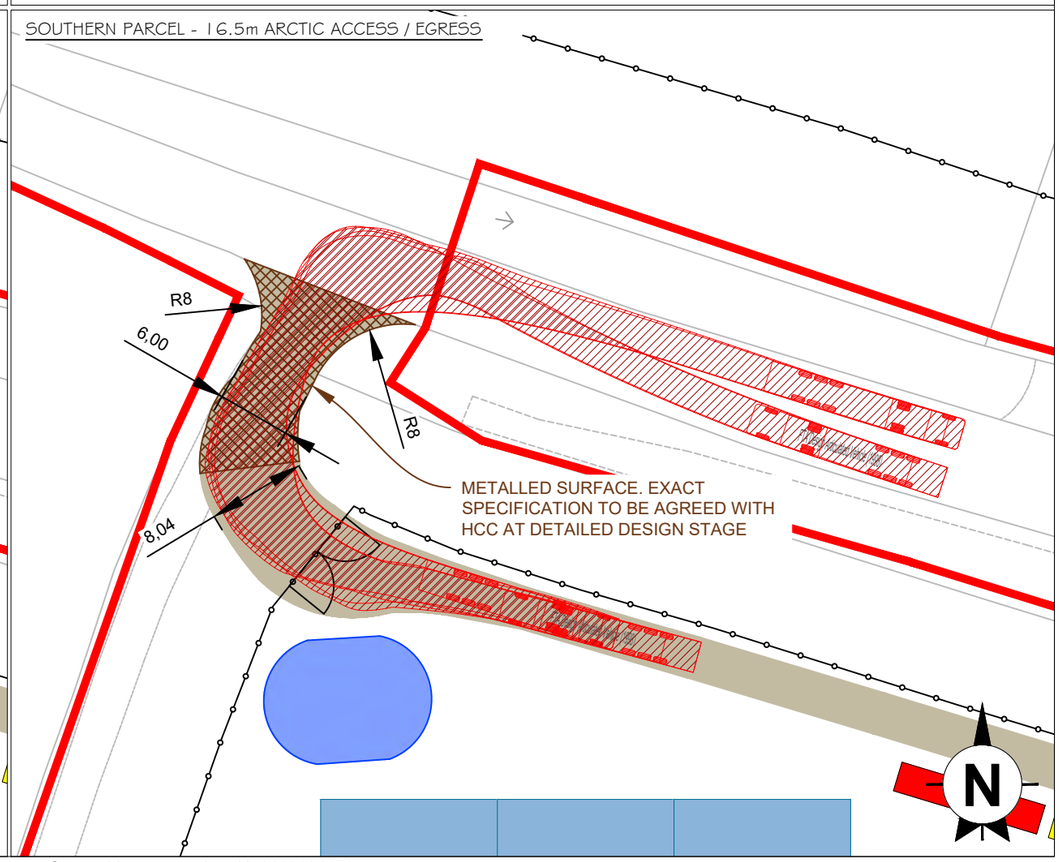
NORTHERN PARCEL - 16.5m ARTIC ACCESS / EGRESS



SOUTHERN PARCEL - LOW LOADER ACCESS / EGRESS

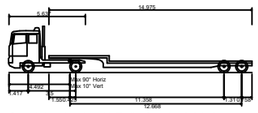


SOUTHERN PARCEL - 16.5m ARCTIC ACCESS / EGRESS



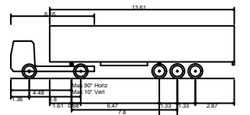
•	Revision History	• Date
A	INITIAL LAYOUT	OCT 2021
B	REVISED LAYOUT	OCT 2021
C	ADDITIONAL DIMS	JULY 2022

VEHICLES USED IN TRACKING:



Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

KEY:

APPLICATION SITE BOUNDARY

Chester Office: Well House Barns Bretton Chester CH4 0DH

South Manchester Office: Camellia House 76 Water Lane Wilmslow SK9 5BB

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client: AGR SOLAR 4 LIMITED

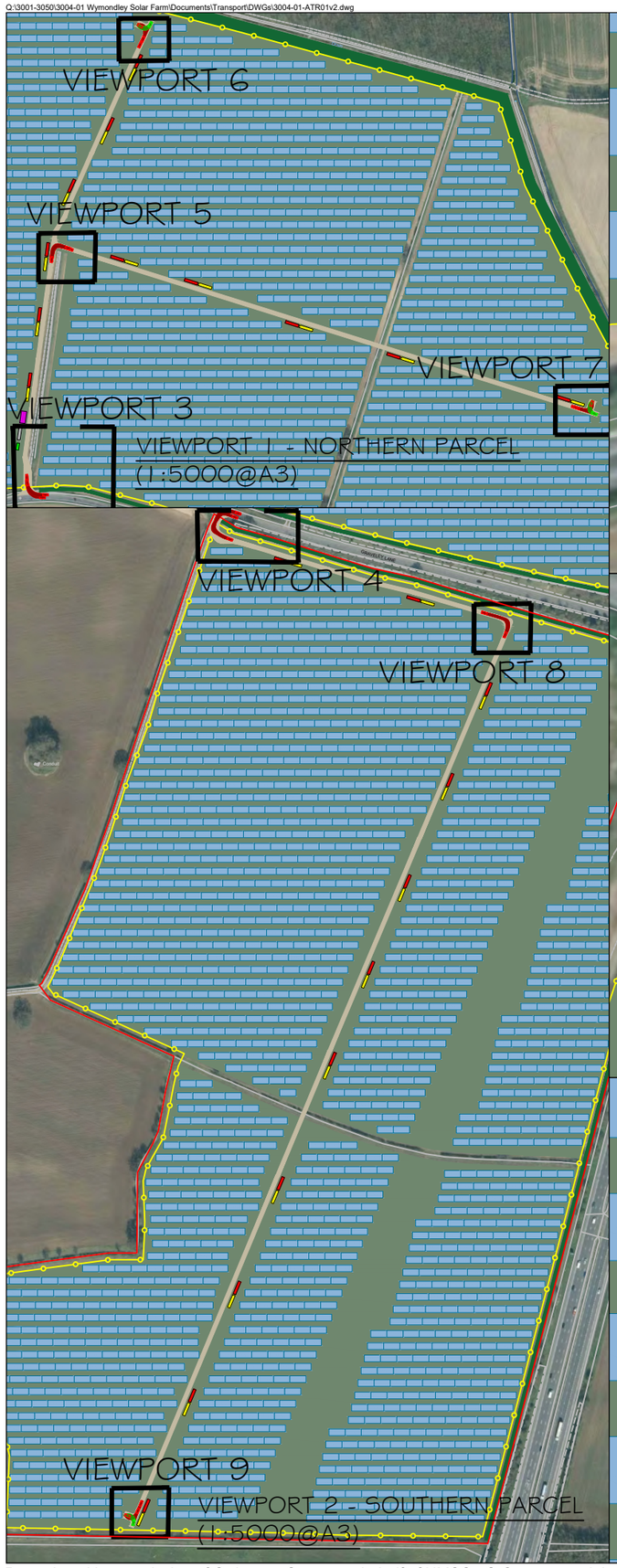
project: PRIORY FARM SOLAR ARRAY

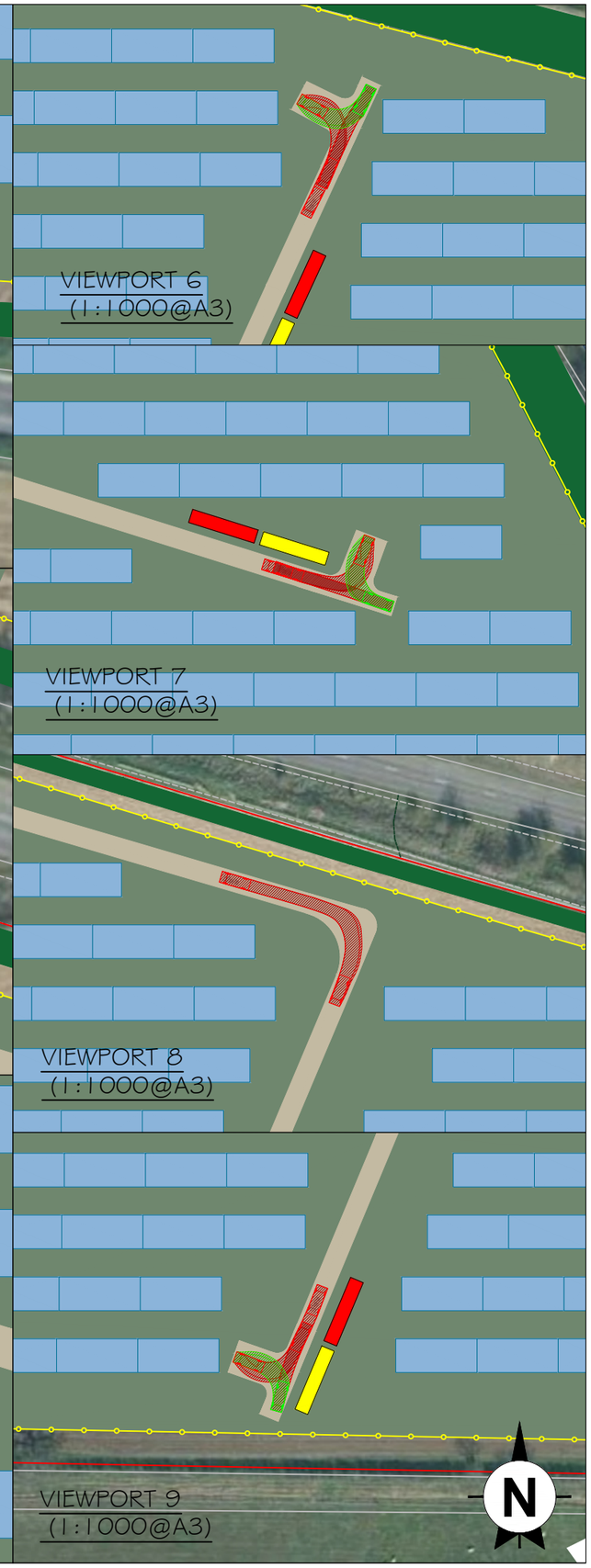
drawing title: SWEPT PATH ASSESSMENT - CONSTRUCTION PHASE

date: OCTOBER 2021	drawn by: DC / JW	checked: CZ
drawing number: 3004-01-ATR01	status: PRELIM	
scale(s): 1:500@A3	rev: C	

planning environment design

Q:\3001-3050\3004-01 Wymondley Solar Farm\Documents\Transport\DWGs\3004-01-ATR01v2.dwg





• Revision History		• Date
A	Inital layout	Oct 21
B	Revised layout	Oct 21

VEHICLE USED:

3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

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client: AGR 4 SOLAR LIMITED

project: PRIORY FARM SOLAR ARRAY

drawing title: SWEPT PATH ASSESSMENT - OPERATIONAL PHASE

date: OCTOBER 2021	drawn by: DC	checked: CZ
drawing number: 3001-01-ATR02	status: Prelim	
scale(s): AS STATED@A3	rev: B	

planning environment design