Mill Lane, Hatfield Heath

Transport Statement

Client: Pelham Structures Limited

i-Transport Ref: SJ/JO/MS/ITB11347-007C R

Date: 25 April 2022

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SECTION 1 Introduction

1.1 Overview

1.1.1 i-Transport LLP have been appointed by Pelham Structures Limited to produce a Transport Statement in support of a full planning application for a residential development of 11 dwellings and 8 self-catering holidays cottages on land to the west of Mill Lane in Hatfield Heath, Essex.

1.2 Background

1.2.1 An application (planning application ref: UTT/17/2499/FUL) for the site was submitted in August 2017 for the demolition of existing buildings on the site and the development of 26 new dwellings and associated infrastructure. An appeal was submitted on behalf of the applicant for the non-determination of the planning application by Uttlesford District Council. The Planning Committee Report from February 2019 outlined a recommendation for approval subject to the approval of a Section 106 agreement. The appeal was dismissed, and planning permission was refused but the reasons for refusal were not related to highways and transportation but in favour of finding a long term solution and future for the Prisoner Of War (POW) camp buildings which have now been locally listed due to the historic and local interest.

1.2.2 As part of the consultation process for the previous application, discussions were held with Essex County Council (ECC) as the highway authority. It was agreed with ECC that 26 residential dwellings would be acceptable in highways terms and that this level of development was forecast to result in a minor increase in trips when compared to the lawful use of the Greenway Eggs site. However, this level of development would be mitigated by a scheme of minor widening and improvements (within the highway boundary) along Mill Lane.

1.2.3 Since the previous application, a statutory declaration has been obtained regarding the historic use of the being a commercial enterprise. This has been reinforced since 2008 through reinforcing the services to the building and maintaining the storage usage for continuity. Therefore, there is a historic usage on the site which would generate trips from the site and as detailed in this report this has not been accounted for the traffic impact analysis and therefore the report provides a worst case assessment. The statutory declaration is provided in **Appendix A**.

1.3 Report Structure

1.3.1 Following this Introductory Section, the report consists of the following sections:

- Section 2 details the development proposals including access to the site and the internal layout of the site.
- Section 3 presents an audit of the active travel and sustainable travel options in the vicinity of the site and details the key facilities for use by proposed residents and holiday makers.
- Section 4 details the existing highway conditions surrounding the site, including base traffic flows, details of recent applications on Mill Lane, baseline junction operation and the latest accident data in the vicinity of the site.
- Section 5 outlines the traffic impact methodology outlining the forecast trip generation for the proposals and presents the impacts of the development on the surrounding highway network.
- The report is summarised and concluded in Section 6.

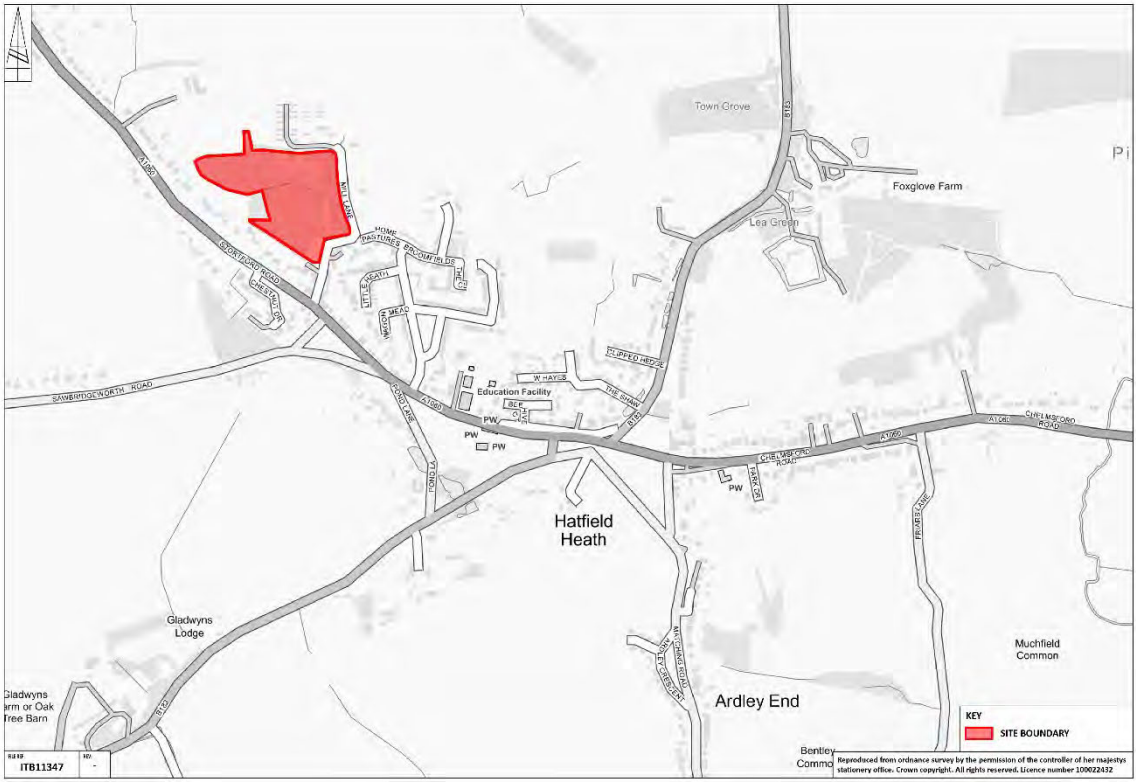
SECTION 2 Development Proposals

2.1 Site Location

2.1.1 The site is located on land to the west of Mill Lane, Hatfield Heath. The site is on the north-west edge of Hatfield Heath village, with existing residential development located to the south and south-east of the site and Greenway Eggs located to the north.

2.1.2 The site currently accommodates buildings including hard standing yard areas associated with the former barracks on the site, which as detailed above have a commercial use including workshops, manufacturing, storage – including external storage for private and commercial motor vehicles. Mill Lane borders the site to the south and east, with the Greenway Eggs site to the north. **Figure 2.1** illustrates the site location, within the context of the surrounding highway network.

Figure 2.1: Site Location Plan



2.2 Development Proposals

2.2.1 To assist in funding the restoration and reuse of the former POW camp buildings the proposal for this application will include:

- 5 four-bedroom private villa dwellings with a home office.
- The conversion of the water tower to form a 2-bedroom dwelling.
- 2 two-bedroom dwellings and 3 three-bedroom dwellings and
- The conversion of the existing buildings on the site to provide 8 self-catering holiday cottages with a mixture of 1 and 2 bedrooms. Access to the site will be provided off Mill Lane, improving the existing gated access into the site. Further detail on the access arrangements is provided below in Section 2.4.

2.2.2 The five villa dwellings will be single storey and be located to the west of the main access road and will be designed to complement the woodland surroundings and lost behind the established woodland borders. The water tower is located at the northern part of the site and will be access via the main access road. The other five dwellings will be located to the west of Mill Lane, with access provided directly off Mill Lane to the south of the proposed access to the wider site. The existing buildings associated with the former barracks in the north-eastern corner of the site will be converted to provide the 8 self-catering holiday cottages with access also to be provided off the main access road. The full proposals are presented in **Appendix B**, with an extract of the proposals presented in **Image 2.1** below.

Image 2.1: Extract of Development Proposals

2.3 On-site layout

2.3.1 The planning application documents detail the provision of on-site highway infrastructure. The site layout shown on **drawing 571x02** produced by Pelham Structures Limited in **Appendix B** includes a simple road running north through the site serving the villa properties and the holiday cottages. It is not intended to offer the on-site roads for adoption. The site roads will have a management company set up by the developer to manage the roads and communal areas to ensure their maintenance and landscaping is well maintained to high standards.

Highway Geometry

2.3.2 The road within the site will form a minor access road, street type F of the ECC Design Guide, which will provide a 6m combined pedestrian and vehicular surface. An access road of this type can provide up to 25 dwelling in a cul-de-sac and as a total of 14 dwellings (6 private dwelling and 8 holiday cottages) are proposed to be served from the access road, this street type is suitable for the proposals. As detailed above, the other 5 dwellings are to be accessed directly off Mill Lane, where 12 properties are currently served from.

2.3.3 The shared provision through the site is consistent with the provision along Mill Lane therefore the proposed road will complement the existing provision surrounding the site.

Pedestrian Movement

2.3.4 Pedestrian facilities will be provided in the combined 6m for this street type within the site and a 1.2m footway will be provided along the frontage of the proposed dwellings along Mill Lane, improving the pedestrian facilities along Mill Lane.

Swept Path Analysis

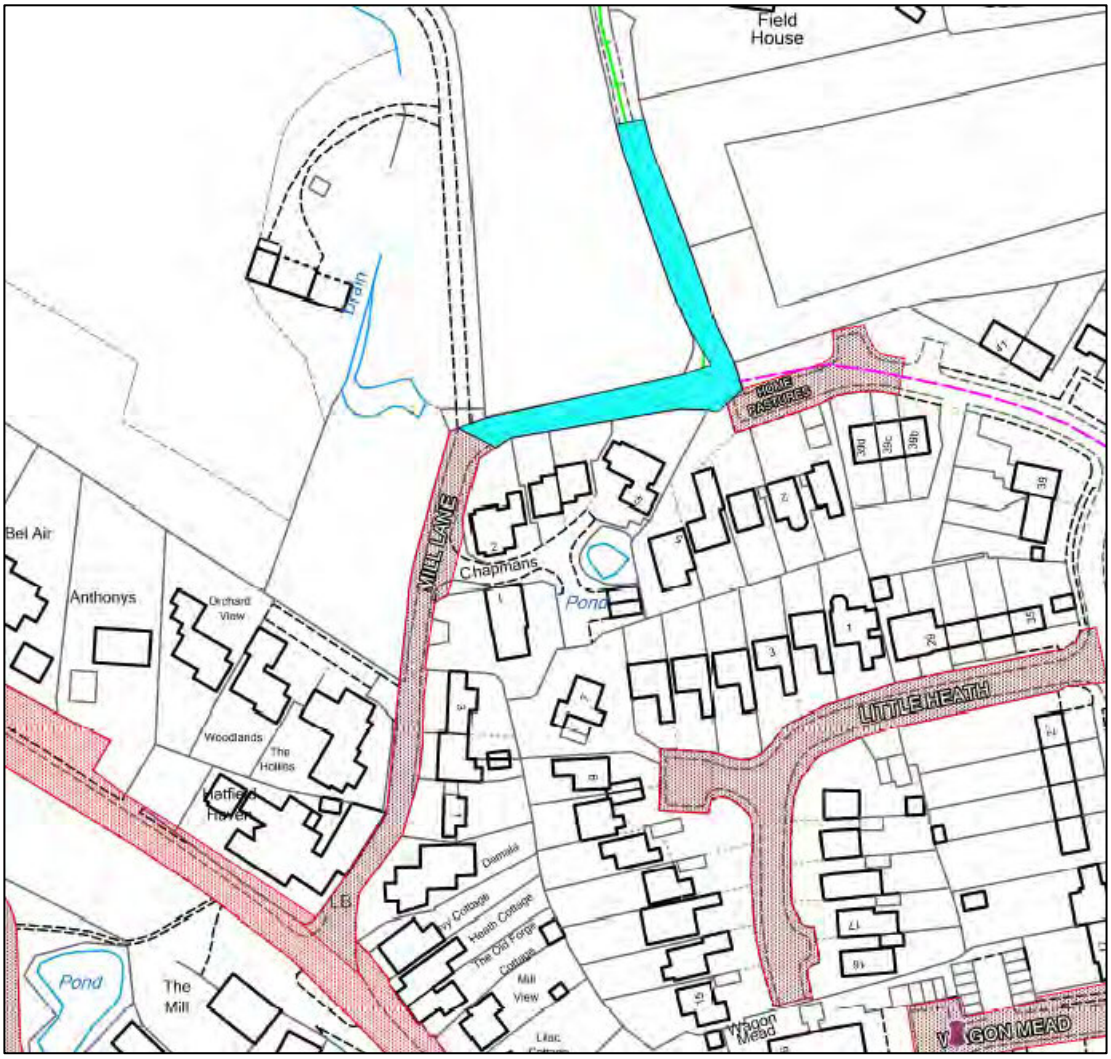
2.3.5 The proposed access road is of a sufficient width and alignment to accommodate a refuse collection vehicle and enable it to enter and egress the site in a forward gear. **Drawing number ITB11347-SK-001 Rev D and ITB11347-SK-002 Rev A** enclosed in the drawing section at the end of this report show the swept path of a large refuse vehicle entering, turning, and exiting the site in a forward gear.

2.4 Access Arrangements

Access Junction to the Site

2.4.1 As set out above, access to the site will be via Mill Lane, through the improvement of the existing gated access to the site at the first substantive bend along Mill Lane to form a new simple priority junction using land within the highway and in the applicant's control. Mill Lane is an adopted public highway between Stortford Road and the first substantive bend as shown in **Figure 2.3** below. The full highway boundary plan is provided in **Appendix C**.

Image 2.2: Adopted Highway Boundary on Mill Lane



2.4.2 The properties within the site will be accessed by Mill Lane from a new simple priority junction, widening the current access to 6m by using land within the highway and in the applicant's control, as per the standards set out in ECC's Design Guide for Street Type F - a Minor Access. The site access junction is shown on **Drawing ITB11347-GA-006 Rev B** enclosed at the end of this report and will provide visibility splays of 2.4m x 25m (See inset 1 of the drawing), which is consistent with the visibility provided in the previous application and accepted by ECC.

2.4.3 The junction will also provide inter-visibility of 25m between vehicles approaching the junction and those further north on Mill Lane. A 25m distance is suitable for traffic speeds of 20mph (see **Drawing ITB11347-GA-006 Rev B** on inset 1) and again this is consistent with the previous access proposals which were accepted by ECC.

2.4.4 The Mill Lane carriageway narrows to 4.1m towards the Stortford Road junction, however, as noted in Figure 7.1 of the Manual for Streets this width is sufficient for 2 cars to pass one another.

2.4.5 Inter-visibility between vehicles at the approach to the gentle bend is achieved at 25m, meaning that on the rare occasion when vehicles meet each other, drivers do and will continue to have full visibility of one another. The inter-visibility is shown on **Drawing ITB11347-GA-006 Rev B** (see inset 2).

Mill Lane Forward Visibility

2.4.6 The available forward visibility (Sight Stopping Distance or SSD) curve for both full approaches to the gentle bend near 'The Hollies' as described above is shown on **Drawing ITB11347-GA-003 Rev G,** provided at the end of this report. This drawing illustrates the available forward visibility / SSD around the entire curve is 22m which is a suitable SSD for traffic speeds of 18mph based on the requirements set out in the Manual for Streets.

2.4.7 Traffic speeds at the bend have been recorded by an ATC conducted between 4 August 2017 and 11 August 2017 at the bend. This data is considered relevant due to the nature and geometry of Mill Lane and therefore the speeds are unlikely to have significantly changed. The results of which are shown in **Table 2.1** and full data is provided in **Appendix D**.

Table 2.1: Mill Lane bend traffic speeds (highest day 85th percentile used)

Location	Speed Type	Northbound (mph)	Southbound (mph)
Gentle bend In Mill Lane	Mean	12.6	13.7
	85th %tile*	15.7	15.9

Source: ATC Survey – August 2017 * Wet Weather reduction not calculated as some rain fell during survey period

2.4.8 **Table 2.1** demonstrates that the highest 85th percentile speeds at the bend are 15.9mph in the southbound direction. A forward visibility / SSD curve of 18.8m is needed for a design speed of 15.9mph, derived from the Manual for Streets. The available forward visibility / SSD is 22m for the full duration of the bend.

2.4.9 Put simply, the available forward visibility / SSD curve for the full duration of the bend is in excess of that required for the recorded speed of traffic and exceeds that recommended in the relevant design guidance - the Manual for Streets.

2.4.10 In summary, the development proposal ensures there are no deficiencies in geometric layout or visibility at the site access or in Mill Lane which could give rise to conflict between vehicles, or between vehicles and pedestrians and vehicles and other non-motorised users.

Parking

2.4.11 Uttlesford District Council's has adopted Essex County Council's 'Parking Standards Design and Good Practice from September 2009' in regard to parking requirements.

2.4.12 Due to the nature of the scheme, Uttlesford District local parking standards have been adopted for 4+ bedrooms, with 3 vehicle spaces per dwelling to be provided. In regard to cycle parking, one covered space is to be provided per dwelling if no garage is provided. A summary of the adopted residential parking standards is set out in **Table 2.2.**

Table 2.2: Local Residential Parking Standards

Size	Vehicle	Cycle	Powered Two Wheeler	Disabled
1 Bedroom	1 space per dwelling (excluding garages*)	1 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as visitor/ unallocated
2 /3 Bedroom	2 spaces per dwelling (excluding garages*)			
4+ Bedroom	3 spaces per dwelling (excluding garages*)			

Size	Vehicle	Cycle	Powered Two Wheeler	Disabled
Visitor/ Unallocated	0.25 spaces per dwelling (rounded up to nearest whole number)	If no garage or secure area is provided within curtilage of dwelling, then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwellings for visitors	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bay or less = 3 bays or 6% of total capacity, whichever is greater, over 200 vehicle bays = 4 bays plus 4% of total capacity.

Source: Uttlesford Local Residential Parking Standards, February 2013.

Note: *Garages excluded if less than 7m x 3m.

2.4.13 Parking is provided in accordance with Uttlesford District Council's Residential Parking Standards with each of the 5 villa dwellings accompanied by a garage and adequate space for 3 spaces. For the 2 and 3 bedroom dwellings on Mill Lane, there are two proposed spaces as well as two visitor spaces. The 2 bedroom water tower provides provision for at least 2 spaces but does not include a garage.

2.4.14 Whilst there is no specific standard for holiday cottages, ECC's parking standards do set out a requirement for Caravan Parks, which is 1 space per pitch + 1 space per full time staff equivalent. The proposals include 12 parking spaces and therefore this is in line with ECC's caravan park requirement.

SECTION 3 Active and Sustainable Travel Options and Accessibility from the Site

3.1 Introduction

3.1.1 This section presents an audit of the existing active travel and sustainable travel opportunities within the vicinity of the site and details the key facilities within the vicinity of the site which can be used by residents and holidays makers.

3.2 Walking and Cycling

Walking

3.2.1 Manual for Streets (MfS) paragraph 4.4.1 states:

> ***"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance……..however this is not an upper limit and……walking offers the greatest potential to replace short car trips, particularly those under 2km."***

3.2.2 Further, the National Travel Survey (NTS) 2019 confirms that some 81% of all trips under 1 mile (circa 1.6km) are walks. Walking also accounts for some 33% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km).

3.2.3 In addition, the Covid-19 pandemic has also reintroduced people to walking and cycling not only as a recreation activity but also for undertaking daily tasks such as school trips and travel to local shops.

3.2.4 It is clear from the guidance available that acceptable walking distances will vary between individuals and circumstances for example physical fitness, encumbrances (e.g. shopping etc.), journey purpose, attractiveness of walk route etc. On this basis it is considered that the following criteria be used to assess the accessibility of the site:

- 800m – is a "comfortable" walking distance;
- 800m - 2km offers the greatest potential to replace cars trips and is therefore a "reasonable" walking distance; and
- Some people may walk further than this and, as such Some people may walk further than this and, as such 3.2km (2 miles) is a "maximum" walking distance for non- leisure activities.

3.2.5 As will be detailed below, Mill Lane is lightly trafficked and as detailed above the observed vehicle speeds are low and Mill Lane operates as a shared surface street.

3.2.6 Mill Lane joins the A1060 Stortford Road at a priority junction. Stortford Road in this location is subject to a 30mph speed limit. From this point there is an established network of footways providing access to both the north and south. To the south the footway provides continuous access to Hatfield Heath village centre.

3.2.7 Mill Lane is also a Public Right of Way (PRoW) being, in part a Bridleway (BW9). BW9 begins at the first bend in Mill Lane. The location of BW9 is shown on the highway boundary mapping provided by ECC at **Appendix C**. BW9 runs northwards into the countryside to the north of Mill Lane.

3.2.8 Mill Lane also provides a connection to a further PRoW as it joins Footpath 12 (FP12) at the second substantive bend in Mill Lane. The connection from Mill Lane cuts through to the adjacent residential area at Home Pastures. This provides an alternative route to the doctor's surgery, village hall and the village centre. The location of FP12 is shown on the highway boundary mapping in **Appendix C**.

Cycling

3.2.9 The Department for Transport's (DfT) guidance on cycling (LTN 1/20 Cycle infrastructure Design, 2020) states that 5 miles (c.8km) in an achievable distance to cycle for most people.

3.2.10 It is therefore a cycling distance of up to around 8km (5 miles) offers the greatest potential to replace cars trips and is therefore a "reasonable" cycling distance. This has been used to assess the accessibility of the proposed site.

3.2.11 There are no dedicated cycle routes in the direct vicinity of the site, however Stortford Road and other local roads are subject to a 30mph speed limit and vehicle flows are low. Mill Lane and Stortford Road are suitable for cycling. Paragraph 6.4.1 of Manual for Streets states:

> ***"Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street"***

3.2.12 Vehicle flows and speeds on both Mill Lane and Stortford Road are low, and these roads are therefore suitable for cycling.

3.3 Public Transport

Bus Provision

3.3.1 The closest bus stops to the site are located on Stortford Road where there are a pair of request bus stops on either side of the road and a further pair of bus stops in the village centre.

3.3.2 The main bus service is the Number 5 service provided by Stephensons of Essex which provides a route between Stansted Airport and Bishop's Stortford. This provides an hourly service between 0730 and 2030 and the service operates low floor vehicles and runs from Monday to Saturday.

3.3.3 The Arriva bus service 59 also serves the village providing an approximately hourly service between 0600 and 2000 from Chelmsford and Harlow, Monday to Friday with a similar service on Saturday. The service 59 also operates on Sunday providing a total of 12 journeys.

3.3.4 The Epping Forest Community Transport service 347 provides an additional route between Hatfield Broad Oak and Harlow.

3.3.5 **Table 3.1** provides a summary of the routes and their frequencies.

Table 3.1: Hatfield Heath Bus Services

Bus Stop	Service	Route	Frequency		
			Mon-Fri	Sat	Sun
Stortford Road	5	Stansted Airport – Bishop's Stortford	60 mins	60 mins	-
Stortford Road (White Horse)	59	Harlow - Chelmsford	60 mins	60 mins	120 mins
	347	Hatfield Broad Oak - Harlow	2 services a day	-	-

3.3.6 The table demonstrates that the bus services within the vicinity of the site provided a good frequency for weekdays and Saturday, which can be utilised by both future residents and holiday makers.

Rail

3.3.7 The nearest station to the site is Sawbridgeworth which serves London Liverpool Street and Stratford (London) and is located approximately 3.3km west from the site. The station provides users with 33 car parking bays, with one accessible bay. The station also provides cycle parking and storage facilities.

3.3.8 **Table 3.2** below provides a summary of the services from Sawbridgeworth station, including their typical frequency and approximate journey time.

Table 3.2: Rail Services

Train Station	Destination	Frequency		Journey Duration (approx.)
		Peak	Off-Peak	
Sawbridgeworth	London Liverpool Street	2 services per hour	1 service per hour	40 mins
	Cambridge	2 services per hour	1 service per hour	50 mins
	Bishop's Stortford	2 services per hour	2 services per hour	7 mins
	Stratford (London)	2 services per hour	2 services per hour	50 mins

Source: National Rail

3.3.9 **Table 3.2** demonstrates that Sawbridgeworth Station is served by frequent rail services to major destinations such as London and Cambridge as well as local destinations at Bishop's Stortford.

3.4 Accessibility

3.4.1 This section of the report provides an audit of the facilities and key destinations within an 800m 'comfortable', a 2km (1.2 miles) 'reasonable' and a 3.2km (2 miles) 'maximum' walking distance and an 8km (5 miles) 'reasonable' cycle distance of the site as detailed above and are shown on **Figure 3.1**. The respective distances via Mill Lane are also shown on **Table 3.3**.

Table 3.3: Walking Distance (From the Centre of the site) to Key Local Facilities

Purpose	Destination	Distance (m)	Walking Distance	Cycling Distance
Education	Hatfield Heath Community Primary School	600	✓✓✓	✓✓✓
	Hatfield Heath Pre-School	650	✓✓✓	✓✓✓
	Nursery on the Heath	900	✓✓	✓✓✓
Health	Hatfield Heath Broomfields Surgery	550	✓✓✓	✓✓✓

Purpose	Destination	Distance (m)	Walking Distance	Cycling Distance
Leisure	The Thatchers Pub	250	✓✓✓	✓✓✓
	Hatfield Heath Village Hall and Institute	650	✓✓✓	✓✓✓
	The Village Tea Room	750	✓✓✓	✓✓✓
	The Fish Inn	950	✓✓	✓✓✓
	The White Horse Pub	850	✓✓	✓✓✓
	Hunter Meet Restaurant	1100	✓✓	✓✓✓
	Raj of India Restaurant	800	✓✓✓	✓✓✓
	Kings Kebab & Pizza	750	✓✓✓	✓✓✓
	KoKo Thai	800	✓✓✓	✓✓✓
	Dorringtons	850	✓✓	✓✓✓
	Anwar's	900	✓✓	✓✓✓
	Little Seafood Bar	700	✓✓✓	✓✓✓
Retail	Hatfield Heath Farmers Market	500	✓✓✓	✓✓✓
	The Co-operative food	850	✓✓	✓✓✓
Employment	Hatfield Heath Residential Care Home	220	✓✓✓	✓✓✓
Other	Hatfield Heath Parish Church	650	✓✓✓	✓✓✓
	Sawbridgeworth Railway Station	3300	-	✓✓✓

Note to walking distance column: ✓✓✓ up to 800m distance, ✓✓ - 800m – 2km distance, ✓ 2km – 3.2km – "maximum" walking distance

Note to cycle distance column ✓✓✓ within 8km 'reasonable' cycling distance

3.4.2 **Table 3.3** identifies the key local destinations in the vicinity of the site and assesses the opportunity to access these facilities by non-car modes. The majority of the site is situated within an 800m 'walkable neighbourhood' distance from many everyday local facilities. Further local facilities lie within a distance of around 1km and as such there is great potential for trips to these destinations to be undertaken by walking.

3.4.3 **Table 3.3** demonstrates that there is a range of facilities (retail, education, health, employment and leisure) within reasonable walking and cycling distance of the site, enabling future residents and holiday makers to access these facilities by non-car modes.

3.4.4 These facilities can be accessed by the proposed site access infrastructure (Section 2) and the existing highway network which as outlined above identifies is suitable for pedestrians and cyclists.

3.4.5 In addition to the local destinations in **Table 3.3**, it should be noted that Harlow, Chelmsford and Bishop's Stortford town centres which offer further employment, retail, health and leisure services can be reached by a short bus or train journey. Sawbridgeworth railway station can be readily accessed by cycle and by bus. The railway station also provides for onward journeys to Central London and Cambridge as shown in **Table 3.2**.

SECTION 4 Existing Highway Conditions

4.1 Surrounding Highway Network

4.1.1 Mill Lane serves a small number of existing residential dwellings at its south end, current access to the site and the Greenway Eggs site at the northern end of the site. The width of Mill Lane between the site and Stortford Road is between 4.1m and 4.8m.

4.1.2 Mill Lane joins Stortford Road at a priority junction, the existing visibility exceeds 2.4m x 120m to both the left and right.

4.1.3 Stortford Road at the end of Mill Lane is some 6.2m wide and is subject to a 30mph speed limit. The 30mph speed limit changes to a 40mph limit some 80m to the north of the Mill Lane junction.

4.1.4 There is a 2m footway on the east side of Stortford Road which varies in width particularly towards the village.

4.2 Baseline Traffic Flows

4.2.1 A Manual Classified Count (MCC) was undertaken at the southern end of Mill Lane at its junction with Stortford Road. The MCC took place on Tuesday 27th September 2016 and recorded morning and evening peak period traffic flows. Due to the nature of Mill Lane it is unlikely that traffic levels have increased significantly and as outlined in Section 4.3 traffic growth has been applied to the 2016 survey data to represent the current year. The results of the MCC are shown **Figure 4.1** and the full survey data is in **Appendix E**.

4.2.2 The MCC provides morning and evening peak hour data for Mill Lane and shows that traffic flows are light. **Table 4.1** below shows the existing traffic flow on Mill Lane. The turning movements at the Mill Lane / Stortford Road junction are shown **Figure 4.1**.

Table 4.1: Existing peak period traffic flows

Location	Time Period	Southbound	Northbound	Two-Way
Mill Lane	Morning Peak (0800-0900)	10	16	26
	Evening Peak (1700-1800)	3	5	8

Source: MCC Survey

4.2.3 An ATC was also undertaken at the northern point of Mill Lane to understand the daily flows along Mill Lane. The ATC was operational 24 hours a day between 29th March and 22nd April 2016. Data collection took place over a 4- week period in order to gain a full understanding of the traffic flows along Mill Lane.

4.2.4 The 24-hour data for each week is summarised below in **Table 4.2.**

Table 4.2: 24-hour weekday daily traffic flows (vehicles)

	Week 1	Week 2	Week 3	Week 4
Northbound Vehicles	48	45	42	42
Southbound Vehicles	47	46	42	41
Two-way Vehicles	95	91	84	83
Average	88			

Source: ATC surveys

4.2.4.1 **Table 4.2** shows, over the 4-week period the traffic flows along Mill Lane result in an average of 88 vehicles per day. The full data is included in **Appendix E**.

4.3 Traffic growth

4.3.1 To account for the passage of time since the 2016 surveys, the latest TEMPro / NTM database (version 7.2b and Dataset 72) growth factors for the Uttlesford MSOA 009 where the site and local road network is located have been derived. The resultant growth factors are presented in **Table 4.3** below with the detail of the growth factors provided in **Appendix F**. The 2022 traffic flows are shown on **Figure 4.2**.

Table 4.3: 2016 – 2022 Traffic Growth

	AM	PM
2016 - 2022	1.0607	1.0591

4.3.2 The above growth factors have been applied to all movements at the Mill Lane / Stortford Road junction. However, as Mill Lane forms a cul-de-sac there is the likelihood that growth will be unlikely to occur on Mill Lane as evidenced by the ATC flows presented in **Table 4.1** and therefore this is considered a robust approach.

4.4 Completed Developments along Mill Lane

4.4.1 Since the 2016 traffic count surveys and ATC surveys, additional dwellings have been consented and occupied on Mill Lane, increasing the traffic along Mill Lane and at the Mill Lane / Stortford Road junction.

4.4.2 Since 2016 two additional dwellings have been approved accessing onto Mill Lane (Planning Application References: UTT/16/2129/FUL and UTT/16/0921/DFO). These applications provided additional dwellings on the west side of the Mill Lane which are accessed via an upgraded access onto Mill Lane. In both applications ECC highways did not object to the proposals.

4.4.3 **Images 4.1 – 4.3** illustrate the change in dwellings along Mill Lane. The two applications saw the redevelopment of one dwelling and the erection of two additional dwellings via a single access onto Mill Lane.

Image 4.1: 2012 Aerial Imagery

Image 4.2: 2017 Aerial Imagery

Image 4.3: 2020 Aerial Imagery

4.4.4 The trip rates detailed below in Section 5 have been used to estimate the additional traffic along Mill Lane at the Stortford Road junction from the additional dwellings recently built on Mill Lane. The trip rates subsequent trip generation for 3 dwellings is provided in **Table 4.4.**

Table 4.4: Additional Traffic along Mill Lane

	AM			PM		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rates	0.154	0.192	0.346	0.205	0.090	0.295
Trip Generation – 3 dwellings	0	0	1	0	0	1

4.4.5 The table demonstrates that the provision of the 3 dwellings along Mill Lane will result in negligible increase in traffic flows. These flows have been applied to the flows at the Stortford Road junction based on existing turning movements and the updated flows are shown in **Table 4.5**. **Figure 4.3** presents the completed development traffic flows with the growthed 2022 traffic.

Table 4.5: Updated peak period traffic flows on Mill Lane

Location	Time Period	Southbound	Northbound	Two-Way
Mill Lane	Morning Peak (0800-0900)	10	17	27
	Evening Peak (1700-1800)	3	5	9

4.5 Mill Lane / Stortford Road Junction Capacity Assessment

4.5.1 The Mill Lane / Stortford Road junction has been assessed in 2022 with the additional Mill Lane developments (**Figure 4.3**) to determine the current operation of the junction. The junction has been modelled in JUNCTIONS10, using the same geometry as presented in the previous application and accepted by ECC. The summary results are presented in **Table 4.6** with the full JUNCTIONS10 outputs provided in **Appendix G**.

Table 4.6: Mill Lane / Stortford Road 2022 + Mill Lane Completed Developments Results

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Mill Lane	0.03	0	0.00	0

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Stortford Road (east) - Right Turn	0.05	0	0.01	0

RFC = Ratio to Flow Capacity Queue = Maximum Average Queue

4.5.2 The results demonstrate that the junction operates well within capacity with no queuing experienced at the junction.

4.6 Accident Data

4.6.1 Personal Injury Accident (PIA) data for the period July 2016 to June 2021 (the most recent 5-year period available) has been obtained from ECC for the local highway network in the vicinity of the site. The area covered includes:

- Mill Lane;
- Stortford Road; and
- Sawbridgeworth Road.

4.6.2 A total of 8 PIAs occurred in the study area, 6 of which involved slight injuries, 1 slight and one involved a fatality. The full data and plot of the PIAs from ECC is provided in **Appendix H.**

4.6.3 Mill Lane and its junction with Stortford Road has an unblemished road safety record for the five-year period reviewed.

4.6.4 The fatal accident occurred on Stortford Road c.450m to the north of the Mill Lane junction and involved a single vehicle colliding with an electric post. The other slight and serious accidents were caused through driver error.

4.6.5 In summary, no personal injury accidents occurred on Mill Lane or its junction with Stortford Road. The local network around the site has a good highway safety record, with no particular pattern observed in the number, cause or severity of the recorded accidents.

SECTION 5 Traffic Impact Methodology and Traffic Impact

5.1 Introduction

5.1.1 This section of the report sets out the traffic parameters and approach used to assess the traffic impact of the development, including the trip generation for both the private dwellings and the holiday cottages. The distribution of the development traffic is also detailed within this section.

5.1.2 The impact of the development proposals on Mill Lane and the Mill Lane / Stortford Road junction is also detailed in this Section.

5.2 Traffic growth

5.2.1.1 As set out in Section 4, the observed 2016 traffic flows have been growthed to the current 2022 year using TEMPro / NTM growth factors. The same methodology has been applied to determine a future (opening year) of 2024 – a two year future year was accepted by ECC as part of the previous application. The resultant growth factors are presented in **Table 5.1** below and presented in **Appendix F.** The 2024 traffic flows are shown on **Figure 5.1**.

Table 5.1: 2016 – 2024 Traffic Growth

	AM	PM
2016 - 2024	1.0726	1.0719

5.3 Trip Generation

5.3.1 The trip generation for the proposals has been established for the residential dwellings based on suitable sites within the TRICS database and the holiday cottages has been undertake using a first principles approach for a changeover and non-changeover day.

Residential Trip Generation

5.3.2 As detailed in Section 1, a previous application was submitted for the site for residential use. The methodology of determining trip generation for this site was accepted by ECC and therefore the same methodology has been applied for this application.

5.3.3 As accepted as part of the previous application, the TRICS database (version 7.8.2) has been used to calculate the potential traffic generation of the proposed residential element of the development assuming a privately owned housing trip rate.

5.3.4 The trip rates have been obtained using the following parameters:

- Region – all of England (except Greater London).

- Size relevance – developments between 5 and 20 units.
- Time period – surveys for the last 8-year period (start date: 01/01/13).
- Location relevance – surveys in 'edge of town' locations only; and
- Data relevance – surveys undertaken during a neutral weekday (Tuesday, Wednesday, or Thursday).

5.3.5 The trip rates used do not reflect the changes in working and commuting patterns that have been seen in the last 18-months. Recent changes arising from Covid-19 mean there is now less likelihood of regular 5-days a week commuting for some types of work and this change is very likely to be permanent as businesses, public sector organisations and other institutions are almost universally acknowledging that many office based staff will be able to work more flexibly, either in terms of hours or the requirement to be at a fixed place of work for 5-days a week. As detailed in Section 2, the proposals include home-office to allow people to work from home, if required.

5.3.6 The residential trip rates are summarised in **Table 5.2**. A full copy of the TRICS data is provided at **Appendix I**.

Table 5.2: Trip rates – Houses Privately Owned

Trip Rate	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Houses Privately Owned (per dwelling)	0.154	0.192	0.346	0.205	0.090	0.295
Trip Generation – 11 Dwellings	2	2	4	2	1	3

5.3.7 As shown in **Table 5.2** the proposed development of 11 dwellings is expected to generate 2 morning and evening peak hour movement. Journey purpose data for the local area from TEMPro demonstrates that works trips account for 67% in the AM and 52% in the PM of all trips. As detailed in Section 2, the villa dwellings will include a home office, which will allow future residents to work from home, which is more common following the Covid-19 pandemic and will help reduce peak hour trips from the site.

Residential Trip Distribution

5.3.8 The peak hour traffic distribution of the proposed residential development traffic has been determined using the existing turning proportions at the Mill Lane / Stortford Road junction. The morning and evening peak hour distribution is shown on **Figure 5.2.**

5.3.9 The traffic generation for the morning and evening peak hours (see **Table 5.2**) has been assigned to the network using the distribution in **Figure 5.2**. The development traffic assignment for the morning and evening peak hours is shown on **Figure 5.3**.

Holiday Cottage Trip Generation

5.3.10 As detailed in Section 2, 8 self-catering holiday cottages are proposed on the site. The TRICS database has been analysed for suitable holiday accommodation, the latest data search within TRICS results in a single weekday site, which isn't comparable to the proposals. Therefore, a first principles approach has been derived.

5.3.11 The profile of holiday accommodation is considerably different to a residential use, with significantly less trips occurring in the morning and evening peak hours. The profile of trips is also likely to change throughout the week, with changeover and non-changeover days. The following sections detail the first principles approach to holiday cottages.

5.3.12 The check-in times and check-out times will be the main influencers in terms of trip generation for changeover days, which are likely to occur on a Monday and Friday.

5.3.13 The check-in and check-out times are likely to be outside the traditional network peak, with check-outs likely to mainly occur between 1000-1100 and check-ins between 1500 – 1600. **Table 5.3** illustrates likely arrivals and departures on a changeover day for the morning and evening period, the table below is based on full occupancy of the 8 holiday cottages departing and arriving on the same day with a single vehicle per holiday cottage.

Table 5.3: Changeover Day Trip Generation

Time	Arrival Proportion (%)	Arrival Trip Generation	Departure Proportion (%)	Departure Trip Generation
Morning Period				
0800 – 0900	0%	0	5%	0
0900 – 1000	0%	0	10%	1
1000 - 1100	0%	0	85%	7
Evening Period				
1500 – 1600	60%	5	0%	0

Time	Arrival Proportion (%)	Arrival Trip Generation	Departure Proportion (%)	Departure Trip Generation
1600 – 1700	20%	2	0%	0
1700 – 1800	10%	1	0%	0

In the evening period the remaining 10% has been assumed to arrive outside the hours shown

5.3.14 The table demonstrates that the holiday cottages will not generate any trips in the morning and in the evening peak 1 two-way trip will be generated on a changeover day.

5.3.15 The arrival and departure profile associated with a non-changeover day will be different than that of a changeover day but again the majority of trips will occur outside the traditional network peak hours. **Table 5.4** presents the arrival and departure profile for a non-changeover weekday (Tuesday, Wednesday and Thursday), assuming all 8 holiday cottages are occupied and leave the site via a single vehicle. The arrival and departure profile are based on a day-trip from the site.

Table 5.4: Non-Changeover Day Trip Generation

Time	Arrival Proportion (%)	Arrival Trip Generation	Departure Proportion (%)	Departure Trip Generation
Morning Period				
0800 – 0900	0%	0	5%	0
0900 – 1000	0%	0	40%	3
1000 - 1100	0%	0	40%	3
Evening Period				
1500 – 1600	30%	2	0%	0
1600 – 1700	40%	3	0%	0
1700 – 1800	20%	2	0%	0

In the morning period the remaining 15% has been assumed to depart outside the hours shown and in the evening period the remaining 10% has been assumed to arrive outside the hours shown.

5.3.16 The table shows that on a non-changeover day the trip generation associated with the holiday cottages is low with no trips occurring in the morning peak and 2 two-way trips in the evening peak.

Holiday Cottage Distribution

5.3.17 As with the residential dwellings the development traffic associated with the holiday cottages has been distributed using the existing turning proportions at the Mill Lane / Stortford Road junction. The morning and evening peak hour distribution for the non-changeover day, which represents the greatest development traffic in the peak hours is shown on **Figure 5.4.**

Total Trip Generation

5.3.18 The total trip generation for the site is presented in **Table 5.5** below and presents the residential and holiday cottage (non-changeover) trip generation for the AM and PM peak hours.

Table 5.5: Total Trip Generation

Trip Rate	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Residential dwellings – 11 dwellings	2	2	4	2	1	3
Holiday Cottage – Non-changeover day	0	0	0	2	0	2
Total Trip Generation	**2**	**2**	**4**	**4**	**1**	**5**

5.3.19 As outlined in Section 1, the site has existing uses for commercial and storage uses and has been used for such purposes for a significant number of years. As part of this assessment no traffic has been attributed for such uses and therefore the assessed of the full development traffic is considered robust.

5.4 Future Year Assessment

5.4.1 On the basis of the above analysis, total development traffic for the residential and holiday cottage elements has been added to the 2024 'without development' scenarios to achieve 'with development' scenarios for the opening year in the morning and evening peak, as shown in **Figure 5.5**.

5.4.2 Therefore, the following assessment have been considered at the Mill Lane / Stortford Road junction:

- 2024 Future Year Base
- 2024 Future Year + Development

5.4.3 The above scenarios allow the impact of the development to be assessed.

5.5 Mill Lane / Stortford Road Junction Capacity Assessment

5.5.1 The Mill Lane / Stortford Road junction was assessed in the current year and demonstrated that the junction operates well within capacity. This model has been used to assess the future year and the impact of the development. **Table 5.6** illustrates the summary results with full junction capacity outputs provided in **Appendix J**.

Table 5.6: Mill Lane / Stortford Road Junction – Modelling results

Arm	2024 + Mill Lane Completed Developments				2024 + Mill Lane Completed Developments + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Mill Lane	0.03	0	0.00	0	0.04	0	0.00	0
Stortford Road (east) - RT	0.05	0	0.01	0	0.05	0	0.02	0

RFC = Ratio to Flow Capacity Q = Maximum Average Queue

5.5.2 The results show that the junction of Mill Lane and Stortford Road will easily accommodate the proposed development traffic in the morning and evening peak hours without queuing and minimal delay.

5.6 Impact on Mill Lane

5.6.1 As detailed in **Table 5.6** the proposals will result in an increase of 4 two-way trips in the AM peak hour and 5 two-way trips in PM peak hour between the site access and Stortford Road, which results in maximum of an additional trip once every 12 minutes, therefore having a negligible impact on the operation of Mill Lane.

SECTION 6 Summary and Conclusions

6.1 Summary

6.1.1 This report considers the transport aspects of a planning application for development of land west of Mill Lane, Hatfield Heath for 11 dwellings and 8 self-catering holidays cottages with access to be provided via Mill Lane. The development will replace all existing uses on the site.

6.1.2 The site is in a suitable, accessible location for residential development. It has a good level of accessibility by non-car modes to a range of local everyday facilities and services including education, health, retail, leisure and employment facilities. Walking facilities in the vicinity of the site are of a good standard and continuous routes to these destinations are provided. Local roads are suitable for cycling and the site is within walking distance of regular bus routes, providing services seven days per week. Frequent and regular rail services to destinations including London and Cambridge are available from Sawbridgeworth Station, which can be reached within a reasonable cycle distance or by bus.

6.1.3 It has been demonstrated that the proposed access and highway geometry in Mill Lane meets or is in excess of current and relevant design standards in Manual for Streets and that it provides safe and suitable access to the development for pedestrians, cyclists and vehicles.

6.1.4 The internal site layout, including the road design, car parking and refuse collection arrangements are suitable and meet UDC and ECC guidance and standards.

6.1.5 The redevelopment of the site for 11 dwellings and 8 self-catering holiday cottages is a smaller scale of development than that proposed in the previous application but whilst the Greenway Eggs is still operational in this application the increase in traffic associated with the proposals is negligible in the peak hours and this does not take account of the existing uses on the site.

6.1.6 The vehicular trip generation characteristics of the 11 dwellings have been assessed on a robust basis using trip rates from the TRICS trip generation database, using the same methodology accepted by ECC as part of the previous application. The trip generation for the holiday cottages has been based on a first principles approach for a changeover and non-changeover day, with the non-changeover days used in the assessment of the impacts due to higher trip generation.

6.1.7 The vehicular trips generated by the development have been distributed to the local highway network and Mill Lane and its junction with Stortford Road have been assessed on a worst-case basis for a future year of 2024 with the development proposal and found to operate with no queuing or delay expected.

6.1.8 The assessment of the highway network demonstrates that the development traffic will amount to a minimal increase in traffic flows, and this will be easily accommodated on the highway network without a noticeable, and certainly not a severe impact.

6.2 Conclusions

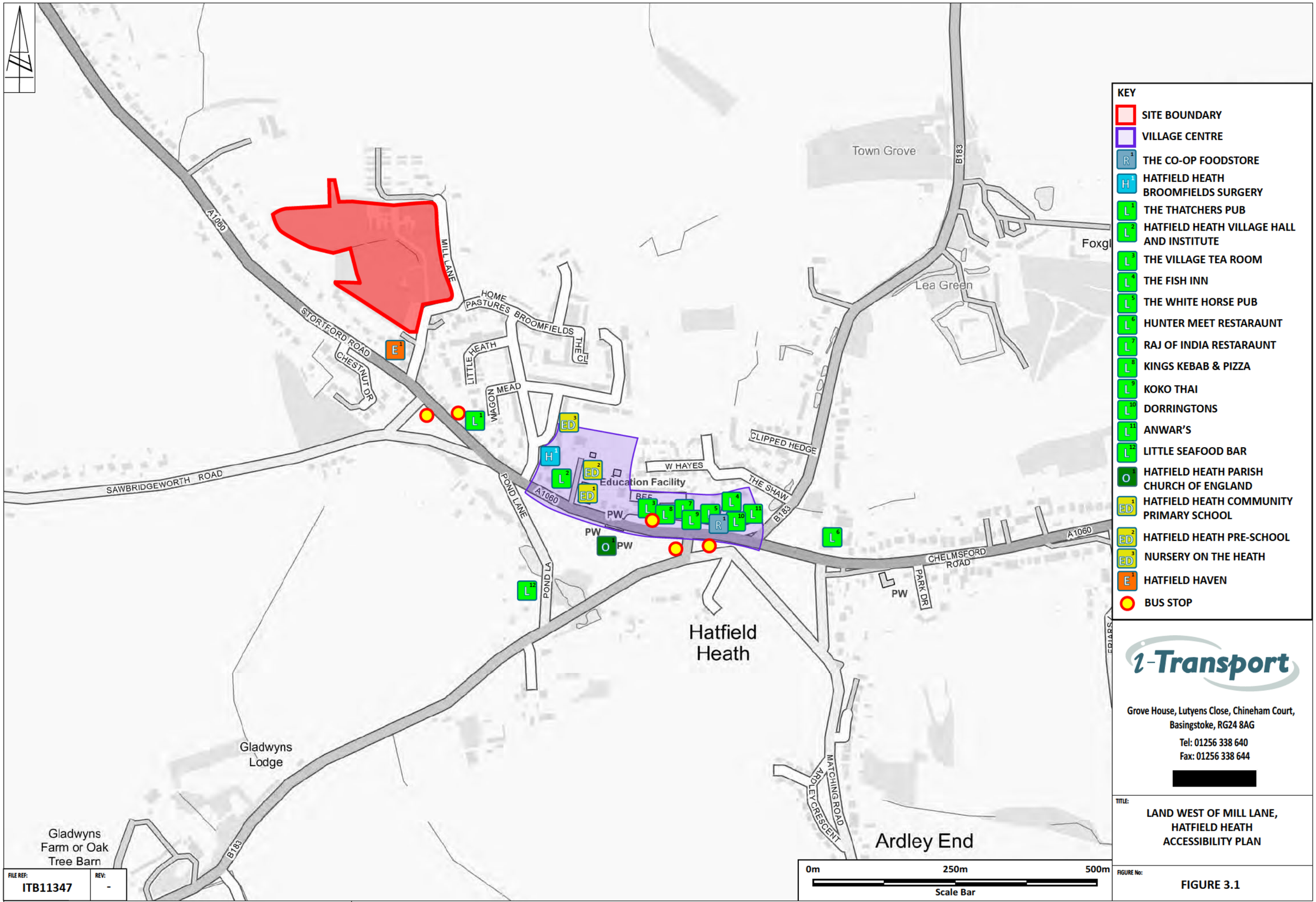
6.2.1 Due to the local desire to find an alternative use for the camp and to restore and protect its long term future there is a need to constructively work with all stakeholders. The site is in an accessible location and thereby complies with local and national transport policies to promote development in sustainable locations. The proposed access arrangements meet current design standards and detailed work has been completed to establish the suitability of the forward visibility in Mill Lane. The site can be accessed safely by both car and non-car modes and the modest increase in vehicular trips generated by the development is clearly not severe.

6.2.2 To conclude, the proposal is acceptable in transport and highways terms and the proposed development is in line the NPPF, ECC Policies and the UDC Local Plan in respect of transport. Highway safety and efficiency are very important matters and do need to be taken seriously. However, it is clear from the unambiguous NPPF transport test that development should only be prevented from coming forward if there would be a demonstrable, unacceptable and severe worsening of highway conditions. In summary, this situation is:

- The recent recorded personal injury accident data shows an unblemished accident record on Mill Lane and its junction with the A1060 Stortford Road;
- The development proposal will not materially impact upon the operation of Mill Lane or its junction with the Stortford Road - modelling in the Transport Statement shows the impact will be de minimis;
- There are no deficiencies in geometric layout or visibility at the site access or in Mill Lane which could give rise to conflict between vehicles, or between vehicles and pedestrians and vehicles and other non-motorised users;

6.2.3 There will not be a noticeable, let alone severe, residual highway impact and thus there is no highways or transport reason to prevent the development coming forward.

FIGURES



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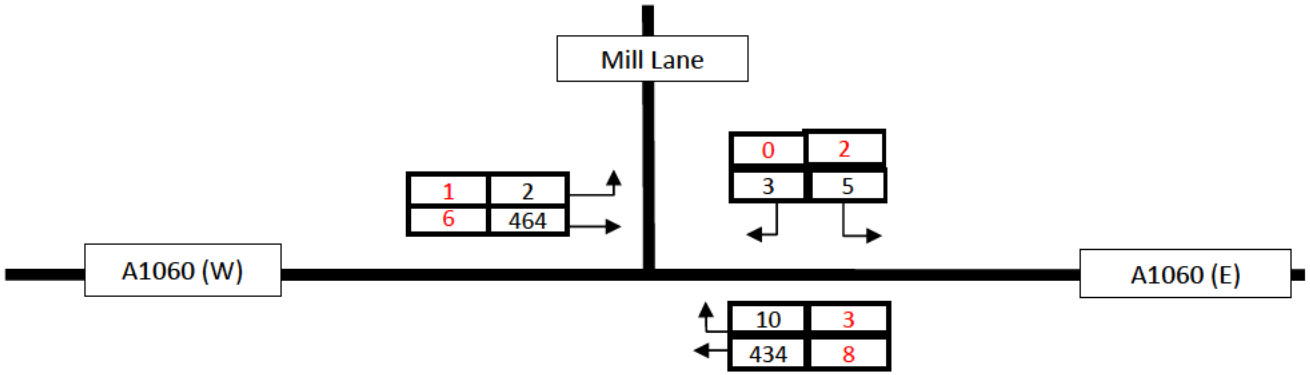
Fax: 01256 338 644
[redacted]

TITLE:
LAND WEST OF MILL LANE, HATFIELD HEATH ACCESSIBILITY PLAN

FIGURE No:
FIGURE 3.1

FILE REF: ITB11347
REV: -

AM



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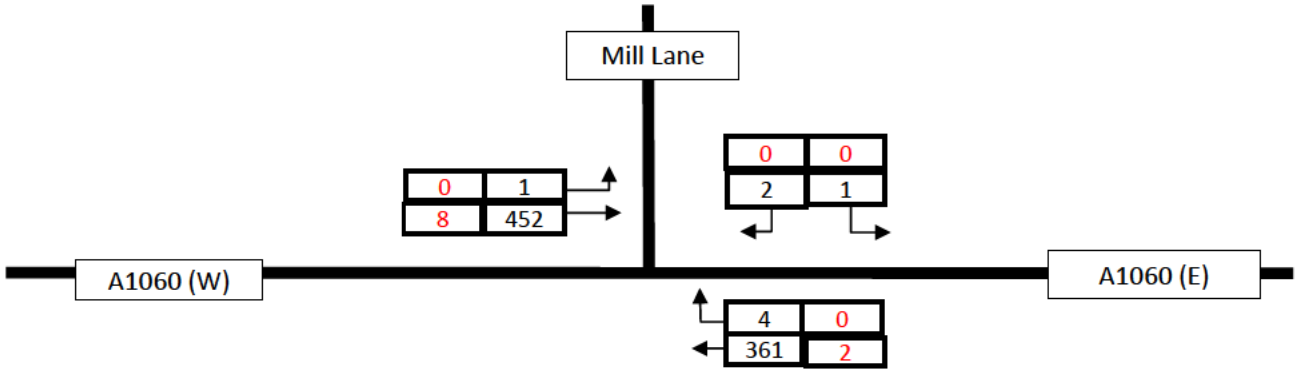

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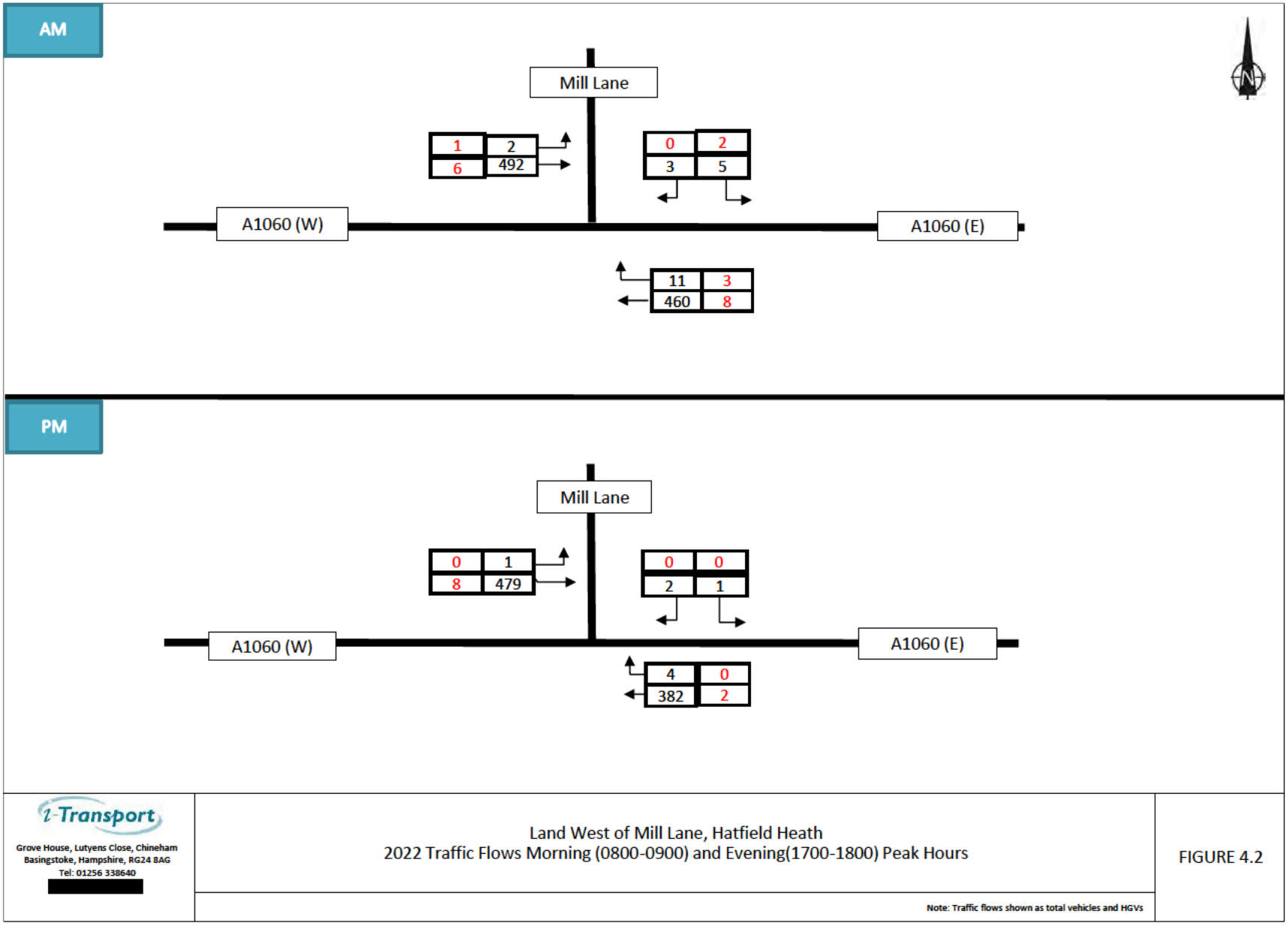
Land West of Mill Lane, Hatfield Heath
2016 Observed Traffic Flows Morning (0800-0900) and Evening(1700-1800) Peak Hours

FIGURE 4.1

Note: Traffic flows shown as total vehicles and HGVs



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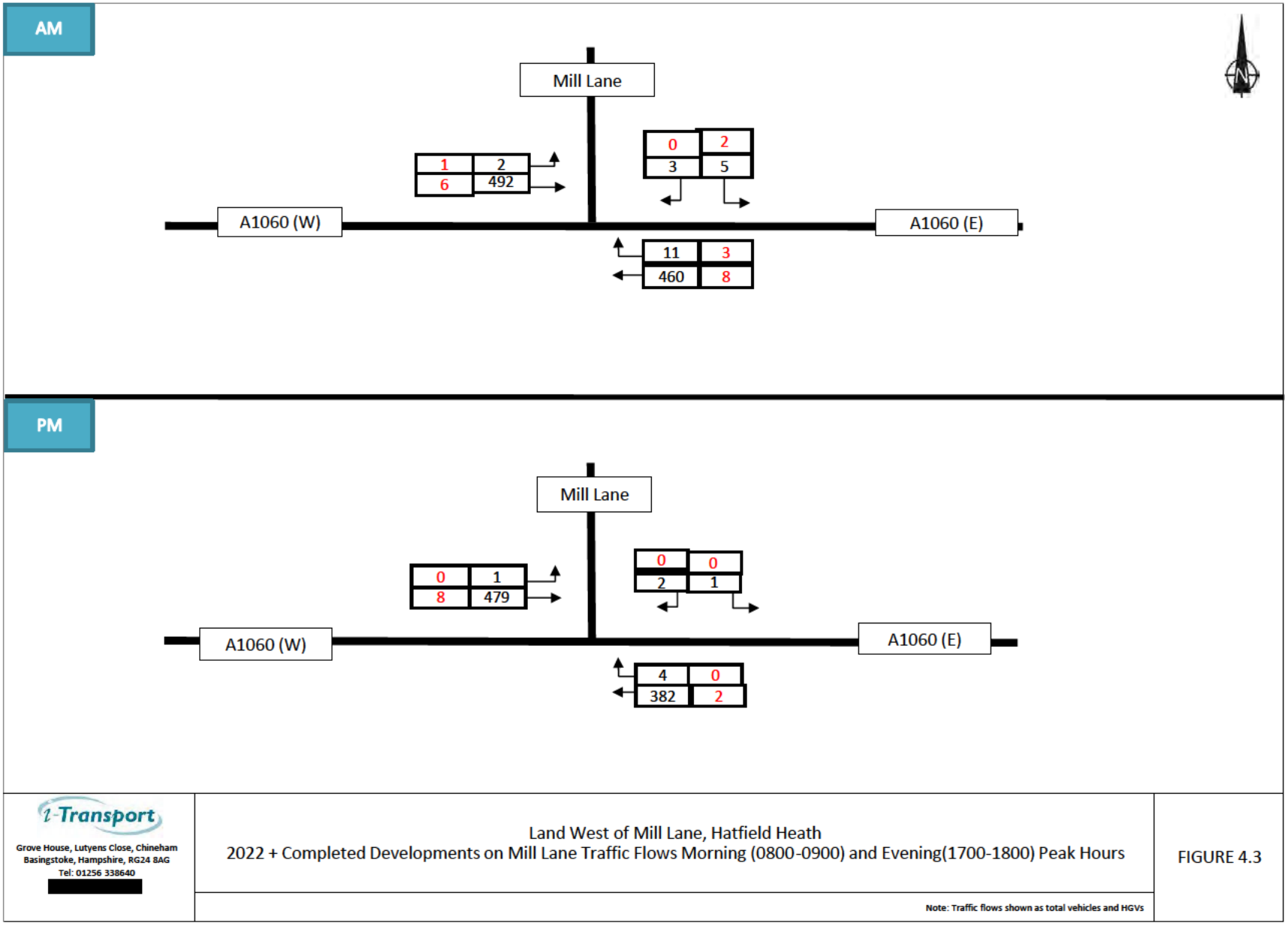
Land West of Mill Lane, Hatfield Heath
2022 Traffic Flows Morning (0800-0900) and Evening(1700-1800) Peak Hours

FIGURE 4.2

Note: Traffic flows shown as total vehicles and HGVs



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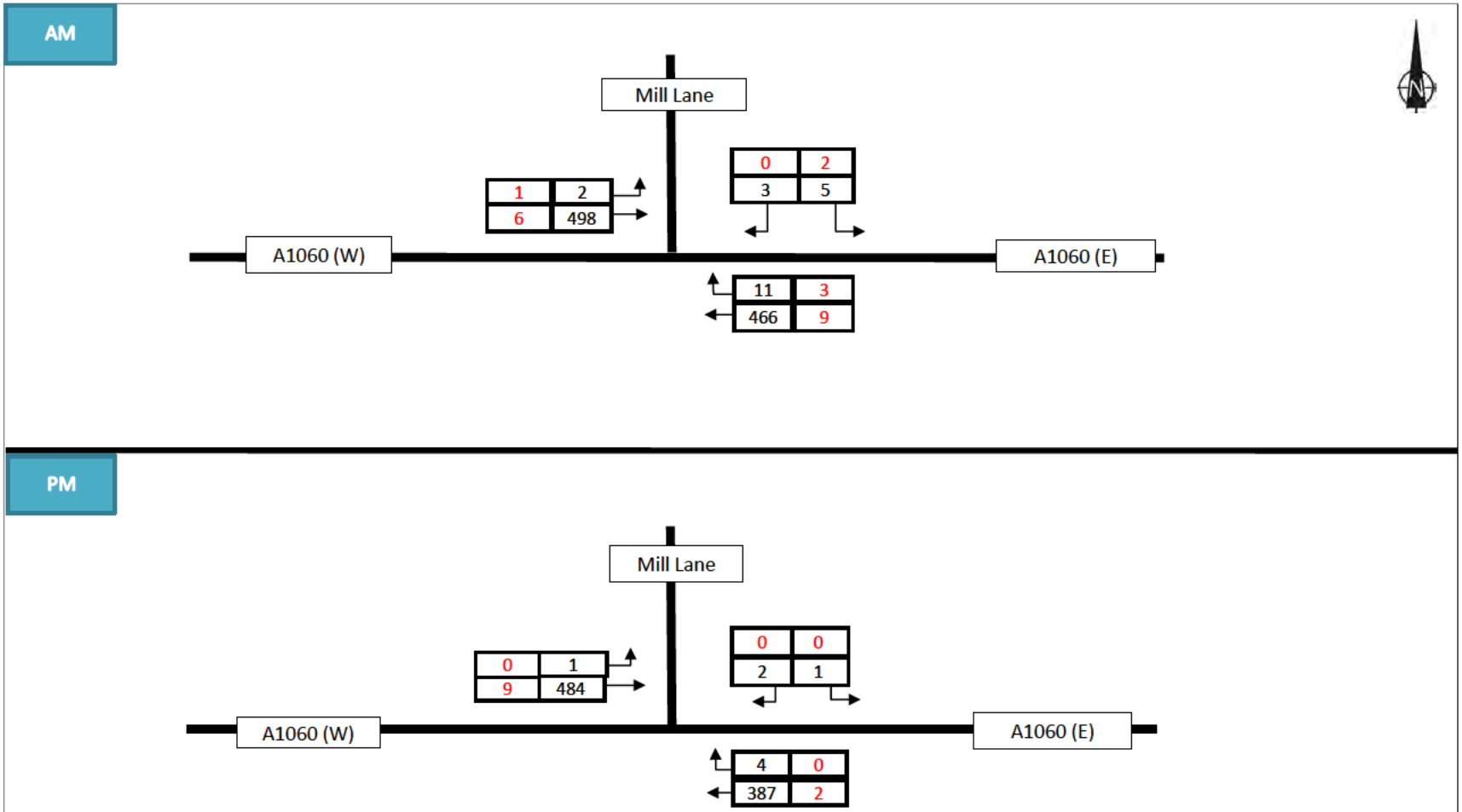
Land West of Mill Lane, Hatfield Heath
2022 + Completed Developments on Mill Lane Traffic Flows Morning (0800-0900) and Evening(1700-1800) Peak Hours

Note: Traffic flows shown as total vehicles and HGVs

FIGURE 4.3



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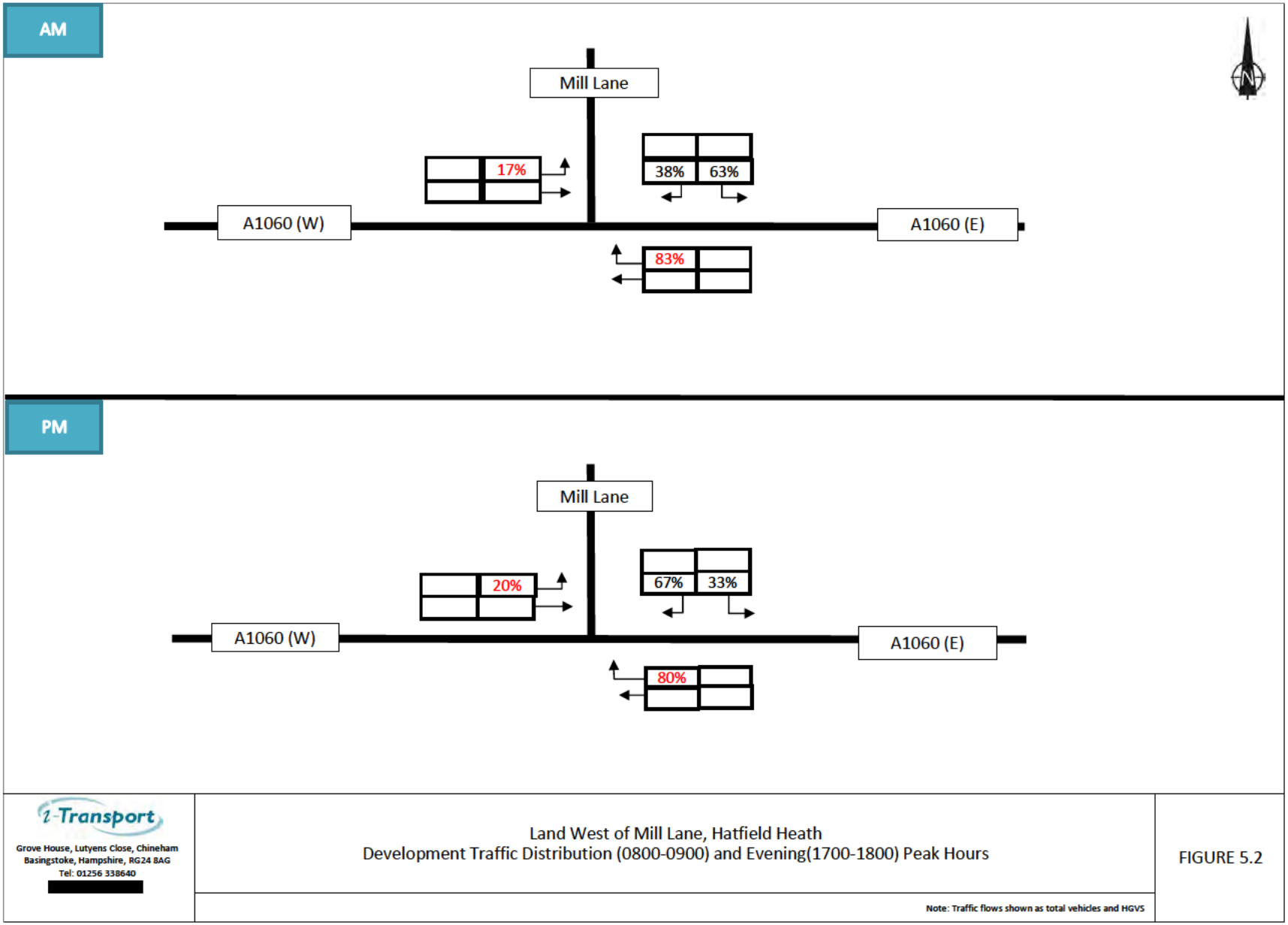
Land West of Mill Lane, Hatfield Heath
2024 + Completed Developments on Mill Lane Traffic Flows Morning (0800-0900) and Evening(1700-1800) Peak Hours

FIGURE 5.1

Note: Traffic flows shown as total vehicles and HGVs



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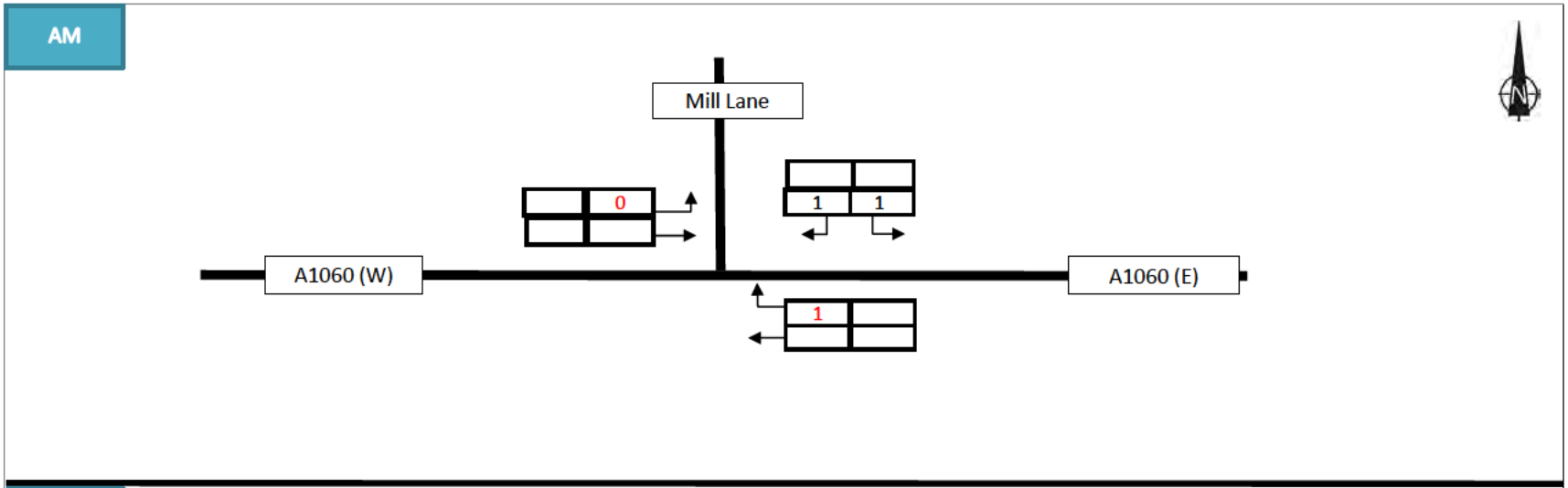
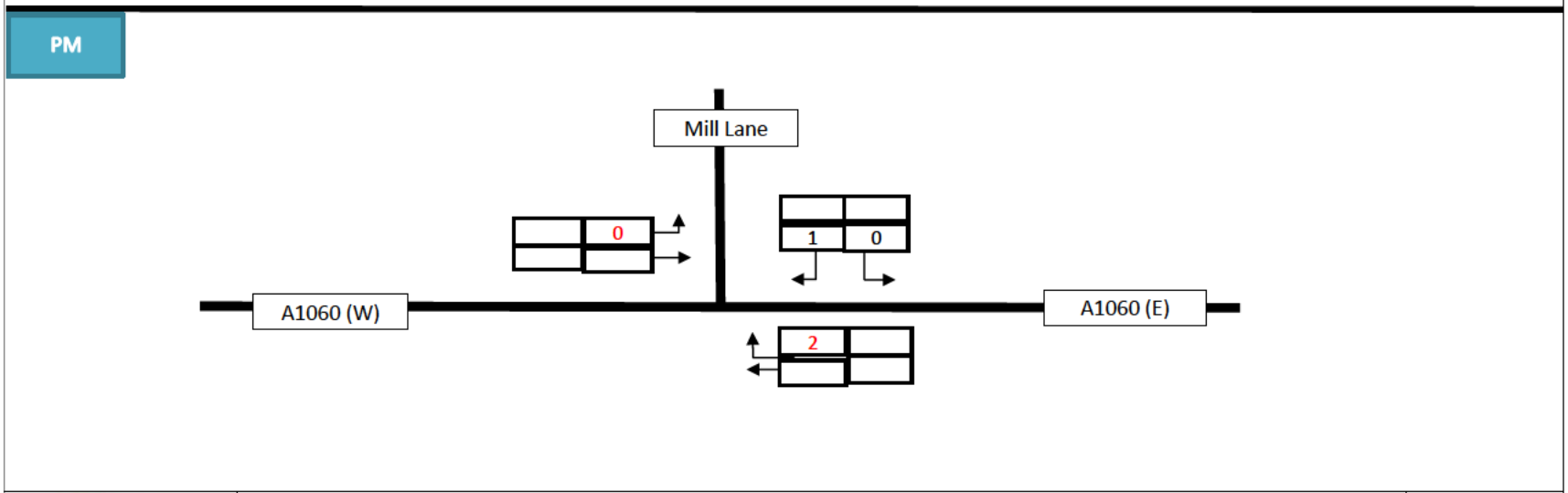
Land West of Mill Lane, Hatfield Heath
Development Traffic Distribution (0800-0900) and Evening(1700-1800) Peak Hours

FIGURE 5.2

Note: Traffic flows shown as total vehicles and HGVS





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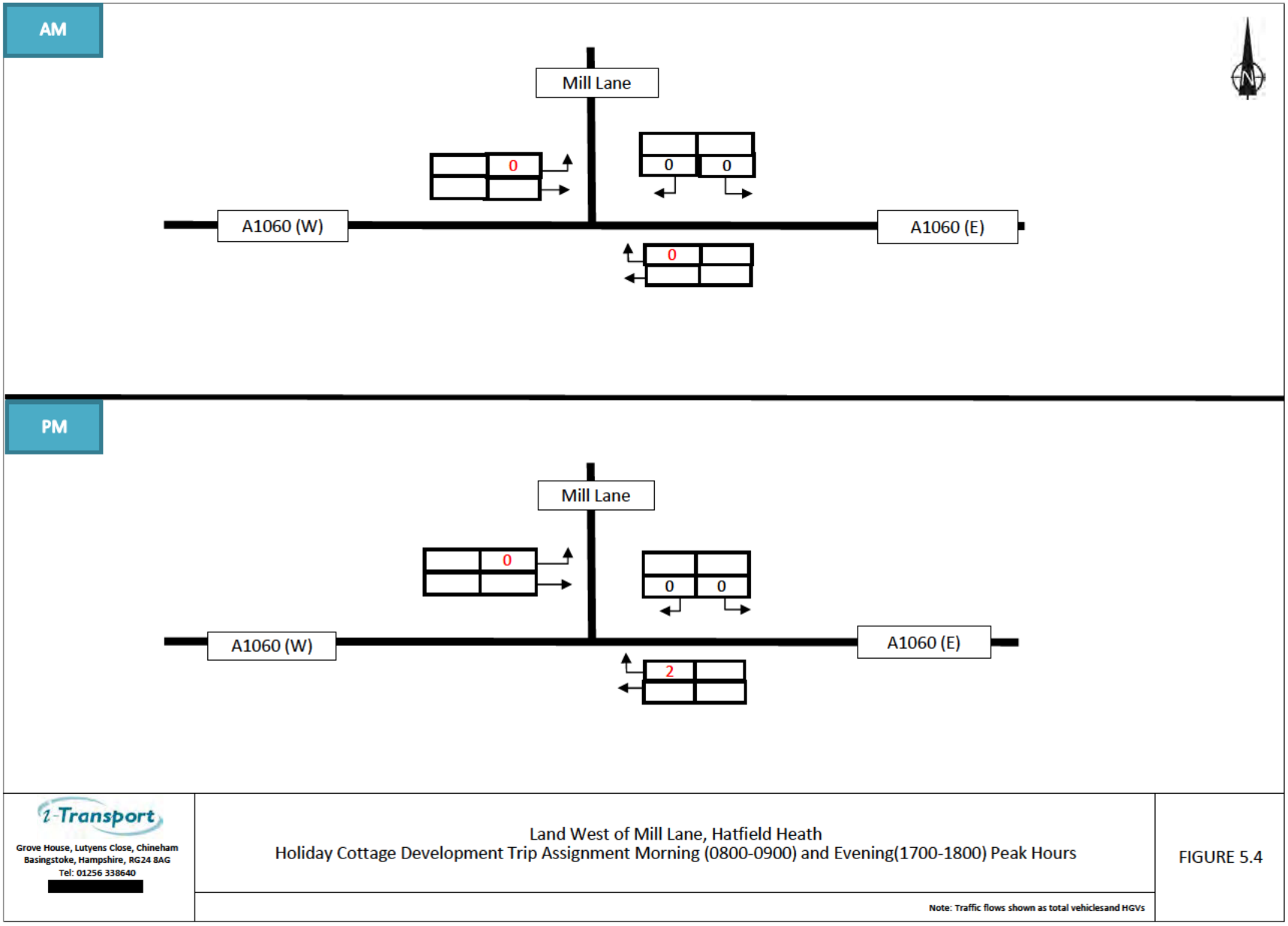
[redacted]

Land West of Mill Lane, Hatfield Heath
Residential Development Trip Assignment Morning (0800-0900) and Evening(1700-1800) Peak Hours

FIGURE 5.3

Note: Traffic flows shown as total vehicles and HGVs



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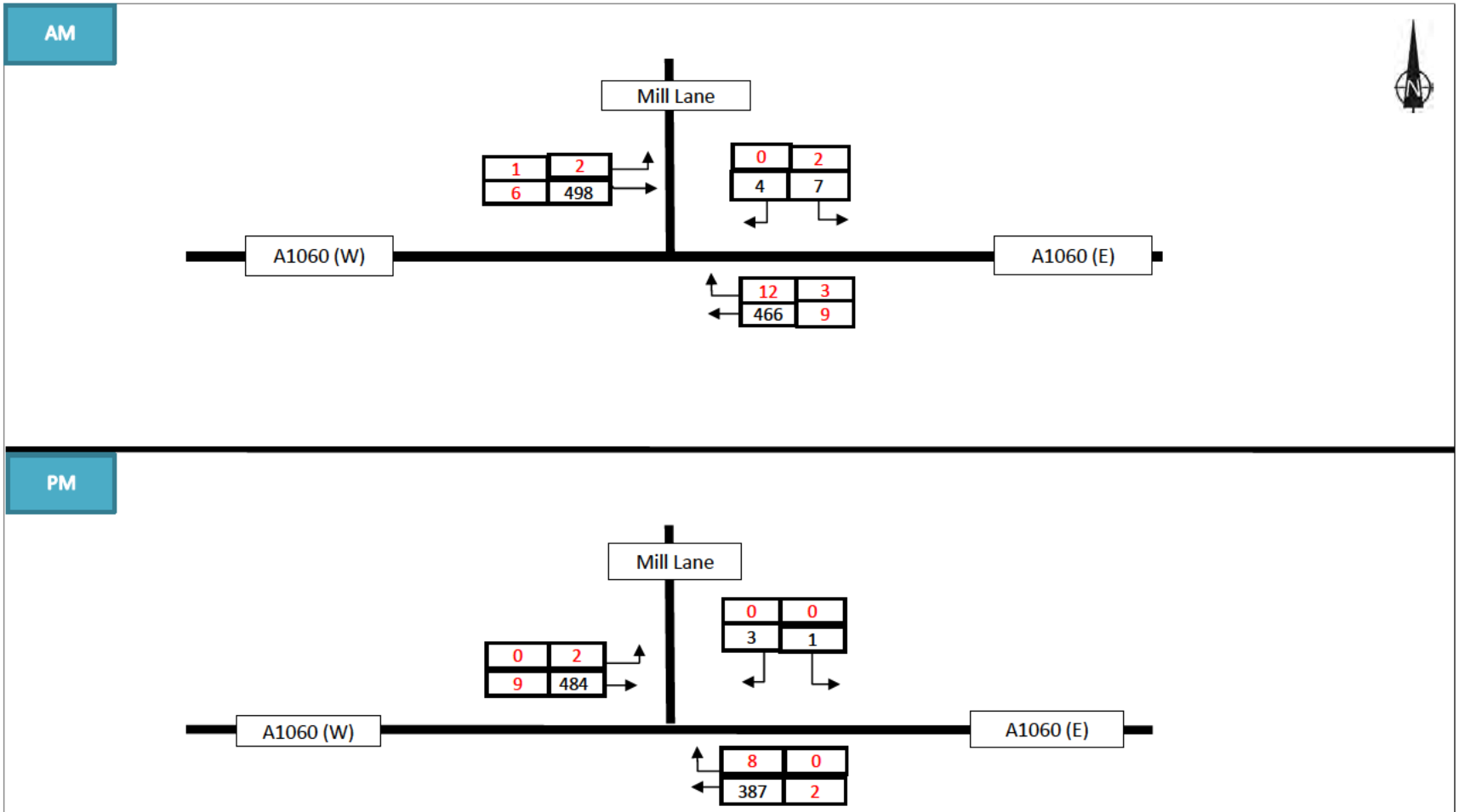
Land West of Mill Lane, Hatfield Heath
Holiday Cottage Development Trip Assignment Morning (0800-0900) and Evening(1700-1800) Peak Hours

FIGURE 5.4

Note: Traffic flows shown as total vehiclesand HGVs



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Land West of Mill Lane, Hatfield Heath
2024 + Completed Developments on Mill Lane + Development Traffic Flows Morning (0800-0900) and Evening(1700-1800) Peak Hours

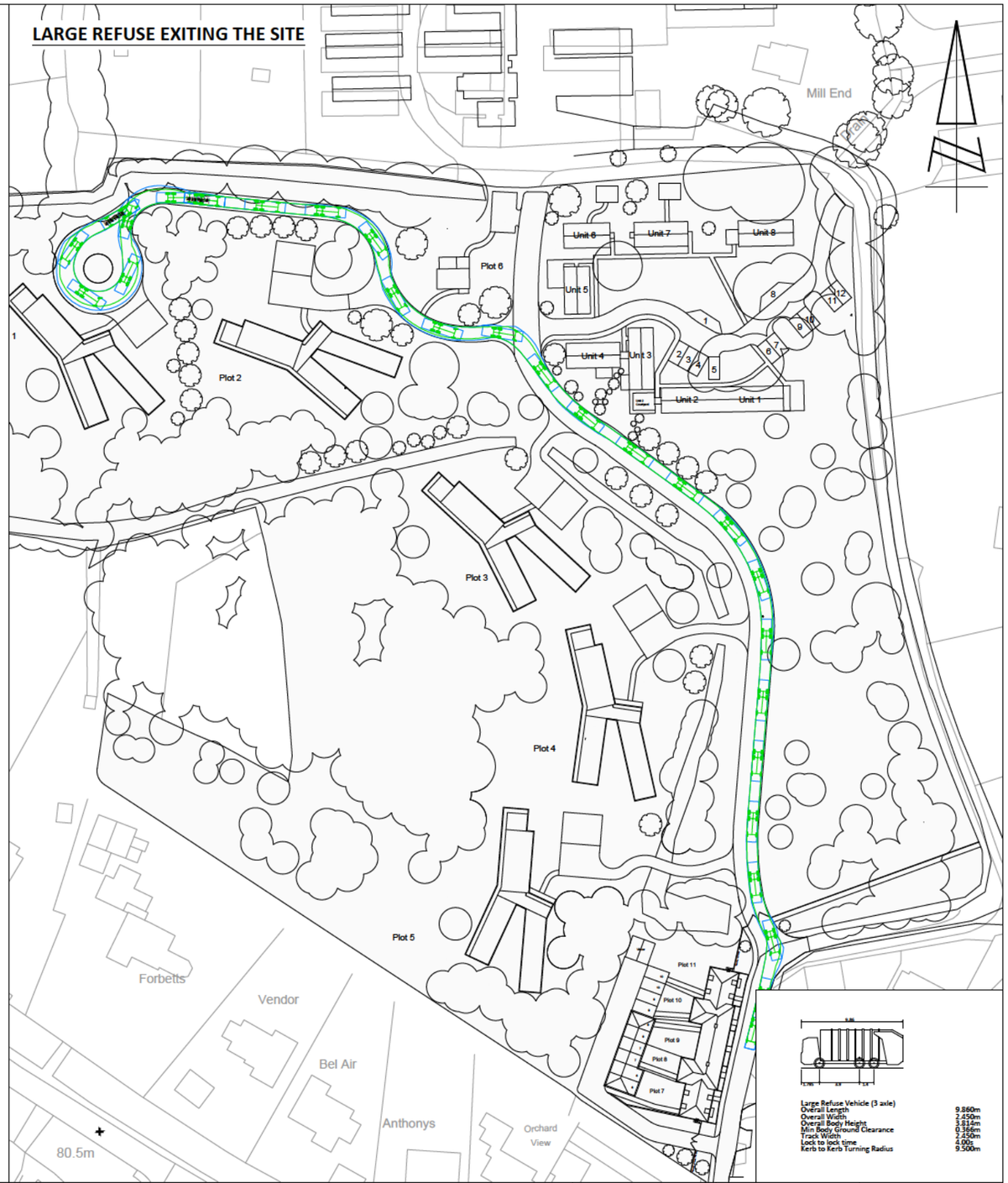
FIGURE 5.5

Note: Traffic flows shown as total vehicles/in PCUs

DRAWINGS

LARGE REFUSE ENTERING THE SITE

LARGE REFUSE EXITING THE SITE



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REV	DATE	BY	DESCRIPTION	CHK	APD
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C	14.08.17	AB	SITE LAYOUT UPDATED	SJ	SJ
B	21.10.16	MC	SITE LAYOUT UPDATED	SJ	SJ
A	05.10.16	MC	SWEPT PATHS UPDATED	SJ	SJ

STATUS: FOR INFORMATION

TITLE: VEHICLE SWEPT PATH ANALYSIS

PROJECT: LAND AT MILL LANE , HATFIELD HEATH

CLIENT: PELHAM STRUCTURES LIMITED

SCALE @ A3:	CHECKED:	APPROVED:
1:1250	SJ	SJ
FILE REF:	DRAWN:	DATE:
ITB11347	MC	03.10.16

DRAWING No: ITB11347-SK-001

PROJECT No: ITB11347

REV: D

T:\Projects\11000 Series Project Numbers\11347\TB Land at Mill Lane and High Features, Hatfield Heath\Tech\Acad\1Transport Drawings\Working Drawings\SK\ITB11347-SK-001 Rev D.dwg

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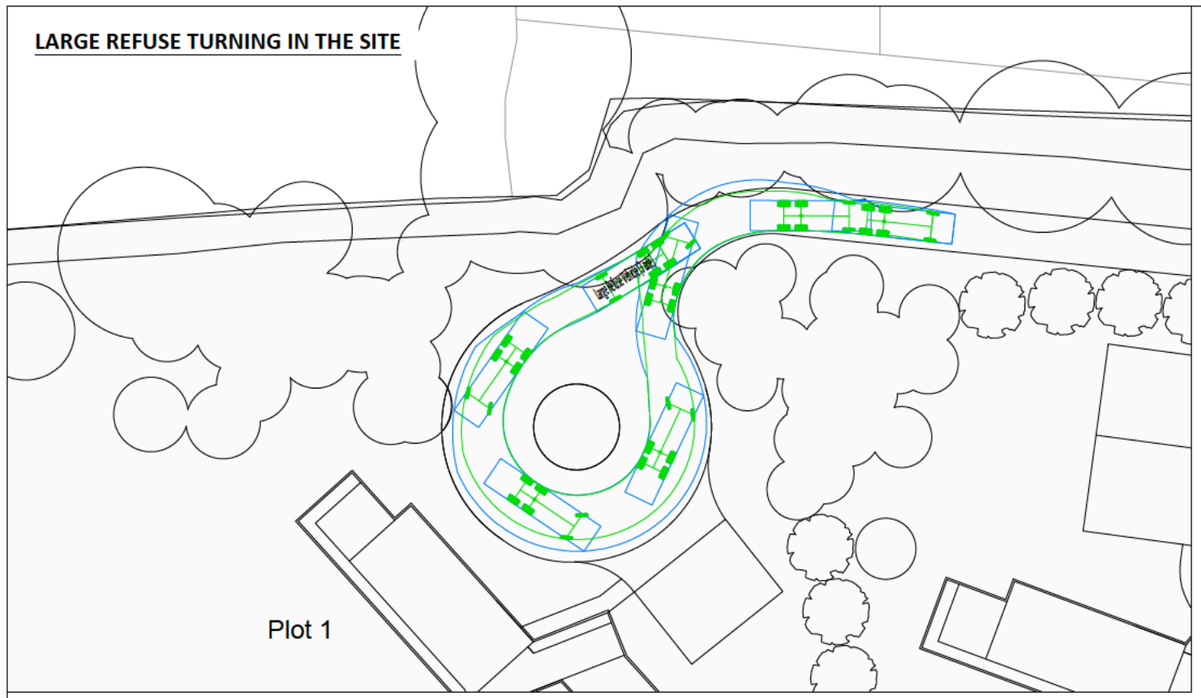

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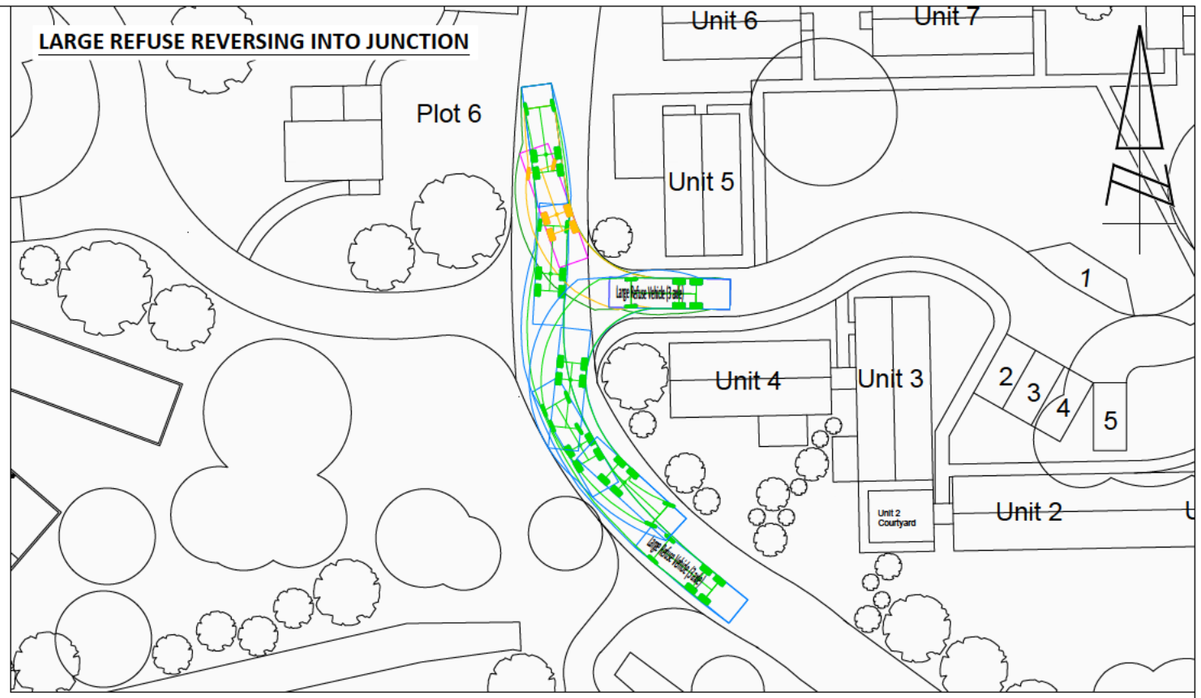

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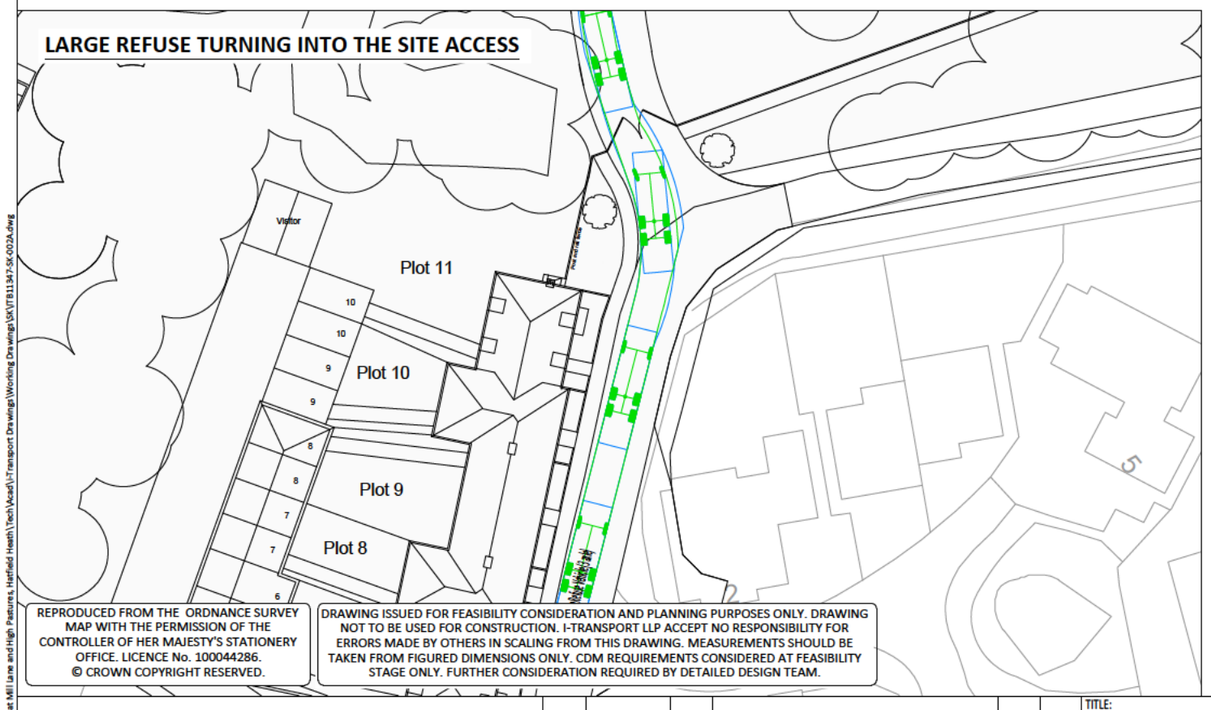

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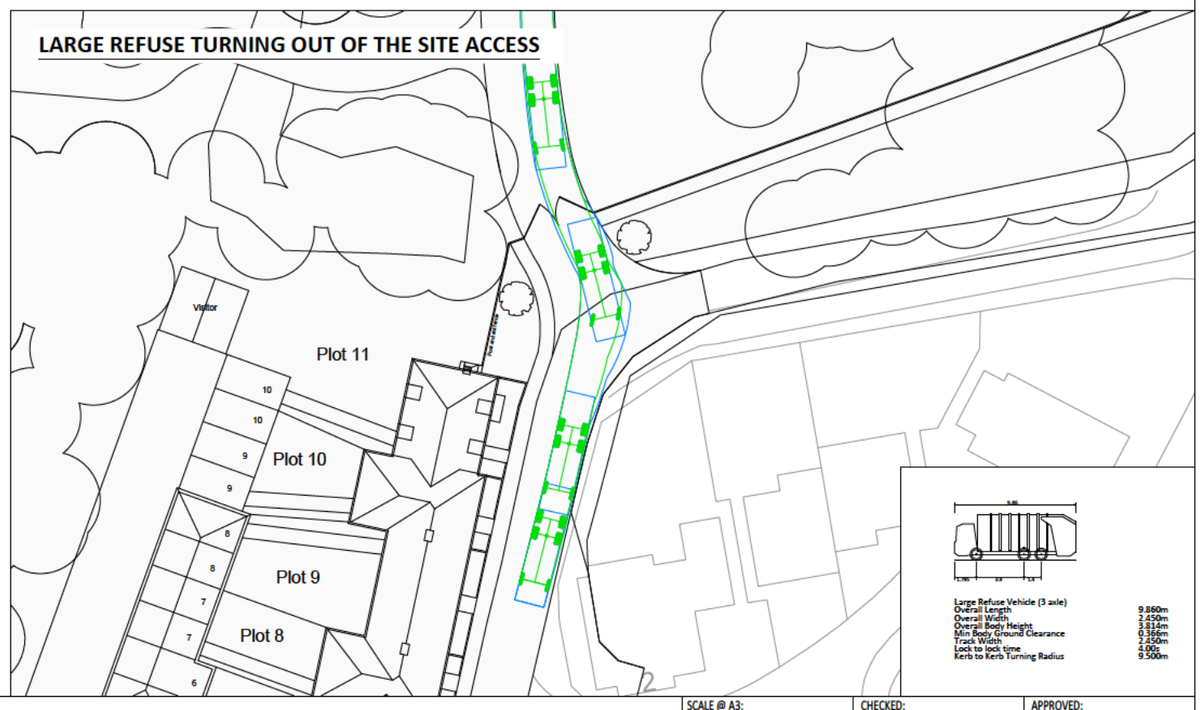

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STATUS: FOR INFORMATION

TITLE: VEHICLE SWEPT PATH ANALYSIS

PROJECT: LAND AT MILL LANE, HATFIELD HEATH

CLIENT: CITY AND COUNTRY

SCALE @ A3:	CHECKED:	APPROVED:
1:500	JO	JO
FILE REF:	DRAWN:	DATE:
ITB11347	JB	22.11.21

DRAWING No: ITB11347-SK-002

PROJECT No: ITB11347 REV: A

T:\Projects\11000 Series Project Numbers\11347\TB Land at Mill Lane and High Pastures, Hatfield Heath\Tech\Acad\i-Transport Drawings\Working Drawings\SK\ITB11347-SK-002A.dwg

Copper Beech
Trefreock
Forbetts
Vendor
Bel Air
Anthonys
The Hollies
Plot 4
Plot 5
Plot 11
Plot 10
Plot 9
Plot 8
Plot 7
Pond
Chapmans
80.5m
30
40
30
40
Hatfield Haven
Damala
Ivy Cottage
Heath Cottage
The Old Forge Cottage
Mill View
Lilac Cottage
Fourshaws
Rosemary Cottage
Wagon Mead
Drain
Track
The Mill
The Annexe
Tudor Lodge
82.0m
12
6
5
4
1
2
3
7
8
9
15
17
16

2.4m x 25m VISIBILITY SPLAY
25m INTERVISIBILITY
2.4m x 25m VISIBILITY SPLAY
Chapmans
Pond
INSET 1 - SCALE 1:250

25m INTERVISIBILITY
INSET 2 - SCALE 1:250

SCALE BAR @ 1:500
0 5 10 25 50

SCALE BAR @ 1:250
0 1 2 5 10 25

KEY:
HIGHWAY BOUNDARY BASED ON OS
CONSIDERED HISTORIC WIDTH OF BRIDLEWAY
INDICATIVE SITE BOUNDARY

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

i-Transport
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940

REV	DATE	BY	DESCRIPTION	CHK	APD
B	12.04.22	JB	UPDATED SITE LAYOUT	JO	SJ
A	20.08.21	JB	UPDATED HIGHWAY BOUNDARY & RED LINE	JO	SJ

STATUS: FOR PLANNING

TITLE: MILL LANE - PROPOSED SITE ACCESS
PROJECT: LAND AT MILL LANE, HATFIELD HEATH
CLIENT: PELHAM STRUCTURES LIMITED

SCALE @ A1: AS SHOWN	CHECKED: SJ	APPROVED: SJ
FILE REF: ITB11347	DRAWN: SH	DATE: 14.09.16
DRAWING No: ITB11347-GA-006		
PROJECT No: ITB11347		REV: B

INSET 2 - SCALE 1:20

CL82.152

es 84.253

82.01

EXISTING STEEL POST

SCALE BAR @ 1:20
0 0.5 1.0 2.0

INSET 1 - SCALE 1:200

OUTLINE OF BUILDING USING TOPOGRAPHIC SURVEY

EXISTING STEEL POST

22m FORWARD VISIBILITY CURVE

SCALE BAR @ 1:200
0 1 2 5 10 20

The Hollies

22m FORWARD VISIBILITY

EXISTING STEEL POST

SEE INSET 2

SEE INSET 1

MILL LA

STORTFORD ROAD

Hatfield Haven

Damala

Ivy Cottage

Heath Cottage

The Old Forge Cottage

Mill View

Track

SCALE BAR @ 1:500
0 5 10 25 50

FORWARD VISIBILITY CURVE

20MPH = 22m (MfS)

KEY:

HIGHWAY BOUNDARY BASED ON OS

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDEREED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640
Fax: 01256 338644

REV	DATE	BY	DESCRIPTION	CHK	APD
G	24.08.21	JB	HIGHWAY BOUNDARY UPDATED	JO	SJ
F	14.08.17	AB	MINOR AMENDMENTS	SJ	SJ
E	05.06.17	AB	MINOR AMENDMENTS	SJ	SJ
D	19.05.17	AB	MINOR AMENDMENTS	SJ	SJ
C	09.03.17	SH	MINOR AMENDMENTS	SJ	SJ
B	28.04.16	SH	MINOR AMENDMENTS	SJ	JCB

STATUS: DRAFT

TITLE: MILL LANE - FORWARD VISIBILITY CURVE

PROJECT: LAND AT MILL LANE, HATFIELD HEATH

CLIENT: PELHAM STRUCTURES LIMITED

SCALE @ A2:	CHECKED:	APPROVED:
AS SHOWN	SJ	JCB
FILE REF:	DRAWN:	DATE:
ITB11347	AB	MAR 2016

DRAWING No: ITB11347-GA-003

PROJECT No: ITB11347

REV: G

I:\Projects\11300 Series Project Numbers\11347\T\Land at Mill Lane and High Rd\Hatfield Heath\Draft\Aug\Transport Drawing\Working Drawings\ITB11347-GA-003 Rev G.dwg

APPENDIX A. Statutory Declaration

I, Cynthia Norah Marchant of 2 Mill Lane, Shoreham-by-Sea, West Sussex, BN43 5AB do solemnly and sincerely declare as follows:

1. My first Cousin, Richard Chapman Denes ('Richard') died on 11th January 2008 and I am one of the two proving Executrices of his last Will. Probate was granted to me out of the Brighton District Probate Registry on 24th March 2009.
2. At the time of his death Richard was the owner of Little Heath Farm and other land which he had inherited from my Aunt who was my mother's sister. She in turn had inherited the land from a Mr Denes who owned a lot of land and farms in the area. I do not know the date at which she inherited the farm house and land but, prior to the death of Mr Denes, she was already in occupation of the farm house.
3. Attached marked 'CNM1' is a plan showing Little Heath Farm and the land owned by him at the time of his death. The area shown cross-hatched black was sold off and has since been turned into a small area of housing known as 'Chapmans'. This area was where the Little Heath Farm house and barns were situated and where Richard lived. The land retained comprised an orchard, remaining paddock land to the east of Mill Lane and, buildings which had been previously used as a German/Italian Prisoner of War Camp in the Second World War.
4. From the time my Aunt occupied the house and land it was never used by her nor Richard as farm or agricultural land. At best my Aunt had what I would describe as a smallholding around the house and barns with chickens, pigs and other farmyard animals which were only ever kept and used for domestic purposes. Neither my Aunt nor Richard were farmers and they did not employ anyone on the land for those purposes.
5. At the time of Richard's death we were unable to claim Agricultural Relief for Inheritance Tax as the land had not been used for those purposes.

6. I knew the house and land well. My Aunt was known locally for keeping a pony and trap and she gave me the Pony which was kept on the paddock until that was sold in my teenage years. I visited the property during the war but more so afterwards and right up until the time of Richard's death.
7. In his latter years Richard become somewhat of a recluse letting the property, buildings and land fall into a state of disuse and disrepair. He became ill in the last couple of years and on my last two visits refused to see me. I had to check with neighbours that he was still alive.
8. Richard served in the Second World War in the RAF as a senior engineer based both in the UK and abroad and returned at the end of the War.
9. I am aware that there was some very old agricultural equipment kept on the land as I have seen pictures of tractors being driven by Richard. However, as far as I am aware these were only ever used by him for moving heavy engines and car parts or fencing for the land and boundaries with other properties and not for farming or agricultural purposes.
10. During the period of my Aunt's occupation the Prisoner of War Camp was built partly on the land and partly on land separated from it to the north. As a very young child at this time I was naturally kept well away and told to stay away from this area but certainly recall at all times references to 'the camp road' having been constructed for access to the camp. I also recall that this was adjacent to the farm house on the other side of Mill Lane and was accessed through a gate. I am unable to identify exactly where that access was on any current plans.
11. After the war ended Richard lived in the farm house and utilised the former Prisoner of War Camp buildings exclusively for his inventions, mechanical engineering, repairs and storage. He was particularly interested in motorbikes and buying and restoring

vintage cars. He also undertook commercial vehicle and mechanical repairs. Richard was known locally as the man to go to for any repairs or restorations of any nature. He was also extremely interested in engineering and scientific research and the theory of perpetual motion with which he was heavily involved.

12. At all times that I went to see Richard, the former Prisoner of War buildings were used for the purposes described at 11 above. There was naturally an overspill of vehicles, materials and equipment around the said buildings and into the surrounding land.

AND I make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of the Statutory Declaration Acts 1835

Declared by the said
CYNTHIA NORAH MARCHANT
At

[redacted]

This 27th day of November 2019

Before m[redacted]

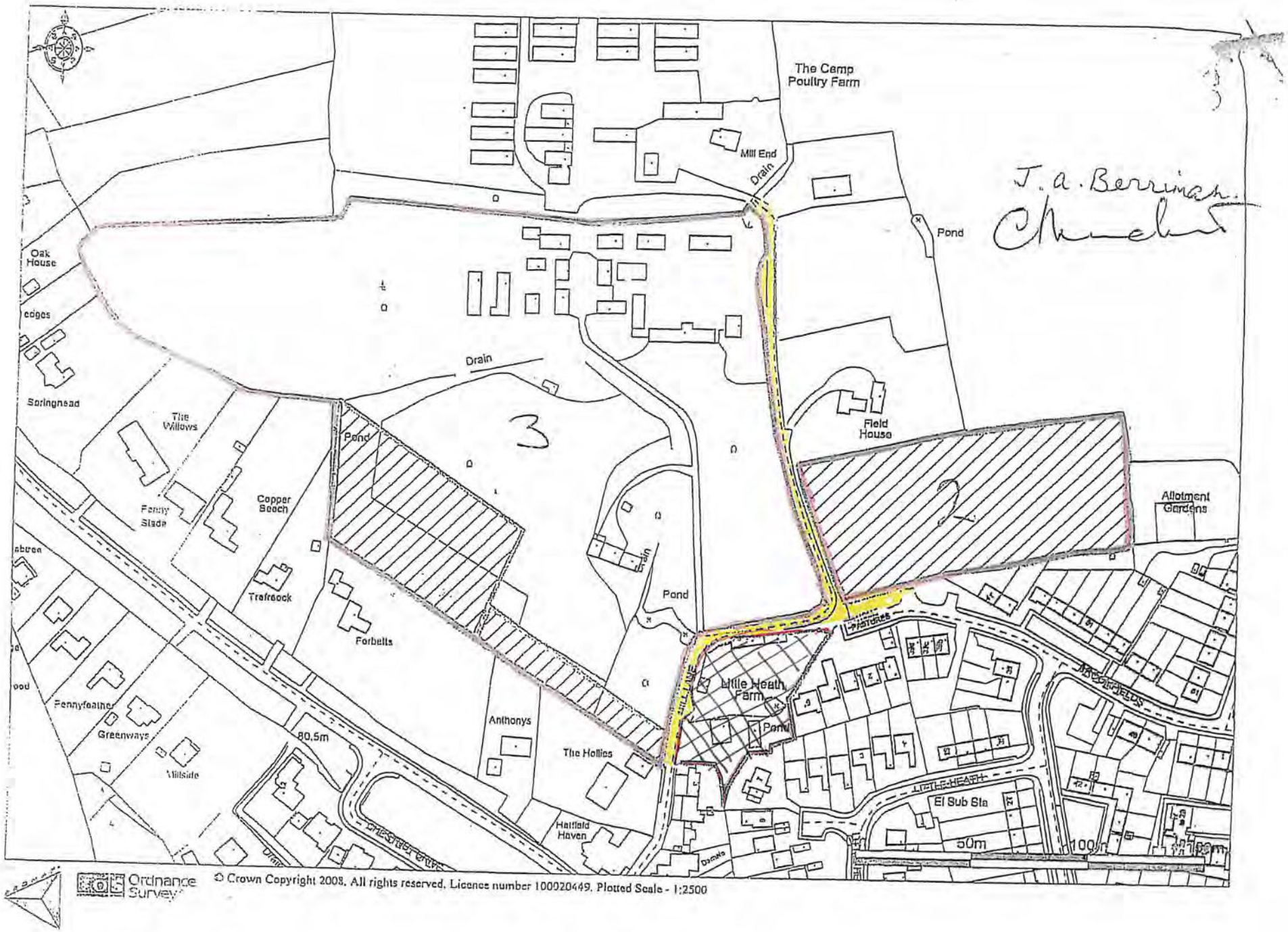
Solicitor/Commissioner for Oaths

THIS IS THE EXHIBIT REFERRED TO IN THE STATUTORY DECLARATION OF **CYNTHIA NORAH MARCHANT** AND MARKED "CNM 1" AND SWORN THIS 27TH DAY OF NOVEMBER 2019

BEFORE ME,

[redacted]

~~SOLICITOR/COMMISSION FOR OATHS~~


The Camp
Poultry Farm
Mill End
Drain
Pond
J. a. Berriman.
Oak House
edges
Springhead
The Willows
Drain
3
Pond
Field House
Allotment Gardens
Copper Beech
Fenny Slade
Trafrock
Forbells
Pond
Drain
Pond
Little Heath Farm
Pond
Anthonys
The Hollies
Fennyfeather
Greenways
Millside
80.5m
Hatfield Haven
El Sub Sta
50m
100m
Ordnance Survey
© Crown Copyright 2008. All rights reserved. Licence number 100020449. Plotted Scale - 1:2500

APPENDIX B. Proposed Site Layout

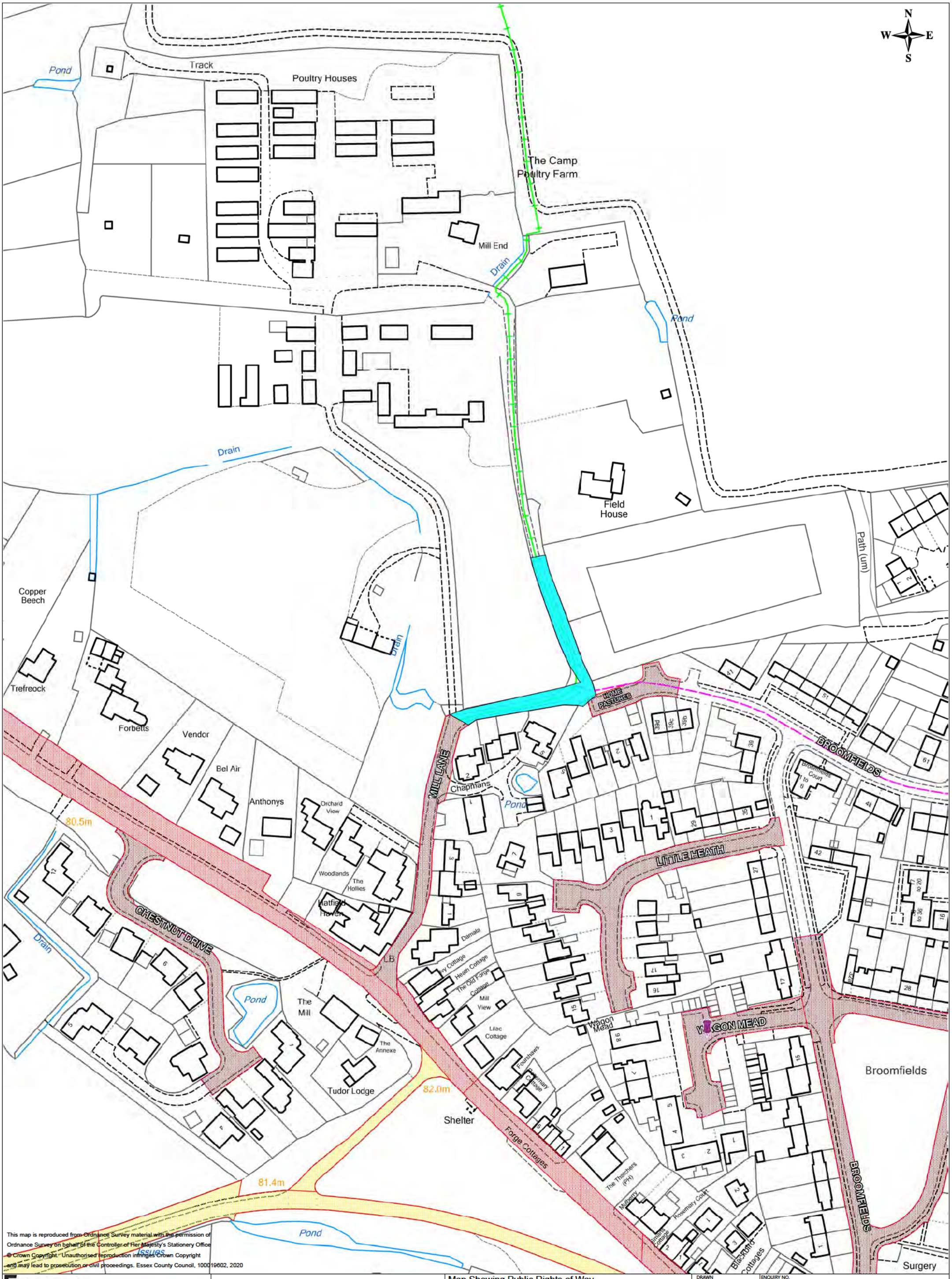
Proposed Site Plan
Little Heath, Hatfield Heath

Pelham Structures LIMITED
Unit 3, Bricas Yard, Butts Green, Clavering, Essex CB11 4RT.
Tel: 01799 551261, Fax: 01799 551294, Email: info@pelham-structures.co.uk

Project name: Little Heath, Hatfield Heath		
Drawing title: Proposed Site Plan		
Scale: 1:500	Date: 27.10.2021	Drawing no: 571x02
Paper: A1 Paper	Drawn: HLW	

Dimensions are in millimeters unless otherwise stated. Do not scale from this drawing. If in doubt, ask.

APPENDIX C. Highway Boundary Plan



Essex Highways

Essex Highways
County Hall, Chelmsford. CM1 1QH
Tel: 0345 6037631

DRAWING TITLE

MILL LANE
HATFIELD HEATH

This information is given with the proviso that where there is a roadside ditch or pond, that ditch or pond and any land to the rear would not normally form part of the highway even where the ditch or pond has been filled.

Map Showing Public Rights of Way

Footpaths
Bridleways
Restricted Byways
Byways

Please note; This map is for general reference purposes only. It cannot be used to prove or disprove the existence or alignment of a public path. In the event of any dispute or query, and for all legal purposes, always refer to the statutory Definitive Map of Public Rights of Way.

DRAWN: GF	ENQUIRY NO.: 2732906
DATE: 19/8/2021	FILE REF.: N/A
DRAWING STATUS: FINAL	
DRAWING UNITS U.N.O: DIMENSIONS IN MILLIMETRES LEVELS IN METRES	SCALE AT A3 (297x420mm): AS SHOWN

APPENDIX D. 2017 ATC Survey Data

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 31/07/2017
Road Name: Mill Lane

Prepared by: Richard Collins
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
31/07/2017	-	-
01/08/2017	-	-
02/08/2017	-	-
03/08/2017	-	-
04/08/2017	11.6	14.3
05/08/2017	11.4	13.2
06/08/2017	12.6	15.7
07/08/2017	11.0	13.9
08/08/2017	12.2	14.8
09/08/2017	12.1	15.7
10/08/2017	11.5	13.6
11/08/2017	12.0	14.6
12/08/2017	11.7	14.3
13/08/2017	7.8	-
14/08/2017	-	-
15/08/2017	-	-
16/08/2017	-	-
17/08/2017	-	-
18/08/2017	-	-
19/08/2017	-	-
20/08/2017	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
31/07/2017	-	-
01/08/2017	-	-
02/08/2017	-	-
03/08/2017	-	-
04/08/2017	13.7	15.4
05/08/2017	11.4	13.2
06/08/2017	12.3	15.9
07/08/2017	11.4	14.3
08/08/2017	12.4	14.8
09/08/2017	11.7	14.3
10/08/2017	11.7	14.3
11/08/2017	12.1	15.0
12/08/2017	12.1	14.8
13/08/2017	11.6	13.9
14/08/2017	-	-
15/08/2017	-	-
16/08/2017	-	-
17/08/2017	-	-
18/08/2017	-	-
19/08/2017	-	-
20/08/2017	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

APPENDIX E. 2016 Surveyed Traffic Data

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

Arm A: A1060 Stortford Rd (NW)
Arm B: Mill Lane
Arm C: A1060 Stortford Rd (SE)

	A to A									A to C									A to B								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total
07:00								0	0	34	10	0	0	1	0	0	1	45	0	0	0	0	0	0	0	0	0
07:15								0	0	38	11	0	0	0	1	0	0	50	0	0	0	0	0	0	0	0	0
07:30								0	0	83	24	0	0	0	1	0	0	108	0	0	0	0	0	0	0	0	0
07:45								0	0	83	18	1	0	0	1	0	1	103	0	0	0	0	0	0	0	0	0
08:00								0	0	98	19	2	0	1	1	0	3	121	0	1	0	0	0	0	0	0	1
08:15								0	0	113	12	0	0	1	1	0	1	127	0	0	0	0	0	0	0	0	0
08:30								0	0	106	10	2	0	0	0	0	2	118	0	0	1	0	0	0	0	1	1
08:45								0	0	87	10	0	0	0	1	0	0	98	0	0	0	0	0	0	0	0	0
09:00								0	0	68	10	2	0	0	0	0	2	80	0	0	0	0	0	0	0	0	0
09:15								0	0	52	15	2	1	1	0	1	4	71	0	0	0	0	0	0	0	0	0
09:30								0	0	58	8	2	0	0	0	0	2	68	0	1	0	0	0	0	0	0	1
09:45								0	0	34	5	0	0	0	0	0	0	39	1	0	0	0	0	0	0	0	1
16:00								0	0	72	10	0	0	1	3	0	1	86	0	0	0	0	0	0	0	0	0
16:15								0	0	67	8	0	0	2	1	2	2	78	0	0	0	0	0	0	0	0	0
16:30								0	0	71	12	0	0	0	0	1	0	83	3	0	0	0	0	0	0	0	3
16:45								0	0	65	16	0	0	0	0	0	0	81	0	0	0	0	0	0	0	0	0
17:00								0	0	85	12	2	0	0	0	1	2	99	0	0	0	0	0	0	0	0	0
17:15								0	0	93	22	1	1	1	0	0	3	118	0	0	0	0	0	0	0	0	0
17:30								0	0	96	11	1	0	1	1	1	2	110	0	0	0	0	0	0	0	0	0
17:45								0	0	110	13	1	0	0	1	0	1	125	1	0	0	0	0	0	0	0	1
18:00								0	0	63	9	0	0	0	0	0	0	72	0	0	0	0	0	0	0	0	0
18:15								0	0	50	6	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0
18:30								0	0	46	2	1	0	1	0	0	2	50	1	0	0	0	0	0	0	0	1
18:45								0	0	57	6	0	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0
Start Time	**Rolling Hour**								**Total**	**Rolling Hour**								**Total**	**Rolling Hour**								**Total**
07:00	0	0	0	0	0	0	0	0	0	238	63	1	0	1	3	0	2	306	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	302	72	3	0	1	4	0	4	382	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	377	73	3	0	2	4	0	5	459	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	400	59	5	0	2	3	0	7	469	0	1	1	0	0	0	0	1	2
08:00	0	0	0	0	0	0	0	0	0	404	51	4	0	2	3	0	6	464	0	1	1	0	0	0	0	1	2
08:15	0	0	0	0	0	0	0	0	0	374	42	4	0	1	2	0	5	423	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	313	45	6	1	1	1	1	8	367	0	0	1	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	265	43	6	1	1	1	1	8	317	0	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	212	38	6	1	1	0	1	8	258	1	1	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	275	46	0	0	3	4	3	3	328	3	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	288	48	2	0	2	1	4	4	341	3	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	314	62	3	1	1	0	2	5	381	3	0	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	339	61	4	1	2	1	2	7	408	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	384	58	5	1	2	2	2	8	452	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	362	55	3	1	2	2	1	6	425	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	319	39	2	0	1	2	1	3	363	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	269	30	2	0	1	1	0	3	303	2	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	216	23	1	0	1	0	0	2	241	1	0	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

Arm A: A1060 Stortford Rd (NW)
Arm B: Mill Lane
Arm C: A1060 Stortford Rd (SE)

	B to B									B to A									B to C								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total
07:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15								0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30								0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45								0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:00								0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	2
08:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30								0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	2
08:45								0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
09:00								0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1	3
09:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30								0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	2	4
09:45								0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
16:00								0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
16:15								0	0	0	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	3
16:30								0	0	1	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	8
16:45								0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
17:00								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15								0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45								0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:00								0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
18:15								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45								0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Start Time	**Rolling Hour**								**Total**	**Rolling Hour**								**Total**	**Rolling Hour**								**Total**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	2	5
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	2	4
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	1	3	0	0	0	0	3	5
08:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	2	1	2	0	0	0	0	2	5
08:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	4	0	2	0	0	0	0	2	6
08:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	4	0	2	0	0	0	0	2	6
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	2	2	1	0	0	0	3	8
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	1	0	0	0	3	9
16:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	9	4	1	0	0	0	0	1	14
16:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	8	3	1	0	0	0	0	1	12
16:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	8	2	0	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

Arm A: A1060 Stortford Rd (NW)
Arm B: Mill Lane
Arm C: A1060 Stortford Rd (SE)

	C to C									C to B									C to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	HGV	Total
07:00								0	0	1	0	0	0	0	0	0	0	1	26	14	0	0	0	0	0	0	40
07:15								0	0	2	1	0	0	0	0	0	0	3	46	11	2	0	0	0	1	2	59
07:30								0	0	1	0	0	0	0	0	0	0	1	77	14	0	0	2	0	0	2	93
07:45								0	0	1	0	0	0	0	0	0	0	1	107	17	0	0	0	1	0	0	125
08:00								0	0	1	0	1	1	0	0	0	2	3	130	15	0	0	2	0	0	2	147
08:15								0	0	0	0	0	0	0	0	0	0	0	108	12	0	0	1	1	0	1	122
08:30								0	0	3	2	1	0	0	0	0	1	6	72	8	2	0	1	0	0	3	83
08:45								0	0	0	1	0	0	0	0	0	0	1	67	13	1	1	0	0	0	2	82
09:00								0	0	0	1	0	0	0	0	0	0	1	67	10	0	0	0	0	0	0	77
09:15								0	0	0	0	0	0	0	0	0	0	0	52	7	1	0	0	0	0	1	60
09:30								0	0	2	1	0	0	0	0	0	0	3	42	8	2	1	0	0	2	3	53
09:45								0	0	0	1	0	0	0	0	0	0	1	50	5	1	0	1	0	0	2	57
16:00								0	0	0	0	0	0	0	0	0	0	0	60	12	0	0	0	1	0	0	73
16:15								0	0	1	0	1	0	0	0	0	1	2	60	11	0	0	0	0	0	0	71
16:30								0	0	0	1	0	0	0	0	0	0	1	57	11	0	0	0	1	0	0	69
16:45								0	0	0	0	0	0	0	0	0	0	0	71	17	0	0	1	0	1	1	89
17:00								0	0	0	0	0	0	0	0	0	0	0	83	9	0	0	0	0	0	0	92
17:15								0	0	0	0	0	0	0	0	0	0	0	87	7	0	0	0	1	0	0	95
17:30								0	0	2	0	0	0	0	0	0	0	2	68	8	1	0	0	3	1	1	80
17:45								0	0	0	2	0	0	0	0	0	0	2	80	12	0	0	1	1	0	1	94
18:00								0	0	1	0	0	0	0	0	0	0	1	73	7	0	0	0	1	0	0	81
18:15								0	0	1	0	0	0	0	0	0	0	1	68	12	0	1	0	1	0	1	82
18:30								0	0	2	0	0	0	0	0	0	0	2	48	11	0	0	0	0	1	0	59
18:45								0	0	1	0	0	0	0	0	0	0	1	50	5	0	0	0	0	0	0	55
Start Time	**Rolling Hour**								**Total**	**Rolling Hour**								**Total**	**Rolling Hour**								**Total**
07:00	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	256	56	2	0	2	1	1	4	317
07:15	0	0	0	0	0	0	0	0	0	5	1	1	1	0	0	0	2	8	360	57	2	0	4	1	1	6	424
07:30	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	2	5	422	58	0	0	5	2	0	5	487
07:45	0	0	0	0	0	0	0	0	0	5	2	2	1	0	0	0	3	10	417	52	2	0	4	2	0	6	477
08:00	0	0	0	0	0	0	0	0	0	4	3	2	1	0	0	0	3	10	377	48	3	1	4	1	0	8	434
08:15	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	1	8	314	43	3	1	2	1	0	6	364
08:30	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	1	8	258	38	4	1	1	0	0	6	302
08:45	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	228	38	4	2	0	0	2	6	272
09:00	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	211	30	4	1	1	0	2	6	247
16:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3	248	51	0	0	1	2	1	1	302
16:15	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3	271	48	0	0	1	1	1	1	321
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	298	44	0	0	1	2	1	1	345
16:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	309	41	1	0	1	4	2	2	356
17:00	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	318	36	1	0	1	5	1	2	361
17:15	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	308	34	1	0	1	6	1	2	350
17:30	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	289	39	1	1	1	6	1	3	337
17:45	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	269	42	0	1	1	3	1	2	316
18:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	239	35	0	1	0	2	1	1	277

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	34	10	0	0	1	0	0	45	26	14	0	0	0	0	0	40
07:15	38	11	0	0	0	1	0	50	46	11	2	0	0	0	1	60
07:30	83	24	0	0	0	1	0	108	77	14	0	0	2	0	0	93
07:45	83	18	1	0	0	1	0	103	107	17	0	0	0	1	0	125
08:00	98	20	2	0	1	1	0	122	131	15	0	0	2	0	0	148
08:15	113	12	0	0	1	1	0	127	108	12	0	0	1	1	0	122
08:30	106	10	3	0	0	0	0	119	73	8	2	0	1	0	0	84
08:45	87	10	0	0	0	1	0	98	67	14	1	1	0	0	0	83
09:00	68	10	2	0	0	0	0	80	67	10	0	0	0	0	0	77
09:15	52	15	2	1	1	0	1	72	52	7	1	0	0	0	0	60
09:30	58	9	2	0	0	0	0	69	42	8	2	1	0	0	2	55
09:45	35	5	0	0	0	0	0	40	50	5	1	0	1	0	0	57
16:00	72	10	0	0	1	3	0	86	60	12	0	0	0	1	0	73
16:15	67	8	0	0	2	1	2	80	60	12	0	0	0	0	0	72
16:30	74	12	0	0	0	0	1	87	58	11	0	0	0	1	0	70
16:45	65	16	0	0	0	0	0	81	72	17	0	0	1	0	1	91
17:00	85	12	2	0	0	0	1	100	83	9	0	0	0	0	0	92
17:15	93	22	1	1	1	0	0	118	87	7	0	0	0	1	0	95
17:30	96	11	1	0	1	1	1	111	68	8	1	0	0	3	1	81
17:45	111	13	1	0	0	1	0	126	81	13	0	0	1	1	0	96
18:00	63	9	0	0	0	0	0	72	73	8	0	0	0	1	0	82
18:15	50	6	0	0	0	0	0	56	68	12	0	1	0	1	0	82
18:30	47	2	1	0	1	0	0	51	48	11	0	0	0	0	1	60
18:45	57	6	0	0	0	0	0	63	50	5	0	0	0	0	0	55
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	238	63	1	0	1	3	0	306	256	56	2	0	2	1	1	318
07:15	302	73	3	0	1	4	0	383	361	57	2	0	4	1	1	426
07:30	377	74	3	0	2	4	0	460	423	58	0	0	5	2	0	488
07:45	400	60	6	0	2	3	0	471	419	52	2	0	4	2	0	479
08:00	404	52	5	0	2	3	0	466	379	49	3	1	4	1	0	437
08:15	374	42	5	0	1	2	0	424	315	44	3	1	2	1	0	366
08:30	313	45	7	1	1	1	1	369	259	39	4	1	1	0	0	304
08:45	265	44	6	1	1	1	1	319	228	39	4	2	0	0	2	275
09:00	213	39	6	1	1	0	1	261	211	30	4	1	1	0	2	249
16:00	278	46	0	0	3	4	3	334	250	52	0	0	1	2	1	306
16:15	291	48	2	0	2	1	4	348	273	49	0	0	1	1	1	325
16:30	317	62	3	1	1	0	2	386	300	44	0	0	1	2	1	348
16:45	339	61	4	1	2	1	2	410	310	41	1	0	1	4	2	359
17:00	385	58	5	1	2	2	2	455	319	37	1	0	1	5	1	364
17:15	363	55	3	1	2	2	1	427	309	36	1	0	1	6	1	354
17:30	320	39	2	0	1	2	1	365	290	41	1	1	1	6	1	341
17:45	271	30	2	0	1	1	0	305	270	44	0	1	1	3	1	320
18:00	217	23	1	0	1	0	0	242	239	36	0	1	0	2	1	279

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
07:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
08:00	1	1	1	0	0	0	0	3	1	1	1	1	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	1	0	0	0	0	3	3	2	2	0	0	0	0	7
08:45	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
09:00	2	0	1	0	0	0	0	3	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	2	1	1	0	0	0	4	2	2	0	0	0	0	0	4
09:45	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
16:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	1	2	1	0	0	0	0	4	1	0	1	0	0	0	0	2
16:30	7	2	0	0	0	0	0	9	3	1	0	0	0	0	0	4
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
18:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
Start Time	**Rolling Hour**							**Total**	**Rolling Hour**							**Total**
07:00	1	1	1	0	0	0	0	3	5	1	0	0	0	0	0	6
07:15	2	2	2	0	0	0	0	6	5	2	1	1	0	0	0	9
07:30	1	2	2	0	0	0	0	5	3	1	1	1	0	0	0	6
07:45	3	1	3	0	0	0	0	7	5	3	3	1	0	0	0	12
08:00	4	2	2	0	0	0	0	8	4	4	3	1	0	0	0	12
08:15	5	1	2	0	0	0	0	8	3	4	2	0	0	0	0	9
08:30	5	1	2	0	0	0	0	8	3	4	2	0	0	0	0	9
08:45	3	3	2	1	0	0	0	9	2	4	0	0	0	0	0	6
09:00	3	3	2	1	0	0	0	9	3	4	0	0	0	0	0	7
16:00	11	5	1	0	0	0	0	17	4	1	1	0	0	0	0	6
16:15	10	4	1	0	0	0	0	15	4	1	1	0	0	0	0	6
16:30	10	2	0	0	0	0	0	12	3	1	0	0	0	0	0	4
16:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:00	2	1	0	0	0	0	0	3	3	2	0	0	0	0	0	5
17:15	3	2	0	0	0	0	0	5	4	2	0	0	0	0	0	6
17:30	2	2	0	0	0	0	0	4	5	2	0	0	0	0	0	7
17:45	2	2	0	0	0	0	0	4	6	2	0	0	0	0	0	8
18:00	3	1	0	0	0	0	0	4	6	0	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	27	14	0	0	0	0	0	41	34	10	0	0	1	0	0	45
07:15	48	12	2	0	0	0	1	63	39	11	0	0	0	1	0	51
07:30	78	14	0	0	2	0	0	94	83	25	0	0	0	1	0	109
07:45	108	17	0	0	0	1	0	126	83	18	2	0	0	1	0	104
08:00	131	15	1	1	2	0	0	150	98	20	3	0	1	1	0	123
08:15	108	12	0	0	1	1	0	122	113	12	0	0	1	1	0	127
08:30	75	10	3	0	1	0	0	89	107	10	3	0	0	0	0	120
08:45	67	14	1	1	0	0	0	83	88	10	0	0	0	1	0	99
09:00	67	11	0	0	0	0	0	78	70	10	3	0	0	0	0	83
09:15	52	7	1	0	0	0	0	60	52	15	2	1	1	0	1	72
09:30	44	9	2	1	0	0	2	58	58	10	3	1	0	0	0	72
09:45	50	6	1	0	1	0	0	58	35	6	0	0	0	0	0	41
16:00	60	12	0	0	0	1	0	73	73	11	0	0	1	3	0	88
16:15	61	11	1	0	0	0	0	73	68	9	1	0	2	1	2	83
16:30	57	12	0	0	0	1	0	70	77	14	0	0	0	0	1	92
16:45	71	17	0	0	1	0	1	90	66	16	0	0	0	0	0	82
17:00	83	9	0	0	0	0	0	92	85	12	2	0	0	0	1	100
17:15	87	7	0	0	0	1	0	95	94	22	1	1	1	0	0	119
17:30	70	8	1	0	0	3	1	83	96	11	1	0	1	1	1	111
17:45	80	14	0	0	1	1	0	96	110	13	1	0	0	1	0	125
18:00	74	7	0	0	0	1	0	82	64	9	0	0	0	0	0	73
18:15	69	12	0	1	0	1	0	83	50	6	0	0	0	0	0	56
18:30	50	11	0	0	0	0	1	62	46	2	1	0	1	0	0	50
18:45	51	5	0	0	0	0	0	56	59	6	0	0	0	0	0	65
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	261	57	2	0	2	1	1	324	239	64	2	0	1	3	0	309
07:15	365	58	3	1	4	1	1	433	303	74	5	0	1	4	0	387
07:30	425	58	1	1	5	2	0	492	377	75	5	0	2	4	0	463
07:45	422	54	4	1	4	2	0	487	401	60	8	0	2	3	0	474
08:00	381	51	5	2	4	1	0	444	406	52	6	0	2	3	0	469
08:15	317	47	4	1	2	1	0	372	378	42	6	0	1	2	0	429
08:30	261	42	5	1	1	0	0	310	317	45	8	1	1	1	1	374
08:45	230	41	4	2	0	0	2	279	268	45	8	2	1	1	1	326
09:00	213	33	4	1	1	0	2	254	215	41	8	2	1	0	1	268
16:00	249	52	1	0	1	2	1	306	284	50	1	0	3	4	3	345
16:15	272	49	1	0	1	1	1	325	296	51	3	0	2	1	4	357
16:30	298	45	0	0	1	2	1	347	322	64	3	1	1	0	2	393
16:45	311	41	1	0	1	4	2	360	341	61	4	1	2	1	2	412
17:00	320	38	1	0	1	5	1	366	385	58	5	1	2	2	2	455
17:15	311	36	1	0	1	6	1	356	364	55	3	1	2	2	1	428
17:30	293	41	1	1	1	6	1	344	320	39	2	0	1	2	1	365
17:45	273	44	0	1	1	3	1	323	270	30	2	0	1	1	0	304
18:00	244	35	0	1	0	2	1	283	219	23	1	0	1	0	0	244

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02859
Junction Number: Site 1

Date of Survey: 28.09.2016
Junction Name: A1060 Stortford Road / Mill Lane
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	61	24	0	0	1	0	0	86
07:15	87	23	2	0	0	1	1	114
07:30	161	39	0	0	2	1	0	203
07:45	191	35	2	0	0	2	0	230
08:00	230	36	4	1	3	1	0	275
08:15	221	24	0	0	2	2	0	249
08:30	183	20	7	0	1	0	0	211
08:45	155	25	1	1	0	1	0	183
09:00	137	21	3	0	0	0	0	161
09:15	104	22	3	1	1	0	1	132
09:30	102	20	5	2	0	0	2	131
09:45	86	12	1	0	1	0	0	100
16:00	133	23	0	0	1	4	0	161
16:15	129	21	2	0	2	1	2	157
16:30	138	26	0	0	0	1	1	166
16:45	138	33	0	0	1	0	1	173
17:00	168	21	2	0	0	0	1	192
17:15	181	29	1	1	1	1	0	214
17:30	166	19	2	0	1	4	2	194
17:45	192	28	1	0	1	2	0	224
18:00	138	17	0	0	0	1	0	156
18:15	119	18	0	1	0	1	0	139
18:30	97	13	1	0	1	0	1	113
18:45	110	11	0	0	0	0	0	121
Start Time	Rolling Hour							Total
07:00	500	121	4	0	3	4	1	633
07:15	669	133	8	1	5	5	1	822
07:30	803	134	6	1	7	6	0	957
07:45	825	115	13	1	6	5	0	965
08:00	789	105	12	2	6	4	0	918
08:15	696	90	11	1	3	3	0	804
08:30	579	88	14	2	2	1	1	687
08:45	498	88	12	4	1	1	3	607
09:00	429	75	12	3	2	0	3	524
16:00	538	103	2	0	4	6	4	657
16:15	573	101	4	0	3	2	5	688
16:30	625	109	3	1	2	2	3	745
16:45	653	102	5	1	3	5	4	773
17:00	707	97	6	1	3	7	3	824
17:15	677	93	4	1	3	8	2	788
17:30	615	82	3	1	2	8	2	713
17:45	546	76	2	1	2	4	1	632
18:00	464	59	1	1	1	2	1	529

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 21/03/2016
Road Name: Mi l Lane
Flow from : Mi l Lane (S) **to:** Mi l Lane (N)
Vehicle Classification: A l Veh cles

Prepared by: James A lam
Checked by: Luke Martin

Hour Ending	Monday 21/03/2016	Tuesday 22/03/2016	Wednesday 23/03/2016	Thursday 24/03/2016	Friday 25/03/2016	Saturday 26/03/2016	Sunday 27/03/2016	Monday 28/03/2016	Tuesday 29/03/2016	Wednesday 30/03/2016	Thursday 31/03/2016	Friday 01/04/2016	Saturday 02/04/2016	Sunday 03/04/2016	Monday 04/04/2016	Tuesday 05/04/2016	Wednesday 06/04/2016	Thursday 07/04/2016	Friday 08/04/2016	Saturday 09/04/2016	Sunday 10/04/2016
01:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0
05:00	*	*	*	*	*	*	0	4	2	4	6	3	0	0	5	3	3	3	1	0	0
06:00	*	*	*	*	*	*	0	0	4	2	1	3	0	0	4	2	1	2	0	0	0
07:00	*	*	*	*	*	*	0	1	5	7	5	3	0	0	7	4	5	3	4	0	0
08:00	*	*	*	*	*	*	1	4	7	4	4	3	1	0	6	4	8	2	2	0	1
09:00	*	*	*	*	*	*	0	0	6	2	5	4	0	0	5	5	5	3	7	0	0
10:00	*	*	*	*	*	*	0	0	4	2	3	8	1	0	3	5	2	3	0	0	0
11:00	*	*	*	*	*	*	0	1	4	3	3	3	0	0	5	1	8	5	4	1	0
12:00	*	*	*	*	*	*	0	2	2	6	3	1	1	0	3	3	1	4	1	1	0
13:00	*	*	*	*	*	*	0	1	0	4	3	4	1	1	4	4	2	2	3	0	1
14:00	*	*	*	*	*	*	1	0	1	3	1	2	1	2	3	2	3	1	3	1	0
15:00	*	*	*	*	*	0	0	2	9	3	3	4	1	1	5	3	3	4	2	0	2
16:00	*	*	*	*	*	2	0	0	1	1	3	4	0	1	4	4	3	2	1	0	0
17:00	*	*	*	*	*	2	0	1	2	1	0	1	2	0	2	2	2	0	1	0	0
18:00	*	*	*	*	*	0	0	1	0	3	4	2	0	1	1	0	1	2	1	1	0
19:00	*	*	*	*	*	0	0	0	1	0	0	0	2	1	0	1	1	1	2	0	0
20:00	*	*	*	*	*	1	0	0	2	0	3	0	0	1	1	0	0	0	0	0	1
21:00	*	*	*	*	*	0	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0
22:00	*	*	*	*	*	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	2
23:00	*	*	*	*	*	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0
00:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Summary Data																					
0700-1900	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**12**	**37**	**32**	**32**	**36**	**10**	**7**	**41**	**34**	**39**	**29**	**27**	**4**	**4**
0600-2200	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**13**	**44**	**40**	**40**	**39**	**12**	**8**	**49**	**38**	**45**	**32**	**34**	**4**	**7**
0600-0000	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**13**	**44**	**40**	**40**	**40**	**12**	**8**	**49**	**38**	**45**	**32**	**36**	**4**	**7**
0000-0000	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**17**	**51**	**46**	**47**	**46**	**12**	**8**	**60**	**43**	**50**	**37**	**37**	**4**	**8**
0700-1000	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**17**	**8**	**12**	**15**	**2**	**0**	**14**	**14**	**15**	**8**	**9**	**0**	**1**
1600-1900	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**3**	**4**	**4**	**3**	**4**	**2**	**3**	**3**	**4**	**3**	**4**	**1**	**0**
Peak Hour Analysis																					
07:00-10:00	0	0	0	0	0	0	1	4	7	4	5	8	1	0	6	5	8	3	7	0	1
10:00-16:00	0	0	0	0	0	2	1	2	9	6	3	4	1	2	5	4	8	5	4	1	2
16:00-19:00	0	0	0	0	0	2	0	1	2	3	4	2	2	1	2	2	2	2	2	1	0

Hour Ending	Monday 11/04/2016	Tuesday 12/04/2016	Wednesday 13/04/2016	Thursday 14/04/2016	Friday 15/04/2016	Saturday 16/04/2016	Sunday 17/04/2016	Monday 18/04/2016	Tuesday 19/04/2016	Wednesday 20/04/2016	Thursday 21/04/2016	Friday 22/04/2016	Saturday 23/04/2016	Sunday 24/04/2016	Monday 25/04/2016	Tuesday 26/04/2016	Wednesday 27/04/2016	Thursday 28/04/2016	Friday 29/04/2016	Saturday 30/04/2016	Sunday 01/05/2016
01:00	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*
04:00	1	1	1	0	1	0	0	0	1	1	1	1	*	*	*	*	*	*	*	*	*
05:00	6	3	2	4	1	0	0	3	4	2	4	0	*	*	*	*	*	*	*	*	*
06:00	1	2	4	2	0	0	0	1	2	3	1	2	*	*	*	*	*	*	*	*	*
07:00	4	5	6	4	7	0	0	5	1	3	3	2	*	*	*	*	*	*	*	*	*
08:00	5	4	4	4	3	0	0	4	7	9	4	6	*	*	*	*	*	*	*	*	*
09:00	3	4	2	4	3	0	0	2	5	2	2	4	*	*	*	*	*	*	*	*	*
10:00	3	6	3	4	3	0	2	5	10	4	5	0	*	*	*	*	*	*	*	*	*
11:00	6	1	4	2	6	0	0	8	7	4	6	5	*	*	*	*	*	*	*	*	*
12:00	2	4	4	2	1	2	0	2	0	1	1	3	*	*	*	*	*	*	*	*	*
13:00	3	5	4	6	2	0	0	3	3	2	1	5	*	*	*	*	*	*	*	*	*
14:00	3	2	3	1	0	0	2	1	3	3	0	3	*	*	*	*	*	*	*	*	*
15:00	1	2	1	2	2	0	0	1	2	2	4	2	*	*	*	*	*	*	*	*	*
16:00	4	3	2	2	2	0	0	3	3	4	1	*	*	*	*	*	*	*	*	*	*
17:00	1	3	2	0	1	1	0	1	3	1	2	*	*	*	*	*	*	*	*	*	*
18:00	0	1	1	2	1	1	1	1	0	1	0	*	*	*	*	*	*	*	*	*	*
19:00	0	1	0	0	0	0	0	0	1	1	0	*	*	*	*	*	*	*	*	*	*
20:00	1	0	0	0	0	0	0	0	0	2	1	*	*	*	*	*	*	*	*	*	*
21:00	0	0	0	0	0	1	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
22:00	0	1	0	0	1	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
23:00	0	0	0	0	0	0	0	0	0	0	1	*	*	*	*	*	*	*	*	*	*
00:00	0	0	0	0	0	0	0	0	0	1	1	*	*	*	*	*	*	*	*	*	*
Summary Data																					
0700-1900	**31**	**36**	**30**	**29**	**24**	**4**	**5**	**31**	**44**	**34**	**26**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0600-2200	**36**	**42**	**36**	**33**	**32**	**5**	**5**	**36**	**45**	**39**	**30**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0600-0000	**36**	**42**	**36**	**33**	**32**	**5**	**5**	**36**	**45**	**40**	**32**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0000-0000	**44**	**48**	**43**	**39**	**34**	**5**	**5**	**40**	**52**	**46**	**38**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700-1000	**11**	**14**	**9**	**12**	**9**	**0**	**2**	**11**	**22**	**15**	**11**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1900	**1**	**5**	**3**	**2**	**2**	**2**	**1**	**2**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Analysis																					
07:00-10:00	5	6	4	4	3	0	2	5	10	9	5	6	0	0	0	0	0	0	0	0	0
10:00-16:00	6	5	4	6	6	2	2	8	7	4	6	5	0	0	0	0	0	0	0	0	0
16:00-19:00	1	3	2	2	1	1	1	1	3	1	2	0	0	0	0	0	0	0	0	0	0

Note: Peak Hour Analysis calculates and then highlights the h ghest flow within the period liste

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 21/03/2016
Road Name: Mi Lane
Flow from : Mi Lane (N) **to:** Mi Lane (S)
Vehicle Classification: A I Veh cles
Prepared by: James A lam
Checked by: Luke Martin

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Hour Ending	**21/03/2016**	**22/03/2016**	**23/03/2016**	**24/03/2016**	**25/03/2016**	**26/03/2016**	**27/03/2016**	**28/03/2016**	**29/03/2016**	**30/03/2016**	**31/03/2016**	**01/04/2016**	**02/04/2016**	**03/04/2016**	**04/04/2016**	**05/04/2016**	**06/04/2016**	**07/04/2016**	**08/04/2016**	**09/04/2016**	**10/04/2016**	**11/04/2016**	**12/04/2016**	**13/04/2016**	**14/04/2016**	**15/04/2016**	**16/04/2016**	**17/04/2016**	**18/04/2016**	**19/04/2016**	**20/04/2016**	**21/04/2016**	**22/04/2016**	**23/04/2016**	**24/04/2016**	**25/04/2016**	**26/04/2016**	**27/04/2016**	**28/04/2016**	**29/04/2016**	**30/04/2016**	**01/05/2016**
01:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	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	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	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	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	1	0	0	0	1	0	0	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	0	0	1	1	2	1	0	0	1	0	1	2	0	0	0	3	0	1	1	1	0	0	1	1	0	0	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	0	2	4	0	1	1	0	0	3	1	0	0	1	0	0	2	2	3	3	0	0	0	2	3	2	3	0	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	0	2	3	1	2	2	0	0	5	1	3	2	2	0	0	0	1	4	1	0	0	0	3	0	1	1	0	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	0	0	3	2	4	3	1	0	6	3	3	4	3	1	2	4	4	4	4	2	0	0	1	4	3	3	0	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	1	0	0	3	4	2	1	0	7	4	2	4	4	2	3	4	3	4	4	2	0	0	1	4	3	3	0	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	0	1	1	4	3	1	1	0	6	3	3	5	3	2	1	3	5	0	2	1	1	0	4	4	2	2	2	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	0	1	3	4	3	1	1	0	6	3	5	5	3	1	0	4	3	3	3	3	1	0	4	2	5	2	3	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	0	4	1	1	5	3	1	0	6	3	5	5	2	1	1	4	3	3	4	3	1	0	4	2	5	2	3	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	0	1	1	3	4	3	1	0	6	3	3	5	3	2	1	4	3	3	3	3	1	0	4	2	5	2	3	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	0	0	0	2	3	1	0	0	3	2	3	3	3	0	0	3	4	4	4	1	0	0	3	4	2	3	3	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	0	0	0	5	3	2	0	0	0	4	4	3	3	3	0	0	1	5	0	3	3	0	0	0	5	0	3	4	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	0	0	0	3	2	1	0	0	0	2	3	3	2	3	0	0	0	2	0	2	2	0	0	0	2	0	1	1	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	0	0	0	1	1	2	1	0	0	2	2	2	2	2	0	0	0	1	0	2	1	0	0	0	1	0	0	0	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	2	0	0	1	1	3	2	0	0	2	2	2	2	2	0	0	0	1	1	1	0	0	0	1	1	0	0	0	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	2	0	0	0	1	3	2	0	0	2	2	2	2	2	0	0	0	1	1	1	0	0	0	1	1	0	0	0	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	*	*	*	*	*	*	*
00:00	*	*	*	*	*	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	1	1	*	*	*	*	*	*	*	*	*	*	*
Summary Data																																										
0700-1000	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**10**	**43**	**43**	**49**	**38**	**19**	**5**	**55**	**42**	**44**	**36**	**38**	**5**	**5**	**39**	**42**	**37**	**32**	**30**	**3**	**3**	**32**	**44**	**40**	**30**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0600-2200	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**12**	**47**	**44**	**43**	**40**	**13**	**7**	**55**	**45**	**47**	**38**	**32**	**5**	**5**	**39**	**43**	**41**	**33**	**31**	**3**	**3**	**35**	**44**	**42**	**33**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0600-0000	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**12**	**47**	**44**	**43**	**42**	**14**	**7**	**55**	**45**	**47**	**38**	**36**	**5**	**5**	**39**	**43**	**41**	**33**	**31**	**3**	**3**	**35**	**44**	**44**	**34**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0000-0800	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**14**	**53**	**45**	**46**	**44**	**14**	**7**	**61**	**46**	**48**	**40**	**37**	**5**	**5**	**45**	**46**	**46**	**37**	**33**	**2**	**2**	**38**	**48**	**47**	**38**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700-1000	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**10**	**43**	**43**	**49**	**38**	**19**	**5**	**55**	**42**	**44**	**36**	**38**	**5**	**5**	**39**	**42**	**37**	**32**	**30**	**3**	**3**	**32**	**44**	**40**	**30**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1900	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**10**	**9**	**8**	**6**	**2**	**0**	**9**	**8**	**8**	**6**	**2**	**1**	**1**	**5**	**8**	**5**	**5**	**3**	**1**	**1**	**6**	**10**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour Analysis																																										
07:00-10:00	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**5**	**5**	**9**	**3**	**1**	**0**	**6**	**4**	**5**	**4**	**5**	**1**	**1**	**5**	**4**	**4**	**4**	**4**	**0**	**0**	**4**	**4**	**4**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00-13:00	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**7**	**7**	**5**	**2**	**0**	**7**	**6**	**6**	**6**	**4**	**2**	**1**	**4**	**5**	**4**	**5**	**3**	**2**	**1**	**1**	**5**	**8**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00-19:00	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**8**	**5**	**5**	**4**	**2**	**0**	**9**	**7**	**7**	**4**	**3**	**1**	**1**	**5**	**8**	**5**	**5**	**3**	**1**	**1**	**6**	**10**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: Peak Hour Analysis calculates and then highlights the h ighest flow within the period ltste

APPENDIX F. Traffic Growth Factors

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0517	1.0742

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	119	129

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,308	1,736

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,428	1,864

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0517	1.0742

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	119	129

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,308	1,736

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,428	1,864

Level	Area	Local Growth Figure
E02004599	Uttlesford	1.060679

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0687	1.0541

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	133	119

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1,931	2,191

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,063	2,310

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0687	1.0541

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	133	119

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1,931	2,191

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,063	2,310

Level	Area	Local Growth Figure
E02004595	Uttlesford	1.059133

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2024
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0605	1.0881

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	140	153

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,308	1,736

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,448	1,888

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0605	1.0881

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	140	153

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,308	1,736

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,448	1,888

Level	Area	Local Growth Figure
E02004595	Uttlesford	1.072594

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2016
Future Year:	2024
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0827	1.0646

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	160	142

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1,931	2,191

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,090	2,333

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1.0827	1.0646

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	160	142

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	1,931	2,191

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02004599	Uttlesford 009	2,090	2,333

Level	Area	Local Growth Figure
E02004599	Uttlesford	1.071945

APPENDIX G. Baseline Junction Capacity Output

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Mill Lane_Stortford Road.j10
Path: B:\Projects\11000 Series Project Numbers\11347ITB Land at Mill Lane and High Pastures, Hatfield Heath\Tech\Assessments\Picady\2022
Report generation date: 13/04/2022 21:34:29

»2022 + Completed Developments , AM
»2022 + Completed Developments, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2022 + Completed Developments									
Stream B-AC	D1	0.0	10.41	0.03	B	D2	0.0	0.00	0.00	A
Stream C-AB		0.1	5.02	0.05	A		0.0	4.61	0.01	A

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

File summary

File Description

Title	
Location	Mill Lane / Stortford Road
Site number	
Date	23/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ITB11347
Enumerator	I-TRANSPORT\jonathanorton
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 + Completed Developments	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 + Completed Developments	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 + Completed Developments	AM	ONE HOUR	07:45	09:15	15	
D4	2024 + Completed Developments	PM	ONE HOUR	16:45	18:15	15	
D5	2024 + Completed Developments + Development	AM	ONE HOUR	07:45	09:15	15	
D6	2024 + Completed Developments + Development	PM	ONE HOUR	16:45	18:15	15	

Analysis Set Details

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

2022 + Completed Developments , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	MIll Lane / Stortford Road	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stortford Road (west)		Major
B	Mill Lane		Minor
C	Stortford Road (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.65			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.04	59	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	505	0.089	0.226	0.142	0.323
B-C	635	0.095	0.239	-	-
C-B	690	0.260	0.260	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 + Completed Developments	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	501	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	498
	B	3	0	7
	C	468	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	33	1
	B	0	0	29
	C	2	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	10.41	0.0	B	9	14
C-AB	0.05	5.02	0.1	A	30	44
C-A					413	619
A-B					3	4
A-C					457	685

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	402	0.019	7	0.0	0.0	9.114	A
C-AB	20	5	737	0.027	20	0.0	0.0	5.024	A
C-A	343	86			343				
A-B	2	0.56			2				
A-C	375	94			375				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	384	0.023	9	0.0	0.0	9.611	A
C-AB	28	7	775	0.036	28	0.0	0.0	4.844	A
C-A	406	101			406				
A-B	3	0.67			3				
A-C	448	112			448				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	357	0.031	11	0.0	0.0	10.414	B
C-AB	41	10	829	0.049	41	0.0	0.1	4.595	A
C-A	490	122			490				
A-B	3	1			3				
A-C	548	137			548				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	357	0.031	11	0.0	0.0	10.414	B
C-AB	41	10	829	0.049	41	0.1	0.1	4.567	A
C-A	490	122			490				
A-B	3	1			3				
A-C	548	137			548				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	384	0.023	9	0.0	0.0	9.615	A
C-AB	28	7	775	0.036	28	0.1	0.0	4.777	A
C-A	406	101			406				
A-B	3	0.67			3				
A-C	448	112			448				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	402	0.019	8	0.0	0.0	9.118	A
C-AB	20	5	737	0.028	20	0.0	0.0	4.987	A
C-A	343	86			343				
A-B	2	0.56			2				
A-C	375	94			375				

2022 + Completed Developments, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	MIll Lane / Stortford Road	T-Junction	Two-way	Two-way	Two-way		0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 + Completed Developments	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	488	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	487
	B	2	0	1
	C	384	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.61	0.0	A	7	10
C-A					349	524
A-B					0.92	1
A-C					447	670

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	446	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	785	0.006	5	0.0	0.0	4.610	A
C-A	287	72			287				
A-B	0.75	0.19			0.75				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	808	0.008	6	0.0	0.0	4.490	A
C-A	343	86			343				
A-B	0.90	0.22			0.90				
A-C	438	109			438				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	391	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	840	0.011	9	0.0	0.0	4.327	A
C-A	418	105			418				
A-B	1	0.28			1				
A-C	536	134			536				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	391	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	840	0.011	9	0.0	0.0	4.329	A
C-A	418	105			418				
A-B	1	0.28			1				
A-C	536	134			536				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	808	0.008	6	0.0	0.0	4.493	A
C-A	343	86			343				
A-B	0.90	0.22			0.90				
A-C	438	109			438				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	446	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	785	0.006	5	0.0	0.0	4.614	A
C-A	287	72			287				
A-B	0.75	0.19			0.75				
A-C	367	92			367				

APPENDIX H. Personal Injury Accident Data


AccsMap version 6.1
Hatfield Heath
Hatfield Heath
Heath Common
Bentley Common
Ardley End
Stone Hall
Piggery
The Camp Poultry Farm
Mast
Town Grove
Corringales
Eighteenacre Spring
Little Heath Farm
Lea Hall
Dod's Mead
Depot
School
PO
PH
PW
War Mem
Cricket Ground
Laurels
Bentleys
Bentley Villas
Peggerells Farm
Gladwyns Lodge
Gladwyns
Gladwyns Farm
Track
Path
Drain
B183
Colour-coding by SEVERITY
Total Accidents (8)
Fatal (1)
Serious (1)
Slight (6)
Total Casualties (9)
Fatal (1)
Serious (1)
Slight (7)
Selected Range of Accidents between dates 01/07/2016 and 30/06/2021
Selected using Manual Selection
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office + Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Working in partnership with Essex County Council
Licence No: 100019602 2014
Essex Highways
DRAWING TITLE
1899 Joe Burlison
SCALE 1 : 6720
DATE 10/08/2021
DRAWING No.
DRAWN BY

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19826422 02/02/2019 Time 0815 Vehicles 2 Casualties 1 Slight
E: 552057 N: 215085 First Road: A 1060 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Unknown
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

ON THE REPORTED DATE I WAS TRAVELLING TO WORK AT STOKE NEWINGTON FIRE STATION. WHILE TRAVELLING SOUTH BOUND ON LOWER ROAD I NOTICED THE MERCEDES VAN DRIVING VERY CLOSED BEHIND ME. I CONSIDERED THIS TO BE VERY DANGEROUS, EVEN MORE SO BECAUSE OF THE IC E AND SNOW ON THE ROAD SO I REDUCED MY SPEED. THIS ONLY SEEMED TO ANNOY THE DRIVER OF THE VAN SO HE JUST DROVE CLOSER AND CLOSER TO MY CAR. I CONTINUED FORWARD INTO STORTFORD ROAD AND FOR THE ENTIRE LENGTH OF THE ROAD THE VAN STAYED JUST A FEW METERS FROM MY CAR. STORTFORD ROAD TAKES A LEFT. THE VAN FOLLOWED ME LEFT. I THEN STOPPED TO TURN RIGHT INTO POND LANE AND IT WAS AT THIS POINT THE MERCEDES VAN COLLIDED WITH THE REAR OF MY VEHICLE. I EXITED MY VEHICLE TO ASSES THE DAMAGE AND SPEAK WITH THE

Occurred on CHELMSFORD ROAD (A1060) NEAR JUNCTION WITH POND LANE

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19887797 15/10/2019 Time 0539 Vehicles 2 Casualties 2 Slight
E: 551910 N: 215217 First Road: A 1060 Road Type Single carriageway
Speed limit: 40 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE TWO WAS TURNING RIGHT INTO STORTFORD ROAD AND VEHICLE ONE THAT WAS TRAVELLING BEHIND VEH ONE COLLIDED INTO VEHICLE TWO

Occurred on STORTFORD ROAD (A1060) NEAR JUNCTION WITH SAWBRIDGEWORTH ROAD

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 18 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Turning right
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 29 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference 2 Vehicle 2 Age 29 Male Driver/rider Severity Slight
Postcode Seatbelt

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19908336 09/12/2019 Time 0855 Vehicles 2 Casualties 1 Slight
E: 552183 N: 215025 First Road: A 1060 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

APPROACHING HATFIELD HEATH PRIMARY SCHOOL I STARTED INDICATING EARLY TO TURN RIGHT INTO THE SCHOOL CAR PARK AS I DO EVERY MORNING. I STOPPED TO WAIT FOR THE ROAD TO BE CLEAR TO TURN AND WAS STATIONARY FOR MORE THAN A MINUTE. SUDDENLY HIT FROM THE BAC K BY THE CAR MENTIONED.

Occurred on CHELMSFORD ROAD (A1060) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from E to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 48 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

20924011 27/01/2020 Time 2217 Vehicles 1 Casualties 1 Fatal
E: 551560 N: 215518 First Road: A 1060 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

SINGLE VEHICLE RTC, VEHICLE HAS COLLIDED WITH A ELECTRIC POST AND DRIVER DIED ON SCENE

Occurred on STORTFORD ROAD (A1060)

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 52 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Fatal
Postcode Seatbelt

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

20931539 18/02/2020 Time 1742 Vehicles 3 Casualties 1 Serious
E: 552050 N: 215091 First Road: A 1060 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

VEHICLE ONE TRAVELLING NW TO SE ON STORTFORD ROAD (A1060). VEHICLE TWO TRAVELLING SE TO NW ON STORTFORD ROAD (A1060). VEHICLE THREE TRAVELLING SSE TO NNW ON POND LANE. IT APPEARS THAT VEHICLE ONE HAS INTENDED TO TURN RIGHT FROM STORTFORD ROAD ON TO POND LANE AT THE T-JUNCTION, TURNING INTO THE PATH OF VEHICLE TWO RESULTING IN A COLLISION. THE CONSEQUENT FORCE OF THE COLLISION HAS CAUSED VEHICLE ONE TO BE SHUNTED INTO THE OFFSIDE OF VEHICLE THREE.

Occurred on CHELMSFORD ROAD (A1060) AT JUNCTION WITH POND LANE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 24 Female Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

Vehicle Reference 3 Car Waiting to turn right

Vehicle movement from SE to NW No tow / articulation

On main carriageway No skidding, jack-knifing or overturning

Location at impact Jct Approach First impact Offside Hit vehicle:

Hit object in road None Off road: None

Did not leave carr Age of Driver 69 Female

Not hit and run Breath test Driver not contacted

Driver Postcode: VRM:

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

20987962 07/10/2020 Time 2207 Vehicles 2 Casualties 1 Slight
E: 551569 N: 215506 First Road: A 1060 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	Possible
4th:	Rain, sleet, snow, or fog	Vehicle 1	Possible
5th:			
6th:			

VEHICLE 1 TRAVELLING NORTH WEST ON LOWER ROAD LITTLE HALLINGBURY HAS FOR UNKNOWN REASON STRUCK THE REAR OF A PARKED VEHICLE. VEHICLE 2 IS PARKED STATIONARY IN GRASS LAYBY FACING NORTH WEST ALSO ON LOWER ROAD LITTLE HALLINGBURY. OCCUPANT OF VEHICLE 1 HAS EXCHANGED DETAILS WITH OWNER OF VEHICLE 2 BUT LEFT THE SCENE PRIOR TO POLICE ATTENDANCE.

Occurred on STORTFORD ROAD (A1060)

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from SE to NW No tow / articulation
On lay-by or hard shoulder No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

201010424 24/11/2020 Time 0854 Vehicles 2 Casualties 1 Slight
E: 551863 N: 215182 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control School crossing pat Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

I WAS CYCLING DOWN FROM SAWBRIDGEWORTH WHEN V1 WAS INDICATING LEFT TO GO TOWARDS BISHOP'S STORTFORD SHE TURNED LEFT INTO THE SIDE ROAD WITHOUT CHECKING PROPERLY OR PERHAPS SHE WAS DISTRACTED AND HIT ME WITH HER PASSENGER SIDE AND MY HAND AND HIP COLLID
ED WITH THE SIDE OF HER CAR BREAKING HER WING MIRROR

Occurred on SAWBRIDGEWORTH ROAD - 30 METRES FROM JUNCTION WITH SAWBRIDGEWORTH ROAD

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

211036505 17/04/2021 Time 1742 Vehicles 1 Casualties 1 Slight
E: 552022 N: 215119 First Road: A 1060 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE ONE WAS TRAVELLING NORTH ALONG STORTFORD ROAD IN TO HATFIELD HEATH VILLAGE, THE PEDESTRIAN CASUALTY HAS STEPPED IN TO THE ROAD FROM THE OFF SIDE, VEHICLE ONE HAS COLLIDED WITH THE PEDESTRIAN TO THE FRONT OFF SIDE OF THE CAR. COLLIDING WIT H THE RIGHT SIDE OF THE CASUALTY, WHO HAS SUBSEQUENTLY HIT THE BONNET OF THE CAR.

Occurred on STORTFORD ROAD (A1060) NEAR JUNCTION WITH SAWBRIDGEWORTH ROAD

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Slight
Postcode Seatbelt
In carr elsewhere E bound
Driver's offside

Accidents between dates **01/07/2016** **and** **30/06/2021** (60) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	1	5	7
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	1	1	6	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	1	5	7
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	1	1	7	9

APPENDIX I. TRICS Outputs

Calculation Reference: AUDIT-236602-210803-0847

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 10 to 18 (units:)
Range Selected by User: 5 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 09/09/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	3 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

2 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

3 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

4 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

5 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	16	0.038	5	16	0.115	5	16	0.153
08:00 - 09:00	5	16	0.154	5	16	0.192	5	16	0.346
09:00 - 10:00	5	16	0.064	5	16	0.205	5	16	0.269
10:00 - 11:00	5	16	0.244	5	16	0.154	5	16	0.398
11:00 - 12:00	5	16	0.103	5	16	0.115	5	16	0.218
12:00 - 13:00	5	16	0.141	5	16	0.154	5	16	0.295
13:00 - 14:00	5	16	0.141	5	16	0.103	5	16	0.244
14:00 - 15:00	5	16	0.141	5	16	0.154	5	16	0.295
15:00 - 16:00	5	16	0.244	5	16	0.321	5	16	0.565
16:00 - 17:00	5	16	0.115	5	16	0.115	5	16	0.230
17:00 - 18:00	5	16	0.205	5	16	0.090	5	16	0.295
18:00 - 19:00	5	16	0.192	5	16	0.128	5	16	0.320
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.782			1.846			3.628

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 18 (units:)
Survey date date range:	01/01/13 - 09/09/20
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX J. Future Year Junction Capacity Output

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Mill Lane_Stortford Road.j10
Path: B:\Projects\11000 Series Project Numbers\11347ITB Land at Mill Lane and High Pastures, Hatfield Heath\Tech\Assessments\Picady\2022
Report generation date: 13/04/2022 21:35:25

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024 + Completed Developments									
Stream B-AC	D3	0.0	10.47	0.03	B	D4	0.0	0.00	0.00	A
Stream C-AB		0.1	5.00	0.05	A		0.0	4.60	0.01	A
	2024 + Completed Developments + Development									
Stream B-AC	D5	0.0	10.60	0.04	B	D6	0.0	0.00	0.00	A
Stream C-AB		0.1	5.01	0.05	A		0.0	4.63	0.02	A

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

File summary

File Description

Title	
Location	Mill Lane / Stortford Road
Site number	
Date	23/08/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ITB11347
Enumerator	I-TRANSPORT\jonathanorton
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 + Completed Developments	AM	ONE HOUR	07:45	09:15	15	
D2	2022 + Completed Developments	PM	ONE HOUR	16:45	18:15	15	
D3	2024 + Completed Developments	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 + Completed Developments	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 + Completed Developments + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 + Completed Developments + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 + Completed Developments, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	MIll Lane / Stortford Road	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stortford Road (west)		Major
B	Mill Lane		Minor
C	Stortford Road (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.65			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.04	59	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	505	0.089	0.226	0.142	0.323
B-C	635	0.095	0.239	-	-
C-B	690	0.260	0.260	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 + Completed Developments	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	507	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	504
	B	3	0	7
	C	475	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	33	1
	B	0	0	29
	C	2	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	10.47	0.0	B	9	14
C-AB	0.05	5.00	0.1	A	30	45
C-A					419	628
A-B					3	4
A-C					462	694

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	401	0.019	7	0.0	0.0	9.141	A
C-AB	20	5	740	0.028	20	0.0	0.0	5.004	A
C-A	348	87			348				
A-B	2	0.56			2				
A-C	379	95			379				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	382	0.024	9	0.0	0.0	9.649	A
C-AB	28	7	779	0.036	28	0.0	0.0	4.822	A
C-A	412	103			412				
A-B	3	0.67			3				
A-C	453	113			453				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	355	0.031	11	0.0	0.0	10.470	B
C-AB	42	10	834	0.050	41	0.0	0.1	4.571	A
C-A	497	124			497				
A-B	3	1			3				
A-C	555	139			555				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	355	0.031	11	0.0	0.0	10.470	B
C-AB	42	10	834	0.050	42	0.1	0.1	4.543	A
C-A	497	124			497				
A-B	3	1			3				
A-C	555	139			555				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	382	0.024	9	0.0	0.0	9.651	A
C-AB	28	7	779	0.036	28	0.1	0.0	4.754	A
C-A	412	103			412				
A-B	3	0.67			3				
A-C	453	113			453				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	401	0.019	8	0.0	0.0	9.145	A
C-AB	20	5	740	0.028	21	0.0	0.0	4.969	A
C-A	348	87			348				
A-B	2	0.56			2				
A-C	379	95			379				

2024 + Completed Developments, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	MIll Lane / Stortford Road	T-Junction	Two-way	Two-way	Two-way		0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 + Completed Developments	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	494	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	493
	B	2	0	1
	C	389	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.60	0.0	A	7	10
C-A					354	531
A-B					0.92	1
A-C					452	679

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	445	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	787	0.006	5	0.0	0.0	4.602	A
C-A	291	73			291				
A-B	0.75	0.19			0.75				
A-C	371	93			371				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	422	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	810	0.008	6	0.0	0.0	4.480	A
C-A	347	87			347				
A-B	0.90	0.22			0.90				
A-C	443	111			443				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	389	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	843	0.011	9	0.0	0.0	4.315	A
C-A	424	106			424				
A-B	1	0.28			1				
A-C	543	136			543				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	389	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	843	0.011	9	0.0	0.0	4.316	A
C-A	424	106			424				
A-B	1	0.28			1				
A-C	543	136			543				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	422	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	810	0.008	6	0.0	0.0	4.483	A
C-A	347	87			347				
A-B	0.90	0.22			0.90				
A-C	443	111			443				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	445	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	787	0.006	5	0.0	0.0	4.603	A
C-A	291	73			291				
A-B	0.75	0.19			0.75				
A-C	371	93			371				

2024 + Completed Developments + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	MIll Lane / Stortford Road	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 + Completed Developments + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	507	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	490	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	504
	B	4	0	9
	C	475	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	33	1
	B	0	0	29
	C	2	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	10.60	0.0	B	12	18
C-AB	0.05	5.01	0.1	A	32	48
C-A					417	626
A-B					3	4
A-C					462	694

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	401	0.024	10	0.0	0.0	9.205	A
C-AB	22	5	740	0.030	22	0.0	0.0	5.014	A
C-A	347	87			347				
A-B	2	0.56			2				
A-C	379	95			379				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	381	0.031	12	0.0	0.0	9.739	A
C-AB	30	7	779	0.039	30	0.0	0.1	4.835	A
C-A	411	103			411				
A-B	3	0.67			3				
A-C	453	113			453				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	354	0.040	14	0.0	0.0	10.600	B
C-AB	44	11	834	0.053	44	0.1	0.1	4.588	A
C-A	495	124			495				
A-B	3	1			3				
A-C	555	139			555				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	354	0.040	14	0.0	0.0	10.602	B
C-AB	45	11	834	0.053	45	0.1	0.1	4.562	A
C-A	495	124			495				
A-B	3	1			3				
A-C	555	139			555				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	12	3	381	0.031	12	0.0	0.0	9.741	A
C-AB	30	8	779	0.039	30	0.1	0.1	4.765	A
C-A	410	103			410				
A-B	3	0.67			3				
A-C	453	113			453				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	401	0.024	10	0.0	0.0	9.211	A
C-AB	22	5	740	0.030	22	0.1	0.0	4.979	A
C-A	347	87			347				
A-B	2	0.56			2				
A-C	379	95			379				

2024 + Completed Developments + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	MIll Lane / Stortford Road	T-Junction	Two-way	Two-way	Two-way		0.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 + Completed Developments + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	493	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	2	491
	B	3	0	1
	C	389	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.02	4.63	0.0	A	13	20
C-A					351	526
A-B					2	3
A-C					451	676

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	445	0.000	0	0.0	0.0	0.000	A
C-AB	10	2	787	0.012	10	0.0	0.0	4.629	A
C-A	289	72			289				
A-B	2	0.38			2				
A-C	370	92			370				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	810	0.016	13	0.0	0.0	4.514	A
C-A	344	86			344				
A-B	2	0.45			2				
A-C	441	110			441				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-AB	18	4	843	0.021	18	0.0	0.0	4.361	A
C-A	419	105			419				
A-B	2	0.55			2				
A-C	541	135			541				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-AB	18	4	843	0.021	18	0.0	0.0	4.364	A
C-A	419	105			419				
A-B	2	0.55			2				
A-C	541	135			541				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-AB	13	3	810	0.016	13	0.0	0.0	4.520	A
C-A	344	86			344				
A-B	2	0.45			2				
A-C	441	110			441				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	445	0.000	0	0.0	0.0	0.000	A
C-AB	10	2	787	0.012	10	0.0	0.0	4.633	A
C-A	289	72			289				
A-B	2	0.38			2				
A-C	370	92			370				

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