Weston Homes plc & Bishop's Stortford Golf Club

Residential Development of Land East of Manor Links (Policy BISH 9, East of Manor Links), Bishop's Stortford Golf

Transport Note 5 – Revised to HCC comments

November 2016





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November 2016

Author Mike Brain

Approved Paul Turner

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Post Report note - Dated 25th September 2017;

The traffic modelling in this report was undertaken to account for background traffic growth up to 2031, when that was expected to be the plan period. It is now necessary to consider a revised plan period up to 2033. The TEMPRO programme data, used to predict background traffic growth, has been updated from version 6 to version 7.2 since the report was written. This shows the predicted rate of traffic growth to 2033, is now slightly lower than the growth to 2031 in the report. The modelling to 2031 is therefore considered robust for the new plan period and has been retained unchanged, and accordingly the text has not been updated to refer to 2033 in place of 2031



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PTP Drg No: 1010-21185-05	Illustrative access arrangements

1 Introduction

PT Planners (PTP) was commissioned by Weston Homes PLC and Bishop's Stortford Golf Club to prepare a transport note to support the case for the development of a parcel of land comprising 6.19 ha, which the above parties were promoting through the emerging East Herts District Plan to be removed from the Green Belt in order to be allocated for housing. Several schemes of different areas and unit numbers were promoted at different stages of the District Plan preparation, but by the preparation of Transport Note 3, the proposal comprised one area for about 50 dwellings and a further area which could accommodate about 100 dwellings as safeguarded land. The two areas previously jointly referred to in the emerging District Plan as BISH 6, are subject to 2 separate Option Agreements between the two parties. Both parties sought the allocation of the Option 1 land (Area 1), which amounts to 2.15 ha, for housing, and the allocation of the Option 2 land (Area 2), as 'white land' safeguarded or reserved for future residential development, These changes in designation were being requested by the parties to be included in the emerging East Herts District Plan. Following submission of Transport Note 3 to HCC Highway Authority for comment, amendments were requested and made (Transport Note 4). However, subsequently, East Herts Council District Planning Executive Panel resolved on 15 September 2016 to approve the Bishop's Stortford chapter of the District Plan for public consultation with only Area 1 proposed for removal from the Green Belt and allocation for about 50 dwellings. Area 2 is proposed to remain Green Belt. This proposal was endorsed by East Herts Full Council at its meeting on the 22 September 2016. The area is now BISH 9. In the event of such allocation and designation, a planning application for approximately 50 residential units would be made on the 2.15 ha Area 1 (scrub land) as soon as the District Plan enables.

- Thus the development proposals for BISH 9 comprise the construction of approximately 50 new dwellings with 119 car parking spaces, with access from Manor Links. The current masterplan, which will be subject to review as part of the pre-application consultation process and subsequently as a live planning application, currently comprises:
 - Private, 30 dwellings:
 - 2 No. 1 Bedroom Apartments
 - 1 No. 2 Bedroom Apartments
 - 4 No. 2 Bedroom Bungalows
 - 3 No. 2 Bedroom Houses
 - 4 No. 3 Bedroom Bungalows
 - 6 No. 3 Bedroom Houses

- 4 No. 4 Bedroom Houses
 6 No. 5 Bedroom Houses
- Affordable, 20 dwellings:

6 No. 1 Bedroom Apartments
11 No. 2 Bedroom Apartments
1 No. 2 Bedroom Houses
2 No. 3 Bedroom Houses

Background

1.2 This Transport Note was submitted to HCC on 26 April 2016, and a response was received on 24 June 2016, confirming that:

`The applicant has provided a Transport Assessment (TA) 'Technical Note 3' for HCC consideration as part of the pre-application package. This is acceptable as per Roads in Herts but will need to be resubmitted as part of any formal planning application.'

1.3 And that:

`HCC has no objection to the principle of development on the site. However, as detailed above, there are a number of items that will require further information, justification and / or clarification to be provided as part of any planning application'

1.4 Additionally the response stated:

`The applicant will need to provide evidence to support that the proposed new junction access arrangements will be safe and suitable for the proposed development.'

1.5 In response, an updated Transport Note (Revised to HCC comments) addressing the points raised and incorporating illustrative Access Arrangements, was submitted to HCC on 14 July 2016. A response on 20 July 2016 confirmed:

`HCC has no objection to the principle of the development on the site and are satisfied with the additional information provided as part of the revised TN and Memo.'

1.6 However HCC were concerned about the geometry of the proposed site accesses from Manor Links and stated;

'The DM Implementation team does not consider the proposed access arrangements suitable for the proposed development and requests that the width of the carriageway be increased to 5.5m to alleviate any parking and manoeuvre issues at the site accesses. It has also been requested that 6m kerb radii be provided. Therefore, the access arrangements will need to be revised to demonstrate a 5.5m wide carriageway and 6m kerb radii is achievable.'

1.7 Accordingly the northern and southern access roads into the site from Manor Links were both widened, with the junction radii increased to 6 m (within the site and public highway). A drawing, 1010-21195-Rev 05, showing this and 'swept paths' for refuse vehicles turning at both accesses was submitted on 9 August 2016. A response on 12 August confirmed that:

`The access arrangements provided in Drawing 1010-21195-05 are acceptable in principle ...which will need to be secured and approved via a S278 agreement with HCC.'

- This final version of this Transport Note (5) has incorporated the approved additional information, clarification and the approved revised site accesses drawing, (Drawing no. 1010-21195-05). The responses received from HCC are attached in Appendix H.
- Once a detailed scheme for BISH 9 has been designed, following pre-application consultation, a Transport Assessment (TA) will be prepared, based on this Transport Note, to support the specific proposals for which planning permission is to be sought, and the TA will include all further and more detailed information necessary, in accordance with the requirements of the HCC letter detailing its review of Transport Note 3.
- 1.10 In addition, the statutory Design and Access Statement (DAS) required for all full planning applications (including those that have an impact on the highway, as outlined in Roads in Hertfordshire: Design Guide (3rd Edition)), will include three potential aspects of access:
 - i) Why the access points for the development on Manor Links have been chosen;
 - ii) how the site has influenced internal road layout, and how this addresses road safety, and how the site enables access for intended residents to public transport provision; and,
 - iii) how everyone can move through the place on equal terms regardless of age, disability, ethnicity or social grouping.
- 1.11 The TA will provide a Policy Review as evidence that the following key policy documents have been considered in the preparation of the scheme forming the full application in respect of, inter alia, issues relating to highways, transportation and sustainability:
 - National Planning Policy Framework (NPPF);
 - National Planning Practice Guidance;
 - Department for Transport, Manual for Streets, 2007
 - Roads in Hertfordshire Highway Design Guide (3rd Edition)

- Hertfordshire County Council (HCC) Local Transport Plan 3-2011-2031
- The emerging East Herts District Plan; and,
- The emerging Bishop's Stortford Neighbourhood Plan for All Saints,
 Central, South and Part of Thorley
- 1.12 Following this introductory section this assessment is structured as follows:
 - Chapter 2: Existing site, sets out the existing BISH 9 site information.

Chapter 3: Accessibility and existing conditions, discusses the accessibility of the BISH 9 site for all modes.

- Walking A qualitative description of the pedestrian environment on the roads surrounding the site and the key walking routes connecting to the surrounding area.
- Cycling sets out the existing cycling infrastructure running past the site and penetrating the surrounds.
- Buses Plan showing the bus stops closest to the site and a description of the routes which serve these stops along with a table setting out the routes and their frequencies
- Rail A description of the services offered from the rail stations nearest to the site along with route and frequency information
- Roads surrounding the site A functional description is provided of the roads surrounding the site and the roads connecting to the classified road network.
- Accident analysis The accidents which occurred on the roads immediately surrounding the site, and for the routes to the classified road network are assessed to establish if there are any underlying safety issues relating to the current highway alignment.

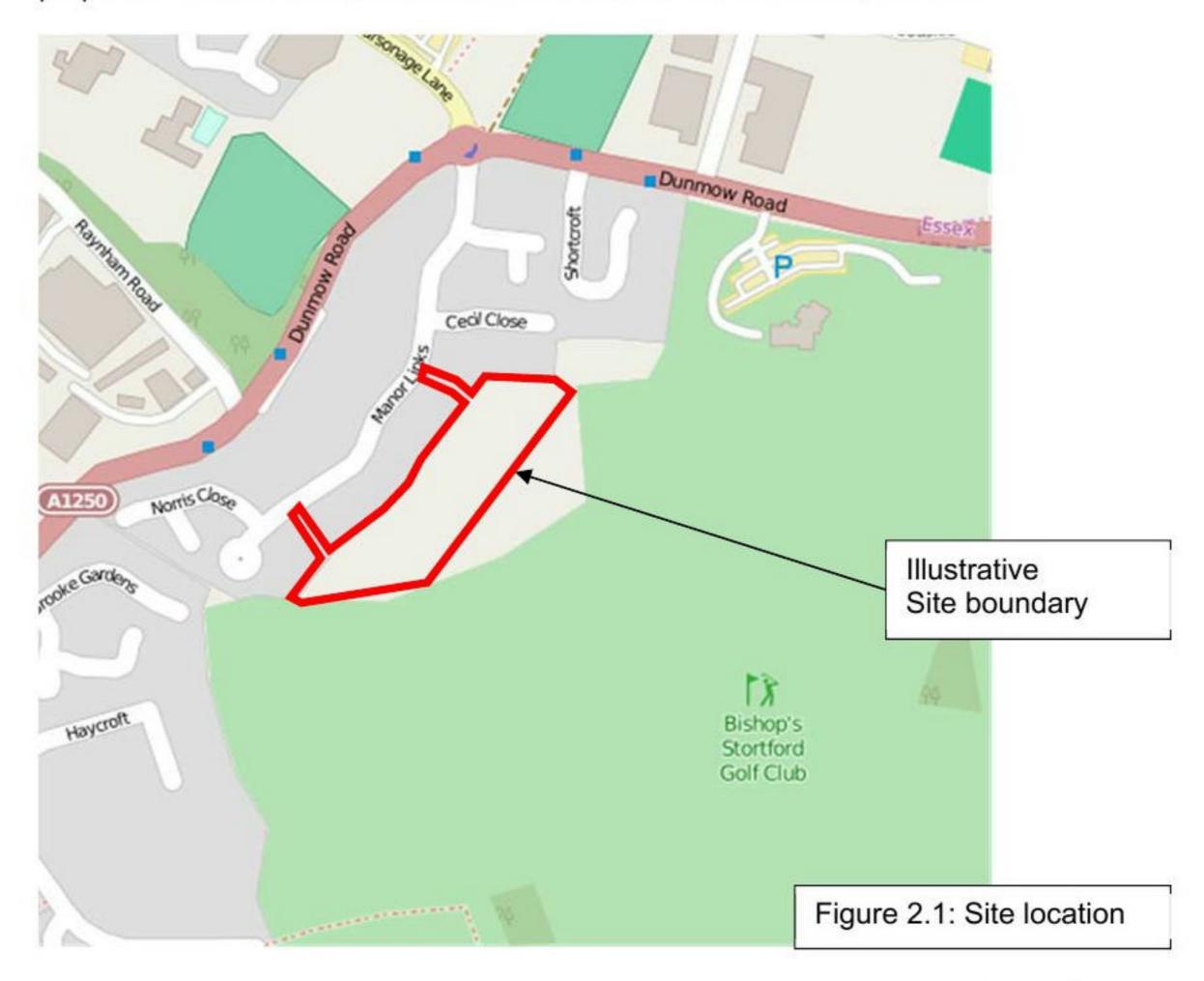
Chapter 4 Proposed Development: describes the BISH 9 development proposals including access for all modes. This section also sets out the trip attraction potential of the development for all modes and summarises the traffic modelling work undertaken on the main access points to the classified road network. Illustrative mitigation measures are also provided.

Chapter 5 Summary, provides a summary of the findings of the Transport Note

2 Existing site (BISH 9)

Introduction

2.1 The development site is located in Bishop's Stortford in the district of East Hertfordshire as illustrated outlined in red below. To the south and east, it has a border with Bishop's Stortford Golf Club, to the north and west it has borders with the rear gardens of the properties which front the roads known as Manor Links and Cecil Close.



2.2 The site is currently occupied by scrub land, which was previously part of the golf course.

Existing Access

2.3 The development site currently has two main points of entrance formed by two gated field entrances off Manor Links.

3 Accessibility and Existing Conditions

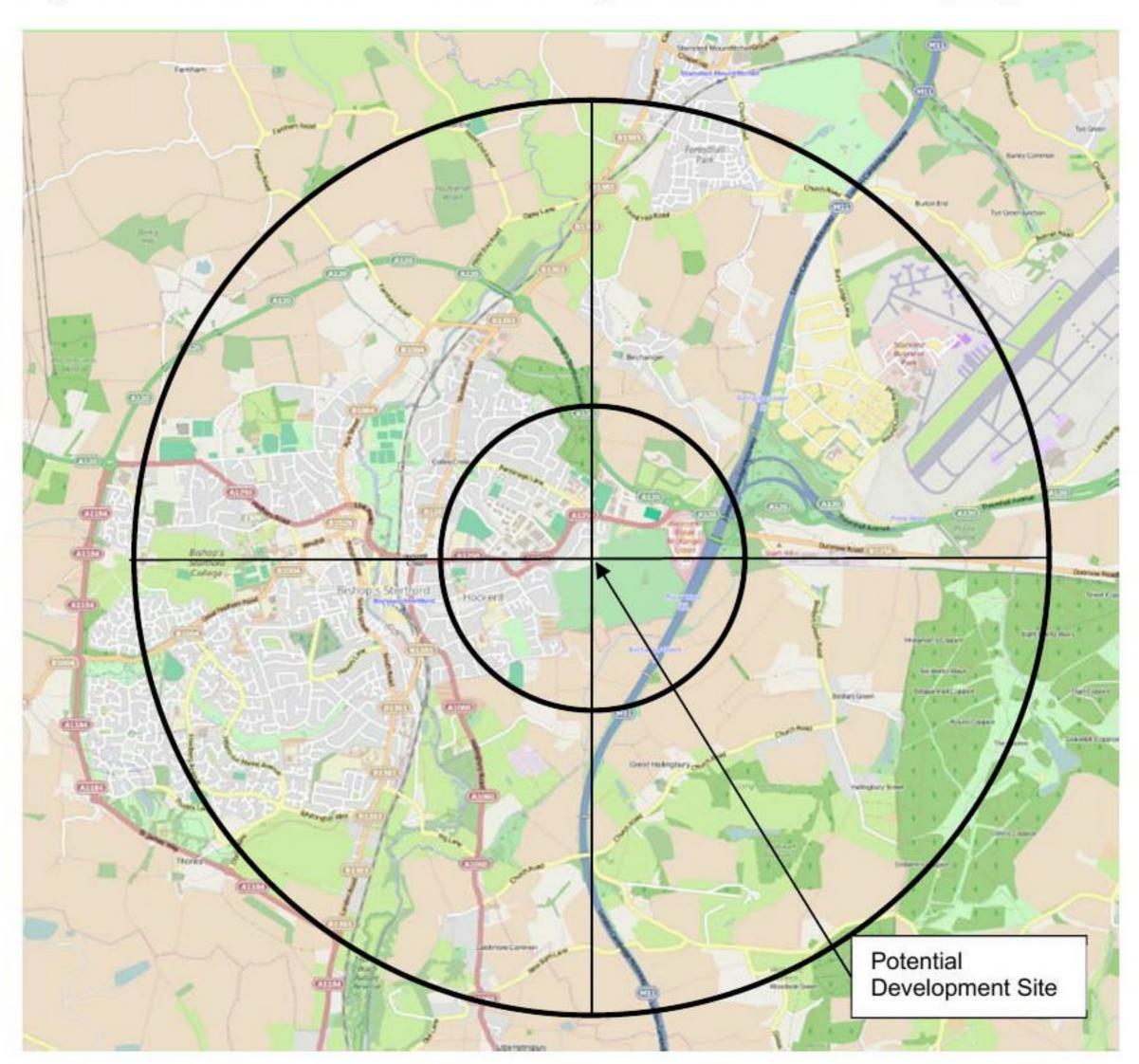
Introduction

3.1 This section provides a summary of the accessibility of the BISH 9 site for all modes. It includes an assessment of the accident record for the roads surrounding the site. Figure 3.1 shows the site in relation to the surrounding transport network.

Walking and Cycling

The Department for Transport statistics, National Travel Survey, Table NTS0306, shows the average trip length, by main mode, in Great Britain, 1995/97 to 2012. It shows that, in 2012, the average walking trip was 0.7 miles, and the average cycling trip was 3.2 miles. The figure below shows those walking and cycling distances from BISH 9.

Figure 3.1 Site in relation to a 0.7 mile walking distance and a 3.2 mile cycling distance



- 3.3 The ability to easily walk and cycle to facilities such as education, healthcare, shopping and jobs etc. affect the travel patterns generated by, and the sustainability of, development sites.
- 3.4 The website, http://schoolsfinder.direct.gov.uk, provides details of schools in England. It shows that there are 7 schools within a 0.7 mile walking radius of the development including; Infants', Primary, and Secondary Schools. Furthermore, there are a total of 22 schools in the town, within a 2.1 mile radius. Full details of the location of these schools, is provided within Appendix A.
- The healthcare providers, located close to the site, can be found at, http://www.nhs.uk.

 This website shows that the Herts and Essex Community Hospital is located less than 0.7 miles from the site. It also shows that there are 2 GP surgeries located within a 0.7 mile radius, and a total of 6 in the town within a 3 mile radius, all of which are accepting new patients. NHS website also indicates that there is one dentist surgery within a 0.7 miles radius of the site which is accepting new patients and a total of three which are accepting new patients within 1 mile. The full outputs from these websites are included in Appendix A.
- The local shopping area closest to the site is on Hockerill Street, located 0.8 miles from the site. It provides for the day to day need of the future residents with such shops as a newsagents/post office, hairdressers, launderette etc. South Street, which is part of Bishop's Stortford town centre is located around 1.2 miles from the site and it provides a wide range of shopping and entertainment opportunities as would be expected by a large market town.
- 3.7 The site is also within an easy walk of the employment opportunities provided at Rainham Road.
- In summary, the site is located within walking and cycling distance of a range of shopping, education, employment, healthcare and entertainment opportunities ensuring that the future residents would be able to use these most sustainable modes for a significant proportion of their trips to and from the site.

Pedestrians

3.9 The BISH 9 development site is located in Bishop's Stortford, a well-developed market town, offering a wide range of retail, employment and entertainment land uses. It is also located within an established pedestrian network. The site has pedestrian accesses onto Manor Links 3.10 Manor Links is a quiet, no through road which is subject to a 30 mph speed limit and is street lit. It provides 1.8 m footways on both sides. A pedestrian link is provided to Dunmow Road in the south via Norris Close and Brooke Gardens / Road. Both of these are no through roads providing attractive and secure pedestrian environments. This pedestrian route is useful as it runs on the desire line between the site and Bishop's Stortford Town Centre and rail station. During the consultation process, HCC commented that:

`There are dedicated pedestrian facilities on both sides of Manor Links and these are deemed acceptable for the proposed level of development.'

- 3.11 Manor Links forms a roundabout junction with Dunmow Road to the north of the site. All four arms of this roundabout are provided with traffic splitter islands which incorporate pedestrian refuges. The kerbs either side of the refuges are lowered to assist pushchair and wheel chair users. An additional pedestrian refuge is provided approximately 4 m to the east of the traffic splitter island on the Dunmow Road east arm. This refuge is 1.2 m wide and complete with flush kerbs and buff coloured tactile paving.
- 3.12 It is important that the future residents have easy pedestrian access to buses. The closest bus stops to the site are shown in figure 3.2. The routes to these stops are as follows: pedestrians walking to the stops to the west of the site simply cross Manor Links and then continue north on this road to Dunmow Road. A pedestrian refuge is provided to assist crossing of Dunmow Road to access the bus stop. Pedestrians accessing the stops to the east of the site can use the pedestrian footpath which links Cecil Close to Shorecroft for an attractive traffic free route to the bus stop on Dunmow Road in this location.
- 3.13 Pedestrians walking from the site in the direction of the town centre are provided with a footway on the north side of Dunmow Road between the roundabout with Manor Links and Raynham Road. A short section of footway is provided on the south eastern side of Dunmow Road close to the junction with Raynham Road. A pelican crossing is also provided at this location to assist pedestrians crossing Dunmow Road. The footway then continues on the northern side only up to Brooke Gardens. At which point, moving closer to the Town Centre, the environment becomes more urbanised and footways are generally provided on both sides of the road. A pelican crossing is also provided close to the junction with Brooke Gardens to assist pedestrians crossing Dunmow Road. It is noted that this pelican crossing is very conveniently located to assist pedestrians who travel south from the site via the Norris Close / Brooke Gardens link described earlier.

- 3.14 Pedestrians continuing on to the rail station and the town centre would do so via Warwick Road which is a direct, and no through, residential road providing an attractive walking environment.
- In summary all of the accesses to the development site connect to Dunmow Road. Dunmow Road provides footways on at least one side for its entire length and, in the vicinity of the site it provides two pelican crossings and two pedestrian refuges. A pedestrian link, between Manor Links and Dunmow Road, is provided on the desire line for pedestrians destined for the rail station or town centre. There is also an attractive walking environment, between the site and the rail station and town centre, primarily composed of no through roads.

Cyclists

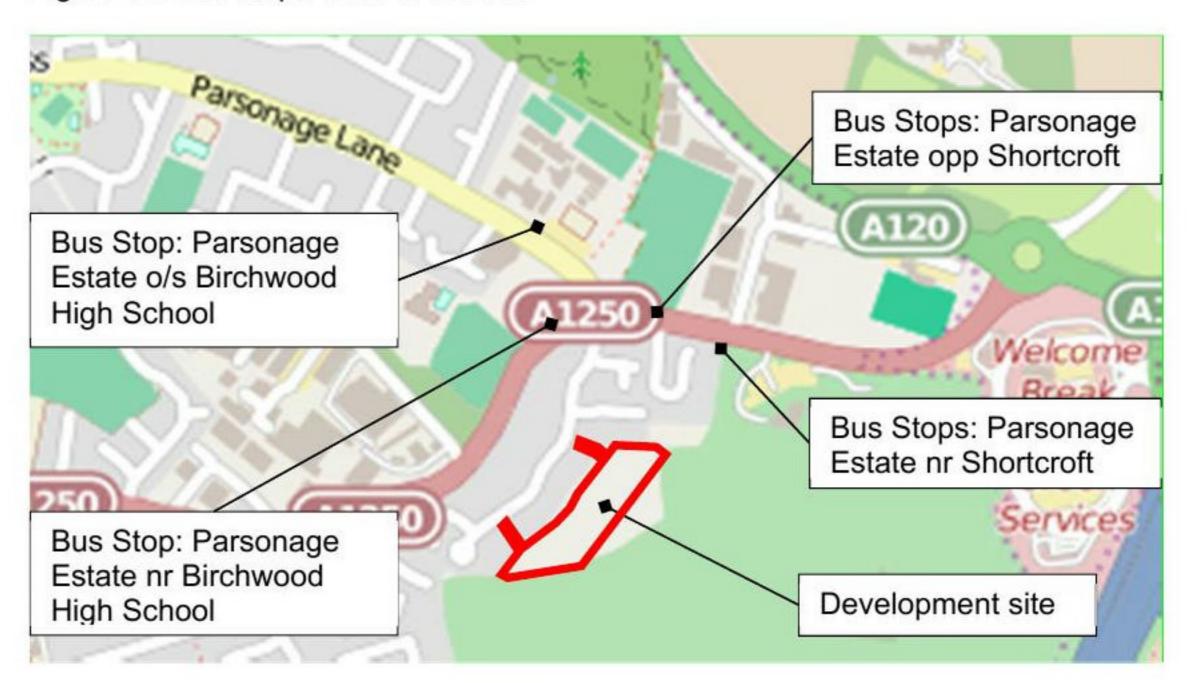
3.16 There are no specific routes provided for cyclists within Bishop's Stortford, however as described earlier, the site is located within an easy cycling distance of the town centre, shops, employment, education and transport opportunities. Also many of the roads within Bishop's Stortford are relatively quiet and would be appropriate for cycling. The route to the rail station and town centre is particularly convenient for cyclists as it is very direct and mainly on quiet no through roads. During the consultation process HCC commented that:

`There are no dedicated cycling routes located on Manor Links. However, Manor Links has a 30 mph speed limit in the vicinity of the development site and is therefore considered suitable for cycling.'

Buses

3.17 There are four bus stops located approximately 400 m from the site on Dunmow Road and Parsonage Lane. The stops on Dunmow Road are comprised of a bus stop flag and timetable, and the stop on Parsonage Lane also includes a shelter, bench and a bin. The location of the stops, in relation to the development site, is shown in the figure below.

Figure 3.2 Bus stops close to the site



3.18 There are six bus routes available from these stops. The route and frequency information for these is provided in Appendix B, and summarised in the table below.

Table 3.1 Bus routes close to the site

		Frequency	buses	per ho	ur
Route	From - To	AM & PM Peak Hours First - last bus	Eves	Sat	Sun
7 / 7A	Stansted Airport - Bishop's Stortford	1/hr 06:11 – 18:26	n/a	1/hr	n/a
20	Anstey - Bishops Stortford	1/day	n/a	n/a	n/a
308	Bishop's Park - Bishop's Stortford - Stansted Airport	1/day	n/a	n/a	n/a
309	Bishop's Stortford - Stansted Airport	00:28 – 23:28 Eves only	1/hr	1/hr	1/hr All day
319	Bishop's Stortford - Takeley - Great Dunmow - High Roding	1/day school bus	n/a	n/a	n/a
508	Harlow - Stansted Airport	2/hr 06:58 – 18:33	n/a	2/hr	n/a

3.19 In summary, the development site is well served by six bus routes, which are accessible within a short walk, and they provide frequent connections to the local and surrounding area. During the consultation process HCC commented that with respect to the development:

'Bus routes available from the nearest stops give good access to the town centre and the surrounding areas and also Saffron Walden' 3.20 The bus, is therefore likely to be an important mode of transport for the future residents of, and the visitors to, the proposed development.

3.21 HCC has advised:

'As neither of the bus stops closest to the site currently meet accessibility requirements in terms of easy access kerbing and there is no shelter provision, it is considered a high priority for improvements at these locations and/or others in the nearby vicinity. In terms of developer contributions £16,000 would allow for easy access kerbing enhancements at two stops to be completed. Provision of an additional shelter would cost a further £6,000.'

3.22 The TA will confirm that a s 106 financial contribution for these measures will be provided should the need remain at the time of a planning application for the site, unless alternative funding provision has already been made, or would be covered otherwise, such as via a CIL payment.

Public Transport - Rail

- 3.23 The nearest rail station is Bishop's Stortford, located 1.1 miles from the site. This station is operated by Abellio Greater Anglia and it provides frequent services to important destinations such as London, Cambridge and Stansted Airport.
- 3.24 The off peak frequency of these services is shown in the table below.

Table 3.2 Bishop's Stortford - Off peak rail services

Destination	Frequency
London Liverpool Street	4 / Hour
Cambridge	1 / Hour
Stratford (London)	2/ Hour
Stansted Airport	2/ Hour

- 3.25 The station provides 236 secure cycle parking spaces protected by CCTV within the station and on the forecourt ensuring that the future residents of the development would be able to cycle to and park at the rail station, as they connect to destinations further afield. The station also provides 477 car parking spaces. Bike & Go bicycles are also available for hire at the station, for more details visit: http://www.bikeandgo.co.uk/
- 3.26 The future residents of the development, would therefore benefit from convenient access to a range of rail services, which connect to major destinations, allowing the train to

provide an alternative to the private car, for a significant proportion of the longer trips

from the development.

3.27 With respect to the accessibility of the site by non car modes, HCC made the following

comment during the consultation process:

`The level of accessibility of the surrounding area is deemed suitable for the proposed

level of development.'

Roads

3.28 The site has two points of access onto Manor Links which is a 6.1 m wide quiet residential

cul-de-sac. There are single yellow lines on Manor Links prohibiting parking between 9

am and 10 am to ensure the free flow of daytime traffic. Manor Links forms a four arm

conventional roundabout junction with Parsonage Lane and Dunmow Road. The

roundabout has an inscribed circle diameter of 28 m.

3.29 Dunmow Road (A1250) is a classified local distributor road. It runs from the A120 in the

north east, to London Road and Bishop's Stortford Town Centre in the south and west.

It is a two way road, generally subject to a 30 mph speed limit, and around 6 m in width.

3.30 The site is located less than one mile away from Junction 8 of the M11 via Dunmow Road

and a short section of the A120.

Speed

3.31 An Automatic Traffic Counter was installed adjacent to the two proposed access points

on Manor Links to record the current speed of vehicles, The full methodology and output

is provided in Appendix C.

3.32 The average 2-way 24 hour 85th percentile speed for the two sites was calculated as

follows:

Site 1: 28 mph

Site 2: 27 mph

3.33 However, it is noted that the southern access is close to the end of the road and as such

the speed in a southerly direction may be different to the speed in a northerly direction.

The speeds for this site were therefore further broken down into north and southbound

as follows:

Site 2 – Northbound: 25 mph

Site 2 – Southbound: 28 mph

Accidents

- 3.34 The three year personal injury collision data was sought from Hertfordshire County Council for the roads surrounding the BISH 9 site in February 2015. The full accident record is provided in Appendix D. The records show that in this area there were 4 Personal Injury Accidents. Of these, 3 were slight, 1 was serious and there were no fatalities. The distribution of the accidents, shown in the appendix, illustrates that no clusters of accidents occurred.
- 3.35 A slight accident occurred when a vehicle stopped on Dunmow Road waiting to turn right into Shortcroft and it was struck from behind. Another slight accident occurred when a child walked out into Parsonage Lane and their foot was run over by a passing car.
- 3.36 A serious accident occurred when a driver travelling north-eastwards on the A1250 Dunmow Road close to the junction with Brooke Gardens left the carriageway and collided with roadside furniture. The contributory factors recorded at the scene were: `ill/disability mental/physical` and `distraction in vehicle'.
- 3.37 Finally, a slight accident occurred when an 81 year old driver travelling on Dunmow Road mounted the kerb at the junction with Haymeads Lane, crossed the junction and collided with the railings.
- 3.38 In summary there were no clusters of accident, location or type within the study area. No accidents occurred at either of the entrances on Manor Links. As such it is considered that there is no existing safety issue relating to the existing highway arrangement.
- 3.39 During the consultation process, HCC reviewed the accident analysis presented above and commented:

`due to the nature of the proposed development, it is not expected that the proposal will impact the safety of the highway'

4 PROPOSED DEVELOPMENT

Introduction

- 4.1 The development proposals comprise the construction of approximately 50 new dwellings with 119 car parking spaces. The current masterplan comprises:
 - Private, 30 dwellings:
 - 2 No. 1 Bedroom Apartments
 - 1 No. 2 Bedroom Apartments
 - 4 No. 2 Bedroom Bungalows
 - 3 No. 2 Bedroom Houses
 - 4 No. 3 Bedroom Bungalows
 - 6 No. 3 Bedroom Houses
 - 4 No. 4 Bedroom Houses
 - 6 No. 5 Bedroom Houses
 - Affordable, 20 dwellings:
 - 6 No. 1 Bedroom Apartments
 - 11 No. 2 Bedroom Apartments
 - 1 No. 2 Bedroom Houses
 - 2 No. 3 Bedroom Houses
- 4.2 The key features of the development are shown in Weston Homes' drawings provided at the back of this report.

Access

- 4.3 The development will have two points of access onto Manor Links both of which will be suitable for all modes, with pedestrians linking in with the existing Manor Links footways, and cyclists and general traffic using the two main carriageways. The illustrative access arrangements are shown in PTP drawing number 1010-21195-05. Both accesses provide 5.5 m wide carriageways and 2 m wide footways on one side. The northern access provides visibility splays of 2.4 x 43 m which equates to a 30 mph road speed in the Manual for Streets.
- 4.4 The southern access is located close to the end of the road where which has the following 85th percentile road speeds:
 - Northbound: 25 mph
 - Southbound: 28 mph
- In line with the formula provided in the Manual for Streets these speeds at the southern access equate to 'y' distances of 33 m and 39 m respectively. The junction arrangement

drawing shows that these visibility splays can be provided at the junction in compliance with Manual for Streets. To achieve these visibility splays it is proposed to reduce the width of Manor Links in the vicinity of the junction by approximately 400 mm, to 5.5 m in width, over a distance of 100 m.

- 4.6 The site access layout for both points of access has been issued to HCC and in their email dated 12th August 2016 both were confirmed as acceptable in principle at this stage in the planning process.
- 4.7 The Transport Assessment which will accompany the planning application for the site will include information relating to the location and collection of refuse within the site; swept path assessments of the internal layout to demonstrate that large refuse and servicing vehicles can safely enter and egress the site in a forward gear; and swept path assessments for the car parks to demonstrate that large cars can safely access all parking spaces.
- 4.8 The current illustrative scheme shows that a 3 m wide shared cycle and footway can be provided within the site ensuring a safe route through the site.
- 4.9 It is proposed to retain the layout of the junctions within the study area in their current format subject to potential minor amendments which are discussed in the mitigation measures section.

Car parking

4.10 Once a detailed scheme has been devised, in respect of which a full planning application will be made, the TA will set out the justification for the level of parking provision for each dwelling size and type, reflecting the parking standards in the emerging East Herts District Plan, once this carries significant weight. The parking courts will be demonstrated to be in accordance with the guidance in Roads in Hertfordshire, with geometries demonstrated to be satisfactory.

Cycle parking

4.11 Once a detailed scheme has been devised, in respect of which a full planning application will be made, the TA will set out the justification for the level of cycle parking provision for each dwelling size and type, reflecting the cycle parking standards in the emerging East Herts District Plan, once this carries significant weight. The parking provision will be demonstrated to be in accordance with the guidance in Roads in Hertfordshire, with geometries demonstrated to be satisfactory.

Movements to and from the site

- 4.12 TRICS is the UK and Ireland's national system of trip generation analysis, containing over 6903 directional transport surveys at over 110 types of development.
- 4.13 The TRICS database was interrogated for appropriate sites using the following selection criteria:
 - 03 Residential
 - M Mixed Private / Affordable Housing
 - Calculate multi modal trip rates
 - Region: All sites in England except Greater London
 - Location Type: All except `Edge of Town Centre'
- 4.14 During the consultation process HCC commented that:

`The selection criterion utilised to determine the trip generation profiles is considered acceptable'

4.15 The average vehicle trip rates for this selection is provided in the table below.

Table 4.1 Vehicle Trip Rates (average) per dwelling unit

Time	Arrival	Departure	2-Way
08:00-09:00	0.124	0.321	0.445
17:00 – 18:00	0.265	0.147	0.412

4.16 The selected sites were then further filtered, removing several sites which have a significantly higher, and a few with a significantly lower, level of public transport than the development site. The vehicle trip rates for this is provided below.

Table 4.2 Vehicle Trip Rates (Selected for similar Public Transport provision) per dwelling unit

Time	Arrival	Departure	2-Way
07:00 - 08:00	0.126	0.381	0.507
17:00 – 18:00	0.312	0.176	0.488

4.17 The table shows that the TRICS vehicular trip rates for the selected sites is slightly higher than the average. It is considered that these (selected) trip rates are appropriate as they represent the sites most similar to the development site and the worst case in terms of vehicle trip generation, ensuring that the subsequent analysis will be robust. All subsequent analysis is based on the `selected for similar Public Transport' TRICS data. The full output from TRICS for this dataset is provided in Appendix E.

4.18 The TRICS trip rates for all modes and the equivalent trip generation for 50 units is provided in the table below.

Table 4.3 Multimodal trip rates, and Trip Generation for 50 units

	Tr	Trip Rates per unit			neration for	or 50 units
	In	Out	2-Way	ln	Out	2-Way
Total people						
08:00-09:00	0.179	0.726	0.905	9	36	45
17:00-18:00	0.477	0.275	0.752	24	14	38
Vehicles		to the second				
08:00-09:00	0.126	0.381	0.507	6	19	25
17:00-18:00	0.312	0.176	0.488	16	9	24
OGVs .	. Str	*		19	3.	- th
08:00-09:00	0.002	0.002	0.004	0	0	0
17:00-18:00	0.001	0.001	0.002	0	0	0
PSVs					1	J. 32
08:00-09:00	0.001	0.001	0.002	0	0	0
17:00-18:00	0.001	0.001	0.002	0	0	0
Cyclists	b. 30-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	I Constitution of the Cons	1.000.000000000000000000000000000000000		4	1 200
08:00-09:00	0.005	0.016	0.021	0	1	1
17:00-18:00	0.013	0.007	0.02	1	0	1
Vehicle occupa	nts	100 miles (100 miles (* **	100
08:00-09:00	0.146	0.567	0.713	7	28	36
17:00-18:00	0.400	0.221	0.621	20	11	31
Pedestrians		*		**	*	*
08:00-09:00	0.025	0.109	0.134	1	5	7
17:00-18:00	0.05	0.046	0.096	3	2	5
Bus/tram passe	engers		Alexander and		3	
08:00-09:00	0.002	0.029	0.031	0	1	2
17:00-18:00	0.013	0.001	0.014	1	0	1
Total rail passe	ngers		1		1	
08:00-09:00	0.000	0.005	0.005	0	0	0
17:00-18:00	0.001	0	0.001	0	0	0
Coach passeng	ers				•	
08:00-09:00	0.000	0.001	0.001	0	0	0
17:00-18:00	0.000	0.000	0	0	0	0
Public transpor						
08:00-09:00	0.002	0.034	0.036	0	2	2
17:00-18:00	0.014	0.001	0.015	1	0	1

Forecast Traffic Growth

4.19 DfT Circular 02/2013 which deals with the Strategic Road Network states that:

'The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period.'

It also states that:

'Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/ or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

- 4.20 The East Herts Local Plan second review 2007 forms part of the statutory Development Plan for East Herts District and is used by East Herts Council to determine planning applications across the district. It covers the period up to 2011. If a planning application were lodged in 2016 the forecast year would be 2026, which is ten years after the registration. However, a planning application at this site will not be lodged until after the adoption of the East Herts District Plan, (which will replace the 2007 Local Plan) now programmed for adoption in 2017, so the forecast year would be 2027. In fact the District Plan is currently proposed to cover the period up to 2031, and therefore 2031 has been used as the review period. It should be noted that the District Plan may now cover a shorter period, but this report will maintain the 2031 forecast year in order to be a robust assessment.
- 4.21 TEMPRO 6.2 was interrogated using NTM AF09 Dataset for Principal Roads within the Urban Area of Bishop's Stortford for the period of 2015 to 2031. The growth in this period is predicted to be AM 1.140 and PM 1.151 or around 15%.

Traffic Modelling

4.22 ARCADY (Assessment of Roundabout Capacity and Delay, Version 6) is a computer program for predicting capacities, queues and delays at roundabouts and miniroundabouts. A traffic models has been prepared of the following junction: Four arm conventional roundabout at the junction between Dunmow Road,
 Manor Links and Parsonage Lane.

Trip Distribution

- 4.23 During the consultation process, Hertfordshire County Council requested that, with respect to the proposed trip generation that: 'Appropriate justification and explanation is required to determine the suitability of the distribution profile.' The following section therefore explores the suitability of applying the development trips using the existing distributions.
- 4.24 The development trips have been distributed using the same proportions as the existing traffic passing through the junction as shown in the figures below.

Figure 4.1 – AM Peak Trip Distributions

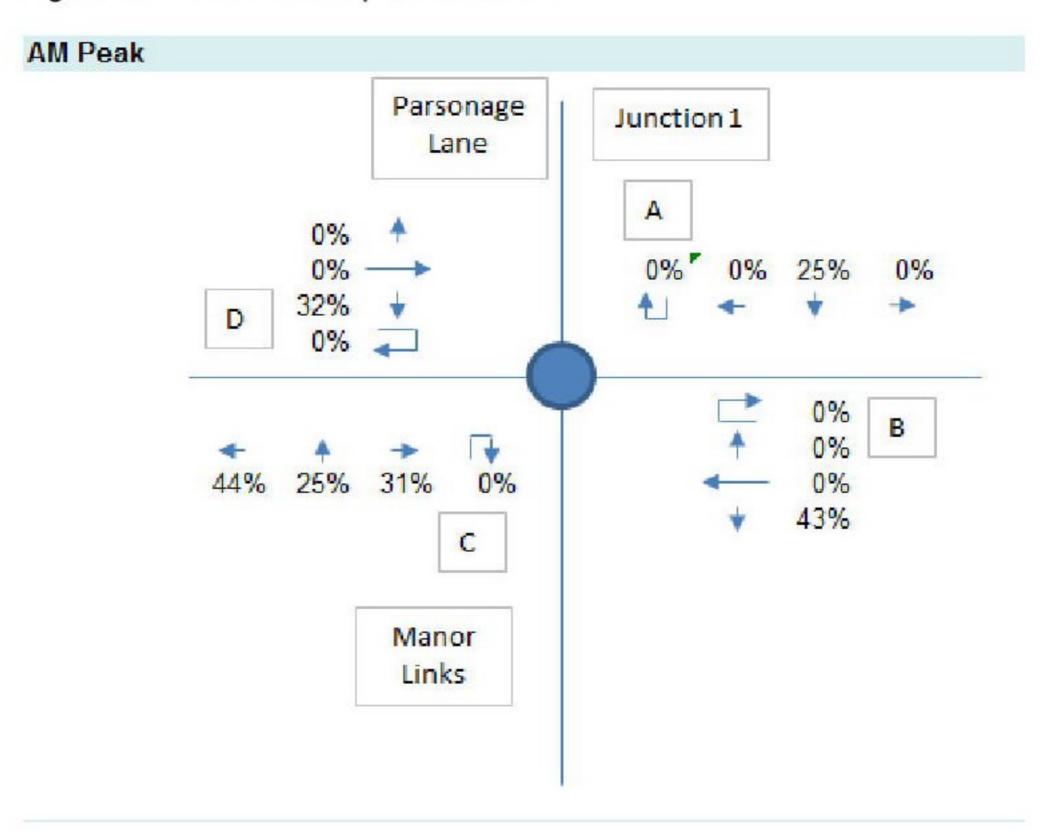
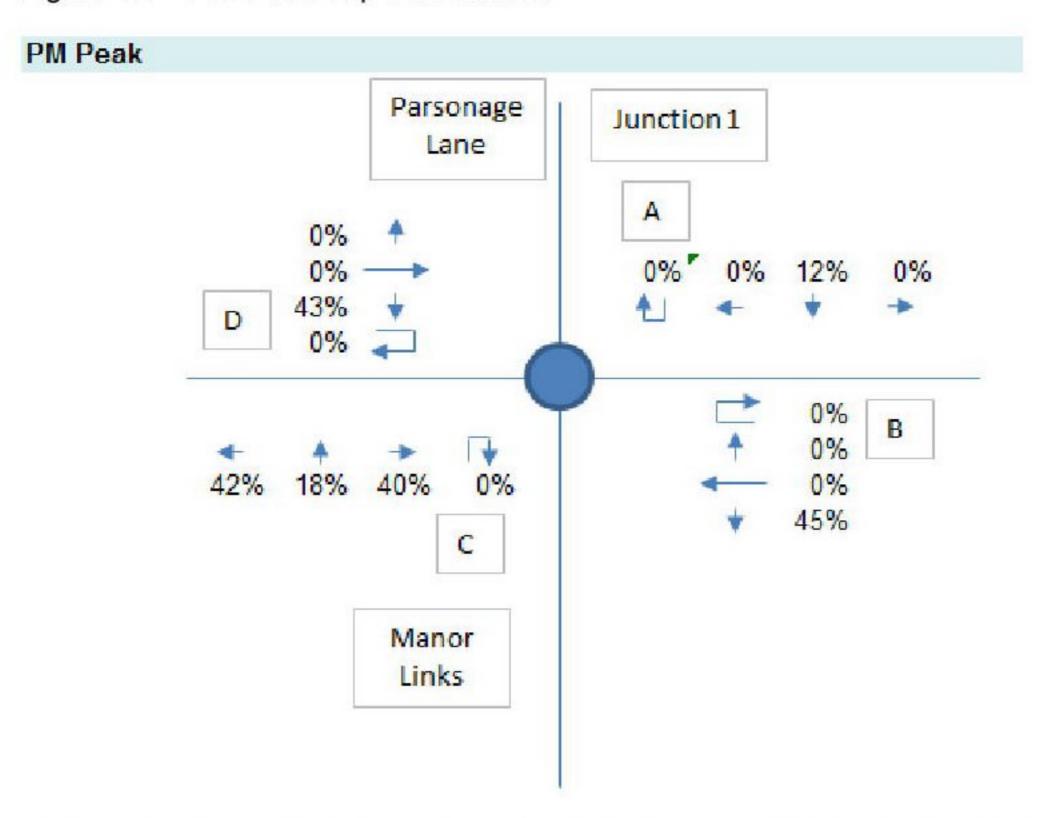


Figure 4.1 – AM Peak Trip Distributions



- 4.25 The development site is located on the eastern fringe of Bishop's Stortford and also on the eastern fringe of East Hertfordshire. It is therefore likely that the future residents travelling to Bishop's Stortford and a proportion of those to the wider East Hertfordshire area will utilise primarily the A1250 to the west of the site, and also, to a lesser extent the unclassified road Parsonage Lane. The residents travelling further afield are likely to travel east on the A1250 to connect with the A120 and the M11.
- 4.26 The 2011 Census data was interrogated for all of the locations in the UK where residents of the area surrounding the site (Super Output Area: E02004882 : East Hertfordshire 005) travel to work. The analysis revealed the current residents of this area travel to work in the following areas:

•	Cambridge	1.5%
•	Epping Forest	2.7%
•	Harlow	8.9%
•	Uttlesford	23.3%
•	Broxbourne	2.4%
•	East Hertfordshire	42.2%
•	Welwyn Hatfield	1.4%

Camden 2.4%

City of London 5.3%

• Islington 1.5%

Southwark 1.6%

Tower Hamlets 2.8%

• Westminster 3.9%

- 4.27 This shows that there is a relatively even split between the East Hertfordshire and destinations further afield. It is noted that Bishop's Stortford is by far the largest town in East Hertfordshire, and considering the location of the development is likely to be a key workplace destination for the future residents of the development.
- 4.28 In summary, the census data shows that the future residents workplace trips are likely to be relatively evenly split between; destinations further afield, traveling east from the site on the A1250, and to Bishop's Stortford and East Hertfordshire, travelling mainly on the A1250 west and to a lesser extent Parsonage Lane. This split is in line with the proportions of existing traffic. The existing distributions provide a reasonable representation of the movement of the future residents and are therefore considered appropriate.

Traffic modelling

- 4.29 Three scenarios have been tested:
 - Scenario 1 2015 Base Flows
 - Scenario 2 2031 Base Flows
 - Scenario 3 2031 Base Flows + Development Flows (50 units)

Scenario 1 - 2015 Base Flows

4.30 Manual Classified Traffic Counts were undertaken at the two junctions on Thursday 29th January 2015. The flows, and those for the other scenarios are summarised in Appendix F.

Scenario 2 - 2031 Base Flows

4.31 The growth factor for the period between 2015 and 2031 has been applied to the base flows to produce Scenario 2.

Scenario 3 - 2031 Base Flows + Development Flows (50 units)

- 4.32 The development is residential in nature
- 4.33 The trip generation for the development site has been distributed at the study junction based on the existing distributions and added to the 2031 base flows to make up scenario 3.

Traffic modelling results

4.34 Traffic models for the three scenarios have been produced based on geometric information taken from OS mapping as shown in the drawings at the back of this report. The results of the modelling are provided in the tables below, the values quoted are RFC or Ratio of Flow to Capacity, and End Q which is the queue length at the end of the busiest time segment within the model:

Table 4.4 ARCADY model results Dunmow Road / Parsonage Lane

	Scen	ario 1	Scena	rio 2	Scen	ario 3
	AM Peak					
Arm	End Q	RFC	End Q	RFC	End Q	RFC
Parsonage Lane	1.7	0.64	3.1	0.76	3.2	0.77
Dunmow Road E	10.2	0.93	53.5	1.07	56.1	1.08
Manor Links	0.1	0.06	0.1	0.08	0.2	0.15
Dunmow Road W	1.6	0.62	2.4	0.71	2.5	0.72
			PM	Peak		
Parsonage Lane	0.3	0.23	0.4	0.28	0.4	0.28
Dunmow Road E	1.8	0.65	3.0	0.76	3.1	0.76
Manor Links	0.0	0.01	0.0	0.02	0.0	0.04
Dunmow Road W	1.3	0.56	1.9	0.66	2.0	0.66

- In Arcady and Picady, if an RFC is at or below 0.85 queueing will be theoretically avoided. The results of the modelling shows that for all time periods and all scenarios, queuing will be avoided on all arms of the junction except for the Dunmow Road east approach to the roundabout during the AM Peak. This fact is validated by the queue length survey which recorded significant queueing on this arm during the AM peak.
- 4.36 The Dunmow Road east approach to the roundabout currently (scenario 1) has an RFC of 0.93. By 2031 the growth in background traffic (Scenario 2) would generate an RFC of 1.07 and with the development (Scenario 3) the RFC would be 1.08. This is only a very small increase in RFC and is unlikely to have a significant impact. However options have been investigated to illustrate how this small impact could be mitigated.

Mitigation measures – Dunmow Road / Parsonage Lane Roundabout

4.37 PTP drawing number 1001-21195-01 shows the existing arrangement at this junction complete with the Arcady measurements. It is noted that the existing arrangement

includes a relatively recently installed pedestrian refuge island on Dunmow Road east of Manor Links. Any mitigation measures must therefore balance the requirements for minor increases in traffic capacity whilst maintaining or enhancing the current pedestrian provision.

- 4.38 Two options have been developed to mitigate the impact of the development as follows:
 - Option 1 (1002-21195-01) Puffin Crossing
 - Option 2 (1004-21195-01) Provide new wider traffic island to replace the existing refuge island
- 4.39 These two options both provide very similar capacity improvements by widening the approach to the Dunmow Road east arm of the junction within the existing highway land. It is also considered that both of the options provide an improvement to the current pedestrian provision. Option 1 provides a signal controlled crossing which would make crossing easier than the via the current refuge island. Option 2 provides a wider refuge than in the current situation and it also provides the crossing directly on the pedestrian desire line. Should the signal controlled crossing be pursued pedestrian surveys may be required to establish the impact of this arrangement on the roundabout.
- 4.40 The results of the Arcady model for the mitigation measures is provided in the table below. Full traffic modelling outputs are provided in Appendix G.

Table 5.5 Mitigation measures - Dunmow Road / Parsonage Lane / Manor Links

	Scenario 3 - Mitigation Options					
	Option 1 - Refuge		Option 2 - Puffin			
	AM Peak					
Arm	End Q	RFC	End Q	RFC		
Parsonage Lane	3.2	0.77	3.2	0.77		
Dunmow Road E	42.7	1.05	41.4	1.05		
Manor Links	0.2	0.16	0.2	0.16		
Dunmow Road W	2.5	0.72	2.5	0.72		
		PM P	eak			
Parsonage Lane	0.4	0.28	0.4	0.28		
Dunmow Road E	2.8	0.74	2.7	0.74		
Manor Links	0.0	0.04	0.0	0.04		
Dunmow Road W	2.0	0.66	2.0	0.66		

4.41 The modelling results show that in 2031, after the implementation of the development and the mitigation measures, (either option 1 or 2), that the RFC of the Dunmow Road

- eastern approach would be below that if no development or mitigation measures took place. The measures therefore provide better than nil detriment.
- 4.42 The modelling results also show that in respect of the Manor Links arm, during the AM and PM peaks, in 2031, with the proposed development and either mitigation option on Dunmow Road, the RFC's indicate that significant queueing will **not** be generated.
- 4.43 During the consultation process, HCC reviewed the results presented above and commented:

`The results are considered acceptable and demonstrate that reasonable mitigation measures can be introduced to improve the operation of the junction and mitigate the impact of the proposed development.'

Travel Plan Statement

The TA will confirm that a Travel Plan Statement (TPS) will be provided via a planning condition of a planning permission for the proposed development, as the proposal is for 50 dwelling units. The TPS will conform to Hertfordshire's Travel Plan Guidance for Business and Residential Development. The TPS will focus on site measures to promote the use of sustainable transport, and deal with any issues raised in the TA, or make a contribution towards a more strategic scheme. For example, the developer/occupier might be required to join a local travel forum or similar travel plan network to promote use of sustainable modes.

Construction Logistics Plan

The TA will confirm that the developer will support a planning condition that requires a construction logistics plan to ensure that construction vehicles access the site in an agreed manner which will not have a detrimental impact on the vicinity of the site, and to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to highway safety.

5 Summary

- 5.1 The main findings of this Transport Note are summarised below:
 - The BISH 9 development proposals comprise the construction of approximately 50 new dwellings. It is currently proposed that 40% of the units will be affordable.
 - The site is located within easy walking and cycling distance of a range of facilities
 which are likely to be utilised by the future residents of the development on a day to
 day basis including; Infants', Primary and Secondary Schools, employment sites,
 GPs, Dentists and Hospitals. The future residents are therefore likely to walk and
 cycle, i.e. using the most sustainable modes of transport for a significant proportion
 of the trips to and from the development.
 - For residents travelling further afield, the site is also located conveniently close to four bus stops and the Bishop's Stortford Rail Station. These public transport access points provide frequent services to a wide range of destinations.
 - The accident record does not identify any cluster of accident types or locations of concern.
 - Traffic capacity analysis has been carried out on the Manor Links roundabout junction with Dunmow Road, for both the AM and PM peak Periods. The following scenarios were tested:
 - Scenario 1 2015 Base Flows
 - Scenario 2 2031 Base Flows
 - Scenario 3 2031 Base Flows + Development Flows (50 units)
 - The analysis shows that queueing is not generated for all three scenarios during the AM or PM peak, except for the Dunmow Road eastern arm of the roundabout with Parsonage Lane and Manor Links, which generates queues for all three of the scenarios for the AM peak only. It is stressed the accident record does not include any accidents caused by the existing queueing at this junction.
 - Although this impact is only very slight two mitigation options have been illustrated which provide better than nil-detriment ensuring that, for the forecast year of 2031 following the implementation of the development and either option 1 or 2 mitigation, that the queueing at the Dunmow Road east arm of the junction would be less than it would be without the development. The mitigation measures achieve the increase in capacity by providing minor widening to the offside approach to the roundabout.

Both of these options also retain, or enhance, the existing pedestrian provision by either improving the directness of pedestrian movements or providing a signal controlled crossing.

- The modelling also demonstrates that with the development of 50 dwellings and 2031 traffic flows, and with either; no mitigation measures, mitigation option 1, or option 2, significant queueing would still be avoided on the Manor Links arm of the Dunmow Road roundabout, even during the AM and PM peaks. Accordingly the traffic generated by the development proposed, modelled for 2031, can be accommodated on Manor Links.
- The contents of this Transport Note have been assessed and accepted by the Highway Authority, Hertfordshire County Council, which has confirmed that it has no objection to the principle of the development on the site and that the two proposed accesses onto Manor Links are acceptable in principle.





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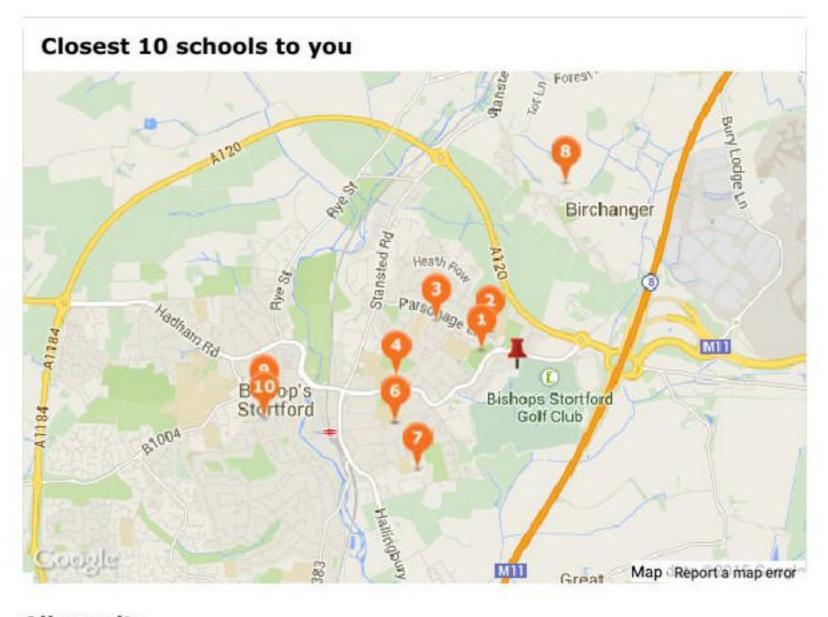
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2. Birchwood High School (0.23 miles)

1347 pupils, 11-18 years, Mixed gender Ofsted latest Inspection

Specialisms

Add to favourites

3. All Saints Church of England Primary School and Nursery, Bishop's Stortford (0.48 miles)

232 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection

Nursery provision Add to favourites

4. Hockerill Anglo-European College (0.61 miles)

849 pupils, 11-18 years, Mixed gender Ofsted latest Inspection

Specialisms Add to favourites

5. The Hertfordshire & Essex High School and Science College (0.67 miles)

1126 pupils, 11-18 years, State funded, Girls Ofsted latest Inspection

Specialisms Add to favourites

6. The Hertfordshire & Essex High School and Science College (0.67 miles) 11-18 years, Girls Ofsted latest Inspection Add to favourites Specialisms 7. Thorn Grove Primary School (0.71 miles) 232 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision 8. Birchanger Church of England Voluntary Controlled Primary School (0.96 miles) 109 pupils, 4-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites 9. Windhill School (1.29 miles) 379 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision 10. St Michael's Church of England Primary School (1.29 miles) 238 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision ICT Award Saint Mary's Catholic School (1.36 miles) Ofsted latest Inspection 915 pupils, 11-18 years, State funded, Mixed gender Add to favourites ICT Award Specialisms The Bishop's Stortford High School (1.43 miles) 1099 pupils, 11-18 years, State funded, Boys Ofsted latest Inspection Add to favourites ICT Award Specialisms Thorley Hill Primary School (1.49 miles) 228 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision ICT Award Northgate Primary School (1.56 miles) 464 pupils, 3-11 years, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision St Joseph's Catholic Primary School (1.57 miles) 347 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision Bishop's Stortford College (1.64 miles) Ofsted latest Inspection

1114 pupils, 4-18 years, Privately funded, Mixed gender Add to favourites Howe Green House (1.72 miles) Ofsted latest Inspection 174 pupils, 2-11 years, Privately funded, Mixed gender Add to favourites Nursery provision Richard Whittington Primary School (1.73 miles) 341 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision ICT Award Forest Hall School (1.80 miles) 11-16 years, Mixed gender Ofsted latest Inspection Add to favourites Specialisms Forest Hall School (1.80 miles) Ofsted latest Inspection 337 pupils, 11-16 years, State funded, Mixed gender Add to favourites Special needs provision Specialisms Hillmead Primary School (2.06 miles) 225 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision ICT Award Manor Fields Primary School (2.10 miles) 471 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision St Mary's Cofe Foundation Primary School (2.27 miles) 231 pupils, 5-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Little Hallingbury Church of England Voluntary Aided Primary School (2.51 miles) 167 pupils, 5-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Bentfield Primary School (2.61 miles) 246 pupils, 3-11 years, State funded, Mixed gender Ofsted latest Inspection Add to favourites Nursery provision

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Key

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Special needs provision

Nursery provision

ICT award 🔞

Has a specialism

National average

Ofsted overall effectiveness

Outstanding: 13% Good: 43% Satisfactory: 37% Inadequate: 8%

Key stage 2 achievement

Combined maths and english: 73%

GCSE/equiv. achievement

5+ A*-C grades: 53.4%

Baccalaureate percentage

% pupils achieving: 15.6%

A/AS/equiv. achievement

Avg. point score per student: 744.8

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Free legal advice line:

08088 020 008

Coram clc (Children's legal centre) website

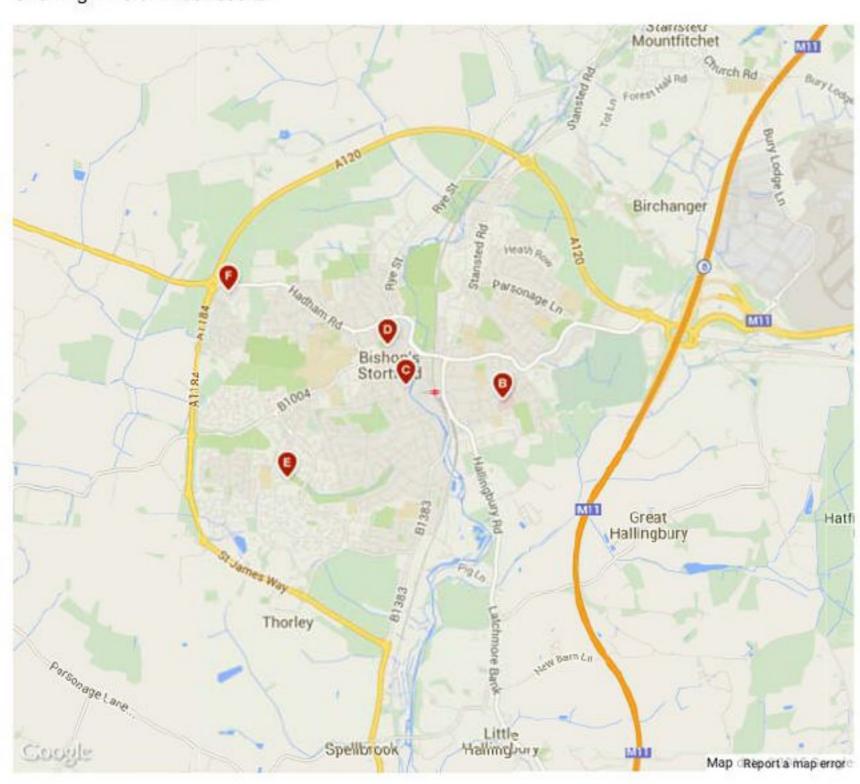
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Alaymeads Health Centre

食食食业

3 ratings

- 14

Tel: 01279 657 636

Cavell Drive

Bishop's Stortford

Herts

Bishops Stortford

CM23 5JH

0.62 miles

PARSONAGE SURGERY

全全全全企

9 ratings

•

Tel: 01279 827608 Parsonage Surgery

Herts & Essex Community Hospital

Cavell Drive, Haymeads Lane

Bishop's Stortford, Herts.

CM23 5JH

0.62 miles

South Street Surgery



33 ratings

-

Tel: 01279 465700

83 South Street

Bishop's Stortford

Herts

CM23 3AP

1.10 miles

Ohurch Street Surgery

17 ratings

-

Tel: 01279 657636 30a Church Street

Bishops Stortford

Herts

Bishops Stortford

CM23 2LY

1.15 miles

Thorley Health Centre

食食食合合

2 ratings

Tel: 01279 657636

Villiers-Sur-Marne

Thorley Park

Bishops Stortford

Bishops Stortford

CM23 4EG

1.97 miles

Bishop's Park Health Centre (branch of South Street Surgery)

9 ratings

o rading

Tel: 01279 465700

Lancaster Way

Bishop's Stortford

Hertfordshire

CM23 4DA

2.12 miles

The Stansted Surgery

食食食

30 ratings

oo raung

Tel: 01279 813200

Redlands

86 St. Johns Road

Stansted

Essex

CM24 8JS

2.44 miles

Elsenham Surgery

食食食食食

1 rating

Tel: 01279 814730

Elsenham Surgery

Station Road

Elsenham

Bishop's Stortford

Hertfordshire

CM22 6LA

3.56 miles

The Eden Surgeries, Hatfield Heath

會會會有自

6 ratings

Tel: 01279 730616

Broomfields

Hatfield Heath

Bishop's Stortford

2 of 3 26/02/2015 13:13

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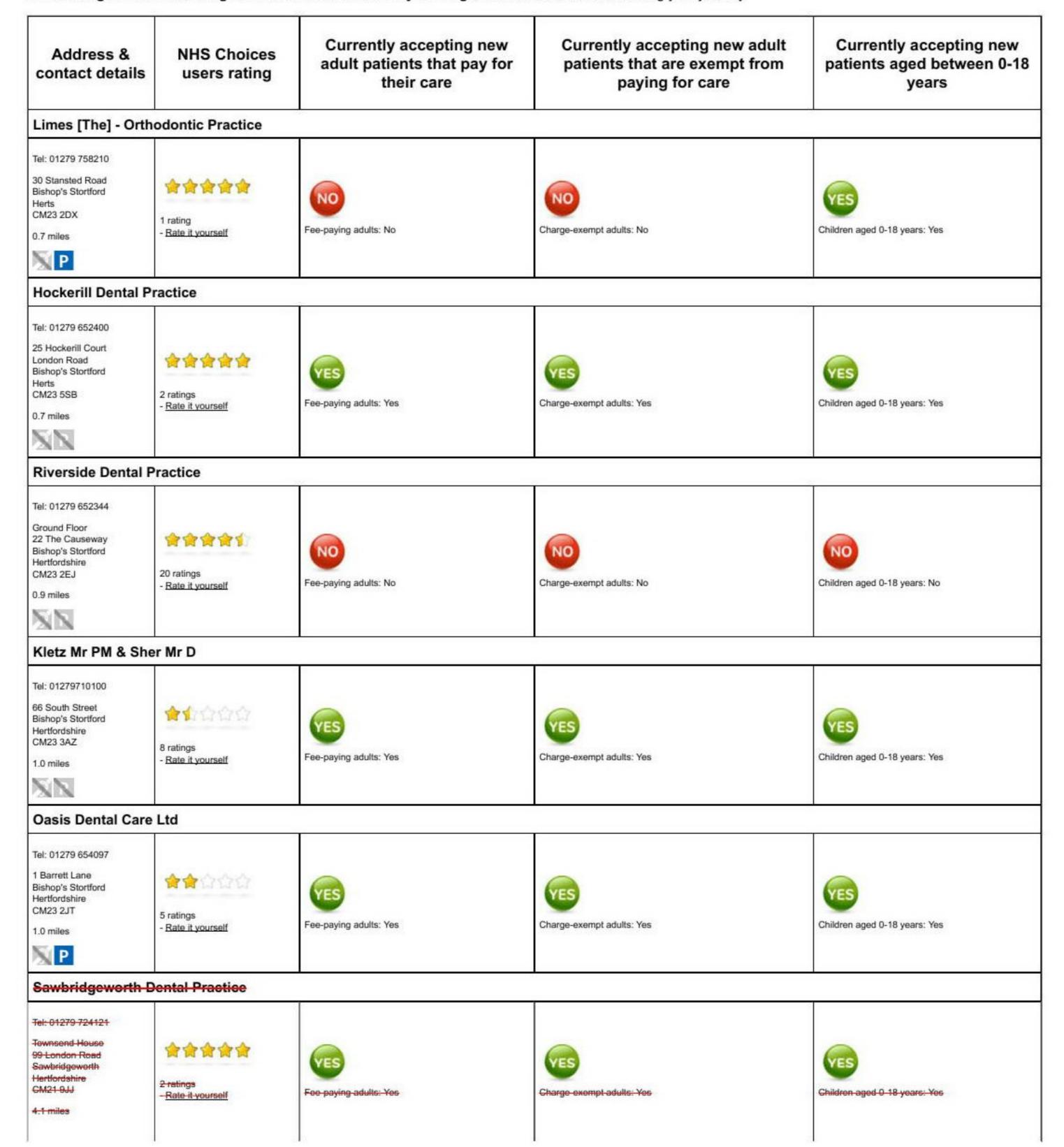
- · Yes please
- Maybe later
- · No thanks



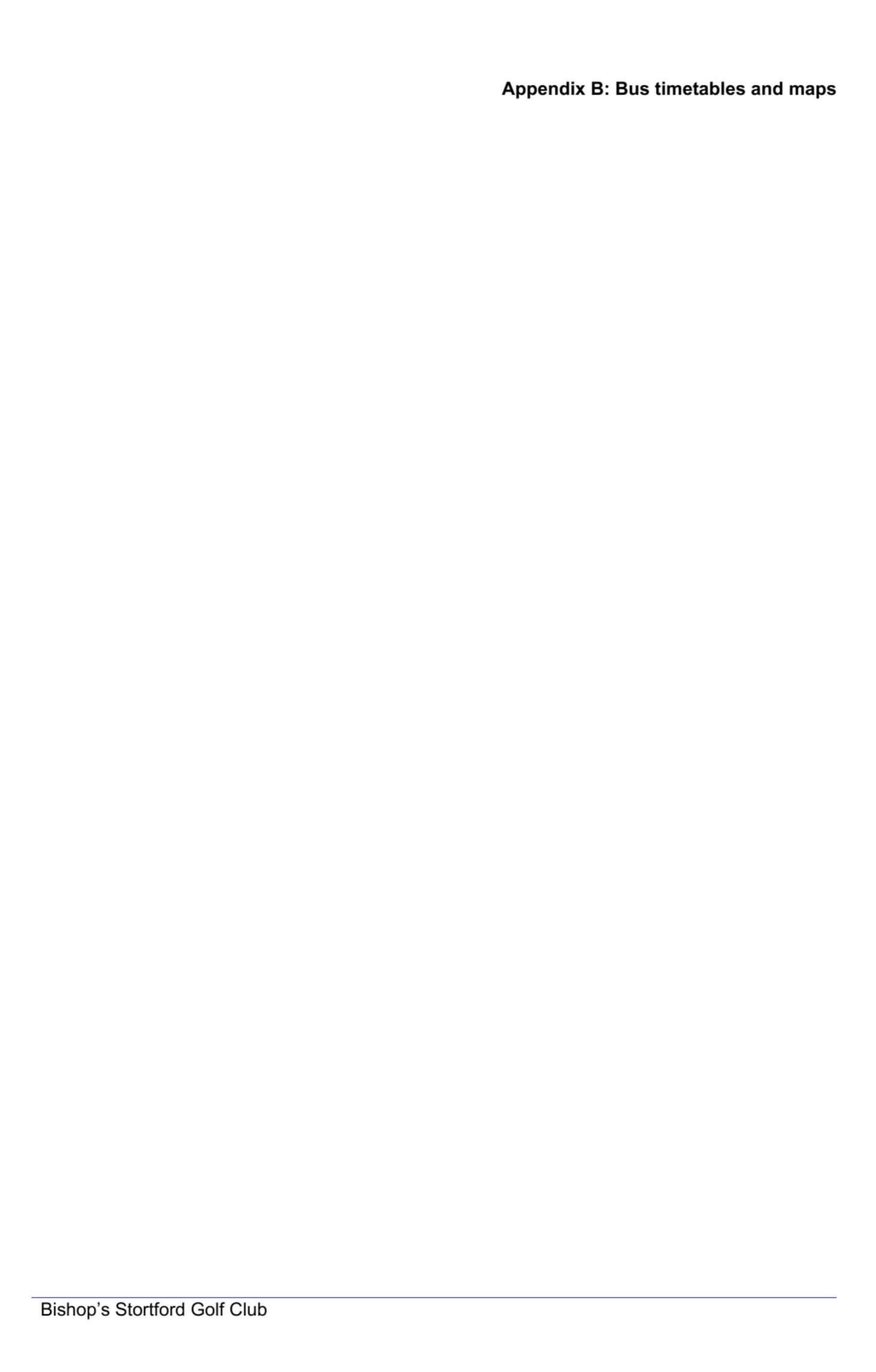
Results for Dentists in CM23 5RA

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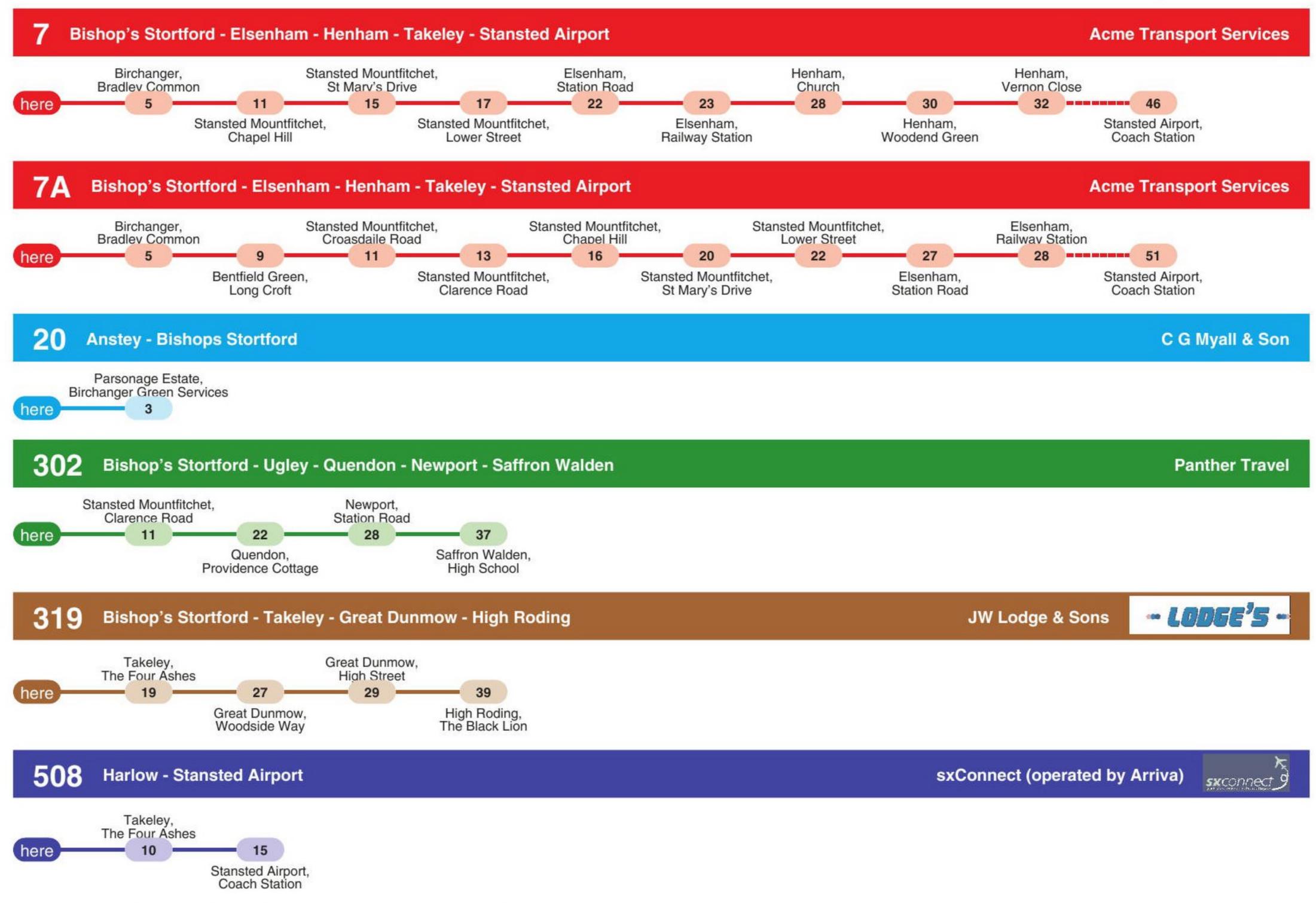


15/04/2016 15:02





Bus departures from this stop Parsonage Estate nr Birchwood High School



The numbers circled indicate approximate timings in minutes from Parsonage Estate, Birchwood High School

Mondays to Fi	ridays					Bus times as a	at 18th April 2016
Time Service Note	Time Service Note	Time Service Note					
0611 7	0820 508 C	<i>0924</i> 508 B	1128 508	1328 508	1532 508	1640 508 C	1826 7A
0654 7	0830 7	<i>0924</i> 508 C	1141 7A	1341 7A	1556 319 Sch	1721 508 B	1831 508 B
<i>0658</i> 508	<i>0834</i> 20 B	<i>0958</i> 508	1158 508	<i>1358</i> 508	1605 7A	1723 508 C	1833 508 C
0733 508	<i>0850</i> 508 B	1028 508	1228 508	1428 508	1605 508 B	1730 7	
0749 302 Sch	<i>0852</i> 508 C	1041 7	1256 7	<i>1458</i> 508	1607 508 C	1755 508 B	
<i>0818</i> 508 B	0915 7A	<i>1058</i> 508	<i>1258</i> 508	1515 7	1638 508 B	1757 508 C	
Saturdays						Bus times as a	t 23rd April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	
0611	0830 7	1028 508	1158 508	1341 7A	<i>1528</i> 508	1728 508	
0643 508	0846 508	1041 7	1228 508	<i>1358</i> 508	<i>1558</i> 508	1730 7	
0654	0915 7A	<i>1058</i> 508	1256 7	1428 508	1605 7A	1804 508	
0728 508	0922 508	1128 508	1258 508	1458 508	1628 508	1826 7A	
0810 508	0958 508	1141 7A	1328 508	1515 7	1658 508	1847 508	
Sundays							

Notes: C-Hertfordshire School Holidays only Times shown in italics are approximate times

B-Hertfordshire Schooldays only Sch-Schooldays only



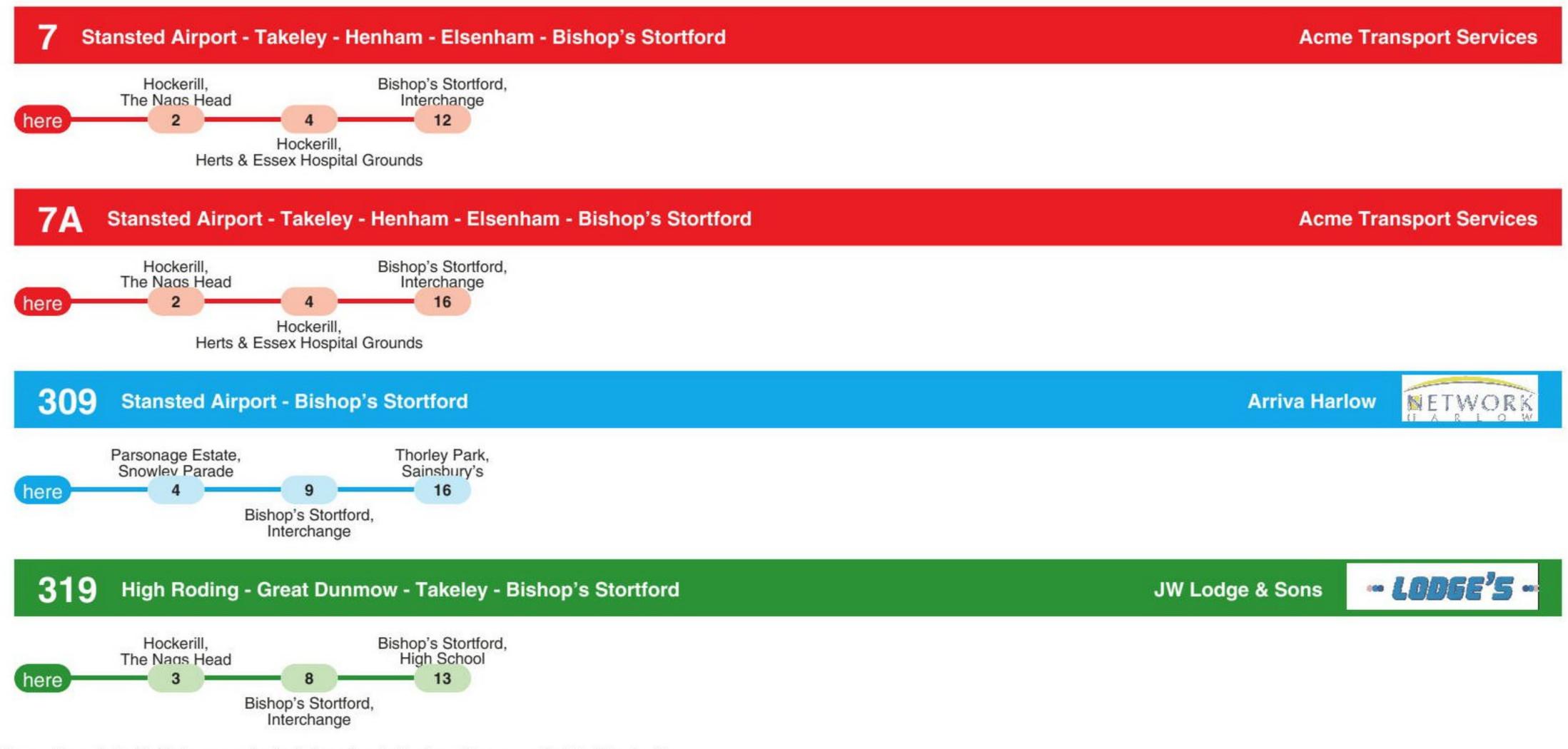
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Reserve to the second second second						
Mondays to Fr	idays					Bus times as at 18th April 2016
Time Service Note	Time Service Note					
0054 309	0534 309	0937 7A	1219 7	1528 7A	1904 7	2154 309
0415 309	0751 7	1004 7	1333 7A	1649 7	1954 309	2254 309
<i>0515</i> 309	0802 319 Sch	1108 7A	1434 7	1753 7A	2054 309	2354 309
Saturdays						Bus times as at 23rd April 2016
Time Service Note	Time Service Note					
0054 309	0534 309	1004 7	1333 7A	1649 7	1954 309	2254 309
0415 309	0751 7	1108 7A	1434 7	1753 7A	2054 309	2354 309
<i>0515</i> 309	0937 7A	1219 7	1528 7A	1904 7	2154 309	
Sundays						Bus times as at 24th April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note Time Service Note
0054 309	0554 309	0854 309	1154 309	1454 309	1754 309	2054 309 2354 309
0354 309	0654 309	0954 309	1254 309	1554 309	1854 309	2154 309
0454 309	0754 309	1054 309	1354 309	1654 309	1954 309	2254 309

Notes: Sch-Schooldays only

Times shown in italics are approximate times



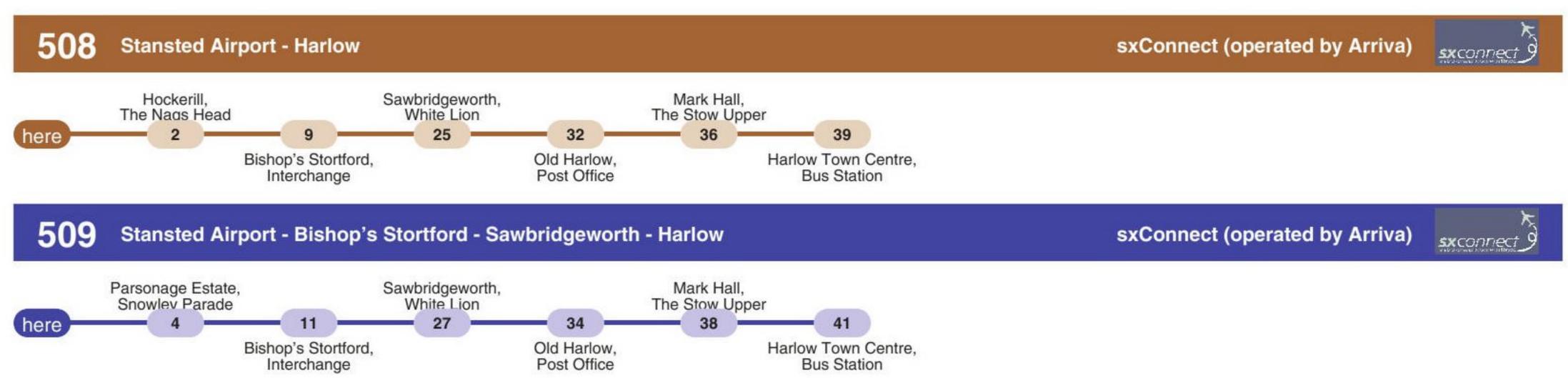
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Bus departures from this stop Parsonage Estate nr Shortcroft



The numbers circled indicate approximate timings in minutes from Parsonage Estate, Shortcroft

Mondays to Fr	ridays					Bus times as a	t 18th April 2016
Time Service Note	Time Service Note						
0659 508	0827 509 Sch	1004 508	1142 509	1334 508	1512 509 Sch	1620 508 C	1733 509
0710 509	0829 508 C	1012 509	1204 508	1342 509	1524 509 NSch	1623 509 Sch	1733 508 C
<i>0737</i> 508 B	0837 509 NSch	1034 508	1212 509	1404 508	1540 508 B	1631 509 NSch	<i>1759</i> 508
0746 509 Sch	0900 508	1042 509	1234 508	1412 509	1548 509 Sch	1649 508 B	1807 509
<i>0751</i> 508 C	0908 509	1104 508	1242 509	1434 508	1550 508 C	1657 508 C	1833 508
0804 509 NSch	0934 508	1112 509	1304 508	1442 509	1553 509 NSch	1659 509 Sch	1842 509
<i>0816</i> 508 B	0942 509	1134 508	1312 509	1504 508	1612 508 B	1724 508 B	1906 509
Saturdays						Bus times as a	t 23rd April 2016
Time Service Note							
0647 509	0856 509	1034 508	1204 508	1334 508	1504 508	1634 508	1804 508
0719 508	0922 508	1042 509	1212 509	1342 509	1512 509	1642 509	1814 509
0732 509	0932 509	1104 508	1234 508	1404 508	1534 508	1704 508	1840 508
0804 508	0934 508	1112 509	1242 509	1412 509	1542 509	1712 509	1850 509
<i>0817</i> 509	0958 508	1134 508	1304 508	1434 508	1604 508	1734 508	1942 509
0846 508	1008 509	1142 509	1312 509	1442 509	1612 509	1742 509	
No.							

Sundays

No Service

Notes: C-Hertfordshire School Holidays only Times shown in italics are approximate times

B-Hertfordshire Schooldays only

NSch - Not Schooldays

Sch-Schooldays only



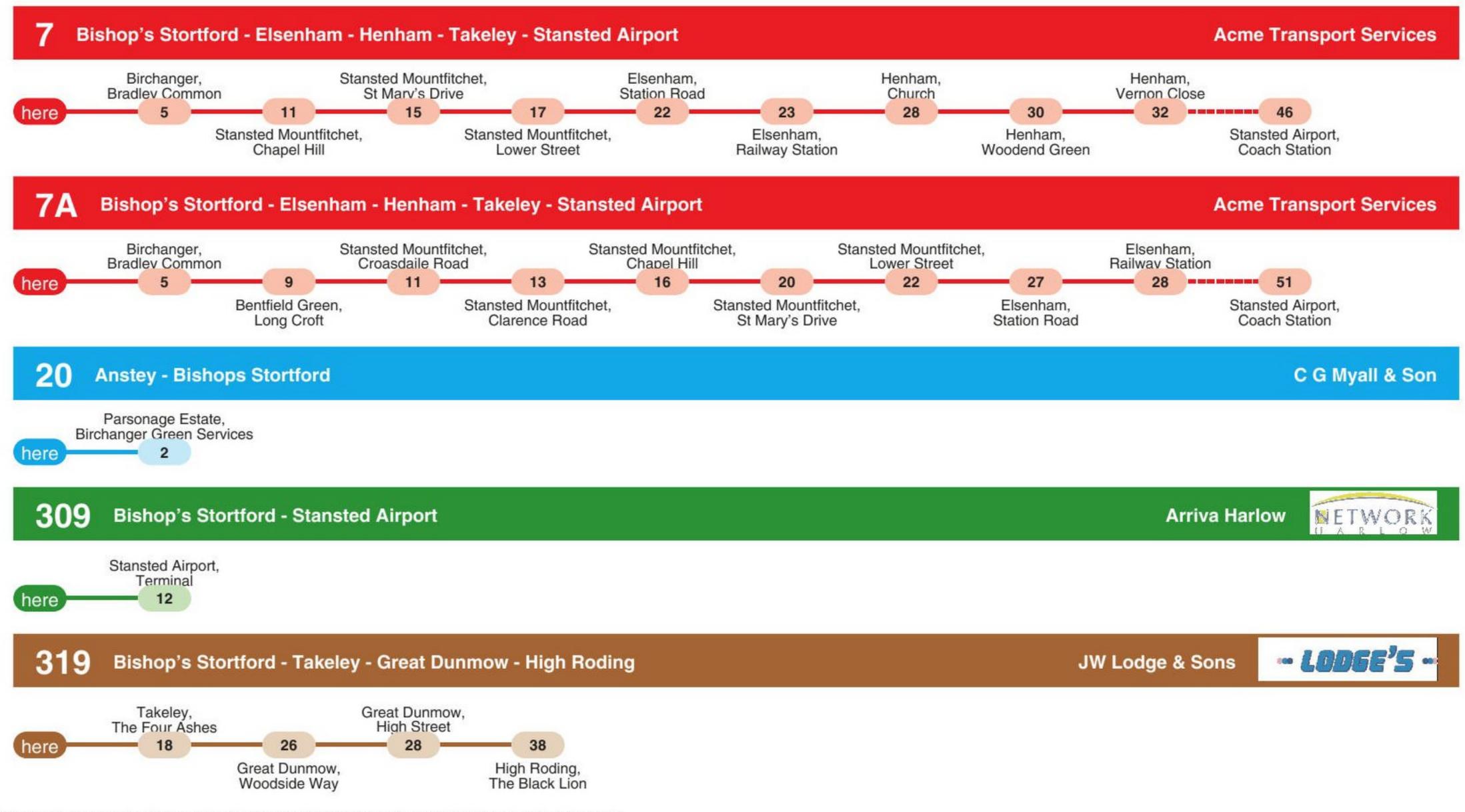
Next bus times on your phone

the code for this stop is **hrtdtdmj**

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.



Bus departures from this stop Parsonage Estate opp Shortcroft



The numbers circled indicate approximate timings in minutes from Parsonage Estate, Shortcroft

Mondays to Fr	idays					Bus times as a	t 18th April 2016
Time Service Note	Time Service Note						
0028 309	0458 309	0654 7	0915 7A	1256 7	1557 319 Sch	1826 7A	2128 309
0328 309	0558 309	0830 7	1041 7	1341 7A	1605 7A	1928 309	2228 309
	0611	<i>0835</i> 20 C	1141 7A	1515 7	1730 7		2328 309
0.120				1010	1700	2020	
Saturdays						Bus times as a	t 23rd April 2016
Time Service Note	Time Service Note						
0028 309	0458 309	0654 7	1041 7	1341 7A	1730 7	2028 309	2328 309
0328 309	0558 309	0830 7	1141 7A	1515 7	1826 7A	2128 309	
0428 309	0611 7	0915 7A	1256 7	1605 7A	1928 309	2228 309	
Sundays						Bus times as a	t 24th April 2016
Time Service Note	Time Service Note						
0028 309	<i>0528</i> 309	0828 309	1128 309	1428 309	1728 309	2028 309	2328 309
0328 309	0628 309	0928 309	1228 309	1528 309	1828 309	2128 309	
0428 309	0728 309	1028 309	1328 309	1628 309	1928 309	2228 309	
	0.20		.020	. 020			

Notes: C-Hertfordshire Schooldays only
Times shown in italics are approximate times



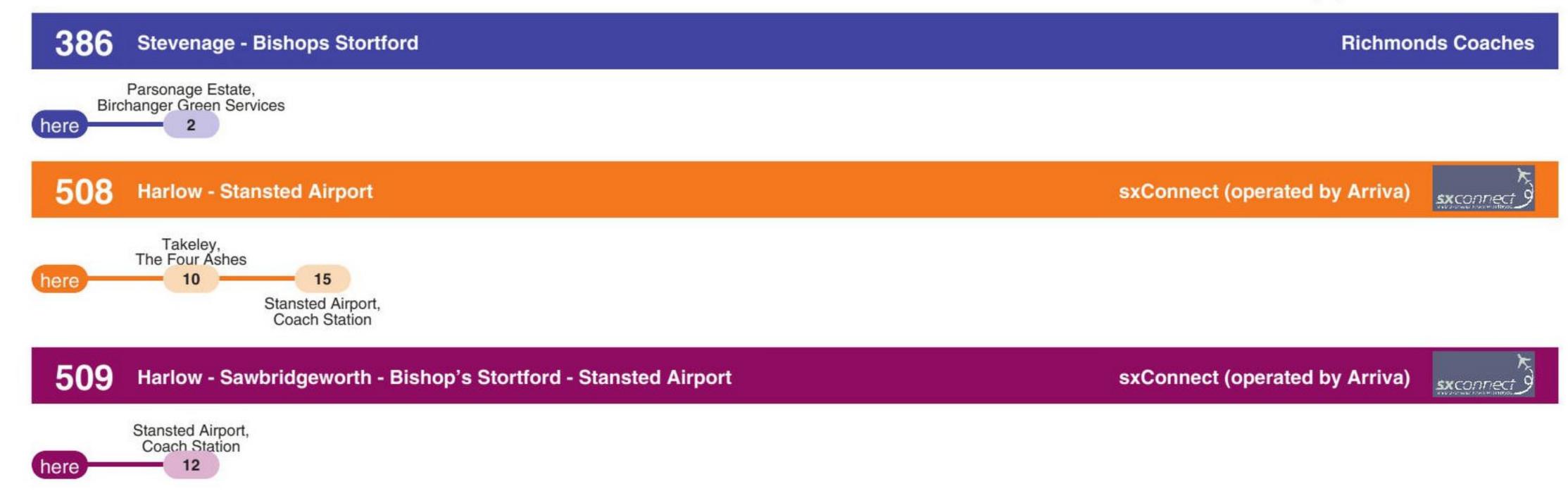
Next bus times on your phone

the code for this stop is hrtdtdwa

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.



Bus departures from this stop Parsonage Estate opp Shortcroft



The numbers circled indicate approximate timings in minutes from Parsonage Estate, Shortcroft

Mondays to F	ridays					Bus times as a	t 18th April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note
0640 509	0826 386 B	0939 509	1141 509	1341 509	1547 509	1703 509 Sch	1812 509 NSch
0658 508	0831 509 Sch	0958 508	1158 508	1358 508	1605 508 B	1721 508 B	1831 508 B
0713 509	0835 509 NSch	1011 509	1211 509	1411 509	1607 508 C	1723 508 C	1833 508 C
0733 508	<i>0850</i> 508 B	1028 508	1228 508	1428 508	1620 509 Sch	1736 509 Sch	1843 509
0748 509 Sch	0852 508 C	1041 509	1241 509	1441 509	1621 509 NSch	1737 509 NSch	1910 509
0750 509 NSch	0905 509 Sch	1058 508	1258 508	1458 508	1638 508 B	1755 508 B	
<i>0818</i> 508 B	0924 508 B	1111 509	1311 509	1511 509	1640 508 C	1757 508 C	
0820 508 C	0924 508 C	1128 508	1328 508	1532 508	1702 509 NSch	1811 509 Sch	
diament and a series						DE PRE LINCOLL	
Saturdays						Bus times as a	t 23rd April 2016
Time Service Note	Time Service Note	Time Service Note					
0643 508	0846 508	1028 508	1158 508	1328 508	1458 508	1628 508	1804 508
0701 509	0901 509	1041 509	1211 509	1341 509	<i>1511</i> 509	1641 509	1819 509
0728 508	0922 508	1058 508	1228 508	1358 508	1528 508	1658 508	1847 508
0746 509	0937 509	1111 509	1241 509	1411 509	<i>1541</i> 509	<i>1711</i> 509	1910 509

Sundays No Service

0810 508

0825 509

Notes: C-Hertfordshire School Holidays only Times shown in italics are approximate times

0958 508

1011 509

B-Hertfordshire Schooldays only NSch-I

1258 508

1311 509

1128 508

1141 509

NSch - Not Schooldays

508

1428

1441 509

Sch-Schooldays only

508

1611 509

1558

1728 508

1743 509



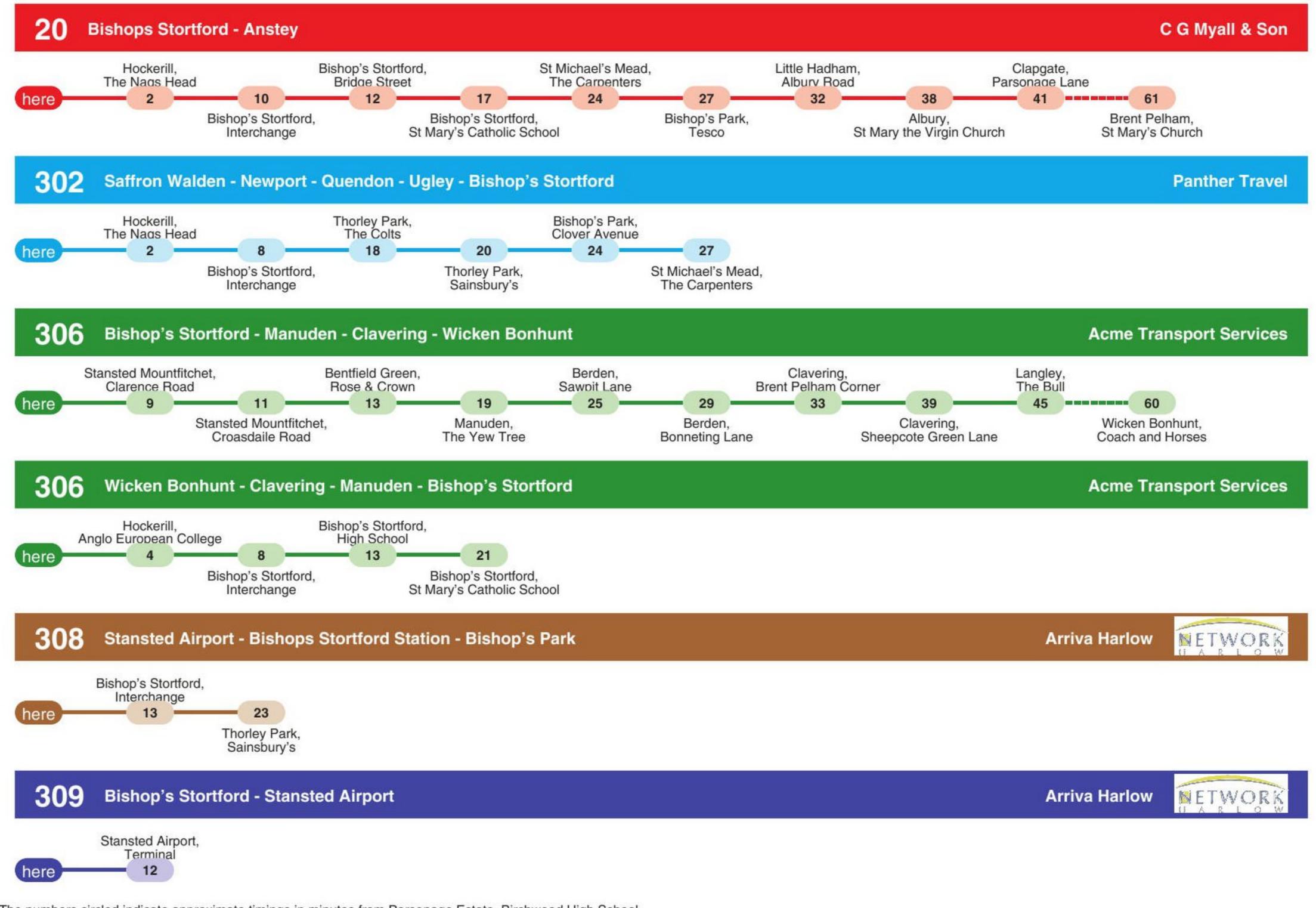
Next bus times on your phone

the code for this stop is hrtdtdwa

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.



Bus departures from this stop Parsonage Estate o/s Birchwood High School



The numbers circled indicate approximate timings in minutes from Parsonage Estate, Birchwood High School

Mondays to Fr	idays					Bus times as a	t 18th April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note
0028 309	0428 309	0558 309	1540 308	1601 306 Sch,W	1928 309	District Control of the Control of t	2328 309
0328 309	0458 309	0808 306 B,Sch	1550 20 C	1607 302 Sch	2028 309	2228 309	
						_	
Saturdays						Bus times as a	t 23rd April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note			
0028 309	0428 309	0558 309	2028 309	2228 309			
0328 309	0458 309	1928 309	2128 309	2328 309			
	THE WILL SE MANAGEMENT						
Sundays						Bus times as a	t 24th April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note
0028 309	0528 309	0828 309	1128 309	1428 309	1728 309	2028 309	2328 309
0328 309	0628 309	0928 309	1228 309	1528 309	1828 309	2128 309	
0428 309	0728 309	1028 309	1328 309	1628 309	1928 309	2228 309	

Notes: C-Hertfordshire Schooldays only Sch-Schooldays only B-towards Bishop's Stortford W-towards Wicken Bonhunt Times shown in italics are approximate times



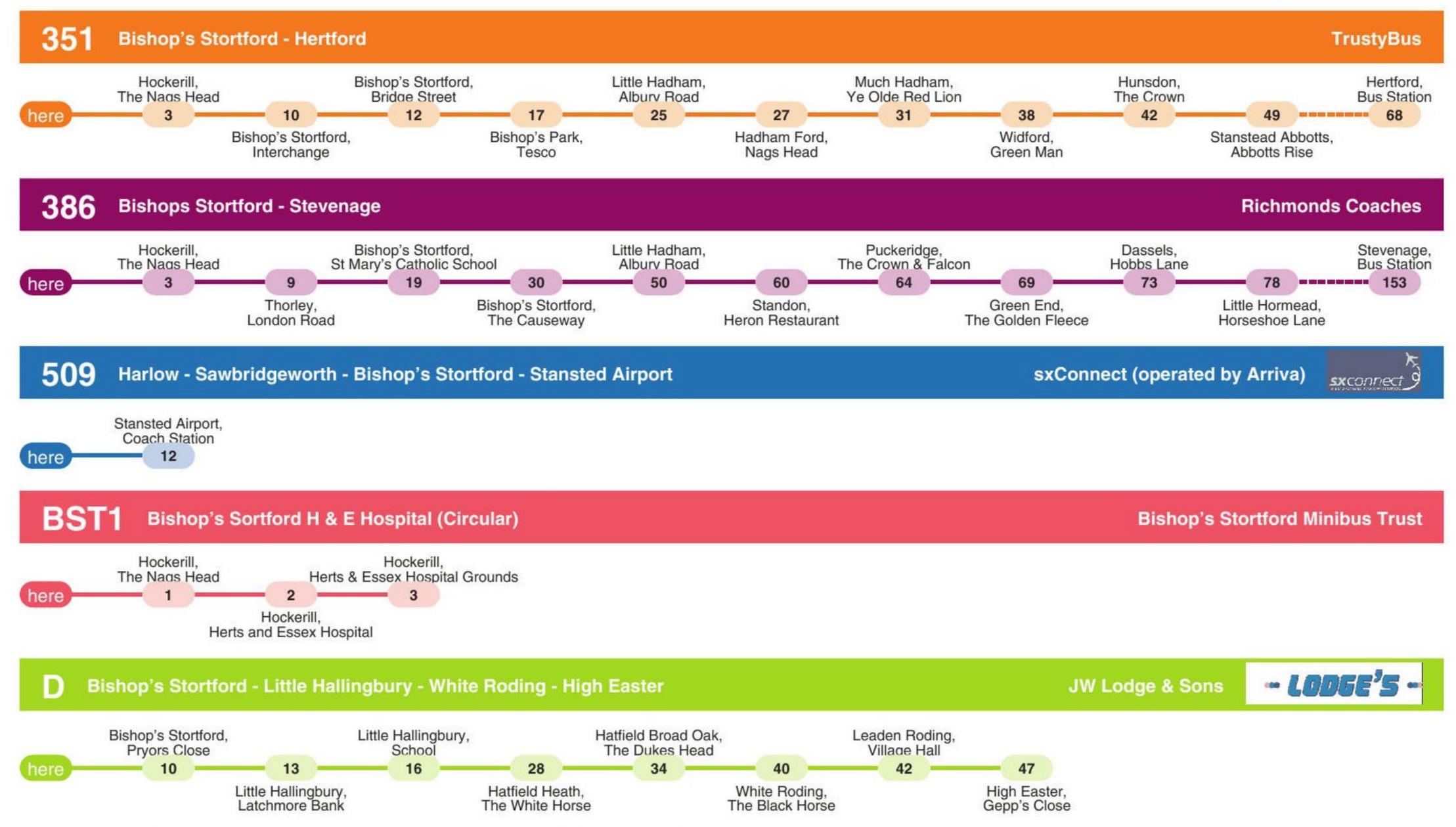
Next bus times on your phone

the code for this stop is hrtdtdtw

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobile By SMS: text the stop code to 84268. Add a space and service number for just that service.



Bus departures from this stop Parsonage Estate o/s Birchwood High School



The numbers circled indicate approximate timings in minutes from Parsonage Estate, Birchwood High School

Mondays to Fr	ridays					Bus times as at	18th April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note
0639 509	0835 509 NSch	1011 509	1154 BST1	1354 BST1	1535 D Sch	1619 509 Sch	1737 509 NSch
0712 509	0854 BST1	1041 509	1211 509	1411 509	1545 386 E	1621 509 NSch	1810 509 Sch
0747 509 Sch	0905 509 Sch	1054 BST1	1241 509	1441 509	1546 509	1702 509 Sch	1812 509 NSch
0750 509 NSch	0939 509	1111 509	1311 509	1454 BST1	1547 351 1,E	1702 509 NSch	1842 509
0830 509 Sch	0954 BST1	1141 509	1341 509	<i>1511</i> 509	1550 351 E	1735 509 Sch	1909 509
Caturdaya							
Saturdays						Bus times as at	23rd April 2016
Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note	Time Service Note		Time Service Note
	Time Service Note 0901 509	Time Service Note 1041 509	Time Service Note 1211 509	Time Service Note 1341 509	Time Service Note 1511 509	Time Service Note	•
Time Service Note			THE PERSON NAMED IN COLUMN 1			Time Service Note 1641 509	Time Service Note
Time Service Note 0701 509	0901 509	1041 509	1211 509	1341 509	1511 509	Time Service Note 1641 509	Time Service Note 1819 509
7701 509 0746 509	0901 509 0937 509	1041 <u>509</u> 1111 <u>509</u>	1211 509 1241 509	1341 509 1411 509	1511 509 1541 509	Time Service Note 1641 509 1711 509	Time Service Note 1819 509
7701 509 0746 509	0901 509 0937 509	1041 <u>509</u> 1111 <u>509</u>	1211 509 1241 509	1341 509 1411 509	1511 509 1541 509	Time Service Note 1641 509 1711 509	Time Service Note 1819 509

Notes: E-Hertfordshire Schooldays only NSch-Not Schooldays Sch-Schooldays only 1-terminates at Hunsdon, The Crown Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is hrtdtdtw

Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.





Technical Note

Consulting Civil Engineers & Transportation Planners

Job No.:	21195	Date:	16 June 2016
Project:	Bishops Stortford	Note Number:	5010-21214-02
Subject:	Speed Survey	Prepared by:	Mike Brain

Introduction

This Technical Note (TN) summarises the findings of a speed survey undertaken to inform the access arrangements for proposed development at this site.

Methodology

Two Automatic Traffic Counters (ATC) were installed On Manor Links at the locations shown in the plan below for seven days starting on Tuesday 24th May 2016. The full ATC output is provided in appendix a,



Findings

The average 2-way 24 hour 85th percentile speed for the two sites was calculated as follows:

Site 1: 28 mphSite 2: 27 mph

PTP
"The Old Stables"
Ridgewood
Two Gates Lane
Bellingdon
Bucks HP5 2XS

Tel. 01494-757244

www.ptplanners.com



However, it is noted that the southern access is close to the end of the road and as such the speed in a southerly direction may be different to the speed in a northerly direction. The speeds for this site were therefore further broken down into north and southbound as follows:

Site 2 – Northbound: 25 mph
Site 2 – Southbound: 28 mph



Appendix A

0468,21404		Channel: Northbound
Grid Reference: 1L50468,	ortford (LC 7)	1 Tue 24-May-16
Site No: 20325001	Site 1, Manor Links, Bishops Stortford (LC 7)	Speed Report-Limit 30 Mph

Bin 12 => 5 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	•		
Bin 11 51-<56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 10 46-<51	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_	•	0	0	0	0	0	•	_		1		
Bin 9 41-<46																																
Bin 8 36-<41		0	0	0	0	0	0	0		0	0	0			0		0							0					<u>.</u>		<u>.</u>	
Bin 7 31-<36		0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	-	0	0	3	4	4	4	08:00	2	21:00	•
	0	0	0	0	0	0	3	4	n	4	ñ	2	2	\vdash	ñ	0	0	⊣	æ	H	⊣	0	æ	0	26	31	34	34	00:60	4	22:00	,
Bin 6	Н	0	0	0	0	0	0	2	Ŋ	Э	ø	11	33	2	4	2	2	Э	2	1	0	⊣	2	Н	47	49	52	53	11:00	11	14:00	•
Bin 5 21-<26		0	0	0	0	0	1	2	1	1	1	1	0	2	1	1	1	0	2	0	2	1	1	2	13	17	20	20		2		
Bin 4 16-<21																									1	П	2	2	02:00		23:00	
y,	0	0	0	0	0	0	0	0	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	ø	80	80	∞	00:60	2	13:00	,
	0	0	0	0	0	0	1	0	0	0	1	0	⊣	⊣	0	0	0	0	Н	0	0	0	Н	0	4	Ŋ	9	9	10:00	Н	22:00	,
Bin 2 6-<11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	L	1	Н			2:00	,
Bin 1 <6Mph	L																															
Std. Dev.	;						6	4.7	6.5	9.9	5.8	3.8	7.7	6.8	3.8	8.9	3.1	2.8	7.1	3.5	5.9	7.6	7.4	3.1	6.5	9	9	9			15:00	0
	23.5	•	•	•	•	•	22.5	24.8	24.3	24	22.4	23.2	21.4	19.2	24.8	17.6	21.8	24.8	22.3	56	21.8	25.2	22.8	20.2	22.9	22.9	22.9	22.9	,	•	19:00	Ċ
Mean Ave.		٠		٠		٠			29.9	29.6	26.7	25.7													28.5	28.8	28.8	28.7				
85th %ile	1 -	- 0	- 0	- 0	- 0	- 0	۶.	· •	13			15	7 -	7 -	· •	- 4	3 -	- 4	. 8	2 -	3 -	3 -	7 -	3 -	102		125		11:00 -	15 -	18:00 -	
Total Vol.		c	c	c	c	c	c	c	c	0	0	0	0	c	0	0	0	0	0	0	0	c	0	0					11		18	
Time Begin	00:00	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	Pm	-

· TI 50468 21404 Grid Refer

L>U468,Z14U4		Channel: Northbound
Grid Reference: ILSU468,2140	ortford (LC 7)	Wed 25-May-16
SITE INO: 20325001	Site 1, Manor Links, Bishops Stortford (LC 7)	Speed Report-Limit 30 Mph

Bin 12	->56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	'	'	'	
Bin 11	51-<56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 10	46-<51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8in 9	41-<46																																
Bin 8	36-<41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3	4	4	4	- 00:60	.	19:00 -	1
Bin 7	31-<36	0	0	0	⊣	0	0	3	2	2	4	33	33	9	₽	2	33	⊣	2	9	⊣	0	0	₽	0	35	39	40	4 1	00:60	4	18:00	9
Bin 6	26-<31																																
Bin 5	21-<26	0	0	0	0	0	0	3	П	9	9	3	4	6	3	9	9	П	4	S	4	П	П	2	0	24	63	92	99	00:60	9	12:00	6
		0	0	0	0	0	0	0	⊣	⊣	2	2	2	2	₽	2	2	2	₽	0	П	2	₽	0	0	18	22	22	22	11:00	2	20:00	2
Bin 4	16-<21	0	0	₽	0	0	0	0	0	0	4	0	0	2	1	0	0	0	0	0	0	0	0	₽	\vdash	7	7	6	10	00:60	4	12:00	2
Bin 3	11-<16	0	0	0	_	0	_	0	0	0	0	0	1	0	0	_	_	0	~	0	_	_	0	0	_	~	~	3	~		1		2
Bin 2	6-<11		J	J	J	J	_	J	_	J	J	J		J	J	J	_	J	•	J	J	J	J	J	J	***	***	***	***	11:00		17:00	•
		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	0	0				
Bin 1	<6Mph							3.1	4.9	3.3	6.4	4.4	6.3	4.9	6.5	3.6	3.8	4.9	8.3	33	4.9	3.1	3.5	6.4		5.2	5.1	5.2	5.2				
Std.	Dev.							G	80	1		1	ĸ	ĸ	ĸ	'n	4		2	2	on.	2	1	33	·	ı,	vo.	ا	41			- 0	2 -
Mean	Ave.			13.5	28.5			26	24.8	24.1	22.3	24.1	22.5	23.5	23.5	23.	24	22.3	22	26.2	24.	20.2	21	22.3	13.5	23.5	23.6	23.5	23.4			18:00 -	26.2
			'			•	•				28.4		27.7	28.2		26	27.4		28.5	29.2						28.8	28.8	28.8	28.8				
85th	%ile	- 0	- 0	1	1	0	0 -	- 9	4	б	17	. 8	10	19	7 -	10	11	4	10	11	7 -	3	2 -	4	-	120	138	143	145	- 00:60	17 -	12:00 -	19 -
Total	Vol.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					Ö		Ħ	
Time	Begin	00:00	01:00	02:00	03:00	04:00	02:00	00:90	02:0	08:00	00:60	10:00	11:00	12:00	13:00	14:0	15:0	16:0	17:0	18:00	19:0	20:0	21:0	22:00	23:00	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	Pm	Peak

Grid Reference: TL50468,21404 Site No: 20325001

TOTTO, OTTO		Channel: Northbound
did being eller. I contago, z t t et	ortford (LC 7)	Thu 26-May-16
SILE IND. ZUSZSOUL	Site 1, Manor Links, Bishops Stortford (LC 7)	Speed Report-Limit 30 Mph Thu 26-May-16

		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 12	=>56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				1
Bin 11	51-<56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				1
Bin 10	46-<51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		,		
8in 9	41-<46	0		0		0	0	0	0	0	0	0	0	0	0							0	0	0				0				,	1
Bin 8	36-<41																															-	1
Bin 7	31-<36	0	0	0	0	0	0	П	-	0	0	0	-	2	7	0	0	0	2	0	0	0	0	0	0	7	80	00	8	11:00	1	17:00	2
Bin 6	26-<31	0	0	0	0	0	0	2	33	4	2	3	3	3	2	0	1	2	2	1	1	0	3	0	1	26	32	33	33	08:00	4	21:00	κ
	21-<26 2	0	0	0	0	0	⊣	0	0	7	2	4	00	1	2	Ŋ	æ	4	m	2	ĸ	4	0	Н	0	41	48	49	S	11:00	80	14:00	Ŋ
	16-<21 21	0	0	0	0	0	0	Н	0	33	⊣	2	2	9	2	0	2	0	0	0	-	⊣	0	0	₽	18	21	22	22	08:00	33	12:00	9
Bin 4		0	0	0	0	П	0	0	0	Э	0	2	0	0	0	0	0	ю	0	H	0	0	0	0	0	6	6	σı	10	08:00	ю	16:00	ю
Bin 3	11-<16	0	0	0	0	0	0	0	0	₽	П	0	7	0	0	0	3	0	0	0	0	0	0	0	0	9	9	9	9	11:00	₽	15:00	ю
	6-<11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2	2	2	П		16:00 1	
Bin 1	<6Mph							6.4	2.8	6.2	7.6	5.7	5.8	6.4	5.7	1.6	7.8	8.8	4.7	6.4	3.7	2.6	1.7		7.1	6.7	6.5	6.4	6.5	,		16	
Std.	Dev.					ج	.5.	ε.	80.	.3	80.	Τ.	ν.	6.	6.	κi	6.	.3	∞.	.3	νį	ν,	ν.		κi	κi						21:00 -	28.5 -
Mean	Ave.					13.5	23.5	27.3	29.8	21.3	21.8		23.5		24.9	23.5	17.		27.8	22.3	23.5	22.5	28.5	23.5	23.5		22.8		22.8			21:0	28.
85th	%ile									27		27.4	28.1	30.3				25.6								29.1	29.2	29.2	29.2				
_		0	0 -	0	0	1 -	÷	4	4	18	- 9	11	15	12	7 -	5	б	11	7 -	4	Š	5	3 -	-	2 -	109	126	129	131	- 00:80	18 -	12:00 -	12 -
Time To	Begin Vo	00:00	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	P	Peak

Site No: 20325001 Grid Reference: TL50468,21404

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		punoqu	
1		Channel: Northbound	
TOP-17/10-10-10-10-10-10-10-10-10-10-10-10-10-1			
	rtford (LC 7)	Speed Report-Limit 30 Mph Fri 27-May-16	
1	Site 1, Manor Links, Bishops Stortford (LC 7)	nit 30 Mph	
JIL 140. 2002,000	ite 1, Manor Lir	peed Report-Lir	
ń	S	S	İ

	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 12 => 5 6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8in 11 51-556		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 10 46-<51	!				0	0	0	0	0	0	0	0	0	0	0	0	0					0		0		0		0				
Bin 9 41-<46					0	0	0	0	0	0	_	0	0	0								0		0	1		_	_			1	,
Bin 8 36-441	1		0			0	0	0	0	0	0	0					0		0					0		0	_	0	10:00		1	
8in 7 31.<36	1										2 (3		,	,					-		-	<u>.</u>
Bin 6 26-<31		0		_	0	_	- 2	4		6		33						. 2		1			_	_	29	36		39	00:60	6	20:00	6
8in 5 21-<26				0	1	0	0	2	9	3	S	80	3	2	3	0	2	S	4	2	2	1	0	0	43	48	48	49	11:00	8	17:00	'n
Bin 4 16-<21		0	0	0	0	0	0	0	1	Π.	2	-	4	0	9	4	2	2	1	1	0	0	1	0	24	25	26	26	10:00	2	14:00	9
Bin 3 11-<16	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	80	80	б	σ	08:00	E)	17:00	2
Bin 2 6-<11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	Н	1	1	,		21:00	П
Bin 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Std. Dev							1.8	3	5.3	3.5	9	3.2	5.2	3.2	4.7	2.6	4.4	5.3	2.6	4.2	3.1	10.4			Ŋ	5.1	5.1	5.1				
Mean				28.5	23.5	28.5	28.5	26.8	20.8	26.6	25	24.3	22.1	26	21	17.5	22.5	21.7	22.5	23.5	26.5	20.2	23.5	13.5	23.1	23.3	23.2	23.3	·		20:00 -	26.5 -
85th 1		•	•						25	29.6	28.5	27.2	27.4		25.3			25.6							28.4	28.6	28.6	28.7	'	'		
Total 8	0	0	0	1	1	1	2 -	- 9	11	13	10	12	11	4	12	Ņ	Ņ	11	'n	4	Ņ	3.	2 -	1	105	119	122	125	- 00:60	13 -	14:00 -	12 -
Time T	00:	01:00	02:00	03:00	04:00	00:50	00:90	07:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	Pm	Peak

Grid Reference: TL50468,21404 Site No: 20325001

,	JIL 140. 20023001		É		CITATION C. 1 C.	1					
Site 1, N	lanor Link	s, Bishops St	Site 1, Manor Links, Bishops Stortford (LC 7)	٤							
Speed R	eport-Limi	t 30 Mph	Speed Report-Limit 30 Mph Sat 28-May-16	/ay-16		Channe	Channel: Northbound	pu			
Time	Time Total	85th	Mean	Std.	Bin 1	Bin 2	8in 3	Bin 4	8in 5	Bin 6	
Begin Vol.	Vol.	%ile	Ave.	Dev.		6-<11	11-<16	16-<21	<6Mph 6-<11 11-<16 16-<21 21-<26 26-<31 31	26-<31	ניוז
1:00	00:00	.	18	18.5 -		0	0 0	0	1	0	0
	2	-				-	•		•	•	c

	,	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 12	950	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			,	
Bin 11	51-56	_	_	0	_	0	0	0	0	0	0	•	0	•	0	•	_	•	_	0	0	0	0	0	_	0	_	0	0				
Bin 10	46-<51																											0					
Bin 9	41-<46		0		0	0	0	0	0	0	0	0	0						0		0	0	0		0						,	ı	
Bin 8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	- 00:60	2 -		'
		0	0	0	0	0	0	0	2	4	4	4	æ	2	4	2	1	0	1	2	0	æ	0	2	Н	29	32	35	35	10:00	4	13:00 -	4
Bin 5 Bir	(0	0	0	0	0	0	0	Н	33	7	4	0	4	4		33	2	33	33	2	4	0	0	ñ	35	4 1	4	4	00:60	7	20:00	4
	•		0	0	0	0	⊣	0	Н	0	33	⊣	⊣	⊣	2	0	₽	2	⊣	⊣	0	⊣	0	0	0	14	15	15	17	00:60	6	16:00	2
		0	0	0	0	1	0	0	0	0	1	0	0	0	0	Ţ	0	0	0	0	0	0	0	0	0	2	2	2	3	00:60	-	14:00	Н
Bin 3		0	0	1	0	0	0	0	0	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	Ŋ	Ŋ	Ŋ	9	10:00	Н	14:00	2
		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	₽	H	₽	П	11:00 10	₽	Ä	
Bin 1	<emph< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>4.9</th><th>3.1</th><th>9.9</th><th>6.4</th><th>5.5</th><th>3.7</th><th>6.3</th><th>9.6</th><th>3.7</th><th>3.2</th><th>3.7</th><th>4</th><th>1.8</th><th>3.8</th><th></th><th> 8.1</th><th>2.8</th><th>9</th><th>5.8</th><th>5.7</th><th>6.9</th><th>11</th><th></th><th></th><th></th></emph<>								4.9	3.1	9.9	6.4	5.5	3.7	6.3	9.6	3.7	3.2	3.7	4	1.8	3.8		 8.1	2.8	9	5.8	5.7	6.9	11			
Std.	Dev.			. 5		13.5 -	18.5 -	,																									1
Mean	Ave.	18.5		8.5		13.	18.		24.8	26.4		23.5	21.	24.2		18.5	23.	21	23.5	24.3	23.5	24.8		28.5	24.8			23.6					
85th	% ll e										29.5	28.5			28.3											29	28.9	29	28.9				
_		- -	0	Ţ	0	T	<u>.</u>	0	4	7 -	18	10	Š	7	11	. 9	Š	4	.5	9	2 -	8	0	2 -	4	88	86	104	108	- 00:60	18 -	13:00 -	11 -
	Begin Vi	00:00	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	Pm	Peak

Site No: 20325001 Grid Reference: TL50468,21404 Site 1, Manor Links, Bishops Stortford (LC 7)

)		!								
		Mean		Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	8in 9	Bin 10	Bin 11	Bin 12
Begin Vol.	. %ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	- 0				0	0	0	0	0		0	0	0	0	0
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	- 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
00:90	3 -	. •	28.5	S	0	0	0	0	1	1	1	0	0	0	0
02:00	- 0				0	0	0	0	0	0	0	0	0	0	0
08:00	2 -	. •	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0
00:60	11	30.3	24.9	7.6	0	0	2	0	S	2	H	H	0	0	0
10:00	- 4		27.3	2.8	0	0	0	0	1	3	0	0	0	0	0
11:00	- 6		25.2	2.9	0	0	0	0	9	3	0	0	0	0	0
12:00	7 -		25.6	4.2	0	0	0	₽	2	4	0	0	0	0	0
13:00	- 4		21	3.2	0	0	0	2	2	0	0	0	0	0	0
14:00	2 -		23.5	7.1	0	0	0	₽	0	1	0	0	0	0	0
15:00	4		22.3	6.4	0	0	1	0	2	1	0	0	0	0	0
16:00	2 -		23.5	7.1	0	0	0	1	0	1	0	0	0	0	0
17:00	- 4	. •	23.5	1.6	0	0	0	0	4	0	0	0	0	0	0
18:00	3 -		21.8	3.1	0	0	0	1	2	0	0	0	0	0	0
19:00	1 -	•	28.5 -		0	0	0	0	0	1	0	0	0	0	0
20:00	3 -		23.5	S	0	0	0	T	1	ı	0	0	0	0	0
21:00	2 -		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0
22:00	2 -		23.5	1.8	0	0	0	0	2	0	0	0	0	0	0
23:00	- 0				0	0	0	0	0	0	0	0	0	0	0
12H,7-19	25			5	0	0	3	6 2		17	1	.	0	0	0
16H,6-22	61			4.9	0	0	3			20	2	1	0	0	0
18H,6-24	63			4.8	0	0	3	3		20	2	1	0	0	0
24H,0-24	63	29.3	24.6	4.8	0	0	3	7	30 2	20	2	П	0	0	0
Am	- 00:60		,			00:60	- 00	11:00	00 11:00	00:60 00	00:60 00	- 00			
Peak	11 -						2 -		9	3	1	- 1			
Pm	12:00 -		i			15:00	00 13:00	00 17:00	00 12:00	· Q					
Peak	7 -						-	2	4	- 4					

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Created at 14:54:59 on 8 Jun 2016

Channel: Northbound Site No: 20325001 Grid Reference: TL50468,21404
Site 1, Manor Links, Bishops Stortford (LC 7)
Speed Report-Limit 30 Mph Mon 30-May-16 Cha

	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 12 => 5 6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8in 11 51.<56		_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_				
Bin 10 46-<51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	J	J	0	J	0	J	0	0	0	Ü	J	J	0	Ü				
Bin 9 41-<46		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	0	0	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			,	
Bin 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8in 7 31.<36	10	0	0	0	0	0	0	0	2	3	4	₽	3	П	0	0	0	4	2	0	0	1	0	1	20	21	22	22	10:00 -	- 4	17:00 -	- 4
Bin 6 26-<31	1	0	0	0	0	0	0	2	1	2	9	1	0	0	2	0	0	9	2	1	0	0	0	0	2	3	33	4		9		9
8in 5 21-<26	7, 17																								2	23	2	24	10:00		17:00	
Bin 4 16-<21	0	0	H	0	⊣	0	0	0	0	0	2	0	2	₽	9	T	0	0	0	T	0	0	0	0	12	13	13	15	10:00	2	14:00	9
ď	0	0	П	0	0	0	0	0	0	₽	0	0	0	⊣	П	0	0	0	0	0	0	0	₽	0	£	3	4	S	00:60	Н	22:00	П
	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	4	4	4	4	00:60	₽	14:00	2
Bin 2 6-<11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	J			
Bin 1			3.5					1.8	3.1	8.1	3.9	3.5	8.3	7.6	5.2			33	3.2	3.5					5.9	5.8	5.9	5.9	,			
Std.	23.5 -		16		18.5 -			23.5	26.8	22.1	24.3	26	21.8	20.2	17.1	18.5 -		25.5	26	21		28.5 -	13.5 -	28.5 -	22.7	2.7	22.7	2.4				
Mean					18		,	23	2(22			2:	2(18						28	13	28					1			
£ ₄	,										28.1				20.6			28.5							28.6	28.(28.6	28.				
al 85th %ile	1	0	2 -	0	H	- 0	0 -	2 -	3	7 -	12	2 -	9	3	11	1	0	10	4	2 -	0	1	,	.	61	2	99	70	10:00 -	12 -	14:00 -	11 -
Total		90	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	6	2	4	4				
Time	00:00	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	12H,7-19	16H,6-2	18H,6-24	24H,0-24	Am	Peak	Pm	Peak

Created at 14:54:59 on 8 Jun 2016

Site No: 20325001 Grid Reference: TL50468,21404 Gira 1 Manor Links Richard Stranfford II C 7)

Bin 12 =>**5**6

Site 1, Manor Links, Bishops Storford (LC 7) Speed Report-Limit 30 Mph Tue 24-Ma	or Links, Bisl rt-Limit 30 f	hops Stoi Viph	rtford (LC 7) Tue 24-May-16	7) :May-16		Cha	Channel: Southbound	thbound								
	_	85th	Mean	Std.	Bin 1				Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	8in 9	Bin 10	Bin 11
Begin V	vol.	%ile	Ave.	Dev.	<6Mph	6-<11	-	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56
01:00	0					. 0	0	0		. 0	. 0	0 0	. 0	. 0	. 0	
05:00	0					0	0	0		0	0	0	0	0	0	0
03:00	- 0					0	0	0		0	0	0	0	0	0	0
04:00	0		,			0	0	0		0	0	0	0	0	0	0
00:50	- 0					0	0	0		0	0	0	0	0	0	0
00:90	2 -		2	3.5	1.8	0	0	0		0	2	0	0	0	0	0
00:20	- 9		2	22.7	4	0	0	0		2	3	1	0	0	0	0
08:00	2 -		23	3.5	1.8	0	0	0		0	2	0	0	0	0	0
00:60	10	28.5	Ŋ	24	4.6	0	0	0		3	3	4	0	0	0	0
10:00	14	25.6	6 21	1.4	5.6	0	Ţ	1		3	7	2	0	0	0	0
11:00	13	25	Ŋ	22	3.5	0	0	0		S.	7	1	0	0	0	0
12:00	Ņ		2	1.5	4.6	0	0	0		3	1	Ţ	0	0	0	0
13:00	7 -		20.	9.0	3.1	0	0	0		4	3	0	0	0	0	0
14:00	Š		2	3.5	1.6	0	0	0		0	Ŋ	0	0	0	0	0
15:00	ő		19	8.6	5.4	0	Ţ	0		3	4	0	0	0	0	0
16:00	8		2	0.4	5.5	0	0	2		2	3	Ţ	0	0	0	0
17:00	10	29.3		2.6	8.5	T	0	T		2	0	9	0	0	0	0
18:00	10	26	6 23	3.5	4.3	0	0	1		0	7	2	0	0	0	0
19:00	- 6		2	2.4	3.6	0	0	0		3	S	H	0	0	0	0
20:00	7 -		21	1.4	6.5	0	Н	0		₽	4	H	0	0	0	0
21:00	2 -		2	3.5	7.1	0	0	0		₽	0	Н	0	0	0	0
22:00	2 -		23	3.5	1.8	0	0	0		0	2	0	0	0	0	0
23:00	4		2	3.5	9	0	0	0		2	0	2	0	0	0	0
12H,7-19	86	26.8		22	Ŋ	⊣	2	Ŋ	2		45	18	0	0	0	0
16H,6-22	118	26.7		2.1	4.9	7	ń	S	33		26	21	0	0	0	0
18H,6-24	124	26.8		22.1	6.4	7	ć.	Ś	3	34	58	23	0	0	0	0
24H,0-24	124	26.8		2.1	6.4	П	3	Ŋ	en .		58	23	0	0	0	0
Am	10:00			,			10:00	10:00	11:00	11:00		- 00:60	,		,	1
Peak	14 -						Н	Н		Ŋ	7	- 4	1		1	
Pm	18:00 -		14	0		17:00	20:00	16:00	13:00	00 18:00		17:00 -	ı		,	
Peak	10 -		23.	3.5	8.5	₽	⊣	2		4	7	. 9				

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Created at 14:54:59 on 8 Jun 2016

K & M TRAFFIC SURVEYS

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Site No: 20325001 Grid Reference: TL50468,21404 Site 1, Manor Links, Bishops Stortford (LC 7)

Speed Report-Limit 30 Mph	mit 30 Mph	Wed 25	Wed 25-May-16		Channel	Channel: Southbound	Þ								
Time Total		Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	8in 9	Bin 10	Bin 11	Bin 12
Begin Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	1 -	1,	18.5 -		0	0	0	1	0	0	0	0	0	0	0
01:00	- 0				0	0	0	0	0	0	0	0	0	0	0
02:00	1 -	2:	23.5 -		0	0	0	0	1	0	0	0	0	0	0
03:00	1 -	2:	23.5 -		0	0	0	0	1	0	0	0	0	0	0
04:00	- 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
00:90	3 -	15	18.5	8.8	0	1	0	0	2	0	0	0	0	0	0
07:00	- 4	2.	22.3	6.4	0	0	1	0	2	1	0	0	0	0	0
08:00	- 9	15	19.3	4	0	0	1	3	2	0	0	0	0	0	0
00:60	- 6	21	20.2	5.2	0	0	2	3	3	1	0	0	0	0	0
10:00	7 -	2.	22.8	5.5	0	0	7	1	3	2	0	0	0	0	0
11:00	13 24	24.9	22	4	0	0	0	9	2	2	0	0	0	0	0
12:00			21.2	3.7	0	0	0	9	4	1	0	0	0	0	0
13:00			22.1	4.7	0	0	1	3	S	2	0	0	0	0	0
14:00	11 28		24	5.4	0	0	7	1	9	2	1	0	0	0	0
15:00	14 2			5.9	1	0	0	3	∞	2	0	0	0	0	0
16:00	- 8	2.		4.7	0	0	1	2	4	1	0	0	0	0	0
17:00			21.2	4.9	0	0	2	2	9	1	0	0	0	0	0
18:00	11 23			4.6	0	0	0	3	3	5	0	0	0	0	0
19:00	- 9	2:	23.5	4.7	0	0	0	2	2	2	0	0	0	0	0
20:00	- 6	2.		3.8	0	0	0	1	4	4	0	0	0	0	0
21:00	- 4	2.	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0
22:00	- 4	2:	23.5	1.6	0	0	0		4	0	0	0	0	0	0
23:00	- 0				0	0	0	0	0	0	0	0	0	0	0
12H,7-19	116 20	26.8	22	4.9	1	0 1	10 3		51 2	20	1	0	0	0	0
16H,6-22	138 2.			4.9	₽	1			62 2	26	1	0	0	0	0
18H,6-24	142	27 23		4.8		1	10 3		66 2	26	1	0	0	0	0
24H,0-24	145 2(26.9 2.	22.2	4.8	1	1 1	10 3	38 6	68 2	26	1	0	0	0	0
Am	11:00 -	,	,		00:90	00:60 00	00 11:00	00 11:00	00 11:00	- 00			,	,	
Peak	13 -		,			₽	2	9	S	2 -	,				,
Pa	15:00 -		,	15:00	- 00	17:00	00 12:00	00 15:00	00 18:00	. 14:00	- 0				
Peak	14 -	,			1 -		2	9	80	Ŋ	1 -		,		

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Created at 14:54:59 on 8 Jun 2016

Site No: 20325001 Grid Reference: TL50468,21404 Site 1. Manor Links. Bishops Stortford (I.C.7)

Site 1, Manor Links, Bishops Storfford (LC 7) Speed Report-Limit 30 Mph Thu 26-Ma	or Links, Bist rt-Limit 30 A	iops Stort	fford (LC 7) Thu 26-May-16	7) //ay-16		Channe	Channel: Southbound	pu								
Time T	Total 89	85th 2.ie	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	8in 7 21,736	Bin 8	Bin 9	Bin 10	8in 11 51.756	Bin 12
00:0	0		; ,	;		0				0			GE, 71 0	7	0	0
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	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
00:90	2 -			21	3.5	0	0	0	H	H	0	0	0	0	0	0
07:00	7 -		20.6		5.8	0	0	2	Н	3	1	0	0	0	0	0
08:00	4			21	3.2	0	0	0	2	2	0	0	0	0	0	0
00:60	- 9		17.1		7.2	1	0		2	2	0	0	0	0	0	0
10:00	11	27.4	22.6		5.1	0	0		3	4	3	0	0	0	0	0
11:00	11	24.8	22.6		2.5	0	0	0	2	6	0	0	0	0	0	0
12:00	12	28.1	23.5		5	0	0	⊣	2	S	4	0	0	0	0	0
13:00	· •		19.8		9	0	0	3	1	3	1	0	0	0	0	0
14:00	- 6		21.3		∞	0	₽	2		₽	4	0	0	0	0	0
15:00	13	24.9	20.8		Ŋ	0	0	2	5	4	2	0	0	0	0	0
16:00	15	29.3	23.3		∞	1	⊣	\vdash	0	4	80	0	0	0	0	0
17:00	10	26	23.5		3.6	0	0	0	2	9	2	0	0	0	0	0
18:00	- 6		23.5		3.8	0	0	0	2	5	2	0	0	0	0	0
19:00	7 -		19.9		4	0	0		3	3	0	0	0	0	0	0
20:00	4			21	5.2	0	0		0	3	0	0	0	0	0	0
21:00	3.		18.5		2	0	0	1	1	H	0	0	0	0	0	0
22:00	3 -		23.5		S	0	0	0	1	₽	1	0	0	0	0	0
23:00	0					0	0	0	0	0	0	0	0	0	0	0
12H,7-19	115	27.7			5.7	2			23	48	27	0	0	0	0	0
16H,6-22	131	27.3	21.7		5.5	2			28	56	27	0	0	0	0	0
18H,6-24	134	27.3	21.8		5.5	2	2	16	29	27	28	0	0	0	0	0
24H,0-24	134	27.3	21.8		5.5	2		16	53	57	28	0	0	0	0	0
Am	11:00 -				00:60	- 00	00:00	00 10:00		11:00 10	10:00 -	,			,	
Peak	11 -		,			-		2	3	6	3 -	1			1	
Рт	16:00 -				16:00		16:00 13:00	00 15:00			16:00 -		,			,
Peak	15 -					-	-	ec.	Ŋ	9	- 8	ı				

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Created at 14:54:59 on 8 Jun 2016

Site No: 20325001 Grid Reference: TL50468,21404 Site 1, Manor Links, Bishops Stortford (LC 7)

Speed Report-Limit 30 Mph	Limit 30 Mp		Fri 27-May-16	16		Channel	Channel: Southbound	pu								
Time Total	tal 85th	n Mean		Std. B	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	8in 9	Bin 10	Bin 11	Bin 12
					<6Mph	6-<11	11-<16				31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	- 0	٠			J		0	0	0	0	0	0	0	0		0
01:00	- 0	٠	•		J	0	0	0	0	0	0	0	0	0		0
02:00	- 0		,		J	0	0	0	0	0	0	0	0	0	0	0
03:00	1		18.5		J		0	0	₽	0	0	0	0	0		0
04:00	- 0	•	,		J	0	0	0	0	0	0	0	0	0	0	0
00:50	1		33.5 -		J	0	0	0	0	0	0	T	0	0		0
00:90	1		23.5 -		J	0	0	0	0	L	0	0	0	0	0	0
07:00	4		18.5	8.2	J		1	0	2	0	H	0	0	0	0	0
08:00	3 -		21.8	3.1	J	0	0	0	⊣	2	0	0	0	0	0	0
00:60	11	28.3	23.5	5.2	J		0	т	2	4	4	0	0	0	0	0
10:00	8		24.8	2.7	J	0	0	0	0	9	2	0	0	0	0	0
11:00	12	24.7	21	4.2	J		0	₽	S	5	1	0	0	0	0	0
12:00	12	27.2	22.3	5.9	J		1	0	3	5	3	0	0	0	0	0
13:00	7 -		22.8	5.5	_		0	ı	T	3	2	0	0	0	0	0
14:00	13	24.6	19.7	5.6	J		1	2	4	S	1	0	0	0	0	0
15:00	12	22.8	17.3	5.8	J		1	5	3	2	1	0	0	0		0
16:00	12	28.1	21.4	7	J		1	2	2	3	4	0	0	0		0
17:00	16	26.2	21.1	6.8		1	1	0	4	7	3	0	0	0	0	0
18:00	10	25.4	23.5	2.7	J		0	0		∞	1	0	0	0		0
19:00			23.5	4.8	_		0	1	0	S	2	0	0	0		0
20:00	4		23.5	4.2	J		0	0	T.	2	1	0	0	0		0
21:00	2 -		18.5	1.8	_		0	0	2	0	0	0	0	0		0
22:00	1.		23.5 -		J	0	0	0	0	₽	0	0	0	0	0	0
23:00	1		28.5 -		_		0	0	0	0	Ţ	0	0	0		0
12H,7-19	120	27	21.4	5.7	.,	1	9	12	28	8	23	0	0	0		0
16H,6-22	135	27	21.5	5.6		1	9	13	31		26	0	0	0		0
18H,6-2 4	137	27.1	21.6	9.6		1	9	13	31		27	0	0	0	0	0
24H,0-24	139	27.2	21.7	5.6	- '	Į.	9	13	32	65	27	H	0	0		0
Am	11:00 -	•	,	,		07:00		11:00 11:	11:00 10:	10:00 00:01	00:50 00	- 01	1			
Peak	12 -	•	•	•			1	Н	Ŋ	9	4	1 -	1			
Pm	17:00 -		23:00 -		17:00	0 17:00		15:00 17:		18:00 16:00	- 00					
Tream X	- q T		- 5.82			-	4	'n	4	×	.					

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Created at 14:54:59 on 8 Jun 2016

Site No: 20325001 Grid Reference: TL50468,21404

1011010101		Channel: Southbound
מוות וירורוריי וריים מחיים מיי	ortford (LC 7)	Sat 28-May-16
JIC 140. 20023001	Site 1, Manor Links, Bishops Stortford (LC 7)	Speed Report-Limit 30 Mph

	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Bin 12 => 5 6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1 1
8in 11 51-<56		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1	1 1
Bin 10 46-< 5 1)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1 1
Bin 9 41-<46		- 0	0	0	0	-	0	0	0	_	-	_	-	_	0	-	0		0			0					0			ı	1 1
Bin 8 36-<41		0		0	0	0	0	0	0	0	0		1	0	0				0			0		0	_	1	1 (1 (0 - 1 -
8in 7 31-<36		J			_	_	J	J	J	J	_	J		J	_	J	J	_	_	_	J	J	_	J							12:00 1
	0	0	0	0	0	0	0	0	0	Ŋ	4	0	æ	2	П	æ	1	2	2	æ	1	0	П	0	23	27	28	28	- 00:60	Ņ	19:00
Bin 6 5 26-<31	33	0	0	0	0	0	0	П	П	3	3	4	Ŋ	2	3	Ŋ	1	4	3	3	2	2	Ţ	7	35	42	4	47	11:00	4	15:00
Bin 5		0	0	0	0	0	0	2	0	2	. .	0	3	4	7	1	1	2	7	1	0	0	7	2	18	19	22	22		2	
Bin 4 16-<21	į																												00:60		13:00
Bin 3 11-<16	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	₽	1	0	0	0	0	0	0	0	4	Ŋ	S	Ŋ	08:00	₽	16:00 1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2	2	2			1 4 :00
Bin 2 6-<11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	П	₽	T	⊣			13:00 1
Bin 1	1.7							4.2	7.1	4.4	4	1.6	4.9	7.3	8	4.9	6.5	4	4	4	3.1	1.8	5	3.1	5.4	5.3	5.3	5.2	,		14:00 13 8
Std.	, v		i	ì	,		5	Ŋ	Ŋ	25	4	Ŋ	ξij.	m	2	Ŋ	1	νį	ξ.	oj.	2	Ŋ	Ŋ	2	σŋ	33	6	6			
Mean	23.5						13.5	18.5	18.5	2	25.4	23.5	24.3	20.3	19.2	23.5	21	23.5	24.3	24.9	25.2	23.5	23.5	20.2	22.9	23	22.9	22.9			20:00 2 5. 2
										29			28.8			27.7									28.4	28.4	28.3	28.3	·		
85th %ile	3 -	- 0	- 0	- 0	- 0	- 0	1	4	2 -	10	8	4	12	- 6	7 -	10	4	8	9	7 -	3	2 -	3 -	3 -	25	46	103	106	- 00:60	10 -	12:00 - 12 -
Total	00:00	01:00	05:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	00:	20:00	21:00	22:00	23:00	6	12	4	42			
Time	00	10	05	03	04	05	90	07	08	60	10	11	12	13	14	15	16	17	18	19	20	21	22	23	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	Pm Peak

Site No: 20325001 Grid Reference: TL50468,21404 Site 1, Manor Links, Bishops Stortford (LC 7)

Speed Report-Limit 30 Mph	ort-Limit 30) Mph	Sun 29-May-16	/ay-16		Channe	Channel: Southbound	nd								
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	8in 9	Bin 10	Bin 11	Bin 12
	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16		21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	0	<u>.</u>				0	0	0	0	0		0	0	0	0	0
01:00	0	-				0	0	0	0	0		0	0	0	0	0
02:00	0	<u>.</u>				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	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
00:90	2		28.5		1.8	0	0	0	0	0	2	0	0	0	0	0
07:00	2		18.5		1.8	0	0	0	2	0	0	0	0	0	0	0
08:00	Т	1	23.5			0	0	0	0		0	0	0	0	0	0
00:60	S		24.5		9.9	0	0	0	2	1	₽	H	0	0	0	0
10:00	4		23.5		1.6	0	0	0	0	4	0	0	0	0	0	0
11:00	10	25.3		22	5.4	0	₽	0	1	7	_	0	0	0	0	0
12:00	6	-	23.5		3.8	0	0	0	2	5	2	0	0	0	0	0
13:00	7		21.4		6.5	0	⊣	0	1	4		0	0	0	0	0
14:00	3		25.		3.1	0	0	0	0	2	-	0	0	0	0	0
15:00	8		22.3		9	0	0	₽	2	4	0	1	0	0	0	0
16:00	3		20.2		3.1	0	0	0	2		0	0	0	0	0	0
17:00	9		20.2		4.3	0	0		2	3	0	0	0	0	0	0
18:00	9		2	21	5.4	0	0	₽	2	2		0	0	0	0	0
19:00	1		18.	18.5 -		0	0	0	1	0	0	0	0	0	0	0
20:00	⊣		23.	23.5 -		0	0	0	0		0	0	0	0	0	0
21:00	2		23.5		1.8	0	0	0	0	2	0	0	0	0	0	0
22:00	ť		23.5		1.7	0	0	0	0	3	0	0	0	0	0	0
23:00	₽		28.	28.5 -		0	0	0	0	0	₽	0	0	0	0	0
12H,7-19	4	25.8	3 22.2		4.9	0	2		16 3	**	7	2	0	0	0	0
16H,6-22	70		5 22.4		4.9	0	2			37		2	0	0	0	0
18H,6-24	74	26.2	2 22.5		4.8	0	2	3		10 1		2	0	0	0	0
24H,0-24	74		22.5		4.8	0	2		17 4	40 1	10	2	0	0	0	0
Am	11:00	<u>.</u>			,	11	11:00 -	00:60	00 11:00	00:90 00	00:60 00	- 0	,			
Peak	10 -	-	ı						2	7	2	1 -	ı			
Pm	12:00 -	<u>.</u>	23:00 -	- 00		13	13:00 18:	18:00 18:00	00 12:00	00 12:00	00:51 00	- 0				
Peak	σ		28.	28.5 -			П	₽	2	S	2	1 -	1			

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Created at 14:54:59 on 8 Jun 2016

Site No: 20325001 Grid Reference: TL50468,21404

10101010101		Channel: Southbound
101701000000000000000000000000000000000	ortford (LC 7)	Mon 30-May-16
10070707	Site 1, Manor Links, Bishops Stortford (LC 7)	Speed Report-Limit 30 Mph

	c		0				0	0	0	0	0	0		0							0	0	0		0		0					
Bin 12		J	J	J	J	J	J	J	J	J	J	J	J	J	J	J	J	J	J	7	J	J	J	J	J	J	J	J				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	•	,	1
Bin 11	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	,			
Bin 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bin 9	0 † 7-7 †	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				
Bin 8		J	J	J	J	J	J	J	J	J	J	J	_	J	J	J	J	J	J	_	J	J	J	J	J	J	J	J				
Ų	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	4	2	0	0	0	0	0	ō	6	6	6	11:00 -	÷	17:00 -	4
Bin 6	-	0	0	0	0	0	0	П	0	2	0	Ŋ	2	⊣	2	2	Ŋ	4	3	0	0	0	0	0	27	27	27	28	11:00 1	Ŋ	16:00 1	ĽΛ
Bin 5																																
Bin 4	0-251	0	1	0	0	0	0	0	-	Н	-	-	3	0	4	1	4	1	0	æ	0	0	0	-	17	20	21	22	11:00	7	16:00	4
	0	0	Н	0	0	0	0	0	0	0	Н	1	0	0	⊣	0	1	0	0	0	0	0	0	0	4	4	4	Ŋ	11:00	₽	16:00	⊣
Bin 3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	Ļ	0	0	0	0	0	3	ñ	33	33			12:00	2
Bin 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	,		\leftarrow	
Bin 1																																
_ :	»		3.5							3.1	3.5	4.6	7.5		3.7	3.1	3.8	3.8	7.5	1.7					5.2	5.1	5.1	5.1				
n Std.	23.5 -		16	•	•	•	•	23.5 -	18.5 -	21.8	16	22.3	19.6	23.5 -	19.2	21.8	20.5	25.2	22.7	18.5	1	•	•	18.5 -	21.4	21.3	21.2	21.1			1	
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85th		<u>.</u>				-	<u>.</u>				1		-	١.	,		_	-			-	- 0							<u>.</u>		<u>.</u>	<u>.</u>
Total		0	2	0	0	0	0	-	-	3	2	80	6	T	7	æ	10	6	9	3	0	0	0	1	09	63	64	29	11:00	80	16:00 -	10
Time	00:0	01:00	02:00	03:00	04:00	00:50	00:90	07:00	08:00	00:60	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	12H,7-19	16H,6-22	18H,6-24	24H,0-24	Am	Peak	Pm	Peak



