



**COMMERCIAL DEVELOPMENT AT
ANGLIA BUSINESS PARK, SUFFOLK**

TRANSPORT STATEMENT

Date:

May 2022

GHB Reference:

246/2021/TS

Revision:

P2

Status:

Planning

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1. INTRODUCTION

- 1.1. This Transport Statement (TS) has been prepared by Carol Grimsey who is a Chartered Engineer and Member of the Chartered Institution of Highways and Transport, working for the Practice of G.H. Bullard and Associates, founded in 1987 and specialising in the fields of Civil, Highway and Drainage Engineering. The Practice has advised and represented Local Authorities, Private Companies and Individuals on numerous Planning and Civil Engineering matters.
- 1.2. The Practice has been instructed by Anglia Business Park to prepare a TS to accompany a full planning submission to Mid Suffolk District Council (MSDC) for erection of 20 no. commercial units consisting of Classes E (g) (office and light industrial) and B2 (general industrial) development at Anglia Business Park, Ringshall, Suffolk. Site location and layout plans are reproduced in **Appendix A**.

2. POLICY CONTEXT

- 2.1.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

NPPF, Paragraph 7
- 2.2.

*So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11).*

NPPF, Paragraph 10
- 2.3.

The planning system should actively manage patterns of growth in support of [sustainable transport] objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

NPPF, Paragraph 105
- 2.4.

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

 - a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users; and*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

NPPF, Paragraph 110

2.5. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

NPPF, Paragraph 111

2.6. *Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

NPPF, Paragraph 112

2.7. *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

NPPF, Paragraph 113

2.8. **Transport assessment:** *A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.*

Travel plan: *A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.*

NPPF Glossary

2.9. The Department for Transport “Guidance on Transport Assessment” 2007 has been withdrawn and superseded by guidance contained in National Planning Policy Framework and the Governments Planning Practice Guidance web site. However, in absence of detailed development thresholds in planning policy guidance, Suffolk County Council as Highway Authority still follow the transport assessment guidance contained in the withdrawn standard.

- 2.10. *Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres.*
PPG 13, **Paragraph 72** (superseded)
- 2.11. *Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport*
PPG 13, **Paragraph 77** (superseded)
- 2.12. Appendix B of the DfT Guidance on Transport Assessment (although withdrawn) provides indicative thresholds for assessment as follows:
- i. No assessment is required for less than 1,500 m² GFA for a B1(a) development [*B1(a) is now Class E*];
 - ii. A Transport Statement is appropriate for a B1(a) development of between 1,500 m² and 2,500 m² GFA; and
 - iii. A Transport Assessment is required for B1(a) developments over 2,500 m² GFA.
 - iv. A Transport Assessment is appropriate for *'any development generating more than 30 2-way vehicle movements in any hour.'*
- 2.13. The site has existing buildings on site with consent for industrial use, totalling 3,558m².
- 2.14. The proposed development will have an overall GFA of 28,350sqft (2,633m²).
- 2.15. Taking into account existing consents, the proposed development amounts to a net reduction in operational space. In accordance with thresholds set out in DfT Guidance on Transport Assessment, a Transport Statement (TS) has therefore been prepared purely to assist in application validation.
- 2.16. Therefore, this TS has been prepared in accordance with:
- i. the NPPF;
 - ii. the DfT Guidance on Transport Assessment (withdrawn); and
 - iii. (although superseded by the NPPF) Planning Policy Guidance 13: Transport (PPG 13) which still contains some relevant advice especially in relation to walking and cycling.

3. PLANNING HISTORY

- 3.1. The Anglia Business Park site has existing buildings on site with consent for industrial use, office (formerly B1 now Class E) and B2 (general industrial). Existing site buildings GFA approximately 3,558m².
- 3.2. Recent planning permissions relating to small elements of the existing site are as follows:
- 3.3. *Planning reference 0553/06*
Address: 3 Units at Anglia Business Park Ware Road Ringshall
Proposal: Erection of 3no. B1/B2 units (476m²) on site of substandard building to be demolished, with associated car parking & hard standing.
Status: Granted Fri 01 Sep 2006.
- 3.4. *Planning reference 1494/17*
Address: Anglia Business Park Wattisham Road Ringshall IP14 2HX
Proposal: Erection of single storey front office extension & single storey rear workshop extension, to existing unit
B1 (c) light industrial unit 400m² increasing to 675m².
Status: Granted Wed 06 Sep 2017.

4. EXISTING SITE INFORMATION

Location

- 4.1. The Anglia Business Park site is located off Wattisham Road, Ringshall, Suffolk.
- 4.2. The village of Ringshall is located in the county of Suffolk. It is located around 6km south of Stowmarket and 20km north west of Ipswich.
- 4.3. The Anglia Business Park is located 2.5km west of Ringshall village and 1.5km east of Wattisham.

Existing use

- 4.4. The site is bordered to the north, west and east by agricultural land and Wattisham Airfield to the south.
- 4.5. The site was a former barracks associated with the airfield. The site has existing buildings with consent for industrial use. Refer photographs 4.1 to 4.8 for examples of the sites current uses.



Photographs 4.1-4.3: Rmi engineering



Photographs 4.4 and 4.5: Dragon Equipment



Photographs 4.6 and 4.7: TD Joinery



Photograph 4.8: Numerous other buildings no longer in use

Existing Access and Site Vehicle Flows

4.6. The Anglian Business Park is served off the access off Wattisham Road. Refer photograph 4.9.



Photograph 4.9: Anglian Business Park access



Photographs 4.10 -4.13: Established internal roads

- 4.7. An Automated Traffic Count (ATC) was undertaken on the access road between the 5th October and 11th October 2021. The results are summarised below, Table 4.1.
- 4.8. There was a total of 11 two way movements in the AM peak (0800-0900) and 13 two way movements in the PM peak (1700-1800), mostly comprising cars and light goods vehicles.

Weekday Traffic

Combined													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	0												#####
0100	0												#####
0200	0												#####
0300	0												#####
0400	0												#####
0500	0												#####
0600	1				1	1							7.7
0700	9				4	4	1			1			9.2
0800	11			1	5	6		2					9.1
0900	4	1			3	3	1						9.4
1000	4	1			3	2	1						9.3
1100	4	4			1	2	1			1			9.5
1200	5	3			3	2	1						9.2
1300	8	2			3	4	2					1	10.1
1400	6	1			3	4	2						8.8
1500	7	2			4	3	2						9.4
1600	5	1			3	4	1						8.2
1700	13			1	9	3	1			1			7.9
1800	4				3	2							8.8
1900	3				3	1							8.2
2000	4				2	1		1					7.0
2100													#####
2200													#####
2300													#####
07-19	79	15	2	43	38	13	2	0	3	0	0	1	9.1
06-22	87	15	2	49	41	13	3	0	3	0	0	1	#####
06-00	87	15	2	49	41	13	3	0	3	0	0	1	#####
00-00	87	15	2	49	41	13	3	0	3	0	0	1	#####
AV5 AM	11												
AV5 PM	13												
AV5 24h	87												
AADT	87					%CV	23.5%						

Table 4.1: Traffic summary data

[Vehicle classification: 1 – Cycle; 2 - P2W; 3&4 - Cars and Light Goods Vehicles; 5 - 2 axle rigid HGV; 6 - 3 axle rigid HGV; 7 - 4 axle HGV; 8 - 3 axle articulated HGV; 9 - 4 axle articulated HGV; 10 - 5+ axle articulated HGV; 11 - Buses and Coaches]

5. ROAD NETWORK ASSESSMENT

- 5.1. The local road network has several routes to connect the Business Park site to key highway infrastructure. The road network beyond the site has rural routes to B1078 (for routes to Needham Market and Bildeston) and B1115 (Stowmarket, Bildeston, Monksleigh, Hadleigh).
- 5.2. The Anglia Business Park is less than 2 miles to Wattisham village, Ringshall and Battisford. 5.7 miles to Stowmarket, 7 miles to Needham Market.
- 5.3. Suffolk lorry route network plan refer to image 5.1.

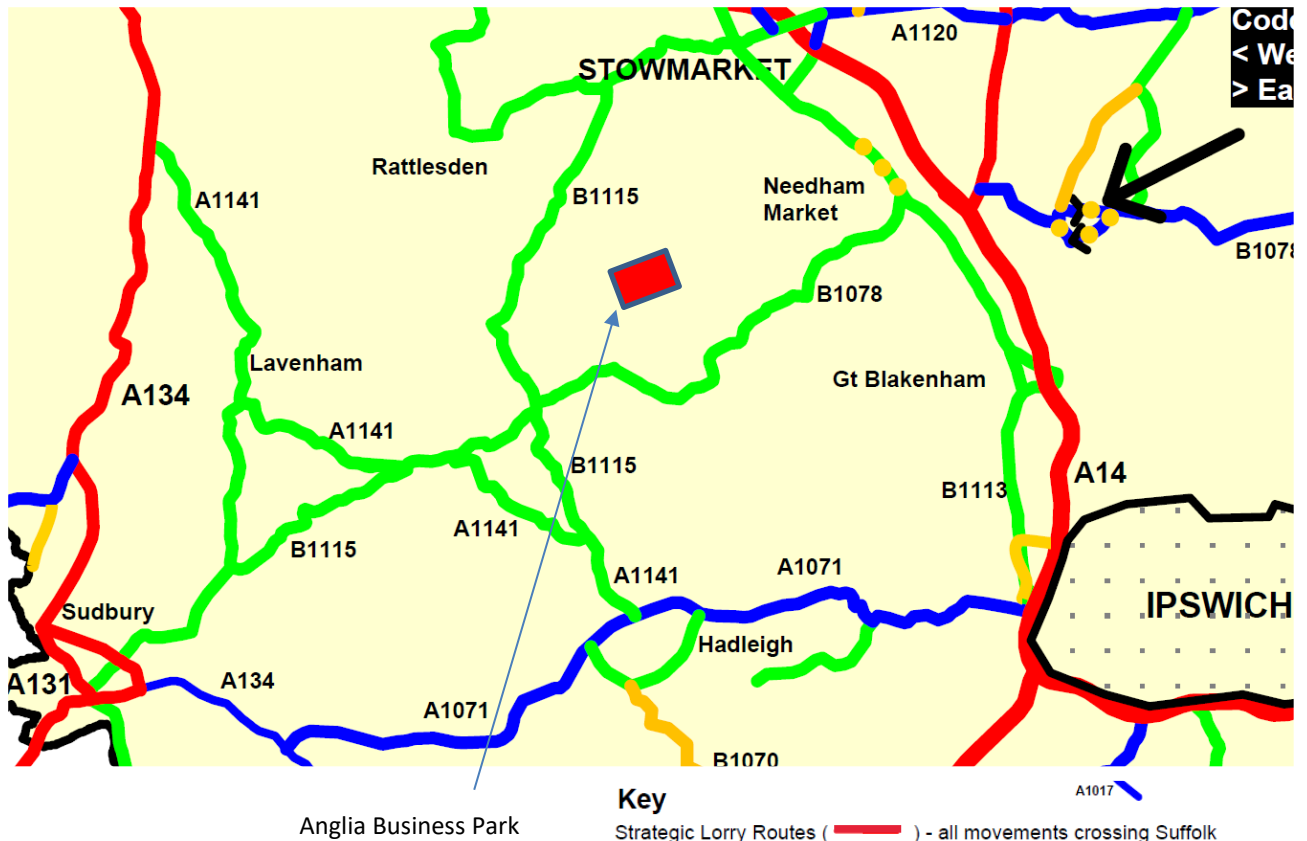


Image 5.1: Suffolk Lorry Route Network

5.4. Photograph 5.1 identifies the site frontage, to the left as viewed.



Photograph 5.1: Site frontage



Photograph 5.2: Air field opposite

- 5.5. The National speed limit (60mph) applies to the site frontage on Wattisham Road.
- 5.6. TA46/97 provides guidance on the assessment of rural roads based on physical characteristics. It is desirable that rural roads should maintain a 25% residual capacity (TA23/81).
- 5.7. A qualitative summary of the physical characteristics of Wattisham Road in the vicinity of the proposed site, including both maximum and desirable capacities in the busiest direction (single-way, peak hour flow) is reproduced in Table 5.1 below:

Location	Wattisham Road
Public/Private	Public Highway
Width	5 m
Footpaths	None
Speed Limit	60 mph
Parking & Loading	Unrestricted
Frontage Access	Direct access
TA46/97 Category	S2
TA46/97 Capacity (Max.)	876
TA46/97 Capacity (Desired)	657
TA79/99 Category	N/A
TA79/99 Capacity	N/A

Table 5.1 – Physical Assessment of Wattisham Road

- 5.8. The daily traffic using Wattisham Road, as recorded by ATC October 2021, is summarised in Table 5.2 below.

		W→E	E→W	Two-Way
AM Peak Hour	(08:00 – 09:00)	16	25	41
PM Peak Hour	(17:00 – 18:00)	24	13	37

Table 5.2 –Traffic (Veh) using Wattisham Road

5.9. Current approximate operating capacities:

	Maximum Capacity	Desirable capacity	Actual Capacity
Aspall Road	876	657	(25/657) = 3.8 % of its desirable capacity

Table 5.3 – Approx. Operational Capacity

6. WALKING/CYCLING ASSESSMENT

- 6.1. As highlighted in Paragraphs 2.11 and 2.12, although superseded by the NPPF, PPG 13 recommended the substitution of short car trips for walking (where the journey is under 2 km) and cycling (where the journey is under 5 km). These shorter trips should, where possible, be integrated with the use of public transport modes for longer journeys.
- 6.2. There are no local walking and cycling facilities.

7. PUBLIC TRANSPORT ASSESSMENT

- 7.1. A key issue in seeking the most sustainable solution for a proposed development is the need to encourage the use of public transport.

Bus Access

- 7.2. Bus service 462 Stowmarket – Hadleigh. This service is operated by Chambers but provides only a very limited service.
- 7.3. The Suffolk County Council journey planning tool ‘Suffolk on Board’ (www.suffolkonboard.com) provides details on service times. Timetables for all the service is contained in **Appendix B**.

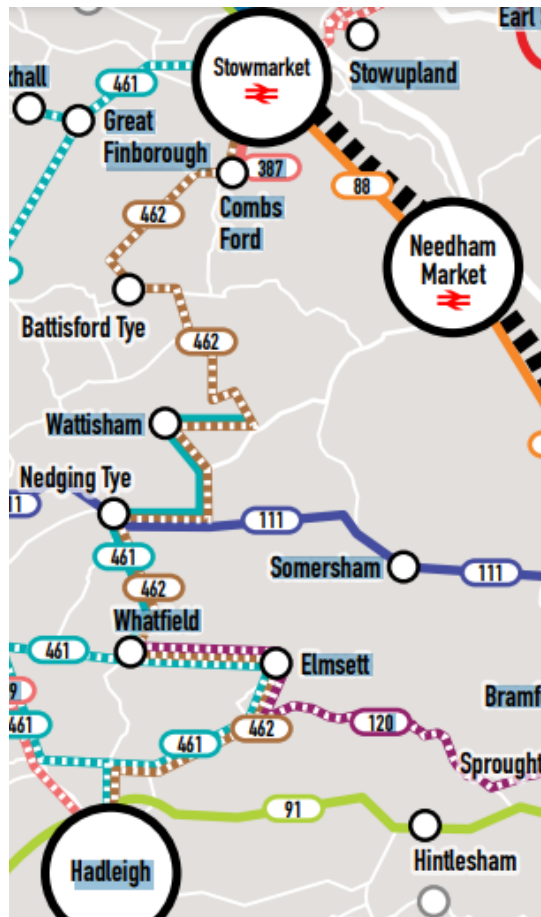


Figure 7.1: Bus services, source Suffolk on Board

7.4. The nearest bus stop is located 2.2km away on Stowmarket Road, Ringshall.

Train Access

7.5. The nearest railway stations are Needham Market and Stowmarket.

7.6. The train service is provided by Greater Anglia on routes to Cambridge, Bury St Edmunds and Ipswich. Also onto Peterborough, London Liverpool Street and Colchester by changing trains.

7.7. A train route map is reproduced in **Appendix C**.

8. SAFETY CONSIDERATIONS AND ACCIDENT ANALYSIS

- 8.1. Transport Statements should identify any significant highway safety issues and provide an analysis of the recent accident history of the study area.
- 8.2. There is no standard differential for determining a high risk accident location. A commonly used differential across the EU for determining a high risk accident location is:

“Any location that has a higher expected number of accidents than other similar locations as a result of local risk factors”

Sørensen-Elvik, 2005

- 8.3. Road traffic accidents (RTA) are random multi-factor events. As well as human factors, the weather, road layout, visibility, appearance, surfacing and signing can all contribute to an event. RTAs can be classified into three categories: “Slight”; “Serious” (injury); and “Fatal”.
- 8.4. In order to ascertain the accident record of the road network in this area Suffolk County Council were approached to obtain the injury accident record. SCC confirmed by email that there are no recorded RTAs in the vicinity of the site in the past five years.
- 8.5. The absence of RTAs on the local road network suggests there is no underlying road safety problem that needs to be addressed within the area or relating to the existing access.

9. PROPOSED DEVELOPMENT

- 9.1. It is proposed to develop office, light industrial and B2 units with overall GFA of 28,350 sqft (2633m²). These will require access to the development on a continuous basis (24 hours/day, 365 days/year), utilising the existing access. The Site location and layout plans are reproduced in **Appendix A**.
- 9.2. As stated in paragraph 5.3, the National speed limit (60mph) occurs across the access and site frontage.
- 9.3. The proposed development site access road utilises the existing access, located within the 60 mph speed limit, with a rural approach and lack of built up visual environment. It is therefore proposed to implement and maintain access visibility splay design based on the measured eighty-fifth percentile recorded vehicle speeds from the 7-day Automatic Traffic Count (ATC) data.
- 9.4. A 7-day Automated Traffic Counts (ATC) was undertaken across the site frontage between the 5th October and 11th October 2021. As a result, visibility splays of 4.5 x 95m are proposed in each direction, in accordance with the Design Manual for Roads and Bridges (DMRB) standards. This is based on average eighty fifth percentile recorded speeds of 37.7 mph west bound and 37.8 mph east bound, as measured over a 7-day period. Refer to site frontage ATC results **Appendix D**.
- 9.5. The visibility splay required to meet the actual measured speeds can be accommodated within the site frontage or highway (including verge) and are identified on the site layout plan, **Appendix A**. Photographs 9.1 and 9.2 identify the existing visibility, identifying verge foliage to be trimmed.



Photographs 9.1 and 9.2: *Visibility to the left to be improved*

Parking

9.6. On-site parking and turning will be provided in accordance with Suffolk Guidance for Parking (3rd Ed., 2019), which requires for this proposed land use:

Car 1 space per 30 m², Cycle 2 spaces per 200 m², PTW 1 space + 1 per 20 car spaces, Disabled 2 bays, or 5% of total capacity.

EV 20% of all parking spaces to be fitted with a charging system, with an additional 20% of parking spaces with the infrastructure in place for future connectivity 7.4KW.

9.7. The site layout plan (**Appendix A**) proposes: Car spaces 84, EV 18, Disabled spaces 6, secure and covered cycle parking 18 spaces. This complies with SCC guidance.

Pedestrian, Cycle and Bus connectivity

9.8. Department for Transport Local Transport Note 1/20 (LTN1/20) was published in July of this year where 'cycling will play a far bigger part in our transport system from now on'. This national guidance aims to help cycling become a form of mass transit. It states, 'Cycling must no longer be treated as marginal, or an afterthought'. Therefore, cycling needs should also be considered in the proposal within the site.

9.9. SCC recommend secure and covered cycle storage. This has been proposed and will be provided.

9.10. The absence of local residences or bus stop facilities precludes enhancements to journeys on foot.

10. IMPACT

10.1. Taking into account existing consents on the site, the proposed development amounts to a net reduction in operational space, from the permitted uses 3,558m², reducing to the proposed development with an overall GFA of 28,350sqft (2,633m²).

- 10.2. The improved existing access visibility, together with delivery of travel plan provides for an improvement to the existing commercial development that is considered safe and accessible for all road users.

11. MITIGATION

Offsite highway works

- 11.1. The existing highway access will be improved to achieve the required visibility, based on measured 85th percentile vehicle speeds. Visibility splays meeting required standards (2.4 x 95m) can be achieved within highway and land under applicant's control, hedge trimming required.
- 11.2. Development that is considered safe and accessible for all road users.

Travel Planning

- 11.3. Staff Travel Planning can play a large part in reducing the impact of a development on the local highway network. A travel plan will encourage existing and new employees to make use of more sustainable transport options for their journeys and reduce the need for reliance on private motor vehicles.
- 11.4. Shower and locker facilities can be incorporated in the design.
- 11.5. It is proposed to set out a *Travel Plan Statement*, refer example (taken from Suffolk) at **Appendix E**.
- 11.6. A Travel Plan Statement will include relevant sustainable transport information and new measures that are being proposed (i.e. secure and lockable cycle storage, showers). The implementation of the Travel Plan Statement can be secured by planning condition.

12. SUMMARY

- 12.1. Safe vehicular access to the site is achieved. The proposed Site Layout is shown in **Appendix A**, including access visibility improvements.
- 12.2. The accident records currently show that there has been no injury accidents on the surrounding local road network in a five-year period, which suggests underlying accident problem that needs to be addressed.
- 12.3. Taking into account existing consents, the proposed development amounts to a net reduction in operational space. In accordance with thresholds set out in DfT Guidance on Transport Assessment, a Transport Statement has therefore been prepared purely to assist in application validation.
- 12.4. The Example Travel Plan Statement (reproduced in **Appendix E**) will encourage employees to car share and make use of more sustainable transport options for their journeys.
- 12.5. The improved existing access visibility, together with delivery of travel plan provides for an improvement to the existing commercial development that is considered safe and accessible for all road users.
- 12.6. It is considered, in this Transport Statement, that the development adequately meets National and Local Transport Policies.
- 12.7. It follows that the proposal would comply with Paragraph 110 of the Framework in that opportunities to promote sustainable transport modes can be taken up and safe and suitable access to the sites can be achieved for all users.
- 12.8. In terms of NPPF Paragraph 111, the development will not result in '*unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

13. LIST OF APPENDICES

- Appendix A** - Site Location and Layout Plans
- Appendix B** - Bus Timetables
- Appendix C** - Train Map
- Appendix D** - ATC data
- Appendix E** - Example Travel Plan statement

246 2021_TS.docx

TRANSPORT STATEMENT

APPENDIX A

Site Location and Layout Plans

NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

This document references the following file:-

Reference Name	Status	Revision
PC-XX-XX-M3-Designer-0001_5442		P01.1

Revisions	Date	Drawn / Chk'd
P01 First Issue.	15/07/21	BM
P02 Red Line Updated.	09/12/21	BM
P03 Red Line Updated.	20/01/22	DL / BM
P04 Planning Issue	28/03/22	DL / BM



Client
Anglia Business Park

Project
Commerical Development, Anglia Business Park, Wattisham Road, Ringshall

Title
Site Location Plan

Project N° Drawing N° Revision
5442 - 0100 P04

Scale - unless otherwise stated Issued For
1 : 1250 @ A3 PLANNING

BS 1192 Ref. Status
PC-Designer-0100

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Reference Name	Status	Revision
PC-01-01-03-Design-0103_0442		PH 1

Revisions	Date	Drawn / Checked
P01 First Issue	26/10/21	AQ/AM
P02 Red Line Updated	06/12/21	BM
P03 Units 20 & 21 Updated	29/01/22	DL / BM
P04 Hand-planting to existing workshop corrected	24/01/22	DL
P05 Planning Issue	28/03/22	DL / BM
P06 Gates repositioned back to 17m	12/04/22	BM



BUILDING SCHEDULE:

	Class E Office Units 1 - 4 850sqft	x 4
	Class E Light Industrial Units 5 - 7 1,000sqft	x 3
	Class B2 General Industrial Units 8 - 10 1,950sqft	x 3
	Class B2 General Industrial Units 14 - 16 1,950sqft	x 3
	Class B2 General Industrial Unit 20 6,100sqft	x 1
Total:		28,350sqft
	Demolished Existing Buildings Total:	1,100sqft

PARKING SCHEDULE:

	Parking Bays	x 84
	EV	x 18
	Disabled Parking Bays	x 6
	Cycle Parking	x 18

PLANTING SCHEDULE

	Proposed Tree
	Existing Tree
	Application Site - 1.910ha (4.719 acres)
	Visibility Splay - 4.5 x 95 metres



Client
Anglia Business Park

Project
Commercial Development, Anglia Business Park, Wattisham Road, Ringshall

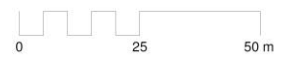
Title
Site Plan as Proposed - Phase 1

Project N°	Drawing N°	Revision
5442 - 0103		P06
Scale - unless otherwise stated	Status	Issued For
1 : 500	@ A1	PLANNING
BS 1192 Ref.		
PC-Designer-0103		

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Site Plan as Proposed - Phase 1 Master Plan
1 : 500



TRANSPORT STATEMENT

APPENDIX B

Bus Timetable

Monday to Friday (Except Bank Holidays)

Service	461		462	
	HADC	CH	HADC	HADC
Operator	HADC		HADC	
Service Restrictions	NW	W	MTh	TuF
Notes	1			
Stowmarket, Station Road West (adj)	—	—	1240	1240
Combs Ford, The Ford (o/s)	—	—		1244
Combs Ford, Hunt Close (adj)	—	—		1246
Combs, Park Road (opp)	—	—		1248
Combs, Queens Close (opp)	—	—		1250
Little Finborough, Moat Farm (opp)	—	—		1252
Great Finborough, Post Office (opp)	—	—	1246	
Buxhall, The Crown (adj)	—	—	1249	
Great Finborough, Buxhall Turn (opp)	—	—	1252	
Hitcham, The Ranch (adj)	—	—	1255	
Cross Green, Brettenham Road (opp)	—	—	1257	
Hitcham Causeway, Causeway Estate (adj)	—	—	1300	
Bildeston, Clock Tower (opp)	—	—	1305	
Semer, Semer Bridge (opp)	—	—	1310	
Battisford Tye, Punchbowl (o/s)	—	—		1254
Ringshall, Phone Box (opp)	0903	—		1303
Wattisham Airfield, Bus Shelter (W-bound)	0905	—		1305
Great Bricett, Bricett Hall (SE-bound)	0907	—		1307
Naughton, Wallow Lane (opp)	0908	—		1308
Naughton, Wheelhouse (adj)	0910	—		1310
Whatfield, Telephone Box (opp)	0915	0920	1315	1315
Elmsett, Bus Shelter (o/s)	0919	0928	1319	1319
Aldham, Firtree Farm (adj)	0923	0931	1323	1323
Hadleigh, Morrisons (adj)	0928	0938	1328	1328
Hadleigh, Bus Station (D)	0930	0941	1330	1330
Hadleigh, Bourchier Close (opp)	0934	—	1334	1334
Hadleigh, Meriton Rise (adj)	0937	—	1337	1337
Hadleigh, Bus Station (B)	0940	—	1340	1340

Saturday

Sunday

no service

no service

NOTES

- MTh Operates on Mondays and Thursdays only
- NW Not Wednesdays
- TuF Operates on Tuesdays and Fridays
- W Operates on Wednesdays
- 1 Sponsored by Suffolk County Council

OPERATORS

- HADC Hadleigh Community Transport 01473 826242
 - CH Chambers 03301 020801
- Suffolk 16/08/2021

Monday to Friday (Except Bank Holidays)

Service	461	462	461	461
Operator	HADC	HADC	HADC	CH
Service Restrictions	MTh	TuF	NW	W
Notes	1			
Hadleigh, Bus Station (B)	0950	0950	1350	1415
Hadleigh, Morrisons (opp)	0952	0952	1352	1417
Aldham, Firtree Farm (opp)			s1357	1422
Elmsett, Bus Shelter (opp)			s1400	1425
Whatfield, Telephone Box (adj)			s1403	1433
Whatfield, Telephone Box (opp)		0958	s1404	—
Naughton, Wheelhouse (opp)		1002	s1408	—
Naughton, Wallow Lane (adj)		1003	s1410	—
Great Bricett, Bricett Hall (NW-bound)		1005	s1411	—
Wattisham Airfield, Bus Shelter (E-bound)		1007	s1413	—
Ringshall, Phone Box (adj)		1009	s1415	—
Battisford Tye, Punchbowl (opp)		1018	—	—
Semer, Semer Bridge (adj)	0958		—	—
Bildeston, Clock Tower (opp)	1003		—	—
Hitcham Causeway, Causeway Estate (opp)	1008		—	—
Cross Green, Brettenham Road (adj)	1011		—	—
Hitcham, The Ranch (opp)	1013		—	—
Great Finborough, Buxhall Turn (adj)	1016		—	—
Buxhall, The Crown (opp)	1019		—	—
Great Finborough, Post Office (adj)	1022		—	—
Little Finborough, Moat Farm (adj)		1022	—	—
Combs, Queens Close (adj)		1024	—	—
Combs, Park Road (adj)		1026	—	—
Combs Ford, Hunt Close (opp)		1028	—	—
Combs Ford, The Ford (adj)		1030	—	—
Stowmarket, Argos Store (o/s)		1033	—	—
Stowmarket, Health Centre (opp)	1027	—	—	—
Stowmarket, Station Road West (adj)	1029	—	—	—
	Saturday		Sunday	
	no service		no service	

NOTES

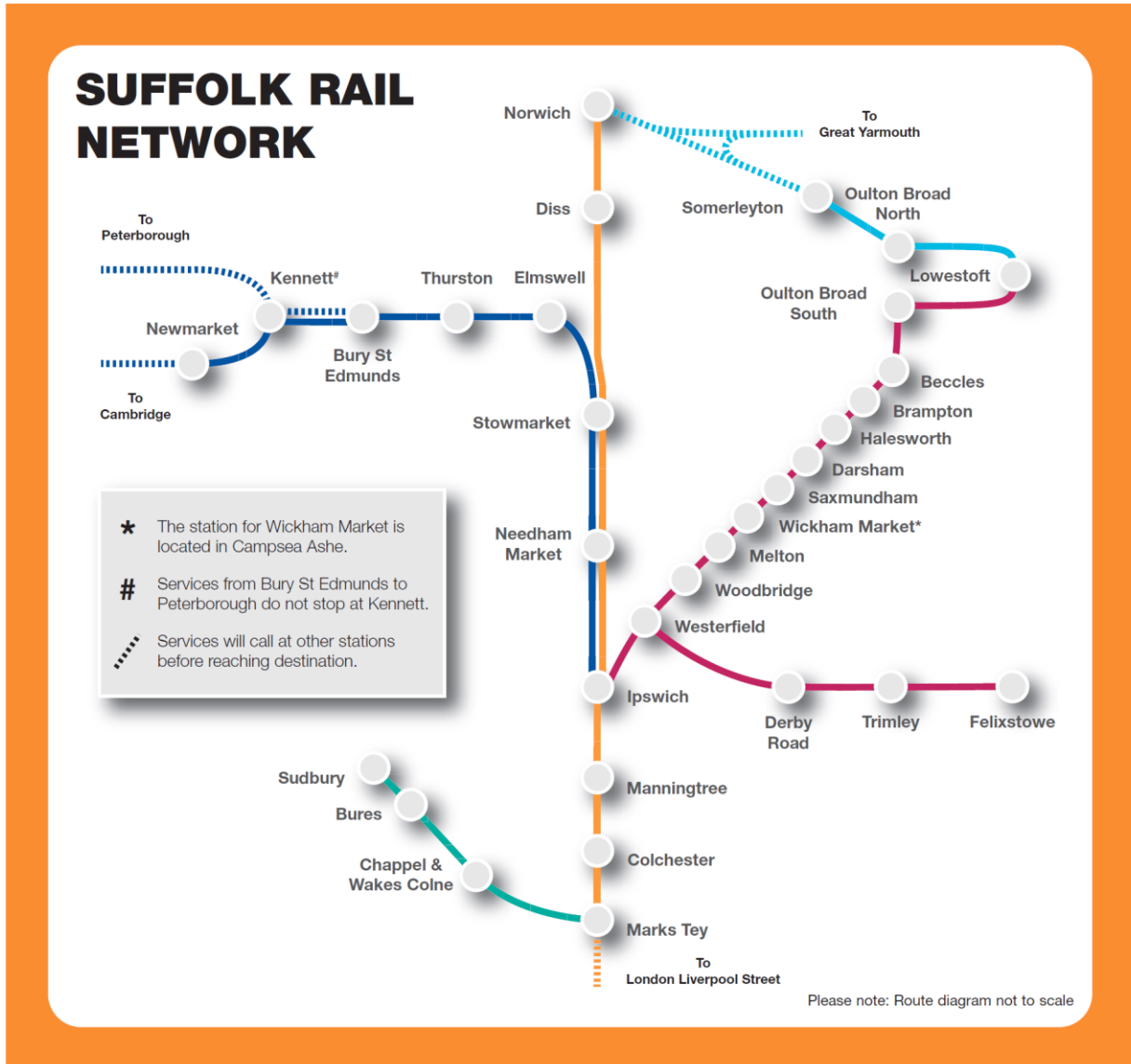
MTh Operates on Mondays and Thursdays only
 NW Not Wednesdays
 TuF Operates on Tuesdays and Fridays
 W Operates on Wednesdays
 1 Sponsored by Suffolk County Council
 s sets down only

OPERATORS

HADC Hadleigh Community Transport 01473 826242
 CH Chambers 03301 020801
 Suffolk 16/08/2021

APPENDIX C

Train map



TRANSPORT STATEMENT

APPENDIX D

ATC data

Summary 1 of 3

Site Name 1664
 Description Wattisham Road, Ringshall, post box approx 68m W Bildeston Road [60mph]
 Filter Start 2021-10-05T00:00:00
 Filter End 2021-10-12T00:00:00

Weekday Traffic

Capital Road Safety Westbound + Average													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	1	0	0	1	1	0	0	0	0	0	0	0	41.7
0100	1	0	0	0	1	0	0	0	0	0	0	0	41.5
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	25.6
0500	2	0	0	1	2	0	0	0	0	0	0	0	34.0
0600	4	0	0	3	2	0	0	0	0	0	0	0	24.6
0700	20	1	2	5	13	1	0	0	0	0	0	0	24.5
0800	25	1	1	5	17	2	0	0	0	0	0	0	26.6
0900	10	0	1	3	5	1	1	0	0	0	0	0	28.7
1000	10	1	1	4	6	1	0	0	0	0	0	0	28.2
1100	8	0	0	2	5	1	0	0	1	0	0	1	27.3
1200	11	1	3	3	6	2	0	0	0	0	0	0	28.4
1300	14	1	0	4	7	3	0	0	0	0	0	0	26.8
1400	14	2	1	5	8	1	0	0	0	0	0	0	27.1
1500	11	1	0	2	8	2	1	0	0	0	0	0	30.5
1600	9	1	0	4	4	1	0	0	1	0	1	0	29.3
1700	13	1	2	4	8	1	0	0	0	0	0	0	30.2
1800	7	0	0	2	4	1	0	0	0	0	0	0	32.9
1900	4	0	0	3	2	0	0	0	0	0	0	0	34.5
2000	4	0	0	3	2	0	1	0	0	0	0	0	31.8
2100	1	0	0	1	1	0	0	0	0	0	0	0	30.2
2200	1	0	0	2	1	0	0	0	0	0	0	0	35.0
2300	1	0	0	0	1	0	0	0	0	0	0	0	40.4
07-19	151	10	10	43	91	17	2	0	2	0	1	1	28.4
06-22	165	10	10	53	98	17	3	0	2	0	1	1	28.8
06-00	167	10	10	55	100	17	3	0	2	0	1	1	29.8
00-00	172	10	10	57	105	17	3	0	2	0	1	1	30.9
AV5 AM	25												
AV5 PM	13												
AV5 24h	172												
AADT	165					%CV	14.3%						
												VP85 _{24h}	37.7 mph

Summary 2 of 3

Site Name 1664
Description Wattisham Road, Ringshall, post box approx 68m W Bildeston Road [60mph]
Filter Start 2021-10-05T00:00:00
Filter End 2021-10-12T00:00:00

Weekday Traffic

Capital Traffic Eastbound + Average													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	40.3
0500	2	0	1	1	2	0	0	0	0	0	0	0	32.7
0600	5	0	0	2	3	1	0	0	0	0	0	0	37.0
0700	10	1	0	4	4	2	1	0	0	0	0	0	31.6
0800	16	1	1	5	8	3	0	0	0	0	0	0	29.0
0900	12	2	1	4	6	2	1	0	0	0	0	0	32.8
1000	11	1	1	4	6	1	0	0	0	0	0	0	30.7
1100	10	2	0	3	4	2	0	0	1	0	0	0	29.3
1200	10	0	1	3	5	2	1	0	0	0	0	0	27.7
1300	9	1	0	4	3	2	0	0	0	0	0	0	28.8
1400	8	0	0	3	4	1	0	0	1	0	0	0	28.8
1500	20	1	1	5	12	2	1	0	1	0	0	1	28.9
1600	15	0	0	6	9	1	0	0	0	0	0	0	28.6
1700	24	1	1	12	10	2	0	0	0	0	0	0	24.2
1800	7	1	2	2	4	0	0	0	0	0	0	0	30.5
1900	4	0	0	2	2	0	0	0	0	0	0	0	27.7
2000	3	0	1	2	2	0	0	0	0	0	0	0	27.4
2100	3	0	0	2	2	0	0	0	0	0	0	0	34.9
2200	3	0	0	1	2	0	0	0	0	0	0	0	32.0
2300	1	0	0	1	1	0	0	0	0	0	0	0	40.0
07-19	151	10	8	54	76	17	4	0	3	0	0	1	29.2
06-22	166	10	9	61	85	18	4	0	3	0	0	1	29.9
06-00	169	10	9	64	88	18	4	0	3	0	0	1	30.5
00-00	172	10	10	65	91	18	4	0	3	0	0	1	31.1
AV5 AM	16												
AV5 PM	24												
AV5 24h	172												
AADT	166						%CV	15.8%					
												VP85 ₂₄₋₇	37.8 mph

Summary 3 of 3

Site Name 1664
Description Wattisham Road, Ringshall, post box approx 68m W Bildeston Road [60mph]
Filter Start 2021-10-05T00:00:00
Filter End 2021-10-12T00:00:00

Weekday Traffic

Combined													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	1				1	1							41.7
0100	1					1							41.5
0200	0												#####
0300	0												#####
0400	2					2							32.9
0500	3			1	2	4							33.3
0600	9				5	5	1						30.8
0700	30	2	2	8	17	3	1						28.1
0800	40	2	2	10	26	4							27.8
0900	22	2	2	7	11	3	2						30.7
1000	21	2	2	8	12	2							29.4
1100	17	2		5	9	3				2		1	28.3
1200	21	1	4	6	11	4	1						28.0
1300	23	2		8	11	4							27.8
1400	22	2	1	8	12	2				1			27.9
1500	31	2	1	7	20	4	2			1		1	29.7
1600	24	1		10	13	2				1		1	28.9
1700	37	2	3	16	17	3							27.2
1800	14	1	2	4	8	1							31.7
1900	8			5	4								31.1
2000	7		1	4	4		1						29.6
2100	4			3	3								32.5
2200	4			3	3								33.5
2300	2			1	2								40.2
07-19	302	20	18	98	167	34	6	0	5	0	1	2	28.8
06-22	330	20	19	115	183	35	7	0	5	0	1	2	29.3
06-00	336	20	19	118	188	35	7	0	5	0	1	2	30.2
00-00	344	20	20	121	196	35	7	0	5	0	1	2	#####
AV5 AM	40												
AV5 PM	37												
AV5 24h	344												
AADT	330						%CV	15.1%					

TRANSPORT STATEMENT

APPENDIX E

Example Travel Plan statement

Travel Plan Statement
Commitment and Responsibilities

_____ is responsible for keeping _____ Travel Information plan up to date. They can be contacted by telephone on _____; by email _____ or in writing at _____

Information held within the Travel information Plan will be reviewed and updated every 6 months. Public transport information can be checked on www.suffolkonboard.com

Travel information will be provided to;

Staff	
Visitors	

Information will be provided via;

Website	
Travel Information Pack	
Sent with meeting/appointment invites	
Posters	
Intranet	
Staff training/induction	

Please provide details/examples of the above

The following travel plan events will be promoted;

Walk to Work Week	
National Bike Week	
National Liftshare Week	
Local sustainable travel events	

A commitment of £_____ has been committed annually from promotion of the Travel Information Plan and sustainable travel for the first 5 years of the development.

Additional comments/information

Travel Information

[development name] is accessible on foot easily and is a [time] minute walk from [Ipswich town centre or other landmark in Suffolk]. To plan your walking trip visit www.walkit.com/ipswich

If you wish to travel by bicycle you can securely lock your bike at our cycle parking located at [location]. We provide [lockers/drying area/storage area/showers] for [staff/visitors] that choose to cycle to the site. For Suffolk cycle maps visit www.greensuffolk.org/travel/journey-planning/cycling/, alternatively you could visit www.cyclestreets.net

The nearest bus stop to [development name] is a [time] walk. A map showing the nearest stops is below. To find out bus timetable information and a list of destinations visit www.travelineeastanglia.org.uk. To find out the times of next bus from this stop text [enter text code information] to 84268.

[insert map here] – using Google maps as this will have public transport information imbedded.

The train station is located [distance] miles away. You can [walk/catch a bus] to the site [add details/direction/and to map if appropriate]

Ipswich has a Park and Ride network, with two sites on the outskirts of the town at a charge of just £[current charge] per person payable on the bus. To find out timetable and fare information visit www.suffolkonboard.com/park-and-ride.

Should you need to drive to our site our postcode is [postcode]. There is [no/limited/restricted] parking on site. The nearest car park is located at [location & postcode].

To see if there are any opportunities to car share to and from the site visit www.suffolkcarshare.com.