

Craig Farrow  
TAB Architecture  
41E Forehill  
Ely  
Cambridgeshire  
CB7 4AA

Our Ref: 001/2021/01 - Please quote in all correspondence.

02 March 2021

Dear Craig,

DC/20/05507- Land Adjacent To Brome Grange Hotel – Highways Statement

I refer to your request for highway advice concerning your proposal for development on this site principally for the erection of commercial units, accessed off A140 and utilising the existing access of Brome Grange Hotel. For latest Site Layout Plan, Drawing TAB550-02E, refer Appendix A.

You asked for highway comments on the Suffolk County Council (SCC) highways consultation response, refer Appendix B. I have undertaken a desk top review and can offer the following observations.

Policy

NPPF 109: 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.

Current planning application

The highway authority, in considering a planning application, will aim to assess the development against NPPF paragraph 108 to 110, including these specific objectives:

- i. Road Safety – That it is safe for all users
- ii. Sustainability and Accessibility – That it promotes sustainable, high-quality alternatives to the private car and to achieve developments accessible to all vehicles and people.
- iii. The Impact on Highways and Transportation Infrastructure – With the main considerations being safety and congestion.

Application DC/20/05507 proposes and outline planning application with access to be considered, all other matters reserved, for the erection of 4 no. commercial units (B2) and erection of 3 no. dwellings.

Cont'd...

### Review of SCC Highways consultation response

DC/20/05507 SCC highways consultation response dated 5 January 2021, Appendix B, raises highway safety objections, as can be summarised below:

Proposed residential access is not acceptable on the junction of the A140 / B1077.  
Not adequately considered the impacts on the highway from the additional traffic generated by the commercial element of the development, especially during the peak hours. Need for a Transport statement.  
A plan showing the visibility splays for the existing access showing required visibility splay  
X=2.4m and Y=120m.

Following the highways objection to the proposed residential element of the development, an updated residential access was subsequently submitted with the purpose of overcoming that part of the highway objection.

The SCC highways response to that, dated 26 January 2021, is reproduced in Appendix C. In summary, the updated proposed residential access, showing a 'left in and left out' was not considered suitable for this location in terms of required movements and safety in relation to the central island. The response reiterated the requirement for submission of a transport statement and visibility drawings.

Following this confirmation, the residential element has subsequently been removed from the proposed development. The proposed development now comprises commercial use only, vehicular access taken from the existing hotel access.

SCC position due to the Covid-19 restrictions is that 'current traffic conditions are not 'normal' and surveys undertaken at the moment will provide unrealistic traffic data. Any surveys post 13th March 2020 will not be accepted until further notice.' Therefore, prior to embarking on the requested transport statement, SCC was contacted to establish an acceptable scope for the transport statement. Refer to Appendix D.

As a result, this highway statement will focus principally on addressing consideration of the impacts on the highway (including peak hours). The approach, as set out and agreed, will be using a desktop exercise, calculating trips generated by the proposed commercial use and seeing what percentage increase this will be on A140 flows. Historical A140 records will be used.

### Commercial use Impacts

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 (SCC) as Highway Authority still follow the transport assessment guidance contained in the withdrawn standard.

Appendix B of the DfT Guidance on Transport Assessment (although withdrawn) provides indicative thresholds for assessment as follows:

No assessment is required for less than 2,500m<sup>2</sup> B2 (1, 500 m<sup>2</sup> B1);  
A Transport Statement is appropriate for between 2,500 and 4,000 m<sup>2</sup> B2; and  
A Transport Assessment is required for developments over 4,000 m<sup>2</sup> B2.

Cont'd...

The proposed development is small scale, 1,697 m<sup>2</sup> (2,050 m<sup>2</sup> including mezzanine deck) use Class B2 (General Industrial - Industrial process other than that falling within Class B1). In strict accordance with the Guidance on Transport Assessment, no assessment is required.

However, SCC has required consideration of trips impacts on A140. Given the current Covid-19 restrictions and the Appendix D engagement with SCC, a brief highway statement level of report has been prepared to address the comments made.

In order to consider the impacts on the highway from the additional traffic generated by the commercial element of the development (especially during the peak hours), the agreed approach is to calculate trips generated by the proposed commercial use and seeing what percentage increase this will be on the A140 from historical traffic flow records (recorded at a time prior to Covid-19 restrictions).

The closest DfT census data (site 26697, at Little Stonham, 15 miles south of the site) from July 2019, 12-hour manual count, can be viewed at Appendix E, as summarised in Table 1.

	N/B	S/B	Two-way
AM Peak Hour 0800-0900	621	447	1,068
PM Peak Hour 1700-1800	764	550	1,314
Daily Total			10,277

Table 1: DfT data 2019

Automatic Traffic Count date (ATC) data collected for the 7 day period 19- 25 March 2018, on A140 also at Little Stonham, can be viewed at Appendix F, as summarised in Table 2.

	N/B	S/B	Two-way
AM Peak Hour 0800-0900	725	852	1,577
PM Peak Hour 1700-1800	747	622	1,369
Daily Total	7,303	7,377	14,681

Table 2: ATC data 2018

Assuming a use of B1(c) Light Industry, which correlates to the 02/C class from the TRICS database, refer to Appendix G for the TRICs datasheet, resulting in the trip rates as set out in Table 3 and the trip numbers relating to the proposed gross floor areas as set out in Tables 4 and 5.

	Arrivals	Departures	Total
AM Peak Hour 0800-0900	0.480	0.103	0.583
PM Peak Hour 1700-1800	0.046	0.468	0.514
Daily Total	3.001	2.743	5.744

Table 3 – Commercial Trip Rate (per 100 m<sup>2</sup>)

Cont'd...

	Arrivals	Departures	Total
AM Peak Hour 0800-0900	9 (8.146)	2 (1.748)	11
PM Peak Hour 1700-1800	1 (0.781)	8 (7.942)	9
Daily Total	51 (50.927)	47 (46.549)	98

Table 4 – Proposed Commercial trips (based on 1,697 m<sup>2</sup>)

	Arrivals	Departures	Total
AM Peak Hour 0800-0900	10 (9.84)	3 (2.11)	13
PM Peak Hour 1700-1800	1 (0.943)	10 (9.594)	11
Daily Total	62 (61.5)	57 (56.23)	119

Table 5 – Proposed Commercial trips (based on 2,050 m<sup>2</sup>, incl mezzanine deck)

The proposed commercial trips (worst case scenario Table 5) will add 13No. AM peak hour trips, 11No. PM peak hour trips and 119No. daily trips onto A140. This amounts to a 1.16% (assuming Table 1 daily figures), 0.8% (assuming Table 2 daily figures) increase over the existing A140 daily. This is less than 5%, would be imperceptible and not result in an unacceptable impact on highway safety, or a residual cumulative impact on the road network that would be severe.

#### Access safety

The proposed commercial use will utilise the existing access as viewed in the screen shot below.

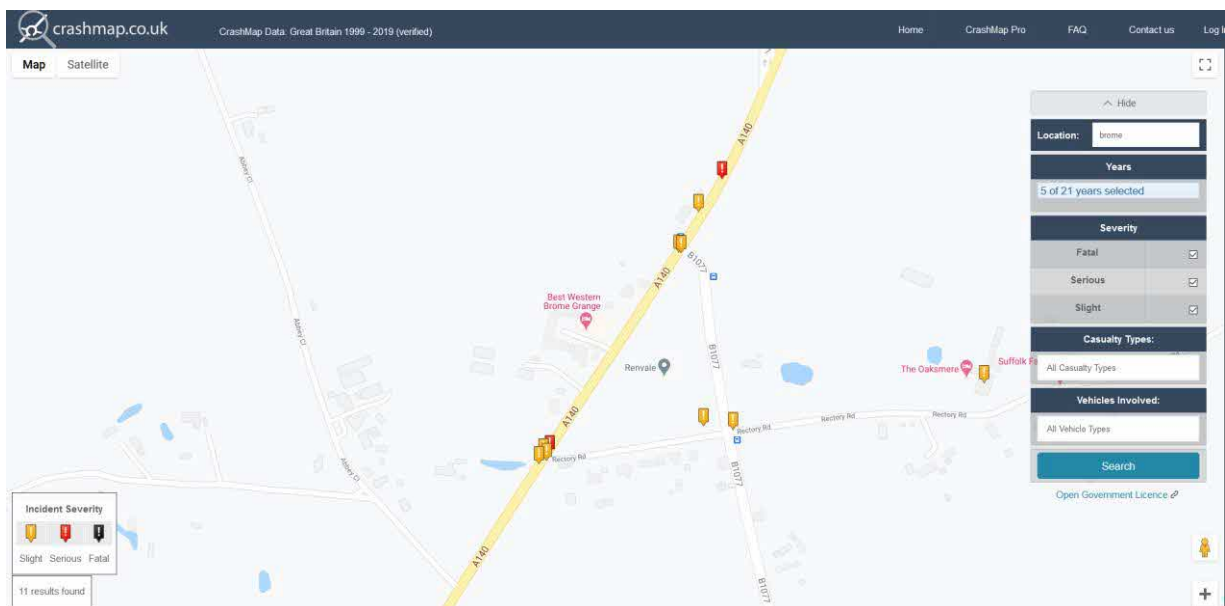


Screen shot 1: Existing access (Source: Google street view)

The latest drawing TAB550-02E, as set out in Appendix A now demonstrates the achievement of the required visibility splays. In fact, a greater visibility is achieved than that required by SCC, achieving x=4.5 m and Y=120 m, is shown as achieved (refer drawing note 5.). Given the required dimensions can be met, the proposed vehicular access will safely facilitate the intensification of use the development would create. This will therefore be acceptable to SCC and meet their safety standards.

Cont'd...

Reviewing the recent injury accident history on A140, there have been no recorded slight personal injury accident within the vicinity of the site access in the past 5 years, refer to Screen shot 1 below. The existing use of the access is thus considered safe.



Screen shot 2: Zero injury accident record Hawkes Lane (Source: Crash map)

### Parking

This being an outline application (except for access) the full details, including disabled spaces provision, PTW spaces, EV charging will be Conditioned for reserved matters stage.

SCC parking guidance 2019 sets out a requirement for B1 and B2 use classes as 1 parking space per 30m<sup>2</sup>, refer Figure 1 below.

#### Standard:

Use	Vehicle	Cycle	PTW	Disabled
	Requirement	Minimum	Minimum	Minimum
B2	1 space per 30 m <sup>2</sup>	2 spaces per 300 m <sup>2</sup>	1 space + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	<b>200 bays or less = 2 bays or 5% of total capacity, whichever is greater, Over 200 bays = 6 bays plus 2% of total Capacity</b>

Figure 1: Extract from Suffolk Guidance for parking 2019

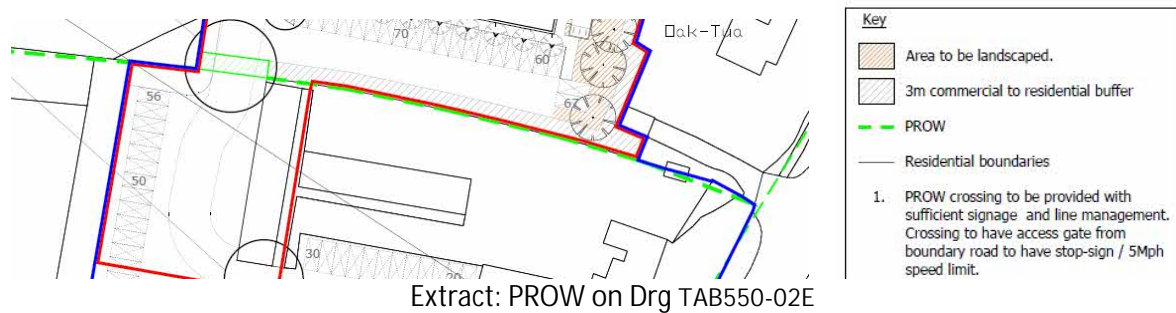
Car parking spaces are shown to be 2.5 x 5.5 m, providing approximately 112 car parking spaces overall, allowing for 68 for the commercial use.

Secure and lockable covered cycle stores will be provided in three different locations, for the storage of up to 12 bicycles each and a total of 36 bicycles across the site.

Cont'd...

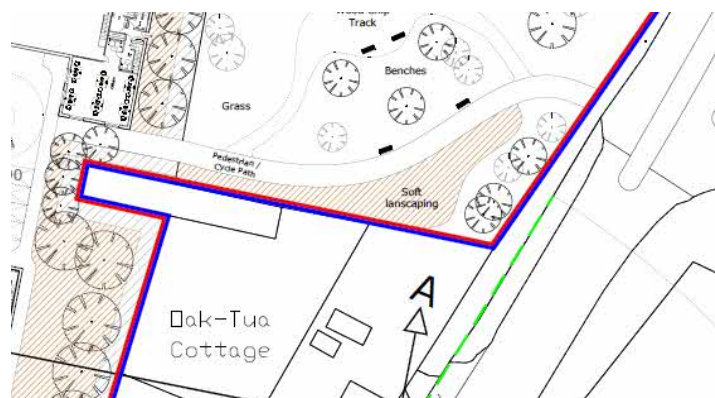
## PROW

The applicant and architect are in direct liaison with SCC PROW team, to address their previous holding objection. The latest site layout plan corrects the PROW recorded line of the path, extract below.



## Access to Public Transport

The site access is within 150m of the nearest bus stop at the B1077 junction. This provides access to services including 112 and 475 to Diss and Eye. Direct pedestrian internal walk route to the B1077 junction is now proposed, refer extract below.



## Summary

The proposed development now comprises small scale commercial development, the residential use and access has been removed.

The proposed development is small scale, 1,697 m<sup>2</sup> (2,050 m<sup>2</sup> including mezzanine deck) use Class B2. In strict accordance with the Guidance on Transport Assessment, no assessment is required.

This highway statement has been prepared to respond to SCC comments raised, specifically in relation to impacts on A140.

The impact of the commercial use trips on the A140 flows represents a negligible increase of between 0.8 – 1.16 % in daily A140 flows. The proposed commercial trips will add 13No. AM peak hour trips, 11No. PM peak hour trips and 119No. daily trips onto A140.

The proposal drawing now demonstrates that a greater visibility splays can be achieved than that required by SCC to meet safety standards. This access will therefore be considered safe.

Cont'd...

In light of NPPF's presumption in favour of sustainable development, with negligible additional trip numbers and demonstrated safe existing means of access, demonstrates that this proposed development will not result in unacceptable impact on highway safety.


*NPPF Paragraph 109 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.*

It is considered that this is a safe location for this small scale proposed commercial development. There is no evidence to suggest that this proposal will result in unacceptable impact on highway safety. I believe that the proposed development is acceptable in highway terms and meets the highway design standards and policy.

I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

Kind regards

Yours sincerely

A black rectangular redaction box covering the signature of Carol Grimsey.

Carol Grimsey CEng CIHT  
For and on behalf of G H Bullard & Associates LLP

Enc.

**Appendix A:** Proposed site layout

**Appendix B:** SCC Highway Comments relating to DC/20/05507: 5 Jan 2021

**Appendix C:** SCC Highway Comments relating to DC/20/05507: 26 Jan 2021

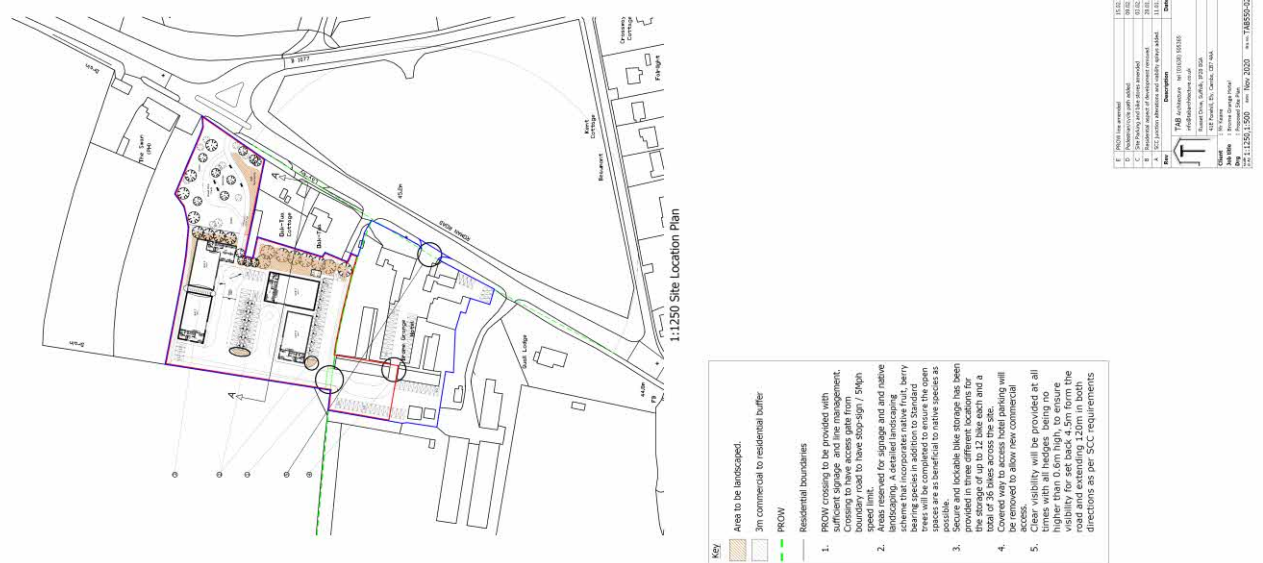
**Appendix D:** SCC email communication February 2021

**Appendix E:** DfT A140 traffic data 2019

**Appendix F:** A140 ATC data 2018

**Appendix G:** Trip Generation

# Appendix A: Proposed site layout



This document is subject to the Planning and/or other regulatory controls. Drawings, notes or details shown herein are only indicative and subject to the terms and conditions of any planning consent. This drawing is to be used for information only and does not constitute a contract. All works and/or construction shall be carried out in accordance with the approved planning consent. The client shall be responsible for ensuring that the drawing is used in accordance with the approved planning consent. The client shall be responsible for ensuring that the drawing is used in accordance with the approved planning consent. The client shall be responsible for ensuring that the drawing is used in accordance with the approved planning consent.



Appendix B: SCC Highway Comments relating to DC/20/05507: 5 Jan 2021

Your Ref:DC/20/05507  
Our Ref: SCC/CON/5265/20  
Date: 5 January 2021



**All planning enquiries should be sent to the Local Planning Authority.**

Email: [planning@baberghmidsuffolk.gov.uk](mailto:planning@baberghmidsuffolk.gov.uk)

The Planning Department  
MidSuffolk District Council  
Planning Section  
1st Floor, Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

For the attention of: Mahsa Kavyani

Dear Mahsa

**TOWN AND COUNTRY PLANNING ACT 1990**

**CONSULTATION RETURN:** DC/20/05507

**PROPOSAL:** Outline Planning Application (access to be considered, all other matters reserved) -  
Erection of 4 no. commercial units (B2) and erection of 3 no. dwellings.

**LOCATION:** Land Adjacent To Brome Grange Hotel, Norwich Road Brome And Oakley Suffolk

Notice is hereby given that the County Council as Highway Authority make the following comments:

The location of the proposed access for the residential element of the site is not acceptable. It is shown to be on the junction of the A140 and B1077. This junction has a ghost island for the A140 traffic turning into Eye Road and for the Public House to the north of the proposed site. By introducing an access on this junction, vehicles turning right into the site would need to cross 2 lanes of traffic and would create further turning movements and increasing the risk of collisions; this junction has had 4 injury accidents in the past 5 years.

The applicant has not adequately considered the impacts on the highway from the additional traffic generated by the commercial element of the development, especially during the peak hours, therefore a Transport statement is required as part of the formal planning permission consultation.

A plan showing the visibility splays for the existing access has not been provided. Adequate visibility is required to safely facilitate the intensification of use the development would create. Norwich Road is the A140 and the required Visibility splay dimensions for a 40mph speed limit road is X=2.4m and Y=120m as stated in Design Manual for Roads and Bridges. If the required dimensions cannot be met, the proposed vehicular access will not safely facilitate the intensification of use the development would create.

On receipt of the required documents, we will be able to respond to this application in full.

Yours sincerely,

**Samantha Harvey**  
Senior Development Management Engineer  
Growth, Highways and Infrastructure

*Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX*  
*[www.suffolk.gov.uk](http://www.suffolk.gov.uk)*

Appendix C: SCC Highway Comments relating to DC/20/05507: 26 Jan 2021

Your Ref:DC/20/05507  
Our Ref: SCC/CON/0240/21  
Date: 26 January 2021



**All planning enquiries should be sent to the Local Planning Authority.**

Email: [planning@babberghmidsuffolk.gov.uk](mailto:planning@babberghmidsuffolk.gov.uk)

The Planning Department  
MidSuffolk District Council  
Planning Section  
1st Floor, Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

For the attention of: Mahsa Kavyani

Dear Mahsa,

**TOWN AND COUNTRY PLANNING ACT 1990**

**CONSULTATION RETURN:** DC/20/05507

**PROPOSAL:** Revised plans submitted 13/01/21, ref:

Outline Planning Application (access to be considered, all other matters reserved) - Erection of 4 no. commercial units (B2) and erection of 3 no. dwellings.

**LOCATION:** Land Adjacent To Brome Grange Hotel, Norwich Road, Brome And Oakley, Suffolk

Notice is hereby given that the County Council as Highway Authority make the following comments:

The residential access is showing a 'left in and left out' at a busy road and is not suitable for this location. Any vehicles wishing to turn into the site from the south may cause a collision as vehicles behind may try and overtake and collide with the island. Also, anyone wishing to travel south from the site will need to travel north to the B1077 junction to carry out a U-turn increasing turning movements at this junction.

A Transport Assessment/Statement and visibility drawings have not been supplied. Also, the PROW has not been fully considered (see PROW team's response) therefore, we recommend permission for the application is refused unless the above points can be addressed. We look forward to receiving further information.

Yours sincerely,

**Samantha Harvey**

**Senior Development Management Engineer**

Growth, Highways and Infrastructure

Appendix D: SCC email communication February 2021

From: Sam Harvey <Sam.Harvey@suffolk.gov.uk>  
Sent: 01 February 2021 07:48  
To: Carol Grimsey <carol@ghbullard.co.uk>  
Subject: RE: DC/20/05507 Land Adjacent To Brome Grange Hotel, Norwich Road Brome And Oakley (001 2021)

Hello Carol

I am doing very well thank you. Hope all is good with you.

Yes, basically, you have covered all the aspects, happy with a desktop exercise and the approach.

Please note, the PROW team response 'We object to this proposal on the basis that the Applicant has not been clear about how they are going to accommodate FP1, the line that is shown on the plans does not appear to be the legally recorded line of the path'. If this can be looked at by the applicant, then there will be no outstanding issues with regard to highways.

Many thanks

Sam

From: Carol Grimsey <carol@ghbullard.co.uk>  
Sent: 30 January 2021 09:48  
To: Sam Harvey <Sam.Harvey@suffolk.gov.uk>  
Subject: DC/20/05507 Land Adjacent To Brome Grange Hotel, Norwich Road Brome And Oakley (001 2021)



**EXTERNAL EMAIL: Don't click any links or open attachments unless you trust the sender and know the content is safe. Click [here](#) for more information or help from Suffolk IT**

Greetings to you Sam, I hope you are doing well since we last spoke.

I have been asked to assist with this Outline Planning Application for commercial units next to the Brome Grange Hotel- to address your highway response, attached.

The design team will likely drop the residential proposals and its access, so I will be focussing on satisfying you in terms of the commercial use and its access.

I have seen the existing access visibility splay drg and I am satisfied that the existing access meets appropriate standards- achieving 4.5 x 120m splays, see attached drg which will form part of the resubmission.

So my involvement will be in producing a transport statement to address impacts, as you required in your response.

Given the current covid lockdown situation, I propose (subject to your comment) that this will be a desk top exercise, calculating trips generated by the proposed commercial use and seeing what % increase this will be on A140 flows. Historical A140 records will be used (with tempo adjustment if necessary) assuming I can find some local data.

Providing the statement addresses consideration of the impacts on the highway (incl peak hours); and the updated submission drg demonstrates required safety standards, will you be satisfied with that level of submitted detail? Reason I ask is in your response you add '*On receipt of the required documents, we will be able to respond to this application in full*'.

Ideally if you have any other specific requirements for the statement to include/consider, I would appreciate this information please- so that the statement, when submitted, addresses all your considerations.

I look forward to hearing from you.

Kind Regards

Carol Grimsey CEng CIHT

Associate  
For and on behalf of  
GHBullard & Associates LLP

Appendix E: DfT A140 traffic data 2019

**DfT census data**, site 26697 (at Little Stonham) July 2019, 12 hour manual count

count_point_direction_c	year	count_date	hour	road_name	start_junct	end_junct	all_motor_
26697 N	2019	05/07/2019	7	A140	A1120	A143	607
26697 S	2019	05/07/2019	7	A140	A1120	A143	291
26697 N	2019	05/07/2019	8	A140	A1120	A143	621
26697 S	2019	05/07/2019	8	A140	A1120	A143	447
26697 N	2019	05/07/2019	9	A140	A1120	A143	334
26697 S	2019	05/07/2019	9	A140	A1120	A143	398
26697 N	2019	05/07/2019	10	A140	A1120	A143	362
26697 S	2019	05/07/2019	10	A140	A1120	A143	463
26697 N	2019	05/07/2019	11	A140	A1120	A143	403
26697 S	2019	05/07/2019	11	A140	A1120	A143	471
26697 N	2019	05/07/2019	12	A140	A1120	A143	385
26697 S	2019	05/07/2019	12	A140	A1120	A143	256
26697 N	2019	05/07/2019	13	A140	A1120	A143	453
26697 S	2019	05/07/2019	13	A140	A1120	A143	288
26697 S	2019	05/07/2019	14	A140	A1120	A143	428
26697 N	2019	05/07/2019	14	A140	A1120	A143	482
26697 S	2019	05/07/2019	15	A140	A1120	A143	422
26697 N	2019	05/07/2019	15	A140	A1120	A143	282
26697 N	2019	05/07/2019	16	A140	A1120	A143	316
26697 S	2019	05/07/2019	16	A140	A1120	A143	653
26697 S	2019	05/07/2019	17	A140	A1120	A143	764
26697 N	2019	05/07/2019	17	A140	A1120	A143	550
26697 S	2019	05/07/2019	18	A140	A1120	A143	301
26697 N	2019	05/07/2019	18	A140	A1120	A143	300
							<b>10277</b>

# Appendix F: A140 ATC data 2018

Pg 1 of 3

Summary

**Report Id** CustomList-725  
**Site Name** 1126  
**Description** A140 Stonham Aspal, approx 125m N of Church Ln junction on 30mph repeater [30MPH]

Capital Traffic Northbound + 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	Vpp
	(count)	PC	2WMV	CAR	LGV	R2	R3	R4	A3	A4	A5+	PSV	(mph)	(mph)
		(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)	(count)		
0000	97	1	1	64	11	3	1		3		17	1	34.76	42.62
0100	97	1	1	72	7	3	2		2		13	3	34.66	43.60
0200	94	1	1	73	6	3	1		2		10	1	35.32	43.58
0300	126		2	100	10	3	1		1		12	1	36.10	45.22
0400	124			94	15	4	1		1		11	2	35.22	40.86
0500	212	1		134	60	7		1	3		8	2	34.44	41.08
0600	552	2	1	339	173	17	2	1	6		11	2	31.80	36.18
0700	729	3	1	525	166	13	4		6		14	4	30.34	33.74
<b>0800</b>	<b>725</b>	<b>2</b>	<b>2</b>	<b>528</b>	<b>158</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>4</b>		<b>12</b>	<b>3</b>	<b>29.72</b>	<b>33.04</b>
0900	578	2	1	393	143	17	2		4	1	15	4	29.92	33.42
1000	506	1	1	308	158	20	4	1	5		12	3	29.90	33.34
1100	519	1	2	315	163	19	1		4		12	4	29.54	33.22
1200	505	3	1	299	168	17	2	1	4		12	3	29.64	33.04
1300	523	2	3	316	172	17	3		2		12	4	29.52	32.68
1400	555	3	2	341	176	18	1	1	3		12	1	29.76	33.66
1500	634	1	2	417	185	15	2	1	4		10	1	29.84	32.94
1600	791	2	4	551	213	11	1	1	3		8	2	29.62	32.74
<b>1700</b>	<b>747</b>	<b>3</b>	<b>3</b>	<b>540</b>	<b>186</b>	<b>5</b>	<b>3</b>		<b>3</b>		<b>8</b>	<b>2</b>	<b>29.74</b>	<b>33.12</b>
1800	491	2	1	354	123	5	1	1	1		8	2	30.48	34.66
1900	296		1	207	77	4	1	1	2		6	1	31.92	36.60
2000	254		1	174	62	3	1	1	2		13		32.34	36.76
2100	285	1	1	204	57	2	2		2		18	3	32.42	36.40
2200	225		1	158	45	5			2		15	1	32.78	37.68
2300	149		1	104	25	2	1	1	2		16	2	34.68	40.16
<b>07-19</b>	<b>7303</b>	<b>24</b>	<b>23</b>	<b>4887</b>	<b>2011</b>	<b>174</b>	<b>25</b>	<b>8</b>	<b>41</b>	<b>1</b>	<b>135</b>	<b>33</b>	<b>29.84</b>	<b>33.69</b>
<b>06-22</b>	<b>8691</b>	<b>27</b>	<b>27</b>	<b>5811</b>	<b>2380</b>	<b>201</b>	<b>31</b>	<b>11</b>	<b>54</b>	<b>1</b>	<b>184</b>	<b>39</b>	<b>30.41</b>	<b>36.35</b>
<b>06-00</b>	<b>9065</b>	<b>27</b>	<b>29</b>	<b>6073</b>	<b>2450</b>	<b>208</b>	<b>32</b>	<b>12</b>	<b>58</b>	<b>1</b>	<b>215</b>	<b>42</b>	<b>30.78</b>	<b>36.67</b>
<b>00-00</b>	<b>9815</b>	<b>30</b>	<b>34</b>	<b>6610</b>	<b>2559</b>	<b>230</b>	<b>37</b>	<b>13</b>	<b>69</b>	<b>1</b>	<b>286</b>	<b>53</b>	<b>31.85</b>	<b>41.93</b>
<b>AV5 AM</b>	<b>725</b>													
<b>AV5 PM</b>	<b>747</b>													
<b>AV5 24h</b>	<b>9815</b>													
<b>AADT</b>	<b>9939</b>					<b>%CV</b>	<b>6.0%</b>							
													<b>VP85</b>	<b>33.71 mph</b>
													<b>SSD</b>	<b>54 m</b>

Report Id CustomList-725  
 Site Name 1126  
 Description A140 Stonham Aspal, approx 125m N of Church Ln junction on 30mph repeater [30MPH]

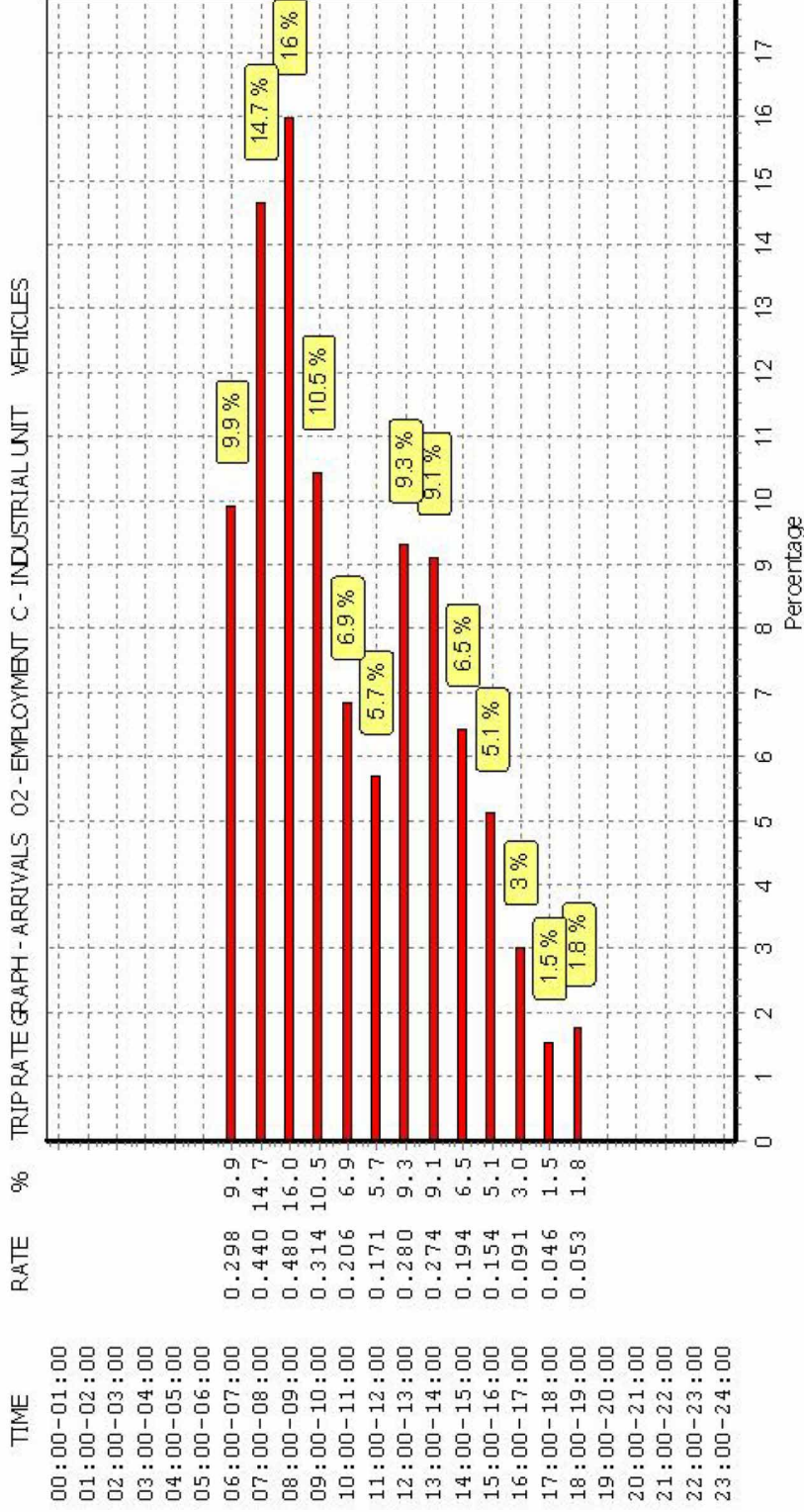
Capital Traffic Southbound + Average														
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp
	(count)	PC (count)	2WWMV (count)	CAR (count)	LGV (count)	R2 (count)	R3 (count)	R4 (count)	A3 (count)	A4 (count)	A5+ (count)	PSV (count)	(mph)	(mph)
0000	78		1	54	15	3			2		4	1	38.90	48.20
0100	75			60	9	1	1		2		3	1	39.96	50.82
0200	87	1		67	13	2		1	1		3	2	36.26	43.72
0300	111		1	91	9	4			1		4	3	36.98	47.64
0400	123			86	22	4	1	1	2		8	2	38.38	48.26
0500	194		1	122	51	6	1	1	2		11	1	35.16	41.88
0600	455	1	1	320	101	14	2		4		11	1	31.90	36.48
0700	860	3	2	603	215	19	3		5		12	2	29.86	33.14
0800	852	1	1	612	201	17	2	2	5		10	3	29.78	32.32
0900	617	1	2	407	158	23	2	1	3		18	3	29.80	32.92
1000	530	1	1	315	156	22	2	2	7		24	3	30.10	33.44
1100	517	1	2	298	159	27	3	1	5	1	22	2	29.66	33.32
1200	517	1	3	282	169	25	4	2	5		26	4	29.74	32.96
1300	519	1	1	299	158	24	2	1	6		22	5	29.98	33.38
1400	539	1	3	310	161	27	4	1	5		23	5	30.10	33.34
1500	615	1	3	378	182	23	1	1	8	1	15	4	29.76	32.98
1600	742	2	2	490	208	22	2	2	4		12	2	29.74	32.84
1700	622	1	1	441	159	10	1		4		6	1	30.20	33.56
1800	448	1	1	309	125	5			2		6	1	30.80	34.08
1900	269		1	186	71	5	1		1		5	1	32.76	37.32
2000	190		1	131	49	3	1		1		4	1	33.74	38.98
2100	195			151	37	3			3		3	1	34.82	42.62
2200	151		1	116	28	2			1		3		34.78	41.12
2300	120		1	88	25	2			1		3	1	36.98	45.52
07-19	7377	15	23	4744	2050	245	25	13	60	2	197	36	29.96	33.48
06-22	8487	16	26	5533	2308	271	29	13	69	2	220	40	30.80	37.11
06-00	8757	16	28	5738	2362	275	29	13	71	2	226	41	31.36	39.94
00-00	9425	17	31	6217	2480	295	32	16	81	2	260	52	32.92	46.69
AV5 AM	852													
AV5 PM	622													
AV5 24h	9425													
AADT	9705													
					%CV	7.6%							VP85	33.42 mph
													SSD	53 m

Report Id CustomList-725  
 Site Name 1126  
 Description A140 Stonham Aspal, approx 125m N of Church Ln junction on 30mph repeater [30MPH]

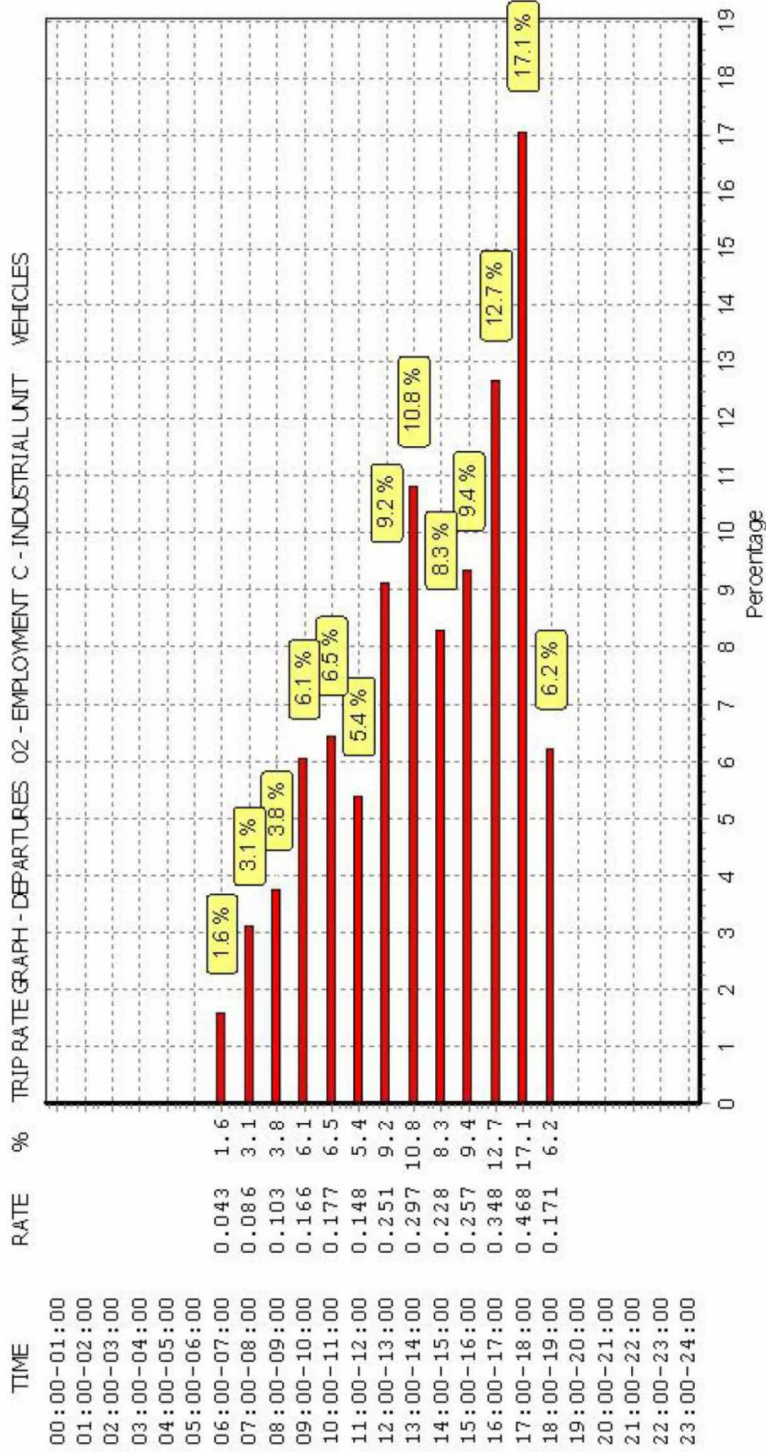
Capital Traffic Combined + Average														
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp
	(count)	PC (count)	2W/MV (count)	CAR (count)	LGV (count)	R2 (count)	R3 (count)	R4 (count)	A3 (count)	A4 (count)	A5+ (count)	PSV (count)	(mph)	(mph)
0000	174	1	1	118	26	5	1		3		21	1	36.52	47.40
0100	172		1	131	17	3	1		2		16	2	37.00	49.40
0200	181	1	1	140	18	5	1	1	3		13	2	35.76	43.10
0300	237		2	191	19	6	1		1		15	4	36.52	47.04
0400	248			180	37	7	1	1	2		19	2	36.90	45.42
0500	406	1	1	256	111	13	1	1	3		20	2	34.80	40.94
0600	1007	2	2	660	274	32	4	1	10		23	3	31.84	35.84
0700	1589	3	3	1128	381	33	4		10		26	5	30.08	33.34
0800	1577	2	3	1141	359	34	3	2	9		22	3	29.74	32.50
0900	1195	2	3	800	302	41	3	1	7	1	33	6	29.86	33.10
1000	1035	2	2	622	314	42	3	2	11		36	5	29.98	33.24
1100	1035	1	3	613	322	46	2	1	9	1	34	4	29.62	33.26
1200	1021	2	3	581	336	42	4	2	9		38	6	29.70	32.98
1300	1042	2	4	616	329	41	3	1	8		34	6	29.74	32.86
1400	1094	3	4	652	337	45	4	1	7		35	6	29.92	33.54
1500	1249	2	4	796	367	38	2	2	10	1	25	6	29.78	32.90
1600	1533	3	3	1041	421	33	3	2	7		21	3	29.68	32.68
1700	1369	3	3	980	345	15	2		7		14	2	29.96	33.20
1800	939	3	2	663	248	10	1	1	2		12	3	30.62	34.04
1900	566		1	393	148	8	1	1	2		11	1	32.30	36.62
2000	443		2	305	111	6	1	1	3		17	1	32.90	37.58
2100	481	1	1	355	94	6	2		4		21	4	33.36	38.08
2200	376		1	274	74	7			2		18	1	33.58	38.34
2300	268		2	192	50	4	1	1	3		19	2	35.64	42.34
07-19	14681	27	36	9632	4061	419	35	14	96	3	330	54	29.89	33.41
06-22	17177	30	41	11344	4689	470	43	17	114	3	403	63	30.57	36.43
06-00	17822	30	44	11811	4812	481	44	18	119	3	439	66	31.02	37.81
00-00	19240	33	49	12828	5039	520	50	21	133	3	544	79	32.33	44.38
AV5 AM	1577													
AV5 PM	1369													
AV5 24h	19240													
AA DT	19644													
					%CV	6.5%							VP85	33.47 mph
													SSD	53 m



Appendix G: TRICS 02/C class from the TRICS database



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.