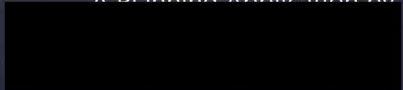


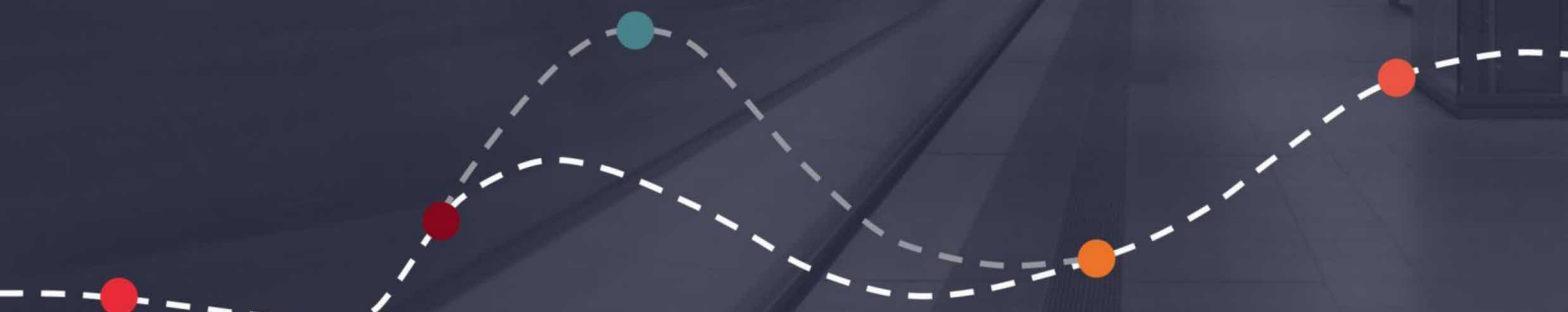
A Planning Application by



In respect of
**Fox and Hounds,
STANDON**

Transport Note: Access Appraisal

January 2024



Document Management

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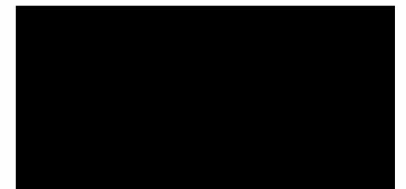
Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AW	IB	JC	-
-	Issue	AW	IB	JC	23.11.23
A	Revision ^a	AW	IB	JC	15.01.24

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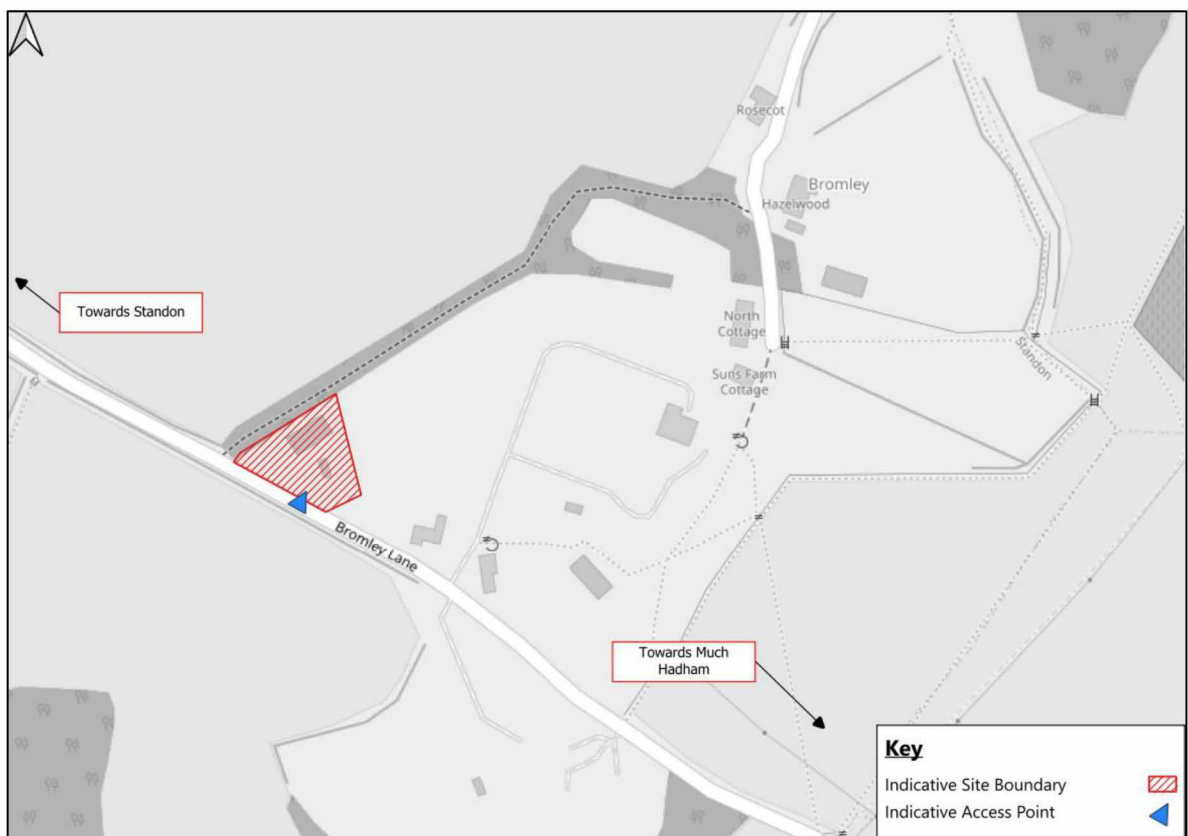
A ATC Survey Results

B Proposed Site Layout

1 Introduction

- 1.1 Transport Planning Associates has been instructed by [REDACTED] to provide a transport planning consultancy service in respect of the proposed development at the Fox and Hounds, Bromley, Standon ("the site").
- 1.2 The proposal includes the construction of 1no. residential dwelling and a new access to be located off Bromley Lane.
- 1.3 The existing site comprises of an area of garden that also includes a swimming pool and pool house, as well as a tennis court.
- 1.4 An indicative Site Location Plan with reference to the access point is presented within **Figure 1.1**.

Figure 1.1 Indicative Site Location Plan



- 1.5 This Transport Note Access Appraisal has been created in support of the development, to outline that the location of the site access is appropriate, with suitable Visibility Splays in both directions onto the local highway network of Bromley Lane.
- 1.6 Guidance has been obtained from the Design Manual for Roads and Bridges ("**DMRB**"), including the Sight Stopping Distance ("**SSD**") and visibility requirements contain in CD109 and CD123, to ensure Visibility Splays are based on the real world vehicle speeds along the highway network.
- 1.7 To obtain an accurate representation as to the visibility requirements, an Automatic Traffic Count ("**ATC**") survey has been carried out to determine the 85th percentile speeds of vehicles on Bromley Lane. These 85th percentile speeds have been utilised to determine whether appropriate visibility can be achieved from the access.

Report Scope

- 1.8 The remainder of this report will be structured in the following manner:
- Chapter 2: Existing Highway Context;
 - Chapter 3: Proposed Development;
 - Chapter 4: Vehicular Access Appraisal; and,
 - Chapter 5: Summary and Conclusions.

2 Existing Highway Context

- 2.1 The following chapter of the Transport Note will outline the existing conditions of the site and surrounding area, in the context of the local highway network.

The Existing Site

- 2.2 The site is currently occupied by a swimming pool, pool house and tennis court used by an adjoining house further east along Bromley Lane, named the Fox and Hounds.
- 2.3 There is no vehicular access point serving the proposed site, with the access to the Fox and Hounds dwelling located further east along Bromley Lane.

Local Highway Network

- 2.4 Bromley Lane is subject to a 60mph speed limit. The road has an approximate width of 5 metres and as such it is anticipated that vehicles would be travelling slower than the national speed limit present.
- 2.5 Approximately 2.4 kilometres to the west on Bromley Lane provides access to the village of Standon and the A120. The town of Bishops Stortford is located approximately 7.8km to the east.
- 2.6 However, it would not be expected that a significant amount of traffic would route between Bishops Stortford and Standon via Bromley Lane as the A120, located north of the site, acts as the main route between the two settlements. As such it would be expected that the traffic flows on Bromley Lane would comprise of local traffic only.

Highway Safety

- 2.7 To determine the highway safety of Bromley Lane in the vicinity of the site, Personal Injury Accident (“PIA”) data has been obtained to understand if there are any highway safety issues on the highway network in its current form. Any accident is recorded if a casualty was reported, ranked in severity from “Slight”, “Severe” and “Fatal.”
- 2.8 The PIA data has been obtained from CrashMap, incorporating the most recently available 5-year dataset.

- 2.9 An interrogation of CrashMap has highlighted that there were no accidents recorded within the vicinity of the proposed development. Approximately 243m west on Bromley Lane from the site access, a severe accident was recorded. However, given its location it can be concluded that the existing layouts of Bromley Lane does not present a pattern in accident records, and this would not change as a result of the proposed development. Overall the highway network can be deemed safe.

Automatic Traffic Count Surveys

- 2.10 Whilst Bromley Lane is subject to a national speed limit of, 60mph, it would not be expected that this would reflect the actual vehicle speeds as they pass the proposed development site, due to the road layout and rural and residential character of the road. As such, ATC surveys have been commissioned to determine the speeds of vehicles on the road. The 85th percentile speeds from the survey will be utilised to formulate the appropriate visibility splay for the access.
- 2.11 The ATC survey was collected from the 12th of October 2023, lasting for one week. The full output results of the survey are contained within **Appendix A**.
- 2.12 A summary of the average 5-day and 7-day Mean Average and 85th Percentile speeds is presented in Table 2.1.

Table 2.1 ATC Survey Results Summary

Direction of Travel on Bromley Lane	Average 5-day Vehicle Speed*	Average 7-day Vehicle Speed	85 th Percentile 5-day Vehicle Speed	85 th Percentile 7-day Vehicle Speed
Northbound	31	31	37	37
Southbound	31	31	36	36

All vehicle speeds are presented in Miles Per Hour ("mph")

- 2.13 These results highlight that vehicle speeds are much lower than the posted 60mph limit, making the highway network in the vicinity of the site safer for vehicular movements and reducing the required SSD for vehicles turning onto Bromley Lane.

3 Proposed Development

- 3.1 This chapter of the Technical Note will outline the development proposal, including the means of access and the servicing arrangements.

Development Proposal

- 3.2 The development seeks to construct 1no. residential dwelling, with a new access to be located to the south of the site boundary onto Bromley Lane. This development is to be built in place of the existing site made up of a swimming pool and pool house, alongside a tennis court.
- 3.3 A detailed plan of the proposed layout is contained in **Appendix B**.

Access

- 3.4 Access to the proposed development would be achieved via a new driveway to the south of the site boundary, joining onto Bromley Lane. A location plan of the proposed access arrangement is contained in Transport Planning Associates drawing **2309-014.PL01**.
- 3.5 Matters regarding visibility at this access will be discussed in the following chapter.

Trip Attraction

- 3.6 As the proposal is for one residential dwelling, the trip attraction associated with this would be negligible, creating no severe impact to the highway network.

Servicing and Refuse Arrangements

- 3.7 In keeping with the neighbouring residential dwellings that also have access onto Bromley Lane, refuse collection would take place on street, with bins for collection being placed at the end of driveways for refuse vehicles to pull alongside the property before continuing in whichever direction the service nominally runs.
- 3.8 The proposed access of the development is ideally located to be on a straight section of road with appropriate forward visibility.

- 3.9 The refuse and servicing arrangements would not impact highway safety as there is ample opportunity for vehicles to see one another on the road. Thus, coupled with the slower speeds recorded on the ATC, highlight that this arrangement does not impact highway safety.
- 3.10 As this is a continuation of the existing arrangement, it further clarifies the safety of the site and surrounding area that allows refuse vehicles to stop on Bromley Lane to collect refuse.

4 Vehicular Access Appraisal

- 4.1 This chapter of the report will discuss the visibility present at the proposed site access, and the context on the local highway network that makes it safe and suitable for its implementation.

Policy and Guidance

- 4.2 Guidance contained in the CD123 of the DMRB dictate that the visibility requirement for an access is informed by the speed of traffic on the main carriageway, with the visibility calculated using the 85th percentile speed. Paragraph 3.5 of the text states:

"The speed of the major road for determining point Y in the visibility splay shall be based on:

- 1) design speed only for direct accesses and priority junctions on new major roads;*
- 2) design speed only for priority junctions that form part of a through route on existing major roads; and,*
- 3) design speed or speed measurement for direct accesses and priority junctions that do not form part of a through route on existing major roads."*

"NOTE: Speed measurement of an existing major road involves calculating the 85th percentile speed of traffic."

- 4.3 The guidance above indicates that 85th percentile speed should be used to determine appropriate Visibility Splays. Therefore, the 85th percentile speeds recorded on Bromley Lane from the ATC surveys have been utilised to determine the visibility requirements from the access.

Visibility

- 4.4 Using the ATC results, Visibility Splays have been produced that illustrate the required SSD based on the 85th percentile speeds. These have been calculated using the DMRB standards due to Bromley Lane being subject to a 60mph speed limit. The calculations and resulting SSD for either direction in vehicle flow is presented in **Figure 4.1** and **Figure 4.2**, contained in the Figures Appendix.
- 4.5 The results indicate that the SSD for southbound traffic is 87.4 metres, with northbound traffic requiring 91.3 metres. These values have been drawn up in a visibility splay, presented in Transport Planning Associates drawing **2309-014.VS01**, contained in the Drawing Appendix.
- 4.6 The drawing illustrates that, based on the DMRB 85th percentile speeds, the access does maintain suitable visibility along the highway towards vehicles approaching at the recorded speeds.

- 4.7 Whilst the road speeds are signed to be 60mph, this is an unrealistic speed in which vehicles would actually be travelling past the site access, which is demonstrated in the full ATC results contained in Appendix A. These results outline that, from the entire week of recorded data, only two vehicles were travelling between 55mph – 60mph past the site. All other vehicles were travelling considerably slower with the 85th percentile speeds lying between 36mph and 37mph.
- 4.8 The ATC surveys also show a low frequency of vehicle movements using Bromley Lane throughout the day, averaging 523 total two-way movements over the 7-day survey period. The average two-way vehicle flows over the whole surveyed period for the morning peak, recorded at 08:00, were 53 movements. During the evening peak at 16:00, 48 average vehicle movements were recorded; which can be further summarised to represent less than one vehicle movement passing the site access per minute, on average, over the hour.
- 4.9 As such, vehicles have plenty of opportunity to enter and egress the site within the existing traffic flow on the local highway network.
- 4.10 Vehicle movements associated with the development would be immaterial, as this is to only be one residential dwelling. As a result, any potential impact to the local highway network with vehicles turning in and out of the site is reduced and would certainly not constitute a severe impact to the highway network.

5 Summary and Conclusion

- 5.1 Transport Planning Associates has been instructed by Mr and Mrs Fry to provide a transport planning consultancy service in regard to the proposed development on Bromley Lane.
- 5.2 The development seeks the construction of a single new residential dwelling and a new access onto Bromley Lane, in place of the existing on site infrastructure of a swimming pool, pool house and tennis court.
- 5.3 ATC surveys conducted in the vicinity of the site access were used to determine the 85th percentile speeds of vehicles travelling along Bromley Lane. These 85th percentile speeds were 37mph travelling Northbound and 36mph travelling southbound. When translated into Visibility Splays from the site access, using the SSD calculation provided by the DMRB, this equates to a distance of 91.3m for northbound traffic and an 87.4m distance for southbound traffic.
- 5.4 These distances conform with visibility requirements from the proposed access location presented in CD123 and CD109 of the DMRB.
- 5.5 The highway maintains a good safety record, and with only a negligible increase in intensity to the highway network from one residential dwelling, there is no reason to suggest that this development would exacerbate or create any issues.
- 5.6 Overall, it is concluded that the access to the site is safe and suitable, and the impact of the development would not be severe. As such, there is no reason as to why this proposal should be refused on highways grounds.

Drawings

A3

ORIGINAL
PLOT SIZE

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NOTES:

1. Indicative un-surveyed existing road markings.
2. Based on OS Mapping Data and Ian Abrams Architect Limited Drawing No. 128423.02 Rev p1.
3. Subject to confirmation of Highway Boundary.
4. Subject to topographical survey.

KEY

- Indicative Site Boundary.
- Land within Applicants control.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Oxford
Welwyn Garden City



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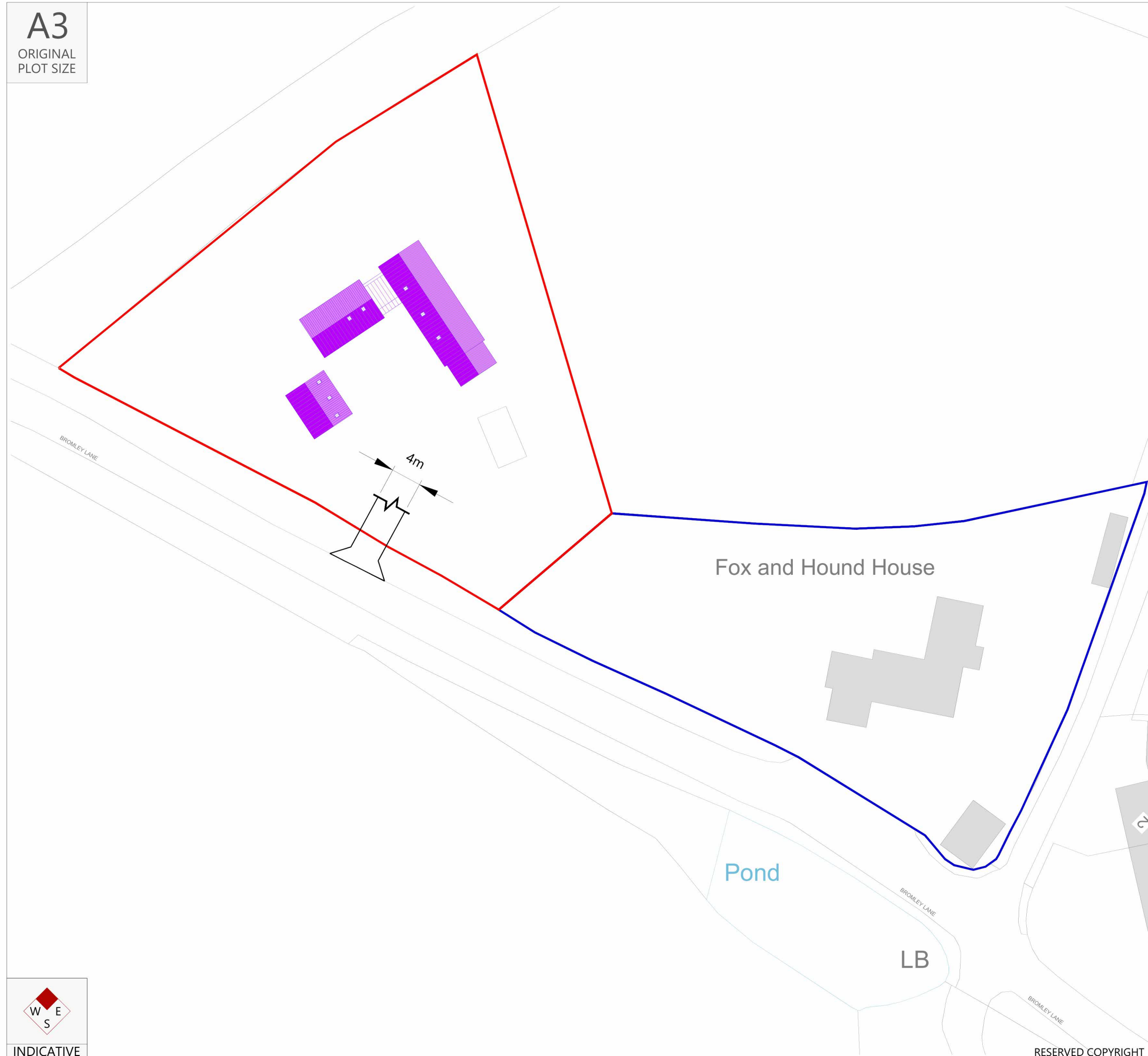
CLIENT: [REDACTED]

PROJECT:
Fox and Hounds,
Bromley,
Standon

TITLE:
Proposed
Access Arrangement

STATUS:
PLANNING

SCALE: 1:500	DATE: 23.11.23	DRAWN: JA	CHECKED: AW	APPROVED: IB
JOB NO: 2309-014	DRAWING NO: PL01	REVISION: -		



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A3

ORIGINAL PLOT SIZE

Tangential
2.4m x 87.4m Visibility Splay

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NOTES:

1. Indicative un-surveyed existing road markings.
2. Based on OS Mapping Data and Ian Abrams Architect Limited Drawing No. 128423.02 Rev p1.
3. Subject to confirmation of Highway Boundary.
4. Subject to topographical survey.
5. Visibility splays based on speed surveys undertaken by PCC between the 12th October 2023 and the 18th October 2023.

KEY

- Indicative Site Boundary.
- Land within Applicants control.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:



PROJECT:

Fox and Hounds,
Bromley,
Standon

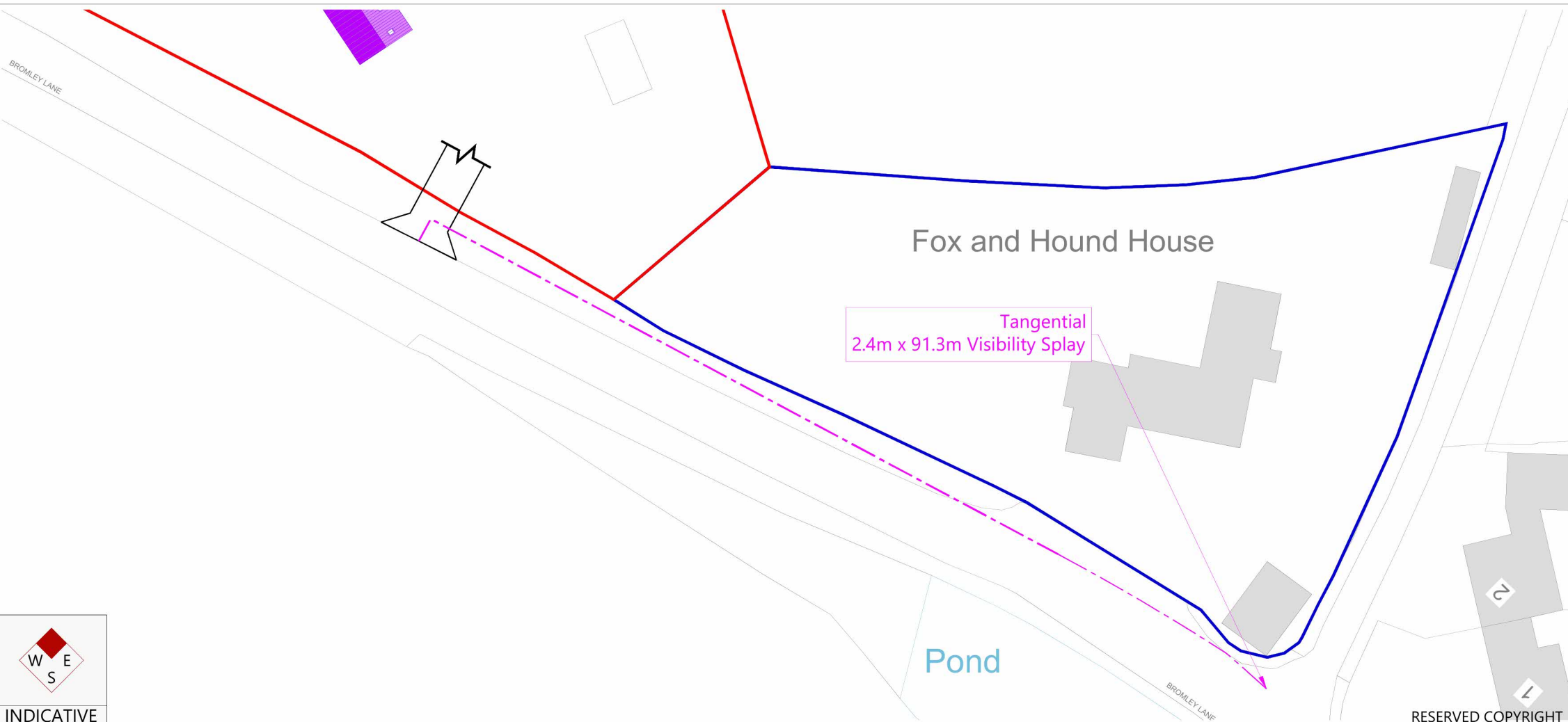
TITLE:

Proposed
Access Visibility Plan

STATUS:

PLANNING

SCALE: 1:500	DATE: 23.11.23	DRAWN: JA	CHECKED: AW	APPROVED: IB
JOB NO: 2309-014	DRAWING NO: VS01	REVISION: -		



INDICATIVE

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Figures

FIGURE 4.1: DMRB Visibility Splay Calculation Sheet - Bromley Lane, Standon (SOUTHBOUND)



Sight Stopping Distance (SSD) equation
 from Manual for Streets 2 Paragraph 10.1.5

$$SSD = vt + v^2 / 2 (d+0.1a)$$

y-distance value = **87.39** metres

85th percentile speed miles per hour

mph to kph adjustment factor

85th percentile speed kilometres per hour

as per DMRB TA22/81 and MfS2 para. 10.1.4

85th percentile wet weather speed kilometres per hour

Speed (v)

kph to m/s adjustment as per DMRB TA22/81

Reaction time (t) seconds taken from MfS2 Table 10.1

Deceleration (d) metres per second per second

Gravity Factor, as per MfS2 table 10.1 where g = 9.81 MfS2 para 10.1.6

Gradient (a) %

Notes

SSD Value metres

v = speed (m/s)
 t = driver reaction-perception time (seconds)
 d = deceleration (m/s/s)
 a = longitudinal gradient (%)

Adjustment for bonnet length for y value metres

FIGURE 4.2: DMRB Visibility Splay Calculation Sheet - Bromley Lane, Standon (NORTHBOUND)



from Manual for Streets 2 Paragraph 10.1.5

$$SSD = vt + v^2 / 2 (d+0.1a)$$

y-distance value = **91.258** metres

85th percentile speed miles per hour

mph to kph adjustment factor

85th percentile speed kilometres per hour

as per DMRB TA22/81 and MfS2 para. 10.1.4

85th percentile wet weather speed kilometres per hour

Speed (v)

kph to m/s adjustment as per DMRB TA22/81

Reaction time (t) seconds taken from MfS2 Table 10.1

Deceleration (d) metres per second per second

Gravity Factor, as per MfS2 table 10.1 where g = 9.81 MfS2 para 10.1.6

Gradient (a) %

Notes

SSD Value metres

v = speed (m/s)

t = driver reaction-perception time (seconds)

d = deceleration (m/s/s)

a = longitudinal gradient (%)

Adjustment for bonnet length for y value metres

APPENDIX A

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18H(+24)	278	268	235	233	293	264	289	278	266	266
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	23	24	22	25	40	28	31	29	24	24
PM Peak	16:00	16:00	13:00	13:00	15:00	17:00	16:00	16:00	16:00	16:00
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18H(+24)	248	249	241	195	254	276	293	264	251	251
24H(+24)	249	250	245	197	254	278	294	265	252	252
AM Peak	08:00	08:00	09:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
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PM Peak	15:00	16:00	13:00	13:00	15:00	15:00	14:00	15:00	15:00	15:00
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18H(+24)	526	517	476	428	547	540	582	542	517	517
24H(+24)	535	522	485	435	551	545	589	548	523	523
AM Peak	08:00	08:00	09:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
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PM Peak	16:00	16:00	13:00	13:00	15:00	15:00	15:00	16:00	16:00	16:00
	52	61	58	43	53	54	50	51	48	48



Bromley Lane, Near Standon ATC

Site No 633201

Site Ref. 633201

Site 1

Classification Report for Week Ending 18 October 2023

Channel: Northbound

Day	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
Thu 12 Oct	286	0	264	15	7	0
Fri 13 Oct	272	0	256	12	3	1
Sat 14 Oc	240	2	228	10	0	0
Sun 15 Oc	238	1	226	6	5	0
Mon 16 Oct	297	0	283	9	5	0
Tue 17 Oct	267	0	252	11	4	0
Wed 18 Oct	295	3	271	16	5	0
5 Day Ave.	283	1	265	13	5	0
7 Day Ave.	271	1	254	11	4	0

PCC Traffic Information Consultancy

Site No 633201

Site Ref. 633201

Site 1

Classification Report for Week Ending 18 October 2023

Channel: Southbound

Day	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
Thu 12 Oct	249	0	235	10	4	0
Fri 13 Oct	250	0	225	19	6	0
Sat 14 Oc	245	3	235	5	2	0
Sun 15 Oc	197	5	185	4	3	0
Mon 16 Oct	254	1	230	13	10	0
Tue 17 Oct	278	3	249	19	7	0
Wed 18 Oct	294	1	264	19	10	0
5 Day Ave.	265	1	241	16	7	0
7 Day Ave.	252	2	232	13	6	0

PCC Traffic Information Consultancy

Site No 633201

Site Ref. 633201

Site 1

Classification Report for Week Ending 18 October 2023

Channel: Total Flow

Day	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6
Thu 12 Oct	535	0	499	25	11	0
Fri 13 Oct	522	0	481	31	9	1
Sat 14 Oc	485	5	463	15	2	0
Sun 15 Oc	435	6	411	10	8	0
Mon 16 Oct	551	1	513	22	15	0
Tue 17 Oct	545	3	501	30	11	0
Wed 18 Oct	589	4	535	35	15	0
5 Day Ave.	548	2	506	29	12	0
7 Day Ave.	523	3	486	24	10	0

PCC Traffic Information Consultancy



Bromley Lane, Near Standon ATC

Site N 633201 Site Ref. 633201
Site 1
Speed Report (Speed Limit 60 Mph)

Week Begin: 12 October 2023

Channel: Northbound

Thu 12 Oct	286	37	31	6	3	5	2	24	78	112	42	15	5	0	0	0	0	0
Fri 13 Oct	272	37	31	6	5	3	1	20	82	103	48	7	3	0	0	0	0	0
Sat 14 Oct	240	37	30	7	2	13	9	21	67	78	32	13	5	0	0	0	0	0
Sun 15 Oct	238	36	29	8	6	21	14	13	59	80	36	7	1	0	1	0	0	0
Mon 16 Oct	297	37	31	6	0	4	8	26	65	126	55	13	0	0	0	0	0	0
Tue 17 Oct	267	38	31	6	3	3	8	22	67	91	62	8	2	0	0	1	0	0
Wed 18 Oct	295	38	31	7	5	10	4	25	74	100	61	12	3	0	1	0	0	0
5 Day Ave.	283	37	31	6	3	5	5	23	73	106	54	11	3	0	0	0	0	0
7 Day Ave.	271	37	31	7	3	8	7	22	70	99	48	11	3	0	0	0	0	0

PCC Traffic Information Consultant

Site N 633201 Site Ref. 633201
Site 1
Speed Report (Speed Limit 60 Mph)

Week Begin: 12 October 2023

Channel: Southbound

Thu 12 Oct	249	37	31	5	0	2	2	17	68	104	48	8	0	0	0	0	0	0
Fri 13 Oct	250	35	31	5	0	0	8	19	75	108	34	6	0	0	0	0	0	0
Sat 14 Oct	245	37	31	6	1	0	6	31	66	88	41	11	1	0	0	0	0	0
Sun 15 Oct	197	37	31	6	0	2	7	23	44	79	35	7	0	0	0	0	0	0
Mon 16 Oct	254	36	31	5	1	2	3	18	70	114	36	8	2	0	0	0	0	0
Tue 17 Oct	278	37	31	6	1	4	5	22	76	110	52	7	0	1	0	0	0	0
Wed 18 Oct	294	37	31	6	2	2	3	26	81	119	53	7	1	0	0	0	0	0
5 Day Ave.	265	36	31	5	1	2	4	20	74	111	45	7	1	0	0	0	0	0
7 Day Ave.	252	36	31	5	1	2	5	22	69	103	43	8	1	0	0	0	0	0

PCC Traffic Information Consultant

Site N 633201 Site Ref. 633201
Site 1
Speed Report (Speed Limit 60 Mph)

Week Begin: 12 October 2023

Channel: Total Flow

Thu 12 Oct	535	37	31	6	3	7	4	41	146	216	90	23	5	0	0	0	0	0
Fri 13 Oct	522	36	31	5	5	3	9	39	157	211	82	13	3	0	0	0	0	0
Sat 14 Oct	485	37	30	7	3	13	15	52	133	166	73	24	6	0	0	0	0	0
Sun 15 Oct	435	37	30	7	6	23	21	36	103	159	71	14	1	0	1	0	0	0
Mon 16 Oct	551	37	31	6	1	6	11	44	135	240	91	21	2	0	0	0	0	0
Tue 17 Oct	545	37	31	6	4	7	13	44	143	201	114	15	2	1	0	1	0	0
Wed 18 Oct	589	37	31	6	7	12	7	51	155	219	114	19	4	0	1	0	0	0
5 Day Ave.	548	37	31	6	4	7	9	44	147	217	98	18	3	0	0	0	0	0
7 Day Ave.	523	37	31	6	4	10	11	44	139	202	91	18	3	0	0	0	0	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 12H(7-19) 16H(4-22) 18H(4-24) 24H(0-24) Northbound

00:00	1	0	1	0	0	0
01:00	2	0	1	1	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	5	0	5	0	0	0
06:00	4	0	3	1	0	0
07:00	17	0	17	0	0	0
08:00	23	0	21	2	0	0
09:00	17	0	15	2	0	0
10:00	17	0	14	1	2	0
11:00	23	0	21	0	2	0
12:00	17	0	16	1	0	0
13:00	20	0	19	1	0	0
14:00	16	0	14	1	1	0
15:00	20	0	18	1	1	0
16:00	33	0	32	1	0	0
17:00	26	0	23	2	1	0
18:00	17	0	16	1	0	0
19:00	13	0	13	0	0	0
20:00	8	0	8	0	0	0
21:00	2	0	2	0	0	0
22:00	3	0	3	0	0	0
23:00	2	0	2	0	0	0
Total						
12H(7-19)	246	0	226	13	7	0
16H(4-22)	273	0	252	14	7	0
18H(4-24)	278	0	257	14	7	0
24H(0-24)	286	0	264	15	7	0
AM Peak	11:00	11:00	11:00	09:00	11:00	11:00
	23	0	21	2	2	0
PM Peak	16:00	23:00	16:00	17:00	17:00	23:00
	33	0	32	2	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 12H(7-19) 16H(4-22) 18H(4-24) 24H(0-24) Southbound

00:00	0	0	0	0	0	0
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	5	0	5	0	0	0
07:00	13	0	12	0	1	0
08:00	28	0	28	0	0	0
09:00	22	0	21	1	0	0
10:00	10	0	9	1	0	0
11:00	23	0	19	3	1	0
12:00	20	0	18	2	0	0
13:00	16	0	14	2	0	0
14:00	11	0	10	0	1	0
15:00	22	0	21	0	1	0
16:00	19	0	19	0	0	0
17:00	19	0	19	0	0	0
18:00	12	0	11	1	0	0
19:00	12	0	12	0	0	0
20:00	6	0	6	0	0	0
21:00	7	0	7	0	0	0
22:00	2	0	2	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	215	0	201	10	4	0
16H(4-22)	245	0	231	10	4	0
18H(4-24)	248	0	234	10	4	0
24H(0-24)	249	0	235	10	4	0
AM Peak	08:00	11:00	08:00	11:00	11:00	11:00
	28	0	28	3	1	0
PM Peak	15:00	23:00	15:00	13:00	15:00	23:00
	22	0	21	2	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 12H(7-19) 16H(4-22) 18H(4-24) 24H(0-24) Total Flow

00:00	1	0	1	0	0	0
01:00	3	0	2	1	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	5	0	5	0	0	0
06:00	9	0	8	1	0	0
07:00	30	0	29	0	1	0
08:00	51	0	49	2	0	0
09:00	39	0	36	3	0	0
10:00	27	0	23	2	2	0
11:00	46	0	40	3	3	0
12:00	37	0	34	3	0	0
13:00	36	0	33	3	0	0
14:00	27	0	24	1	2	0
15:00	42	0	39	1	2	0
16:00	52	0	51	1	0	0
17:00	45	0	42	2	1	0
18:00	29	0	27	2	0	0
19:00	25	0	25	0	0	0
20:00	14	0	14	0	0	0
21:00	9	0	9	0	0	0
22:00	5	0	5	0	0	0
23:00	3	0	3	0	0	0
Total						
12H(7-19)	461	0	427	23	11	0
16H(4-22)	518	0	483	24	11	0
18H(4-24)	526	0	491	24	11	0
24H(0-24)	535	0	499	25	11	0
AM Peak	08:00	11:00	08:00	11:00	11:00	11:00
	51	0	49	3	3	0
PM Peak	16:00	23:00	16:00	13:00	15:00	23:00
	52	0	51	3	2	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 12H(7-19) 16H(4-22) 18H(4-24) 24H(0-24) Northbound

00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	0	1	0	0
05:00	3	0	3	0	0	0
06:00	3	0	3	0	0	0
07:00	10	0	10	0	0	0
08:00	24	0	22	1	1	0
09:00	20	0	20	0	0	0
10:00	22	0	21	1	0	0
11:00	19	0	17	2	0	0
12:00	13	0	13	0	0	0
13:00	19	0	18	0	0	1
14:00	17	0	14	2	1	0
15:00	29	0	25	3	1	0
16:00	37	0	37	0	0	0
17:00	22	0	22	0	0	0
18:00	4	0	4	0	0	0
19:00	14	0	13	1	0	0
20:00	5	0	4	1	0	0
21:00	2	0	2	0	0	0
22:00	3	0	3	0	0	0
23:00	5	0	5	0	0	0
Total						
12H(7-19)	236	0	223	9	3	1
16H(4-22)	260	0	245	11	3	1
18H(4-24)	268	0	253	11	3	1
24H(0-24)	272	0	256	12	3	1
AM Peak	08:00	11:00	08:00	11:00	08:00	11:00
	24	0	22	2	1	0
PM Peak	16:00	23:00	16:00	15:00	15:00	13:00
	37	0	37	3	1	1

PCC Traffic Information Consultants

Site No: 6
 Site 1
 Classification: 12H(7-19) 16H(4-22) 18H(4-24) 24H(0-24) Southbound

00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	0	1	0	0
06:00	2	0	1	0	1	0
07:00	12	0	9	1	2	0
08:00	33	0	30	3	0	0
09:00	24	0	23	1	0	0
10:00	18	0	16	2	0	0
11:00	17	0	17	0	0	0
12:00	14	0	14	0	0	0
13:00	12	0	11	1	0	0
14:00	19	0	16	1	2	0
15:00	21	0	19	2	0	0
16:00	24	0	20	3	1	0
17:00	14	0	13	1	0	0
18:00	14	0	14	0	0	0
19:00	12	0	10	2	0	0
20:00	6	0	5	1	0	0
21:00	3	0	3	0	0	0
22:00	2	0	2	0	0	0
23:00	2	0	2	0	0	0
Total						
12H(7-19)	222	0	202	15	5	0
16H(4-22)	245	0	221	18	6	0
18H(4-24)	249	0	225	18	6	0
24H(0-24)	250	0	225	19	6	0
AM Peak	08:00	11:00	08:00	08:00	07:00	11:00
	33	0	30	3	2	0
PM Peak	16:00	23:00	16:00	16:00	14:00	23:00
	24	0	20	3	2	0

PCC Traffic Information Consultants

Site No: 6
 Site 1
 Classification: 12H(7-19) 16H(4-22) 18H(4-24) 24H(0-24) Total Flow

00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	0	1	0	0
05:00	4	0	3	1	0	0
06:00	5	0	4	0	1	0
07:00	22	0	19	1	2	0
08:00	57	0	52	4	1	0
09:00	44	0	43	1	0	0
10:00	40	0	37	3	0	0
11:00	36	0	34	2	0	0
12:00	27	0	27	0	0	0
13:00	31	0	29	1	0	1
14:00	36	0	30	3	3	0
15:00	50	0	44	5	1	0
16:00	61	0	57	3	1	0
17:00	36	0	35	1	0	0
18:00	18	0	18	0	0	0
19:00	26	0	23	3	0	0
20:00	11	0	9	2	0	0
21:00	5	0	5	0	0	0
22:00	5	0	5	0	0	0
23:00	7	0	7	0	0	0
Total						
12H(7-19)	458	0	425	24	8	1
16H(4-22)	505	0	466	29	9	1
18H(4-24)	517	0	478	29	9	1
24H(0-24)	522	0	481	31	9	1
AM Peak	08:00	11:00	08:00	08:00	07:00	11:00
	57	0	52	4	2	0
PM Peak	16:00	23:00	16:00	15:00	14:00	13:00
	61	0	57	5	3	1

PCC Traffic Information Consultants

Site No: 6
 Site 1
 Classification: Part C
 Northbound

Time	0	1	2	3	4	5
00:00	4	0	4	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	1	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	6	0	6	0	0	0
08:00	12	0	11	0	1	0
09:00	17	0	16	0	1	0
10:00	25	0	25	0	0	0
11:00	24	0	22	1	1	0
12:00	23	0	22	0	1	0
13:00	25	1	22	1	1	0
14:00	10	0	9	1	0	0
15:00	17	0	16	1	0	0
16:00	27	0	26	1	0	0
17:00	16	0	16	0	0	0
18:00	10	0	10	0	0	0
19:00	9	0	9	0	0	0
20:00	7	0	6	1	0	0
21:00	2	0	2	0	0	0
22:00	2	0	2	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	212	1	201	5	5	0
16H(6-22)	230	1	218	6	5	0
18H(6-24)	233	1	221	6	5	0
24H(0-24)	238	1	226	6	5	0
AM Peak	10:00	11:00	10:00	11:00	11:00	11:00
	25	0	25	1	1	0
PM Peak	16:00	13:00	16:00	20:00	13:00	23:00
	27	1	26	1	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: Part C
 Southbound

Time	0	1	2	3	4	5
00:00	0	0	0	0	0	0
01:00	2	0	2	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	3	0	3	0	0	0
07:00	4	1	3	0	0	0
08:00	10	0	10	0	0	0
09:00	14	1	12	0	1	0
10:00	17	1	14	1	1	0
11:00	16	1	14	1	0	0
12:00	20	0	20	0	0	0
13:00	18	0	18	0	0	0
14:00	18	0	18	0	0	0
15:00	14	1	12	0	1	0
16:00	11	0	11	0	0	0
17:00	22	0	22	0	0	0
18:00	9	0	8	1	0	0
19:00	5	0	5	0	0	0
20:00	9	0	8	1	0	0
21:00	2	0	2	0	0	0
22:00	2	0	2	0	0	0
23:00	1	0	1	0	0	0
Total						
12H(7-19)	173	5	162	3	3	0
16H(6-22)	192	5	180	4	3	0
18H(6-24)	195	5	183	4	3	0
24H(0-24)	197	5	185	4	3	0
AM Peak	10:00	11:00	11:00	11:00	10:00	11:00
	17	1	14	1	1	0
PM Peak	17:00	15:00	17:00	20:00	15:00	23:00
	22	1	22	1	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: Part C
 Total Flow

Time	0	1	2	3	4	5
00:00	4	0	4	0	0	0
01:00	2	0	2	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	1	0	0	0
05:00	0	0	0	0	0	0
06:00	3	0	3	0	0	0
07:00	10	1	9	0	0	0
08:00	22	0	21	0	1	0
09:00	31	1	28	0	2	0
10:00	42	1	39	1	1	0
11:00	40	1	36	2	1	0
12:00	43	0	42	0	1	0
13:00	43	1	40	1	1	0
14:00	28	0	27	1	0	0
15:00	31	1	28	1	1	0
16:00	38	0	37	1	0	0
17:00	38	0	38	0	0	0
18:00	19	0	18	1	0	0
19:00	14	0	14	0	0	0
20:00	16	0	14	2	0	0
21:00	4	0	4	0	0	0
22:00	4	0	4	0	0	0
23:00	2	0	2	0	0	0
Total						
12H(7-19)	385	6	363	8	8	0
16H(6-22)	422	6	398	10	8	0
18H(6-24)	428	6	404	10	8	0
24H(0-24)	435	6	411	10	8	0
AM Peak	10:00	11:00	10:00	11:00	09:00	11:00
	42	1	39	2	2	0
PM Peak	13:00	15:00	12:00	20:00	15:00	23:00
	43	1	42	2	1	0

Site No: 6
 Site 1
 Classification: 1st
 Direction: Northbound

Time	0	0	0	0	0
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	0	4	0	0
06:00	6	0	5	0	1
07:00	12	0	11	1	0
08:00	40	0	39	1	0
09:00	17	0	16	1	0
10:00	20	0	19	0	1
11:00	15	0	14	0	1
12:00	18	0	14	3	1
13:00	16	0	15	0	1
14:00	19	0	19	0	0
15:00	27	0	26	1	0
16:00	30	0	30	0	0
17:00	27	0	25	2	0
18:00	12	0	12	0	0
19:00	5	0	5	0	0
20:00	5	0	5	0	0
21:00	2	0	2	0	0
22:00	6	0	6	0	0
23:00	16	0	16	0	0
Total					
12H(7-19)	253	0	240	9	4
16H(6-22)	271	0	257	9	5
18H(6-24)	293	0	279	9	5
24H(0-24)	297	0	283	9	5
AM Peak	08:00	11:00	08:00	09:00	11:00
	40	0	39	1	1
PM Peak	16:00	23:00	16:00	12:00	13:00
	30	1	30	3	1

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 1st
 Direction: Southbound

Time	0	0	0	0	0
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	4	0	4	0	0
07:00	20	0	19	0	1
08:00	37	0	35	1	1
09:00	25	0	20	3	2
10:00	18	0	18	2	0
11:00	18	0	15	2	1
12:00	13	0	10	2	1
13:00	13	0	11	1	1
14:00	16	1	14	0	1
15:00	26	0	23	2	1
16:00	18	0	18	0	0
17:00	21	0	21	0	0
18:00	8	0	7	0	1
19:00	9	0	9	0	0
20:00	5	0	5	0	0
21:00	1	0	1	0	0
22:00	1	0	1	0	0
23:00	1	0	1	0	0
Total					
12H(7-19)	233	1	209	13	10
16H(6-22)	252	1	228	13	10
18H(6-24)	254	1	230	13	10
24H(0-24)	254	1	230	13	10
AM Peak	08:00	11:00	08:00	09:00	09:00
	37	0	35	3	2
PM Peak	15:00	14:00	15:00	15:00	18:00
	26	1	23	2	1

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 1st
 Direction: Total Flow

Time	0	0	0	0	0
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	4	0	4	0	0
06:00	10	0	9	0	1
07:00	32	0	30	1	1
08:00	77	0	74	2	1
09:00	42	0	36	4	2
10:00	38	0	35	2	1
11:00	33	0	29	2	2
12:00	31	0	24	5	2
13:00	29	0	26	1	2
14:00	35	1	33	0	1
15:00	53	0	49	3	1
16:00	48	0	48	0	0
17:00	48	0	46	2	0
18:00	20	0	19	0	1
19:00	14	0	14	0	0
20:00	10	0	10	0	0
21:00	3	0	3	0	0
22:00	7	0	7	0	0
23:00	17	0	17	0	0
Total					
12H(7-19)	486	1	449	22	14
16H(6-22)	523	1	485	22	15
18H(6-24)	547	1	509	22	15
24H(0-24)	551	1	513	22	15
AM Peak	08:00	11:00	08:00	09:00	11:00
	77	0	74	4	2
PM Peak	15:00	14:00	15:00	12:00	13:00
	53	1	49	5	2

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 1
 Consultant: [Redacted] Northbound

00:00	0	0	0	0	0	0
01:00	1	0	0	1	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	1	0	0	0
05:00	1	0	1	0	0	0
06:00	4	0	4	0	0	0
07:00	15	0	13	0	2	0
08:00	28	0	27	0	1	0
09:00	24	0	23	1	0	0
10:00	10	0	8	1	1	0
11:00	19	0	18	1	0	0
12:00	16	0	15	1	0	0
13:00	15	0	14	1	0	0
14:00	15	0	14	1	0	0
15:00	27	0	24	3	0	0
16:00	22	0	22	0	0	0
17:00	28	0	27	1	0	0
18:00	17	0	17	0	0	0
19:00	11	0	11	0	0	0
20:00	1	0	1	0	0	0
21:00	4	0	4	0	0	0
22:00	5	0	5	0	0	0
23:00	3	0	3	0	0	0
Total						
12H(7-19)	236	0	222	10	4	0
16H(6-22)	256	0	242	10	4	0
18H(6-24)	264	0	250	10	4	0
24H(0-24)	267	0	252	11	4	0
AM Peak	08:00	11:00	08:00	11:00	07:00	11:00
	28	0	27	1	2	0
PM Peak	17:00	23:00	17:00	15:00	23:00	23:00
	28	0	27	3	0	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 1
 Consultant: [Redacted] Southbound

00:00	0	0	0	0	0	0
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	1	0	0	0
06:00	2	0	2	0	0	0
07:00	25	0	21	3	1	0
08:00	37	1	34	1	1	0
09:00	22	0	20	1	1	0
10:00	16	0	13	3	0	0
11:00	18	0	14	3	1	0
12:00	15	0	12	2	1	0
13:00	22	1	17	4	0	0
14:00	17	0	15	1	1	0
15:00	27	0	26	0	1	0
16:00	22	0	22	0	0	0
17:00	17	0	17	0	0	0
18:00	13	1	12	0	0	0
19:00	10	0	9	1	0	0
20:00	9	0	9	0	0	0
21:00	2	0	2	0	0	0
22:00	2	0	2	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	251	3	223	18	7	0
16H(6-22)	274	3	245	19	7	0
18H(6-24)	276	3	247	19	7	0
24H(0-24)	278	3	249	19	7	0
AM Peak	08:00	08:00	08:00	11:00	11:00	11:00
	37	1	34	3	1	0
PM Peak	15:00	18:00	15:00	13:00	15:00	23:00
	27	1	26	4	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: 1
 Consultant: [Redacted] Total Flow

00:00	0	0	0	0	0	0
01:00	2	0	1	1	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	1	0	1	0	0	0
05:00	2	0	2	0	0	0
06:00	6	0	6	0	0	0
07:00	40	0	34	3	3	0
08:00	65	1	61	1	2	0
09:00	46	0	43	2	1	0
10:00	26	0	21	4	1	0
11:00	37	0	32	4	1	0
12:00	31	0	27	3	1	0
13:00	37	1	31	5	0	0
14:00	32	0	29	2	1	0
15:00	54	0	50	3	1	0
16:00	44	0	44	0	0	0
17:00	45	0	44	1	0	0
18:00	30	1	29	0	0	0
19:00	21	0	20	1	0	0
20:00	10	0	10	0	0	0
21:00	6	0	6	0	0	0
22:00	7	0	7	0	0	0
23:00	3	0	3	0	0	0
Total						
12H(7-19)	487	3	445	28	11	0
16H(6-22)	530	3	487	29	11	0
18H(6-24)	540	3	497	29	11	0
24H(0-24)	545	3	501	30	11	0
AM Peak	08:00	08:00	08:00	11:00	07:00	11:00
	65	1	61	4	3	0
PM Peak	15:00	18:00	15:00	13:00	15:00	23:00
	54	1	50	5	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: [Redacted] Northbound

00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	6	1	5	0	0	0
06:00	4	0	4	0	0	0
07:00	12	0	12	0	0	0
08:00	29	0	28	1	0	0
09:00	29	0	24	4	1	0
10:00	17	1	14	2	0	0
11:00	31	0	27	2	2	0
12:00	24	1	21	2	0	0
13:00	25	0	22	2	1	0
14:00	14	0	13	1	0	0
15:00	29	0	29	0	0	0
16:00	30	0	28	2	0	0
17:00	17	0	16	0	1	0
18:00	16	0	16	0	0	0
19:00	9	0	9	0	0	0
20:00	2	0	2	0	0	0
21:00	1	0	1	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	273	2	250	16	5	0
16H(6-22)	289	2	266	16	5	0
18H(6-24)	289	2	266	16	5	0
24H(0-24)	295	3	271	16	5	0
AM Peak	11:00	10:00	08:00	09:00	11:00	11:00
	31	1	28	4	2	0
PM Peak	16:00	12:00	15:00	16:00	17:00	23:00
	30	1	29	2	1	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: [Redacted] Southbound

00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	1	0	0	0
06:00	4	0	4	0	0	0
07:00	24	0	20	3	1	0
08:00	46	0	42	2	2	0
09:00	18	0	17	0	1	0
10:00	23	0	22	1	0	0
11:00	16	0	15	1	0	0
12:00	21	0	17	2	2	0
13:00	10	0	10	0	0	0
14:00	35	0	32	1	2	0
15:00	21	0	20	0	1	0
16:00	18	0	15	3	0	0
17:00	20	1	14	4	1	0
18:00	21	0	19	2	0	0
19:00	8	0	8	0	0	0
20:00	4	0	4	0	0	0
21:00	1	0	1	0	0	0
22:00	3	0	3	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	273	1	243	19	10	0
16H(6-22)	290	1	260	19	10	0
18H(6-24)	293	1	263	19	10	0
24H(0-24)	294	1	264	19	10	0
AM Peak	08:00	11:00	08:00	07:00	08:00	11:00
	46	0	42	3	2	0
PM Peak	14:00	17:00	14:00	17:00	14:00	23:00
	35	1	32	4	2	0

PCC Traffic Information Consultant

Site No: 6
 Site 1
 Classification: [Redacted] Total Flow

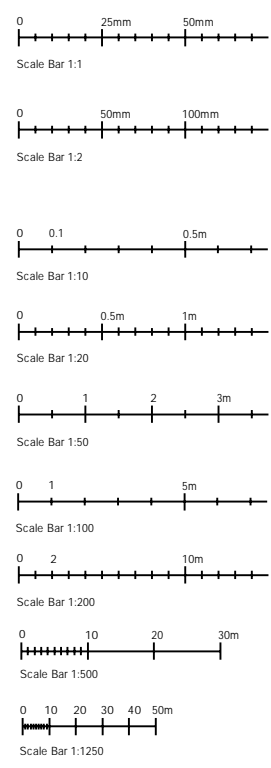
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	7	1	6	0	0	0
06:00	8	0	8	0	0	0
07:00	36	0	32	3	1	0
08:00	75	0	70	3	2	0
09:00	47	0	41	4	2	0
10:00	40	1	36	3	0	0
11:00	47	0	42	3	2	0
12:00	45	1	38	4	2	0
13:00	35	0	32	2	1	0
14:00	49	0	45	2	2	0
15:00	50	0	49	0	1	0
16:00	48	0	43	5	0	0
17:00	37	1	30	4	2	0
18:00	37	0	35	2	0	0
19:00	17	0	17	0	0	0
20:00	6	0	6	0	0	0
21:00	2	0	2	0	0	0
22:00	3	0	3	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	546	3	493	35	15	0
16H(6-22)	579	3	526	35	15	0
18H(6-24)	582	3	529	35	15	0
24H(0-24)	589	4	535	35	15	0
AM Peak	08:00	10:00	08:00	09:00	11:00	11:00
	75	1	70	4	2	0
PM Peak	15:00	17:00	15:00	16:00	17:00	23:00
	50	1	49	5	2	0

PCC Traffic Information Consultant

APPENDIX B

This drawing is for Planning purposes only.
All dimensions to be checked on site.

Notes



PRELIMINARY



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SITE PLAN
1:200 @ A1

IN ABEYANCE
STREET ELEVATION



STREET SCENE ELEVATION
1:500 @ A1

Job title
RESIDENTIAL DEVELOPMENT
at
**FOX & HOUNDS, BROMLEY,
STANDON, WARE, SG11 1NX**

Drawing title
**SITE PLAN & STREET SCENE
PROPOSED**

Scale	Date	Drawn
AS SHOWN @A1	31.08.23	THS
Drawing No		Rev
128423.03		p2

The above line measures 200mm in length when printed correctly