

Land North of Hainford

Revised Access Strategy

March 2020
184391/N01

Introduction

1. In March 2018, Armstrong Rigg Planning (ARP) submitted representations on behalf of Salt Carr Farms Limited to the Regulation 18 Consultation pursuant to the emerging Greater Norwich Local Plan (GNLP). These representations related to land controlled by Salt Carr Farms Limited, which is located off Harvest Close in Hainford. A plan of the site is provided below.

Site Location



2. The representations submitted by ARP were supported by a '*Highways and Services Appraisal*' prepared by Motion. On the basis of the evidence prepared by Motion, it was concluded that the site would be suitable to be allocated for residential purposes as:
 - The site benefits from access to a sustainable transport network that provides alternatives to the private car;
 - Safe and suitable access for all can be provided;

- The increases in traffic associated with 60 residential units will not lead to the severe impact that is referred to in the NPPF as on the only legitimate reason to refuse planning consent on transportation grounds; and
 - There is nothing to suggest that the utilities that currently serve Harvest Close could not be diverted into the site.
3. Having reviewed the representations submitted by ARP as part of its wider assessment of the sites promoted across the GNLP administrative area, the emerging GNLP does not include any growth within Hainford. Having reviewed the justification for this, it is evident that this decision is primarily focused upon the lack of a safe route to school being identified. The relevant extract from the '*Hainford Assessment Booklet*' is provided at **Appendix A**.
4. Setting aside the conclusions reached by the Joint Councils (JC)¹ to date, it is evident that the Land off Harvest Close site (Site Reference GNLP2162) scores well in all other respects. Indeed, it is clearly considered to be the most sustainable site based on the scoring system that has been adopted. A summary of this is provided below in the following table.

Table 1 - HEELA Summary (Hainford)

Site Reference	Categories													
	Site access	Access to services	Utilities Capacity	Utilities Infrastructure	Contamination/ ground stability	Flood Risk	Market attractiveness	Significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and GI	Transport & Roads	Compatibility with neighbouring uses
	Hainford													
GNLP0065	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP0069	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP0181	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Amber
GNLP0190	Amber	Amber	Amber	Green	Green	Green	Amber	Green	Amber	Amber	Green	Green	Amber	Amber
GNLP0393	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Amber	Amber	Green
GNLP0512	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP0582	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP2035	Amber	Amber	Green	Green	Amber	Amber	Green	Green	Amber	Amber	Green	Green	Amber	Green
GNLP2162	Amber	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Amber	Green

5. With this in mind, Salt Carr Farms Limited has appointed Vectos to explore how connectivity to the Hainford Primary Partnership school can be enhanced. This Technical Note, which draws upon the results of speed surveys; a site visit; and, feedback provided by Norfolk County Council Highways (NCCH), summarises the outcome of this review. In summary, it confirms that:

- there is sufficient width to provide a footway that accords with the guiding principles of Inclusive by Design, which is referenced in both Manual for Streets and the Design Manual for Roads and Bridges (CD 143 refers); and,

¹ Broadland District Council, Norwich City Council and South Norfolk Council

- through the narrowing of the carriageway as part of a wider traffic calming strategy adjacent to the Hainford Primary Partnership School, it is possible to ensure that a continuous 1.5 metre footway can be provided to the existing infrastructure (Point G2.11 of the NCCH guidance document '*Safe, Sustainable Development*' refers)
6. As such, it is our view that the inclusion of the Land off Harvest Close site within the emerging GNLP not only provides an opportunity to deliver much needed housing in an area that has seen limited growth in recent years, but also secures an enhanced pedestrian link to the Hainford Primary Partnership School that will benefit the wider community. Given that this was the only reason why the Land off Harvest Close site was discounted on transportation grounds, it is clear that there is a viable engineering solution that would overcome the concerns raised to date about safe routes to school within Hainford restricting growth.
 7. Accordingly, the conclusion reached by Motion in the '*Highways and Services Appraisal*' that accompanied the March 2018 representations made by ARP therefore remains; namely:
"there is strong justification and legitimate transport sustainability reasons why the Harvest Close site should be included in the emerging GNLP as an allocated residential site"

Newton Road – Existing Situation

8. Newton Road is a single carriageway road that is approximately 4.5 metres wide in the immediate vicinity of the residential properties served off Chapel Road; the Hainford Primary Partnership School; Hainford All Saints Church; and, the commercial buildings located to the rear of the school. It is subject to a 30 miles per hour speed limit and, as confirmed in the work prepared by Motion at the Regulation 18 Stage, is a bus route.
9. Whilst it is accepted that the width of Newton Road is such that makes it difficult for two HGVs to pass one another, it should be noted that surveys undertaken between the 4th and 10th March 2020 have established that just four HGVs per hour travel along Newton Road in each direction between 07:00 and 19:00 (see **Appendix B**). As such the likelihood of two HGVs meeting one another is low.
10. Notwithstanding this, the width of the road is such that it does enable a HGV and smaller vehicle to pass one another safely (see Google Earth image below) and has not resulted in Newton Road being subject to an abnormally high accident rate. Indeed, the extract from the *Crashmap* website provided at **Appendix C** confirms that no accidents have been recorded between the Newton Road/Chapel Lane and Old Church Road/Newton Road junctions in the last twenty years.

Google Streetview Extract (Newton Road Vehicle Interaction)

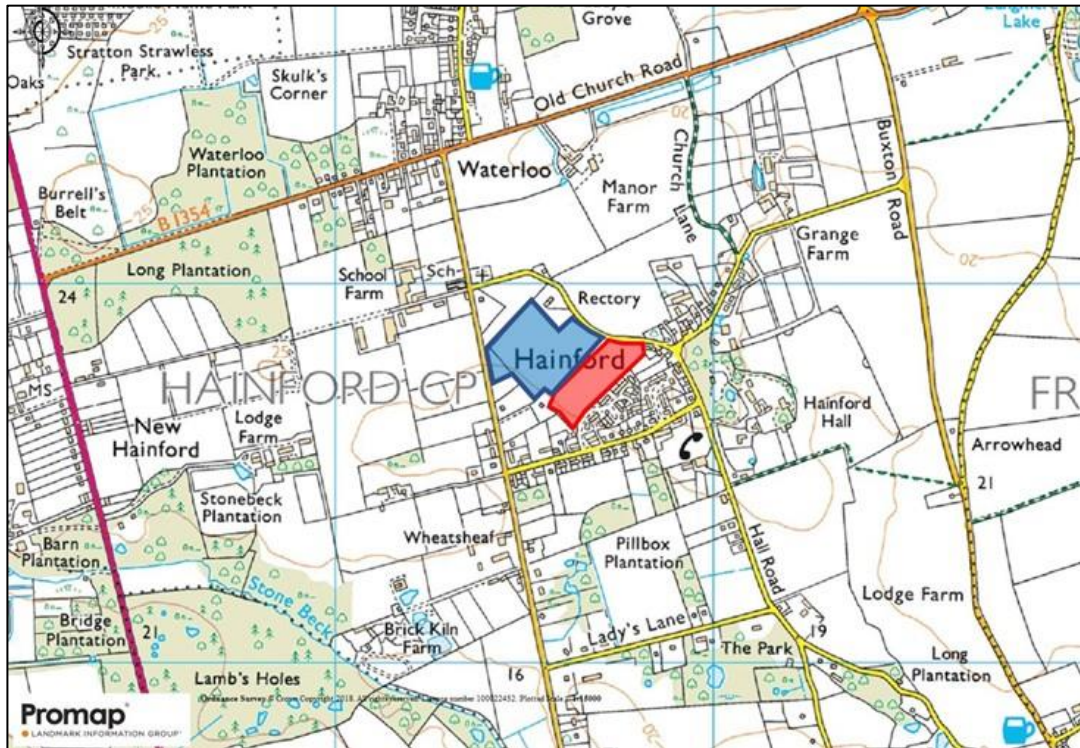


11. Whilst Newton Road is not subject to a poor safety record, it is acknowledged that pedestrians are required to walk within the carriageway when travelling to and from the uses that are located adjacent to the Newton Road/Dumbs Lane crossroads. Although the traffic survey results indicate that the typical hourly flows and speeds are consistent with the thresholds that are typically referred to as being conducive to enabling pedestrians to walk with traffic, it is accepted that this practice may discourage some people from walking when travelling to/from the established residential areas located off Chapel Lane.
12. In light of this, and further to the feedback received with respect to the need for any growth within Hainford to deliver a safe route to school, consideration has been given to how the current situation can be improved. As part of this review reference has been made to the Department for Transport publication entitled '*Inclusive by Design*' and the NCCH document entitled '*Safe, Sustainable Development*' (SSD), which was published after the March 2018 representations were submitted by ARP.

Newton Road – Proposed Pedestrian Route

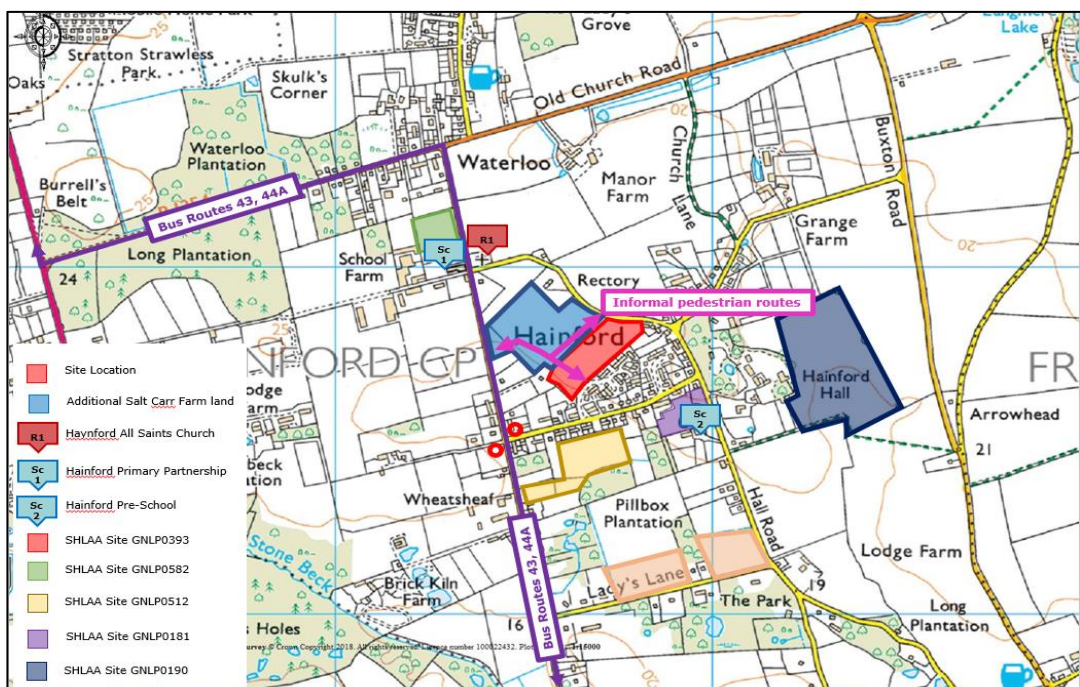
13. In the time that has elapsed since ARP submitted its representations in March 2018, Salt Carr Farms Limited has identified further potential land that could be used to facilitate access to and from the land that it is promoting for residential development. The following plan shows the land promoted to date in conjunction with that which it can also utilise to secure access.

Land Controlled by Salt Carr Farms Limited



- As the additional land that Salt Carr Farm Ltd controls is on a key desire line to/from the Newton Road/Dumbs Lane crossroads, it has the potential to deliver a pedestrian route from the established residential areas located off Chapel Lane. This is indicatively shown on the following plan, which has been adapted from a plan submitted in the Motion 'Highways and Services Appraisal' that supported the ARP representations.

Local Amenity Review



15. When considering the above, it is worthy to note that there is evidence on-site that indicates that this route is already being used. In this regard, it is clear such a route would not only serve the Land off Harvest Close site, but also the existing residents. In doing so, the formalisation of this route would have wider benefits for the whole community that:
- will increase the safety levels of the current route to Hainford Primary Partnership School, albeit should be noted that the road safety records show that Newton Road is not subject to a poor accident rate.
 - have the potential to reduce vehicular activity associated with the school, albeit should be noted that we are not aware of a particular highway capacity issue associated with Hainford Primary Partnership School.
16. With this in mind, consideration has been given to the how the current informal pedestrian route could be formalised to connect with a new footway that would run alongside the northbound carriageway of Newton Road. Further to feedback from NCCH, two options have been considered. These are provided at **Appendix D**, and include:
- Option 1 – The introduction of a 1.5 metre wide footway², with localised narrowing down to approximately 1.3 metres adjacent to ‘Orchard Cottage’, and traffic calming features that are designed to reduce speeds outside Hainford Primary Partnership School.
 - Option 2 – The introduction of a continuous 1.5 metre wide footway but with localised widening to approximately 2.4 metres adjacent to Dumbs Lane and the inclusion of traffic calming measures that are expected to secure reduced speeds outside Hainford Primary Partnership School.
17. Whilst it is accepted that the first option is predicated on footways that are narrower than the minimum widths that are set out in the SSD³, the footways shown on both options are consistent with the guidance set out in the Department for Transport publication entitled Inclusive Mobility. Of particular relevance is the footway widths set out in paragraph 3.1 of that document, which states:
- “A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass*

² At a meeting dated 5th March 2020, NCCH’s stated preference in this location was for a minimum footway width of 1.5 metres.

³ Where the resulting effective width would be less than 1.5m the maximum length of footway measuring less than 1.5m wide should be no longer than 2.5m. (SSD, page 34)

one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres”.

18. It is clear from the above that there is suitable width to provide a footway that accords with the guidance prepared by the DfT with respect to acceptable footway widths. Indeed, it is important to recognise that:
- the guidance is predicated on wheelchairs being 695 mm wide as this is wider than a typical pushchair and/or pram that could be used by parents walking children to the Hainford Primary Partnership School;
 - the footway that is located to the north of the Hainford Primary Partnership School is in the order of 1.3 metres wide; and,
 - there are currently no footway links that connect residents that live to the south of Hainford Primary Partnership School with their local primary school.
19. Against this background, it is clear that the footways shown at **Appendix D** are consistent with the existing pedestrian infrastructure located to the north of the Hainford Primary Partnership School and will provide sufficient width to ensure that there will not be a need for people to step into the carriageway when meeting others travelling in the opposite direction. This is particularly evident given that:
- the footfall will be low as a result of the size of the Hainford Primary Partnership School;
 - activity will be tidal with people travelling to and from the Hainford Primary Partnership School doing so at broadly the same time, so the prospect of conflicts will be low; and,
 - when conflicts do occur at the pinch point shown on Option 1, the alignment of Newton Road is such that pedestrians will benefit from good forward visibility to allow suitable decisions to be made about when to give-way to others⁴.
20. Notwithstanding this, traffic flows along Newton Road are low. This situation affords ambulant pedestrians with sufficient time, and comfort, to make a judgment about the risks associated with walking in the carriageway for a short period of time. This is particularly evident given the alignment of Newton Road is such that pedestrians are able to see and be seen by oncoming vehicles.
21. On this point, it is worthy to note that there are similarities in this location to that which a Planning Inspector (Mr Singleton) has considered in relation to a proposed residential development of circa 60 dwellings in a rural location⁵. The relevant extracts from his

⁴ The alignment of Newton Road also ensures that vehicles would benefit from suitable forward visibilities to and from the identified traffic calming features that would allow sufficient time for vehicles to give-way to one another.

⁵ Appeal Reference APP/D0121/W/16/3166147

decision notice are provided at **Appendix E**, with a summary of the key points listed below as follows:

- Many footways in rural areas are less than 2m wide due to the constrained width of the highway, and MfS notes that widths can be varied between different streets to take account of pedestrian volumes and composition.
 - A width of 1.5m would be sufficient for a wheel chair user, an adult with a child walking alongside, or two adults with a pushchair walking side by side in accordance with the guidance in MfS.
 - A reduced width of 1.3m but this would still be wide enough to accommodate a wheelchair user or an adult with a child walking alongside.
22. Accordingly, it is concluded that there are no justifiable technical reasons why the principle of providing a footway alongside the northbound carriageway of Newton Road is unacceptable. On the contrary, it is considered that providing a formal pedestrian route along an established desire line would provide significant safety benefits for existing residents. The safety benefits will be further reinforced by the inclusion of traffic calming features adjacent to the Hainford Primary Partnership School, which have the potential to reduce speeds by up to 10 miles per hour⁶.
23. Clearly, any improvement in highway safety is an important consideration that should be taken into account when reaching an overall conclusion with respect to the overall sustainability of site from a transport perspective⁷. This applies to both a planning application and the current site allocation sifting process that is being undertaken as part of the emerging GNLP. However, of equal importance is the ability to manage down growth in vehicular activity. In this instance, the provision of enhanced pedestrian connections has the potential to reduce reliance upon the private car. In this regard, the benefits are not therefore confined to pedestrian safety alone, albeit should be noted that:
- there are not any notable capacity concerns associated with the local highway network; and,
 - the '*Highways and Services Appraisal*' prepared by Motion shows increases in vehicle trips associated with the Land off Harvest Close site will be modest.

Newton Road – Proposed Vehicular Access

24. Whilst the pedestrian routes shown at **Appendix D** are predicated on the assumption of a footway being provided across the land controlled by Salt Carr Farms Limited, it should be noted that there is the potential for a vehicular access to be provided as well. As is shown on

⁶ Paragraph 6.6.2 of Local Transport Note 1/07 refers.

⁷ Paragraph 108 of 2019 NPPF refers.

Drawing 184391-G-003 at **Appendix F**, there is sufficient space to construct a simple priority controlled access that benefits from visibility splays that accord with those recorded by the traffic surveys provided at **Appendix B**.

25. Whilst it has been shown that there is scope to provide a vehicular access on Newton Road to serve the Land off Harvest Close site, it is important to reiterate that the work undertaken by Motion has shown that it is also possible to achieve access from Harvest Close and Dumbs Lane, and that this remains the current preferred strategy. In this regard, the deliverability of the Land off Harvest Close site is not reliant upon the access shown at **Appendix F** for vehicle access purposes. It is however, clear that there are a range of options that are available to ensure vehicular access to the site can be achieved.

Newton Road Works – Initial Deliverability Assessment

26. At this stage of the site's evolution, it is considered premature to work up detailed drawings about how the works shown at **Appendix D** would be constructed. However, it should be noted that the drawings include suitable offsets from the boundary wall of '*Orchard Cottage*' and that Newton Road benefits from an established drainage strategy. The following extract from Google Streetview refers:

Google Streetview Extract (Newton Road Drainage)



27. Subject to further detailed work being undertaken, there is nothing to suggest that the introduction of a kerb alongside the northbound carriageway of Newton Road would introduce any insurmountable drainage issues. At this stage, it is considered that surface

water would run along the channel line to the existing highway drain from where it would enter into the current drainage system. This could equally be supported by the construction of further drains located along the route of the proposed footway and/or the use of kerb drains, such as those that are in place on Old Church Road (see below extract from Google Streetview).

Google Streetview Extract (Old Church Road Drainage)



28. In addition to this, there is nothing to suggest that there would be any insurmountable constraints that would preclude the delivery of a footway that would compromise the normal construction standards of NCCH. It is considered at this stage that the footway would be constructed by hand in those locations where the available verge is narrow, such as adjacent to Orchard Cottage, to minimise any risk to third party land.
29. Salt Carr Farm Limited acknowledges that further work may be required to justify the conclusions reached to date. It looks forward to being given the opportunity to continue to work with NCCH in this regard as the emerging GNLP continues to evolve over the coming months.

Summary and Conclusions

30. This Technical Note has been prepared for Salt Carr Farms Limited in relation to a proposed residential development on Land off Harvest Close in Hainford, Norfolk. It specifically responds to the outcome of the JCs review of the representations that ARP submitted to the emerging GNLP in March 2018 as part of the Regulation 18 Consultation process, which

ostensibly related to the ability of the site to deliver a safe route to the Hainford Primary Partnership School .

31. The evidence contained within this Technical Note, which takes into account feedback provided from NCCH, demonstrates:

- There are options available to provide a footway that accords with the requirements of NCCH in this location and/or guidance that has been prepared by the DfT and NCCH.
- It is possible to construct a vehicular access on Newton Road that would increase the overall flexibility of vehicular access points available to the Land off Harvest Close site; and,
- There are options available that ensure at this stage of the emerging GNL that the construction of a footway and/or vehicular access on Newton Road can be delivered in accordance with the usual requirements of NCCH.

32. On this basis, it is our view that the footway designs that are contained within this Technical Note address the comments raised to date with respect the inability of any site in Hainford to deliver a safe route to Hainford Primary Partnership School. Indeed, it is clear that the provision of such a route would have wider benefits for the wider community, both from a highway safety and mode choice perspective.

33. It is also our view that the vehicular access design provides further flexibility to the delivery of this site for residential purposes. Accordingly, it is appropriate to revise the summary table presented at Table 1 as follows:

Table 2 – Updated HEELA Summary (Site GNL2162)

Site Referecne	Site Access	Access to services	Utilities capacity	Utilities infrastructure	Flood Risk	Market attractiveness	Significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and Gi	Transport & Roads	Compatibility with neighbouring uses
GNLP2162	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Green	Green

34. The conclusion reached by Motion in the ‘*Highways and Services Appraisal*’ that accompanied the March 2018 representations made by ARP therefore remains; namely:

“there is strong justification and legitimate transport sustainability reasons why the Harvest Close site should be included in the emerging GNL as an allocated residential site”.

APPENDIX A

STAGE 2 – HELAA COMPARISON TABLE

RESIDENTIAL/MIXED USE

	Categories													
	Site access	Access to services	Utilities Capacity	Utilities Infrastructure	Contamination/ground stability	Flood Risk	Market attractiveness	Significant landscapes	Sensitive townscapes	Biodiversity & Geodiversity	Historic environment	Open Space and GI	Transport & Roads	Compatibility with neighbouring uses
Site Reference														
Hainford														
GNLP0065	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP0069	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP0181	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Amber
GNLP0190	Amber	Amber	Amber	Green	Green	Green	Amber	Green	Amber	Amber	Green	Green	Amber	Amber
GNLP0393	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Amber	Amber	Green
GNLP0512	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP0582	Amber	Amber	Amber	Green	Green	Amber	Amber	Green	Amber	Amber	Green	Green	Amber	Green
GNLP2035	Amber	Amber	Green	Green	Amber	Amber	Green	Green	Amber	Amber	Green	Green	Amber	Green
GNLP2162	Amber	Green	Green	Green	Green	Green	Green	Green	Amber	Green	Green	Green	Amber	Green

STAGE 7 – SETTLEMENT BASED APPRAISAL OF REASONABLE ALTERNATIVE SITES AND IDENTIFICATION OF PREFERRED SITE/S (WHERE APPROPRIATE).

Two reasonable alternative sites have been identified in the Hainford and Stratton Strawless cluster at stage 5. These sites were considered to be worthy of further investigation to look at their potential for allocation as the initial assessment did not flag up any major constraints that would preclude allocation. These sites have been subject to further discussion with Development Management, Highways, Flood Authority and Children’s Services in order to identify preferred sites for allocation and their comments are recorded under stage six above. As part of this further discussion it was agreed that neither site was suitable for allocation. Site GNLP0069 was discounted on landscape and highway grounds and despite site GNLP0393’s location next to the school it was discounted on grounds of surface water flood risk.

Therefore, whilst it is considered the cluster could accommodate development of 50-60 additional homes, there are currently no new allocations proposed and no allocations to be carried forward in this cluster. There are however 7 dwellings with planning permission on small sites.

Preferred Sites:

Address	Site Reference	Area (Ha)	Proposal	Reason for allocating
Hainford and Stratton Strawless				
NO PREFERRED SITES				

Reasonable Alternative Sites:

Address	Site Reference	Area (ha)	Promoted for	Comments
Hainford and Stratton Strawless				
NO REASONABLE ALTERNATIVE SITES				

Unreasonable Sites:

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
Hainford and Stratton Strawless				
Land at the junction of Frettenham Road and Buxton Road	GNLP0065	1.04	10-12 dwellings	This site is not considered to be suitable for allocation as there is no safe pedestrian route to Hainford Primary School and due to the distance it would not be

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				feasible or viable to provide one.
Land off Stratton Road	GNLP0069	10.70	Approx. 404 dwellings with associated open space	This site is considered to be unreasonable for allocation as even a smaller area of development than the site proposed would have a significant visual impact and breakout into open countryside. There are also highway concerns. Hainford Road is narrow, and it is unlikely to be feasible to widen it to an acceptable standard and provide a footway to connect with the existing footway to the south. The highway extent at the north west corner of the Stratton Road junction with Waterloo Road is also a constraint with compromised visibility.
Land at Hall Road	GNLP0181	1.16	Approx. 20 dwellings	Although this site is adjacent to the existing settlement limit it is not considered reasonable for allocation as there is no safe pedestrian route to Hainford Primary School and due to the distance it would not be feasible or viable to provide one.
Arable Land, Hall Lane	GNLP0190	8.44	Residential development (unspecified number) with potential recreation area and leisure, community use and open space	This site is considered to be unreasonable for allocation as it is located some distance from the existing settlement limit and development in this location would be out of keeping with the form and character of Hainford. There is no

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				safe pedestrian route to Hainford Primary School and due to the distance it would not be feasible or viable to provide a footway.
Land at Hainford	GNLP0393	1.51	Approx. 45 dwellings	This site is well located next to Hainford Primary School however it is not considered appropriate for allocation due to significant surface water flood issues.
Lady Lane/ Hall Road	GNLP0512	3.60	Approx. 12 dwellings	This site is not considered to be suitable for allocation as there is no safe pedestrian route to Hainford Primary School and due to the distance it would not be feasible or viable to provide one.
Land east of Newton Road	GNLP0582	3.00	60-80 dwellings with consideration of community use	This site is not considered to be suitable for allocation as there is no safe pedestrian route to Hainford Primary School and due to the distance it would not be feasible or viable to provide one.
West of Cromer Road	GNLP2035	2.31	25 dwellings	This site is considered to be unreasonable for allocation as it is quite some distance from the existing settlement limit and development in this location would be out of keeping with the form and character of Hainford. There is no safe pedestrian route to Hainford Primary School and due to the distance it would not be feasible or viable to provide a footway. Direct vehicular

Address	Site Reference	Area (ha)	Promoted for	Reason considered to be unreasonable
				access onto the A140 is unlikely to be acceptable.
Harvest Close	GNLP2162	2.50	60 dwellings	Although this site is adjacent to the existing settlement limit it is not considered reasonable for allocation as there is no safe pedestrian route to Hainford Primary School and due to the distance it would not be feasible or viable to provide a footway.

APPENDIX B

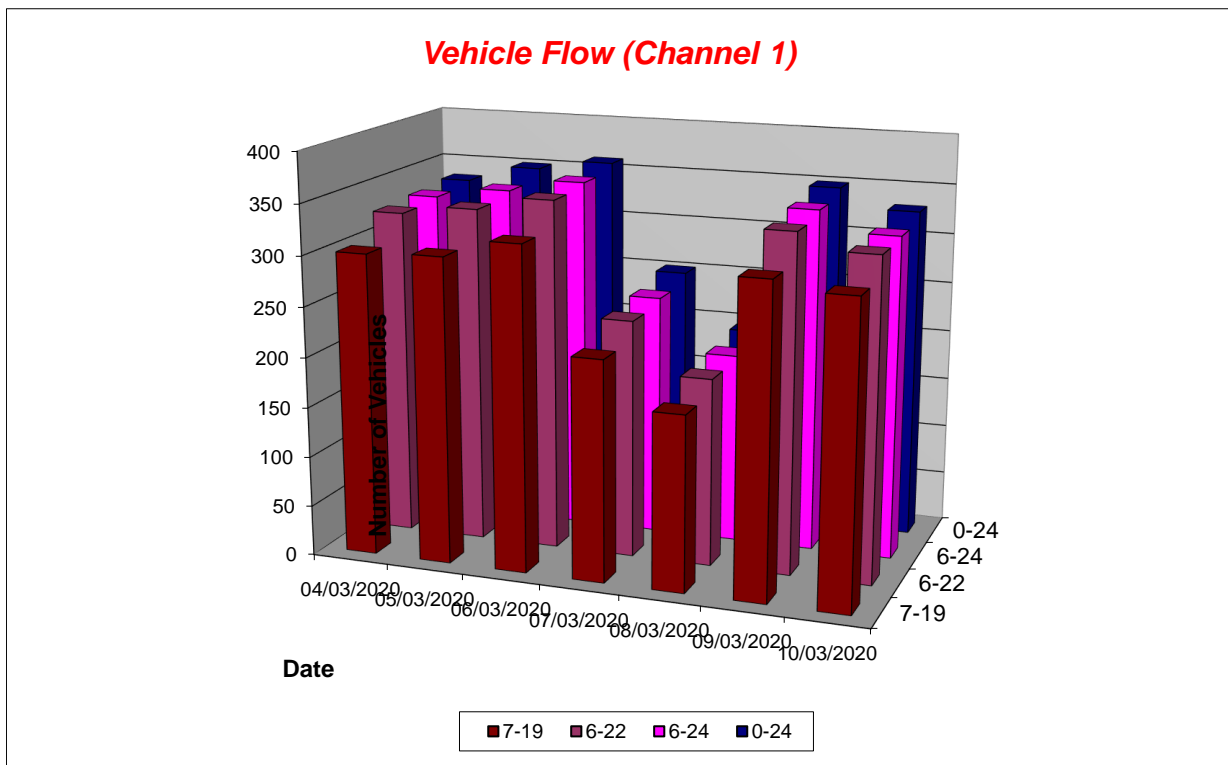
Hainford ATC, Northern Site

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday	5 Day Ave	7 Day Ave
1	1	1	2	2	3	1	1	1	2
2	0	2	1	1	0	1	1	1	1
3	1	2	1	1	2	1	2	1	1
4	0	3	1	1	0	2	2	2	1
5	0	0	1	3	1	0	2	1	1
6	2	2	1	1	0	3	1	2	1
7	5	5	11	5	3	11	8	8	7
8	24	23	22	10	4	19	28	23	19
9	39	35	42	17	14	47	37	40	33
10	23	19	29	18	15	17	20	22	20
11	25	24	18	29	15	18	26	22	22
12	15	22	15	21	19	18	34	21	21
13	21	27	25	23	22	17	20	22	22
14	23	25	25	21	15	16	11	20	19
15	37	35	50	19	22	45	31	40	34
16	29	30	24	16	18	27	22	26	24
17	22	20	26	19	12	29	31	26	23
18	28	29	27	16	8	40	27	30	25
19	15	15	19	10	10	14	11	15	13
20	12	14	6	6	6	8	7	9	8
21	4	6	6	7	2	5	2	5	5
22	4	6	4	0	2	4	4	4	3
23	3	4	2	3	2	3	1	3	3
24	0	1	2	2	1	3	1	1	1
7-19	301	304	322	219	174	307	298	306	275
6-22	326	335	349	237	187	335	319	333	298
6-24	329	340	353	242	190	341	321	337	302
0-24	333	350	360	251	196	349	330	344	310



Hainford ATC, Northern Site

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	47.6	27.5	37.3	25.7	36.9	29.5	28.5
2	-	36.1	43.8	36.9	-	27.2	29.3
3	32.0	34.8	39.3	23.4	29.2	22.1	26.6
4	-	33.7	42.3	17.2	-	32.7	32.7
5	-	-	40.1	27.1	28.5	-	32.2
6	31.5	29.8	33.3	30.1	-	37.6	39.5
7	34.4	34.7	36.4	28.9	28.0	34.0	35.8
8	34.1	33.3	32.8	33.0	35.7	37.0	34.8
9	31.1	29.5	31.2	30.2	27.9	29.6	30.8
10	35.3	31.8	29.8	32.7	35.6	33.0	33.6
11	31.5	30.9	30.5	33.3	30.8	34.9	31.4
12	28.8	29.2	32.9	35.4	33.2	34.0	32.5
13	29.3	30.8	34.7	35.0	36.2	33.1	30.0
14	32.1	32.7	33.7	36.3	32.1	34.4	35.2
15	32.6	31.8	32.1	35.1	34.5	32.2	32.5
16	29.8	31.0	32.8	30.8	34.2	33.7	30.4
17	33.8	35.4	34.0	31.6	32.5	32.3	33.7
18	33.0	35.9	32.9	34.2	36.1	35.0	34.1
19	33.5	31.0	33.3	31.4	37.0	36.1	35.1
20	34.0	35.6	39.7	30.1	41.1	35.6	36.7
21	34.6	36.5	37.8	33.8	33.9	34.5	39.0
22	26.8	38.6	28.1	-	30.9	31.2	33.5
23	29.7	36.1	45.4	32.2	37.1	34.3	16.9
24	-	41.0	26.5	35.2	29.0	30.1	28.4
10-12	30.5	30.0	31.6	34.2	32.1	34.4	32.1
14-16	31.4	31.4	32.3	33.2	34.4	32.8	31.7
0-24	32.2	32.4	32.9	33.1	33.8	33.3	32.8

Average 32.8

Channel 1 - Southbound

85th Percentile

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	-	40.9	27.0	42.0	-	-
2	-	42.0	-	-	-	-	-
3	-	39.1	-	-	33.7	-	31.7
4	-	41.4	-	-	-	34.6	34.0
5	-	-	-	29.4	-	-	33.7
6	32.6	33.3	-	-	-	43.1	-
7	42.8	40.3	45.9	38.7	37.1	35.1	45.1
8	39.0	37.7	39.3	39.3	38.4	39.5	39.4
9	36.9	35.3	35.5	38.2	39.5	35.2	36.4
10	39.1	35.2	34.9	41.9	42.2	37.4	40.0
11	37.4	33.9	35.7	39.3	38.7	39.0	36.0
12	34.0	32.8	36.8	41.5	36.0	38.7	36.5
13	34.5	34.8	38.8	39.4	41.0	37.2	33.8
14	39.5	39.5	38.0	40.5	40.7	38.4	38.3
15	37.1	35.5	37.4	42.7	41.2	36.6	39.5
16	34.4	35.3	37.3	40.3	38.8	43.3	36.3
17	38.0	41.7	38.2	37.1	36.4	37.1	40.0
18	40.2	41.5	42.9	40.4	41.0	40.9	40.8
19	38.1	38.2	42.2	33.8	41.7	39.1	45.1
20	41.3	38.8	49.9	41.8	43.9	44.2	42.8
21	41.7	42.1	45.6	38.9	33.9	38.4	43.2
22	31.6	43.3	35.3	-	32.3	37.1	37.4
23	30.8	37.9	51.1	34.8	41.8	35.3	-
24	-	-	33.6	39.6	-	35.2	-
10-12	37.3	33.5	36.6	40.2	37.3	39.0	36.3
14-16	36.7	35.5	37.5	42.5	40.5	37.5	37.4
0-24	38.4	38.1	39.0	40.5	41.1	38.2	38.8

85th %ile 38.9

Hainford ATC, Northern Site

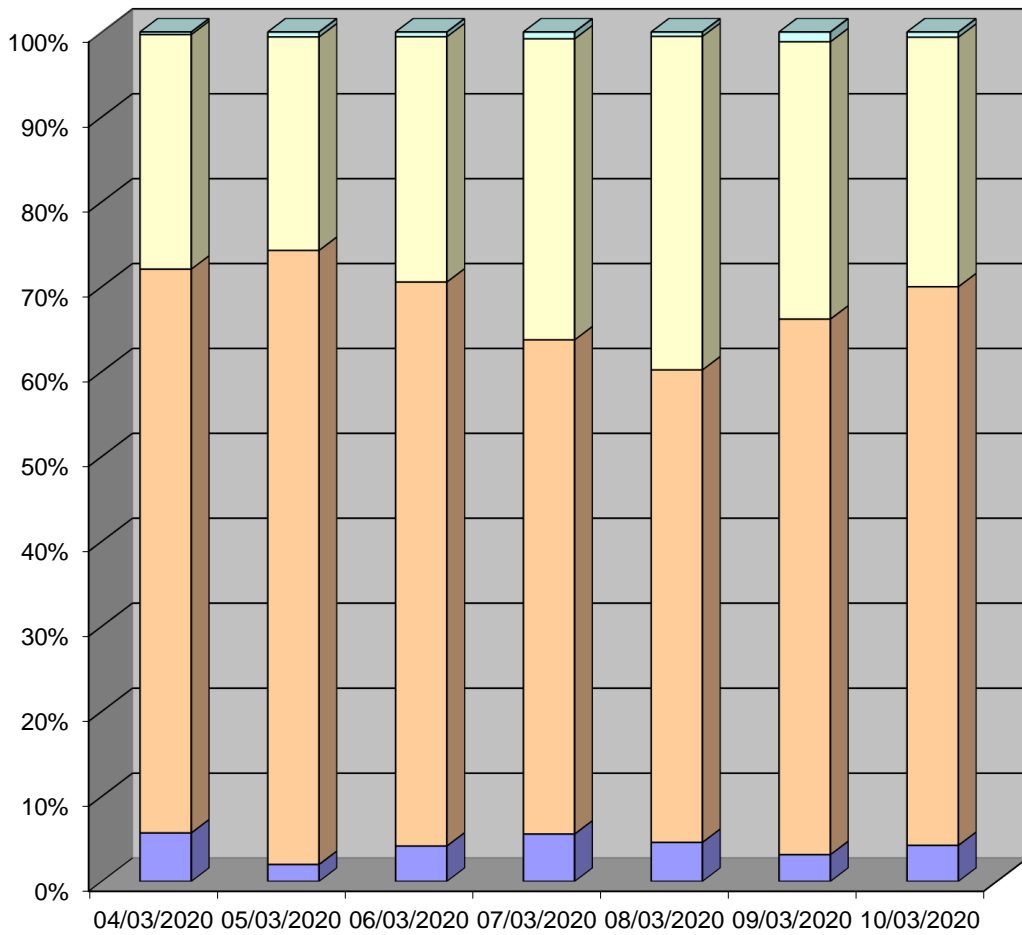
Channel 1 - Southbound

Speed Summary

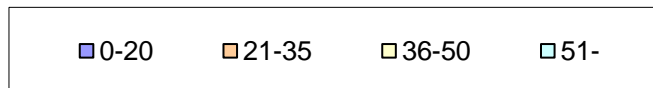
Week 1

Speed (MPH)	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
0-20	19	7	15	14	9	11	14
21-35	221	253	239	146	109	220	217
36-50	92	88	104	89	77	114	97
51-	1	2	2	2	1	4	2
TOTAL	333	350	360	251	196	349	330

Speed Summary (MPH)



Date



Hainford ATC, Northern Site

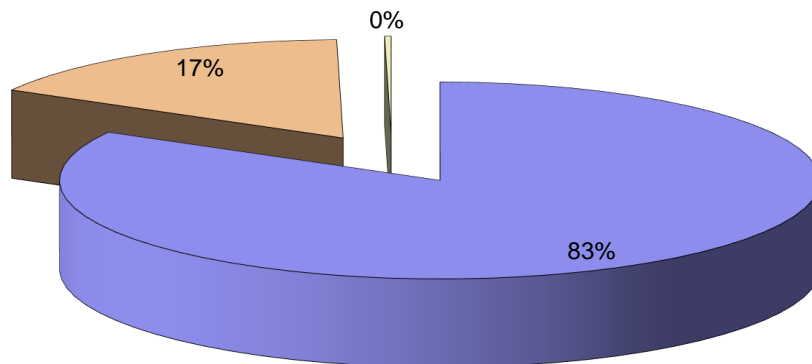
Channel 1 - Southbound

Vehicle Class

Week 1

Day / Time	Classes Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
04/03/2020				
7-19	247	54	0	301
6-22	270	56	0	326
6-24	272	57	0	329
0-24	274	59	0	333
05/03/2020				
7-19	250	52	2	304
6-22	277	56	2	335
6-24	281	57	2	340
0-24	285	63	2	350
06/03/2020				
7-19	271	50	1	322
6-22	293	55	1	349
6-24	297	55	1	353
0-24	300	59	1	360
07/03/2020				
7-19	180	37	2	219
6-22	197	38	2	237
6-24	201	39	2	242
0-24	208	41	2	251
08/03/2020				
7-19	151	23	0	174
6-22	163	24	0	187
6-24	165	25	0	190
0-24	168	28	0	196
09/03/2020				
7-19	257	50	0	307
6-22	282	53	0	335
6-24	288	53	0	341
0-24	294	55	0	349
10/03/2020				
7-19	245	52	1	298
6-22	264	54	1	319
6-24	266	54	1	321
0-24	274	55	1	330
Average				
7-19	229	45	1	275
6-22	249	48	1	298
6-24	253	49	1	302
0-24	258	51	1	310

Total Vehicle Class Distribution



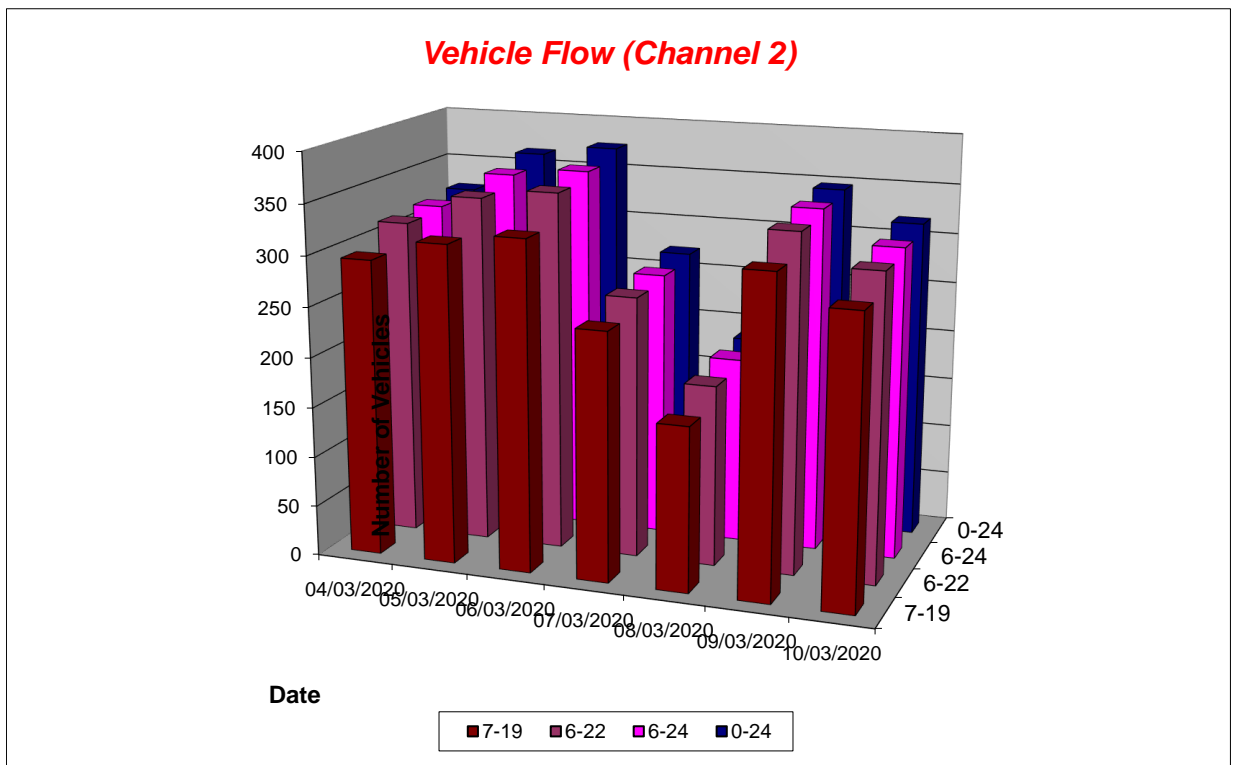
Hainford ATC, Northern Site

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday	5 Day Ave	7 Day Ave
1	0	0	3	1	1	1	2	1	1
2	0	2	2	1	0	0	1	1	1
3	1	1	2	0	0	1	1	1	1
4	1	4	1	1	0	1	2	2	1
5	0	1	2	2	0	0	1	1	1
6	2	1	1	1	0	2	1	1	1
7	4	1	7	1	1	7	3	4	3
8	20	20	21	3	1	20	16	19	14
9	37	36	35	10	6	51	39	40	31
10	20	22	30	27	9	32	23	25	23
11	28	23	18	22	11	21	20	22	20
12	23	27	19	26	19	12	23	21	21
13	12	16	28	32	21	19	29	21	22
14	18	27	25	16	19	20	20	22	21
15	21	24	31	26	22	31	21	26	25
16	53	41	51	18	18	45	35	45	37
17	25	36	38	33	16	34	27	32	30
18	23	29	16	19	5	19	23	22	19
19	15	15	15	14	16	10	9	13	13
20	7	13	8	5	8	7	6	8	8
21	7	10	6	4	5	5	8	7	6
22	3	6	8	4	3	2	2	4	4
23	2	6	5	4	3	5	5	5	4
24	1	4	3	1	3	2	1	2	2
7-19	295	316	327	246	163	314	285	307	278
6-22	316	346	356	260	180	335	304	331	300
6-24	319	356	364	265	186	342	310	338	306
0-24	323	365	375	271	187	347	318	346	312



Hainford ATC, Northern Site

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	-	33.7	23.8	33.9	23.5	43.6
2	-	31.3	33.6	23.7	-	-	27.3
3	27.9	30.8	34.9	-	-	29.2	24.5
4	38.1	33.8	45.5	18.2	-	28.0	30.9
5	-	30.1	39.6	27.2	-	-	27.6
6	36.2	43.7	36.6	27.5	-	33.0	28.0
7	32.6	27.0	29.9	28.0	42.3	30.3	35.7
8	29.1	34.5	34.0	35.0	50.6	32.2	32.9
9	30.7	29.7	31.9	29.3	30.5	28.9	31.6
10	34.6	32.0	31.9	30.0	30.9	34.3	33.0
11	34.7	31.1	34.4	29.9	31.2	31.0	32.1
12	32.2	31.8	34.9	34.1	31.2	33.2	33.1
13	34.2	31.8	34.1	32.8	33.1	33.9	33.6
14	31.5	30.3	34.3	36.1	35.3	31.1	33.7
15	30.4	32.6	34.0	35.8	31.0	32.2	32.6
16	31.5	31.0	30.9	29.1	32.9	31.9	32.6
17	33.5	33.8	32.5	34.6	36.5	34.4	33.8
18	33.4	36.3	32.4	32.5	38.6	33.5	36.6
19	35.4	34.9	37.2	35.5	35.0	32.9	37.4
20	32.0	38.0	37.4	36.5	36.2	35.0	37.5
21	33.8	35.9	37.7	31.9	36.3	36.7	34.6
22	22.1	38.1	37.3	38.0	38.9	32.8	43.6
23	36.5	40.4	38.1	26.1	29.8	39.2	43.0
24	27.9	36.2	15.4	34.3	31.9	30.7	29.8
10-12	33.6	31.5	34.7	32.2	31.2	31.8	32.6
14-16	31.2	31.6	32.0	33.1	31.9	32.1	32.6
0-24	32.3	32.9	33.3	32.7	33.6	32.3	33.6

Average 32.9

Channel 2 - Northbound

85th Percentile

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	-	41.0	-	-	-	53.4
2	-	35.5	40.3	-	-	-	-
3	-	-	36.0	-	-	-	-
4	-	36.9	-	-	-	-	34.1
5	-	-	41.3	30.8	-	-	-
6	36.3	-	-	-	-	36.2	-
7	47.4	-	36.0	-	-	36.8	45.1
8	39.4	42.3	39.2	37.5	-	38.1	42.3
9	35.5	34.2	39.6	33.1	34.9	36.0	38.0
10	42.4	37.1	36.8	38.3	36.6	39.7	38.2
11	40.6	34.3	39.9	35.4	36.1	39.4	35.6
12	35.8	38.6	40.5	41.9	37.9	39.4	38.1
13	37.6	38.0	39.3	38.8	42.2	41.2	37.5
14	36.9	36.2	41.8	42.0	41.0	38.1	39.0
15	39.0	37.5	38.4	43.4	37.7	40.0	39.4
16	35.3	38.9	36.6	37.7	39.4	39.5	39.0
17	39.6	39.6	38.6	41.4	42.7	39.8	40.7
18	39.0	45.5	37.0	39.8	44.4	39.2	42.9
19	39.1	40.2	42.4	42.7	39.8	40.1	45.5
20	40.8	42.9	43.0	40.4	42.8	43.1	43.0
21	40.3	44.1	40.2	34.0	45.7	41.7	36.6
22	27.7	44.6	41.4	41.8	46.1	34.6	47.9
23	37.0	45.5	43.8	32.3	34.8	49.8	49.5
24	-	41.6	17.7	-	34.6	32.2	-
10-12	38.9	36.2	40.9	37.1	37.2	39.4	36.5
14-16	35.3	38.2	37.8	40.8	38.2	39.7	39.3
0-24	38.7	39.7	39.8	40.0	40.2	39.3	40.3

85th %ile 39.7

Hainford ATC, Northern Site

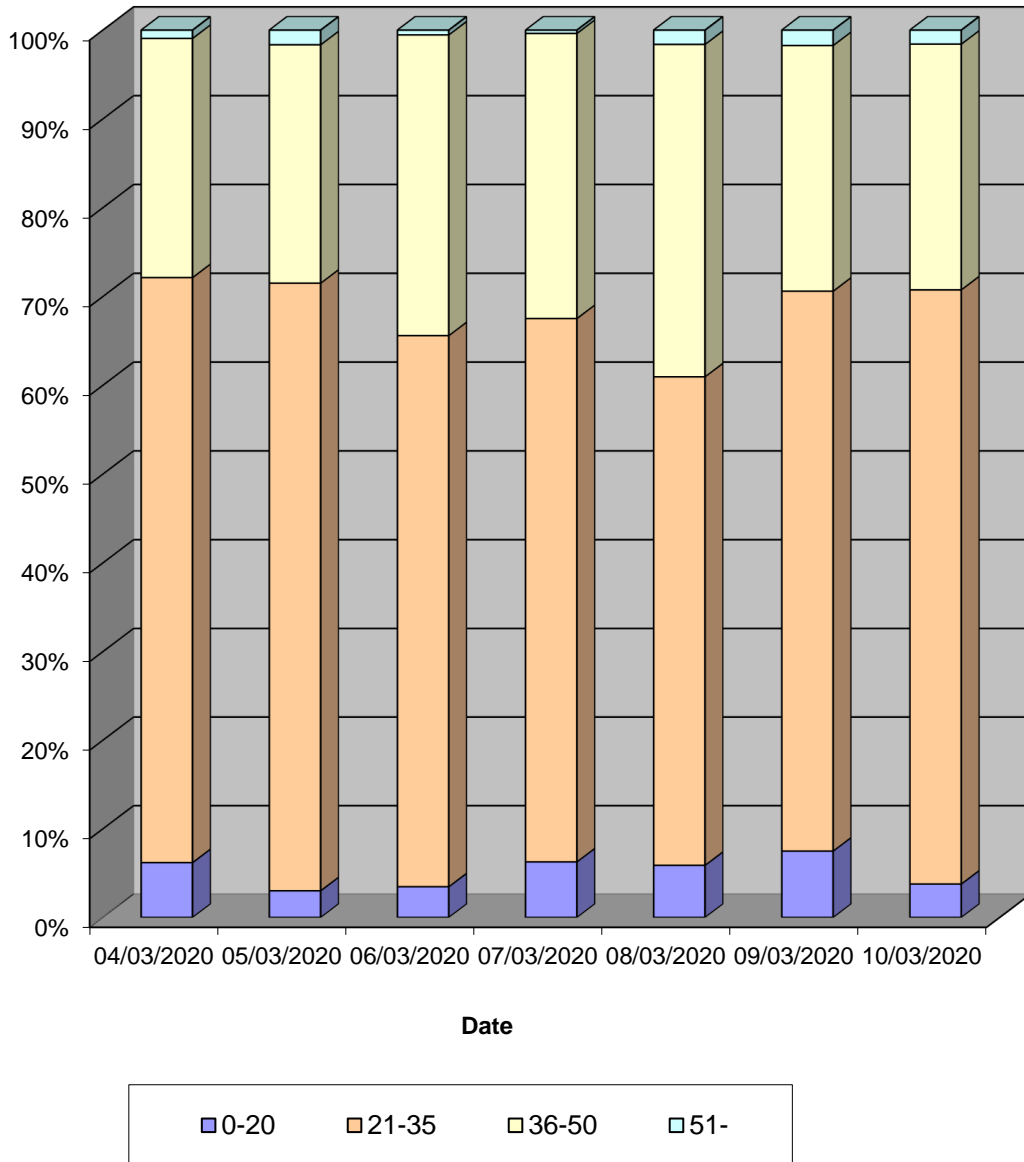
Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
0-20	20	11	13	17	11	26	12
21-35	213	250	233	166	103	219	213
36-50	87	98	127	87	70	96	88
51-	3	6	2	1	3	6	5
TOTAL	323	365	375	271	187	347	318

Speed Summary (MPH)



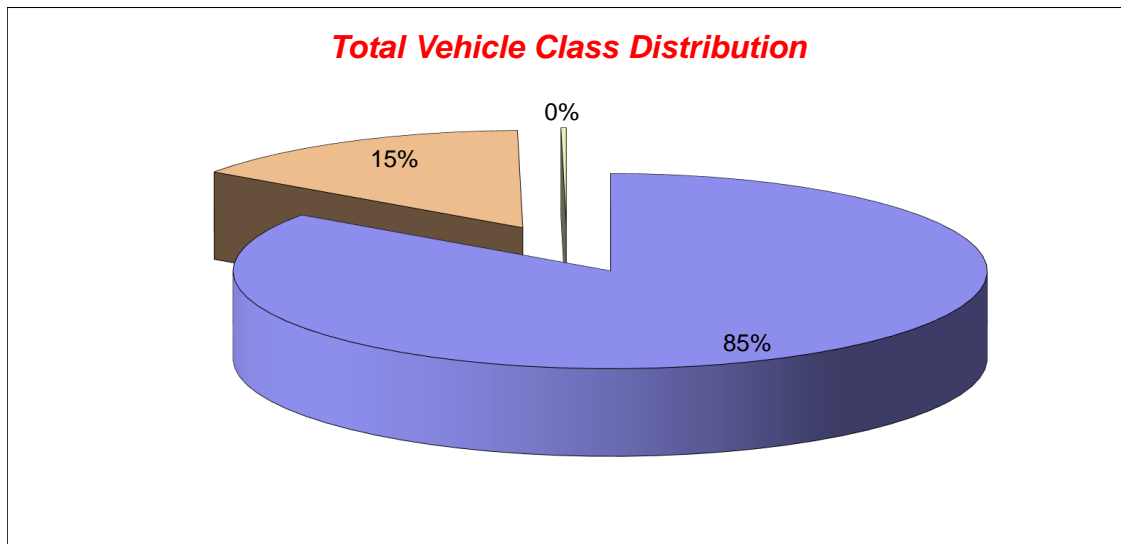
Hainford ATC, Northern Site

Channel 2 - Northbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
04/03/2020					
7-19		254	41	0	295
6-22		272	44	0	316
6-24		274	45	0	319
0-24		277	46	0	323
05/03/2020					
7-19		268	48	0	316
6-22		295	51	0	346
6-24		301	55	0	356
0-24		304	61	0	365
06/03/2020					
7-19		278	47	2	327
6-22		303	51	2	356
6-24		311	51	2	364
0-24		317	56	2	375
07/03/2020					
7-19		207	37	2	246
6-22		219	39	2	260
6-24		222	41	2	265
0-24		226	43	2	271
08/03/2020					
7-19		144	18	1	163
6-22		159	20	1	180
6-24		164	21	1	186
0-24		165	21	1	187
09/03/2020					
7-19		268	46	0	314
6-22		287	48	0	335
6-24		293	49	0	342
0-24		297	50	0	347
10/03/2020					
7-19		234	51	0	285
6-22		252	52	0	304
6-24		258	52	0	310
0-24		266	52	0	318
Average					
7-19		236	41	1	278
6-22		255	44	1	300
6-24		260	45	1	306
0-24		265	47	1	312



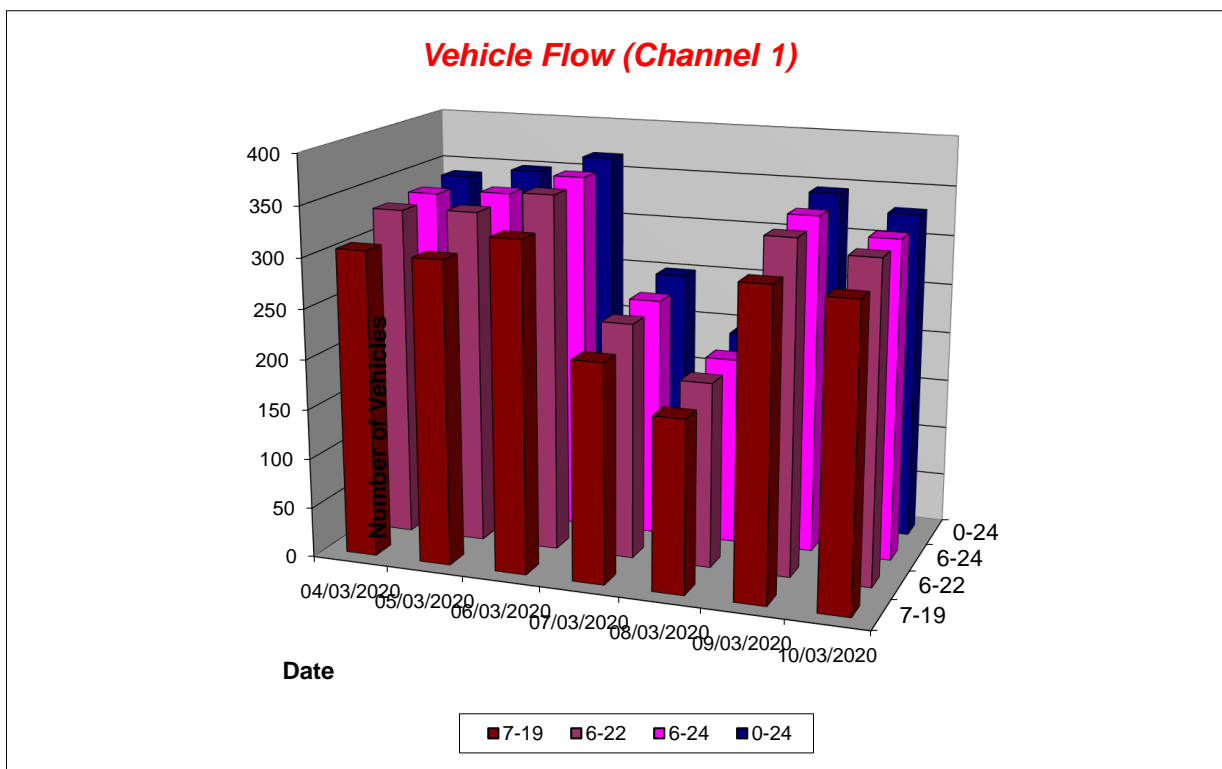
Hainford ATC, Southern Site

Channel 1 - Southbound

Vehicle Flow

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday	5 Day Ave	7 Day Ave
1	0	1	2	2	3	1	1	1	1
2	1	2	1	1	0	1	1	1	1
3	1	2	1	1	2	1	2	1	1
4	0	3	1	1	0	2	2	2	1
5	0	0	1	3	1	0	2	1	1
6	3	2	1	1	0	3	1	2	2
7	5	5	12	5	3	10	8	8	7
8	23	23	25	9	4	19	25	23	18
9	42	35	42	15	10	47	38	41	33
10	24	20	31	18	15	16	21	22	21
11	24	24	18	29	16	18	25	22	22
12	15	21	15	21	19	18	34	21	20
13	21	27	25	23	23	17	20	22	22
14	23	25	25	21	15	16	11	20	19
15	39	36	51	21	22	44	32	40	35
16	32	29	24	16	17	26	22	27	24
17	22	20	25	19	13	30	30	25	23
18	28	29	27	16	8	39	28	30	25
19	13	14	20	10	10	14	11	14	13
20	11	14	6	6	6	8	7	9	8
21	5	6	6	7	2	5	2	5	5
22	4	6	4	0	2	4	4	4	3
23	3	4	2	3	2	3	1	3	3
24	0	1	2	2	1	3	1	1	1
7-19	306	303	328	218	172	304	297	308	275
6-22	331	334	356	236	185	331	318	334	299
6-24	334	339	360	241	188	337	320	338	303
0-24	339	349	367	250	194	345	329	346	310



Hainford ATC, Southern Site

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	26.4	32.7	24.9	38.1	32.1	26.6
2	54.2	34.0	42.1	37.0	-	26.7	35.9
3	35.8	32.3	38.6	24.3	33.0	25.7	31.6
4	-	30.1	41.0	18.8	-	31.3	33.2
5	-	-	46.0	29.7	28.4	-	33.5
6	37.5	30.5	36.7	43.3	-	39.9	38.9
7	35.1	35.1	38.9	34.3	27.6	33.1	38.9
8	32.5	32.8	34.3	33.0	36.0	33.8	36.3
9	27.6	28.0	31.0	32.7	32.5	28.1	29.5
10	35.4	30.6	29.7	33.0	37.5	32.1	32.3
11	31.2	31.3	29.7	33.2	31.3	33.4	30.4
12	29.3	29.9	34.4	35.9	33.2	33.1	31.7
13	30.4	28.1	36.2	33.5	35.8	31.8	30.7
14	32.0	31.5	34.6	35.8	32.6	31.8	35.3
15	31.4	29.9	32.4	33.0	34.4	31.6	32.1
16	28.5	29.7	32.3	32.9	31.5	33.0	32.8
17	35.1	35.4	33.2	31.2	30.4	34.2	33.5
18	33.8	36.0	33.5	36.2	36.9	35.8	34.4
19	33.4	32.0	33.8	31.8	38.7	37.2	35.9
20	35.0	37.1	41.3	35.3	41.0	33.8	39.1
21	31.3	35.1	39.3	35.7	29.6	35.4	40.0
22	26.1	41.6	29.7	-	31.4	30.9	37.4
23	30.2	36.5	47.7	34.5	35.8	37.4	19.2
24	-	47.6	23.6	36.9	30.5	30.2	29.3
10-12	30.5	30.6	31.9	34.3	32.3	33.2	31.2
14-16	30.1	29.8	32.4	32.9	33.1	32.1	32.4
0-24	31.6	31.7	33.3	33.6	34.1	32.7	32.9

Average 32.7

Channel 1 - Southbound

85th Percentile

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	-	34.4	27.5	43.4	-	-
2	-	39.0	-	-	-	-	-
3	-	38.2	-	-	36.1	-	31.8
4	-	33.5	-	-	-	33.1	35.3
5	-	-	-	34.0	-	-	35.8
6	38.2	35.6	-	-	-	44.1	-
7	43.5	42.4	47.2	42.0	35.5	36.0	49.5
8	37.4	39.2	39.4	36.0	39.5	40.0	41.5
9	34.9	35.6	35.9	37.3	41.2	34.2	36.5
10	40.9	34.8	36.9	42.1	43.3	39.0	38.4
11	36.1	34.7	33.3	37.7	39.6	38.5	34.6
12	31.8	33.9	40.2	42.8	37.7	37.9	37.9
13	36.5	35.0	42.2	40.0	40.8	37.9	36.1
14	40.9	36.9	40.1	40.7	40.7	38.2	40.1
15	35.6	33.6	37.2	39.5	41.7	37.1	36.7
16	35.3	34.0	35.8	42.6	36.7	40.0	37.1
17	41.1	43.5	37.9	39.8	36.2	38.1	41.8
18	43.3	42.1	40.2	43.7	40.6	42.9	41.5
19	39.4	37.4	41.1	33.6	43.7	42.1	44.6
20	46.7	43.2	51.0	43.2	47.8	43.2	46.1
21	37.5	45.1	45.8	41.0	30.7	40.2	41.3
22	31.1	45.7	35.3	-	34.3	38.5	46.1
23	31.4	38.6	55.9	37.8	40.6	38.7	-
24	-	-	28.8	41.5	-	33.2	-
10-12	33.9	34.1	36.6	38.5	39.5	37.9	36.1
14-16	35.4	33.9	36.9	41.2	38.9	38.4	36.7
0-24	38.9	37.8	39.8	40.6	41.7	38.9	39.2

85th %ile 39.6

Hainford ATC, Southern Site

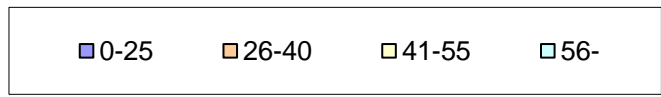
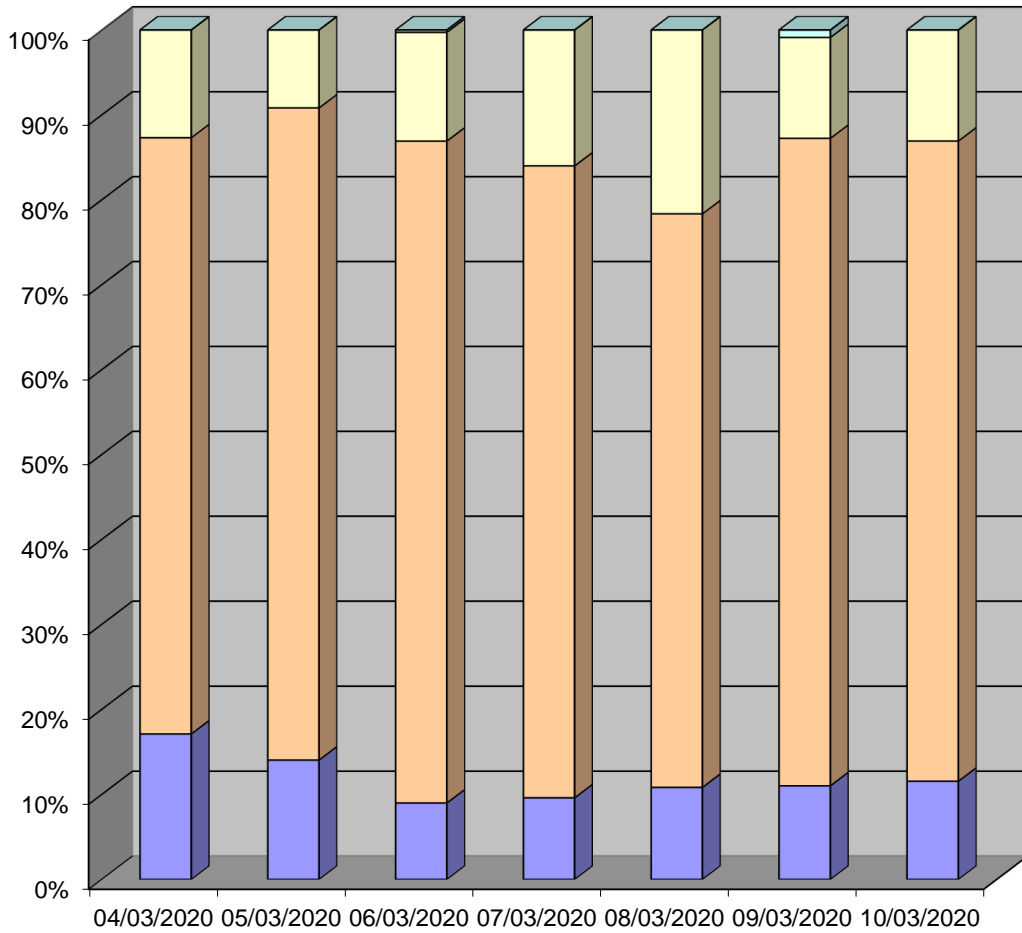
Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
0-25	58	49	33	24	21	38	38
26-40	238	268	286	186	131	263	248
41-55	43	32	47	40	42	41	43
56-	0	0	1	0	0	3	0
TOTAL	339	349	367	250	194	345	329

Speed Summary (MPH)



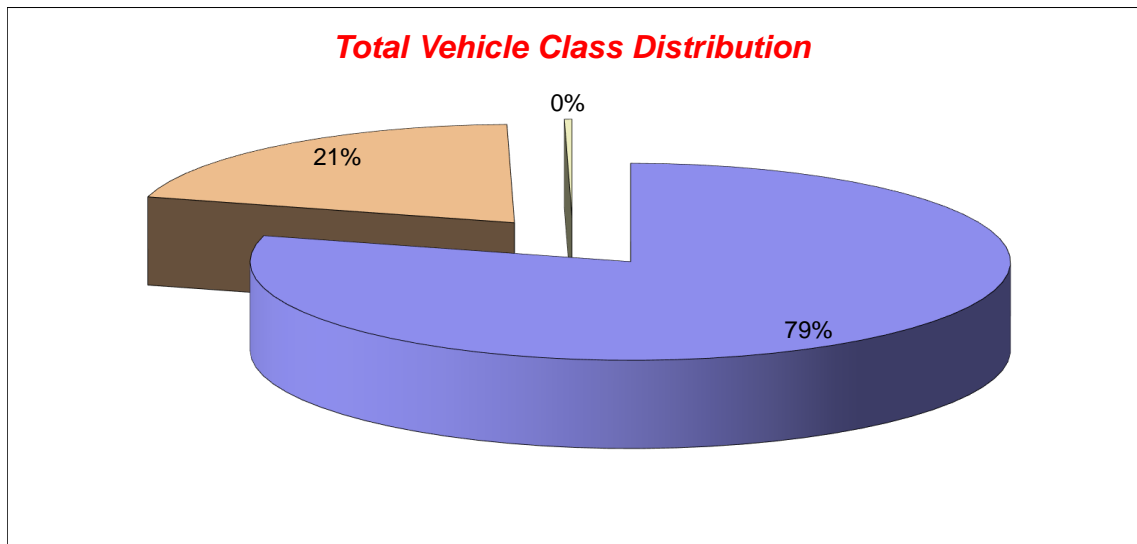
Hainford ATC, Southern Site

Channel 1 - Southbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
04/03/2020					
7-19		252	54	0	306
6-22		271	60	0	331
6-24		273	61	0	334
0-24		278	61	0	339
05/03/2020					
7-19		242	59	2	303
6-22		268	64	2	334
6-24		271	66	2	339
0-24		274	73	2	349
06/03/2020					
7-19		259	67	2	328
6-22		283	71	2	356
6-24		287	71	2	360
0-24		289	76	2	367
07/03/2020					
7-19		168	48	2	218
6-22		185	49	2	236
6-24		189	50	2	241
0-24		193	55	2	250
08/03/2020					
7-19		141	30	1	172
6-22		152	32	1	185
6-24		153	34	1	188
0-24		157	36	1	194
09/03/2020					
7-19		240	64	0	304
6-22		264	67	0	331
6-24		270	67	0	337
0-24		275	70	0	345
10/03/2020					
7-19		228	69	0	297
6-22		246	72	0	318
6-24		248	72	0	320
0-24		256	73	0	329
Average					
7-19		219	56	1	275
6-22		238	59	1	299
6-24		242	60	1	303
0-24		246	63	1	310



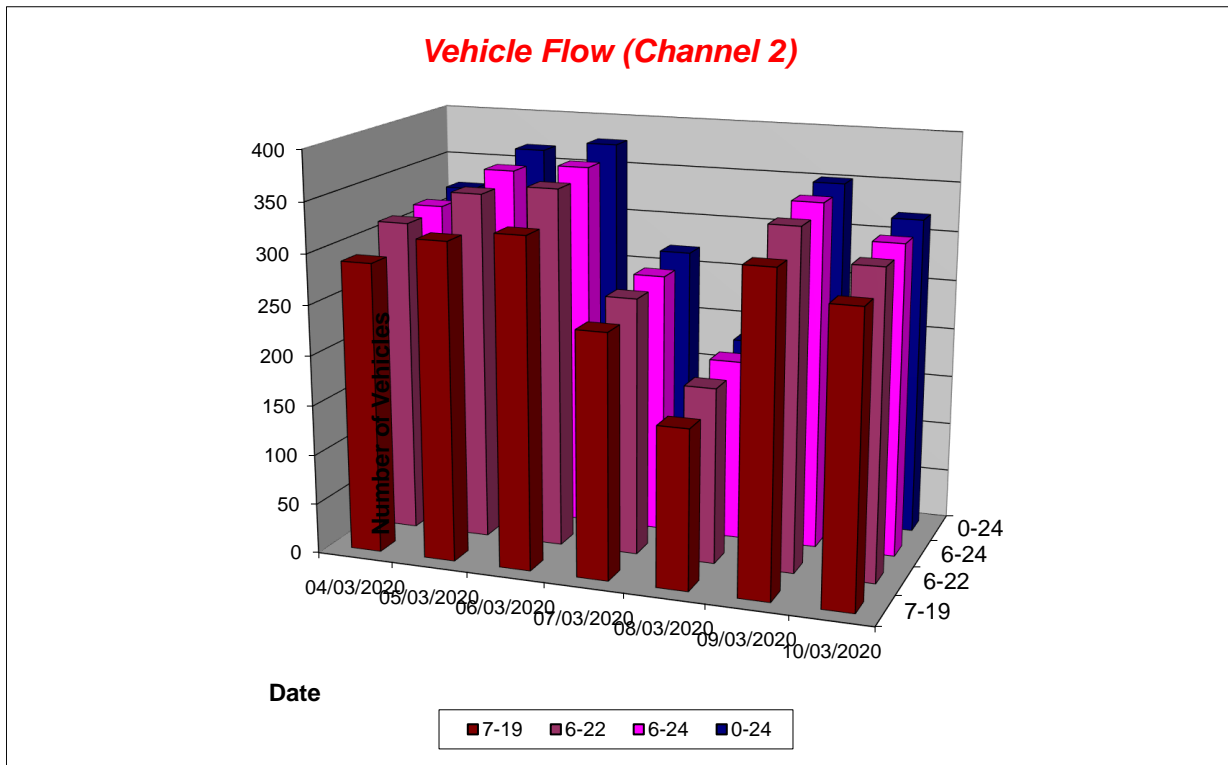
Hainford ATC, Southern Site

Channel 2 - Northbound

Vehicle Flow

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday	5 Day Ave	7 Day Ave
1	0	0	3	1	1	1	2	1	1
2	0	2	2	2	0	0	1	1	1
3	2	1	2	0	0	1	1	1	1
4	1	4	1	1	0	1	2	2	1
5	0	1	2	2	0	0	1	1	1
6	2	1	1	2	0	2	1	1	1
7	7	2	8	1	1	8	3	6	4
8	21	21	20	3	1	19	16	19	14
9	35	37	35	9	5	53	41	40	31
10	21	21	31	27	9	32	23	26	23
11	25	23	18	22	10	21	21	22	20
12	23	27	19	26	19	12	22	21	21
13	12	23	28	31	20	19	28	22	23
14	18	21	25	16	19	20	20	21	20
15	20	24	31	26	22	31	21	25	25
16	51	40	51	18	18	46	36	45	37
17	25	36	39	33	15	34	27	32	30
18	23	29	17	19	5	20	23	22	19
19	16	15	14	13	16	9	9	13	13
20	7	13	8	5	8	7	6	8	8
21	7	10	6	4	5	5	8	7	6
22	3	6	8	4	3	2	2	4	4
23	2	6	5	4	3	6	5	5	4
24	1	4	3	1	3	2	1	2	2
7-19	290	317	328	243	159	316	287	308	277
6-22	314	348	358	257	176	338	306	333	300
6-24	317	358	366	262	182	346	312	340	306
0-24	322	367	377	270	183	351	320	347	313



Hainford ATC, Southern Site

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	-	29.6	22.6	28.5	22.5	35.3
2	-	25.4	30.4	22.1	-	-	23.2
3	44.0	25.4	33.1	-	-	25.4	23.0
4	35.1	34.8	35.5	15.0	-	28.8	34.3
5	-	24.3	35.9	24.4	-	-	23.4
6	37.6	30.8	38.6	23.4	-	32.5	23.0
7	20.8	14.9	28.7	34.4	39.0	26.1	29.8
8	29.6	31.4	30.1	27.0	47.7	30.0	30.0
9	29.0	27.4	28.3	29.6	31.0	26.7	28.9
10	30.4	28.7	28.7	28.5	28.7	32.1	30.8
11	32.3	29.3	33.1	27.6	29.6	27.7	28.3
12	29.0	29.2	33.0	32.8	30.7	32.3	29.9
13	33.5	24.4	30.5	31.6	32.6	33.1	29.9
14	28.2	30.3	30.9	31.6	31.8	29.8	31.8
15	30.7	29.4	30.8	31.5	30.3	31.1	29.5
16	28.5	28.2	28.8	28.3	30.1	29.4	29.9
17	31.9	30.6	31.0	32.4	32.4	32.3	31.2
18	31.5	34.2	31.4	31.2	35.6	29.6	33.5
19	30.7	31.8	37.2	34.4	32.7	32.8	37.3
20	31.0	34.2	35.0	33.0	34.9	35.3	36.3
21	34.8	31.9	34.6	27.5	33.9	36.3	29.9
22	21.8	34.6	33.8	32.9	35.8	26.7	40.6
23	34.5	39.3	35.6	29.4	31.2	40.0	40.7
24	28.0	34.7	13.1	26.7	34.1	31.3	27.6
10-12	30.8	29.3	33.1	30.4	30.3	29.4	29.1
14-16	29.1	28.6	29.6	30.2	30.2	30.1	29.7
0-24	30.2	29.9	30.7	30.6	31.8	30.3	30.7

Average 30.5

Channel 2 - Northbound

85th Percentile

Hr Ending	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
1	-	-	39.3	-	-	-	42.3
2	-	29.0	34.4	23.4	-	-	-
3	44.7	-	33.2	-	-	-	-
4	-	40.9	-	-	-	-	37.4
5	-	-	39.2	30.0	-	-	-
6	39.4	-	-	24.2	-	35.1	-
7	35.6	19.2	36.3	-	-	33.8	34.5
8	40.5	38.4	35.0	28.6	-	39.5	37.2
9	35.7	34.2	35.0	35.3	35.6	33.2	34.2
10	39.3	31.0	34.8	34.1	35.2	39.4	34.1
11	36.7	34.0	36.1	33.1	35.5	34.8	33.2
12	35.5	35.5	38.9	41.5	38.1	36.0	33.1
13	35.2	31.0	39.3	36.3	39.8	35.8	34.1
14	34.5	35.5	37.8	38.2	36.5	40.1	34.6
15	35.7	35.0	35.2	37.1	35.4	35.4	35.7
16	33.9	35.2	34.9	34.5	35.6	34.7	35.9
17	37.1	34.3	34.4	38.0	39.4	39.0	37.0
18	37.3	43.5	36.1	35.8	39.8	34.3	39.6
19	37.0	34.9	39.8	40.5	38.3	39.9	46.8
20	34.9	40.9	40.3	36.6	41.7	40.3	42.2
21	41.2	35.7	38.4	34.8	40.4	40.3	37.6
22	29.4	38.3	35.2	38.3	40.1	29.4	46.4
23	35.9	45.2	44.2	30.0	33.9	51.1	47.3
24	-	40.7	23.0	-	35.3	34.0	-
10-12	36.5	34.8	37.8	35.3	37.8	35.8	33.4
14-16	34.6	35.0	35.2	36.3	35.6	35.0	35.9
0-24	36.7	36.3	36.7	37.3	38.5	35.9	36.5

85th %ile 36.8

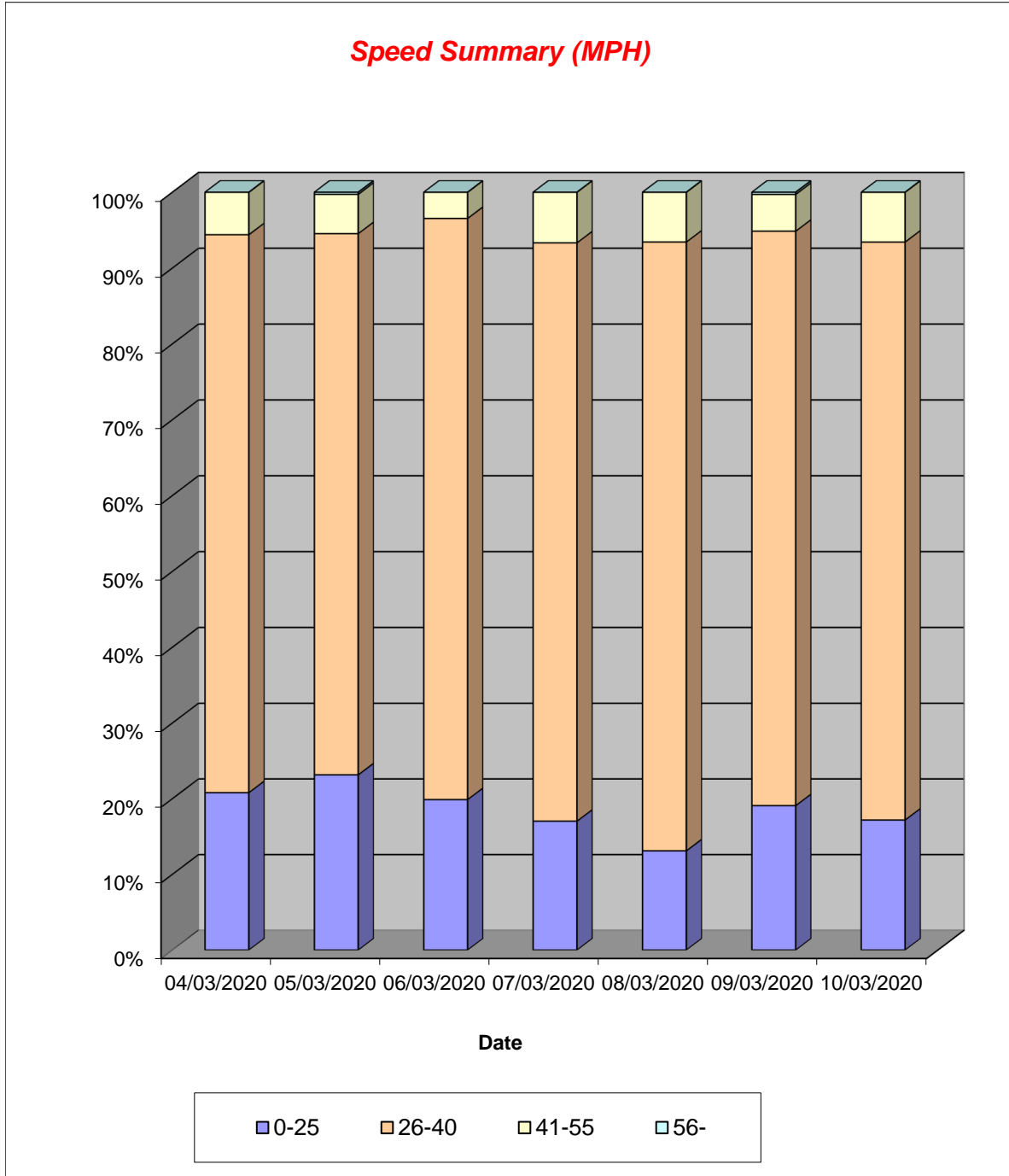
Hainford ATC, Southern Site

Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	04/03/2020 Wednesday	05/03/2020 Thursday	06/03/2020 Friday	07/03/2020 Saturday	08/03/2020 Sunday	09/03/2020 Monday	10/03/2020 Tuesday
0-25	67	85	75	46	24	67	55
26-40	237	262	289	206	147	266	244
41-55	18	19	13	18	12	17	21
56-	0	1	0	0	0	1	0
TOTAL	322	367	377	270	183	351	320



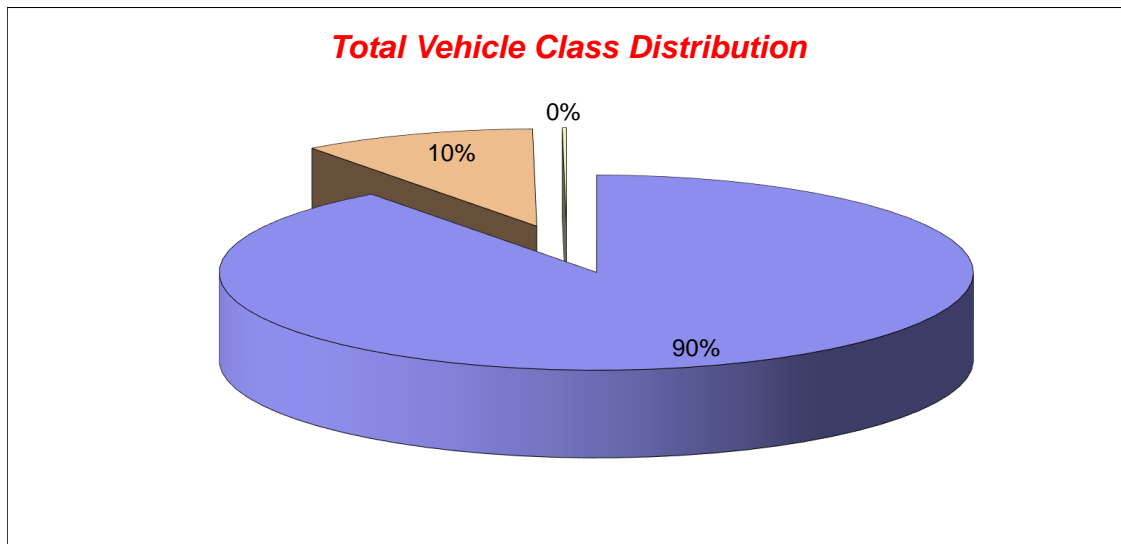
Hainford ATC, Southern Site

Channel 2 - Northbound

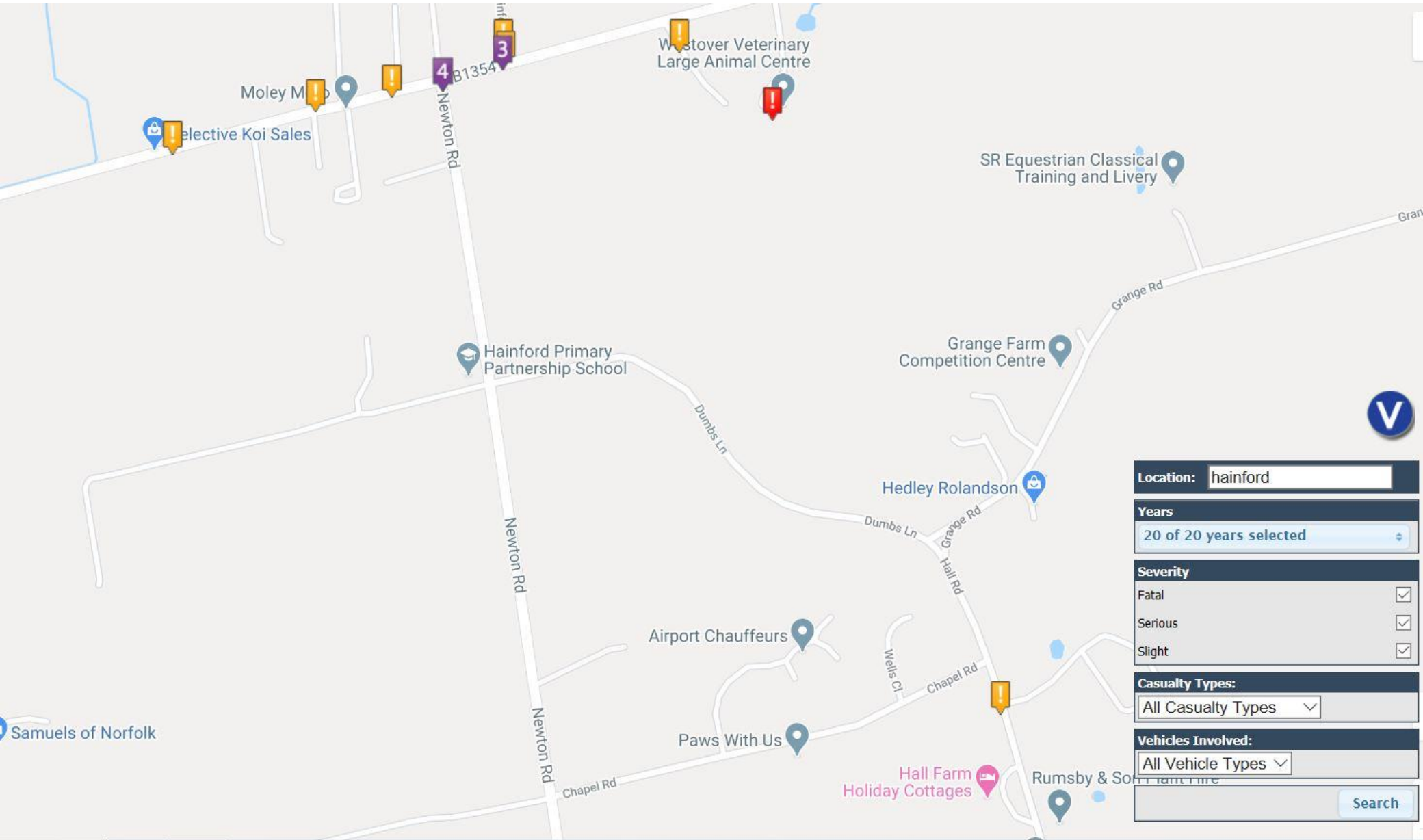
Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
04/03/2020					
7-19		257	33	0	290
6-22		280	34	0	314
6-24		283	34	0	317
0-24		288	34	0	322
05/03/2020					
7-19		280	36	1	317
6-22		310	37	1	348
6-24		319	38	1	358
0-24		326	40	1	367
06/03/2020					
7-19		298	29	1	328
6-22		327	30	1	358
6-24		335	30	1	366
0-24		346	30	1	377
07/03/2020					
7-19		218	24	1	243
6-22		231	25	1	257
6-24		236	25	1	262
0-24		244	25	1	270
08/03/2020					
7-19		148	11	0	159
6-22		163	13	0	176
6-24		168	14	0	182
0-24		169	14	0	183
09/03/2020					
7-19		281	34	1	316
6-22		302	35	1	338
6-24		310	35	1	346
0-24		314	36	1	351
10/03/2020					
7-19		248	39	0	287
6-22		266	40	0	306
6-24		272	40	0	312
0-24		280	40	0	320
Average					
7-19		247	29	1	277
6-22		268	31	1	300
6-24		275	31	1	306
0-24		281	31	1	313



APPENDIX C



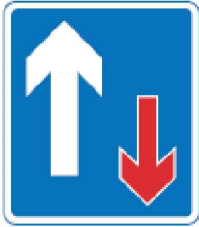
APPENDIX D

Option A layout
Scale - 1:1000



Give way to oncoming vehicles

Traffic bollard (see standard detail)



Priority over oncoming vehicles

Existing 1.3m wide footway

Car Park

Crossover

1.5m wide footway reducing to 1.3m minimum at pinch point

Hoot Hollow



Priority over oncoming vehicles

Traffic bollard (see standard detail)

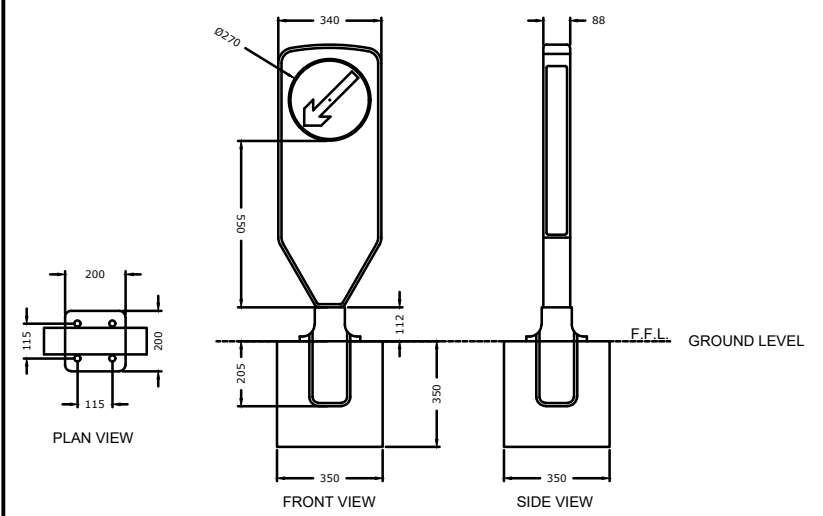


Give way to oncoming vehicles

1.5m wide footway

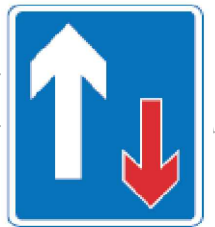
Neth

For continuation see Inset A



Duraflex Traffic Bollard Standard Detail

Option B layout
Scale - 1:500



Priority over oncoming vehicles

Crossover

Build out and edge of carriageway marking to form road narrowing

Traffic bollard (see standard detail)

1.5m wide footway and construction margin widening to 2.4m in vicinity of school



Give way to oncoming vehicles

Neth

Inset A

- Site location - Local plan reference GNL2162
- Land under control of Salt Carr Farms Ltd

The Carr

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REV	DETAILS	DRAWN	CHECKED	DATE
A	Proposed layout updated	CJM	TB	11.03.2020

Key	
	Carriageway
	Footway
	Verge
	Area of Hardstanding
	Assumed Highway Boundary (Awaiting confirmation from Norfolk County Council)

PROJECT:		Land North of Hainford	
DRAWING TITLE:		Newton Road Proposed Arrangement	
DRAWN:	CJM	CHECKED:	TB
DATE:	20.02.2020	SCALES:	1:1000 @ A3

CLIENT:	Salt Carr Farms Ltd
Broad Quay House, Prince Street, Bristol, BS1 4DJ t: 0117 905 8888 e: enquiries@vectos.co.uk	
DRAWING NUMBER:	184391_G_002
REVISION:	A

STATUS: INFORMATION ONLY

APPENDIX E



Appeal Decision

Inquiry Held on 26-29 September and 3 October 2017

Site visit made on 4 October 2017

by Paul Singleton BSc (Hons) MA MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 23 November 2017

Appeal Ref: APP/D0121/W/16/3166147

Land at Cox's Green, Wrington BS40 5QR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
 - The appeal is made by Redcliffe Homes Limited against North Somerset Council.
 - The application, Ref 16/P/1291/O, is dated 5 May 2016.
 - The development proposed is the erection of up to 59 dwellings, landscaping and associated works.
-

Decision

1. The appeal is allowed and outline planning permission is granted for the erection of up to 59 dwellings, landscaping and associated works at land at Cox's Green, Wrington BS40 5QR in accordance with the terms of the application, Ref 16/P/1291/O, dated 5 May 2016 subject to the conditions in the schedule attached to this decision.

Procedural Matters

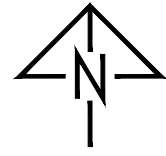
2. The application is in outline with detailed matters other than means of access reserved for subsequent approval. I have considered the appeal on this basis.
3. Wrington Village Alliance (WVA) was granted Rule 6 status and presented its case against the proposal at the Inquiry.
4. An evening session was held at the Memorial Hall in Wrington to enable interested parties unable to attend the main Inquiry sessions at Weston-Super-Mare Town Hall to present their evidence.
5. Two Statements of Common Ground agreed between the appellant and the Council deal with general planning matters (CD2.1) and highway matters (CD2.2). I have taken these into account in my determination of the appeal.
6. The appellant has submitted a signed Unilateral Undertaking (UU), prepared under S106 of the Town and Country Planning Act 1990, and its terms have been agreed with the Council. The UU contains a number of planning obligations which I deal with later in my decision.

Proposed footway–suitability

37. At 1.5m wide along most of its length the footway would fall below the 2m standard in the Council's Highway Design Guidance 2015 but, on my reading of the extract at Mr Long's Appendix I, this guidance is intended mainly to apply to paths within or on the boundaries of new residential development. A width of 1.5m would be sufficient for a wheel chair user, an adult with a child walking alongside, or two adults with a pushchair walking side by side in accordance with the guidance in MfS. Some 10m of the total 80m length of the footway would have a reduced width of 1.3m but this would still be wide enough to accommodate a wheelchair user or an adult with a child walking alongside.
38. Many footways in rural area are less than 2m wide due to the constrained width of the highway and MfS notes that widths can be varied between different streets to take account of pedestrian volumes and composition². A local widening of the path would be possible in the vicinity of the south-bound bus stop and, other than in this location, the route is unlikely to be used by people walking or gathering in groups. The 1.5m footway width would be appropriate given its likely level of use and would not result in the frequent need for anyone to step into the carriageway to pass other users.
39. WVA and others question the desirability of locating the footway on the inside of a bend but made no reference to any policy or guidance that indicates that this should not be done. WYG's Drawing No SK999 shows that forward visibility for drivers of south-bound vehicles would be improved because those vehicles would be positioned further to the west. If two large vehicles were to meet in the vicinity of the bend there would be a risk that the south-bound vehicle could use the dropped crossings to the residential driveways to mount the kerb and proceed around the bend partly on the footway. However, I see no reason why this could be not prevented by appropriately sited and suitably designed bollards or railings that would not significantly reduce the usable width of the footway.
40. The concerns about the suitability of the remaining 5m wide carriageway for the type and level of use it would need to accommodate are not shared by the Highway Authority and I have seen no evidence that would lead me to question its conclusions in this respect. Similarly, I see no reason to doubt the Highway Authority's conclusion that the design of the proposed uncontrolled crossing over Cox's Green East would be acceptable.
41. WYG's Drawing SK13 demonstrates that the largest articulated vehicles permitted on UK roads would be able to access and egress the Burnett Industrial Estate without the need to encroach on the footway. In my experience HGV drivers can usually perform such manoeuvres within the path shown on vehicle tracking programmes. The driver of an HGV leaving the site would have a clear view of any pedestrian and could reasonably be expected to delay that manoeuvre if he or she felt that the front of the vehicle would need to overhang or pass in close proximity to the footway. Given the likely level of usage of the footway the residual risks to pedestrian safety would be very small.
42. My conclusion that the proposed footway and associated narrowing of the carriageway would not give rise to unacceptable safety risks is supported by

² Paragraph 6.3.23 of Mr Long's Appendix J

APPENDIX F



2.4m x 90m Junction Visibility

2.4m x 90m Junction Visibility

The Carr

Key

- Site location - Local plan reference GNLP2162
- Land under control of Salt Carr Farms Ltd
- Assumed Highway Boundary (Awaiting confirmation from Norfolk County Council)

A	Hatching added	CJM	TB	11.03.2020
REV.	DETAILS	DRAWN	CHECKED	DATE

STATUS:
INFORMATION ONLY

CLIENT:
Salt Carr Farm Ltd

PROJECT:
Land North of Hainford

DRAWING TITLE:
Potential Vehicular Access

SCALES:
1:1000 @ A3

DRAWN: CJM	CHECKED: TB	DATE: 20.02.2020
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Broad Quay House, Prince Street, Bristol, BS1 4DJ
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWING NUMBER: 184391_G_003	REVISION: A
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