

G.H. ALLEN (FARMS) LIMITED

LAND AT THE STREET, HEMPSTALL PROPOSED RESIDENTIAL DEVELOPMENT

ACCESS STATEMENT





LAND AT THE STREET, HEMPNALL

ACCESS STATEMENT

ON BEHALF OF G.H. ALLEN (FARMS) LIMITED

REPORT (DRAFT)

PROJECT NO.: 70033864

DATE: MAY 2017

WSP

WSP.COM

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1 INTRODUCTION

1.1 APPOINTMENT

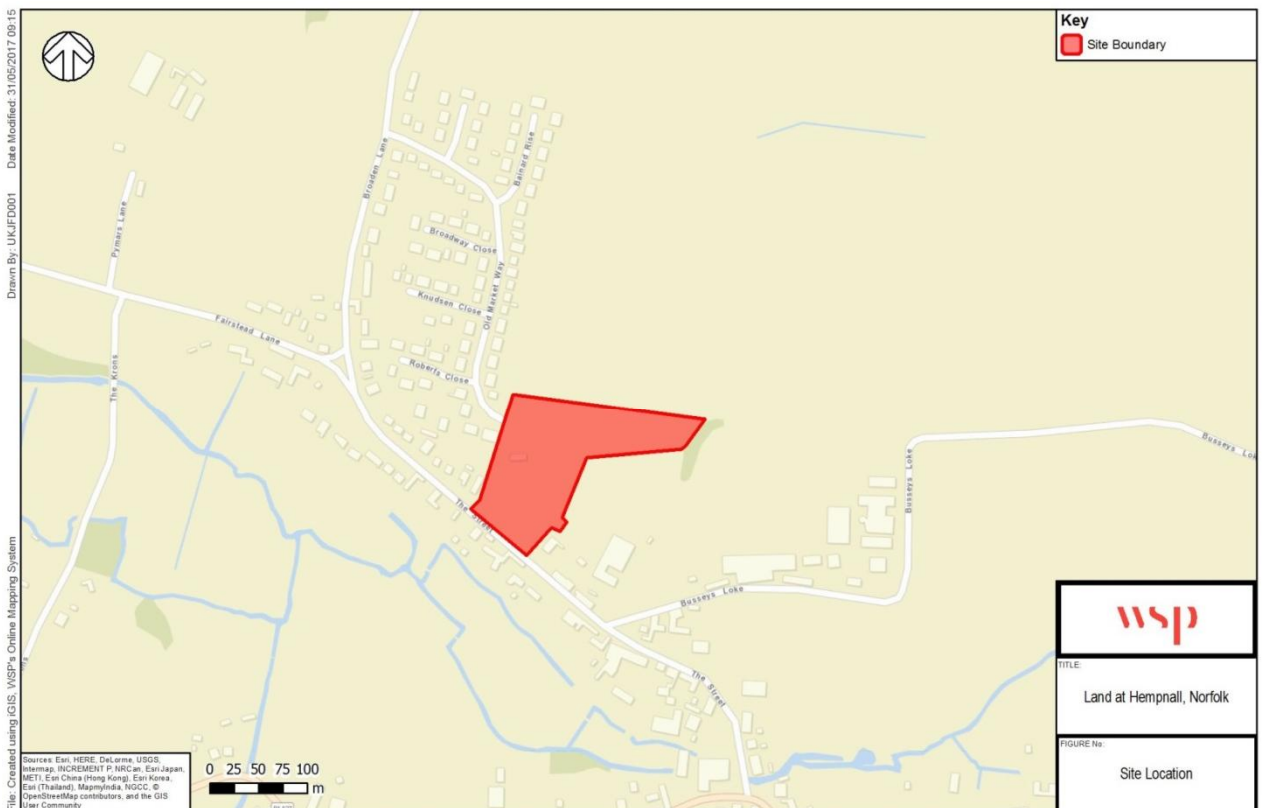
1.1.1 WSP has been commissioned by G.H. Allen (Farms) Limited to carry out an access appraisal and provide transportation advice in relation to a proposed residential development on land north east of The Street, Hempnall, Norfolk.

1.2 SITE LOCATION

1.2.1 The village of Hempnall is located approximately 22km south of Norwich. The main highway serving the village is the B1527 Bungay Road, which leads to the A140 Norwich Road approximately 5km to the west of the village.

1.2.2 The site is located to the north east of The Street, and is bounded to the east by Hempnall Primary School, to the west by a residential housing estate and to the north by agricultural fields.

Figure 1-1 Site Location



1.3 CURRENT USE

1.3.1 Part of the site is currently occupied by the Manor Cottages, comprising 2 residential units which are located to the northwest. Access to the site is available from two locations; a private drive serving the cottages located at the north western end of the site frontage to The Street, and a further private access road serving the Hempnall Primary School car park. Both access points are within the control of the client.

1.4 PROPOSED USE

- 1.4.1 Albeit this project is at an early stage, an indicative layout has been prepared by Savills to demonstrate the potential of the site; the layout indicates that the site could accommodate around 19 residential units. A copy of the indicative layout plan is enclosed at Appendix A.

1.5 REPORT STRUCTURE

- 1.5.1 A site visit was conducted by WSP on Thursday 11th May 2017 and a detailed review of the exiting highway characteristics was undertaken.
- 1.5.2 This report presents the findings of the site investigation, reviews the potential impact and identifies the transport infrastructure necessary to support the development, with due regard to the limited scale and nature of the proposal.
- 1.5.3 The remainder of this report is set out in the following sections:
2. Existing Highway Network
 3. Existing Traffic Conditions
 4. Non-Motorised User Network
 5. Potential Development
 6. Summary and Conclusions

2 EXISTING HIGHWAY NETWORK

2.1 SITE CONNECTION

2.1.1 As identified in Figure 1-1, the primary means of access to the site is via The Street.

2.2 EXISTING HIGHWAY CONDITIONS

2.2.1 THE STREET

- 2.2.2 The Street carriageway is approximately 5.2m wide to the north of the Hempnall Primary School access road junction, and 5.1m wide to the south. A footway exists on the south western side of The Street, approximately 1.1m wide. There is no footway on the site side of the carriageway.
- 2.2.3 The current Hempnall Primary School access road is 5m wide. At the junction with The Street, the current visibility is 2.4m x 33m to the south east and 2.4m x 22m to the northwest. The envelope of visibility is currently restricted by a recently planted hedge both sides of the junction bell mouth.
- 2.2.4 The existing bell mouth radius kerbs are approximately 4m on the south east side and 3.5m on the north west side, with reinforced verge/ over-run areas to the rear of the radius kerbs.

Figure 2-1 View of Existing School Car Park Access Road



- 2.2.5 The roadway provides only for vehicles, with the main school pedestrian access located to the south-east on The Street.
- 2.2.6 To the north west of the site frontage is the vehicular access to Manor Cottages. In the vicinity of the access the carriageway of The Street is 5.4m wide with a 1.3m wide footpath on the south western side. The verge on the north side of The Street is between 0.6m and 0.9m wide.
- 2.2.7 The existing access is only a single vehicle width, and visibility is restricted by adjacent vegetation to approximately 2.4m x 6m in each direction.

Figure 2-2 View of Manor Cottages Vehicular Access



2.3 HIGHWAY BOUNDARY

2.3.1 THE STREET

2.3.2 Highway boundary information has been obtained from Norfolk County Council website.

2.3.3 As shown below on Figure 2-3, the Local Highway Authority maintains The Street carriageway/footway, and the narrow verge on the northern side. The access to the Manor Cottages and the Hemphall Primary School access road are privately maintained.

Figure 2-3 The Street Frontage Highway Boundary



Source: Norfolk County Council

3 EXISTING TRAFFIC CONDITIONS

3.1 INTRODUCTION

- 3.1.1 In order to understand the current highway conditions, traffic surveys in the form of Automatic Traffic Counts were undertaken on The Street and Old Market Way between the 16th and 23rd of May 2017. The ATC on the cul-de-sac of Old Market Way was installed to determine a locally derived vehicle trip rate.
- 3.1.2 The first ATC was positioned on The Street near the School access road; the second ATC was located in Old Market Way, near the junction with Broaden Lane.
- 3.1.3 Road traffic data are appended to this report at Appendix B.

3.2 THE STREET

- 3.2.1 From the Automatic Traffic Counts, it was possible to determine an average traffic base across weekdays. Table 3-1 below summarises the observed traffic conditions.

Table 3-1 Observed 2017 Traffic – The Street

DIRECTION	WEEKDAY			85% PERCENTILE VEHICLE SPEEDS	
	AM (08-09)	PM (17-18)	Daily (24hrs)	Dry Weather	Wet Weather
Northbound	103	74	808	29.5mph	27.0mph
Southbound	45	96	673	29.1mph	26.6mph
Total 2-way	148	169	1481	-	-

- 3.2.2 The traffic counts confirmed that traffic flows are low and commensurate with the rural location of the village. Similarly, the 85% percentile vehicle speed confirms that drivers respect the 30mph speed limit.
- 3.2.3 In order to determine 85th%ile wet weather speeds the principles of Highway Agency (England) Technical Advice Note TA22/81 – ‘Vehicle Speed Measurement on All-Purpose Roads’ have been applied. With due regard to the dry to wet weather adjustment contained within TA22/81, the 85th%ile wet weather approach speeds are also shown in Table 3-1.

3.3 ACCESS VISIBILITY – THE STREET

- 3.3.1 To determine the desirable level of visibility from the site access junction with in relation to the approaching speed of vehicles on The Street, reference is made to the access principles contained within Department for Transport and the Chartered Institute of Highways and Transportation document ‘Manual for Streets’ (MfS) 1 & 2, appropriate for development in a low speed village environment.
- 3.3.2 Applying the 85th%ile wet weather speeds to the Sight Stopping Distance (SSD) calculation contained at Para 10.1.5: (where $SSD = vt + \sqrt{v^2 / 2 (d+0.1a)}$) MfS2, indicates the following visibility splay requirements. The visibility splay calculation sheets are enclosed at Appendix C.
 - South east of access: 2.4m x 37m
 - North west of access: 2.4m x 36m

3.4 OLD MARKET WAY

3.4.1 The traffic generated by the dwellings served by Old Market Way is summarised below in Table 3-2 below. The traffic data demonstrates that on average the estate generate approximately 566 2-way vehicle movements on a daily basis (weekday).

Table 3-2 Observed 2017 Traffic – Old Market way

DIRECTION	WEEKDAY		
	AM (08-09)	PM (17-18)	Daily (24hrs)
Eastbound	8	44	280
Westbound	36	15	286
Total 2-way	44	59	566

3.4.2 The Royal Mail website was interrogated to obtain the number of address served by Old Market Way and subsequent cul-de-sac.

3.4.3 The following addresses were found in the Royal Mail web site post code finder.

Table 3-3 Existing Number of Dwellings served by Old Market Way

STREET NAME	DWELLINGS
Old Market Way	48
Nuttele Cl	14
Bainard Rise	21
Broadway Cl	15
Knudsen Cl	11
Roberts Cl	15
Total	124

3.4.4 On the basis of the ATC data and the number of dwelling served on Old Market Way, it is possible to derive a local residential vehicular trip rate, as follows:

Table 3-4 Local Residential Trip Rates (Per Dwelling)

DIRECTION	WEEKDAY		
	AM (08-09)	PM (17-18)	Daily (24hrs)
Eastbound	0.068	0.367	2.333
Westbound	0.302	0.127	2.380
Total 2-way	0.370	0.493	4.713

3.4.5 It is therefore anticipated that a dwelling located in Hempnall village would generate 0.370 trips in the AM peak period and 0.493 trips in the PM peak period and around 4.713 trips daily.

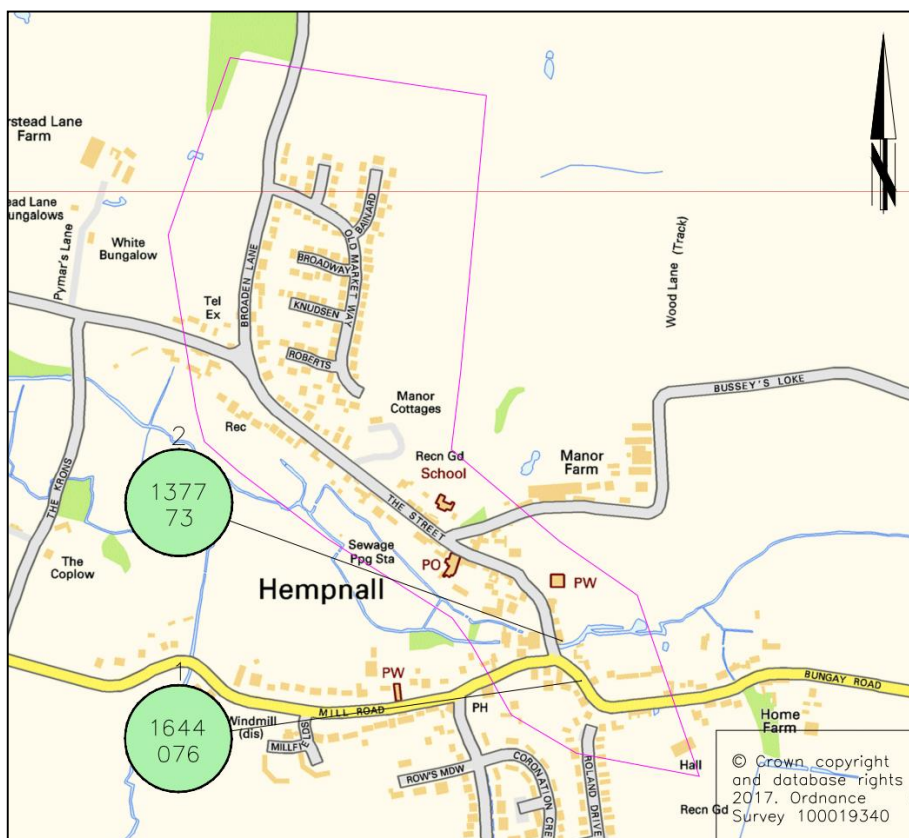
3.5 ACCIDENT DATA

3.5.1 Accident data was provided by Norfolk County Council for the past 5 years, from April 2012 to March 2017. During this period, only two accidents were recorded in the study area outlined in purple in Figure 3-1 below; the full data is enclosed at Appendix D.

3.5.2 Both accidents were due to the vehicle drivers losing control. The accident data records describe them as follows:

- Accident Reference 1644076: The slight accident involving one vehicle and one slight casualty, the driver, occurred on Mill Road on 31 Jan 2016 at 2.46pm. The vehicle was travelling along Mill Road towards the A140 in the west. The road surface was wet due to rain. When approaching the corner with The Street, the driver lost control and the vehicle spun 180 degrees mounting the kerb and making contact with the brick wall.
- Accident Reference 137773: The slight accident occurred on 28 November 2011 at 6.26am and involved 4 vehicles (3 parked) and one slight casualty. The road surface was icy and it was dark with lights not lit. Vehicle 1 was driving along Bungay Road, attempting to turn into The Street. The driver lost control, hit the wall on the nearside and 3 parked cars at a car garage.

Figure 3-1 Traffic Accident Map



3.5.3 Both accidents occurred near the junction of The Street and the B1527. Neither of the recorded injury accidents were close to the proposed site accesses, which suggests that the existing highway layout does not give rise to any apparent safety concerns.

3.5.4 Considering that neither of the accidents were caused by the road layout, road safety enhancement do not seem pressing

4 NON-MOTORISED USERS NETWORK

4.1 LOCAL NMU INFRASTRUCTURE

- 4.1.1 The Street is a quiet single carriageway with on-street parking. On some stretches of The Street, pavements are located on both sides. Near the current primary school access road, the pavement only runs along the western side of The Street and has a width of 1.1m. The primary school access road does not provide any infrastructure for non-motorised users.

Figure 4-1 The Street / Primary School Access



Figure 4-2 Hempnall Primary School Access Road



- 4.1.2 The nearest Public Footpath is located to the east of the School, starting on Bussey's Loke, and crossing the site at the northeast edge. The footpath is heads north towards Saxlingham Nethergate village. A second footpath, starting on The Street, near to "Ivy House" opposite the site, heads southbound towards the B1527 Mill Road. These are shown in Figure 4-3 below.

Figure 4-3 Public Right of Way Map

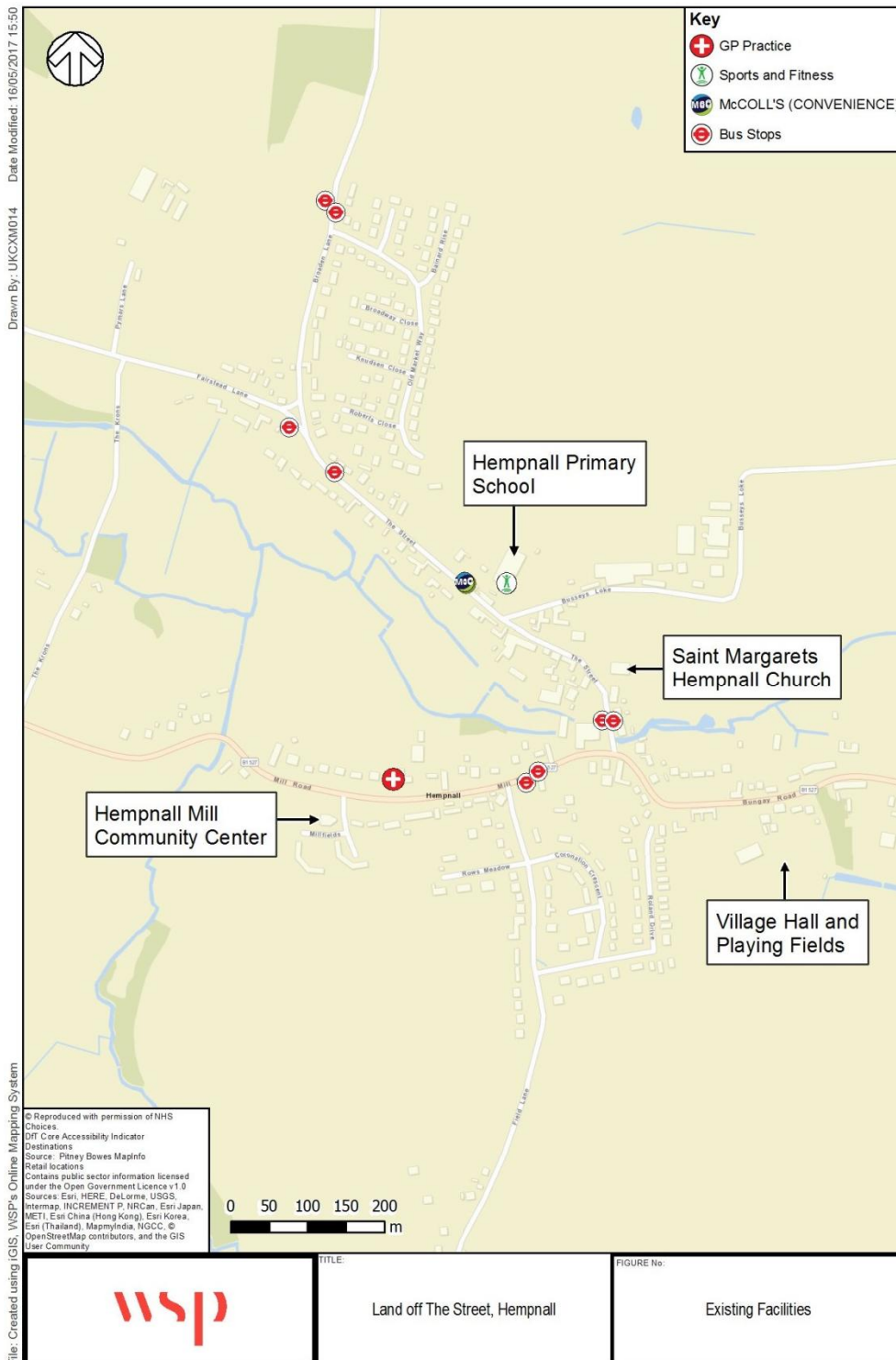


- 4.1.3 In addition there is a footpath connecting The Street, approximately 100m north of Manor Cottages access and Roberts Close, leading to Old Market Way.

4.2 LOCAL FACILITIES

- 4.2.1 Within Hempnall, various facilities are located within the village, within walking or cycling distance of the site. As shown in Figure 4-4 below, located on The Street are Hempnall Primary School, Saint Margarets Hempnall Church, as well as the McColls convenience store. Along the B1527 are the Hempnall Mill Community Centre, a GP practice, the Hempnall Butchers, the village hall and playing fields.

Figure 4-4 Existing Facilities in Hempnall



4.3 PUBLIC TRANSPORT NETWORK

4.3.1 Hempnall is serviced by AnglianBus number 84 which stops at bus stops along The Street as shown in Figure 4-4. The 2-hourly service runs Monday to Saturday between Norwich and Harleston, via Hempnall. Going towards Norwich, the earliest service leaves Hempnall at 7.43am and the latest at 2.44pm. Towards Harleston, the earliest service is at 8.53am and the latest at 6.41pm. The timings and bus frequency are summarised in Table 4-1.

Table 4-1 AnglianBus 84 Timetable and Route Information

DAY	FIRST AND LAST BUS	FREQUENCY
Harleston – Hempnall - Norwich		
Monday to Saturday	7.43am to 2.44pm	approx. every 2 hours
Sunday & Bank Holiday	N/A	no service
Norwich – Hempnall – Harleston		
Monday to Saturday	8.53am to 6.41pm	approx. every 2 hours
Sunday & Bank Holiday	N/A	no service

Source : AnglianBus <<https://www.anglianbus.co.uk/timetables/84#timetable>>

5 POTENTIAL DEVELOPMENT

5.1 DEVELOPMENT LAYOUT

- 5.1.1 The proposed development on the land off The Street comprises approximately 19 dwellings, with associated public open space and 11 additional car parking spaces for the school.
 - 5.1.2 It is proposed to improve the existing access arrangements serving the school car park, close the existing access to the cottages and providing a single enhanced access serving the school car park, the proposed development and the existing cottages.
-

5.2 PROPOSED ACCESS ARRANGEMENTS

- 5.2.1 The proposed access layout is shown on WSP Drawing 3864/SK/003 enclosed at Appendix E of this report. The proposed junction and access would provide the following characteristics.
 - **Carriageway** – provide minimum 5.0m width
 - **Bell mouth** – increase junction radii to 6.0m minimum
 - **Footway** – provide two footways of 1.8m both sides of access road
 - **Visibility** – visibility of the existing access is being encroached by recently growing hedge /bush. The calculated required envelopes of visibility are 2.4m set back by 36m to the north and 37m to the south. Therefore vegetation should be trimmed back to achieve this visibility.
 - **Pedestrian crossing points** – provide uncontrolled pedestrian crossing points across The Street to allow pedestrian to join existing footway.
 - 5.2.2 The proposed access arrangements are presented as being appropriate to serve the limited scale residential development and the existing school with the small car park extension.
-

5.3 POTENTIAL TRAFFIC GENERATION

- 5.3.1 Using the calculated trip rates detailed in Table 3-4 of this report it was possible to calculate the potential traffic generation of the proposed development.

Table 5-1 Potential Traffic Generation – 19 Residential Dwellings

DIRECTION	WEEKDAY		
	AM (08-09)	PM (17-18)	Daily (24hrs)
Arrivals	1	7	44
Departures	6	2	45
Total 2-way	7	9	90

- 5.3.2 As detailed in the above Table, the development of 19 residential dwellings would have the potential to generate 7 2-way movements in the AM peak, 9 2-way movements in the PM peak periods, and around 90 2-way daily movements.

6 SUMMARY AND CONCLUSIONS

6.1 SUMMARY

- 6.1.1 The site is located off The Street in Hempnall, Norfolk.
 - 6.1.2 The site is currently fallow/ agricultural land with the exception of the Manor Cottages, two residential units. Two vehicular accesses currently exist, serving the Manor Cottages and Hempnall Primary School car park.
 - 6.1.3 An indicative layout plan has been prepared which demonstrates that the site has the potential to accommodate around 19 residential units, with associated infrastructure, play area and an extended car park for Hempnall Primary School.
 - 6.1.4 The site is located near existing village facilities, and bus stops.
 - 6.1.5 The local road network is consistent with infrastructure in a rural location, and carries limited daily flows with traffic travelling at speeds commensurate with the posted speed limit.
 - 6.1.6 Based upon existing surveys at an existing estate, this report has demonstrated that the traffic generated by the proposed development would be of a low level, and would be highly unlikely to have an adverse impact on the local highway network.
-

6.2 ACCESSES

- 6.2.1 All access will be gained from The Street via the existing Hempnall Primary School access road; the existing substandard access serving Manor Cottages would be closed.
 - 6.2.2 The existing school access road will be improved to provide 6.0m radius kerbs, with new footways and to link with the existing footway on the south side of The Street.
 - 6.2.3 Access visibility will be cleared to provide visibility splays commensurate with recorded vehicle speeds on The Street.
-

6.3 CONCLUSIONS

- 6.3.1 This report concludes that the development of around 19 residential dwellings can be achieved in accordance with appropriate standards, and that the development will not have a detrimental impact upon capacity or safety.
-

6.4 LIMITATIONS

- 6.4.1 A topographical survey should be conducted in the fullness of time to confirm exact dimensions of the highway and adjacent features, including position of road signs and telegraph posts, etc.
- 6.4.2 Potential improvements to bus stops may be required to encourage the use of sustainable transport.
- 6.4.3 WSP has not performed a review of the proposed layout, such as internal road layout alignment, which will be subject to a detailed design.

APPENDIX

A INDICATIVE SITE LAYOUT





APPENDIX

B TRAFFIC DATA





Client: WSP

Project Number: TSP13134

Project Name: The Street, Hempnall, Norfolk

Survey Type: ATC

Location: Old Market Way

Survey Date: 16th to 23rd of May 2017

Survey Time: 24 hours x 7 days



TSP13134-Old Market Way, Hempnall, Norfolk ATC Data
 Location Plan

TSP Class Profile All Days 15 Mins

Globals

Report Id CustomList-57
Descriptor TSP Class Profile All Days 15 Mins
Created by MetroCount Traffic Executive
Creation Time (UTC) 2017-05-25T10:42:43
Legal Copyright (c)1997 - 2016 MetroCount
Graphic header.gif
Language English
Country United Kingdom
Time UTC + 120 min
Create Version 5.0.2.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

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Site Attribute TSP 13134
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Algorithm Factory default axle
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Lane 0
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
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Start Time 2017-05-19T11:47:02
Finish Time 2017-05-19T11:54:02
Operator PK
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Dataset

Site Name NORFOLK 001
Site Attribute TSP 13134
File Name E:\TSP13234-The St Hempnall Norfolk\NORFOLK 00119May2017.EC0
File Type Plus
Algorithm Factory default axle
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Lane 0
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Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
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Dataset

Site Name NORFOLK 001
Site Attribute TSP 13134
File Name E:\TSP13234-The St Hempnall Norfolk\NORFOLK 00123May2017.EC0
File Type Plus
Algorithm Factory default axle
Description OLD MARKET WAY [30M]

Lane 0
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
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Header
Footer
Percentile 1 85
Percentile 2 95
Pace 12
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Filter End 2017-05-23T00:00:00
Class Scheme ARX
F Cls(1-10) Dir(E) Sp(0,120) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed 0
High Speed 120
Posted Limit 30
Speed Limits 35 45 30 30 30 0 0 0 0 30
Separation 0.000
Separation Type Headway
Direction East
Encoded Direction 2



Oct04

Oct04

Oct04

TSP Class Profile All Days 15 Mins

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 130	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
JPSL 30	Number exceeding Posted Speed Limit
JPSL% 30	Percent exceeding Posted Speed Limit
JSL1 35 ACPO	Number exceeding Speed Limit 1
JSL1% 35 ACPO	Percent exceeding Speed Limit 1
JSL2 45 DFT	Number exceeding Speed Limit 2
JSL2% 45 DFT	Percent exceeding Speed Limit 2
Fix1	User defined fixed text

Table with multiple columns representing various data points from 0845 to 0900. The columns include numerical values and various codes. A summary row at the bottom shows totals for various categories.

20 May 2017

Main data table for 20 May 2017. Headers include Time, Total, C1s-10, Fix1, Time, Vbin 0-60, Mean, Vpp, JPSL, JPSL%, JSL1, JSL1%, JSL2, JSL2%, and Fix1. Rows list time intervals from 0000 to 0900 with corresponding values.

21 May 2017

Summary table for 21 May 2017. Headers include Time, Total, C1s-10, and various performance metrics like Mean, Vpp, JPSL, JPSL%, JSL, JSL%, JSL2, JSL2%, and Fix1. Rows list time intervals from 0000 to 0900.

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2300	1	0	1	0	0	0	0	0	0	0	0	2300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	200	5	181	1	12	0	1	0	0	0	0	07-19	0	2	24	87	85	20	1	1	0	0	0	0	0	0	0	20.1	24.3	2	1	1	0.85	0	0	0	0	0	0	0	0	
06-22	242	6	219	2	14	0	1	0	0	0	0	06-22	0	3	30	82	102	23	1	1	0	0	0	0	0	0	19.8	24.1	2	0.826	1	0.413	0	0	0	0	0	0	0	0	0	
06-00	249	6	226	2	14	0	1	0	0	0	0	06-00	0	3	30	87	104	23	1	1	0	0	0	0	0	0	19.9	24	2	0.803	1	0.402	0	0	0	0	0	0	0	0	0	
00-00	251	6	228	2	14	0	1	0	0	0	0	00-00	0	3	30	87	106	23	1	1	0	0	0	0	0	0	19.9	24	2	0.797	1	0.398	0	0	0	0	0	0	0	0	0	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Mean	Vpp 85	JPSL 30	JPSL% 35	JSL1 ACPO	JSL1% 35	JSL2 ACPO	JSL2% 45	JSL2% 45	Fix1
--	1896	28	1754	10	95	5	3	0	0	1	0	--	1	37	178	774	781	121	3	1	0	0	0	0	0	0	19.5	23.2	4	0.211	1	0.653	0	0	0	0

TSP Class Profile All Days 15 Mins

Report Id - CustomList 57
Site Name - NORFOLK 001
Description - OLD MARKET WAY [30M]
Direction - West

16 May 2017

Table with columns: Time, Total, C1s-10, Fix1, Time, Vbin 0-60, Mean, Vpp, JPSL, JPSL%, JSL1, JSL1%, JSL2, JSL2%, JSL4, JSL4%, Fix1. Contains detailed traffic data for 16 May 2017.










17 May 2017

Table with columns: Time, Total, C1s-10, Fix1, Time, Vbin 0-60, Mean, Vpp, JPSL, JPSL%, JSL1, JSL1%, JSL2, JSL2%, JSL4, JSL4%, Fix1. Contains detailed traffic data for 17 May 2017.

2115	1	0	1	0	0	0	0	0	0	0	0	2115	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145	2	0	2	0	0	0	0	0	0	0	0	2145	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2215	0	0	0	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230	0	0	0	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245	0	0	0	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	218	6	195	2	14	0	1	0	0	0	0	07-19	0	6	23	57	83	35	4	0	0	0	0	0	0	0	0	0	20.7	25.5	4	1.833	0	0	0	0	0	0	
08-22	252	7	238	2	16	0	1	0	0	0	0	08-22	0	6	27	73	104	38	4	0	0	0	0	0	0	0	0	0	20.6	25.4	4	1.587	0	0	0	0	0	0	
09-00	252	7	228	2	16	0	1	0	0	0	0	09-00	0	6	27	73	104	38	4	0	0	0	0	0	0	0	0	20.6	25.4	4	1.587	0	0	0	0	0	0	0	
00-00	255	8	227	2	17	0	1	0	0	0	0	00-00	0	6	28	75	104	38	4	0	0	0	0	0	0	0	0	20.5	25.4	4	1.588	0	0	0	0	0	0		

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 100	Mean	Vpp 85	JPSL 30	JPSL% 35	JSL1 ACPO	JSL1% 35 ACPO	JSL2 DFT	JSL2% 45 DFT	Fix1
--	1919	36	1753	10	115	1	2	0	2	0	0	--	--	1	45	178	632	815	231	17	0	0	0	0	0	0	20.2	24.6	17	0.888	0	0	0	0	0

Automatic Traffic Counts Classification Scheme							
Length	Axles & Groups		Vehicle Type	ARX Classification			
Type	Axles	Groups	Description	Class	Parameters	Dominant Vehicle	
Short up to 5.5m	Light Vehicles						
	2	1 or 2	Very Short Bicycle or Motorcycle	MC	1	$d(1) < 1.7$ and axles = 2	
	2	1 or 2	Short Saloon, Hatchback, Estate, 4WD, Pick-Up, Light Van, Bicycle, Motorcycle, etc.	SV	2	$d(1) > 1.7m$. $d(1) < = 3.2m$ and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	SVT	3	groups = 3, $d(1) > 2.1m$. $d(1) < = 3.2m$. $d(2) > = 2.1m$ and axles = 3,4,5	
	Heavy Vehicles						
	2	2	Two Axle Truck or Bus	TB2	4	$d(1) > 3.2m$ and axles = 2	
	3	2	Three Axle Truck or Bus	TB3	5	axles = 3 and groups = 2	
	> 3	2	Four Axle Truck	T4	6	$d(1) > 3.2m$. axles = 3 and groups = 3	
Long 11.5m to 19.0m	3	3	Three Axle Articulated Three axle articulated vehicle or rigid vehicle and trailer	ART3	7	$d(1) > 3.2m$. Axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle or rigid vehicle and trailer	ART4	8	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 and groups < 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle or rigid vehicle and trailer	ART5	9	axles = 6 and groups > 2 or axles 6 and groups = 3	
	> = 6	> 2	Six Axle Articulated Six (or more) axle articulated vehicle or rigid vehicle and trailer	ART6	10	axles = 6 and groups > 2 or axles > 6 and groups = 3	
Ungrouped classes							
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		



Client: WSP

Project Number: TSP13134

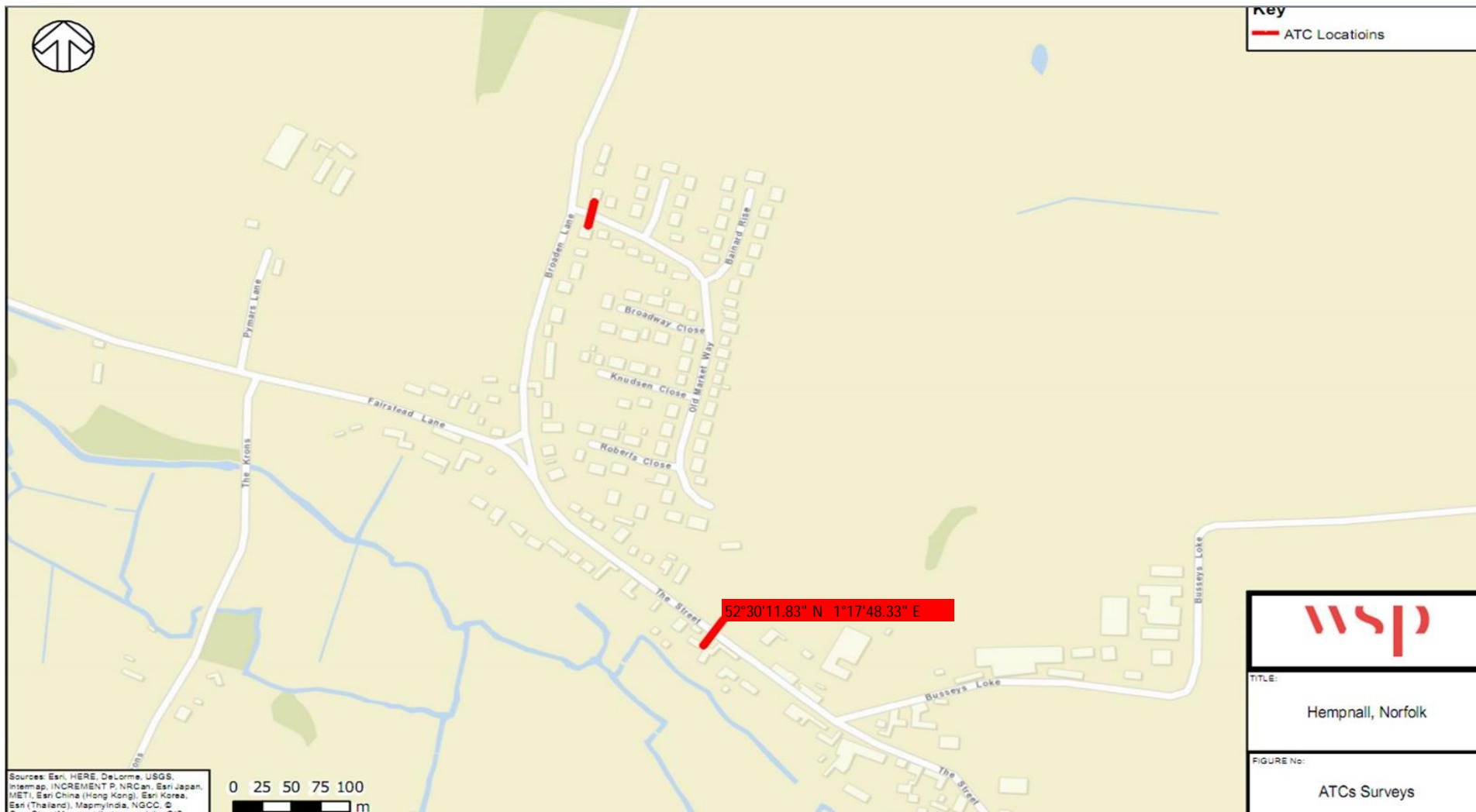
Project Name: The Street, Hempnall, Norfolk

Survey Type: ATC

Location: The Street

Survey Date: 16th to 23rd of May 2017

Survey Time: 24 hours x 7 days



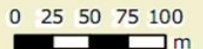
Key
 — ATC Locations



TITLE
 Hempnall, Norfolk

FIGURE No:
 ATCs Surveys

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, ©



TSP Class Profile All Days 15 Mins

Globals

Report Id CustomList-57
Descriptor TSP Class Profile All Days 15 Mins
Created by MetroCount Traffic Executive
Creation Time (UTC) 2017-05-25T10:55:05
Legal Copyright (c)1997 - 2016 MetroCount
Graphic header.gif
Language English
Country United Kingdom
Time UTC + 120 min
Create Version 5.0.2.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name NORFOLK 002
Site Attribute TSP13134
File Name E:\TSP13234-The St Hempnall Norfolk\NORFOLK 00219May2017-p2.EC0
File Type Plus
Algorithm Factory default axle
Description THE STREET [30M]
Lane 0
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2017-05-19T12:01:49
Start Time 2017-05-19T12:01:49
Finish Time 2017-05-19T12:16:54
Operator PK
Configuration 40 MC5600 00 00 00 00 00 ? FH37TR4X MC56-L5 [MC55] (c)Microcom 19Oct

Dataset

Site Name NORFOLK 002
Site Attribute TSP13134
File Name E:\TSP13234-The St Hempnall Norfolk\NORFOLK 00219May2017.EC0
File Type Plus
Algorithm Factory default axle
Description THE STREET [30M]
Lane 0
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2017-05-15T02:44:33
Start Time 2017-05-15T02:44:33
Finish Time 2017-05-19T12:01:34
Operator PK
Configuration 40 MC5600 00 00 00 00 00 ? FH37TR4X MC56-L5 [MC55] (c)Microcom 19Oct

Dataset

Site Name NORFOLK 002
Site Attribute TSP13134
File Name E:\TSP13234-The St Hempnall Norfolk\NORFOLK 00223May2017.EC0
File Type Plus
Algorithm Factory default axle

Description THE STREET [30M]
Lane 0
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2017-05-19T12:17:46
Start Time 2017-05-19T12:17:46
Finish Time 2017-05-23T21:13:46
Operator PK
Configuration 40 MC5600 00 00 00 00 00 ? FH37TR4X MC56-L5 [MC55] (c)Microcom 19Oct

Profile

Name TSP Class Profile All Days New15 mins
Title TSP Traffic Reports
Graphic Logo C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2017-05-16T00:00:00
Filter End 2017-05-23T00:00:00
Class Scheme ARX
F Cls(1-10) Dir(N) Sp(0,120) Headway(I)0 Span(0 - 328.084) Lane(0-16)
Low Speed 0
High Speed 120
Posted Limit 30
Speed Limits 35 45 30 30 30 0 0 0 0 30
Separation 0.000
Separation Type Headway
Direction North
Encoded Direction 1












104

104

TSP Class Profile All Days 15 Mins

Column	
Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 130	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
JPSL 30	Number exceeding Posted Speed Limit
JPSL% 30	Percent exceeding Posted Speed Limit
JSL1 35 ACPO	Number exceeding Speed Limit 1
JSL1% 35 ACPO	Percent exceeding Speed Limit 1
JSL2 45 DFT	Number exceeding Speed Limit 2
JSL2% 45 DFT	Percent exceeding Speed Limit 2
Fix1	User defined fixed text

Automatic Traffic Counts Classification Scheme							
Length	Axles & Groups		Vehicle Type	ARX Classification			
Type	Axles	Groups	Description	Class	Parameters	Dominant Vehicle	
Short up to 5.5m	Light Vehicles						
	2	1 or 2	Very Short Bicycle or Motorcycle	MC	1	$d(1) < 1.7$ and axles = 2	
	2	1 or 2	Short Saloon, Hatchback, Estate, 4WD, Pick-Up, Light Van, Bicycle, Motorcycle, etc.	SV	2	$d(1) > 1.7m$. $d(1) < = 3.2m$ and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	SVT	3	groups = 3, $d(1) > 2.1m$. $d(1) < = 3.2m$. $d(2) > = 2.1m$ and axles = 3,4,5	
	Heavy Vehicles						
	2	2	Two Axle Truck or Bus	TB2	4	$d(1) > 3.2m$ and axles = 2	
	3	2	Three Axle Truck or Bus	TB3	5	axles = 3 and groups = 2	
	> 3	2	Four Axle Truck	T4	6	$d(1) > 3.2m$. axles = 3 and groups = 3	
Long 11.5m to 19.0m	3	3	Three Axle Articulated Three axle articulated vehicle or rigid vehicle and trailer	ART3	7	$d(1) > 3.2m$. Axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle or rigid vehicle and trailer	ART4	8	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 and groups < 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle or rigid vehicle and trailer	ART5	9	axles = 6 and groups > 2 or axles 6 and groups = 3	
	> = 6	> 2	Six Axle Articulated Six (or more) axle articulated vehicle or rigid vehicle and trailer	ART6	10	axles = 6 and groups > 2 or axles > 6 and groups = 3	
	Ungrouped classes						
			Unclassifiable Vehicle		13		
			Unclassifiable Axle Event		0		

C VISIBILITY
SPLAYS
CALCULATIONS

Visibility Splay Test Sheet - The Street, Hempnall - Northbound

85th%ile Dry: 29.5

85th%ile Wet 27

MfS2 Para 10.1.5: $SSD = vt + v^2 / 2 (d+0.1a)$

v = speed m/s

t = driver reaction-perception time (seconds)

d = deceleration (m/s²)

a = longitudinal gradient (%) (+ for upgrade and - for downgrades)

Standard t and d criteria:

Origin	Reaction Time (t)	Deceleration (d)
MfS	1.5 Secs	4.41 m/s
DMRB	2 Secs	2.45 m/s

MfS2 Table 10.1 Reaction Time Vehicle Type/ Speed		
(t)	(d)	Application
2s	0.25g (2.45)	All vehs above 37mph Desirable Min SSD
2s	0.375g (3.68)	All vehs above 37mph Absolute Min SSD
1.5s	0.375g (3.68)	HGV's below 37mph
1.5s	0.375g (3.68)	Buses below 37mph
1.5s	0.45g (4.41)	Light vehicles below 37mph

TA22/81 Speed Value = **27** Insert 85th%ile wet weather speed (mph)

v = **12.07008** Converted to m/s from mph cell (C17)

t = **1.5** Insert relevant reaction time (t)

d = **4.41** Insert relevant deceleration time (d)

a = Insert gradient as applicable (+/-)

v * t = 18.10512

v² = 145.6868312

(d+0.1a) 4.41

2d = 8.82

v² / 2d = 16.51778132

Vis Basic = **34.62290132**

Vis + Bonnet = **37.023** Resultant visibility splay Length

Cross Check	
1	8.82
2	0
3	8.82
4	145.6868312
5	16.51778132
6	18.10512
7	34.62290132
8	37.023

Visibility Splay Test Sheet - The Street, Hempnall - Southbound

85th%ile Dry: 29.1
 85th%ile Wet 26.6

MfS2 Para 10.1.5: $SSD = vt + v^2 / 2 (d+0.1a)$

v = speed m/s
 t = driver reaction-perception time (seconds)
 d = deceleration (m/s²)
 a = longitudinal gradient (%) (+ for upgrade and - for downgrades)

Standard t and d criteria:

Origin	Reaction Time (t)	Deceleration (d)
MfS	1.5 Secs	4.41 m/s
DMRB	2 Secs	2.45 m/s

MfS2 Table 10.1 Reaction Time Vehicle Type/ Speed		
(t)	(d)	Application
2s	0.25g (2.45)	All vehs above 37mph Desirable Min SSD
2s	0.375g (3.68)	All vehs above 37mph Absolute Min SSD
1.5s	0.375g (3.68)	HGV's below 37mph
1.5s	0.375g (3.68)	Buses below 37mph
1.5s	0.45g (4.41)	Light vehicles below 37mph

TA22/81 Speed Value = **26.6** Insert 85th%ile wet weather speed (mph)

v = **11.891264** Converted to m/s from mph cell (C17)
 t = **1.5** Insert relevant reaction time (t)
 d = **4.41** Insert relevant deceleration time (d)
 a = Insert gradient as applicable (+/-)

v * t = 17.836896

v² = 141.4021595

(d+0.1a) 4.41

2d = 8.82

v² / 2d = 16.03199088

Vis Basic = **33.86888688**

Vis + Bonnet = **36.269** Resultant visibility splay Length

Cross Check	
1	8.82
2	0
3	8.82
4	141.4021595
5	16.03199088
6	17.836896
7	33.86888688
8	36.269

APPENDIX

D ACCIDENT DATA



Full Details Report Summary -

Accidents Found Date Range: 31/01/2016 - 28/11/2016

Grid Coordinate Range: 624127,294314 - 624154,294370

Accident Date BETWEEN '01-Apr-2012' AND '31-Mar-2017'

Accident Severity

	2016	Total
Slight	2	2
Total	2	2

Casualty Severity

	2016	Total
Slight	2	2
Total	2	2

Casualty KSI

	2016	Total
Slight	2	2
Total	2	2

Accident Date BETWEEN '01-Apr-2012' AND '31-Mar-2017'

1.3 Accident Reference:1644076 Slight MILL ROAD UNSPECIFIED ROAD OR LOCATION Accident 1 of 2

1.7 Date & 1.9 Time.....Sunday 31/01/2016 14:46	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....624154/294314	1.14 Road type.....Single c'way
1.10 Local Authority.....South Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..B1527	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V1 WAS TRAVELLING ALONG MILL LANE, A140 BOUND. WHEN APPROACHING THE CORNER, LOST CONTROL & THE VEHICLE SPUN MOUNTING THE KERB & MAKING CONTACT WITH A BRICK WALL. VEHICLE SPUN 180D FACING THE DIRECTION TRAVELLING FROM.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West South east	2.22 Driver age.....30
2.7 Manoeuvres.....Turning right	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....30	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Apr-2012' AND '31-Mar-2017'

1.3 Accident Reference:137773 Slight KILBOURN & SON GARAGE THE STREET C367 BUNGAY ROAD Accident 2 of 2
 B1527
 1.7 Date & 1.9 Time.....Monday 28/11/2016 06:26 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....624127/294370 1.14 Road type.....Single c'way
 1.10 Local Authority.....South Norfolk 1.16 Junction detail.....T or Staggered junction
 1.12/1.13 1st road identity..C367 1.17 Junction control....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..B1527 1.24 Special conditions...None
 1.22 Weather.....Other 1.25 Carriageway hazards..None
 1.21 Light conditions.....Dark/lights not lit 1.5 Number of vehicles...4
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical)....No crossing facility within 50m 1.23 Surface.....Ice

Did a police officer attend?
 Yes

Accident Description

Vehicle 1 driving along Bungay Road and attempting to turn into The Street. Lost control, hitting the wall on the nearside, hitting 3 parked cars @ a car garage and landing on its roof.

4 Vehicles

2.4 Veh ref no.....1
 2.17 Other vehicle.....0 2.16 First impact.....Front
 2.5 Vehicle class.....Car 2.12 Hit object in c'way..None
 2.10 Junction location...Approaching or parked on approach 2.14 Hit object off c'way.
 2.9 Restricted location.On main carriageway 2.18 Parts damaged..... / /
 2.8 Movement from/to...South North 2.21 Driver gender.....Male
 2.7 Manoeuvres.....Turning right 2.22 Driver age.....26
 2.11 Skidding.....Yes & Overturned
 2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not requested
 2.28 Foreign vehicle....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
 2.17 Other vehicle.....0 2.16 First impact.....Front
 2.5 Vehicle class.....Car 2.12 Hit object in c'way..None
 2.10 Junction location...Cleared junction or parked at jun 2.14 Hit object off c'way..None
 2.9 Restricted location.Footway 2.18 Parts damaged..... / /
 2.8 Movement from/to...Parked Parked 2.21 Driver gender.....Not known
 2.7 Manoeuvres.....Parked 2.22 Driver age.....-1
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle....Not foreign 2.29 Journey purpose.....Unknown

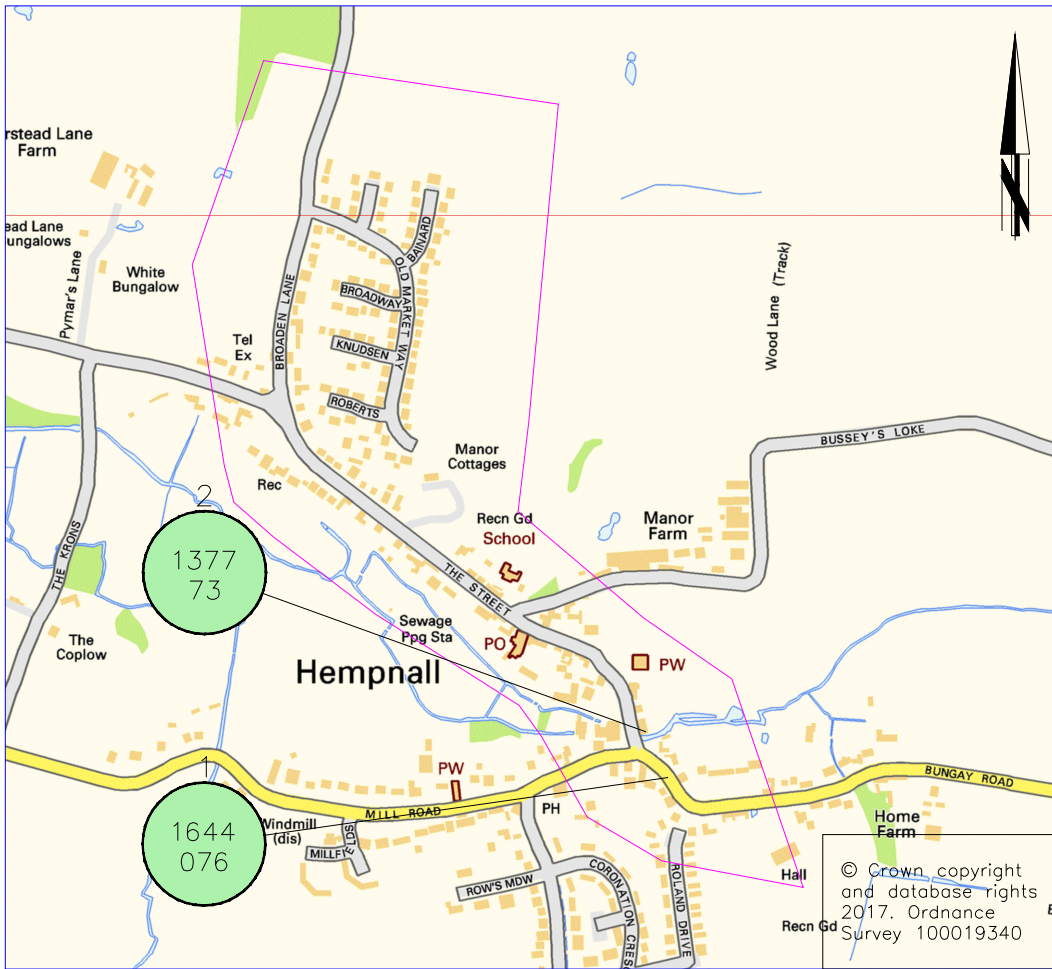
2.4 Veh ref no.....3
 2.17 Other vehicle.....0 2.16 First impact.....Front
 2.5 Vehicle class.....Car 2.12 Hit object in c'way..None
 2.10 Junction location...Cleared junction or parked at jun 2.14 Hit object off c'way..None
 2.9 Restricted location.Footway 2.18 Parts damaged..... / /
 2.8 Movement from/to...Parked Parked 2.21 Driver gender.....Not known
 2.7 Manoeuvres.....Parked 2.22 Driver age.....-1
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....4
 2.17 Other vehicle.....0 2.16 First impact.....Front
 2.5 Vehicle class.....Car 2.12 Hit object in c'way..None
 2.10 Junction location...Cleared junction or parked at jun 2.14 Hit object off c'way..None
 2.9 Restricted location.Footway 2.18 Parts damaged..... / /
 2.8 Movement from/to...Parked Parked 2.21 Driver gender.....Not known
 2.7 Manoeuvres.....Parked 2.22 Driver age.....-1
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle....Not foreign 2.29 Journey purpose.....Unknown






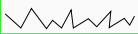
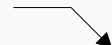










1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
 3.8 Age.....26 3.13 School pupil.....Other
 (3.19 School) 3.10 Pedestrian location..Not a pedestrian
 3.9 Severity.....Slight 3.11 Pedestrian movement..Not a pedestrian
 3.4 Vehicle no.....1 3.19 Roadworker injured...No
 3.12 Ped Direction.....Not a pedestrian

Five years to end March 2017



Reference Number
Date / Day Month Year Time
Severity
Dark  / Lit 
Weather Conditions
Road Surface
Special Conditions
Carriageway Hazards
Vehicle Manoeuvres
Vehicle 1 5 e
Vehicle 2 6 t
Vehicle 3 7 c
Vehicle 4 8
Casualty /age

1	2
1644 076	1377 73
Su31 Jan 2016 1446	Mo28 Nov 2016 0626
SI	SI
	
	
	
	
	
 30	 26
	 ??
	 ??
	 ??
30 	26 

APPENDIX

E DRAWINGS

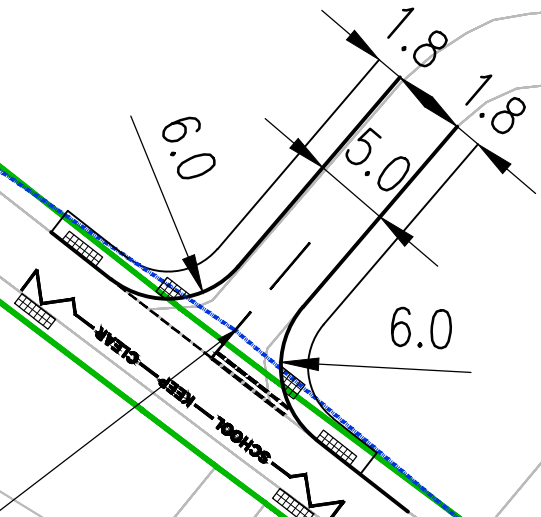


DO NOT SCALE

EXTENT OF NCC
HIGHWAY BOUNDARY

EXISTING ACCESS TO
MANOR COTTAGES TO
BE EXTINGUISHED

VISIBILITY SPLAYS:
• 2.4M SET BACK
• 36M TO THE NORTH
• 37M TO THE SOUTH



REV	DATE	BY	DESCRIPTION	CHK	APP
A	01/06/2017	JFD	FIRST ISSUE	NE	NE

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: G.H. ALLEN (FARMS) LIMITED

ARCHITECT:

PROJECT: LAND OFF THE STREET, HEMPSTALL

TITLE:

SCALE @ A3: 1:500 CHECKED: NJE APPROVED: NJE

PROJECT No: 70033864 DESIGNED: JFD DRAWN: JFD DATE: June 17

DRAWING No: 3864-SK-003 REV: A

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