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SERRUYS PROPERTY COMPANY LIMITED

LAND OFF STRAYGROUND LANE,
WYMONDHAM, NR18 9NA

TRANSPORT STATEMENT

July 2023

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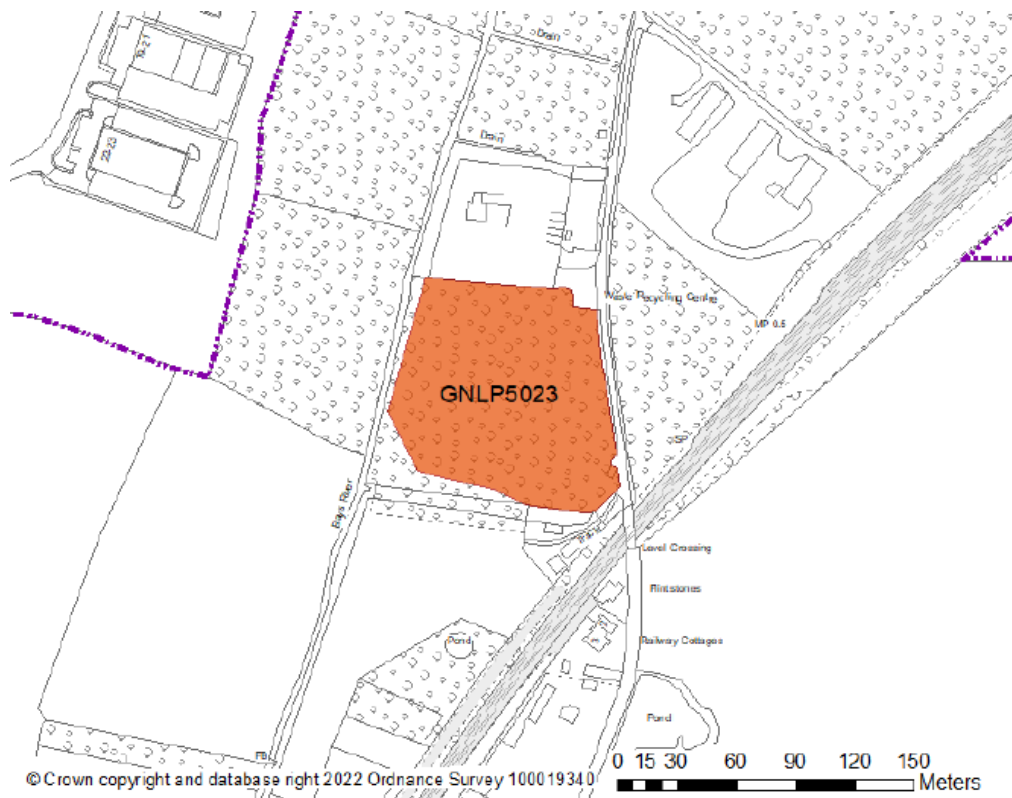
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Ref: File path P:\ P2853 Strayground Lane Transport Statement July 2023

I.0 INTRODUCTION

I.1 Paul Mew Associates is instructed by Serruys Property Company Limited in relation to the proposed development of approximately 10 residential Gypsy and Traveller pitches on land off Strayground Lane (hereafter referred to as 'the site'), Wymondham, NR18 9NA. The local planning authority is South Norfolk District Council (SNDC), the local highway authority is Norfolk County Council (NCC).

I.2 The site's location and the boundary of the site is extracted below for ease of reference:



I.3 The site is a privately owned piece of undeveloped land of around 1.1 hectares that has been put forward by Serruys Property Company Limited for potential Gypsy and Traveller Pitches as part of the formation of the emerging draft Greater Norwich Local Plan (GNLP).

I.4 The site is located towards the southern end of Strayground Lane, Wymondham. There is an established paving business as well as a part-time civic recycling centre

owned and operated by NCC to the north. There are mineral extraction activities on the land to the north-east and east. The Norwich to Cambridge railway line is to the south and the Bays River Meadow North County Wildlife Site is on the site's western boundary.

- 1.5 The site is currently allocated for a focused consultation on potential Gypsy and Traveller sites across the County as part of the draft GNLP under Policy reference GNLP5023. The development of this site will need to take account of a range of issues, some of which relate to highways as referred to in the Policy document which are extracted in full below for ease of reference:

"Policy GNLP5023

Land off Strayground Lane, Wymondham (1.1 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 10 residential Gypsy and Traveller pitches.

The development will address the following site-specific matters:

- 1. Access will be via Strayground Lane, using either the existing access point at the north-east corner of the site or a new access on the eastern boundary. If a new access is provided any loss of trees or hedgerows will be compensated for by new planting within the site.*
- 2. Highway improvements will be required to the passing bays along Strayground Lane and an adequate visibility is required at the junction of Whartons Lane with London Road (the B1172).*
- 3. As the land adjacent to the south-west is in Flood Zones 2 and 3, caravans and other structures shall also be positioned away from this area.*
- 4. A contaminated land assessment is required and any mitigation must be completed prior to development.*
- 5. Screening will be required to the neighbouring paving company.*
- 6. An ecological assessment must be carried out and any identified impacts on nearby sites mitigated.*
- 7. Pollution mitigation measures are required because the site is within the catchment of groundwater source protection zone (III).*
- 8. The residential pitches shall not be occupied by any persons other than Gypsies and Travellers and their families."*

- I.6 The purpose of this Transport Statement is to present information in relation to matters 1 and 2 referred to in the Policy GNLP5023 allocation.
- I.7 The next chapter sets out the transport related policy considerations at the local, regional, and national levels, following which is an assessment of the baseline traffic situation on the public highway adjoining the site, the proposed traffic conditions, and the proposed site access arrangements.

2.0 POLICY ASSESSMENT

South Norfolk District Council

2.1 The adopted South Norfolk Local Plan (SNLP) is made up of various documents. SNDC worked with Broadland District Council, Norwich City Council and NCC as part of the Greater Norwich Development Partnership (GNDP) to produce and adopt a Joint Core Strategy (JCS). The JCS sets out the overarching strategy for growth across the three districts to 2026. It identifies key locations for housing and employment growth and sets out policies to ensure that future development is sustainable. The JCS was adopted in March 2011 and forms part of the South Norfolk Local Plan.

2.2 Policy 6 of the JCS relates to 'Access and transportation' and is extracted as follows for ease of reference:

"The transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy, and will improve access to rural areas. This will be achieved by:

- implementation of the Norwich Area Transportation Strategy (NATS) including construction of the Northern Distributor Road (NDR)*
- significant improvement to the bus, cycling and walking network, including Bus Rapid Transit on key routes in the Norwich area*
- enhancing the Norwich Park & Ride system*
- promoting enhancement of rail services, including improved journey time and reliability to London and Cambridge, and innovative use of the local rail network*
- provision of an A140 Long Stratton Bypass*
- promoting improvements to the A11 and A47*
- supporting the growth and regional significance of Norwich International Airport for both leisure and business travel to destinations across the UK and beyond*
- concentration of development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access*
- provision of IT links, telecommunications and promotion of home working*
- protection of the function of strategic transport routes (corridors of movement)*

- *continued investigation of and support for rail freight opportunities*
- *continuing to improve public transport accessibility to and between Main Towns and Key Service Centres*
- *promoting local service delivery*
- *continuing to recognise that in the most rural areas the private car will remain an important means of travel*

Fast broadband connections will be promoted throughout the area. All new development must demonstrate how it contributes to this objective."

2.3 The Development Management Policies Document (DMPD) also forms part of the SNLP. The DMPD contains specific policies that are used to assess planning applications and guide development proposals to ensure the delivery of high quality sustainable developments across South Norfolk. The document was formally adopted in October 2015.

2.4 Policies DM 3.10, DM 3.11, and DM 3.12 of the adopted DMPD relate to 'Promotion of sustainable transport', 'Road safety and the free flow of traffic', and 'Provision of vehicle parking' respectively and are extracted as follows for ease of reference:

"Policy DM 3.10 Promotion of sustainable transport

(1) All development should support sustainable transport and development objectives, utilise all opportunities to integrate with local sustainable transport networks, be designed to reduce the need to travel and to maximise the use of sustainable forms of transport appropriate to the location.

(2) Inside the Norwich Policy Area development should support the proposals of the Norwich Area Transportation Strategy.

(3) Land required for the improvement of the transport network will be protected from prejudicial development."

"Policy DM 3.11 Road Safety and the free flow of traffic

(1) On all sites development will not be permitted that endangers highway safety or the satisfactory functioning of the highway network.

(2) Planning permission will be granted for development involving the formation or intensified use of a direct access onto a Corridor of Movement providing it would not:

- (a) Prejudice the safe and free flow of traffic or planned proposals for sustainable transport initiatives along the Corridor of Movement;*
- (b) Be practical to gain access from the site to the Corridor of Movement via a secondary road; and*
- (c) Facilitate the use of the Corridor of Movement for short local journeys."*

"Policy DM 3.12 Provision of vehicle parking

Planning permission will be granted where appropriate parking provision is provided by the developer to serve the needs of the proposed development. Development should provide sufficient parking problems to avoid highway safety problems and to protect living and working conditions locally. In decision making, consideration will be given to local parking / highway conditions.

The appropriate parking provision for a development will be determined using the parking standards adopted by the Council as a 'starting point' which may be varied to reflect local conditions such as the availability of public parking, sustainable travel modes, Travel Plan provisions, and design and conservation objectives."

National Planning Policy Framework (NPPF)

- 2.5 On a national level, the National Planning Policy Framework (updated July 2021) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

"104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

2.6 In preparing this transport statement the above policies have been taken into consideration since they would form part of the assessment of any future detailed application for development at the site.

2.7 The following chapter sets out the results of a baseline traffic survey carried out on the public roads adjoining the site.

3.0 BASELINE TRAFFIC CONDITIONS

3.1 To inform this traffic assessment automatic traffic counter (ATC) machines were placed on Strayground Lane, Whartons Lane, and the B1172 London Road to collect vehicle flow data for the period of one full week during usual school term-time (Sunday 30th April to Saturday 6th May 2023 inclusive).

3.2 It is noted that Monday 1st May 2023 was a Bank Holiday and Saturday 6th May was the Coronation of King Charles III. These factors are taken into consideration within this document. The approximate location of each of the ATC installations is presented on the following map:



Strayground Lane

3.3 The ATC machine installed on Strayground Lane was placed just to the north of the civic recycling centre and therefore it is a reasonable expectation that the majority or all the traffic flow data collected at this location relates to the civic recycling centre and the adjacent paving business.

3.4 Wymondham part-time recycling centre opens from 9am to 4pm Friday, Saturday, Sunday, and Monday, and is closed to the public on Tuesday, Wednesday, and Thursday. Norfolk Council's website confirms that the centre is also open on Bank Holidays.

3.5 A summary of the results of the traffic volume survey on Strayground Lane from 7am to 7pm are presented in Table I as follows; full details of the ATC on Strayground Lane are provided at Appendix A of this report.

Table I. ATC Summary; Strayground Lane Total Vehicle Flow

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0700-0800	0	1	0	0	3	1	3	2	2	0	3	2	0	0
0800-0900	3	7	2	2	2	2	0	0	2	0	2	5	1	5
0900-1000	29	29	21	22	0	0	1	2	3	5	45	53	22	20
1000-1100	44	41	29	29	4	4	4	3	7	4	49	43	14	16
1100-1200	33	32	26	28	3	4	2	3	4	5	27	26	21	19
1200-1300	41	42	41	41	2	1	4	4	3	4	33	34	16	14
1300-1400	36	40	24	25	0	1	3	3	4	4	23	24	17	25
1400-1500	41	42	26	23	3	3	2	3	5	6	29	28	20	15
1500-1600	39	35	25	25	9	7	4	1	5	2	25	21	16	16
1600-1700	3	1	6	4	0	1	1	0	2	2	4	5	3	0
1700-1800	1	1	3	1	1	2	1	3	1	1	1	3	2	2
1800-1900	0	1	0	1	1	0	2	1	2	3	2	1	0	0
Total	270	272	203	201	28	26	27	25	40	36	243	245	132	132
Total 2-way	542		404		54		52		76		488		264	

Source: DCA Monisyst

3.6 A total of 1,880 total two-way vehicle trips from 7am to 7pm have been recorded on Strayground Lane across the full seven-day period surveyed.

3.7 The traffic flow data in Table I highlights a significant increase in the number of vehicle trips on Strayground Lane when the civic recycling centre is open as opposed to when it is closed. As discussed, the recycling centre opens on Fridays, Saturdays, Sundays, and Mondays including Bank Holidays.

- 3.8 When the recycling centre is open the average recorded total two-way flow of traffic on Strayground Lane is 424 vehicle movements comprising of 212 northbound and 212 southbound trips.
- 3.9 It should be noted that this is likely to be an under-representation of the typical weekly vehicle movements on Strayground Lane when the recycling centre is open since Saturday 6th May was the King's Coronation and the traffic data collected on that day is significantly lower than the other operational days.
- 3.10 By comparison, when the recycling centre is closed (i.e. Tuesday, Wednesday, and Thursday) the average recorded total two-way flow of traffic on Strayground Lane is 61 vehicle movements comprising of 32 northbound and 29 southbound trips. It is a fair assumption that the majority or all the vehicle trips on Strayground Lane when the recycling centre is not open is associated with the adjacent paving business.
- 3.11 Accordingly, it can be surmised from the ATC data collected on Strayground Lane that the civic recycling centre generates an average of 363 total two-way daily vehicle trips and 1,452 total two-way weekly vehicle trips during the survey period (i.e. 363 vehicle trips multiplied by four operational days). This is taking forward the assumption that the adjacent paving business generates an average of 61 total two-way daily vehicle trips on Strayground Lane across a seven-day week (the business is also operational at weekends), so 427 vehicle trips in total.
- 3.12 On this basis the recycling centre constitutes around 77% of the total number of vehicle trips on Strayground Lane during the survey period.

Whartons Lane

- 3.13 The ATC machine installed on Whartons Lane was placed around 125-metres to the south of the junction with the B1172 London Road and therefore it is a reasonable expectation that the data collected represents all vehicle traffic accessing the properties on Strayground Lane including the mineral extraction

activities north and east of the site as well as the recycling centre and the paving business.

3.14 A summary of the results of the traffic volume survey on Whartons Lane from 7am to 7pm are presented in Table 2 as follows; full details of the ATC on Whartons Lane are provided at Appendix B of this report.

Table 2. ATC Summary; Whartons Lane Total Vehicle Flow

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05- 05-2023		Saturday 06-05-2023	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0700-0800	0	1	0	0	4	2	2	2	2	0	3	1	0	0
0800-0900	2	7	2	4	2	2	0	3	1	1	3	14	1	5
0900-1000	25	30	17	18	2	3	5	3	5	6	54	53	21	19
1000-1100	44	40	27	31	7	6	7	5	7	5	49	49	14	16
1100-1200	37	32	29	29	4	4	5	5	3	6	33	29	22	19
1200-1300	42	43	44	42	3	3	4	5	6	6	31	33	16	16
1300-1400	36	40	23	25	0	1	3	5	8	6	24	24	19	25
1400-1500	41	42	27	23	5	5	3	4	10	12	30	28	20	18
1500-1600	40	34	28	25	11	9	8	3	6	4	30	22	17	15
1600-1700	3	1	6	7	1	2	1	1	3	2	5	6	5	1
1700-1800	1	3	3	1	1	2	1	3	2	4	1	4	2	2
1800-1900	0	1	0	1	3	2	3	1	3	3	4	2	1	1
Total	271	274	206	206	43	41	42	40	56	55	267	265	138	137
Total 2-way	545		412		84		82		111		532		275	

Source: DCA Monisyst

3.15 A total of 2,041 total two-way vehicle trips have been recorded on Whartons Lane from 7am to 7pm across the full seven-day period surveyed. A total of 1,880 total two-way vehicle trips have been recorded on Strayground Lane across the full seven-day period surveyed and therefore the balance of 161 total two-way trips is likely to be associated with the other properties, principally the mineral extraction activities.

3.16 On this basis the recycling centre and paving business constitutes around 92% of the total number of vehicle trips on Whartons Lane during the survey period, with 71% of the total relating to the recycling centre.

London Road (BI 172)

3.17 The ATC machine installed on the BI 172 London Road was placed around 45-metres to the east of the junction with Whartons Lane. A summary of the results of the traffic volume survey on London Road from 7am to 7pm are presented in Table 3 as follows; full details of the ATC on London Road are provided at Appendix C of this report.

Table 3. ATC Summary; London Road Total Vehicle Flow

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0700-0800	128	140	113	153	719	706	722	672	634	598	611	559	190	157
0800-0900	179	221	143	182	673	665	610	665	575	591	570	577	353	270
0900-1000	394	335	303	301	579	504	677	431	570	494	568	431	464	421
1000-1100	504	506	451	418	585	484	521	486	608	443	568	478	445	459
1100-1200	514	525	413	569	509	494	515	488	531	455	539	501	392	365
1200-1300	485	517	450	728	531	484	529	476	544	501	623	562	400	364
1300-1400	491	502	445	575	538	536	490	505	532	501	560	437	381	370
1400-1500	464	462	384	455	507	609	579	583	594	525	595	541	411	326
1500-1600	386	443	433	396	599	587	601	641	610	610	587	631	435	380
1600-1700	344	383	402	404	692	699	696	591	685	603	557	632	321	362
1700-1800	334	359	336	365	702	660	674	574	681	594	605	569	294	324
1800-1900	272	278	260	295	533	514	590	518	719	416	692	394	273	278
Total	4495	4671	4133	4841	7167	6942	7204	6630	7283	6331	7075	6312	4359	4076
Total 2-way	9166		8974		14109		13834		13614		13387		8435	

Source: DCA Monisyst

3.18 A total of 81,519 total two-way vehicle trips have been recorded on London Road from 7am to 7pm across the full seven-day period surveyed.

3.19 A total of 2,041 total two-way vehicle trips have been recorded on Whartons Lane from 7am to 7pm across the full seven-day period surveyed which means that around 2.5% of the recorded traffic on London Road from 7am to 7pm is borne from/destined to properties on Whartons Lane/Strayground Lane. Of this total, the civic recycling centre generates an average of 1,452 total two-way weekly vehicle trips which means that around 1.8% of the recorded traffic on

London Road from 7am to 7pm is borne from/destined to the recycling centre on Strayground Lane.

- 3.20 The ATC tube sensors on London Road were placed laterally across the road at an exact spacing of 1000mm to accurately record vehicle speed. The Design Manual for Roads and Bridges (DMRB) document CA 185 'Vehicle Speed Measurement' (formerly TA 22/81) was published in November 2019 and has been observed as part of this assessment.
- 3.21 In accordance with CA 185, speed measurements should be undertaken outside of peak traffic flow periods, non-peak periods are referenced as being typically between 10am and noon and 2pm and 4pm. To record free-flowing speeds a four-second headway was applied to the ATC data output.
- 3.22 Table 4 provides a summary of the 85th %ile speed survey; full raw output data is presented at Appendix C of this report.

Table 4. ATC Spot Speed Survey Results – B1172 London Road

Time	Average Day (30/04/2023 to 06/05/2023)	
	Eastbound	Westbound
1000-1100	36	36
1100-1200	37	36
1400-1500	37	36
1500-1600	33	34
Non-Peak Average 85%ile	36	36

Notes:

All speeds are expressed in mph

A four second headway has been applied to the ATC speed data to derive a 'free flowing' design speed

Weekday non-peak design speed is taken from 1000-1200 and 1400-1600 excluding weekends and Bank Holidays in accordance with CA185

Eastbound speeds from 1400-1600 exclude data collected on Friday 5th May 2023 due to an apparent anomaly in the data

Source: DCA Monisyst

- 3.23 The results in Table 4 show that the B1172 east of the junction with Whartons Lane has a recorded 85th %ile non-peak design speed of 36 mph for eastbound

and westbound travelling traffic. The speed survey data illustrates that vehicles travel within the speed limit of 40 mph.

- 3.24 The following chapter sets out an assessment of the proposed traffic conditions arising from the sites allocation for potential Gypsy and Traveller pitches as part of the draft GNLP under Policy reference GNLP5023.

4.0 PROPOSED TRAFFIC CONDITIONS

- 4.1 To assess the traffic impact of the proposed development of up to 10 Gypsy and Traveller pitches on the site on the adjoining highway network, a vehicle trip generation assessment has been formulated using the industry standard TRICS (Trip Information Computer System) traffic database.
- 4.2 To present vehicle trip generation projections for the proposed site use, the TRICS database has been interrogated to find trip rate data for comparable sites.
- 4.3 However, it has been established that the TRICS database does not have a residential sub-use category specific to Gypsy and Traveller sites. In our professional view the closest match in the TRICS database is the privately owned houses sub-use category.
- 4.4 To make the assessment as accurate as possible, the sites used in this study have been carefully filtered to match the characteristics of the application site in terms of location and accessibility etc.
- 4.5 The results of the TRICS derived vehicle trip projections for the proposed 10 Gypsy and Traveller pitches are set out in Table 5. Full details of the TRICS assessment are provided in Appendix D.

Table 5. TRICS Vehicle Trip Generation Projections – 10 Dwellings

Time Period	TRICS Vehicle Trip Rate Per Dwelling			Proposed 10 Dwellings		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
07:00-08:00	0.08	0.32	0.40	1	3	4
08:00-09:00	0.16	0.40	0.56	2	4	6
09:00-10:00	0.14	0.16	0.29	1	2	3
10:00-11:00	0.12	0.14	0.26	1	1	3
11:00-12:00	0.13	0.14	0.26	1	1	3
12:00-13:00	0.15	0.14	0.29	1	1	3
13:00-14:00	0.15	0.14	0.29	1	1	3
14:00-15:00	0.15	0.18	0.33	2	2	3
15:00-16:00	0.26	0.16	0.42	3	2	4
16:00-17:00	0.27	0.15	0.42	3	2	4

17:00-18:00	0.36	0.16	0.52	4	2	5
18:00-19:00	0.30	0.16	0.45	3	2	5
Total	2.25	2.24	4.49	23	22	45

NB: Minor arithmetic errors are due to rounding

Source: TRICS 7.10.1

- 4.6 The results in Table 5 demonstrate that the proposed 10 Gypsy and Traveller pitches are predicted to generate 45 additional total two-way vehicle trips over the course of a typical weekday from 7am to 7pm as derived from the TRICS database, comprising of 23 arrivals and 22 departures. The data illustrates that the development will generate between three and six total two-way vehicle trips in an hour throughout a typical weekday.
- 4.7 To put the increase in traffic flows into context, traffic flow data from the ATC machines installed on Strayground Lane, Whartons Lane, and London Road (BI 172) has been examined.
- 4.8 A total of 45 total two-way daily vehicle trips accessing the site under the proposals would result in a 17% increase over baseline conditions on Strayground Lane which carries an average of 268 total two-way trips from 7am to 7pm across the week surveyed. On this same basis the proposal would result in an increase of 17% over baseline conditions on Whartons Lane, and a 0.4% increase over baseline conditions on London Road (BI 172).
- 4.9 The Council has confirmed that the closure of the existing part-time recycling centre on Strayground Lane to the north of the site is likely in the next few years, and that the site (which is owned by the Council) is likely to be promoted for further Gypsy and Traveller pitches (around two). Therefore, this carries material weight in the traffic assessment.
- 4.10 It has been surmised from the ATC data collected on Strayground Lane that the civic recycling centre generates an average of 363 total two-way daily vehicle trips and 1,452 total two-way weekly vehicle trips during the survey period (i.e. 363 vehicle trips multiplied by four operational days).

- 4.11 To ensure that the traffic estimates for the civic recycling centre are robust, the TRICS database has been interrogated to find trip rate data for comparable sites. To make the assessment as accurate as possible, the sites used in this study have been carefully filtered to match the characteristics of the application site in terms of location and accessibility. A total of 13 comparable civic amenity sites from the TRICS database have been identified.
- 4.12 The results of the TRICS derived vehicle trip projections for the extant six bay civic recycling centre are set out in Table 6. Full details of the TRICS assessment are provided in Appendix E.

Table 5. TRICS Vehicle Trip Generation Projections – 6 Bays

Time Period	TRICS Vehicle Trip Rate Per Bay			Recycling Centre - 6 Bays		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
07:00-08:00	0.13	0.01	0.14	1	0	1
08:00-09:00	1.53	1.34	2.87	9	8	17
09:00-10:00	2.70	2.56	5.26	16	15	32
10:00-11:00	3.88	3.61	7.49	23	22	45
11:00-12:00	4.20	4.05	8.25	25	24	50
12:00-13:00	4.00	4.06	8.07	24	24	48
13:00-14:00	3.67	3.78	7.45	22	23	45
14:00-15:00	4.09	4.11	8.20	25	25	49
15:00-16:00	3.52	3.67	7.18	21	22	43
16:00-17:00	2.67	2.88	5.55	16	17	33
17:00-18:00	1.41	1.62	3.03	8	10	18
18:00-19:00	0.57	0.62	1.19	3	4	7
Total	32.36	32.32	64.68	194	194	388

NB: Minor arithmetic errors are due to rounding

Source: TRICS 7.10.1

- 4.13 The results in Table 6 demonstrate that the extant six bay civic recycling centre is predicted to generate 388 total two-way vehicle trips over the course of a typical day from 7am to 7pm as derived from the TRICS database, comprising of 194 arrivals and 194 departures. The data illustrates that the traffic estimates for the civic recycling centre collected on Strayground Lane are indeed robust, noting that the traffic is condensed into the shorter opening hours at the current site.

- 4.14 The proposed 10 Gypsy and Traveller pitches are predicted to generate 45 total two-way vehicle trips over the course of a typical weekday from 7am to 7pm as derived from the TRICS database. Assuming the predicted daily traffic is consistent throughout a typical week, the proposed Gypsy and Traveller pitches are predicted to generate 315 total two-way vehicle trips over the course of a seven-day period. Assuming the civic recycling centre is redeveloped to provide a further two Gypsy and Traveller pitches, the predicted grand total would be 378 total two-way vehicle trips over the course of a seven-day period.
- 4.15 By contrast the civic recycling centre generates an average of 1,452 total two-way weekly vehicle trips a week. Therefore, the proposed development of Gypsy and Traveller pitches on the allocation site as well as the recycling centre site will result in a net decrease of 1,074 total two-way vehicle trips over the course of a typical week which is a significant reduction in vehicle traffic on the adjoining public highway, notably on Strayground Lane, Whartons Lane, and the B1172 London Road.
- 4.16 On this basis the combined proposals would result in a 57% decrease over baseline conditions on Strayground Lane over a seven-day period from 7am to 7pm. On this same basis the proposal would result in a decrease of 53% over baseline conditions on Whartons Lane, and a 1.3% decrease over baseline conditions on London Road (B1172).
- 4.17 The traffic impact of the proposed development on the adjoining highway is therefore expected to result in an improvement over existing conditions and will not result in conditions prejudicial to free flowing traffic movement, road safety, or neighbouring amenity.

5.0 SITE ACCESS

- 5.1 To recap, the purpose of this Transport Statement is to present information in relation to matters 1 and 2 referred to in the Policy GNLP5023 allocation which are extracted again below for ease of reference:

"Policy GNLP5023

Land off Strayground Lane, Wymondham (1.1 ha) is allocated for a residential Gypsy and Traveller site. The site will accommodate approximately 10 residential Gypsy and Traveller pitches.

The development will address the following site-specific matters:

- 1. Access will be via Strayground Lane, using either the existing access point at the north-east corner of the site or a new access on the eastern boundary. If a new access is provided any loss of trees or hedgerows will be compensated for by new planting within the site.*
- 2. Highway improvements will be required to the passing bays along Strayground Lane and an adequate visibility is required at the junction of Whartons Lane with London Road (the B1172)."*

Site Access

- 5.2 In terms of site access, the existing access point at the north-east corner of the site is directly adjoining the entrance to the adjacent paving business. Whilst traffic volume and speeds are likely to be low at this location it is considered more practical to propose a new access on the site's eastern boundary to Strayground Lane.
- 5.3 An illustrative feasibility plan of a new access to the site on the eastern boundary is presented at Appendix F of this document. The proposed access position provides a 35-metre separation from the adjacent paving business access which is adequate.

- 5.4 The average 85th %ile speed on Strayground Lane just to the north of the recycling centre is 17 mph (refer to Appendix G), and therefore the resultant vehicle to vehicle visibility sightlines from the new access as per guidance contained in the Department for Transport (DfT) publication Manual for Streets (MfS) is 23-metres from a 2.4-metre set-back distance which are marked on the feasibility plans. Vehicle to vehicle sightlines in excess of 23-metres are achievable as also marked on the plan.

Passing Bays

- 5.5 Strayground Lane is a narrow one-way road with no footpaths and some 'informal' and 'natural' passing places interspersed.
- 5.6 There are two informal passing places between the site and the juncture of Strayground Lane and Whartons Lane to the north at present. One is located just to the north of the recycling centre and the other is located around 75-metres south of the mineral extraction site access by Whartons Lane.
- 5.7 There are three natural passing places between the site and the juncture of Strayground Lane and Whartons Lane to the north comprising of the wide carriageway at the entrance to the paving business, the entrance to the farm to the north east of the site, and the entrance to the mineral extraction site.
- 5.8 The scope to increase the width of Strayground Lane and/or provide additional passing bays is inherently limited, the existing carriageway is narrow and the verges on each side of the lane within the public highway is also for the most-part narrow.
- 5.9 There is however scope to improve and formalise the two existing informal passing places on Strayground Lane, one north of the recycling centre and the one 75-metres south of the mineral extraction site. These passing places could be made formal by increasing the width of the carriageway by resurfacing and providing kerbed edges to define the passing bays.

- 5.10 An illustrative proposed off-site highway works plan is presented at Appendix H which shows the potential formalised passing bays on Strayground Lane which would utilise small stretches of the existing highway verge, which is part of the adopted public highway according to Ordnance Survey (OS) mapping and a formal extent of adopted highway boundary search carried out by NCC and is also presented at Appendix H.
- 5.11 In our professional view the proposals at Appendix H provide sufficient passing places on Strayground Lane in addition to the natural ones already present as identified herein to accommodate safe and suitable access to the site under the proposals.
- 5.12 As noted in the previous chapter, assuming the civic recycling centre is redeveloped as planned by the Council the proposed development of Gypsy and Traveller pitches on the allocation site as well as the recycling centre site will result in a net decrease of 1,074 total two-way vehicle trips over the course of a typical week which is a significant reduction in vehicle traffic on the adjoining public highway, most notably on Strayground Lane and Whartons Lane. Accordingly, the demand for two-way passing bays will be considerably reduced in the future.

Visibility at the Junction of Whartons Lane with London Road

- 5.13 The results in Table 4 illustrate that the B1172 London Road east of the junction with Whartons Lane has a recorded 85th %ile non-peak design speed of 36 mph for eastbound and westbound travelling traffic. The speed survey data illustrates that vehicles travel within the speed limit of 40 mph.
- 5.14 The DfT publications MfS and MfS2 prescribes Stopping Sight Distance (SSD) standards for roads with speeds of 37 mph or less. The B1172 London Road has an observed design speed of 36 mph and the MfS design principles are therefore passable for this assessment.
- 5.15 The 'Status and Application' of MfS2 provides further clarification regarding the appropriateness of its use in this assessment, extracted as follows:

"MfS2 builds on the guidance contained in MfS1, exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads, thus helping to fill the perceived gap in design guidance between MfS1 and the Design Manual for Roads and Bridges (DMRB).

DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales, and Northern Ireland. The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume. (underscored text is our emphasis)"

- 5.16 Chapter 10 of MfS2 relates to Visibility and expands upon the guidance set out in Chapter 7 of MfS1. Paragraph 10.1.3 and accompanying text area also of primary relevance to the application of MfS2 principles in this assessment and are therefore extracted as follows for clarity:

"10.1.3 This section provides guidance on SSDs for streets where 85th percentile speeds are up to 60 kph (37 mph). This will generally be achieved within 30 mph limits and may be achieved in some 40 mph limits.

Inspectors at public inquiries have accepted that SSD guidance in MfS1 applies to non-residential streets. At an appeal into a development of some 100 dwellings, accessed from the B5215 Leigh Road in Wigan, the Inspector concluded that MfS1 did apply, notwithstanding the volume of traffic (approximately 1,700 vph peak times) or the classification of the highway (part of the Strategic Road Network)."

- 5.17 Section 3.2 of MfS2 warns against a slavish adherence to technical standards.
- 5.18 It is noted that in MfS companion guide MfS2 further consideration should be given to heavy goods vehicles in the assessment of appropriate SSDs. Paragraph 10.1.7 of MfS2 states that:

*"10.1.7 The SSD values recommended in MfS1 were based on a driver perception-reaction time of 1.5 seconds and a deceleration rate of 0.45g (4.41 m/s²). This value is appropriate for cars and other light vehicles, but heavy goods vehicles and buses have different deceleration characteristics. When deciding whether to carry out separate checks for cars, HGV and bus SSDs, highway authorities should consider the following factors: * volume of HGVs and buses, * proportion of HGVs and buses, * presence of priority lanes which may enable higher bus/HGV speeds."*

5.19 Based on vehicle classification data collected from the ATC machine installed on the B1172 London Road it has been established that the proportion of HGVs is at around 10%. Accordingly, as per MfS2 the bus/HGV SSD should be assessed which is based on the same perception-reaction time of 1.5 seconds however with a greater deceleration rate allowance of 0.375g which factors in the delay in the effectiveness of air braking systems in larger vehicles. On this basis the total SSD requirement to the east and west of the junction for the recorded 85th %ile non-peak design speed of 36 mph is 62-metres as laid out in the following figure:

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$
 v = Speed of vehicle (m/s) d = deceleration rate (m/s²)
 t = driver perception-reaction time (seconds) a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85thile speed below
 36 mph = 16.093 m/s
 Select mph or kph
 v = 16.093 m/s
 t = 1.5 taken from MfS2 table 10.1
 d = 3.679 Vehicle type: Buses and/or HGV's greater than 5% of traffic
 a = 0 +ve for upgrades and -ve for downgrades

SSD = 59 m
SSD adjusted for bonnet length (MfS only) = 62 m (59 + 2.4m)

Conversions
 mph to kph 0.0
 kph to mph 0.0

Based on Table 10.1 MfS2

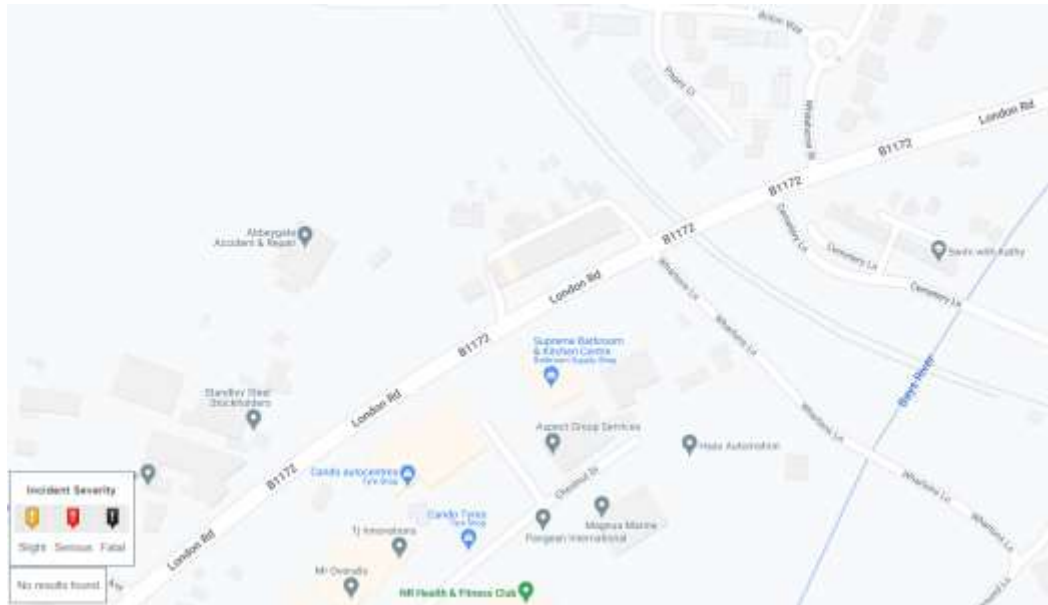
Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s ²) (a factor x 9.81)	Standard
50kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (>64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

5.20 The required vehicle to vehicle SSDs from the Whartons Lane junction with the B1172 London Road of 2.4-metres x 62-metres to the east and west are achievable over land within the public highway. SSD diagrams are presented at Appendix I of this report.

5.21 To provide further context in relation to the existing road safety conditions at the Whartons Lane junction with the B1172 London Road, personal injury accident (PIA) data has been researched. CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the DfT each year. Incidents are plotted to within 10 metres of their location.

5.22 The CrashMap website confirms that there has been zero PIAs in the vicinity of the Whartons Lane junction with the B1172 London Road in the past five-years which is the correct industry time-period to be studied in PIA terms. Refer to the following map excerpt from the CrashMap website:



Source: CrashMap UK

5.23 The lack of any PIAs in the vicinity of the Whartons Lane junction with the B1172 London Road is therefore indicative that there are no accident black spots or inherent road safety issue at the junction.

5.24 The lack of any PIAs at the Whartons Lane junction with the B1172 London Road is not altogether surprising since the correlation between visibility sightlines and risk of injury collisions is not borne out in research as noted in MfS2, an extract of which is presented as follows:

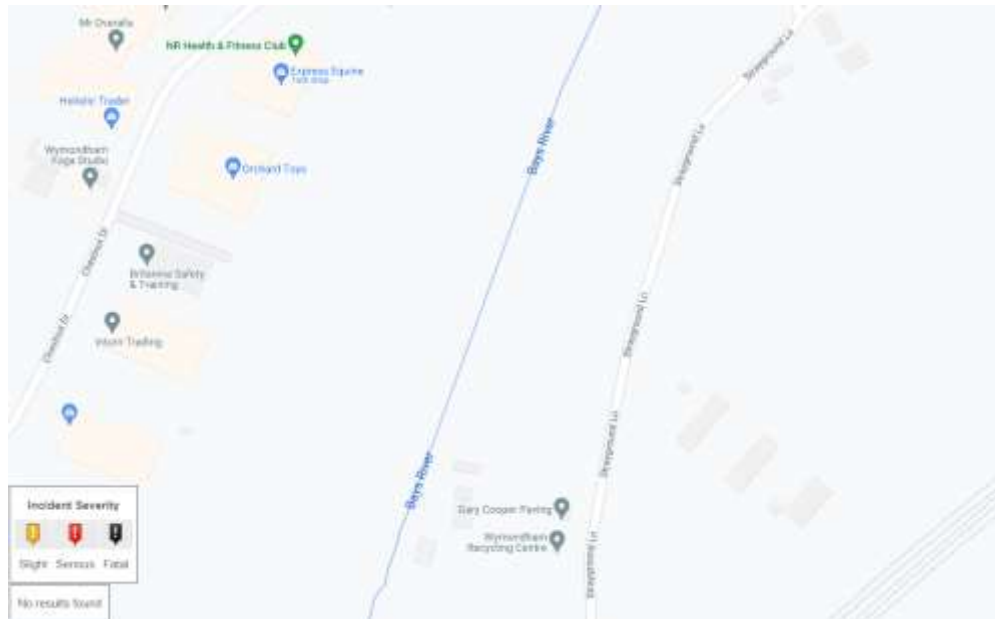
“10.4_ Visibility at Priority Junctions

10.4.1 The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms.

10.4.2 It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this (see research summary in MfS2).

Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility."

- 5.25 A wider check along the full length of Strayground Lane from Whartons Lane to the site confirms that there has been zero PIAs in the past five-years, as illustrated by the following map excerpt from the CrashMap website:



Source: CrashMap UK

- 5.26 In summary, based on the information contained herein it is our professional view that matters relating to items 1 and 2 referred to in the Policy GNLP5023 allocation are adequately addressed.

6.0 SUMMARY

- 6.1 To summarise, Paul Mew Associates is instructed by Serruys Property Company Limited in relation to the proposed development of approximately 10 residential Gypsy and Traveller pitches on land off Strayground Lane as part of the draft GNLP under Policy reference GNLP5023.
- 6.2 To inform this traffic assessment ATC machines were placed on Strayground Lane, Whartons Lane, and the B1172 London Road to collect vehicle flow data for the period of one full week during usual school term-time.
- 6.3 The traffic flow data highlights a significant increase in the number of vehicle trips on Strayground Lane when the adjacent civic recycling centre is open as opposed to when it is closed. The recycling centre opens part-time on Fridays, Saturdays, Sundays, and Mondays including Bank Holidays.
- 6.4 It has been surmised from the ATC data collected on Strayground Lane that the civic recycling centre generates an average of 363 total two-way daily vehicle trips and 1,452 total two-way weekly vehicle trips during the survey period (i.e. 363 vehicle trips multiplied by four operational days). This is taking forward the assumption that the adjacent paving business generates an average of 61 total two-way daily vehicle trips on Strayground Lane across a seven-day week (the business is also operational at weekends), so 427 vehicle trips in total.
- 6.5 The extant six bay civic recycling centre is predicted to generate 388 total two-way vehicle trips over the course of a typical day from 7am to 7pm as derived from the TRICS database, comprising of 194 arrivals and 194 departures. The data therefore illustrates that the traffic estimates for the civic recycling centre collected on Strayground Lane are indeed robust, noting that the traffic is condensed into the shorter opening hours at the current site.
- 6.6 A total of 2,041 total two-way vehicle trips have been recorded on Whartons Lane from 7am to 7pm across the full seven-day period surveyed. A total of 1,880 total two-way vehicle trips have been recorded on Strayground Lane across

the full seven-day period surveyed and therefore the balance of 161 total two-way trips is likely to be associated with the other properties, principally the mineral extraction activities. On this basis the recycling centre and paving business constitutes around 92% of the total number of vehicle trips on Whartons Lane during the survey period, with 71% of the total relating to the recycling centre.

- 6.7 A total of 81,519 total two-way vehicle trips have been recorded on London Road from 7am to 7pm across the full seven-day period surveyed. Around 2.5% of the recorded traffic on London Road from 7am to 7pm is therefore borne from/destined to properties on Whartons Lane/Strayground Lane. Of this total, the civic recycling centre generates an average of 1,452 total two-way weekly vehicle trips which means that around 1.8% of the recorded traffic on London Road from 7am to 7pm is borne from/destined to the recycling centre on Strayground Lane.
- 6.8 The proposed 10 Gypsy and Traveller pitches are predicted to generate 45 additional total two-way vehicle trips over the course of a typical weekday from 7am to 7pm as derived from the TRICS database, comprising of 23 arrivals and 22 departures. The data illustrates that the development will generate between three and six total two-way vehicle trips in an hour throughout a typical weekday.
- 6.9 A total of 45 total two-way daily vehicle trips accessing the site under the proposals would result in a 17% increase over baseline conditions on Strayground Lane which carries an average of 268 total two-way trips from 7am to 7pm across the week surveyed. On this same basis the proposal would result in an increase of 17% over baseline conditions on Whartons Lane, and a 0.4% increase over baseline conditions on London Road (B1172).
- 6.10 The Council has confirmed that the closure of the existing part-time recycling centre on Strayground Lane to the north of the site is likely in the next few years, and that the site (which is owned by the Council) is likely to be promoted for further Gypsy and Traveller pitches (around two). Therefore, this carries material weight in the traffic assessment.

- 6.11 Assuming the predicted daily traffic is consistent throughout a typical week, the proposed Gypsy and Traveller pitches are predicted to generate 315 total two-way vehicle trips over the course of a seven-day period. Assuming the civic recycling centre is redeveloped to provide a further two Gypsy and Traveller pitches, the predicted grand total would be 378 total two-way vehicle trips over the course of a seven-day period.
- 6.12 By contrast the civic recycling centre generates an average of 1,452 total two-way weekly vehicle trips a week. Therefore, the proposed development of Gypsy and Traveller pitches on the allocation site as well as the recycling centre site will result in a net decrease of 1,074 total two-way vehicle trips over the course of a typical week which is a significant reduction in vehicle traffic on the adjoining public highway, notably on Strayground Lane, Whartons Lane, and the B1172 London Road.
- 6.13 On this basis the combined proposals would result in a 57% decrease over baseline conditions on Strayground Lane over a seven-day period from 7am to 7pm. On this same basis the proposal would result in a decrease of 53% over baseline conditions on Whartons Lane, and a 1.3% decrease over baseline conditions on London Road (B1172).
- 6.14 The traffic impact of the proposed development on the adjoining highway is therefore expected to result in an improvement over existing conditions and will not result in conditions prejudicial to free flowing traffic movement, road safety, or neighbouring amenity.
- 6.15 The existing access point at the north-east corner of the site is directly adjoining the entrance to the adjacent paving business. Whilst traffic volume and speeds are likely to be low at this location it is considered more practical to propose a new access on the site's eastern boundary to Strayground Lane.
- 6.16 An illustrative feasibility plan of a new access to the site on the eastern boundary is presented in this document. The proposed access position provides a 35-metre

separation from the adjacent paving business access which is adequate, and satisfactory visibility splays are achievable.

- 6.17 There is scope to improve and formalise two existing informal passing places on Strayground Lane, one north of the recycling centre and the one 75-metres south of the mineral extraction site. These passing places could be made formal by increasing the width of the carriageway by resurfacing and providing kerbed edges to define the passing bays.
- 6.18 An illustrative proposed off-site highway works plan is presented in this report which shows the potential formalised passing bays on Strayground Lane which would utilise small stretches of the existing highway verge, which is part of the adopted public highway according to Ordnance Survey (OS) mapping.
- 6.19 In our professional view the proposals provide sufficient passing places on Strayground Lane in addition to the natural ones already present as identified herein to accommodate safe and suitable access to the site under the proposals.
- 6.20 The BI 172 London Road east of the junction with Whartons Lane has a recorded 85th %ile non-peak design speed of 36 mph for eastbound and westbound travelling traffic. The speed survey data illustrates that vehicles travel within the speed limit of 40 mph.
- 6.21 The required vehicle to vehicle SSDs from the Whartons Lane junction with the BI 172 London Road of 2.4-metres x 62-metres to the east and to the west are achievable over land within the public highway. SSD diagrams are presented in this report.
- 6.22 The CrashMap website confirms that there have been no PIAs in the vicinity of the Whartons Lane junction with the BI 172 London Road or on Whartons Lane and Strayground Lane in the past five-years.
- 6.23 Therefore based on the information contained in this document it is our professional view that matters relating to items 1 and 2 referred to in the Policy

GNLP5023 allocation are adequately addressed, noting that paragraph 111 of NPPF expressly states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

APPENDIX A
Strayground Lane ATC Volume Data

P2853: STRAYGROUND LANE, WYMONDHAM, NORWICH, NR18

STRAYGROUND LANE - Total Vehicle Flows - Sunday 30th April to Saturday 6th May 2023

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0700	0	0	0	0	0	0	1	0	0	1	1	0	1	1
0700-0800	0	1	0	0	3	1	3	2	2	0	3	2	0	0
0800-0900	3	7	2	2	2	2	0	0	2	0	2	5	1	5
0900-1000	29	29	21	22	0	0	1	2	3	5	45	53	22	20
1000-1100	44	41	29	29	4	4	4	3	7	4	49	43	14	16
1100-1200	33	32	26	28	3	4	2	3	4	5	27	26	21	19
1200-1300	41	42	41	41	2	1	4	4	3	4	33	34	16	14
1300-1400	36	40	24	25	0	1	3	3	4	4	23	24	17	25
1400-1500	41	42	26	23	3	3	2	3	5	6	29	28	20	15
1500-1600	39	35	25	25	9	7	4	1	5	2	25	21	16	16
1600-1700	3	1	6	4	0	1	1	0	2	2	4	5	3	0
1700-1800	1	1	3	1	1	2	1	3	1	1	1	3	2	2
1800-1900	0	1	0	1	1	0	2	1	2	3	2	1	0	0
1900-2000	0	0	0	0	0	1	0	1	0	1	1	0	0	0
2000-2100	0	0	0	1	0	0	0	1	0	1	0	0	1	0
2100-2200	0	0	1	0	0	1	0	2	1	2	0	0	0	1
2200-2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300-2400	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Total	270	272	204	202	28	28	28	29	41	41	246	246	134	134
Total 2-Way	542		406		56		57		82		492		268	

Notes:

Values illustrate total vehicle flows

Source: DCA Monisyst

APPENDIX B
Whartons Lane ATC Volume Data

P2853: STRAYGROUND LANE, WYMONDHAM, NORWICH, NR18

WHARTONS LANE - Total Vehicle Flows - Sunday 30th April to Saturday 6th May 2023

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0700	2	0	0	0	0	0	1	0	0	1	1	1	1	1
0700-0800	0	1	0	0	4	2	2	2	2	0	3	1	0	0
0800-0900	2	7	2	4	2	2	0	3	1	1	3	14	1	5
0900-1000	25	30	17	18	2	3	5	3	5	6	54	53	21	19
1000-1100	44	40	27	31	7	6	7	5	7	5	49	49	14	16
1100-1200	37	32	29	29	4	4	5	5	3	6	33	29	22	19
1200-1300	42	43	44	42	3	3	4	5	6	6	31	33	16	16
1300-1400	36	40	23	25	0	1	3	5	8	6	24	24	19	25
1400-1500	41	42	27	23	5	5	3	4	10	12	30	28	20	18
1500-1600	40	34	28	25	11	9	8	3	6	4	30	22	17	15
1600-1700	3	1	6	7	1	2	1	1	3	2	5	6	5	1
1700-1800	1	3	3	1	1	2	1	3	2	4	1	4	2	2
1800-1900	0	1	0	1	3	2	3	1	3	3	4	2	1	1
1900-2000	1	1	0	0	0	1	1	3	0	0	1	2	1	1
2000-2100	0	0	0	1	0	0	1	1	1	1	1	1	1	0
2100-2200	0	0	1	0	0	1	0	2	1	2	2	2	0	2
2200-2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300-2400	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Total	275	276	207	207	43	43	45	46	58	59	273	272	141	141
Total 2-Way	551		414		86		91		117		545		282	

Notes:

Values illustrate total vehicle flows

Source: DCA Monisyst

APPENDIX C
London Road (B1172) ATC Volume & Speed Data

P2853: STRAYGROUND LANE, WYMONDHAM, NORWICH, NR18

LONDON ROAD - Total Vehicle Flows - Sunday 30th April to Saturday 6th May 2023

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	EB	WVB	EB	WVB	EB	WVB	EB	WVB	EB	WVB	EB	WVB	EB	WVB
0000-0100	80	52	23	25	26	12	30	54	56	68	95	37	122	34
0100-0200	36	26	13	9	14	12	26	42	30	33	97	17	50	27
0200-0300	21	18	7	19	9	19	15	56	27	33	99	38	20	19
0300-0400	15	16	2	23	17	31	26	86	35	27	78	26	19	10
0400-0500	9	16	15	24	22	75	32	201	34	56	55	47	24	28
0500-0600	39	32	29	51	121	200	111	250	120	142	87	122	41	41
0600-0700	76	76	72	89	340	402	325	382	354	346	312	319	87	108
0700-0800	128	140	113	153	719	706	722	672	634	598	611	559	190	157
0800-0900	179	221	143	182	673	665	610	665	575	591	570	577	353	270
0900-1000	394	335	303	301	579	504	677	431	570	494	568	431	464	421
1000-1100	504	506	451	418	585	484	521	486	608	443	568	478	445	459
1100-1200	514	525	413	569	509	494	515	488	531	455	539	501	392	365
1200-1300	485	517	450	728	531	484	529	476	544	501	623	562	400	364
1300-1400	491	502	445	575	538	536	490	505	532	501	560	437	381	370
1400-1500	464	462	384	455	507	609	579	583	594	525	595	541	411	326
1500-1600	386	443	433	396	599	587	601	641	610	610	587	631	435	380
1600-1700	344	383	402	404	692	699	696	591	685	603	557	632	321	362
1700-1800	334	359	336	365	702	660	674	574	681	594	605	569	294	324
1800-1900	272	278	260	295	533	514	590	518	719	416	692	394	273	278
1900-2000	216	212	240	251	421	358	391	327	393	333	629	277	212	214
2000-2100	171	156	180	178	255	470	208	364	317	263	353	222	128	159
2100-2200	119	103	129	98	139	324	187	371	472	177	700	177	97	112
2200-2300	106	83	77	63	90	207	93	231	313	107	399	115	87	78
2300-2400	44	48	42	27	54	90	50	113	161	54	222	64	59	58
Total	5427	5509	4962	5698	8675	9142	8698	9107	9595	7970	10201	7773	5305	4964
Total 2-Way	10936		10660		17817		17805		17565		17974		10269	

Notes:

Values illustrate total vehicle flows

Source: DCA Monisyst

P2853: STRAYGROUND LANE, WYMONDHAM, NORWICH, NR18

LONDON ROAD - 85th Percentile Vehicle Speeds (mph) - Sunday 30th April to Saturday 6th May 2023

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
0000-0100	42.7	41.9	42.8	39.2	48.8	45.2	44.3	41.2	42	40.7	42.2	42	42.5	44.1
0100-0200	48.9	49.1	46.8	-	45.4	46	47.7	47.5	44.3	47.2	44.1	44.1	44.4	39.1
0200-0300	45.9	45.6	-	43.7	-	50.1	47.9	45.5	49.1	45.9	43.8	47.3	46.3	40.7
0300-0400	47.5	44.4	-	41.7	50.5	47.5	44.6	42.4	46.2	46.2	44.8	46.4	51.4	-
0400-0500	-	50.8	45.7	46.7	46.6	44.3	46.2	42.7	44.9	45.1	49.9	44.3	46.1	44.8
0500-0600	50	47.2	48.7	42.3	46.8	41.8	45.2	40.8	44.1	41.7	44.7	43	47.2	47
0600-0700	45.4	41.5	44.2	43.4	40.7	39.2	41.4	40.5	41.3	40.2	41.7	39.6	43.8	42.5
0700-0800	41.2	40	42.8	38.6	36.6	36.7	36.5	37	37.5	36.7	37.6	37.7	41.9	41.1
0800-0900	40.2	39.4	42.4	41	31	34.6	13.5	33.3	13.8	34	13.5	34.1	39.8	38.4
0900-1000	39.9	37.2	39.8	37.9	33.1	35.4	18.7	34.7	33.3	35.9	14.2	34.4	38.4	36.6
1000-1100	38	36.9	39.1	36.3	35.8	36.3	37.2	36.4	36.4	36.3	35.6	35	38.3	37.3
1100-1200	37.9	37.1	38.5	36.3	37	36.2	37.3	37.1	37.5	36.4	36.5	35.7	39.1	36.9
1200-1300	37.5	36.8	37.7	35.3	36.8	36.9	36.9	36.9	37.9	37.5	32.3	33.8	38.9	37.7
1300-1400	38.7	36.2	38.1	36.1	37.7	37.1	37.5	36.1	37.2	37.1	13.3	34.3	38.4	37.1
1400-1500	38.5	36.8	37.9	37.4	36.9	36.3	36.8	36.8	37	37.4	14	34.4	38.2	37.4
1500-1600	38.9	37	38.5	37.9	34.1	35.7	34	35.4	29.5	34.2	13.3	32.6	38.6	37
1600-1700	40.4	38.8	38.7	37.4	33.8	35.9	13	35.2	14.5	34.7	12.9	33.3	39.1	37.6
1700-1800	39.7	38.6	40	39.2	19.2	34.8	14.2	36.1	14.2	34.9	13.1	34.9	40	37.8
1800-1900	39.9	38.3	40.8	38.5	38	37.4	37.7	37.4	21.2	36.9	14.5	36.9	40.7	39
1900-2000	40.8	39	40.2	38.9	38.6	37.6	39.3	38.3	39.3	37.8	37.2	38.3	40.3	37.8
2000-2100	40.8	40.3	40.7	39.3	39.6	36.9	40	37.1	39.3	38.5	39.4	38.4	39.6	38
2100-2200	42.2	39.6	41.9	40	41.2	37.5	39.4	37.5	39.3	38.4	36.4	37.5	40.5	39.2
2200-2300	42.7	40.6	41.4	40.3	42.4	38.6	41.5	37.9	40.5	37.9	39.7	38.2	41	38.7
2300-2400	43.9	39.9	44.6	39.8	45	39.9	43.8	41.8	42.3	42.2	41.2	40.2	40.7	41.4
Average non-peak	38.3	37.0	38.5	37.0	36.0	36.1	36.3	36.4	35.1	36.1	24.9	34.4	38.6	37.2
Average 0700-1900	39.2	37.8	39.5	37.7	34.2	36.1	29.4	36.0	29.2	36.0	20.9	34.8	39.3	37.8
Daily Average	42	41	41	39	39	39	36	39	36	39	31	38	41	39

Notes:

All speeds are expressed in mph

- indicates where less than 10 vehicle hits were recorded in the hour

A four second headway has been applied to the ATC speed data to derive a 'free flowing' design speed

Average non-peak design speed is taken from 1000-1200 and 1400-1600 excluding weekends and Bank Holidays in accordance with CA185

Source: DCA Monisyst

APPENDIX D
TRICS Vehicle Traffic Generation Projections; Houses Privately Owned

Calculation Reference: AUDIT-711001-230510-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	6 days
	HF HERTFORDSHIRE	2 days
	KC KENT	2 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	10 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 1146 (units:)
Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	10 days
Wednesday	20 days
Thursday	9 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	42 days
Directional ATC Count	2 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	41
Out of Town	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	72 days - Selected

Secondary Filtering selection:

Use Class:

C3	44 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	11 days
10,001 to 15,000	17 days
15,001 to 20,000	6 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	6 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	20 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	31 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	28 days
No	16 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	44 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED HOUSES 30 <i>15/10/20</i>	BEDFORD <i>Survey Type: MANUAL</i>
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 46 <i>22/06/22</i>	CENTRAL BEDFORDSHIRE <i>Survey Type: MANUAL</i>
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 26 <i>09/11/22</i>	DORSET <i>Survey Type: MANUAL</i>
4	DY-03-A-01 RADBOURNE LANE DERBY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 371 <i>10/07/18</i>	DERBY <i>Survey Type: MANUAL</i>
5	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 212 <i>11/07/16</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
6	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 99 <i>05/06/19</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
7	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 91 <i>07/11/19</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-08 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: WEDNESDAY 12/10/22</i>	MIXED HOUSES & FLATS EAST SUSSEX	<i>Survey Type: MANUAL</i>
9	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>	TERRACED & SEMI -DETACHED HAMPSHIRE	<i>Survey Type: MANUAL</i>
10	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>	MIXED HOUSES HAMPSHIRE	<i>Survey Type: MANUAL</i>
11	HC-03-A-26 BOTLEY ROAD WHITELEY Edge of Town Out of Town Total No of Dwellings: 270 <i>Survey date: THURSDAY 24/06/21</i>	MIXED HOUSES & FLATS HAMPSHIRE	<i>Survey Type: MANUAL</i>
12	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>	MIXED HOUSES HAMPSHIRE	<i>Survey Type: MANUAL</i>
13	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 08/11/21</i>	MIXED HOUSES & FLATS HAMPSHIRE	<i>Survey Type: MANUAL</i>
14	HC-03-A-29 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: 195 <i>Survey date: THURSDAY 30/06/22</i>	MIXED HOUSES & FLATS HAMPSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
16	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		8	
	<i>Survey date: TUESDAY</i>		<i>08/06/21</i>	<i>Survey Type: MANUAL</i>
17	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
18	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone Total No of Dwellings:		14	
	<i>Survey date: WEDNESDAY</i>		<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
19	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:		19	
	<i>Survey date: MONDAY</i>		<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
20	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
21	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		514	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
22	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		55	
	<i>Survey date: TUESDAY</i>		<i>21/09/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-28	MIXED HOUSES & FLATS		NORFOLK
	ATLANTIC AVENUE			
	NORWICH			
	SPROWSTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		1146	
	<i>Survey date: THURSDAY</i>		<i>22/09/22</i>	<i>Survey Type: MANUAL</i>
24	NF-03-A-31	MIXED HOUSES		NORFOLK
	BRANDON ROAD			
	SWAFFHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		321	
	<i>Survey date: THURSDAY</i>		<i>22/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
25	NF-03-A-34	MIXED HOUSES		NORFOLK
	NORWICH ROAD			
	SWAFFHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		80	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
26	NF-03-A-35	MIXED HOUSES & FLATS		NORFOLK
	REPTON AVENUE			
	NORWICH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		116	
	<i>Survey date: WEDNESDAY</i>		<i>28/09/22</i>	<i>Survey Type: MANUAL</i>
27	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
28	NF-03-A-38	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		537	
	<i>Survey date: TUESDAY</i>		<i>20/09/22</i>	<i>Survey Type: MANUAL</i>
29	NF-03-A-47	MIXED HOUSES & FLATS		NORFOLK
	BURGH ROAD			
	AYLSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		300	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

30	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
31	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
32	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
33	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		790	
	<i>Survey date: WEDNESDAY</i>		<i>04/05/22</i>	<i>Survey Type: MANUAL</i>
34	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
35	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI-DETACHED		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		149	
	<i>Survey date: TUESDAY</i>		<i>22/06/21</i>	<i>Survey Type: MANUAL</i>
36	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

37	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI -DETACHED 248 22/11/17	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
38	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 26 22/11/17	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
39	WO-03-A-07 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 47 01/10/20	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>
40	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 180 19/04/18	WEST SUSSEX	<i>Survey Type: MANUAL</i>
41	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 918 02/04/19	WEST SUSSEX	<i>Survey Type: MANUAL</i>
42	WS-03-A-13 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 197 23/06/21	WEST SUSSEX	<i>Survey Type: MANUAL</i>
43	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 117 20/10/21	WEST SUSSEX	<i>Survey Type: MANUAL</i>
44	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSING 46 21/09/16	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	44	187	0.081	44	187	0.316	44	187	0.397
08:00 - 09:00	44	187	0.155	44	187	0.403	44	187	0.558
09:00 - 10:00	44	187	0.135	44	187	0.155	44	187	0.290
10:00 - 11:00	44	187	0.119	44	187	0.136	44	187	0.255
11:00 - 12:00	44	187	0.128	44	187	0.136	44	187	0.264
12:00 - 13:00	44	187	0.149	44	187	0.144	44	187	0.293
13:00 - 14:00	44	187	0.148	44	187	0.141	44	187	0.289
14:00 - 15:00	44	187	0.150	44	187	0.180	44	187	0.330
15:00 - 16:00	44	187	0.260	44	187	0.163	44	187	0.423
16:00 - 17:00	44	187	0.271	44	187	0.153	44	187	0.424
17:00 - 18:00	44	187	0.359	44	187	0.160	44	187	0.519
18:00 - 19:00	44	187	0.297	44	187	0.155	44	187	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.252			2.242			4.494

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 8 - 1146 (units:)
Survey date date range: 01/01/15 - 09/11/22
Number of weekdays (Monday-Friday): 44
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 24
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX E
TRICS Vehicle Traffic Generation Projections; Civic Amenity Sites

Calculation Reference: AUDIT-711001-230510-0547

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES
Category : A - CIVIC AMENITY SITE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	NB NORTHUMBERLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Total bays
Actual Range: 10 to 40 (units:)
Range Selected by User: 2 to 45 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 18/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 8 days
Sunday 5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 13 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 12
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 9
Residential Zone 1
No Sub Category 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:

Use Class:

B2 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 3 days
 5,001 to 10,000 3 days
 10,001 to 15,000 2 days
 15,001 to 20,000 1 days
 20,001 to 25,000 2 days
 25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 50,001 to 75,000 2 days
 75,001 to 100,000 1 days
 125,001 to 250,000 5 days
 250,001 to 500,000 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 5 days
 1.1 to 1.5 8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 13 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 13 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-12-A-01 CARLISLE ROAD BRAMPTON	WASTE & RECYCLING CENTRE	CUMBRIA
	Edge of Town Industrial Zone Total Total bays:	25	
	<i>Survey date: SATURDAY</i>	<i>16/10/21</i>	<i>Survey Type: MANUAL</i>
2	DC-12-A-07 ST GEORGES ROAD DORCHESTER	RECYCLING CENTRE	DORSET
	Edge of Town Industrial Zone Total Total bays:	34	
	<i>Survey date: SATURDAY</i>	<i>17/09/16</i>	<i>Survey Type: MANUAL</i>
3	GM-12-A-01 RAIKES LANE BOLTON	RECYCLING CENTRE	GREATER MANCHESTER
	Edge of Town Industrial Zone Total Total bays:	28	
	<i>Survey date: SUNDAY</i>	<i>23/06/19</i>	<i>Survey Type: MANUAL</i>
4	HF-12-A-06 CAXTON WAY STEVENAGE	RECYCLING CENTRE	HERTFORDSHIRE
	Edge of Town Industrial Zone Total Total bays:	33	
	<i>Survey date: SATURDAY</i>	<i>29/06/19</i>	<i>Survey Type: MANUAL</i>
5	LC-12-A-02 TOM BENSON WAY PRESTON INGOL	RECYCLING/HHWASTE	LANCASHIRE
	Edge of Town No Sub Category Total Total bays:	40	
	<i>Survey date: SATURDAY</i>	<i>21/11/09</i>	<i>Survey Type: MANUAL</i>
6	LC-12-A-03 CHAPEL HILL TRADING ES. LONGRIDGE CHAPEL HILL	RECYCLING CENTRE	LANCASHIRE
	Edge of Town Industrial Zone Total Total bays:	10	
	<i>Survey date: SUNDAY</i>	<i>19/09/10</i>	<i>Survey Type: MANUAL</i>
7	LE-12-A-03 WIGSTON ROAD LEICESTER OADBY	RECYCLING CENTRE	LEICESTERSHIRE
	Edge of Town No Sub Category Total Total bays:	21	
	<i>Survey date: SUNDAY</i>	<i>21/06/09</i>	<i>Survey Type: MANUAL</i>
8	NB-12-A-01 BROOMHOUSE ROAD PRUDHOE WEST WYLAM	RECYCLING CENTRE	NORTHUMBERLAND
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Total bays:	19	
	<i>Survey date: SUNDAY</i>	<i>19/06/11</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	NN-12-A-01 NORTHAMPTON ROAD RUSHDEN	RECYCLING CENTRE		NORTH NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Total bays:		18	
		<i>Survey date: SATURDAY</i>	<i>16/10/21</i>	<i>Survey Type: MANUAL</i>
10	NT-12-A-01 LILAC GROVE NOTTINGHAM BEESTON	RECYCLING CENTRE		NOTTINGHAMSHIRE
	Edge of Town Industrial Zone Total Total bays:		20	
		<i>Survey date: SATURDAY</i>	<i>14/07/18</i>	<i>Survey Type: MANUAL</i>
11	WK-12-A-03 PRINCES DRIVE LEAMINGTON SPA	RECYCLING CENTRE		WARWICKSHIRE
	Edge of Town No Sub Category Total Total bays:		21	
		<i>Survey date: SATURDAY</i>	<i>28/09/19</i>	<i>Survey Type: MANUAL</i>
12	WS-12-A-02 MILL LANE LITTLEHAMPTON	RECYCLING CENTRE		WEST SUSSEX
	Edge of Town Industrial Zone Total Total bays:		16	
		<i>Survey date: SUNDAY</i>	<i>29/11/09</i>	<i>Survey Type: MANUAL</i>
13	WY-12-A-02 WEAVING LANE DEWSBURY	CIVIC AMENITY SITE		WEST YORKSHIRE
	Edge of Town Industrial Zone Total Total bays:		19	
		<i>Survey date: SATURDAY</i>	<i>13/05/17</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/A - CIVIC AMENITY SITE
 TOTAL VEHICLES
 Calculation factor: 1 BAYS
 Estimated TRIP rate value per 6 BAYS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BAYS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BAYS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BAYS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	27	0.125	0.750	9	27	0.013	0.075	9	27	0.138	0.825
08:00 - 09:00	13	23	1.526	9.158	13	23	1.342	8.053	13	23	2.868	17.211
09:00 - 10:00	13	23	2.701	16.204	13	23	2.563	15.375	13	23	5.263	31.579
10:00 - 11:00	13	23	3.882	23.289	13	23	3.605	21.632	13	23	7.487	44.921
11:00 - 12:00	13	23	4.201	25.204	13	23	4.049	24.296	13	23	8.250	49.500
12:00 - 13:00	13	23	4.003	24.020	13	23	4.063	24.375	13	23	8.065	48.395
13:00 - 14:00	13	23	3.668	22.007	13	23	3.783	22.697	13	23	7.451	44.704
14:00 - 15:00	13	23	4.089	24.533	13	23	4.112	24.671	13	23	8.201	49.204
15:00 - 16:00	13	23	3.516	21.099	13	23	3.668	22.007	13	23	7.184	43.106
16:00 - 17:00	12	24	2.667	16.000	12	24	2.884	17.305	12	24	5.551	33.305
17:00 - 18:00	12	24	1.411	8.463	12	24	1.621	9.726	12	24	3.032	18.189
18:00 - 19:00	11	24	0.572	3.435	11	24	0.617	3.703	11	24	1.189	7.138
19:00 - 20:00	3	23	1.235	7.412	3	23	1.338	8.029	3	23	2.573	15.441
20:00 - 21:00	2	25	0.000	0.000	2	25	0.102	0.612	2	25	0.102	0.612
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			33.596	201.574			33.758	202.556			67.354	404.130

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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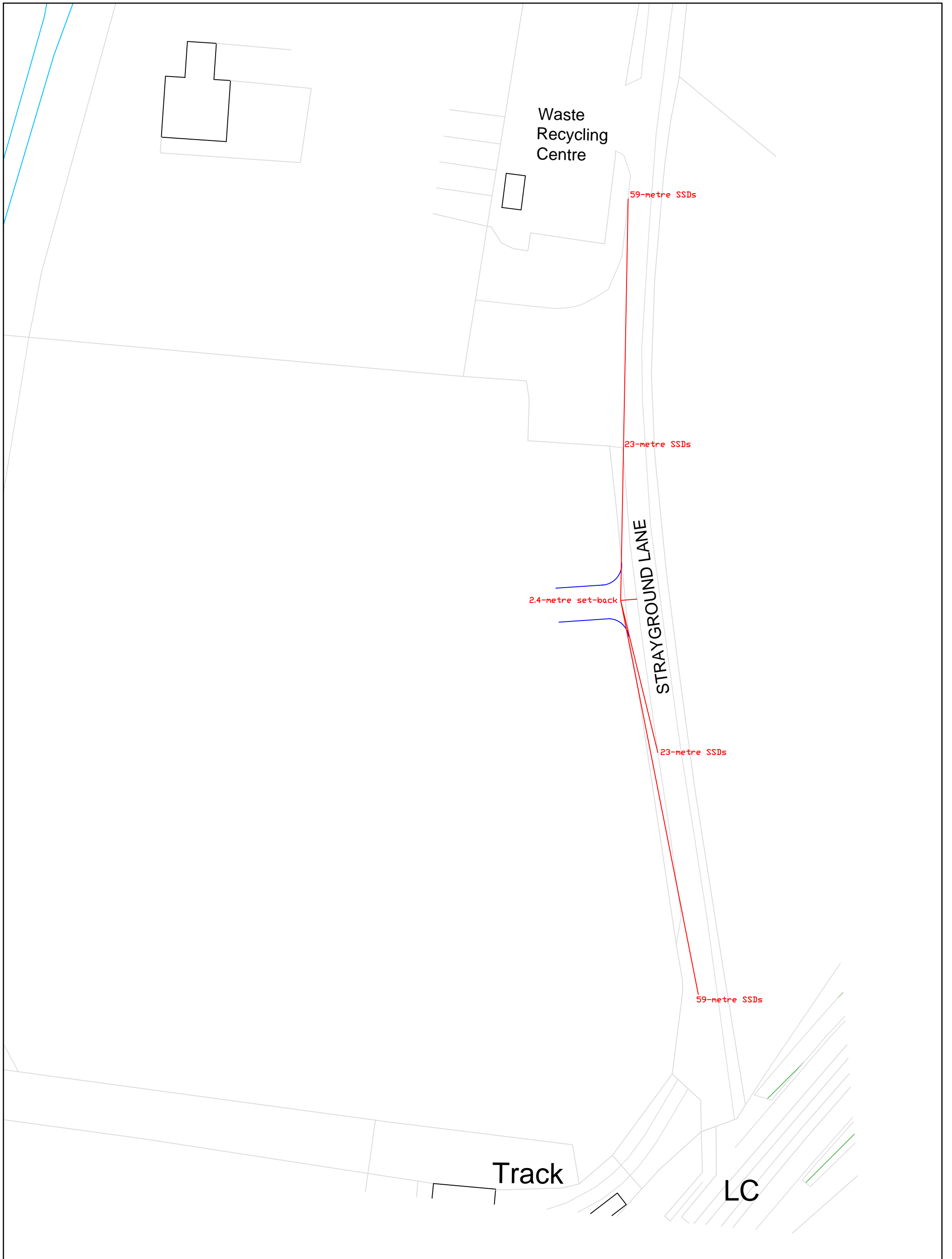
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Parameter summary

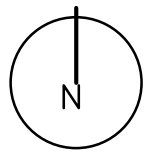
Trip rate parameter range selected: 10 - 40 (units:)
 Survey date range: 01/01/08 - 18/06/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 8
 Number of Sundays: 5
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX F
Illustrative Feasibility Plan of Access to the Site



Date: 12-May-2023
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2853/TS/F



P2853: STRAYGROUND LANE, NR18
 Appendix F
 Illustrative Feasibility Plan of Access to the Site


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APPENDIX G
Strayground Lane ATC Speed Data

P2853: STRAYGROUND LANE, WYMONDHAM, NORWICH, NR18

STRAYGROUND LANE - 85th Percentile Vehicle Speeds (mph) - Sunday 30th April to Saturday 6th May 2023

Time	Sunday 30-04-2023		Monday 01-05-2023		Tuesday 02-05-2023		Wednesday 03-05-2023		Thursday 04-05-2023		Friday 05-05-2023		Saturday 06-05-2023	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0000-0100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0100-0200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0200-0300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0300-0400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0400-0500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0500-0600	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0600-0700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0700-0800	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0800-0900	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0900-1000	16.6	14.4	15.9	15.5	-	-	-	-	-	-	15.5	14.7	16.9	15.8
1000-1100	16.9	17.6	17.7	17.3	-	-	-	-	-	-	16.5	17	16.1	20.2
1100-1200	16.7	17.2	16.8	16.3	-	-	-	-	-	-	17.9	16.3	17.6	18.8
1200-1300	15.8	15.7	17.6	18	-	-	-	-	-	-	16.2	17.2	16.6	18.7
1300-1400	16.8	17.7	15.9	17.2	-	-	-	-	-	-	18.5	18.7	16.1	19.1
1400-1500	15.1	17.3	18.5	15.8	-	-	-	-	-	-	16.6	16.9	17.3	18.5
1500-1600	15.2	17.2	16.1	16.7	-	-	-	-	-	-	15	15.6	17.3	16.7
1600-1700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1700-1800	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1800-1900	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1900-2000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2000-2100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2100-2200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2200-2300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2300-2400	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Average non-peak	16.0	17.3	17.3	16.5	-	-	-	-	-	-	16.5	16.5	17.1	18.6
Average 0700-1900	16.2	16.7	16.9	16.7	-	-	-	-	-	-	16.6	16.6	16.8	18.3
Daily Average	16	17	17	17	-	-	-	-	-	-	17	17	17	18

Notes:

All speeds are expressed in mph

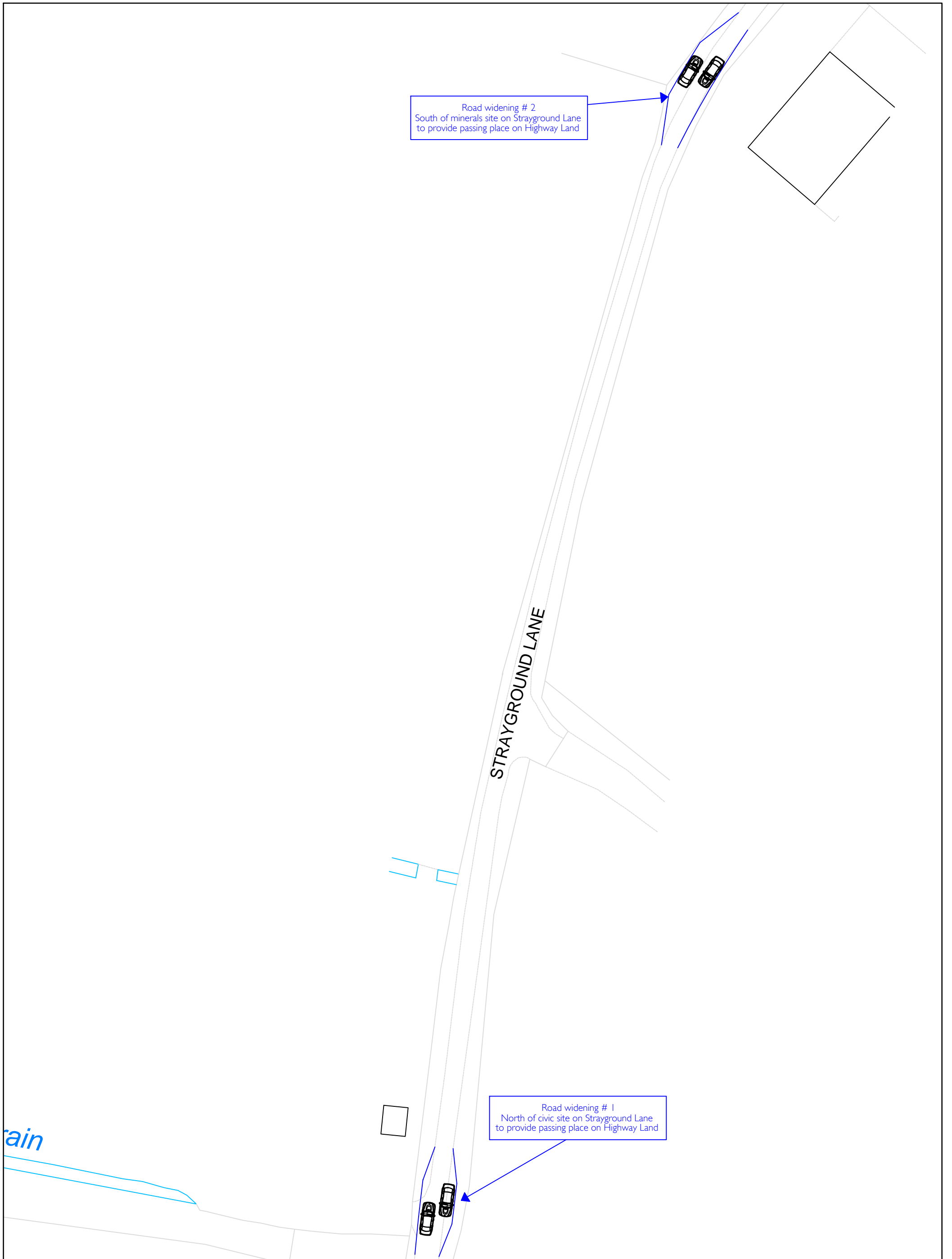
- indicates where less than 10 vehicle hits were recorded in the hour

A four second headway has been applied to the ATC speed data to derive a 'free flowing' design speed

Average non-peak design speed is taken from 1000-1200 and 1400-1600 in accordance with CA185

Source: DCA Monisyst

APPENDIX H
Illustrative Proposed Off-Site Highway Works Plan
& Extent of Adopted Highway Boundary Search



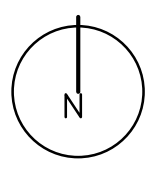
Road widening # 2
 South of minerals site on Strayground Lane
 to provide passing place on Highway Land

STRAYGROUND LANE

Road widening # 1
 North of civic site on Strayground Lane
 to provide passing place on Highway Land

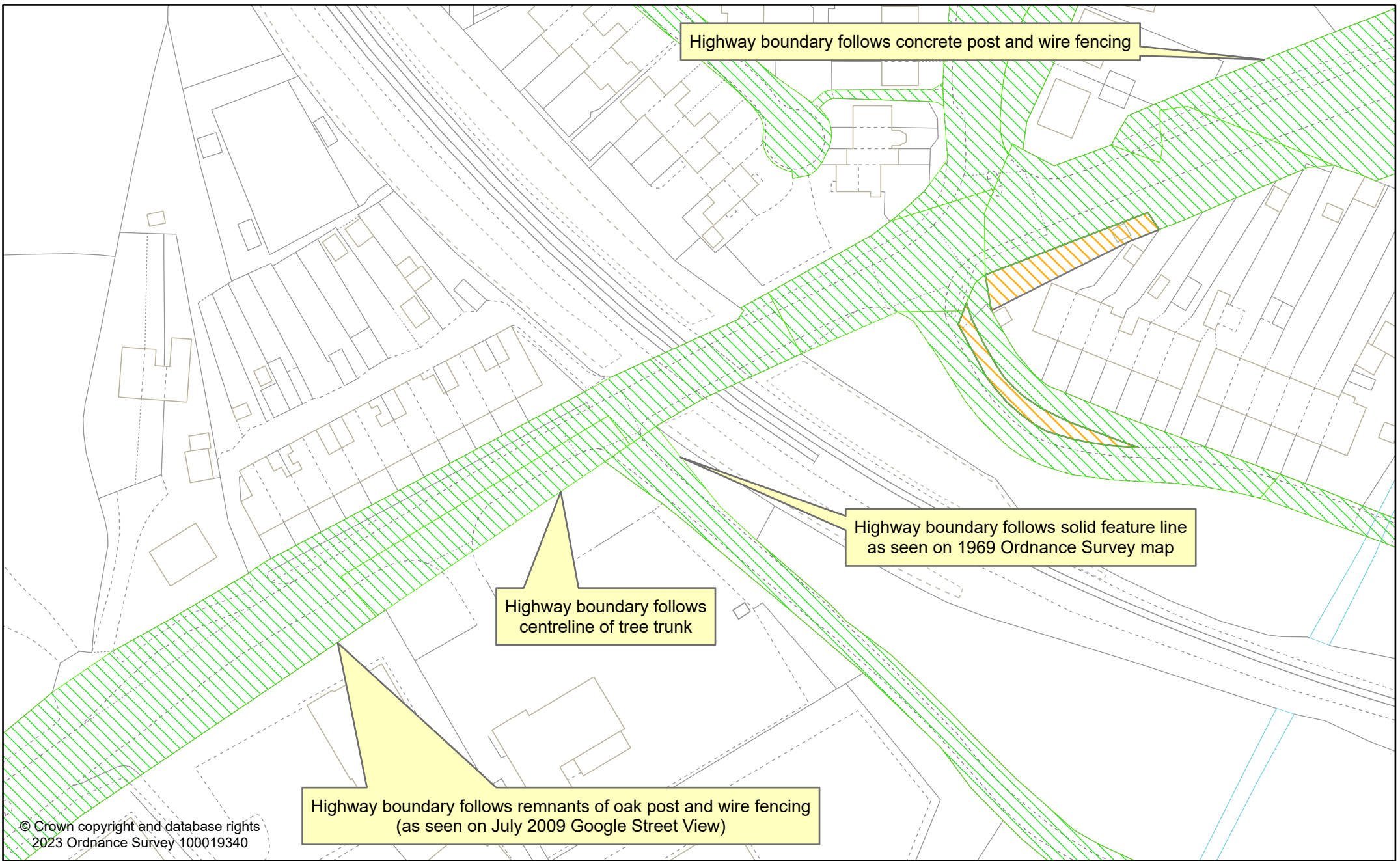
rain

Date: 12-May-2023
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2853/TS/H



P2853: STRAYGROUND LANE, NR18
 Appendix H
 Illustrative Proposed Off-Site Highways Works Plan


PAUL MEW ASSOCIATES
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2023 Ordnance Survey 100019340

Norfolk County Council
Grid Ref: 610760.160529E 301038.202995N

**London Road,
Wymondham**

 **Public highway hatched green**

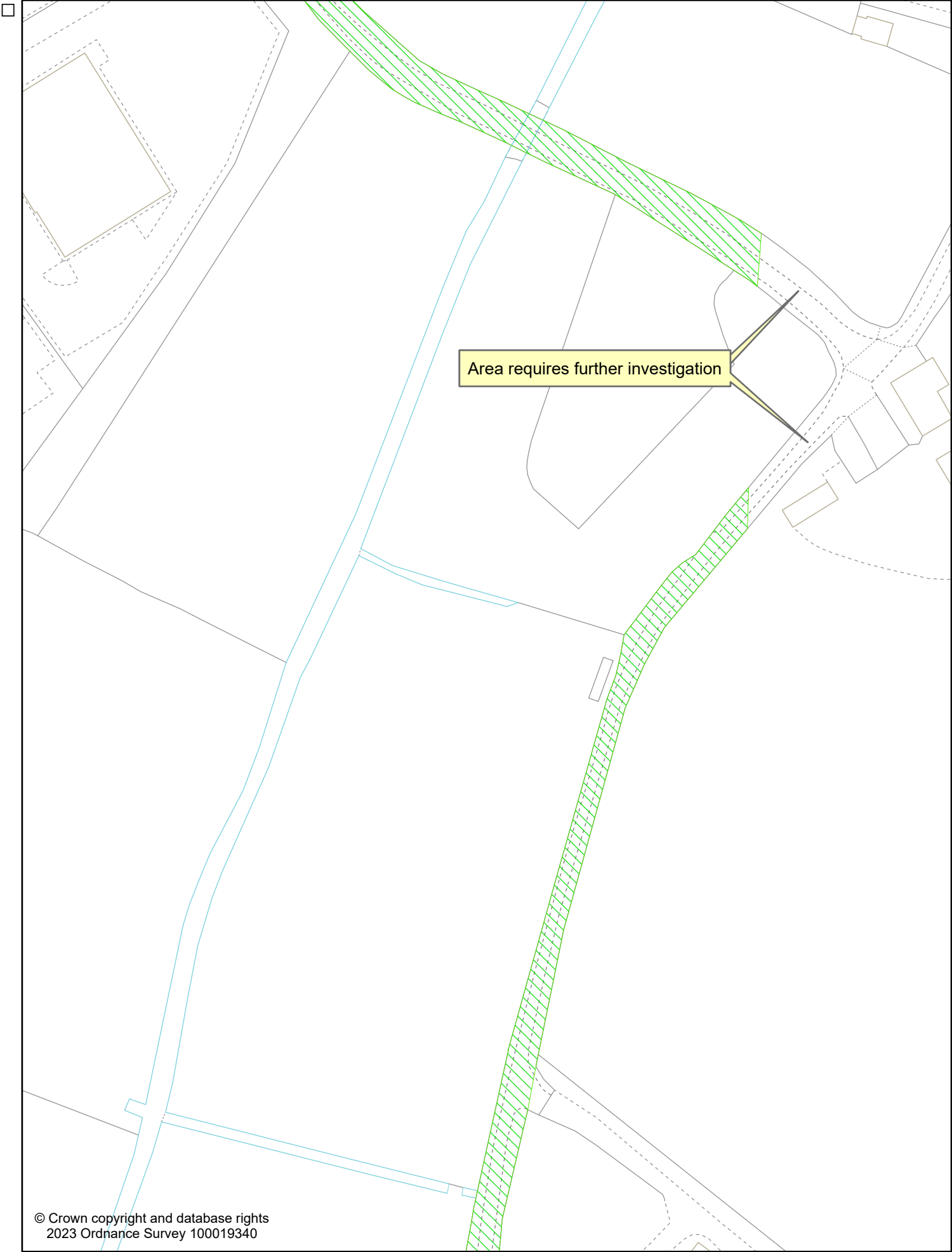
 **Highway service land hatched orange**

This plan is only valid with the attached notes

Date created:
17/05/2023

Scale:
1:1,000





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2023 Ordnance Survey 100019340

 **Norfolk** County Council
Grid Ref: 610850.469786E 300839.663167N

**Whartons Lane/Strayground Lane,
Wymondham**

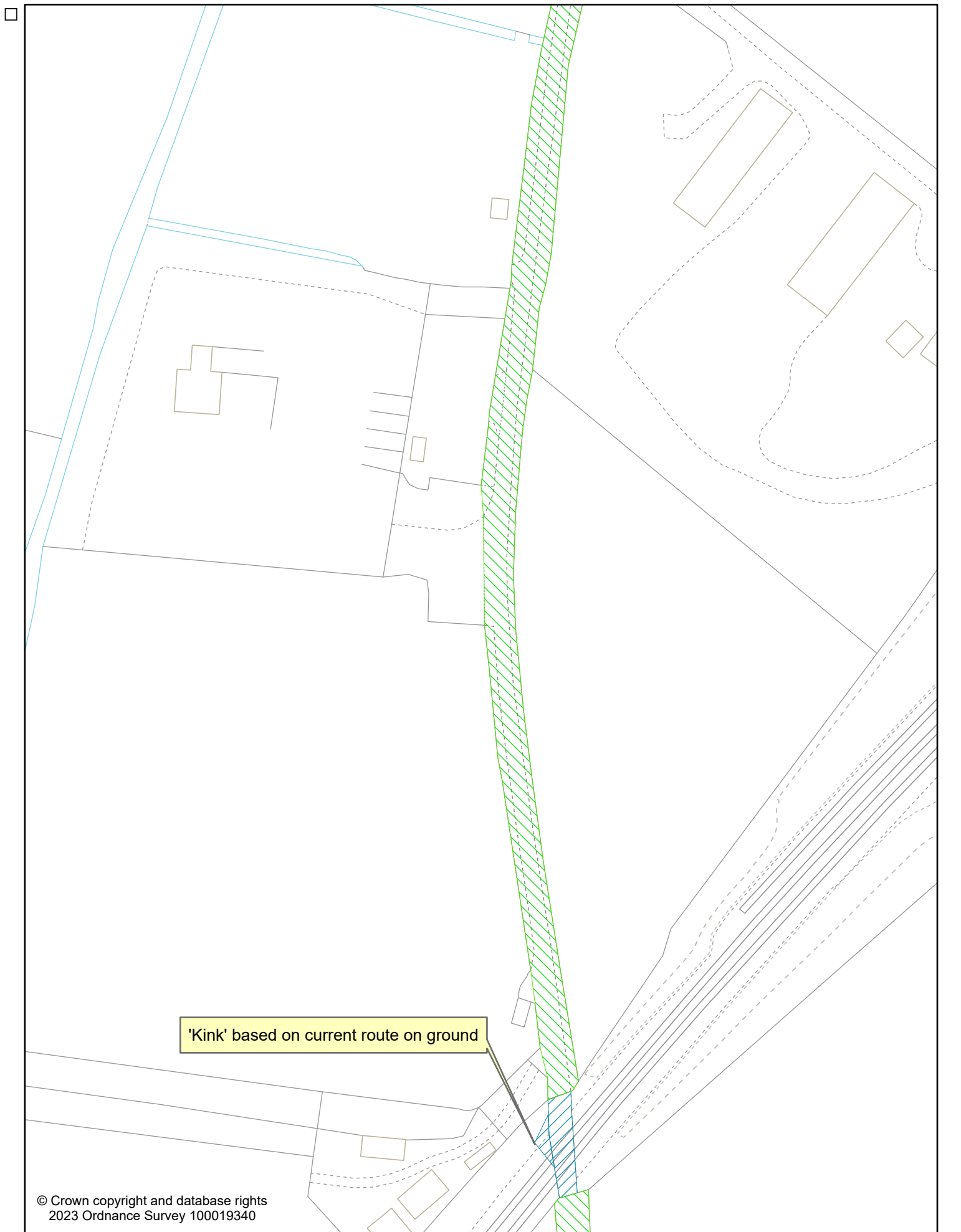
Date created:
17/05/23

 **Public highway hatched green**

Scale:
1:1,000



This plan is only valid with the attached notes



'Kink' based on current route on ground

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2023 Ordnance Survey 100019340

 **Norfolk** County Council
Grid Ref: 610835.203404E 300598.615034N

**Strayground Lane,
Wymondham**

 **Public highway hatched green**

 **Highway maintained by others hatched blue**

This plan is only valid with the attached notes

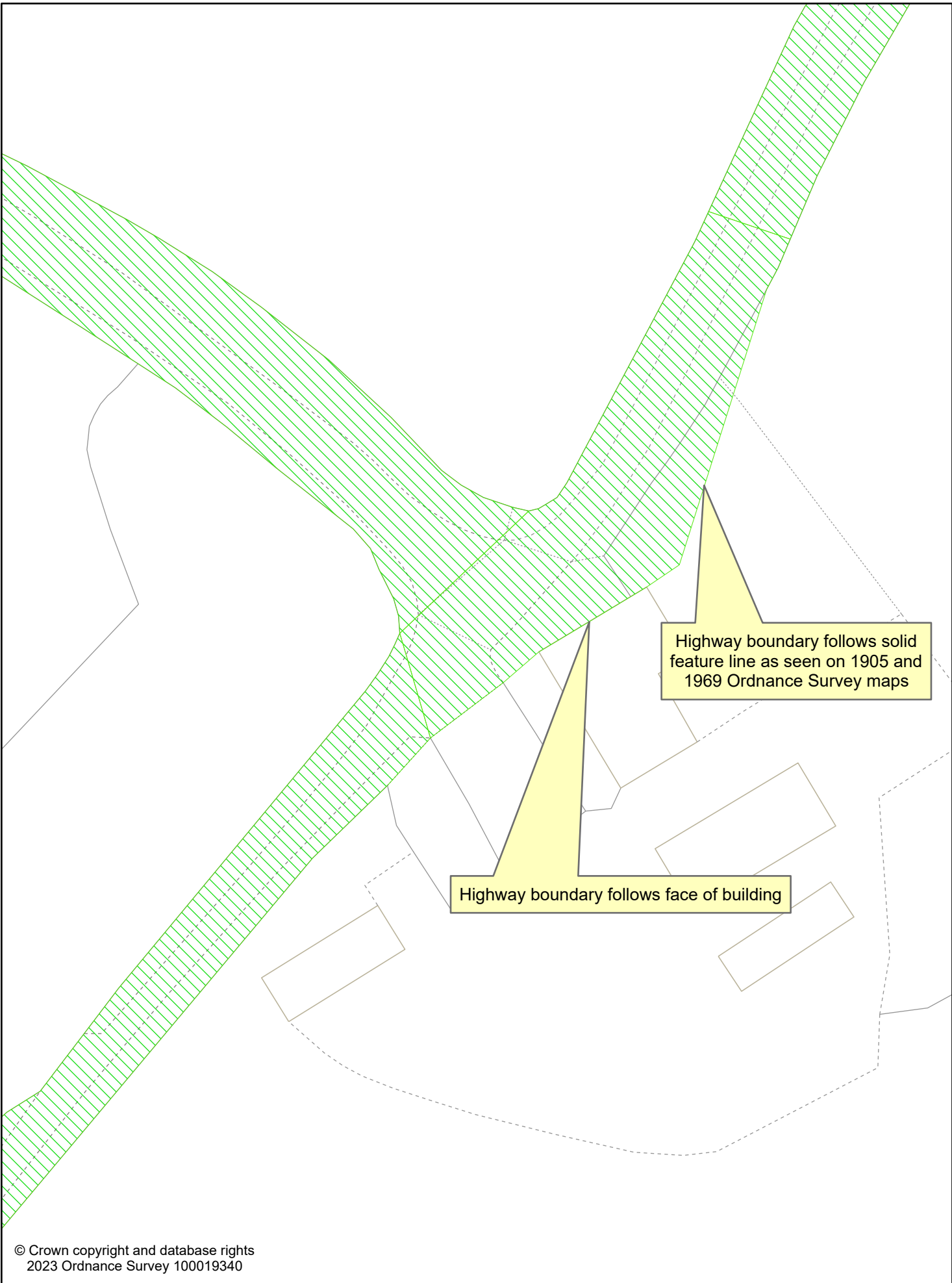
Date created:
17/05/23

Scale:
1:1,000



Please be advised:-

- The attached plan is to scale when printed on A4 unless stated otherwise.
- This plan shows highway boundary data in relation to physical features plotted by Ordnance Survey.
- Measurements scaled from this plan may not match measurements between the same points on the ground.
- Green hatching represents publicly maintainable highway in the meaning of the Highways Act 1980.
- Areas without green hatching may still be public highway that has not been researched, verified or recorded.
- Only the green hatching surrounding the requested area of interest has been verified.
- This data is valid at date of publication and can be subject to change.
- This data is intended for use by the recipient only and should not be passed to third parties.
- For drainage ditches that have never been depicted on any OS mapping and that have subsequently been found to have been piped, the highway boundary line will change to the approximate road-side edge of the original drainage ditch as no highway rights can be proved to have been established on the land occupied by the drainage ditch. The adjacent landowner will mostly like be the riparian owner of the drainage ditch (open or piped) and the land that it occupies will be regarded as private.
- Please direct all highway boundary enquiries to highway.boundaries@norfolk.gov.uk



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2023 Ordnance Survey 100019340

 **Norfolk** County Council
Grid Ref: 610929.564986E 300890.960258N

**Strayground Lane,
Wymondham**

Date created:
06/07/23

 **Public highway hatched green**

Scale:
1:400

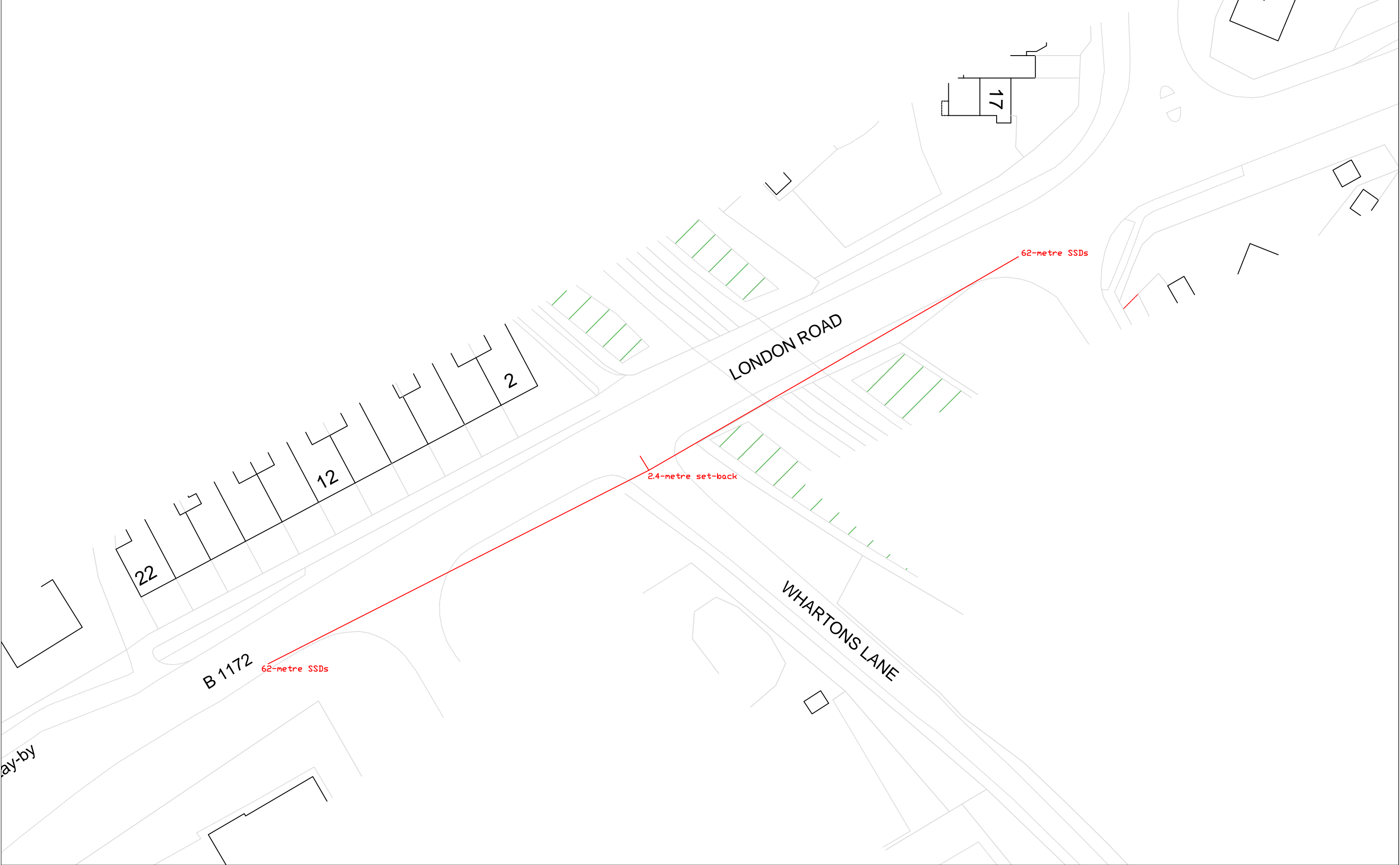


This plan is only valid with the attached notes

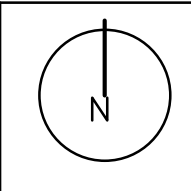
Please be advised:-

- The attached plan is to scale when printed on A4 unless stated otherwise.
- This plan shows highway boundary data in relation to physical features plotted by Ordnance Survey.
- Measurements scaled from this plan may not match measurements between the same points on the ground.
- Green hatching represents publicly maintainable highway in the meaning of the Highways Act 1980.
- Areas without green hatching may still be public highway that has not been researched, verified or recorded.
- Only the green hatching surrounding the requested area of interest has been verified.
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APPENDIX I
SSDs at the Whartons Lane junction with the B1172 London Road



Date: 12-May-2023
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. P2853/TS/1



P2853: STRAYGROUND LANE, NR18
 Appendix I
 SSDs at the Whartons Lane junction with the B1172 London Road


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