PROPOSED ANAEROBIC DIGESTION FACILITY SPRING GROVE GREEN POWER

Transport Statement

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1.0 EXECUTIVE SUMMARY

The following provides a summary of the proposals and findings of the Transport Statement.

1.1 Proposals Summary

Acorn Bioenergy Limited are seeking to develop land at Spring Grove, Horseheath to provide a new Anaerobic Digestion (AD) Facility. The proposed AD Facility would process c. 92,000tpa of agricultural feedstock, likely to comprise the following:

- silage (rye, maize, oats and grass);
- straw;
- farmyard manure; and
- poultry litter.

The feedstock would be transported to site in HGVs (tractor-trailers and lorries). The feedstock material would undergo a process of controlled decomposition (anaerobic digestion) within the proposed facility. The process produces biogas which would be upgraded to biomethane on site before being transported by tanker to a central gas injection point.

The gas upgrading process would also result in the production of CO_2 as a natural by-product. All of Acorn's AD facilities are fitted with the equipment required to capture the clean CO_2 to a food grade level standard which makes it suitable for almost all industrial and commercial applications in the UK. Purified CO_2 would be liquefied and transported by road to end users, ideally located locally. A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

1.2 Background Conditions

A detailed site audit has been undertaken which considers the existing highway conditions. This includes the following background data:

- an Automatic Traffic Count (ATC) to determine traffic volumes and actual vehicle speeds;
- a review of recorded accident data covering the most recent 5 year period on record; and
- a plan confirming the extents of the highway boundary.

The site audit has confirmed that there are no existing highway safety or capacity issues in the locality.

The site is surrounded by agricultural land which currently (and historically) generates HGV/tractor traffic movements.

A forecast of farming activity based on expectant AD Facility suppliers land yield potential has been calculated. This has been undertaken following a detailed assessment which included liaising with local landowners and farm operators to forecast typical feedstock supplies.

The assessment concluded that the expectant AD Facility suppliers land yield potential could generate in the region of 5,600 HGV/tractor loads annually. These are loads which would be expected to be redirected to the proposed facility.

1.3 Proposed Traffic Generation

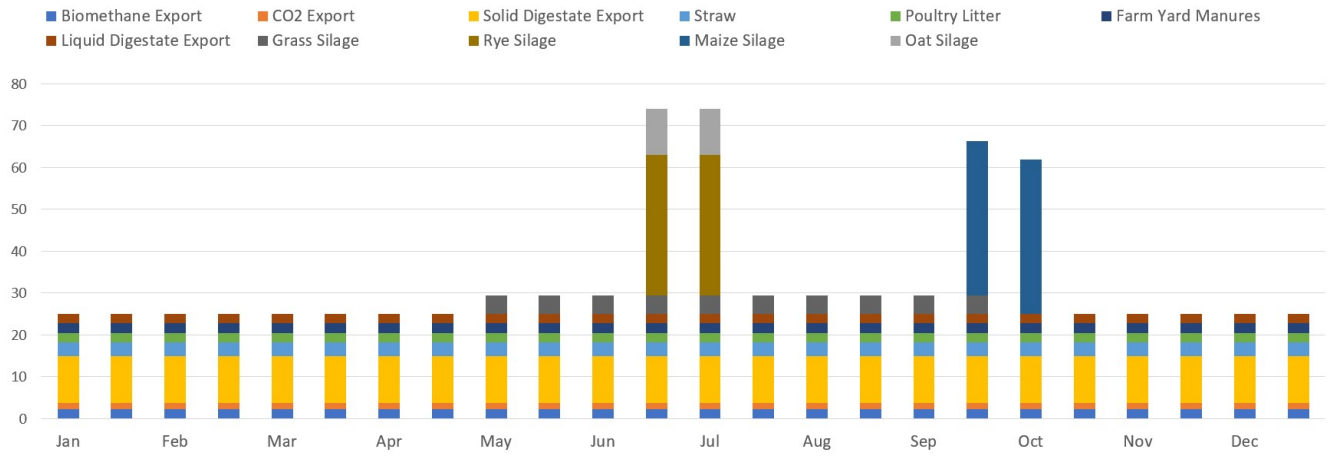
Traffic would be generated by the import/export of materials and a low number of staff trips.

The proposals will result in a varied HGV traffic generation profile across the year. A traffic forecast has been undertaken which indicates that the site could be served by approximately 9,786 HGV/tractor trips per year. Therefore, the net increase in HGV trip generation equates as follows: 9,786 – 5600 = 4,186 or ~11 trips per day.

It is noted that if the proposal does not take into account the annual traffic movements removed from the network, then for the majority of the year (10 months) the proposed development would generate 25 – 29 HGV/tractor trips per day, which equates to 50 – 58 HGV/tractor movements. Proposed site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (rye/oat Silage) and two weeks in September and October (maize silage). Predicted traffic levels would peak for two weeks in June and two weeks in July with up to 74 HGV/Tractor trips per day, which equates to 148 HGV/Tractor movements.

A summary of the anticipated annual traffic profiles is presented within Figure 1-1. This shows the forecasted maximum daily HGV load forecast for each period.

Figure 1-1
Forecasted Maximum Daily HGV/Tractor Loads Forecast



1.4 Proposed Access Arrangements

The proposed site access will comprise an upgrade of the existing access arrangements off the A1307 Cambridge Road. The proposed site access junction has been designed in accordance with CD123 DMRB, as a simple priority junction. The junction location benefits from adequate visibility with 2.4 x 215 metre visibility splays as illustrated on the proposed access design.

Egressing vehicles will be restricted from turning right out of the site and would be expected to turn left (east) and then double-back around the roundabout if required to head west. This would be managed by means of signage and contract agreements. Additionally, the site access design has been developed to include a splitter-island as a physical barrier. The island could be developed during the detail design stages as a Trief kerb. A review of the U-turn capability of a maximum sized articulated lorry at the roundabout has been undertaken which demonstrates that the manoeuvre can comfortably be completed.

The access road design features a 7.0 metre wide hard surfaced access road with widening at the bends. It measures approximately 230 metres in length which would allow HGVs/tractor-trailers to pass in opposing directions without issue. The access road will provide direct access to a car park area and AD Facility operation areas for deposit/loading. All vehicles will be able to turn within the site to egress in a forward gear.

The design has been assessed in terms of HGV swept-paths, the access drawing includes swept-paths for a maximum sized articulated lorry which demonstrates that this worst-case vehicle can access and egress without any issue. Critically, it demonstrates that an HGV can gain access to the site whilst another HGV waits to egress.

To ensure site security, the entrance would be secured out of hours by a locked gate, set back within the site.

The proposed site access has been subject to a Stage 1 Road Safety Audit which has highlighted no safety concerns.

1.5 Mitigation Measures

1.5.1 Embedded Mitigation

The application site benefits from good access to the local strategic road network via the A1307 whilst being in close proximity to the Thurlow Estate farming operations from which it will be primarily served.

The proposals include a new access capable of accommodating HGV movements in and out of the site. The access junction has been designed to enable HGVs/tractors to ingress whilst an HGV is waiting to egress. The access road itself is designed with a two-lane width throughout its length which will enable the free-flow of traffic between the site and the highway. Additionally, the access road is of a substantial length providing queueing capacity well in excess of any potential requirements.

Egressing vehicles will be restricted from turning right out of the site and would be expected to turn left (east) and then double-back around the roundabout if required to head west. The proposed access includes a physical measure in the form of a splitter-island to enforce this, alongside signage and contractual agreements.

The network of farm tracks to the north may be used by Thurlow Estate related vehicles where practical, these offer direct access across private land using established routes.

Loads associated with harvest period feedstock activity will be hauled by local farmers using their own vehicles or low level hired resources. As such, traffic activity throughout the day would naturally result in an even movement profile.

1.5.2 Operational Traffic Management Plan

The operation of the site must adhere to a Traffic Management Plan (TMP) which is recommended to be secured as a Planning Condition. The TMP must be produced and approved in writing by the local highway authority and planning authority prior to operation of the site.

The TMP will ensure that site traffic is managed effectively as to not result in any adverse impacts on the local highway.

The TMP will pay particular focus to crop harvest periods when traffic generation levels peak, ensuring that access junction activity is managed appropriately.

Measures may relate to HGV routeing, vehicle scheduling, wheel-wash, and other measures to prevent the transfer of detritus onto the local highway.

All site users will be made aware of the TMP, which will be provided during the contract agreement process, and must follow the measures within.

1.5.3 Construction Management Plan

The construction phase must adhere to a Construction Traffic Management Plan (CTMP) which is recommended to be secured as a Planning Condition. The CTMP must be produced and approved in writing by the local highway authority and planning authority prior to commencement of any intense construction activity.

The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway. The CTMP will include the following:

- detailed construction traffic forecast, including any abnormal load requirements;
- vehicle/plant/delivery scheduling;
- establish site access junction prior to main construction activities;
- staff parking to be accommodated within the site away from the public highway; and
- all lorry parking/loading will occur within the site, away from the public highway.

1.6 Consideration of Impacts

The application site benefits from good access to the local strategic road network via the A1307 whilst being in close proximity to the Thurlow Estate farming operations from which it will be primarily served.

The proposed access design has been developed to accommodate HGV traffic safely and efficiently.

For the majority of the year (10 months) the proposed development would generate 25 - 29 HGV/Tractor trips per day, which equates to 50 - 58 HGV/Tractor movements.

Proposed site traffic generation levels would then peak associated with the usual seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye Silage) and two weeks in September and October (Maize Silage). This level of traffic could be comfortably accommodated by the site access arrangements which have substantial internal operational capacity, well in excess of any potential requirements.

Whilst the proposed traffic will be new to the application site itself, a large proportion of the generated movements are already on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation. This has been quantified as approximately 5,600 annual loads, which makes up a large proportion (57.2%) of the proposed 9,786 annual loads. The proposed increase would equate to an average of 11 additional HGV/tractor loads per day in the local area. This figure is provided for comparison purposes only, as in practice, the loads would fluctuate at harvest periods.

1.7 Summary and Conclusions

The proposed scheme has been designed and reviewed in terms of highway safety and capacity, and it has been concluded that, subject to the implementation of a Traffic Management Plan (TMP) to manage seasonal traffic fluctuations, there would be no detrimental impacts to the safety and/or operation of the local highway.

Paragraph 111 of the National Planning Policy Framework (NPPF) states:

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

It is concluded that the proposals will not result in a severe or unacceptable impact on road safety, highway operation or network capacity.

2.0 INTRODUCTION

SLR Consulting Limited (SLR) has been appointed by Acorn Bioenergy Limited (the client) to provide Transport Consultancy services in support of a planning application for the development of an Anaerobic Digestion Facility at Spring Grove Farm, Haverhill, West Suffolk CB9 7SW to be known as Spring Grove Green Power (the application site).

2.1 Background

Acorn Bioenergy Limited are seeking to develop multiple sites across the UK. The AD Facilities will produce biomethane which will be subsequently transported off-site via tanker to a central hub.

Acorn Bioenergy Limited is committed to decarbonising hard-to-abate sectors by unlocking the full potential of biomethane production in the UK. It plans to make an immediate impact by reducing transport, industry, and agriculture CO_2 emissions by 2023.

Acorn Bioenergy Limited creates and procures biogas from AD Facilities in the UK and upgrades it to biomethane. It transports biomethane from the AD Facility to its point of use, utilising biomethane-powered trucks. The carbon negative biomethane will be directly used as an alternative fuel to power vehicles and also injected into the gas grid to create renewable heat.

The use of biomethane in hard-to-abate sectors is a critical step in the world's journey to Net Zero. It is a mature and well understood fuel that can be used today while hydrogen and electrification solutions are developed. It has been shown that running an HGV on biomethane delivers a reduction of equivalent carbon emissions of more than 70% when compared against diesel-fuelled HGVs.

2.2 Summary of Proposals

Acorn Bioenergy Limited are seeking to develop land at Spring Grove Farm, Haverhill, to provide an AD Facility to serve local farms.

The proposed development would import and treat in the region of 92,000 tonnes of feedstock per annum from the applicant's landholding and local farms, which would undergo a process of controlled decomposition (anaerobic digestion) within the Anaerobic Digestion (AD) facility. This anaerobic digestion generates biogas which is upgraded on site into biomethane, before being removed by tanker to a central facility for injection into the national grid.

The AD facility would have the capacity to export **9,817,265m³** of biomethane per annum.

The feedstock would typically comprise the following:

- silage (rye, maize oats and grass);
- straw;
- farm yard manure; and
- poultry litter.

In addition to the biogas, the AD process also produces a nutrient rich solid fertiliser and soil conditioner and a liquid fertiliser (digestate), which would be used on local farms in place of raw manures and artificial fertilisers.

The AD process would also result in the production of carbon dioxide (CO_2) as a natural by-product. This by-product is usually vented by AD plant operators, for whom the main goal is the production of biomethane. However, as CO_2 is a precious resource, the proposed AD plant would be fitted with equipment to upgrade the CO_2 to 99.9% purity, suitable for almost all industrial and commercial applications in the UK. Upgraded CO_2 would

be liquefied and transported by road to end users within the market area. The Development Proposals are fully discussed within Section 5.0.

3.0 EXISTING CONDITIONS

This Section provides a summary of the application site in terms of its location and surroundings, current usage, and general highways conditions.

3.1 Application Site

The main site comprises two adjoining arable fields which are part of the Spring Grove Farm. The application site also includes a pipeline route and northern lagoon.

3.1.1 Site Location

The southern boundary of the application site abuts the border between Cambridgeshire and Suffolk. While the main body of the site is situated in Suffolk.

The application site is located approximately 3.1km northwest from the centre of Haverhill, a market town and civil parish in Suffolk; the site lies approximately 21km southwest from central Cambridge;

Figure 3-1 shows the location of the main site. A plan showing the wider application site which includes the northern lagoon and pipeline route is included at **Drawing 01**.

Figure 3-1
Main Development Location Plan[1]

In broader terms the application site is located approximately 21km southeast of central Cambridge, 52km west of Ipswich, and circa 75km north from Central London; links to the M11 can be found within 15km (by road) from the application site.

[1] Based on OS Freemapping

The site is positioned to the north of the River Stour and a dismantled railway embankment which is hidden by tree coverage.

3.1.2 Access Arrangements

Vehicular access to the application site can be gained via the south across a bridge and through a cutting in the railway embankment via private tracks which route through and adjacent to an estate property forming two existing access junctions with the A1307. Figure 3-2 shows the area of the two access junctions with the A1307.

Figure 3-2
Existing Access Served off the A1307

Access to the existing site can also be gained via a network of estate farm tracks to the north.

3.2 Highway Conditions

The following sub-section discusses the highways infrastructure surrounding the application site.

3.2.1 A1307 Cambridge Road

The A1307 Cambridge Road comprises a typical A classified road which runs for approximately 24km between Haverhill and Cambridge.

In the vicinity of the application site the A1307 Cambridge Road measures circa 8.0 metres in width and is of a typical construction and layout with central markings interspersed with cats eye markers. The road comprises a single carriageway operating one lane in either direction and is subject to the National Speed Limit (60mph).

Figure 3-3 looks west on the A1307 Cambridge Road in the vicinity of the proposed site access.

Figure 3-3
View west on the A1307 Cambridge Road

The highway is street-lit but there is no footway provision, just grassed verges.

To the east of the existing site access junction there is a cycle route which follows the historic road alignment, linking up with the A1307 to the east. The route has bollards but doesn't appear to be used frequently by cyclists. The western opening to the cycle route, adjacent to the existing site access, is shown at Figure 3-4.

Figure 3-4
Western end of Cycle Route

To the west of the existing site access and estate property is a layby which is predominantly used for eastbound lorry driver daytime breaks. The eastbound layby is shown at Figure 3-5.

Figure 3-5
A1307 Eastbound Layby

There is also a westbound layby on the A1307 located approximately 250 metres to the west.

3.2.2 Silver Street

Located on the A1307 approximately 700 metres to the west of the existing site access is a junction with Silver Street. A photograph of the junction showing an eastbound view along the A1307 towards the existing site access is provided at Figure 3-6.

Figure 3-6
A1307 / Silver Street Junction – View Eastbound

The junction is arranged as a simple priority junction with wide parameters capable of accommodating HGV swept-path requirements.

The junction benefits from adequate forward visibility for right turning traffic within the extent of adopted highway. It is recommended that trees and vegetation are maintained to ensure this.

Silver Street itself is part of a 2.2km road link, between the A1307 (west of the site) and Queen Street (to the northeast), which has various names. Between these junctions the road is known as (west-to-east): Silver Street, Horseheath Road, Hollow Hill, and Church Street. The junction with Skippers Lane is located on the Horseheath Road section, and at the Queen Street terminus it is known as Church Street.

Silver Street comprises a narrow rural road circa 5.5 metres in width and subject to the National Speed Limit. The Silver Street carriageway is unmarked beyond the vicinity of its junction with the A1307 Cambridge Road as it bears north; however, central markings are present over a short distance approaching a bend in the road bearing northeast toward Withersfield.

On route toward Withersfield it is renamed as Horseheath Road in the vicinity of a junction with Skippers Lane. Also, in this vicinity the speed restriction is lowered to 30mph.

Silver Street is lined with trees and hedgerow with little or no grassed verge; no pedestrian infrastructure or lighting present.

The road is a typical rural road and is therefore used by a mix of traffic serving the local villages and local agricultural operations.

3.2.3 Skippers Lane

Skippers Lane comprises a narrow rural road circa 5.5 metres in width and subject to a 30mph Speed Limit. The Skippers Lane carriageway is unmarked beyond the vicinity of its junction with Horseheath Road as it bears north and is lined with trees and hedgerow with little or no grassed verge; no pedestrian infrastructure or lighting is present.

The road is a typical rural road and is therefore used by a mix of traffic serving the local villages and local agricultural operations.

3.2.4 Internal Farm Tracks

The Thurlow Estate farming operation extends to the north, beyond the application site, covering a wide area. The Estate as a whole comprises numerous agricultural fields which are interconnected by a network of tracks which have historically supported all types of agricultural traffic; it is considered that these tracks are suitable for use in context of the proposals, where practical. Much of the existing Thurlow Estate is currently accessed via these tracks.

3.2.5 Wider Strategic Road Network

The A11 runs for approximately 57km between Thetford and a junction with the M11 circa 16km south of central Cambridge; it is accessible from the application site via the A1307 Cambridge Road.

The A131/A134 runs for approximately 80km between Thetford and Chelmsford and represents the most relevant A class strategic route in the vicinity east of the application site; it is accessible via the A1017 and A1092.

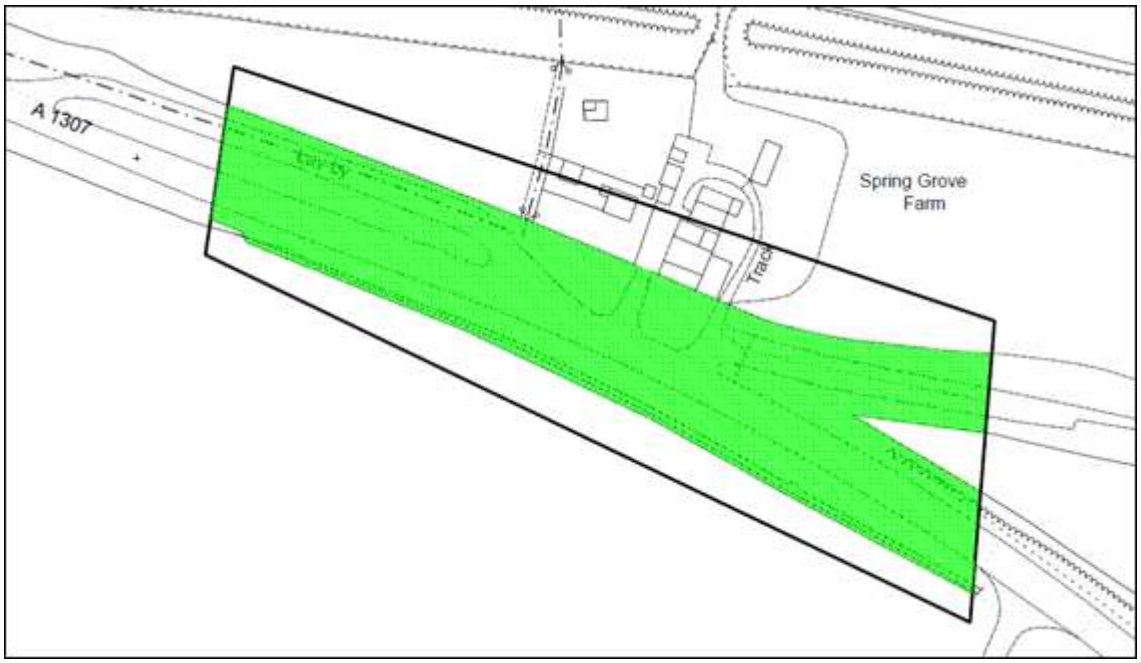
The M11 runs north to south between Cambridge and Greater London; it is accessible from the application site via the A11.

3.3 Highway Boundary Extents

A plan showing the extents of the publicly maintainable highway in the vicinity of the application site has been provided by Suffolk County Council.

Figure 3-7 provides an excerpt of the plan; the area shaded in green represents the extents of the publicly maintainable highway, and the full plan is included at **Appendix 01**.

Figure 3-7
Excerpt from Highways Boundary Search



3.4 Accessibility

The non-car accessibility merits of the site should be viewed in the context of the proposed development type, small workforce and rural location.

The application site is located in a rural setting on the outskirts of Haverhill, the town centre of which is approximately 3.8km away by road.

The proposed facility would be staffed by up to five full time equivalent (FTE) members of staff.

Those living in the nearest residential catchments of Haverhill could access the application site on foot using existing pavements and the now disused section of the realigned A1307; a sizeable residential catchment exists within 2.0 miles of the site access.

Travel by cycle is less constricted by distance, and there are cycle routes which allow cyclists to avoid travelling on some sections of the main carriageway of the A1307.

There is no public transport option in terms of commuting directly to the application site from Haverhill, or from any other settlement in the wider vicinity; buses do stop along the A1307 within 850 metres of the site access, however, concerns remain in terms of onward travel to site.

3.5 Traffic Survey Data (ATC)

SLR commissioned Auto Surveys Limited to install an Automatic Traffic Count (ATC) at an agreed location for a period of one calendar week.

Using pneumatic tubes positioned across the carriageway, the ATC measures directional traffic flow and vehicle speed, and also classifies vehicles into various groups including cars, motorcycles, and heavy goods vehicles (HGVs).

Data was recorded between Wednesday 20th and Tuesday 26th April 2022 in order to reflect typical traffic flow conditions on the local highway network (i.e. non-school holiday periods). The traffic count data 'as received' is attached in **Appendix 02**.

3.5.1 ATC Data

Auto Surveys Limited installed the ATC on the A1307 Cambridge Road in the near vicinity east of the site access junction.

Analysis of the data confirms that across the surveyed weekdays the daily peaks were as follows:

- the AM peak was observed between 07:00 & 08:00hrs; and
- the PM peak was observed between 17:00 & 18:00hrs.

Table 3-1 provides a summary of the 24 hour Average Annual Weekday Traffic (AAWT) flows along the A1307 Cambridge Road, as recorded by the ATC.

Table 3-1
Summary of AAWT Flows on A1307 Cambridge Road

	Eastbound		Westbound		Combined	
	Total	*HGV*	*Total*	*HGV*	*Total*	*HGV*
AM Network Peak 07:00 - 08:00hrs	460	25	1,091	55	1,551	80
PM Network Peak 17:00 - 18:00hrs	1,035	21	515	9	1,550	30
24hr 00:00 - 24:00hrs	9,076	469	8,897	392	17,973	861

Table 3-1 indicates that the ATC recorded an average of 17,973 vehicle movements per weekday of which 861 were classified as HGV, equating to approximately 5% of the total traffic volume.

The summary shows that during the AM peak period, determined as 07:00 – 08:00hrs, a total of 1,551 movements occurred of which 80 were classified as HGV, equating to approximately 5% of the total traffic volume; during the PM peak period, determined as 17:00 – 18:00hrs, a total of 1,550 movements occurred of which 30 were classified as HGV, equating to approximately 2% of the total traffic volume.

Figure 3-8 comprises a Profile Graph showing the traffic volumes across an average weekday, derived from the dataset.

Within the graph eastbound traffic values are represented by the blue series, westbound by the red series, and the sum of those two values at any given time - 'combined' traffic - is represented by the green series.

Figure 3-8
Average Weekday Traffic Profile for A1307 Cambridge Road

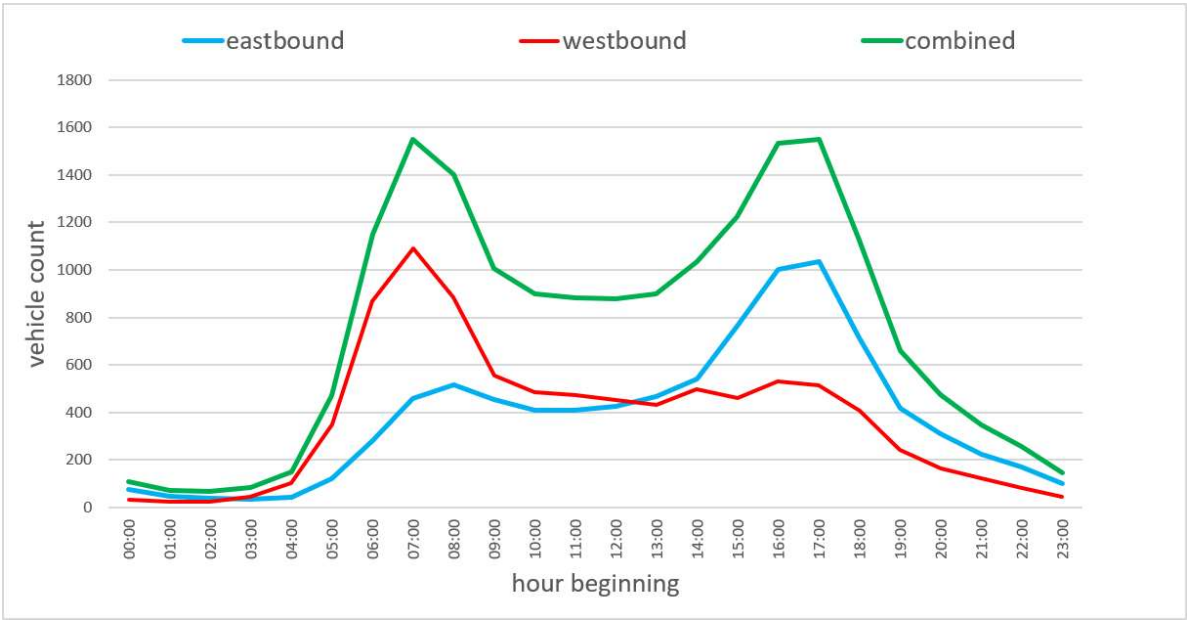


Figure 3-4 shows clearly defined AM and PM peak periods recorded by the ATC installed on A1307 Cambridge Road.

It can be observed that the levels of traffic moving in either direction are similar. The AM peak of 1,551 movements occurs at 07:00hrs with the swell concentrated across a period of approximately 3hrs. The PM peak of 1,550 movements occurs at 17:00hrs with a comparable volume (1,532, <1% below) recorded an hour earlier at 16:00hrs; the swell is concentrated across a period of approximately 5hrs.

Speed Summary

The A1307 Cambridge Road in the vicinity of the application site is subject to a 60mph National Speed Limit restriction; a summary of the vehicle speeds recorded by the ATC are presented in Table 3-2.

Table 3-2
Average Speed Summary – A1307 Cambridge Road

Direction	Speed (MPH)	
	85th%ile	*Mean*
Eastbound	52.9	47.0
Westbound	52.3	46.2

Both Mean and 85th%ile recorded speeds along the A1307 Cambridge Road in the vicinity of the site access junction are well within the posted speed limit.

3.6 Accident History

It is noted that the A1307, particularly to the west towards the Cambridgeshire border, has a history of accidents and is signed as a high casualty route, with road safety a real concern for local stakeholders.

In order to conduct a comprehensive review SLR procured Road Traffic Collision data from Suffolk County Council to assess the accident history in the vicinity of the application site.

Details of recorded road traffic incidents within a specified study area were requested for the most recent five year period at the time of request; Figure 3-9 clearly defines the extents of the surveyed area.

Figure 3-9
Survey Extents[2]

The data covering the 60 month period was received via email in a report format providing details of each recorded incident. Details include: the time, date, and location of the incident; general conditions at the time/location of the incident; a description of the vehicle movements involved; and categorisation of any resultant casualty by severity, as defined below.

Casualty Severity Definitions:

- **fatal** (an incident resulting in a death);
- **serious** (injury requiring detention in hospital; includes paralysis, fractures, and severe lacerations); and
- **slight** (minor injuries including whiplash, sprains, and minor lacerations).

The dataset as received is attached at **Appendix 03**.

3.6.1 Incident Summary

A total of 3 road traffic incidents were recorded as occurring within the study area and specified time frame, all of which resulted in injuries categorised as 'Slight'; no incidents resulted in injuries categorised as 'Serious' or resulted in fatality.

The incident reports are thoroughly scrutinised within this section to ascertain the presence or otherwise of a highways deficiency within the surveyed area.

Slight Incidents

Incidents resulting in slight injury typically occur as a result of human error only with no indication of highways deficiency; factors such as wet or icy road surfaces or poor lighting conditions are not considered to be

[2] Based on OS Freemapping

deficiencies as it is the responsibility of the individual to take these factors into account when driving and adjust their speed, approach, and general level of vigilance to compensate. Such factors as deposits (oil, fuel, other foreign detritus) on a carriageway surface - while not the responsibility of the driver - are equally not considered as highway deficiencies.

3.6.2 Incident Consideration

All 3 incidents have been examined on an individual basis and cross-referenced to ascertain any commonality. The incident records are listed below.

Contractions and abbreviations used by the recording officers within Incident Descriptions have been expanded in the interests of clarity; descriptions can be found 'as received' within the full dataset which is included at Appendix 03.

Ref:	Incident 01 (17211161), 26/07/2017, 11:25hrs
Location:	A1307 Cambridge Road
Conditions:	Road Surface – Wet/Damp, Lighting - Daylight, Weather – Raining without high winds
Course of Events:	'*Vehicle 2 indicating and slowing down to turn right into a driveway after missing its intended turn off. Vehicle 1 is travelling behind Vehicle 2, sees it slow with indicator illuminated but goes and overtakes Vehicle 2, Vehicle 2 then turns right not seeing Vehicle 1 overtaking it, both then collide.*'
Causation Factors:	1. Failed to judge other persons path or speed; Vehicle 1; Very Likely 2. Careless/Reckless/In a hurry; Vehicle 1; Very Likely 3. Slippery road (due to weather); Vehicle 1; (none recorded)

Summary of Incident 01

It is considered to be clear from the course of events description as recorded by the reporting officer that the following vehicle overtook the leading vehicle without first ascertaining a safe situation to do so. The causation factors broadly support the description of events and it is considered reasonable to conclude that this incident occurred as a result of human error and not as a result of the presence of any highways deficiency.

Ref:	Incident 02 (18275545), 28/02/2018, 05:50hrs
Location:	A1307 Cambridge Road
Conditions:	Road Surface - Snow, Lighting - Darkness: street lighting unknown, Weather - Snowing without high winds
Course of Events:	'*Vehicle 1 travelling on carriageway when it lost control on the settled snow sending it into a spin before it hit Vehicle 2. Vehicle 1 was then sent into a ditch.*'
Causation Factors:	1. Slippery road (due to weather); Vehicle 1; Very Likely 2. Rain, sleet, snow, or fog; Vehicle 1; Very Likely

Summary of Incident 02

It is considered to be clear from the course of events description as recorded by the reporting officer that the driver of Vehicle 1 lost control of the vehicle amid adverse weather conditions; it is the responsibility of a driver to adjust their approach to suit the weather conditions with which they are presented. The causation factors support the description of events and it is considered reasonable to conclude that this incident occurred as a result of human error and not as a result of the presence of any highways deficiency.

Ref:	Incident 03 (19944933), 16/09/2019, 09:56hrs
Location:	A1307 Cambridge Road
Conditions:	Road Surface - Dry, Lighting - Daylight, Weather - Fine without high winds
Course of Events:	'*Vehicle 1 went into the back of Vehicle 2.*'
Causation Factors:	1. Distraction outside vehicle; Vehicle 1; Very Likely 2. Following too close; Vehicle 1; Possible 3. Failed to judge other persons path or speed; Vehicle 1; Possible 4. Sudden braking; Vehicle 2; Possible

Summary of Incident 03

It is considered that the causation factors support the description of events and that it is reasonable to conclude that this incident occurred as a result of human error and not as a result of the presence of any highways deficiency.

3.6.3 Summary and Conclusion

Following a thorough review of the data provided by Suffolk County Council including a detailed examination of each incident on an individual basis, it has been concluded that no incident occurring within the identified study area for the five-year period may be attributed to a highway deficiency of any kind, and that all recorded incidents are attributable to human error. It is therefore concluded that there is no safety issue in the proximity of the proposals.

3.7 Forthcoming Highway Improvements

A new relief road is planned to the north of Haverhill as part of a multi-phased Persimmon Homes residential development, which includes up to 1,150 residential units, a primary school and local centre/retail (Outline Planning Permission SE/09/1283/OUT).

The alignment of the Relief Road from the A1307 to Wratting Road (A143) has been agreed following discussions with Suffolk County Highways Authority, St Edmundsbury Borough Council and the landowners. A plan highlighting the route is provided at Figure 3-10.

Figure 3-10
Relief Road Plan – Persimmon Homes

The new road will serve the new residential development and ease congestion within central Haverhill by providing a bypass link between the A1307 to the west of Haverhill and the A143 to the northeast.

The construction of the relief road is underway with the roundabout at the A143 having been completed and fully operational.

4.0 PLANNING POLICY CONTEXT

This Section considers National and Local Policy as relevant to the development proposals.

4.1 Background

Policy as it affects the proposal is held on both National and Local levels.

National policy provides for the wider strategic aims and objectives of the transport policy and whilst not providing specific details gives general guiding principles for the implementation of new development.

Local policy defines the detailed requirements for new developments in respect of transport and specific requirements for individual sites.

4.2 Policy Documents

The following Policy Documents have been identified as relevant to the proposals, and are subsequently discussed:

- National Planning Policy Framework (rev. July 2021); and
- St Edmundsbury Core Strategy.

4.2.1 National Planning Policy Framework

On 27th March 2012, the National Planning Policy Framework (NPPF) was published; following a period of consultation during Q2 of 2018, the NPPF was updated in July 2018, a further update was issued in February 2019, with the most recent in July 2021.

The NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied. Its policies replaced existing national planning statements and guidance.

Although the policies contained in the NPPF are material considerations which local planning authorities should take into account, Paragraph 219 makes it clear that policies in Local Plans should not be considered out-of-date simply because they were adopted prior to the publication of the Framework:

> '*…existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)*'.

Furthermore, as stated at Paragraph 48, decision-takers may also give weight to relevant policies in emerging plans according to (amongst other things):

a) '*the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);*
b) *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
c) *the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)*'.

Paragraph 7 notes that one purpose of the planning system is to contribute to the achievement of sustainable development:

'The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.'

Paragraph 10 states:

'…so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'

Paragraph 11 is reproduced below:

'11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- *a) all plans should promote a sustainable pattern of development that seeks to; meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including making effective use of land in urban areas) and adapt toits effects;*
- *b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
  - *i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
  - *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

For decision-taking this means:

- *c) approving development proposals that accord with an up-to-date development plan without delay; or*
- *d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
  - *i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
  - *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

Section 9 of the NPPF relates to 'Promoting sustainable transport' and, at Paragraph 104, notes that:

'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'.*

Paragraph 105 states that:

> '*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*'

Paragraph 106 states that:

> '*Planning policies should:*
>
> *a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
> *b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
> *c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
> *d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
> *e) provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
> f) *recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy*'

The requirements for producing a Transport Statement or Assessment in support of development proposals are outlined at Paragraph 113 which notes that:

> *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

Paragraph 88 states:

> '*When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'*

Paragraph 111 states:

> '*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'*.

4.2.2 Local Planning Policy

St Edmundsbury Core Strategy (2010)

The St Edmundsbury Core Strategy comprises part of the St Edmundsbury Local Development Framework and has been adopted since December 2010.

The following text is reproduced from the Core Strategy:

> '*Policy CS7 Sustainable Transport*
>
> *The Council will develop and promote a high quality and sustainable transport system across the borough and reduce the need for travel through spatial planning and design. All proposals for development will be required to provide for travel by a range of means of transport other than the private car in accordance with the following hierarchy:*
>
> - *Walking*
> - *Cycling*
> - *Public Transport (including taxis)*
> - *Commercial vehicles*
> - *Cars*
>
> *All development proposals will be required to be accessible to people of all abilities including those with mobility impairments.*
>
> *New commercial development, including leisure uses and visitor attractions, which generate significant demands for travel, should be located in areas well served by a variety of transport modes. Where appropriate, development proposals that will have significant transport implications will be required to have a transport assessment and travel plan showing how car based travel to and from the site can be minimised.*'

4.3 Policy Summary

National and local policy as relevant to the proposals has been reviewed within this Section. All measures suggested and analysis undertaken within this Transport Statement will be informed by and formulated in accordance with the relevant policy documents.

5.0 DEVELOPMENT PROPOSALS

Acorn Bioenergy Limited (the client) seeks planning permission for the development of a new AD Facility.

5.1 Overview

The proposed development would consist of approximately 11.2ha of developed area and approximately 130 metres of new access road to link the site to the A1307.

The proposed development would accept in the region of 92,000 tonnes per annum of feedstock from local farms and through the process of anaerobic digestion, would generate biogas which will be processed before being removed from the site by tanker to a central facility where it will be injected into the national grid. The AD facility would have the capacity to export **9,817,265m³** of biomethane per annum.

A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

The AD process would also result in the production of a CO_2-rich natural by product. This is normally vented by AD plant operators, where the main goal is the production of biomethane. However, Acorn sees this natural by product as a precious resource, and all their AD plants will be fitted with equipment to upgrade the CO_2 to 99.9% purity, suitable for almost all industrial and commercial applications in the UK. Upgraded CO_2 will be liquefied and transported by road to end users, ideally located locally.

5.2 Site Layout

The AD Facility layout is proposed as shown on the plan included at **Drawing 02**.

The layout has been designed to provide a safe and efficient working area. Due to the nature of the proposed development, part of the site will form a new impermeable area, predominantly formed of the hardstanding footprints of the digester tanks, the digestate lagoon, silage clamp area and circulation areas.

Access to the site would be gained via an upgraded access junction off the A1307 which provides a two-way access road capable of accommodating HGVs. The site access is considered in detail at Section 7.0.

The proposed site layout includes six car parking spaces for staff and visitors.

5.3 Operational Hours

The AD process involves a biological process that is continuous. The processing plant would therefore be operational 24/7. The facility would be staffed by up to five full time equivalent (FTE) members of staff on-site during the hours of 07:00 – 19:00 Monday – Sunday, except during peak harvest periods when working hours would be extended as necessary. A supervisory control and data acquisition (SCADA) system would monitor the facility overnight when it is not manned.

Deliveries of crops to site would be determined by the harvest. Harvests are ordinarily completed on a campaign basis, therefore during the peak harvest periods, delivery hours would be in line with standard agricultural harvest-time activity.

Vehicle movements relating to delivery of agricultural by-products and export of digestate would generally be limited to the following hours:

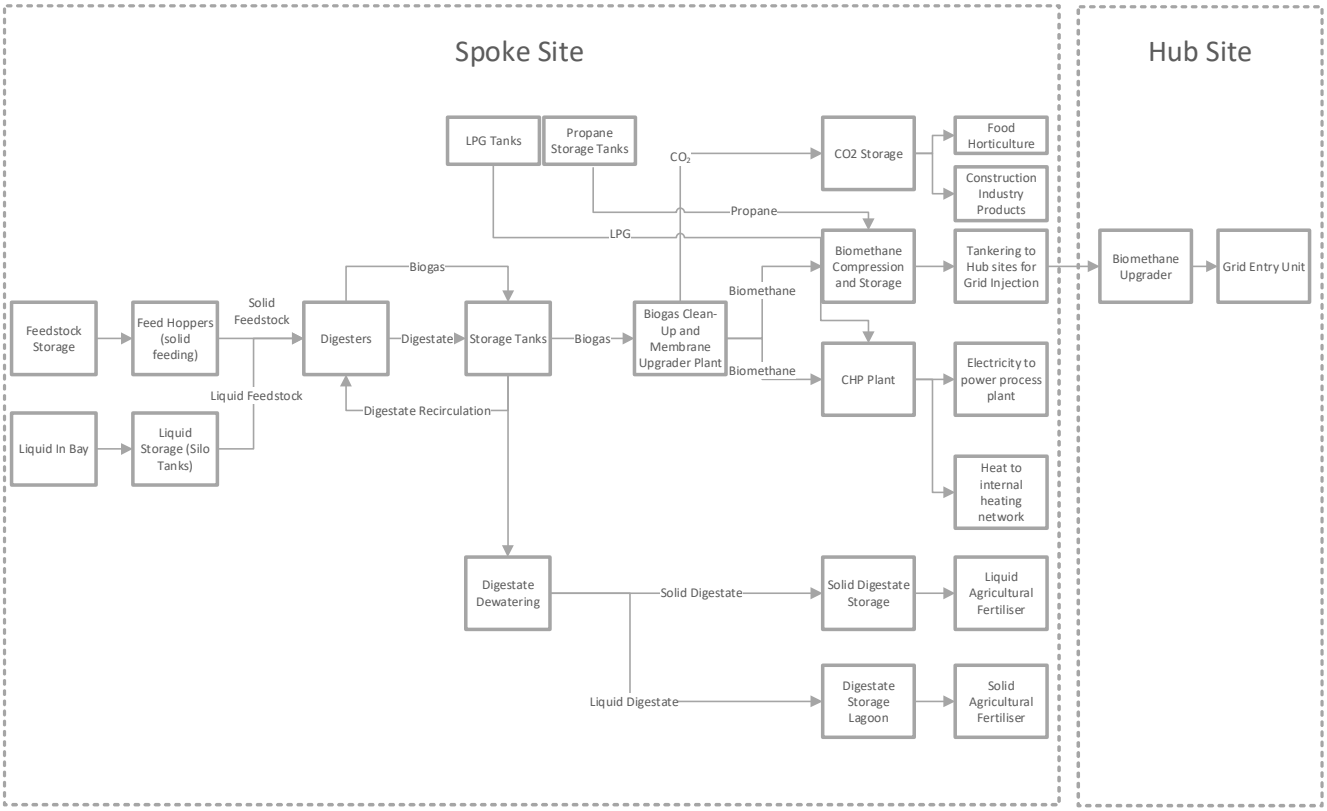
- Monday – Friday 07:00 – 18:00; and
- Saturday – 07:00 – 13:00.

Gas collection and export would take place approximately twice each day 24-hour period. CO_2 would be subject to one offtake by road tanker a day, including Sundays.

5.4 Process Description

Figure 5-1 presents the AD process, which is further explained in the text below.

Figure 5-1
AD Process Diagram



The feedstock would be brought to the AD facility from the applicant's land and surrounding farms using tractors and trailers and HGV or tankers, depending on the type of feedstock. All vehicles would access the Site via the weighbridge, where the weighbridge operator would record the type of feedstock and tonnages.

An indication of the likely feedstock is set out below. However, it is important to note that the availability of different feedstocks can fluctuate as a result of local and national economic conditions. For example, livestock units are currently very vulnerable to high feed and energy costs and low meat prices. Therefore, the volumes of locally availablemanure and litter may be reduced at certain times during the operation of the AD facility. For this reason, it will be important not to restrict any planning permission to specific amounts of specific feedstocks.

- silage (rye, maize and grass silage;
- straw;
- farmyard manure; and
- poultry litter.

Feeding System

Feedstock would be unloaded into the three silage clamps, the manure shed and the straw bunker as appropriate.

Crop silage and grass would be unloaded and stored in the silage clamps, which would be constructed with pre-cast concrete sloping wall panels. The clamps will have a hard wearing and acid resistant rolled asphalt floor. The clamps will have a liquid drainage and collection system for dirty liquid run-off and this would be pumped directly into the buffer tanks for feeding back into the process. Loading shovels would be used to transfer the crop silage from the clamps to the feed hoppers, which would be equipped with walking floors. Loading shovels would also be used to transfer feedstock from the manure shed and straw bunker into the feed hoppers.

The macerator would mechanically crush, homogenise and defibre the solid feedstock through shear forces rather than shredding. The feed screw pump also functions as a mixing pump, allowing captured rainwater or digestate required for dilution to be mixed with feedstock. Use of a macerator for pre-processing improves the digestibility of the solid feedstocks. The processed straw will then be fed into the digestion tank.

Liquid feedstock would be transferred from a tanker through the liquid in-bay to a series of liquid feedstock storage tanks via the tanker connection point. Liquid feedstock would be transferred from the liquid feedstock storage tanks to the digester via a transfer pump.

Digestion

Within the series of digester tanks, the feedstock would undergo anaerobic digestion, a sequence of processes by which microorganisms break down the feedstock material in the absence of oxygen. Material in the feed hoppers and liquid feedstock storage tanks would be transferred to the fully enclosed digester tanks where it would remain for a minimum of 50 days to maximise the biogas potential from the feedstock.

Each digester would be equipped with submersible mixers to create uniform mixing. There would be a series of pipework entering and leaving the digesters including substrate, digestate, biogas, air, liquid digestate recirculation, and condensate. An optimum temperature of between 38-42^{o}C would be maintained within the digesters through use of the internal heating system which would be supplied with heat from the on-site CHP via the heating manifold. Digestate would be heated to a temperature of 70^{o}C for 1 hour in the pasteurisation plant to enable compliance with the BSI PAS 110 standards for digestate products.

The digesters would be fitted with a double layer, self-supporting membrane dome with to store the biogas. The membrane dome would be supported at all times by using air blowers to inflate the void between the two membranes.

From the membrane domes, the biogas would be pumped into the gas cleaning unit, so that it is suitable for injection into the gas grid.

Storage and Digestate Separation

The digestate held within the storage tanks would be transferred to the digestate separation process for dewatering. The digestate would be temporarily stored in a header tank for flow regulation before being transferred to the screw presses via a series of screw pumps. The dewatered digestate would be stored in a storage bunker and the liquid digestate would flow to 3 liquid digestate storage lagoons, each with a capacity of 10,000m^{3}. The lagoons will comprise a reinforced HDPE liner with a floating HDPE cover, with a leakage detection and geotextile protective lining. This protective lining will sit within a bunded earthen lagoon wall. The lagoons are designed to hold over six months' of storage and will have a free board of 750mm. This will ensure the agronomic benefits of the odourless digestate are maximised for local arable crop rotations and will be in full accordance with Environment Agency regulations and best practice guidelines.

The liquid digestate would be stored on site until it can be used as an agricultural fertiliser on surrounding land. This reduces the need to import artificial fertilisers. The solid part of the digestate would be exported by tractor and trailer for use on surrounding farmland. In addition, the potential to provide pipelines directly to enable spreading on neighbouring farmland is being investigated. This would enable digestate to be piped directly to the land upon which it can be spread, avoiding the use of road transport. From there it could be spread with an umbilical system at the appropriate times of year.

Biogas Clean-up and Membrane Upgrading

Biogas held within the storage tanks would be processed through the biogas clean-up plant. The biogas clean-up and membrane upgrading plant would remove impurities within the biogas stream to produce biomethane and carbon dioxide. Contaminants include hydrogen sulphide, carbon dioxide and water vapour.

There would be sulphur nets in each digester which would convert hydrogen sulphide to elemental sulphur. Pre-treatment to remove contaminants would be required prior to biogas entry into the CHP and gas upgrader to remove contaminants.

The next step in the upgrading process would be to convert water vapour present in the biogas stream into a liquid through a condenser. In the condenser, cold utility fluid would be used to decrease the temperature of the biogas, promoting condensation of water vapour. Water vapour removed from the biogas would flow to the digestate storage lagoons.

Lastly, a membrane upgrader would be used to separate the methane present in the biogas from the carbon dioxide by only allowing methane molecules to pass through a permeable membrane, based on the operating conditions and membrane specification. Carbon dioxide would be recovered and stored onsite for offtake by end users in the food horticulture and construction products industries. Water vapour removed from the biogas would flow to the digestate storage lagoons.

Electricity Generation

The CHP plant would comprise two CHP units. One CHP would be fuelled by biogas produced from the upgrader and produce 0.9 MWe and the other would be fuelled by imported natural gas, producing 2.0 MWe. Heat produced from the CHP plant would be diverted to the digesters through the Site's heating manifold to improve process efficiency.

Biomethane Storage, Transport and Upgrading

Biomethane would be produced at a rate of approximately 1,250 m^3/h, per hour and delivered via a road tanker to a central gas injection point. The biomethane delivered to the central gas injection point would be compressed and cooled prior to injection into the national grid through a Grid Entry Unit.

Any excess gas which cannot be used in the CHP plant, storage, and transport, or through the grid entry unit would be fed back through the domes and captured. An emergency gas burner would be installed on the western edge of the site, 10m from all structures and planting. The purpose of the emergency burner is to prevent build-up of pressure in the gas store in the event of a breakdown or power cut. This is required because the AD process is based around bacteria which will continue to create the biogas despite a breakdown or power cut. The gas burner will be completely shrouded and will meet Environment Agency Best Available Technology Guidance. This means it will burn up the gas at 1000 degrees centigrade, to prevent air pollution and the flame will be completely hidden from view. It will only be used when the CHP and the gas clean-up equipment is undergoing scheduled maintenance or in case of break down or emergency.

Water Management

As the AD process can be water intensive, the proposed AD facility would capture as much rainwater as possible for use in the process. Based on annual average estimates, rainwater capture is expected to be sufficient for up to 100% of the process water demand. Two primary drainage systems will be adopted, for the clean (surface water runoff) and contaminated (foul) water systems.

Accordingly, the site has been designed to have a clean lagoon (attenuation pond) to store rainwater and clean surface water runoff. Water would be pumped from the attenuation pond back into the AD process or if necessary, could be discharged at a controlled rate into the nearest watercourse.

6.0 TRIP GENERATION FORECAST

An assessment considering the existing and proposed land use trip generation potential has been undertaken; the findings are presented in the below Section.

6.1 Existing Site Vehicular Trip Generation

The application site as it currently exists comprises greenfield/arable farmland; as such, existing trip generation is minimal and negligible in the context of the proposals.

6.2 Forecast Vehicular Trip Generation

6.2.1 Feedstock Imports

The proposed AD Facility would process c. 92,000tpa of agricultural feedstock.

The following feedstock would be transported to site via HGV/tractor-trailers from surrounding farms:

- silage (rye, maize, oats and grass);
- straw;
- farmyard manure; and
- poultry litter.

6.2.2 Exports

The following would then be transported off the site via HGV/tractor-trailers:

- Biomethane which would be stored on site prior to being transported by tanker to a central gas injection point;
- CO_2 suitable for almost all industrial and commercial applications in the UK would also be produced and exported;
- solid digestate used as an agricultural fertiliser; and
- liquid digestate used as an agricultural fertiliser.

6.2.3 Traffic Movements

Acorn Bioenergy Limited have supplied feedstock forecasting based on land yield potential and calculated product outputs to inform a detailed traffic generation assessment.

The assessment provides a robust forecast which includes tankers for the transportation of liquid digestate. A dedicated pipeline for this would reduce the number of daily HGVs.

Table 6-1 provides a summary of the data and calculated annual movements.

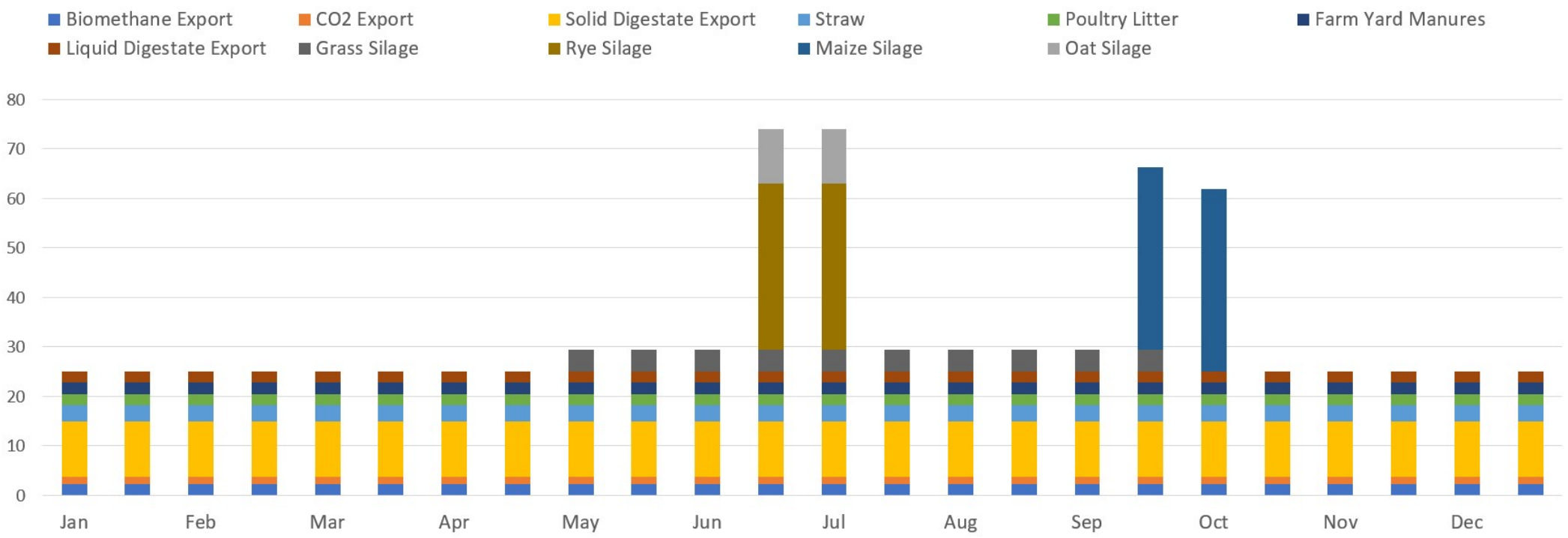
Table 6-1
HGV/Tractor Traffic Forecast

	TPA	Vehicle Type	Payload (t/m3)	Annual HGV/Tractor Trips on Highway	Delivery Range
IMPORTS					
Rye Silage	15,000	Tractor	16	938	Mid-June to mid-July
Maize Silage	16,500	Tractor	16	1,031	Mid-Sep to mid-Oct
Grass Silage	10,000	All	16	625	May to Sep
Oat Silage	5,000	All	16	313	June to July
Straw	20,500	HGV	24	855	All year
Poultry Litter	15,000	HGV	26	577	All year
Farmyard Manures	10,000	Tractor	16	625	All year
EXPORTS					
Biomethane	9,817,265m^3	HGV	12,500m^3	786	All year
CO2	13,297,000	HGV	24.89	535	All year
Digestate (Solid)	55,000	All	-	2,946	All year
	33,000	HGV	24	1,375	
	22,000	Tractor	14	1,571	
Digestate (Liquid)	15,000	HGV	27	556	All year
TOTAL	-	-	-	**9,786**	-

Due to the nature of some feedstock harvesting, some deliveries would follow seasonal patterns. Other imports would follow a more consistent pattern of delivery throughout the year. This is specified within the delivery range column above.

A daily traffic forecast based on the above feedstock predictions and delivery range is provided at Figure 6-1. For example, where imports or exports have an all-year delivery range the traffic has been spread evenly across 260 days. Harvest periods are based on 7 day week campaigns. The graph represents the maximum forecasted loads per day during each half month period.

Figure 6-1
Proposed Maximum Daily HGV/Tractor Load Forecast



The above graph demonstrates how the proposals are likely to result in a varied HGV traffic generation across the year.

The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 25-29 HGV/Tractor trips per day, which equates to 50 - 58 HGV/Tractor movements.

Site traffic generation levels would then peak with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye/Oat Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for two weeks in June/July with up to 74 HGV/Tractor trips per day, which equates to 148 HGV/Tractor movements.

6.2.4 Daily Traffic Profiles

Regular feedstock movements such as the delivery of straw, manures, and other organic wastes will typically take place during the standard working hours of 0800 – 1700hrs.

Agricultural import traffic will have the same diurnal variation as existing farm activity. All agricultural movements, including digestate, will therefore usually occur within daylight hours.

Peak harvests periods will be operated by local farmers and casual staff using a limited number of owned/hired vehicles, not a large fleet. As such, movements would naturally be spread throughout the day, thus avoiding any congestion issues.

6.2.5 Traffic Distribution

The application site benefits from good access to the local strategic road network via the A1307 whilst being in close proximity to the Thurlow Estate farming operations from which it will be primarily served.

HGVs relating to the haulage of gas products are likely to distribute to/from the west along the A1307 to the A11.

HGV traffic distribution associated with the importation of feedstock and export of digestate will vary each year subject to market conditions and crop rotation. However, there are broad assumptions which can be made based upon the site location and local land yield potential.

Table 6-2 provides a summary of local farms within the Thurlow Estate farming operation and the likely routeing requirements.

Table 6-2
Local Traffic Distribution Considerations

Farm Hub	Location in Relation to Proposed AD Facility	Route	Comment
Weston Woods	North	**A1307 West** Silver Street Skippers Lane Common Road	Potential for estate traffic to use existing farm tracks to the north
Great Bradley	North	**A1307 West** Silver Street Skippers Lane Common Road	Potential for estate traffic to use existing farm tracks to the north Could route via new Bypass
Thurlow	North	**A1307 West** Silver Street Skippers Lane Common Road	Potential for estate traffic to use existing farm tracks to the north *Could route via new Bypass*
Great Wratting	North-east	**A1307 East** A143 B4061	*Could route via new Bypass*
Kedington	East	**A1307 East** A143	*Could route via new Bypass*
Rectory	North-west	**A1307 West** Haverhill Road West Wickham Road	-
Dotterel	North-west	**A1307 West** Haverhill Road West Wickham Road	-
Horseheath	West	**A1307 West**	-
Ashdon	South-west	**A1307 West** Dean Road	-

The above demonstrates that the application site is well located broadly at the centre of the Thurlow Estate farming operation whilst benefitting from direct access to the A1307.

Proposed HGV traffic associated with the local farms will distribute both east and west along the A1307, although it is noted that the largest area of farmland is located to the north/north-east of the application site.

This area of farmland, particularly during intense harvest periods, could benefit from some use of the internal farm tracks to the north of the application site.

It is also noted that HGVs serving farms to the east and north-east would be able to utilise the new bypass once completed.

6.3 Comparable Existing Agricultural Traffic Forecast

A key consideration when assessing the impacts of the scheme is that a large proportion of the generated traffic movements would be from local farms in the area. In this respect it is noted that a large proportion of these trips are already operating on the local network.

Acorn Bioenergy Limited have supplied a forecast of farming activity based on expectant AD Facility suppliers land yield potential. A detailed assessment has been undertaken which has included liaising with local landowners to forecast typical feedstock supplies. Table 6-3 provides a summary of the data calculating annual movements and seasonal delivery range.

Table 6-3
HGV/Tractor Traffic Forecast

Farm Activity	Tonnes Per Annum	Vehicle Type	Payload (t/m3)	Annual Movements	Delivery Range
Wheat Grain Harvest	5,396	Tractor	14	386	Mid-June to mid-July
Wheat Grain to Market	5,396	HGV	24	225	All Year
Barley Grain Harvest	1,889	Tractor	14	135	Sep to Oct
Barley Grain to Market	1,889	HGV	24	79	All Year
Rape Harvest	944	Tractor	14	68	July to Aug
Rape to Processor	944	HGV	24	40	July to Sep
Barley Straw	5,857	HGV	20	293	Oct to Nov
Wheat Straw	11,714	HGV	20	586	July to Aug
Rape Straw	2,929	HGV	20	147	Aug to Sep
Poultry Litter to Farm	15,000	HGV	26	577	All Year
Poultry Litter Spreading	15,000	Tractor	10	1500	All Year
Farmyard Manures Spreading	10,000	Tractor	10	1000	All Year
Fertilisers + Spraying		Tractor/HGV	Various	564	Various
TOTAL	-	-	-	**5,600**	-

The above demonstrates that the existing farming operations generate traffic, the proposed development will predominantly result in a redistribution of this local agricultural traffic potential.

6.4 Summary

The proposals are likely to result in a varied HGV traffic generation profile across the year.

The traffic forecast graph indicates that for the majority of the year (10 months) the proposed development would generate 25-29 HGV/Tractor trips per day, which equates to 50 – 58 HGV/Tractor movements.

Site traffic generation levels would then peak associated with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye/Oat Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for two weeks in June/July with up to 74 HGV/Tractor trips per day, which equates to 148 HGV/Tractor movements.

Whilst the proposed site traffic will be new to the application site, a large proportion of the generated movements would already be on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation. This has been quantified as approximately 5,600 annual loads, which makes up a large proportion (57 %) of the proposed 9,786 annual loads.

The proposed increase would equate to an average of 11 additional HGV/tractor loads per day in the local area. This figure is provided for comparison purposes only as in practice, the loads would fluctuate at harvest periods.

7.0 PROPOSED ACCESS DESIGN

The proposed site access has been designed to provide a safe means of vehicle access capable of accommodating the proposed worst case vehicular traffic levels.

7.1 Design Considerations

The proposed site access arrangements have been designed to accommodate the level and classification of traffic forecasted within Section 6.0 of this report. This will comprise tractors with trailers and various HGVs including tube trailers/tankers, in the form of maximum sized articulated lorries.

As per the forecast, traffic levels will peak in accordance with harvest periods, but generally vehicle movement profiles will be even across the day and conflicting movements at the site access are unlikely to occur. Nevertheless, in the interests of highway safety and operation, the proposed site access will be required to allow a tractor/HGV to gain access whilst an HGV is waiting to egress.

Vehicular access to the application site is taken via an established private access road served off the A1307 Cambridge Road. The design should take into account junction visibility in consideration of recorded vehicle speeds and recorded accident history. It should be designed to meet the requirements of the Design Manual for Roads and Bridges - CD123: Geometric design of at-grade priority and signal-controlled junctions (DMRB CD123). The proposed site access has also been subject to a Stage 1 Road Safety Audit.

7.2 Existing Access Review

Access to the site is currently taken off the A1307 Cambridge Road. There are currently two points of access, one between the buildings and one to the east of the buildings.

Figure 7-1 shows the eastern access location in its present state.

Figure 7-1
Existing Site Access off A338 Oxford Road

The access is served off A1307 Cambridge Road which is subject to a 60mph National Speed Limit restriction.

The access comprises a farm track (an unsurfaced track, worn into the grassland) which leads away from an area of hardstanding at a point approximately 17.5 metres back from the carriageway; the hardstanding covers an irregular shaped area of circa 140m^2 and abuts the northern edge of the A1307 Cambridge Road carriageway.

Vehicular speeds were recorded by an Automatic Traffic Count (ATC) installed on the A1307 Cambridge Road in the vicinity southeast of the access. Eastbound speeds were recorded at 52.9 mph, representing the 85th percentile speed, and 47.0 mph as the average mean speed; westbound equivalents were recorded at 52.3 mph and 46.2 mph respectively.

Topography in the vicinity of the site access is broadly level with good forward visibility. Visibility splays on egress from the existing site access are achievable up to 215 metres in either direction across the extents of the public highway, satisfying the standard requirements for 60mph vehicle speeds. Figure 7-2 shows visibility from the A1307 Cambridge Road junction on egress to the southeast.

Figure 7-2
Junction Visibility to the South-east

Figure 7-3 shows visibility from the A1307 Cambridge Road junction on egress to the northwest.

Figure 7-3
Junction Visibility to the North-west

7.3 Access Junction Design

The proposals seek to upgrade the east access junction and close up the access junction between the buildings, to minimise points of access off the A1307. Access to the buildings can then be gained from the north via the upgraded internal access road.

The proposed access design is provided at **Drawing 03**.

The proposed access junction has been designed in accordance with CD123 DMRB, as a simple priority junction with a 15 metre junction radii and tapers at 1:10 over 25 metres.

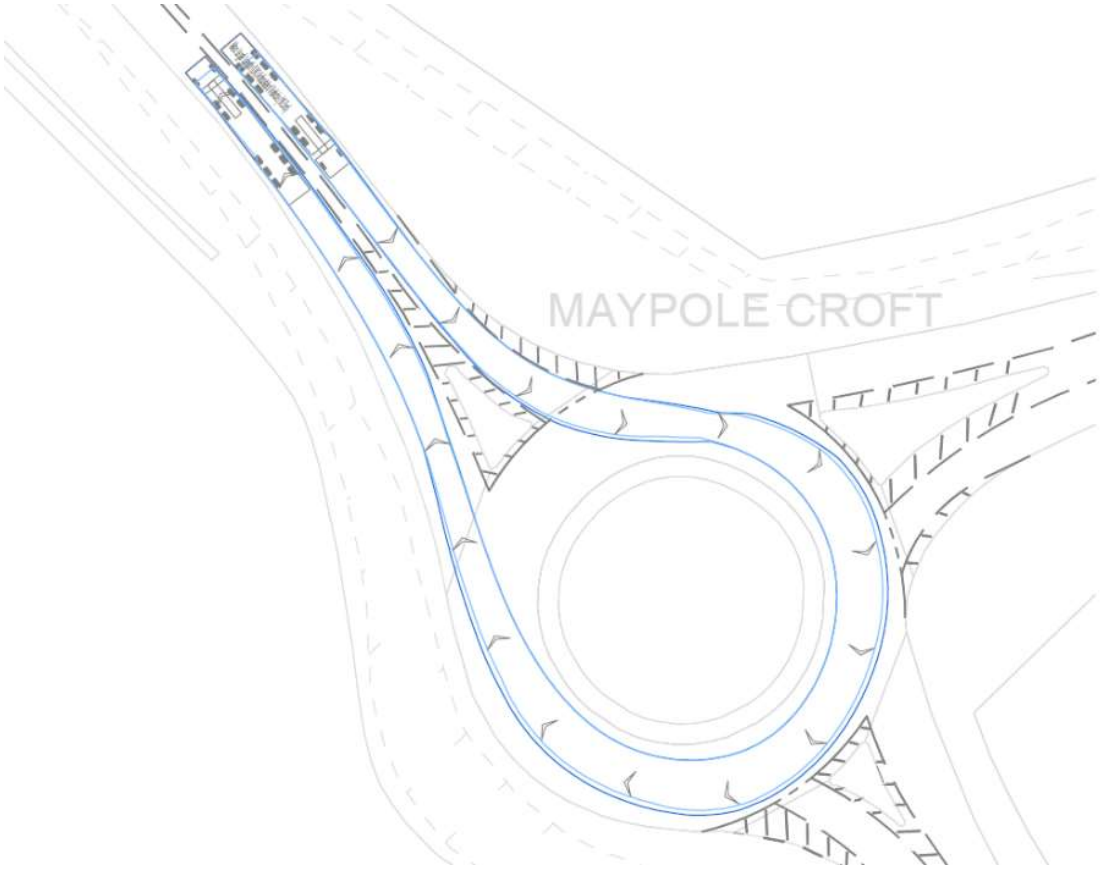
The design has been assessed in terms of HGV swept-paths; the access drawing includes swept-paths for a maximum sized articulated lorry (16.5 metres) which demonstrates that this worst-case vehicle can access and egress without any issue. Critically, it demonstrates that an HGV can gain access to the site whilst another HGV waits to egress.

The junction location benefits from adequate visibility with 2.4 x 215 metre visibility splays as illustrated on the proposed access design.

The junction will include a restriction on HGVs turning right out of the access. HGVs will be instructed to turn left and then double-back at the roundabout if they are required to head west. This would be managed by means of signage and contract agreements. Additionally, the site access design has been developed to include a splitter-island as a physical barrier. The island could be developed during the detail design stages as a Trief kerb.

A review of the U-turn capability of a maximum sized articulated lorry at the roundabout has been undertaken. Figure 7-4 shows the swept-path requirements demonstrating that the manoeuvre can comfortably be completed.

Figure 7-4
Max. Size Artic Swept-path Analysis at the Roundabout



7.3.1 Road Safety Audit

As part of the design process SLR commissioned Vectos, as an independent audit team, to undertake a Stage 1 Road Safety Audit (RSA) of the access proposals.

The full Road Safety Audit is included at **Appendix 04**; the following summarises matters arising from this Stage 1 RSA report:

Problem 2.1

General:	*Cycleway Maintenance*
Summary:	*The existing cycleway to the east of the access junction was observed to have vegetation covering the surface of the route which restricted the effective width of the route and when wet, could cause cyclists / users to lose control and fall.* *In the vicinity of the site access, the vegetation was overgrown on both sides of the route which restricted the effective width of the route for Non-Motorised Users (NMU) and when wet, the vegetation could cause users to lose control and fall.*
Recommendation:	*It is recommended that the cycle route in the vicinity of the site access is maintained and the vegetation cleared to provide a suitable width for cyclists and users to pass.*

Problem 2.2

Location A:	*Cycle crossing at site access*
Summary:	*It is unclear if the cycle route which crosses the site access junction will provide a flush surface with the carriageway or if dropped kerbs will be provided; failing to provide a smooth transition whilst crossing the site access could cause cyclists to lose control and fall.* *The drawing provided does not indicate whether the transition from the cycle path to carriageway will be flush or if dropped kerbs will be provided. If cyclists are required to drop down to the carriageway suddenly this could result in a loss of control type collision and could cause cyclists to fall.*
Recommendation:	*It is recommended that either a flush surface is provided between the cycle path and the carriageway or dropped kerbs are provided on both sides of the site access to connect to the cycle path.*

Problem 2.3

Location B:	*Cycle crossing at site access*
Summary:	*No signage or markings to indicate the priority to cyclists or vehicles which could result in collisions between cyclists and vehicles The drawing provided does not indicate any form of signage or markings will be included to indicate that vehicles or cyclists have priority at the intersection of the cycle path and carriageway.* *If cyclists do not know who has priority at this junction, it could result in cyclists travelling straight across the junction without stopping which could result in side-on collisions between cyclists and vehicles using the site access junction.*
Recommendation:	*It is recommended that signage and or give way markings are provided to alert cyclists of the junction and the priority in place.*

Problem 2.4

Location C:	*Proposed hatching on the carriageway north of the site access*

Summary:	*The proposed hatching does not taper / tie-in which could cause drivers to position themselves incorrectly on the carriageway when travelling in either direction.*
	The proposed white lining scheme does not taper at its southern end which could result in drivers overrunning the centreline of the carriageway (depending on the direction of travel). This could result in head-on or side swipe collisions between vehicles travelling in opposite directions.
Recommendation:	*It is recommended that the white lining is tapered at its southern end.*
Problem 2.5	
Location D:	*Site Access junction frontage with A1307 Cambridge Road*
Summary:	*Existing signage is shown on the drawing but it is not confirmed that these signs will be removed as part of the proposed works. Signage located within the carriageway could result in collisions with vehicles and could restrict visibility.*
	It was observed on site that existing highway signage was located in a position which would sit within the revised carriageway layout and if not relocated outside of the carriageway could result in collisions between inbound vehicles and the signage. The sign could also restrict visibility for vehicles exiting the site which could result in drivers undertaking egregious manoeuvres if they have reduced visibility onto A1307 Cambridge Road.
Recommendation:	*It is recommended that the existing signage is relocated outside of the carriageway.*
Problem 2.6	
Location E:	*Site Access junction frontage with A1307 Cambridge Road*
Summary:	*There is an existing lighting column on the grass verge which would then sit within the carriageway as part of the proposals which could result in collisions between vehicles and the lighting column.*
	It was observed on site that an existing lighting column was located in a position which would sit within the revised carriageway layout and if not relocated outside of the carriageway could result in collisions between outbound vehicles and the lighting column.
Recommendation:	*It is recommended that the existing lighting column is relocated outside of the carriageway.*

The above recommendations have been reviewed and incorporated within the proposed access design. There have been no highway safety issues highlighted that cannot be resolved during the design stages, and as such, the concerns can be effectively mitigated.

7.4 Internal Access Road Design

The proposed access road design routes around the existing buildings and via the existing railway embankment cutting. The proposed access design is provided at **Drawing 03**.

The design requires the demolition of an existing timber outbuilding, a bridge to cross the River Stour and the widening of the gap in the railway embankment. This would require the demolishment of the west abutment wall and cutting away the embankment.

The access road design features a hard surfaced access road with a 7.0 metre width (plus widening at the bends) and a length of 230 metres, which would allow HGVs/tractor-trailers to pass in opposing directions without issue.

The internal access road will provide direct access to a car park area and AD Facility operation areas for deposit/loading. All vehicles will be able to turn within the site to egress in a forward gear. The internal access road will also provide access to the adjacent buildings which front the A1307.

The access road design has been reviewed to ensure that the proposed levels work in terms of bridge requirements, prior to detailed design stages.

In terms of topography, the level of the access road at the access junction is 82.5 metres and the level of the field where the development is located is 81.4 metres.

However, the proposed levels for the access road should be determined based on the bridge structure requirements. This has been calculated from the supplied flood level, plus 600mm freeboard and a 1 metre bridge deck thickness. This would place the road on an embankment of up to 2.3m in height, which would have 1:3 embankment slopes and a 1m verge on each side. With a 100 metre distance between the access junction and the bridge, this would allow for an appropriate gradient.

Additionally, 10 flood culverts and railway embankment culvert improvement works should be provided to ensure the access road does not cause any detrimental effect on flood flows. This will ensure the access does not flood occasionally in a flood event.

7.5 Existing Established Farm Track Use

The traffic distribution review at Section 6.2.5 demonstrates that the application site is located broadly at the centre of the Thurlow Estate farming operation whilst benefitting from direct access to the A1307.

However, it is noted that the largest area of farmland is located to the north/north-east of the application site. This area of farmland, particularly during intense harvest periods, could benefit from use of the existing established internal farm tracks.

8.0 Mitigation Measures

The following traffic management plans are proposed to manage vehicular traffic demand and minimise detrimental impacts on the operation of the local highway network.

8.1 Embedded Mitigation

The proposals include a new access capable of accommodating HGV movement in and out of the site. The access junction has been designed to enable HGVs/tractors to ingress whilst an HGV is waiting to egress. The access road itself is designed with a two-lane width throughout its length which will enable the free-flow of traffic between the site and the highway. Additionally, the access road is of a substantial length providing queueing capacity well in excess of any potential requirements.

Egressing vehicles will be restricted from turning right out of the site and would be expected to turn left (east) and then double-back around the roundabout if required to head west. The proposed access includes a physical measure in the form of a splitter-island to enforce this, alongside signage and contractual agreements.

The network of farm tracks to the north may be used by Thurlow Estate related vehicles where practical, these offer direct access across private land using established routes.

Loads associated with harvest period sileage activity will be hauled by local farmers using their own vehicles or low level hired resources. As such, traffic activity throughout the day would naturally result in an even movement profile.

8.2 Operational Traffic Management Plan

The operation of the site must adhere to a Traffic Management Plan (TMP) which is recommended to be secured as a Planning Condition. The TMP must be produced and approved in writing by the local highway authority and planning authority prior to operation of the site.

The TMP will ensure that site traffic is managed effectively as to not result in any adverse impacts on the local highway.

Measures may relate to HGV routeing, vehicle scheduling, wheel wash and other measures to prevent debris on the local highway.

The TMP will pay particular focus to crop harvest periods when traffic generation levels peak, ensuring that access junction activity is managed appropriately.

All site users will be made aware of the TMP, which will be provided during the contract agreement process, and must follow the measures stated.

8.3 Construction Traffic Management Plan

The construction phase must adhere to a Construction Traffic Management Plan (CTMP) which is recommended to be secured as a Planning Condition. The CTMP would be produced and approved in writing by the local highway authority and planning authority prior to commencement of the construction phase.

The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway.

The CTMP will include the following:

- Establish site access junction and site compound prior to main construction activities;

- Detailed construction traffic forecast, including any abnormal load requirements;
- Vehicle/plant/delivery scheduling;
- Staff parking to be accommodated within the site away from the public highway; and
- All lorry parking/loading will occur within the site, away from the public highway.

9.0 DEVELOPMENT IMPACTS

The following section considers the implications of the proposals in terms of highway safety and operation.

9.1 Traffic Impact

9.1.1 Proposed Traffic

The proposals are likely to result in a varied HGV traffic generation across the year.

The traffic forecast indicates that for the majority of the year (10 months) the proposed development would generate 25 - 29 HGV/Tractor trips per day associated with local farms, which equates to 50 - 58 HGV/Tractor movements.

Site traffic generation levels would then peak with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye/Oat Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for two weeks in June/July with up to 74 HGV/Tractor trips per day, which equates to 148 HGV/Tractor movements.

Additionally, there would be some light vehicle trips associated with staff and visitor movements.

Whilst the proposed site traffic will be new to the application site, a large proportion of the generated movements would already be on the wider local network as the proposed AD Facility will service existing local farms which have an existing traffic generation potential. Therefore, all of the proposed traffic should not be considered traffic new to the highway network.

9.1.2 Access Operation

On the basis of a 10 hour working day and an even traffic profile, the proposed level of typical traffic would equate to an average of 2 - 3 loads in and 2 - 3 loads out per hour, or an average of 1 arrival and 1 departure every 20-30 minutes. This low level of traffic can comfortably be accommodated at the proposed site access junction.

The proposed site access road has been designed as a two-way road which ensures that there is adequate capacity to accommodate the proposed worst case traffic flows, which is likely to be during the month of June. The infrastructure between the site and the A1307 Cambridge Road has an abundance of capacity in context of potential queueing, and as such no stacking back onto the public highway can be expected to occur.

Peak harvests periods will be operated by local farmers and casual staff using a limited number of owned/hired vehicles, not a large fleet. As such, traffic profiles would naturally be spread throughout the day, thus avoiding any congestion issues.

It is clear that there would be no operational capacity concerns at the site access junction.

The network of farm tracks to the north may be used by Thurlow Estate related vehicles where practical, these offer direct access across private land using established routes.

Further to this an operational Traffic Management Plan (TMP) will be implemented to ensure that suitable measures are taken to minimise any traffic impacts on the local highway network.

9.1.3 Highway Operation

The application site benefits from good access to the local strategic road network via the A1307 whilst being in the proximity of the Thurlow Estate farming operations from which it will be primarily served.

The A1307 has been considered in terms of the link impact that would occur as a result of the traffic forecasted for the proposed application.

The Institute of Environmental Management and Assessment (IEMA) in 'Guidelines for the Environmental Assessment of Road Traffic' (the 'IEMA guidelines') provide two broad rules which can be used to determine what is considered to be an insignificant traffic increase:

- highway links where traffic flows would increase by more than 30% (or where the number of HGVs would increase by more than 30%); or
- in sensitive areas where traffic flows increase by more than 10%.

Given the determined existing conditions of the local highway network, road classification, lack of sensitive receptors and its lack of accident history, for the purposes of this assessment the links studied are not considered to be sensitive. Based on this, the 30% threshold as defined in the IEMA Guidelines is deemed to apply for this assessment.

Table 9-1 considers the proposed traffic against the existing background traffic levels, to determine the level of increase.

This proposed traffic level represents the upper limits of the standard trip generation, rather than the temporary seasonal spikes associated with harvest times as much of this agricultural traffic will likely continue to use existing field track access. Traffic distribution would vary daily and also be subject to local demand.

Table 9-1
A1307 Link Impact

	2022 Baseline		Proposed		% Impact	
	Total	*HGV*	*Total*	*HGV*	*Total*	*HGV*
A1307	17,793	861	68	58	0.4	6.7

The link impact assessment shows that the proposed traffic forecasted would result in a maximum increase of well under 1% on the total existing traffic flow, and an increase of 6.7% on the existing HGV traffic flow. This is comfortably within the determined thresholds specified within the IEMA guidelines.

Further to the above, the traffic impacts should also be considered against the existing baseline agricultural levels.

Away from the A1307 the traffic impacts will disperse as traffic distributes to/from the various farming operations. In terms of the operational impacts to local roads, the farms have an existing traffic generation potential which route to and from their land. It is anticipated that the redistribution of this permitted traffic locally to the proposed facility would not result in any operational concerns.

9.2 Highway Safety

The review of background conditions undertaken within Section 2.5 has identified no existing incident patterns in the proximity of the access junction.

The proposed site access junction has been designed to meet modern standards with adequate junction visibility.

A swept-path analysis has been undertaken which demonstrated that a maximum sized articulated lorry can comfortably gain access/egress. The swept-path analysis also demonstrates that an HGV can access whilst another waits to egress, therefore minimising the likelihood of any impacts to the free-flow of traffic on the A1307 Cambridge Road.

Further to this, vehicles will be prevented from turning right out of the site access and will be required to turn left and then double-back on the roundabout.

A Stage 1 Road Safety Audit has been undertaken which has not highlighted any road safety concerns.

On the basis of the above, it is concluded that the proposals are acceptable in terms of highway safety.

9.3 Construction Impacts

The application site benefits from good access to the local strategic road network via the A1307.

It is expected that construction of the proposed development would take approximate 70 weeks.

It is anticipated that the construction process would generate less HGV traffic than the proposed development operational phase. However, there would be a higher number of staff operatives, with up to 50 people on site during the peak of construction activity.

It is expected that the construction process would generate approximately 3,000 HGV trips across the whole period. This equates to an average of 11 HGV trips per day (or 22 HGV movements, so 11 in and 11 out) across a 275 day year.

It is proposed that construction activities, including deliveries, would be limited to 7am to 7pm Monday to Friday, with reduced hours on Saturday for the duration of the construction period. There would be no construction activities undertaken on Sundays or bank holidays without prior approval, unless in the case of emergency.

In order to minimise traffic impacts on the A1307 Cambridge Road the construction site access junction will be constructed prior to the main construction phase commencing.

The construction phase must adhere to a Construction Traffic Management Plan (CTMP). The CTMP will ensure that site traffic is managed effectively during the construction process as to not result in any adverse impacts on the local highway.

The CTMP will ensure that all staff parking is accommodated within the site away from the public highway; and all lorry parking/loading will occur within the site, away from the public highway.

Subject to the implementation of a CTMP, the construction impacts are likely to be minimal, manageable, and therefore are acceptable in terms of highway operation and safety.

10.0 SUMMARY AND CONCLUSIONS

Acorn Bioenergy Limited are seeking to develop land at Spring Grove Farm, West Suffolk, to provide an AD Facility to serve local farms. The following provides a summary of the Transport Statement and its conclusions.

10.1 Proposals Summary

The proposed AD Facility would process c. 92,000tpa of agricultural feedstock. The feedstock would be transported to site in HGVs (tractor-trailers and lorries). The feedstock material would undergo a process of controlled decomposition (anaerobic digestion) within the proposed facility. The process produces biomethane which would be stored on site prior to being transported by tanker to a central gas injection point.

The gas upgrading process would also result in the production of CO_2 as a natural by-product. All Acorn's AD facilities will be fitted with the equipment required to capture the clean CO_2 to a food grade level standard which makes it suitable for almost all industrial and commercial applications in the UK. Purified CO_2 would be liquefied and transported by road to end users, ideally located locally. A further output of the anaerobic digestion process is digestate, which would be used on local farms in place of raw manures and artificial fertilisers.

10.1.1 Proposed Traffic Generation

The proposals are likely to result in a varied traffic HGV traffic generation across the year.

The traffic forecast indicates that for the majority of the year (10 months) the proposed development would generate 25 - 29 HGV/Tractor trips per day associated with local farms, which equates to 50 - 58 HGV/Tractor movements. On the basis of a 10 hour working day and an even traffic profile, this level of traffic would equate to an average of 3 loads or 6 movements per hour.

Site traffic generation levels would then peak with seasonal harvest periods. This would likely be restricted to two weeks in June and July (Rye/Oat Silage) and two weeks in September and October (Maize Silage). Predicted traffic levels would peak for two weeks in June/July with up to 74 HGV/Tractor trips per day, which equates to 148 HGV/Tractor movements.

Whilst the proposed traffic will be new to the application site itself, a large proportion of the generated movements are already on the local network as the proposed AD Facility will service existing local farms which have an existing traffic generation. This has been quantified as approximately 5,600 annual loads, which makes up a large proportion (57.2%) of the proposed 9,786 annual loads. The proposed increase would equate to an average of 11 additional HGV/tractor loads per day in the local area. This figure is provided for comparison purposes only, as in practice, the loads would fluctuate at harvest periods.

10.2 Access Design

The proposed site access junction is positioned at an existing access junction location served off the A1307 and seeks to close a second access junction between the buildings.

The proposed site access junction has been designed in accordance with CD123 DMRB, as a simple priority junction and benefits from adequate visibility with 2.4 x 215 metre visibility splays, as illustrated on the proposed access design.

The design has been assessed in terms of HGV swept-paths, demonstrating that the worst-case vehicle can access and egress without any issue. Critically, it demonstrates that an HGV can gain access to the site whilst another HGV waits to egress.

Egressing vehicles will be restricted from turning right out of the site and would be expected to turn left (east) and then double-back around the roundabout if required to head west. The proposed access includes a physical measure in the form of a splitter-island to enforce this, alongside signage and contractual agreements.

The access road design features a hard surfaced access road, of 7.0 metres wide with widening on the bends, and 230 metres in length which would allow HGVs/tractor-trailers to pass in opposing directions without issue. The access road will provide direct access to a car park area and AD Facility operation areas for deposit/loading. All vehicles will be able to turn within the site to egress in a forward gear.

The proposed site access junction has been subject to a Stage 1 Road Safety Audit which has highlighted no safety concerns which cannot easily be addressed.

10.3 Highway Impacts

The proposed scheme has been reviewed in terms of highway safety and operational capacity and it has been concluded that, subject to the implementation of a Traffic Management Plan (TMP) to manage the seasonal traffic peaks, there would be no detrimental impacts to the local highway.

Any impacts resulting from the construction phase will be minimal and managed effectively.

10.4 Conclusions

A robust design and assessment process has demonstrated that the scheme proposals adhere to the appropriate safety standards with the necessary operational capacity to ensure that there will be no detrimental impacts to the local highway.

Paragraph 111 of the National Planning Policy Framework (NPPF) states:

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

It is concluded that any impacts resulting from the proposals would be negligible in terms of road safety, highway operation, and/or network capacity; as such the proposal is considered acceptable in highways and transportation terms.

DRAWING 01

Site Location Plan

AS NOTED ON A1 FRAME

Redline Boundary Plan
Scale: 1:5000 @ A1

NOTES:-

1. All dimensions must be checked on site and not scaled from this drawing.
2. The Contractor shall make a survey of the site and shall be responsible for obtaining all dimensions and levels necessary for the proper fabrication of the structure as indicated.
3. All levels shown on this drawing are relative to Agreed Topographic survey
4. This drawing is to be read in conjunction with 29351/1000 Series Drawings.
5. All existing invert levels are to be confirmed by contractor prior to construction. Connection subject to approval.

Red Line Boundary

0 50m 100m 150m 200m 250m
Scale 1:5000 @ A1

Rev	Date	Description	DR	CH
J	16/08/23	Redline Updated	JHC	JHC
I	08/03/23	Redline Updated	WG	JHC
H	08/03/23	Redline Updated	WG	JHC
G	02/03/23	Blueline Updated	WG	JHC
F	01/03/23	Redline Updated	WG	JHC
E	28/02/23	Redline Updated	JHC	JHC
D	22/02/23	Redline Updated	JHC	JHC
C	06/02/23	Blue line Added	JHC	JHC
B	26/01/23	Issued for Planning	JHC	JHC
A	26/01/23	Issued for Planning	JHC	JHC

UVDB empowered by Achilles Registered
Link-up empowered by Achilles Qualified via Audit

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Client: acorn BIOENERGY

Job Title: Spring Grove Green Power

Drawing Title: Redline Boundary Plan

Status: Approval

Scale: 1:7500 @ A1
Date: Jan '23

Drawn By: J. Collins
Checked: JHC
Approved: JHC

Drg. No.: 29351-P-9001
Rev: J

NOT FOR CONSTRUCTION

DRAWING 02

Proposed Site Layout

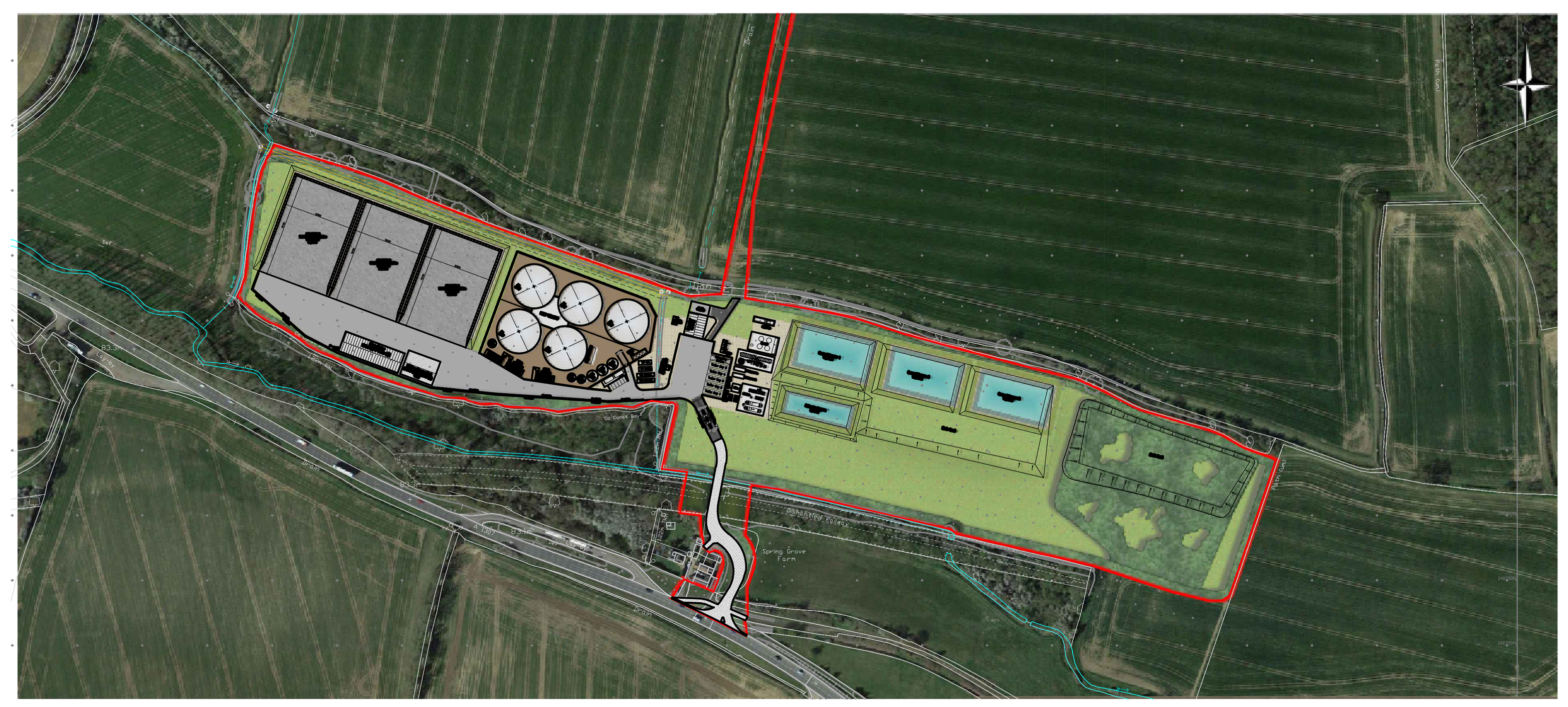
AS NOTED ON A1 FRAME

Site Plan.

Scale: 1:1250 @ A1.

0 10m 20m 30m 40m 50m

Scale 1:1250 @ A1



Site Location Plan.

Scale: 1:5000 @ A1.

0 50m 100m 150m 200m 250m

Scale 1:5000 @ A1

NOTES:-

1. All dimensions must be checked on site and not scaled from this drawing.
2. The Contractor shall make a survey of the site and shall be responsible for obtaining all dimensions and levels necessary for the proper fabrication of the structure as indicated.
3. All levels shown on this drawing are relative to Agreed Topographic survey
4. This drawing is to be read in conjunction with 29351/100 Series Drawings.
5. All existing invert levels are to be confirmed by contractor prior to construction. Connection subject to approval.

Existing Watercourse

Gas Line with Easement Offset

Site Red Line Boundary (16.17Ha)

Rev	Date	Description	DR	CH
U	30/08/23	Landscaping Image Updated	WG	JHC
T	17/08/23	Redline & Entrance Updated	JHC	JHC
S	31/05/23	Layout Amendments	WG	JHC
R	20/04/23	Layout Amendments	JH	JHC
Q	19/04/23	Layout Amendments	JHC	JHC
P	09/03/23	Layout Amendments	WG	JHC
N	08/03/23	Redline Updated	WG	JHC
M	08/03/23	Redline Updated	WG	JHC
L	01/03/23	Redline Updated	WG	JHC
K	28/02/23	Redline Updated	JHC	JHC
J	22/02/23	Redline Updated	JHC	JHC
i	26/01/23	Redline Updated	JHC	JHC
H	23/08/22	Bund updated	JR	JHC
G	15/08/22	SLR Flood Extent Added	JHC	JHC
F	10/08/22	Draft-Lagoon Update	JHC	JHC
E	02/08/22	Draft Layout	DJC	JHC
D	13/06/22	LAYOUT AMENDED	DJC	JHC
C	05/04/22	CONCEPT LAYOUT	DJC	JHC
B	04/03/22	CONCEPT LAYOUT	JHC	JHC
A	24/02/22	CONCEPT LAYOUT	JHC	JHC

UVDB empowered by Achilles Registered

Link-up empowered by Achilles Qualified via Audit

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Client: acorn

Job Title
AD Plant.
Spring Grove.

Drawing Title
Site Layout.

Status: Planning

Scale: As Shown | Date: Jan' '22

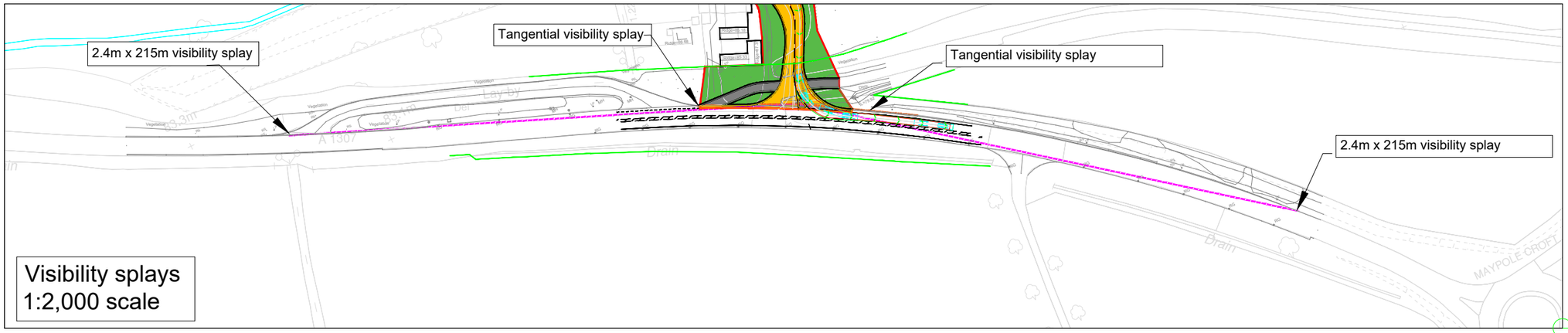
Drawn By: J. Collins | Checked: JHC | Approved: JHC

Drg. No. 29351/P/101 | Rev U

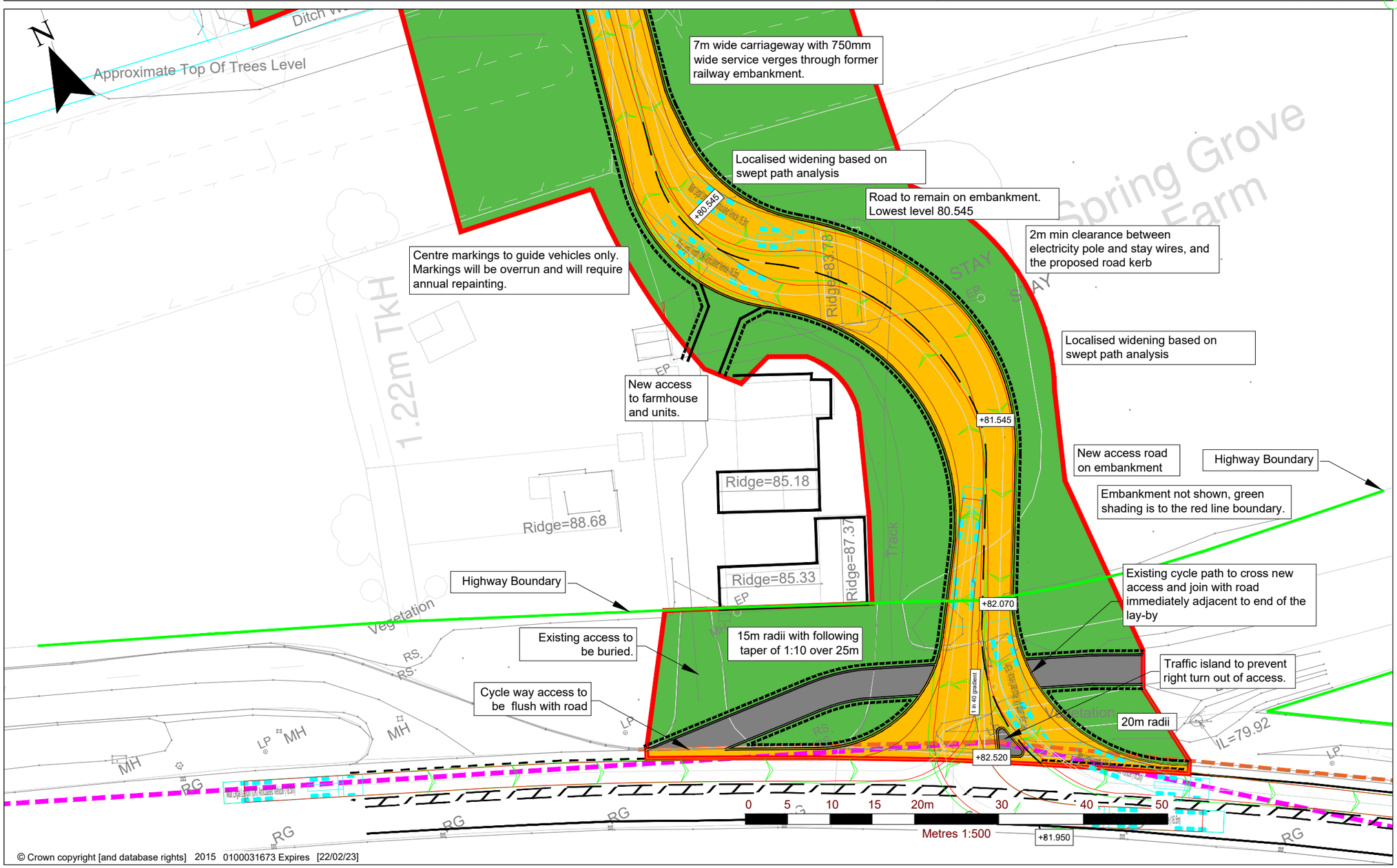
NOT FOR CONSTRUCTION

DRAWING 03

Proposed Site Access Design



Visibility splays
1:2,000 scale



NOTES

Access designed to allow two articulated vehicles to pass along roadway.
Road to have bound surface throughout.
Access radii and road to lowest point, shall be kerbed with a closed drainage system.
The access road shall fall away from the main road at a gradient of 1 in 40.
The lowest point on the road shall be at a level of 80.545

LEGEND

- 2.4m x 215m Visibility splays
- 2.4m x 215m Visibility splay tangential to kerb line
- Planning Red Line Boundary
- Highway Boundary

3C	DPP	AT	AUG'23	AMENDMENTS	
2	DPP	AT	JUN'22	AMENDMENTS	
1	DPP	AT	APR'22	ORIGINAL	

Acorn Bioenergy Limited.

SLR
WATERHOUSE BUSINESS CENTRE
UNIT 77, 2 CROMAR WAY
CHELMSFORD
ESSEX
CM1 2QE
T: 01245 392170
F: 01245 392171
www.slrconsulting.com

SPRING GROVE GREEN POWER

ANAEROBIC DIGESTION PLANT DEVELOPMENT

SITE ACCESS DESIGN

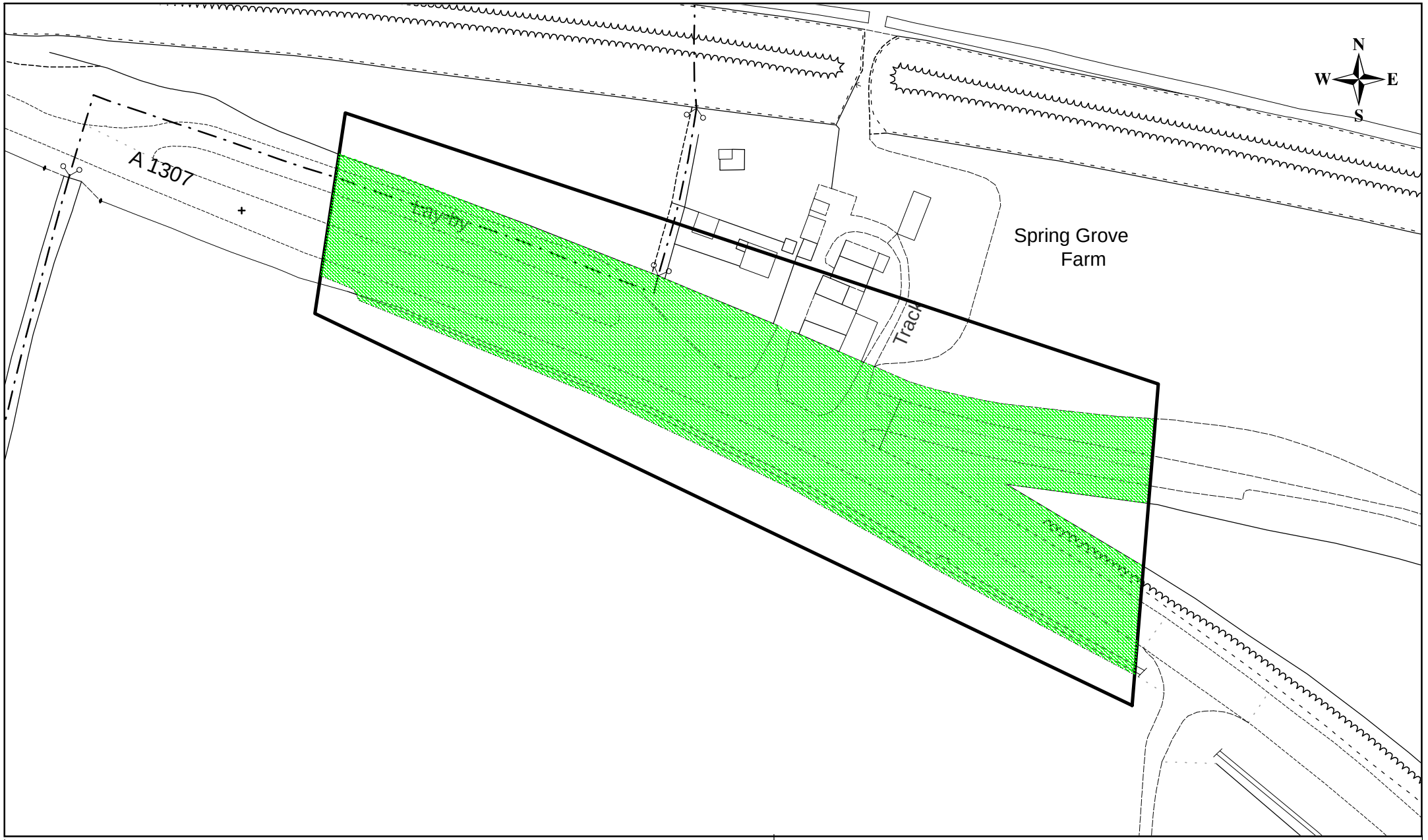
404.11923.00004.0005.001.3C

Scale	Date
AS SHOWN @ A3	APRIL 2022

404.11923.00004.07.0005.001.3a.dwg

APPENDIX 01

Highway Boundary Plan



Suffolk County Council

Growth, Highways & Infrastructure,
Endeavour House,
8 Russell Road,
Ipswich,
Suffolk,
IP1 2BX

Title: **A1307 Cambridge Road, Withersfield**

0 50
meters
Scale 1:1,250

Date: 27/06/2022
Author: Ruth Lister

APPENDIX 02

Automatic Traffic Count Data

11246		HAVERHILL APRIL 2022								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 11246001	A1307 Haverhill (NW of A1017) 52.094442, 0.395581	Channel: Southeastbound	Wed 20-Apr-22	Tue 26-Apr-22	NSL	57454	9066	8208	52.9	47.0
		Channel: Northwestbound	Wed 20-Apr-22	Tue 26-Apr-22		56607	8890	8087	52.3	46.2

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 20-Apr-22														
00:00	**75**	0	65	1	1	3	0	0	0	0	0	5	0	0
01:00	**46**	0	39	2	0	2	0	0	0	0	0	3	0	0
02:00	**45**	0	35	3	0	0	0	0	0	0	5	2	0	0
03:00	**34**	0	27	1	0	1	0	0	1	0	1	3	0	0
04:00	**43**	0	33	3	0	1	0	0	0	0	2	4	0	0
05:00	**117**	0	102	8	2	1	0	0	2	0	0	2	0	0
06:00	**299**	0	267	19	0	1	1	0	0	1	6	4	0	0
07:00	**454**	2	365	60	4	4	2	0	5	0	7	5	0	0
08:00	**522**	1	441	52	5	7	1	0	3	1	8	3	0	0
09:00	**403**	2	300	61	4	7	7	0	5	0	7	10	0	0
10:00	**447**	5	339	71	3	4	1	0	6	0	7	11	0	0
11:00	**377**	3	283	54	4	8	5	0	4	0	8	8	0	0
12:00	**420**	4	311	64	4	10	2	0	3	0	8	14	0	0
13:00	**459**	2	347	83	7	6	1	0	4	0	5	4	0	0
14:00	**523**	4	424	62	3	10	1	1	2	1	4	11	0	0
15:00	**742**	5	616	91	3	8	2	0	0	0	5	12	0	0
16:00	**1005**	6	841	120	5	9	2	1	2	0	13	5	1	0
17:00	**1060**	10	937	83	1	8	1	0	7	0	3	10	0	0
18:00	**691**	4	618	49	0	5	0	0	3	0	4	8	0	0
19:00	**443**	2	406	24	1	3	0	0	0	0	5	2	0	0
20:00	**305**	1	273	14	0	5	1	0	2	0	5	4	0	0
21:00	**206**	2	178	16	0	1	0	0	0	0	3	6	0	0
22:00	**195**	1	177	13	0	0	0	0	0	0	3	1	0	0
23:00	**94**	0	80	3	1	1	0	0	0	0	6	3	0	0
12H,7-19	**7103**	**48**	**5822**	**850**	**43**	**86**	**25**	**2**	**44**	**2**	**79**	**101**	**1**	**0**
16H,6-22	**8356**	**53**	**6946**	**923**	**44**	**96**	**27**	**2**	**46**	**3**	**98**	**117**	**1**	**0**
18H,6-24	**8645**	**54**	**7203**	**939**	**45**	**97**	**27**	**2**	**46**	**3**	**107**	**121**	**1**	**0**
24H,0-24	**9005**	**54**	**7504**	**957**	**48**	**105**	**27**	**2**	**49**	**3**	**115**	**140**	**1**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 21-Apr-22														
00:00	**90**	0	74	5	0	1	1	0	0	0	3	6	0	0
01:00	**48**	0	34	6	0	2	0	0	0	0	3	3	0	0
02:00	**42**	0	28	5	0	0	0	0	0	0	4	5	0	0
03:00	**39**	0	31	3	1	0	0	0	0	1	2	1	0	0
04:00	**50**	0	41	3	0	0	0	0	0	0	1	5	0	0
05:00	**118**	0	106	4	0	1	2	0	1	0	3	1	0	0
06:00	**253**	1	217	26	1	0	1	0	1	0	3	3	0	0
07:00	**429**	3	346	61	3	3	2	0	6	0	0	5	0	0
08:00	**506**	3	406	68	4	5	1	1	6	0	6	6	0	0
09:00	**457**	1	341	78	9	5	2	0	3	0	5	13	0	0
10:00	**403**	4	297	63	4	5	3	0	5	0	9	13	0	0
11:00	**431**	1	339	54	4	5	1	0	3	0	10	14	0	0
12:00	**453**	2	345	65	4	7	2	0	7	1	10	10	0	0
13:00	**425**	2	333	51	4	9	1	0	5	0	9	11	0	0
14:00	**520**	8	405	68	3	9	5	0	2	0	7	13	0	0
15:00	**726**	2	590	87	6	11	2	0	2	1	10	15	0	0
16:00	**980**	5	850	85	2	9	3	0	4	1	11	10	0	0
17:00	**1080**	10	959	90	1	7	0	0	4	0	5	4	0	0
18:00	**729**	6	655	53	0	6	1	0	1	0	1	6	0	0
19:00	**427**	4	376	31	1	7	0	0	1	0	4	3	0	0
20:00	**324**	4	286	22	0	2	0	0	1	0	4	5	0	0
21:00	**253**	1	230	12	0	1	0	0	0	0	6	3	0	0
22:00	**178**	1	162	6	1	2	0	0	0	0	3	3	0	0
23:00	**90**	0	78	3	1	1	0	0	1	0	4	2	0	0
12H,7-19	**7139**	**47**	**5866**	**823**	**44**	**81**	**23**	**1**	**48**	**3**	**83**	**120**	**0**	**0**
16H,6-22	**8396**	**57**	**6975**	**914**	**46**	**91**	**24**	**1**	**51**	**3**	**100**	**134**	**0**	**0**
18H,6-24	**8664**	**58**	**7215**	**923**	**48**	**94**	**24**	**1**	**52**	**3**	**107**	**139**	**0**	**0**
24H,0-24	**9051**	**58**	**7529**	**949**	**49**	**98**	**27**	**1**	**53**	**4**	**123**	**160**	**0**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 22-Apr-22														
00:00	**106**	1	87	6	0	3	0	0	0	0	5	4	0	0
01:00	**59**	0	47	4	0	1	0	0	0	0	2	5	0	0
02:00	**37**	0	27	2	0	0	0	0	1	0	3	4	0	0
03:00	**39**	0	28	4	0	0	0	0	1	0	3	3	0	0
04:00	**47**	0	34	4	0	2	1	0	0	1	2	3	0	0
05:00	**113**	0	95	5	1	0	0	0	1	0	8	3	0	0
06:00	**246**	0	199	30	0	1	0	0	3	0	6	7	0	0
07:00	**432**	4	335	63	3	6	3	0	6	1	6	5	0	0
08:00	**481**	3	393	56	5	6	5	0	2	0	2	9	0	0
09:00	**475**	3	347	74	13	9	5	0	4	1	5	14	0	0
10:00	**417**	3	321	61	4	9	3	0	3	1	2	10	0	0
11:00	**435**	4	331	67	3	4	3	0	4	0	8	11	0	0
12:00	**453**	7	364	52	4	8	1	0	3	0	4	10	0	0
13:00	**494**	5	400	45	3	14	4	1	3	0	10	9	0	0
14:00	**567**	4	459	75	1	5	1	0	5	0	5	12	0	0
15:00	**883**	3	722	128	5	3	1	0	4	0	3	14	0	0
16:00	**971**	7	851	89	3	7	1	0	3	0	5	5	0	0
17:00	**970**	5	875	69	3	6	0	0	5	0	0	7	0	0
18:00	**630**	3	569	43	0	7	0	0	2	0	4	2	0	0
19:00	**429**	4	392	16	0	8	0	0	1	0	1	7	0	0
20:00	**344**	0	308	21	0	2	1	0	0	0	5	7	0	0
21:00	**243**	0	223	14	0	2	0	0	0	0	3	1	0	0
22:00	**182**	1	162	7	1	2	0	0	1	0	5	3	0	0
23:00	**135**	0	123	5	0	1	0	0	0	0	2	4	0	0
12H,7-19	**7208**	**51**	**5967**	**822**	**47**	**84**	**27**	**1**	**44**	**3**	**54**	**108**	**0**	**0**
16H,6-22	**8470**	**55**	**7089**	**903**	**47**	**97**	**28**	**1**	**48**	**3**	**69**	**130**	**0**	**0**
18H,6-24	**8787**	**56**	**7374**	**915**	**48**	**100**	**28**	**1**	**49**	**3**	**76**	**137**	**0**	**0**
24H,0-24	**9188**	**57**	**7692**	**940**	**49**	**106**	**29**	**1**	**52**	**4**	**99**	**159**	**0**	**0**

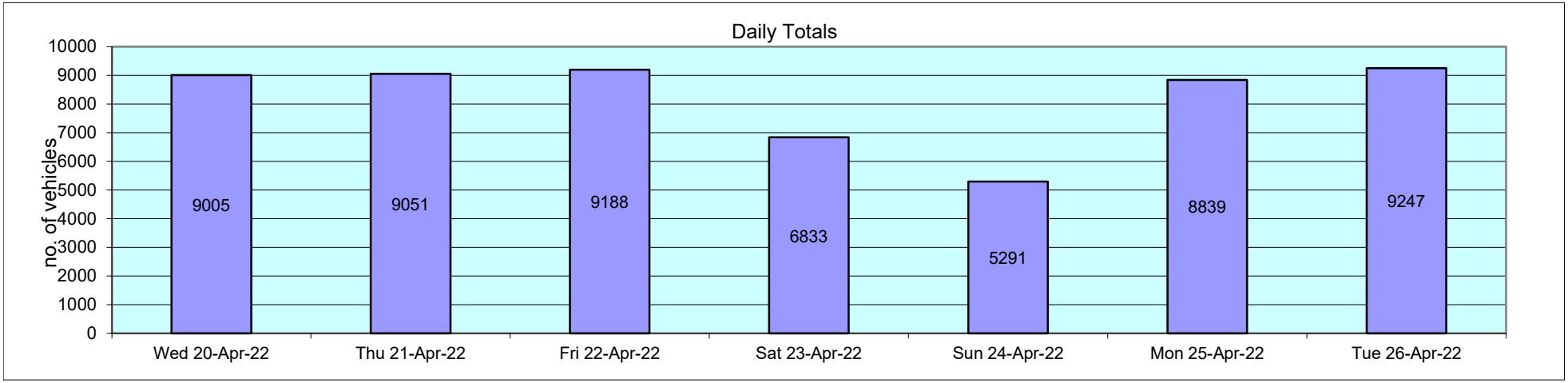
11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 23-Apr-22														
00:00	**108**	1	92	5	0	1	0	0	0	0	4	5	0	0
01:00	**63**	0	50	3	0	2	0	0	0	0	2	6	0	0
02:00	**42**	0	31	5	0	0	0	0	0	0	3	3	0	0
03:00	**46**	1	36	2	0	0	0	0	0	0	3	4	0	0
04:00	**22**	0	16	4	0	0	0	0	0	0	0	2	0	0
05:00	**70**	0	61	4	0	0	0	0	1	0	3	1	0	0
06:00	**98**	0	82	11	0	1	0	0	0	0	2	2	0	0
07:00	**207**	1	172	23	1	3	1	0	2	1	2	1	0	0
08:00	**261**	1	233	20	0	1	2	0	1	1	1	1	0	0
09:00	**354**	2	315	26	0	2	2	0	0	0	5	2	0	0
10:00	**466**	9	411	37	0	1	2	0	1	0	1	4	0	0
11:00	**533**	5	476	34	0	5	2	0	2	0	7	2	0	0
12:00	**496**	3	444	35	0	3	3	0	0	0	5	3	0	0
13:00	**485**	2	437	34	0	4	0	0	4	0	2	2	0	0
14:00	**507**	6	470	23	0	2	0	0	2	0	2	2	0	0
15:00	**498**	7	438	37	0	4	0	0	3	0	3	6	0	0
16:00	**541**	6	487	37	0	3	0	0	1	0	4	3	0	0
17:00	**508**	4	469	24	0	4	0	0	2	0	1	4	0	0
18:00	**470**	3	428	23	2	5	0	0	0	0	4	4	1	0
19:00	**308**	2	276	22	0	4	1	0	0	0	0	3	0	0
20:00	**253**	0	234	12	1	1	0	0	0	0	5	0	0	0
21:00	**171**	0	156	11	1	2	0	0	0	0	0	1	0	0
22:00	**189**	1	169	10	0	1	0	0	0	0	2	6	0	0
23:00	**137**	0	125	6	0	1	0	0	0	0	3	2	0	0
12H,7-19	**5326**	**49**	**4780**	**353**	**3**	**37**	**12**	**0**	**18**	**2**	**37**	**34**	**1**	**0**
16H,6-22	**6156**	**51**	**5528**	**409**	**5**	**45**	**13**	**0**	**18**	**2**	**44**	**40**	**1**	**0**
18H,6-24	**6482**	**52**	**5822**	**425**	**5**	**47**	**13**	**0**	**18**	**2**	**49**	**48**	**1**	**0**
24H,0-24	**6833**	**54**	**6108**	**448**	**5**	**50**	**13**	**0**	**19**	**2**	**64**	**69**	**1**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 24-Apr-22														
00:00	**110**	2	94	3	0	3	0	0	1	0	3	4	0	0
01:00	**64**	0	59	2	0	1	0	0	0	0	1	1	0	0
02:00	**54**	0	45	2	0	0	1	0	0	0	1	5	0	0
03:00	**34**	0	28	3	0	0	0	0	0	0	1	2	0	0
04:00	**24**	0	21	0	0	0	0	0	0	0	0	3	0	0
05:00	**38**	0	33	3	0	0	0	0	0	0	1	1	0	0
06:00	**58**	0	56	2	0	0	0	0	0	0	0	0	0	0
07:00	**101**	1	92	3	0	1	0	0	0	0	2	2	0	0
08:00	**119**	3	100	11	1	1	0	0	0	0	2	1	0	0
09:00	**201**	2	182	11	0	1	0	0	1	0	1	3	0	0
10:00	**341**	10	301	24	0	1	0	0	1	0	2	2	0	0
11:00	**379**	8	331	22	1	3	2	0	4	0	4	4	0	0
12:00	**460**	4	414	34	0	1	1	0	1	0	3	2	0	0
13:00	**454**	8	415	21	0	3	0	0	1	0	2	4	0	0
14:00	**428**	8	384	29	0	1	0	0	2	0	0	4	0	0
15:00	**379**	5	343	24	0	2	0	0	1	0	1	3	0	0
16:00	**401**	3	364	24	0	1	0	0	0	0	3	6	0	0
17:00	**413**	2	383	21	0	1	1	0	1	0	1	3	0	0
18:00	**361**	1	331	23	0	1	0	0	1	0	2	2	0	0
19:00	**308**	4	273	16	1	4	1	0	1	0	1	7	0	0
20:00	**241**	0	213	16	0	1	0	0	3	0	3	5	0	0
21:00	**162**	1	153	2	0	1	0	0	0	0	3	2	0	0
22:00	**96**	3	80	5	0	1	0	0	1	0	3	3	0	0
23:00	**65**	0	54	5	0	0	0	0	0	0	3	3	0	0
12H,7-19	**4037**	**55**	**3640**	**247**	**2**	**17**	**4**	**0**	**13**	**0**	**23**	**36**	**0**	**0**
16H,6-22	**4806**	**60**	**4335**	**283**	**3**	**23**	**5**	**0**	**17**	**0**	**30**	**50**	**0**	**0**
18H,6-24	**4967**	**63**	**4469**	**293**	**3**	**24**	**5**	**0**	**18**	**0**	**36**	**56**	**0**	**0**
24H,0-24	**5291**	**65**	**4749**	**306**	**3**	**28**	**6**	**0**	**19**	**0**	**43**	**72**	**0**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 25-Apr-22														
00:00	**40**	0	29	4	1	2	0	0	0	0	3	1	0	0
01:00	**31**	0	24	2	0	1	0	0	1	0	2	1	0	0
02:00	**37**	0	27	2	0	0	0	0	0	0	5	3	0	0
03:00	**33**	0	27	2	0	0	0	0	0	0	3	1	0	0
04:00	**47**	1	37	4	0	0	0	0	0	0	1	4	0	0
05:00	**115**	0	98	8	1	1	1	1	0	0	2	3	0	0
06:00	**246**	1	217	20	0	0	1	0	1	0	5	1	0	0
07:00	**489**	3	410	45	5	3	0	2	7	0	8	6	0	0
08:00	**523**	1	442	55	1	5	4	0	6	0	5	4	0	0
09:00	**467**	5	346	65	7	10	2	0	6	0	10	16	0	0
10:00	**383**	2	287	55	6	5	7	0	6	0	8	7	0	0
11:00	**423**	1	318	61	1	12	5	0	7	3	7	8	0	0
12:00	**412**	0	325	51	4	9	2	0	4	1	4	12	0	0
13:00	**501**	5	378	71	8	9	4	0	4	0	6	16	0	0
14:00	**567**	3	455	70	4	8	3	0	7	1	6	10	0	0
15:00	**684**	4	568	88	4	6	2	0	2	1	3	6	0	0
16:00	**1025**	4	861	126	2	12	1	0	4	1	9	5	0	0
17:00	**970**	3	866	82	4	7	0	0	2	1	2	3	0	0
18:00	**742**	6	681	32	0	7	3	0	2	0	2	9	0	0
19:00	**382**	3	338	29	1	3	0	0	0	0	3	5	0	0
20:00	**286**	0	261	20	0	3	0	0	0	0	2	0	0	0
21:00	**201**	2	184	7	0	3	0	0	0	0	1	4	0	0
22:00	**150**	0	139	3	0	2	0	0	0	0	1	5	0	0
23:00	**85**	1	71	7	0	1	0	0	0	0	4	1	0	0
12H,7-19	**7186**	**37**	**5937**	**801**	**46**	**93**	**33**	**2**	**57**	**8**	**70**	**102**	**0**	**0**
16H,6-22	**8301**	**43**	**6937**	**877**	**47**	**102**	**34**	**2**	**58**	**8**	**81**	**112**	**0**	**0**
18H,6-24	**8536**	**44**	**7147**	**887**	**47**	**105**	**34**	**2**	**58**	**8**	**86**	**118**	**0**	**0**
24H,0-24	**8839**	**45**	**7389**	**909**	**49**	**109**	**35**	**3**	**59**	**8**	**102**	**131**	**0**	**0**

11246		HAVERHILL			Site No: 11246001	Location	A1307 Haverhill (NW of A1017)						
	APRIL 2022				Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 26-Apr-22														
00:00	**74**	0	65	2	0	2	0	0	0	0	2	3	0	0
01:00	**44**	1	33	4	0	2	0	0	0	0	2	2	0	0
02:00	**36**	0	26	3	0	0	0	0	0	0	3	4	0	0
03:00	**40**	0	32	1	0	0	0	0	0	0	3	4	0	0
04:00	**33**	1	25	2	0	0	0	0	0	0	2	3	0	0
05:00	**145**	0	125	11	2	1	0	0	0	0	2	4	0	0
06:00	**362**	0	318	31	0	3	2	0	4	0	3	1	0	0
07:00	**494**	2	401	57	4	6	4	0	8	0	8	4	0	0
08:00	**552**	0	463	60	2	4	1	0	6	0	7	9	0	0
09:00	**463**	1	347	73	5	10	1	0	7	0	9	10	0	0
10:00	**403**	1	290	67	3	11	5	0	7	0	4	15	0	0
11:00	**382**	3	270	62	3	11	4	0	10	1	7	11	0	0
12:00	**401**	4	310	56	4	5	0	1	4	0	6	11	0	0
13:00	**454**	1	349	60	2	10	3	0	13	0	6	10	0	0
14:00	**527**	5	412	66	3	10	2	1	10	0	4	14	0	0
15:00	**782**	8	643	91	3	5	2	0	6	0	11	13	0	0
16:00	**1027**	6	877	118	3	6	2	0	2	0	3	10	0	0
17:00	**1093**	3	978	92	0	6	2	0	1	0	0	11	0	0
18:00	**784**	6	716	45	0	8	0	0	2	0	1	6	0	0
19:00	**400**	4	348	29	1	5	1	0	0	0	5	7	0	0
20:00	**293**	1	262	17	0	4	0	0	0	0	1	8	0	0
21:00	**213**	3	193	10	0	2	0	0	0	0	3	2	0	0
22:00	**151**	0	135	7	2	3	1	0	0	0	0	3	0	0
23:00	**94**	0	84	4	1	2	0	0	1	0	1	1	0	0
12H,7-19	**7362**	**40**	**6056**	**847**	**32**	**92**	**26**	**2**	**76**	**1**	**66**	**124**	**0**	**0**
16H,6-22	**8630**	**48**	**7177**	**934**	**33**	**106**	**29**	**2**	**80**	**1**	**78**	**142**	**0**	**0**
18H,6-24	**8875**	**48**	**7396**	**945**	**36**	**111**	**30**	**2**	**81**	**1**	**79**	**146**	**0**	**0**
24H,0-24	**9247**	**50**	**7702**	**968**	**38**	**116**	**30**	**2**	**81**	**1**	**93**	**166**	**0**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Southeastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Wed 20-Apr-22	**9005**	54	7504	957	48	105	27	2	49	3	115	140	1	0
Thu 21-Apr-22	**9051**	58	7529	949	49	98	27	1	53	4	123	160	0	0
Fri 22-Apr-22	**9188**	57	7692	940	49	106	29	1	52	4	99	159	0	0
Sat 23-Apr-22	**6833**	54	6108	448	5	50	13	0	19	2	64	69	1	0
Sun 24-Apr-22	**5291**	65	4749	306	3	28	6	0	19	0	43	72	0	0
Mon 25-Apr-22	**8839**	45	7389	909	49	109	35	3	59	8	102	131	0	0
Tue 26-Apr-22	**9247**	50	7702	968	38	116	30	2	81	1	93	166	0	0
Total Vehicles														
[--]	**57454**	383	48673	5477	241	612	167	9	332	22	639	897	2	0



Data produced by
Auto Surveys Ltd

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 20-Apr-22											
00:00	**75**	0	0.0	65	86.7	1	1.3	8	10.7	1	1.3
01:00	**46**	0	0.0	39	84.8	2	4.4	5	10.9	0	0.0
02:00	**45**	0	0.0	35	77.8	3	6.7	7	15.6	0	0.0
03:00	**34**	0	0.0	27	79.4	1	2.9	6	17.7	0	0.0
04:00	**43**	0	0.0	33	76.7	3	7.0	7	16.3	0	0.0
05:00	**117**	0	0.0	102	87.2	8	6.8	5	4.3	2	1.7
06:00	**299**	0	0.0	267	89.3	19	6.4	13	4.4	0	0.0
07:00	**454**	2	0.4	365	80.4	60	13.2	23	5.1	4	0.9
08:00	**522**	1	0.2	441	84.5	52	10.0	23	4.4	5	1.0
09:00	**403**	2	0.5	300	74.4	61	15.1	36	8.9	4	1.0
10:00	**447**	5	1.1	339	75.8	71	15.9	29	6.5	3	0.7
11:00	**377**	3	0.8	283	75.1	54	14.3	33	8.8	4	1.1
12:00	**420**	4	1.0	311	74.1	64	15.2	37	8.8	4	1.0
13:00	**459**	2	0.4	347	75.6	83	18.1	20	4.4	7	1.5
14:00	**523**	4	0.8	424	81.1	62	11.9	30	5.7	3	0.6
15:00	**742**	5	0.7	616	83.0	91	12.3	27	3.6	3	0.4
16:00	**1005**	6	0.6	841	83.7	120	11.9	33	3.3	5	0.5
17:00	**1060**	10	0.9	937	88.4	83	7.8	29	2.7	1	0.1
18:00	**691**	4	0.6	618	89.4	49	7.1	20	2.9	0	0.0
19:00	**443**	2	0.5	406	91.7	24	5.4	10	2.3	1	0.2
20:00	**305**	1	0.3	273	89.5	14	4.6	17	5.6	0	0.0
21:00	**206**	2	1.0	178	86.4	16	7.8	10	4.9	0	0.0
22:00	**195**	1	0.5	177	90.8	13	6.7	4	2.1	0	0.0
23:00	**94**	0	0.0	80	85.1	3	3.2	10	10.6	1	1.1
12H,7-19	**7103**	**48**	**0.7**	**5822**	**82.0**	**850**	**12.0**	**340**	**4.8**	**43**	**0.6**
16H,6-22	**8356**	**53**	**0.6**	**6946**	**83.1**	**923**	**11.1**	**390**	**4.7**	**44**	**0.5**
18H,6-24	**8645**	**54**	**0.6**	**7203**	**83.3**	**939**	**10.9**	**404**	**4.7**	**45**	**0.5**
24H,0-24	**9005**	**54**	**0.6**	**7504**	**83.3**	**957**	**10.6**	**442**	**4.9**	**48**	**0.5**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 21-Apr-22											
00:00	**90**	0	0.0	74	82.2	5	5.6	11	12.2	0	0.0
01:00	**48**	0	0.0	34	70.8	6	12.5	8	16.7	0	0.0
02:00	**42**	0	0.0	28	66.7	5	11.9	9	21.4	0	0.0
03:00	**39**	0	0.0	31	79.5	3	7.7	4	10.3	1	2.6
04:00	**50**	0	0.0	41	82.0	3	6.0	6	12.0	0	0.0
05:00	**118**	0	0.0	106	89.8	4	3.4	8	6.8	0	0.0
06:00	**253**	1	0.4	217	85.8	26	10.3	8	3.2	1	0.4
07:00	**429**	3	0.7	346	80.7	61	14.2	16	3.7	3	0.7
08:00	**506**	3	0.6	406	80.2	68	13.4	25	4.9	4	0.8
09:00	**457**	1	0.2	341	74.6	78	17.1	28	6.1	9	2.0
10:00	**403**	4	1.0	297	73.7	63	15.6	35	8.7	4	1.0
11:00	**431**	1	0.2	339	78.7	54	12.5	33	7.7	4	0.9
12:00	**453**	2	0.4	345	76.2	65	14.4	37	8.2	4	0.9
13:00	**425**	2	0.5	333	78.4	51	12.0	35	8.2	4	0.9
14:00	**520**	8	1.5	405	77.9	68	13.1	36	6.9	3	0.6
15:00	**726**	2	0.3	590	81.3	87	12.0	41	5.7	6	0.8
16:00	**980**	5	0.5	850	86.7	85	8.7	38	3.9	2	0.2
17:00	**1080**	10	0.9	959	88.8	90	8.3	20	1.9	1	0.1
18:00	**729**	6	0.8	655	89.9	53	7.3	15	2.1	0	0.0
19:00	**427**	4	0.9	376	88.1	31	7.3	15	3.5	1	0.2
20:00	**324**	4	1.2	286	88.3	22	6.8	12	3.7	0	0.0
21:00	**253**	1	0.4	230	90.9	12	4.7	10	4.0	0	0.0
22:00	**178**	1	0.6	162	91.0	6	3.4	8	4.5	1	0.6
23:00	**90**	0	0.0	78	86.7	3	3.3	8	8.9	1	1.1
12H,7-19	**7139**	**47**	**0.7**	**5866**	**82.2**	**823**	**11.5**	**359**	**5.0**	**44**	**0.6**
16H,6-22	**8396**	**57**	**0.7**	**6975**	**83.1**	**914**	**10.9**	**404**	**4.8**	**46**	**0.6**
18H,6-24	**8664**	**58**	**0.7**	**7215**	**83.3**	**923**	**10.7**	**420**	**4.9**	**48**	**0.6**
24H,0-24	**9051**	**58**	**0.6**	**7529**	**83.2**	**949**	**10.5**	**466**	**5.2**	**49**	**0.5**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 22-Apr-22											
00:00	**106**	1	0.9	87	82.1	6	5.7	12	11.3	0	0.0
01:00	**59**	0	0.0	47	79.7	4	6.8	8	13.6	0	0.0
02:00	**37**	0	0.0	27	73.0	2	5.4	8	21.6	0	0.0
03:00	**39**	0	0.0	28	71.8	4	10.3	7	18.0	0	0.0
04:00	**47**	0	0.0	34	72.3	4	8.5	9	19.2	0	0.0
05:00	**113**	0	0.0	95	84.1	5	4.4	12	10.6	1	0.9
06:00	**246**	0	0.0	199	80.9	30	12.2	17	6.9	0	0.0
07:00	**432**	4	0.9	335	77.6	63	14.6	27	6.3	3	0.7
08:00	**481**	3	0.6	393	81.7	56	11.6	24	5.0	5	1.0
09:00	**475**	3	0.6	347	73.1	74	15.6	38	8.0	13	2.7
10:00	**417**	3	0.7	321	77.0	61	14.6	28	6.7	4	1.0
11:00	**435**	4	0.9	331	76.1	67	15.4	30	6.9	3	0.7
12:00	**453**	7	1.6	364	80.4	52	11.5	26	5.7	4	0.9
13:00	**494**	5	1.0	400	81.0	45	9.1	41	8.3	3	0.6
14:00	**567**	4	0.7	459	81.0	75	13.2	28	4.9	1	0.2
15:00	**883**	3	0.3	722	81.8	128	14.5	25	2.8	5	0.6
16:00	**971**	7	0.7	851	87.6	89	9.2	21	2.2	3	0.3
17:00	**970**	5	0.5	875	90.2	69	7.1	18	1.9	3	0.3
18:00	**630**	3	0.5	569	90.3	43	6.8	15	2.4	0	0.0
19:00	**429**	4	0.9	392	91.4	16	3.7	17	4.0	0	0.0
20:00	**344**	0	0.0	308	89.5	21	6.1	15	4.4	0	0.0
21:00	**243**	0	0.0	223	91.8	14	5.8	6	2.5	0	0.0
22:00	**182**	1	0.6	162	89.0	7	3.9	11	6.0	1	0.6
23:00	**135**	0	0.0	123	91.1	5	3.7	7	5.2	0	0.0
12H,7-19	**7208**	**51**	**0.7**	**5967**	**82.8**	**822**	**11.4**	**321**	**4.5**	**47**	**0.7**
16H,6-22	**8470**	**55**	**0.7**	**7089**	**83.7**	**903**	**10.7**	**376**	**4.4**	**47**	**0.6**
18H,6-24	**8787**	**56**	**0.6**	**7374**	**83.9**	**915**	**10.4**	**394**	**4.5**	**48**	**0.6**
24H,0-24	**9188**	**57**	**0.6**	**7692**	**83.7**	**940**	**10.2**	**450**	**4.9**	**49**	**0.5**

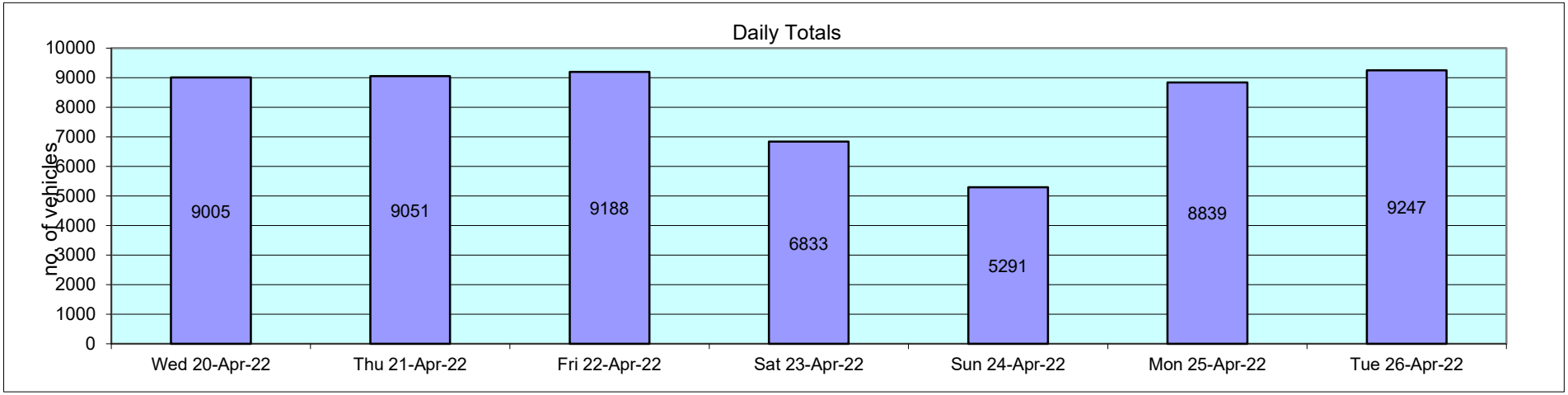
11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 23-Apr-22											
00:00	**108**	1	0.9	92	85.2	5	4.6	10	9.3	0	0.0
01:00	**63**	0	0.0	50	79.4	3	4.8	10	15.9	0	0.0
02:00	**42**	0	0.0	31	73.8	5	11.9	6	14.3	0	0.0
03:00	**46**	1	2.2	36	78.3	2	4.4	7	15.2	0	0.0
04:00	**22**	0	0.0	16	72.7	4	18.2	2	9.1	0	0.0
05:00	**70**	0	0.0	61	87.1	4	5.7	5	7.1	0	0.0
06:00	**98**	0	0.0	82	83.7	11	11.2	5	5.1	0	0.0
07:00	**207**	1	0.5	172	83.1	23	11.1	10	4.8	1	0.5
08:00	**261**	1	0.4	233	89.3	20	7.7	7	2.7	0	0.0
09:00	**354**	2	0.6	315	89.0	26	7.3	11	3.1	0	0.0
10:00	**466**	9	1.9	411	88.2	37	7.9	9	1.9	0	0.0
11:00	**533**	5	0.9	476	89.3	34	6.4	18	3.4	0	0.0
12:00	**496**	3	0.6	444	89.5	35	7.1	14	2.8	0	0.0
13:00	**485**	2	0.4	437	90.1	34	7.0	12	2.5	0	0.0
14:00	**507**	6	1.2	470	92.7	23	4.5	8	1.6	0	0.0
15:00	**498**	7	1.4	438	88.0	37	7.4	16	3.2	0	0.0
16:00	**541**	6	1.1	487	90.0	37	6.8	11	2.0	0	0.0
17:00	**508**	4	0.8	469	92.3	24	4.7	11	2.2	0	0.0
18:00	**470**	3	0.6	428	91.1	23	4.9	14	3.0	2	0.4
19:00	**308**	2	0.7	276	89.6	22	7.1	8	2.6	0	0.0
20:00	**253**	0	0.0	234	92.5	12	4.7	6	2.4	1	0.4
21:00	**171**	0	0.0	156	91.2	11	6.4	3	1.8	1	0.6
22:00	**189**	1	0.5	169	89.4	10	5.3	9	4.8	0	0.0
23:00	**137**	0	0.0	125	91.2	6	4.4	6	4.4	0	0.0
12H,7-19	**5326**	**49**	**0.9**	**4780**	**89.8**	**353**	**6.6**	**141**	**2.7**	**3**	**0.1**
16H,6-22	**6156**	**51**	**0.8**	**5528**	**89.8**	**409**	**6.6**	**163**	**2.7**	**5**	**0.1**
18H,6-24	**6482**	**52**	**0.8**	**5822**	**89.8**	**425**	**6.6**	**178**	**2.8**	**5**	**0.1**
24H,0-24	**6833**	**54**	**0.8**	**6108**	**89.4**	**448**	**6.6**	**218**	**3.2**	**5**	**0.1**

11246		HAVERHILL		Site No: 11246001		Location		A1307 Haverhill (NW of A1017)			
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 24-Apr-22											
00:00	**110**	2	1.8	94	85.5	3	2.7	11	10.0	0	0.0
01:00	**64**	0	0.0	59	92.2	2	3.1	3	4.7	0	0.0
02:00	**54**	0	0.0	45	83.3	2	3.7	7	13.0	0	0.0
03:00	**34**	0	0.0	28	82.4	3	8.8	3	8.8	0	0.0
04:00	**24**	0	0.0	21	87.5	0	0.0	3	12.5	0	0.0
05:00	**38**	0	0.0	33	86.8	3	7.9	2	5.3	0	0.0
06:00	**58**	0	0.0	56	96.6	2	3.5	0	0.0	0	0.0
07:00	**101**	1	1.0	92	91.1	3	3.0	5	5.0	0	0.0
08:00	**119**	3	2.5	100	84.0	11	9.2	4	3.4	1	0.8
09:00	**201**	2	1.0	182	90.6	11	5.5	6	3.0	0	0.0
10:00	**341**	10	2.9	301	88.3	24	7.0	6	1.8	0	0.0
11:00	**379**	8	2.1	331	87.3	22	5.8	17	4.5	1	0.3
12:00	**460**	4	0.9	414	90.0	34	7.4	8	1.7	0	0.0
13:00	**454**	8	1.8	415	91.4	21	4.6	10	2.2	0	0.0
14:00	**428**	8	1.9	384	89.7	29	6.8	7	1.6	0	0.0
15:00	**379**	5	1.3	343	90.5	24	6.3	7	1.9	0	0.0
16:00	**401**	3	0.8	364	90.8	24	6.0	10	2.5	0	0.0
17:00	**413**	2	0.5	383	92.7	21	5.1	7	1.7	0	0.0
18:00	**361**	1	0.3	331	91.7	23	6.4	6	1.7	0	0.0
19:00	**308**	4	1.3	273	88.6	16	5.2	14	4.6	1	0.3
20:00	**241**	0	0.0	213	88.4	16	6.6	12	5.0	0	0.0
21:00	**162**	1	0.6	153	94.4	2	1.2	6	3.7	0	0.0
22:00	**96**	3	3.1	80	83.3	5	5.2	8	8.3	0	0.0
23:00	**65**	0	0.0	54	83.1	5	7.7	6	9.2	0	0.0
12H,7-19	**4037**	**55**	**1.4**	**3640**	**90.2**	**247**	**6.1**	**93**	**2.3**	**2**	**0.1**
16H,6-22	**4806**	**60**	**1.3**	**4335**	**90.2**	**283**	**5.9**	**125**	**2.6**	**3**	**0.1**
18H,6-24	**4967**	**63**	**1.3**	**4469**	**90.0**	**293**	**5.9**	**139**	**2.8**	**3**	**0.1**
24H,0-24	**5291**	**65**	**1.2**	**4749**	**89.8**	**306**	**5.8**	**168**	**3.2**	**3**	**0.1**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 25-Apr-22											
00:00	**40**	0	0.0	29	72.5	4	10.0	6	15.0	1	2.5
01:00	**31**	0	0.0	24	77.4	2	6.5	5	16.1	0	0.0
02:00	**37**	0	0.0	27	73.0	2	5.4	8	21.6	0	0.0
03:00	**33**	0	0.0	27	81.8	2	6.1	4	12.1	0	0.0
04:00	**47**	1	2.1	37	78.7	4	8.5	5	10.6	0	0.0
05:00	**115**	0	0.0	98	85.2	8	7.0	8	7.0	1	0.9
06:00	**246**	1	0.4	217	88.2	20	8.1	8	3.3	0	0.0
07:00	**489**	3	0.6	410	83.8	45	9.2	26	5.3	5	1.0
08:00	**523**	1	0.2	442	84.5	55	10.5	24	4.6	1	0.2
09:00	**467**	5	1.1	346	74.1	65	13.9	44	9.4	7	1.5
10:00	**383**	2	0.5	287	74.9	55	14.4	33	8.6	6	1.6
11:00	**423**	1	0.2	318	75.2	61	14.4	42	9.9	1	0.2
12:00	**412**	0	0.0	325	78.9	51	12.4	32	7.8	4	1.0
13:00	**501**	5	1.0	378	75.5	71	14.2	39	7.8	8	1.6
14:00	**567**	3	0.5	455	80.3	70	12.4	35	6.2	4	0.7
15:00	**684**	4	0.6	568	83.0	88	12.9	20	2.9	4	0.6
16:00	**1025**	4	0.4	861	84.0	126	12.3	32	3.1	2	0.2
17:00	**970**	3	0.3	866	89.3	82	8.5	15	1.6	4	0.4
18:00	**742**	6	0.8	681	91.8	32	4.3	23	3.1	0	0.0
19:00	**382**	3	0.8	338	88.5	29	7.6	11	2.9	1	0.3
20:00	**286**	0	0.0	261	91.3	20	7.0	5	1.8	0	0.0
21:00	**201**	2	1.0	184	91.5	7	3.5	8	4.0	0	0.0
22:00	**150**	0	0.0	139	92.7	3	2.0	8	5.3	0	0.0
23:00	**85**	1	1.2	71	83.5	7	8.2	6	7.1	0	0.0
12H,7-19	**7186**	**37**	**0.5**	**5937**	**82.6**	**801**	**11.2**	**365**	**5.1**	**46**	**0.6**
16H,6-22	**8301**	**43**	**0.5**	**6937**	**83.6**	**877**	**10.6**	**397**	**4.8**	**47**	**0.6**
18H,6-24	**8536**	**44**	**0.5**	**7147**	**83.7**	**887**	**10.4**	**411**	**4.8**	**47**	**0.6**
24H,0-24	**8839**	**45**	**0.5**	**7389**	**83.6**	**909**	**10.3**	**447**	**5.1**	**49**	**0.6**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 26-Apr-22											
00:00	**74**	0	0.0	65	87.8	2	2.7	7	9.5	0	0.0
01:00	**44**	1	2.3	33	75.0	4	9.1	6	13.6	0	0.0
02:00	**36**	0	0.0	26	72.2	3	8.3	7	19.4	0	0.0
03:00	**40**	0	0.0	32	80.0	1	2.5	7	17.5	0	0.0
04:00	**33**	1	3.0	25	75.8	2	6.1	5	15.2	0	0.0
05:00	**145**	0	0.0	125	86.2	11	7.6	7	4.8	2	1.4
06:00	**362**	0	0.0	318	87.9	31	8.6	13	3.6	0	0.0
07:00	**494**	2	0.4	401	81.2	57	11.5	30	6.1	4	0.8
08:00	**552**	0	0.0	463	83.9	60	10.9	27	4.9	2	0.4
09:00	**463**	1	0.2	347	75.0	73	15.8	37	8.0	5	1.1
10:00	**403**	1	0.3	290	72.0	67	16.6	42	10.4	3	0.7
11:00	**382**	3	0.8	270	70.7	62	16.2	44	11.5	3	0.8
12:00	**401**	4	1.0	310	77.3	56	14.0	27	6.7	4	1.0
13:00	**454**	1	0.2	349	76.9	60	13.2	42	9.3	2	0.4
14:00	**527**	5	1.0	412	78.2	66	12.5	41	7.8	3	0.6
15:00	**782**	8	1.0	643	82.2	91	11.6	37	4.7	3	0.4
16:00	**1027**	6	0.6	877	85.4	118	11.5	23	2.2	3	0.3
17:00	**1093**	3	0.3	978	89.5	92	8.4	20	1.8	0	0.0
18:00	**784**	6	0.8	716	91.3	45	5.7	17	2.2	0	0.0
19:00	**400**	4	1.0	348	87.0	29	7.3	18	4.5	1	0.3
20:00	**293**	1	0.3	262	89.4	17	5.8	13	4.4	0	0.0
21:00	**213**	3	1.4	193	90.6	10	4.7	7	3.3	0	0.0
22:00	**151**	0	0.0	135	89.4	7	4.6	7	4.6	2	1.3
23:00	**94**	0	0.0	84	89.4	4	4.3	5	5.3	1	1.1
12H,7-19	**7362**	**40**	**0.5**	**6056**	**82.3**	**847**	**11.5**	**387**	**5.3**	**32**	**0.4**
16H,6-22	**8630**	**48**	**0.6**	**7177**	**83.2**	**934**	**10.8**	**438**	**5.1**	**33**	**0.4**
18H,6-24	**8875**	**48**	**0.5**	**7396**	**83.3**	**945**	**10.7**	**450**	**5.1**	**36**	**0.4**
24H,0-24	**9247**	**50**	**0.5**	**7702**	**83.3**	**968**	**10.5**	**489**	**5.3**	**38**	**0.4**

11246		HAVERHILL		Site No: 11246001		Location		A1307 Haverhill (NW of A1017)			
	APRIL 2022			Channel: Southeastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 20-Apr-22	**9005**	54	0.6	7504	83.3	957	10.6	442	4.9	48	0.5
Thu 21-Apr-22	**9051**	58	0.6	7529	83.2	949	10.5	466	5.2	49	0.5
Fri 22-Apr-22	**9188**	57	0.6	7692	83.7	940	10.2	450	4.9	49	0.5
Sat 23-Apr-22	**6833**	54	0.8	6108	89.4	448	6.6	218	3.2	5	0.1
Sun 24-Apr-22	**5291**	65	1.2	4749	89.8	306	5.8	168	3.2	3	0.1
Mon 25-Apr-22	**8839**	45	0.5	7389	83.6	909	10.3	447	5.1	49	0.6
Tue 26-Apr-22	**9247**	50	0.5	7702	83.3	968	10.5	489	5.3	38	0.4
Total Vehicles											
[--]	**57454**	383	0.7	48673	85.2	5477	9.2	2680	4.5	241	0.4



11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 20-Apr-22																
00:00	**75**	58	48.7	9.3	0	0	0	12	24	9	15	8	4	1	2	0
01:00	**46**	54.2	48.8	6.7	0	0	1	2	8	20	12	2	0	1	0	0
02:00	**45**	53	47.3	7.1	0	0	0	6	12	17	7	1	1	1	0	0
03:00	**34**	51.5	47.1	5.6	0	0	0	3	10	15	4	2	0	0	0	0
04:00	**43**	52.7	48.5	5.3	0	0	1	1	4	27	9	1	0	0	0	0
05:00	**117**	55.2	48.5	7.3	0	0	0	14	30	27	33	8	4	1	0	0
06:00	**299**	56.4	50.7	6.3	0	0	0	4	60	103	84	33	11	1	2	1
07:00	**454**	53.7	47.4	6.4	1	1	1	41	128	160	99	20	3	0	0	0
08:00	**522**	52.7	47.2	6	0	0	3	41	163	208	83	20	2	0	0	2
09:00	**403**	53.1	47.5	5.6	0	0	0	25	135	156	63	19	4	1	0	0
10:00	**447**	51.3	46.5	5.6	0	0	1	44	149	182	57	12	1	1	0	0
11:00	**377**	52.9	47.3	6.2	0	0	9	26	84	177	64	16	1	0	0	0
12:00	**420**	53	47.5	5.8	0	0	1	30	130	171	60	22	6	0	0	0
13:00	**459**	52.9	47	6	0	0	4	38	151	167	77	18	4	0	0	0
14:00	**523**	51.7	46.9	5.4	0	0	3	33	177	221	72	16	0	0	0	1
15:00	**742**	50.6	45.6	6.3	2	4	12	70	258	307	78	11	0	0	0	0
16:00	**1005**	50.6	45.1	6	0	0	12	156	376	337	106	16	2	0	0	0
17:00	**1060**	51.1	45.3	6.9	0	5	27	156	334	376	132	27	3	0	0	0
18:00	**691**	53.1	47.5	5.6	1	0	1	46	194	289	136	19	5	0	0	0
19:00	**443**	53.1	46.9	5.9	0	0	0	45	151	143	88	12	3	1	0	0
20:00	**305**	52.4	45.9	6.2	0	0	0	49	106	89	52	8	1	0	0	0
21:00	**206**	52.2	46.3	6.3	0	0	0	22	90	56	28	6	1	2	1	0
22:00	**195**	51.9	46.2	6.9	0	0	0	36	50	75	24	6	3	0	0	1
23:00	**94**	53.3	47.5	6.5	0	0	0	9	28	37	12	5	2	1	0	0
12H,7-19	**7103**	**52**	**46.5**	**6.2**	**4**	**10**	**74**	**706**	**2279**	**2751**	**1027**	**216**	**31**	**2**	**0**	**3**
16H,6-22	**8356**	**52.4**	**46.6**	**6.2**	**4**	**10**	**74**	**826**	**2686**	**3142**	**1279**	**275**	**47**	**6**	**3**	**4**
18H,6-24	**8645**	**52.4**	**46.6**	**6.2**	**4**	**10**	**74**	**871**	**2764**	**3254**	**1315**	**286**	**52**	**7**	**3**	**5**
24H,0-24	**9005**	**52.6**	**46.7**	**6.3**	**4**	**10**	**76**	**909**	**2852**	**3369**	**1395**	**308**	**61**	**11**	**5**	**5**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 21-Apr-22																
00:00	**90**	53.9	47.7	6.2	0	0	0	9	24	33	17	6	1	0	0	0
01:00	**48**	52.3	47.6	6	0	0	0	3	16	20	5	2	2	0	0	0
02:00	**42**	54.2	45.3	9.8	0	0	3	8	12	9	5	2	2	1	0	0
03:00	**39**	50.6	47.5	5.8	0	0	1	2	4	28	3	0	1	0	0	0
04:00	**50**	50.8	46.7	5.4	0	0	0	6	11	26	6	1	0	0	0	0
05:00	**118**	58.2	51.7	7.3	0	0	0	2	22	36	34	13	5	4	1	1
06:00	**253**	55.7	51	5.8	0	0	1	7	28	85	99	24	7	2	0	0
07:00	**429**	53.6	47.8	6.5	0	0	6	35	95	185	83	17	5	1	2	0
08:00	**506**	52.4	47.3	5.8	0	1	4	34	137	233	76	17	3	1	0	0
09:00	**457**	51.1	45.9	6.3	0	1	5	64	133	184	56	12	2	0	0	0
10:00	**403**	51.9	46	6.8	0	2	5	52	131	143	51	18	0	0	0	1
11:00	**431**	51.3	46.1	5.8	0	0	1	52	158	151	57	9	2	1	0	0
12:00	**453**	52.5	47.3	5.8	1	2	0	21	148	190	73	16	2	0	0	0
13:00	**425**	53	47.3	5.8	0	0	2	31	138	162	70	17	5	0	0	0
14:00	**520**	52.9	47.3	5.9	1	1	2	32	161	209	94	17	3	0	0	0
15:00	**726**	50.8	45.9	5.9	0	0	10	73	278	264	81	16	3	1	0	0
16:00	**980**	50.5	45.8	5.5	0	1	4	114	348	407	86	16	3	1	0	0
17:00	**1080**	51.2	45.4	6.7	1	0	37	140	333	399	158	11	1	0	0	0
18:00	**729**	52.7	47.6	5.3	0	0	0	52	186	337	127	24	3	0	0	0
19:00	**427**	53.7	47.9	6.3	0	0	0	35	112	173	79	21	4	0	0	3
20:00	**324**	51.9	46.2	6.1	0	0	0	54	81	131	48	10	0	0	0	0
21:00	**253**	51.5	45.6	6.8	0	0	0	49	87	76	25	12	2	2	0	0
22:00	**178**	54.2	48.1	7.6	0	0	2	14	48	69	28	9	5	0	0	3
23:00	**90**	58.5	50.8	8.3	0	0	0	7	18	23	24	8	6	3	0	1
12H,7-19	**7139**	**51.8**	**46.5**	**6.1**	**3**	**8**	**76**	**700**	**2246**	**2864**	**1012**	**190**	**32**	**5**	**2**	**1**
16H,6-22	**8396**	**52.3**	**46.6**	**6.2**	**3**	**8**	**77**	**845**	**2554**	**3329**	**1263**	**257**	**45**	**9**	**2**	**4**
18H,6-24	**8664**	**52.4**	**46.7**	**6.2**	**3**	**8**	**79**	**866**	**2620**	**3421**	**1315**	**274**	**56**	**12**	**2**	**8**
24H,0-24	**9051**	**52.5**	**46.8**	**6.3**	**3**	**8**	**83**	**896**	**2709**	**3573**	**1385**	**298**	**67**	**17**	**3**	**9**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 22-Apr-22																
00:00	**106**	54.4	48.8	7.1	0	1	0	7	18	45	27	6	1	0	0	1
01:00	**59**	54.9	49.6	7.2	0	0	0	5	5	31	11	5	0	0	2	0
02:00	**37**	53.8	48.6	5.3	0	0	0	2	7	17	9	2	0	0	0	0
03:00	**39**	51.7	46	6.2	0	0	1	2	19	10	5	2	0	0	0	0
04:00	**47**	52	47.5	6.1	0	0	0	3	16	19	7	0	1	1	0	0
05:00	**113**	56.9	49.1	7.2	0	0	0	11	20	47	15	15	4	0	1	0
06:00	**246**	54.6	49.4	5.8	0	0	0	12	38	114	62	12	6	1	1	0
07:00	**432**	53.2	47.2	6.4	0	2	2	32	141	161	65	22	6	1	0	0
08:00	**481**	52.8	47.4	6	0	3	2	22	156	199	74	20	5	0	0	0
09:00	**475**	50.6	45.6	6.2	0	1	5	64	161	189	45	6	3	0	1	0
10:00	**417**	52	46	6.3	0	0	3	57	152	131	56	12	6	0	0	0
11:00	**435**	50.9	46.7	5.2	0	0	0	32	160	180	48	12	3	0	0	0
12:00	**453**	52.5	47.1	5.9	1	0	3	29	148	179	80	11	0	1	1	0
13:00	**494**	50.4	45	6	0	0	5	82	184	168	45	8	2	0	0	0
14:00	**567**	52.5	46.3	5.9	0	1	0	59	230	166	87	22	2	0	0	0
15:00	**883**	50.4	45.4	5.7	0	0	8	116	328	335	83	11	2	0	0	0
16:00	**971**	50.7	46.1	5.3	0	0	2	84	391	368	107	13	4	2	0	0
17:00	**970**	52.4	47.2	5.1	0	0	0	54	331	395	162	26	1	1	0	0
18:00	**630**	54.2	48.6	5.8	0	2	1	28	141	272	141	39	5	0	1	0
19:00	**429**	54.2	48.9	5.6	0	1	0	16	84	206	90	26	3	3	0	0
20:00	**344**	50.9	45.2	6.8	0	0	2	72	112	107	35	12	2	2	0	0
21:00	**243**	52.8	46.8	6.4	0	0	1	19	102	72	34	10	3	1	0	1
22:00	**182**	54.5	48.6	5.9	0	0	0	8	54	65	39	13	1	2	0	0
23:00	**135**	53.8	47	6.7	0	0	0	17	45	42	18	11	1	1	0	0
12H,7-19	**7208**	**51.8**	**46.5**	**5.8**	**1**	**9**	**31**	**659**	**2523**	**2743**	**993**	**202**	**39**	**5**	**3**	**0**
16H,6-22	**8470**	**52.1**	**46.7**	**5.9**	**1**	**10**	**34**	**778**	**2859**	**3242**	**1214**	**262**	**53**	**12**	**4**	**1**
18H,6-24	**8787**	**52.2**	**46.7**	**5.9**	**1**	**10**	**34**	**803**	**2958**	**3349**	**1271**	**286**	**55**	**15**	**4**	**1**
24H,0-24	**9188**	**52.4**	**46.8**	**6**	**1**	**11**	**35**	**833**	**3043**	**3518**	**1345**	**316**	**61**	**16**	**7**	**2**

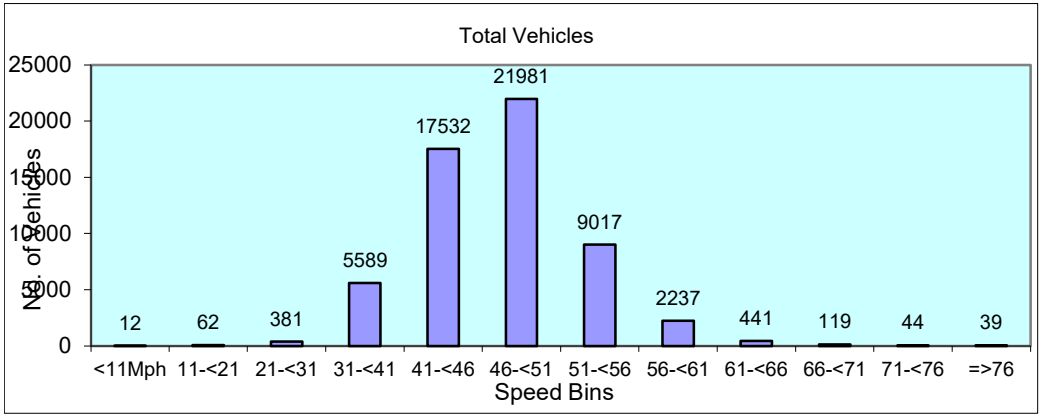
11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 23-Apr-22																
00:00	**108**	54.7	48.5	6.5	0	0	0	9	27	37	25	7	2	1	0	0
01:00	**63**	55.7	50.6	7	0	0	0	2	11	25	16	5	2	0	2	0
02:00	**42**	56.3	49.5	9.8	0	0	2	3	8	10	12	4	1	1	0	1
03:00	**46**	54	48.9	6.6	0	0	0	3	8	24	6	4	0	0	1	0
04:00	**22**	56.3	48.7	6.8	0	0	0	2	5	8	3	4	0	0	0	0
05:00	**70**	55.5	49.9	6.1	0	0	0	4	10	27	20	7	2	0	0	0
06:00	**98**	55.9	50.8	7.1	0	0	1	7	6	32	37	11	1	3	0	0
07:00	**207**	55.6	49.9	6.6	0	1	0	13	30	65	73	20	4	1	0	0
08:00	**261**	55	48.8	6.9	0	1	2	19	47	101	65	23	1	1	0	1
09:00	**354**	53.6	47.8	5.5	0	0	0	20	111	133	71	16	2	1	0	0
10:00	**466**	52.1	46.8	6.3	0	0	2	57	124	197	68	14	1	0	1	2
11:00	**533**	50.9	47	5.4	0	1	1	27	188	241	57	11	5	1	0	1
12:00	**496**	52.1	45	7.7	0	0	11	122	125	151	54	27	5	0	0	1
13:00	**485**	52.5	47.6	5.5	0	0	2	20	160	208	71	19	3	1	0	1
14:00	**507**	51.7	46.5	5.8	0	0	1	67	129	223	75	12	0	0	0	0
15:00	**498**	52.7	46.8	6.1	0	0	2	55	155	185	74	23	3	1	0	0
16:00	**541**	52	46.7	5.9	0	0	2	50	192	201	75	17	1	2	0	1
17:00	**508**	53.2	47.6	5.7	0	0	1	37	148	208	85	24	4	1	0	0
18:00	**470**	53.4	47.2	6.2	0	0	0	50	141	168	85	21	2	2	0	1
19:00	**308**	54.7	47.6	7	0	0	1	36	90	88	63	25	3	1	0	1
20:00	**253**	53.5	47.6	6.1	0	0	0	20	79	93	45	12	3	0	0	1
21:00	**171**	54.1	47.6	6.6	0	0	0	11	69	48	27	12	2	1	0	1
22:00	**189**	54.2	47.2	7	0	0	2	23	51	66	28	17	0	2	0	0
23:00	**137**	53.9	47.1	6.8	0	0	0	16	47	43	17	11	1	2	0	0
12H,7-19	**5326**	**52.9**	**47.1**	**6.2**	**0**	**3**	**24**	**537**	**1550**	**2081**	**853**	**227**	**31**	**11**	**1**	**8**
16H,6-22	**6156**	**53.2**	**47.2**	**6.3**	**0**	**3**	**26**	**611**	**1794**	**2342**	**1025**	**287**	**40**	**16**	**1**	**11**
18H,6-24	**6482**	**53.3**	**47.2**	**6.3**	**0**	**3**	**28**	**650**	**1892**	**2451**	**1070**	**315**	**41**	**20**	**1**	**11**
24H,0-24	**6833**	**53.4**	**47.3**	**6.4**	**0**	**3**	**30**	**673**	**1961**	**2582**	**1152**	**346**	**48**	**22**	**4**	**12**

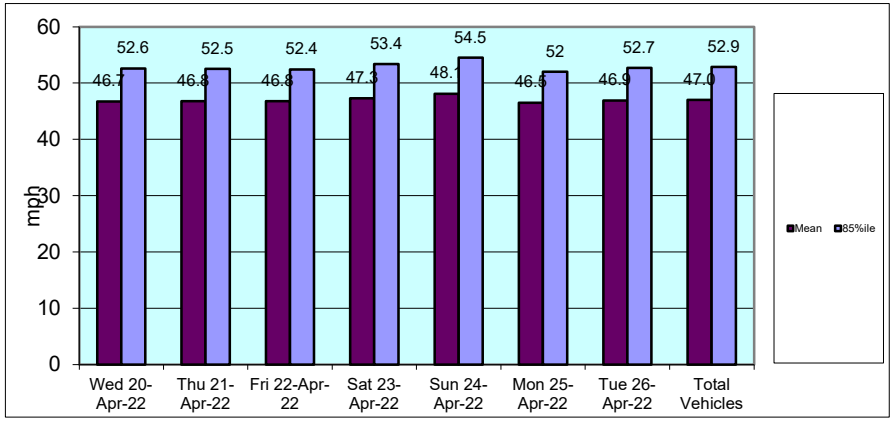
11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 24-Apr-22																
00:00	**110**	53.3	47.2	5.9	0	0	0	10	36	38	20	5	1	0	0	0
01:00	**64**	55.9	46.8	8.9	0	0	3	10	14	18	9	8	2	0	0	0
02:00	**54**	52.2	45.4	7	0	0	1	9	21	13	6	4	0	0	0	0
03:00	**34**	59.4	50.7	8.1	0	0	0	2	9	8	6	5	3	1	0	0
04:00	**24**	58.8	50.1	8.2	0	0	0	3	4	7	2	7	1	0	0	0
05:00	**38**	55.2	50.7	5.9	0	0	1	0	1	19	13	3	1	0	0	0
06:00	**58**	58.7	52.4	7.7	0	0	0	2	5	21	17	7	2	3	0	1
07:00	**101**	59.3	51.5	8.1	0	0	1	5	14	32	24	14	7	2	2	0
08:00	**119**	59.2	52.1	6.9	0	0	1	3	12	39	29	26	8	1	0	0
09:00	**201**	55.7	50.7	5.4	0	0	0	2	30	82	60	19	7	1	0	0
10:00	**341**	54	48.3	6.1	0	0	4	17	79	147	70	19	4	0	1	0
11:00	**379**	52.9	47.8	6	0	0	2	24	100	177	49	21	2	3	1	0
12:00	**460**	53.3	47.1	6.4	0	1	2	58	107	180	91	18	3	0	0	0
13:00	**454**	54.3	48.3	5.7	0	0	0	28	121	164	110	28	3	0	0	0
14:00	**428**	54.1	47.4	6.9	0	1	2	47	116	152	73	29	6	1	1	0
15:00	**379**	54	47.4	6.8	0	0	0	48	103	128	70	22	6	1	0	1
16:00	**401**	53.5	47.5	6.1	0	0	0	33	131	144	64	23	5	0	0	1
17:00	**413**	54.6	48.7	6.3	0	0	2	29	83	157	111	22	6	3	0	0
18:00	**361**	55	49.4	5.8	0	0	0	22	54	149	102	32	1	0	1	0
19:00	**308**	53.9	47.6	6.5	0	0	0	32	87	108	59	16	3	2	1	0
20:00	**241**	53.4	47.3	6.4	0	0	0	23	82	81	39	10	4	1	1	0
21:00	**162**	53.1	46.6	7.1	0	0	0	27	47	50	32	3	1	0	1	1
22:00	**96**	53.7	47.3	7.2	0	0	0	17	15	39	19	4	1	0	1	0
23:00	**65**	53.4	45.7	7.6	0	0	0	16	18	16	10	4	0	1	0	0
12H,7-19	**4037**	**54.5**	**48.3**	**6.4**	**0**	**2**	**14**	**316**	**950**	**1551**	**853**	**273**	**58**	**12**	**6**	**2**
16H,6-22	**4806**	**54.4**	**48.2**	**6.5**	**0**	**2**	**14**	**400**	**1171**	**1811**	**1000**	**309**	**68**	**18**	**9**	**4**
18H,6-24	**4967**	**54.4**	**48.2**	**6.5**	**0**	**2**	**14**	**433**	**1204**	**1866**	**1029**	**317**	**69**	**19**	**10**	**4**
24H,0-24	**5291**	**54.5**	**48.1**	**6.6**	**0**	**2**	**19**	**467**	**1289**	**1969**	**1085**	**349**	**77**	**20**	**10**	**4**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 25-Apr-22																
00:00	**40**	55	49.8	7.7	0	0	0	3	8	13	12	1	1	1	1	0
01:00	**31**	54.7	48.8	6.8	0	0	0	2	9	9	8	2	0	1	0	0
02:00	**37**	52	46.5	7.9	0	0	0	8	7	15	5	1	0	0	1	0
03:00	**33**	52.8	47.8	6	0	0	0	5	1	19	7	1	0	0	0	0
04:00	**47**	54.5	48.9	6	0	0	0	2	13	16	12	2	2	0	0	0
05:00	**115**	54.8	48.6	7.2	0	1	0	6	29	47	19	8	3	1	1	0
06:00	**246**	55.2	49.4	7.4	1	1	3	13	37	86	81	16	5	3	0	0
07:00	**489**	51.8	46.5	6.2	0	0	3	65	133	204	61	21	0	2	0	0
08:00	**523**	50.8	46.3	5.4	0	0	3	47	180	222	59	10	1	1	0	0
09:00	**467**	52.1	46.6	6.3	0	1	8	35	153	186	64	15	5	0	0	0
10:00	**383**	50.8	45.4	6.1	0	1	2	57	144	126	44	8	1	0	0	0
11:00	**423**	50.9	45.5	6.4	0	0	5	58	168	130	48	9	3	1	0	1
12:00	**412**	50.7	45	6.8	1	0	6	68	158	125	41	9	0	3	1	0
13:00	**501**	50.9	44.9	7.4	0	5	18	71	164	170	57	15	1	0	0	0
14:00	**567**	50.5	46	5.9	0	0	3	66	200	237	45	9	4	1	0	2
15:00	**684**	51.9	46.9	5.4	0	0	5	40	236	283	97	20	3	0	0	0
16:00	**1025**	50	44.9	5.3	0	0	2	165	403	375	79	1	0	0	0	0
17:00	**970**	50.8	45.7	6.5	0	4	15	119	317	381	103	27	3	0	1	0
18:00	**742**	53.2	47.4	5.8	0	0	0	67	204	302	131	32	6	0	0	0
19:00	**382**	54.9	49.4	5.7	0	0	0	12	81	156	96	28	7	0	2	0
20:00	**286**	53.7	48.1	6.1	0	0	0	17	84	115	50	12	6	1	0	1
21:00	**201**	53.3	48.3	5.1	0	0	0	8	49	96	37	9	2	0	0	0
22:00	**150**	54.2	47.4	7.6	0	0	4	15	38	54	25	11	1	1	1	0
23:00	**85**	57.5	49.5	8.8	0	1	0	7	19	26	16	9	3	3	1	0
12H,7-19	**7186**	**50.9**	**45.9**	**6.1**	**1**	**11**	**70**	**858**	**2460**	**2741**	**829**	**176**	**27**	**8**	**2**	**3**
16H,6-22	**8301**	**51.7**	**46.3**	**6.2**	**2**	**12**	**73**	**908**	**2711**	**3194**	**1093**	**241**	**47**	**12**	**4**	**4**
18H,6-24	**8536**	**51.8**	**46.4**	**6.3**	**2**	**13**	**77**	**930**	**2768**	**3274**	**1134**	**261**	**51**	**16**	**6**	**4**
24H,0-24	**8839**	**52**	**46.5**	**6.3**	**2**	**14**	**77**	**956**	**2835**	**3393**	**1197**	**276**	**57**	**19**	**9**	**4**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 26-Apr-22																
00:00	**74**	61.9	50.4	9.8	0	0	0	9	19	12	19	2	8	2	3	0
01:00	**44**	55.9	49	6.3	0	0	0	3	10	16	8	7	0	0	0	0
02:00	**36**	55.5	47.6	8.9	0	0	0	9	6	7	9	3	1	1	0	0
03:00	**40**	50.2	45.6	6.1	0	0	0	9	5	23	2	1	0	0	0	0
04:00	**33**	53.1	46	7.7	0	0	0	7	11	7	6	1	0	1	0	0
05:00	**145**	58.4	51.5	7	0	0	1	6	20	37	46	27	6	2	0	0
06:00	**362**	55.7	50.2	6.2	0	2	1	8	62	124	118	41	5	1	0	0
07:00	**494**	53.5	47.8	6.1	0	1	6	29	120	210	105	20	2	1	0	0
08:00	**552**	53.5	48.3	5.3	0	1	2	21	126	258	121	20	3	0	0	0
09:00	**463**	52.5	47.2	5.9	0	1	2	32	148	189	68	18	3	1	1	0
10:00	**403**	51.6	46.3	6.5	0	4	5	34	125	168	53	14	0	0	0	0
11:00	**382**	53	46.6	7.4	1	2	6	43	103	143	66	13	2	1	2	0
12:00	**401**	53.3	47.5	6.3	0	0	3	33	111	163	65	19	6	0	0	1
13:00	**454**	52.2	46.5	6	0	0	5	47	141	176	71	12	2	0	0	0
14:00	**527**	51.4	46.6	5.8	0	0	3	55	158	226	62	20	3	0	0	0
15:00	**782**	50.4	45.5	5.7	0	3	7	83	309	297	73	8	2	0	0	0
16:00	**1027**	50.6	45.7	5.5	1	0	8	101	423	373	107	13	1	0	0	0
17:00	**1093**	50.4	45.3	5.4	0	0	1	150	460	364	100	16	2	0	0	0
18:00	**784**	52.7	47.5	5.7	0	0	4	63	189	365	129	24	10	0	0	0
19:00	**400**	54.5	48.3	6.6	0	0	6	27	87	157	90	28	3	1	0	1
20:00	**293**	53	47.2	5.9	0	0	0	33	74	118	58	8	1	1	0	0
21:00	**213**	53.7	46.7	6.7	0	0	1	26	80	53	38	11	3	1	0	0
22:00	**151**	54.4	48.3	6.8	0	0	0	14	36	59	28	10	2	1	0	1
23:00	**94**	55.5	48.2	7.4	0	0	0	13	20	32	16	8	5	0	0	0
12H,7-19	**7362**	**51.8**	**46.5**	**5.9**	**2**	**12**	**52**	**691**	**2413**	**2932**	**1020**	**197**	**36**	**3**	**3**	**1**
16H,6-22	**8630**	**52.4**	**46.8**	**6**	**2**	**14**	**60**	**785**	**2716**	**3384**	**1324**	**285**	**48**	**7**	**3**	**2**
18H,6-24	**8875**	**52.5**	**46.8**	**6.1**	**2**	**14**	**60**	**812**	**2772**	**3475**	**1368**	**303**	**55**	**8**	**3**	**3**
24H,0-24	**9247**	**52.7**	**46.9**	**6.2**	**2**	**14**	**61**	**855**	**2843**	**3577**	**1458**	**344**	**70**	**14**	**6**	**3**

11246		HAVERHILL			Site No: 11246001			Location	A1307 Haverhill (NW of A1017)							
	APRIL 2022				Channel: Southeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Wed 20-Apr-22	**9005**	52.6	46.7	6.3	4	10	76	909	2852	3369	1395	308	61	11	5	5
Thu 21-Apr-22	**9051**	52.5	46.8	6.3	3	8	83	896	2709	3573	1385	298	67	17	3	9
Fri 22-Apr-22	**9188**	52.4	46.8	6	1	11	35	833	3043	3518	1345	316	61	16	7	2
Sat 23-Apr-22	**6833**	53.4	47.3	6.4	0	3	30	673	1961	2582	1152	346	48	22	4	12
Sun 24-Apr-22	**5291**	54.5	48.1	6.6	0	2	19	467	1289	1969	1085	349	77	20	10	4
Mon 25-Apr-22	**8839**	52	46.5	6.3	2	14	77	956	2835	3393	1197	276	57	19	9	4
Tue 26-Apr-22	**9247**	52.7	46.9	6.2	2	14	61	855	2843	3577	1458	344	70	14	6	3
Total Vehicles																
[---]	**57454**	52.9	47.0	6.3	12	62	381	5589	17532	21981	9017	2237	441	119	44	39

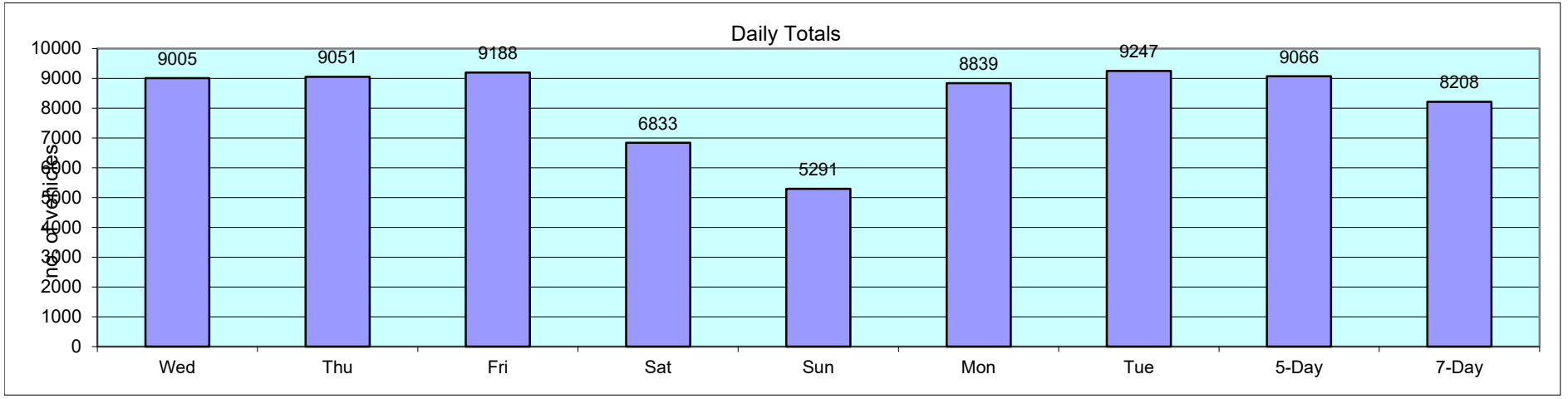




11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)		
	APRIL 2022			Channel: Southeastbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	20/04/2022	21/04/2022	22/04/2022	23/04/2022	24/04/2022	25/04/2022	26/04/2022	Av	Av
Week Begin: 20-Apr-22									
00:00	**75**	90	106	108	110	40	74	77	86
01:00	**46**	48	59	63	64	31	44	46	51
02:00	**45**	42	37	42	54	37	36	39	42
03:00	**34**	39	39	46	34	33	40	37	38
04:00	**43**	50	47	22	24	47	33	44	38
05:00	**117**	118	113	70	38	115	145	122	102
06:00	**299**	253	246	98	58	246	362	281	223
07:00	**454**	429	432	207	101	489	494	460	372
08:00	**522**	506	481	261	119	523	552	517	423
09:00	**403**	457	475	354	201	467	463	453	403
10:00	**447**	403	417	466	341	383	403	411	409
11:00	**377**	431	435	533	379	423	382	410	423
12:00	**420**	453	453	496	460	412	401	428	442
13:00	**459**	425	494	485	454	501	454	467	467
14:00	**523**	520	567	507	428	567	527	541	520
15:00	**742**	726	883	498	379	684	782	763	671
16:00	**1005**	980	971	541	401	1025	1027	1002	850
17:00	**1060**	1080	970	508	413	970	1093	1035	871
18:00	**691**	729	630	470	361	742	784	715	630
19:00	**443**	427	429	308	308	382	400	416	385
20:00	**305**	324	344	253	241	286	293	310	292
21:00	**206**	253	243	171	162	201	213	223	207
22:00	**195**	178	182	189	96	150	151	171	163
23:00	**94**	90	135	137	65	85	94	100	100
12H,7-19	**7103**	**7139**	**7208**	**5326**	**4037**	**7186**	**7362**	**7200**	**6480**
16H,6-22	**8356**	**8396**	**8470**	**6156**	**4806**	**8301**	**8630**	**8431**	**7588**
18H,6-24	**8645**	**8664**	**8787**	**6482**	**4967**	**8536**	**8875**	**8701**	**7851**
24H,0-24	**9005**	**9051**	**9188**	**6833**	**5291**	**8839**	**9247**	**9066**	**8208**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**		
Peak	**522**	**506**	**481**	**533**	**379**	**523**	**552**		
Pm	**17:00**	**17:00**	**16:00**	**16:00**	**12:00**	**16:00**	**17:00**		
Peak	**1060**	**1080**	**971**	**541**	**460**	**1025**	**1093**		

11246	HAVERHILL	Site No: 11246001	Location	A1307 Haverhill (NW of A1017)
	APRIL 2022	Channel: Southeastbound		

TIME PERIOD	Wed 20/04/2022	Thu 21/04/2022	Fri 22/04/2022	Sat 23/04/2022	Sun 24/04/2022	Mon 25/04/2022	Tue 26/04/2022	5-Day Av	7-Day Av



11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 20-Apr-22														
00:00	**31**	0	31	0	0	0	0	0	0	0	0	0	0	0
01:00	**29**	0	27	0	0	0	2	0	0	0	0	0	0	0
02:00	**23**	0	22	0	0	0	1	0	0	0	0	0	0	0
03:00	**49**	0	41	2	0	0	5	1	0	0	0	0	0	0
04:00	**96**	1	83	6	0	0	6	0	0	0	0	0	0	0
05:00	**351**	2	308	22	0	1	15	0	0	0	0	3	0	0
06:00	**858**	7	750	42	0	1	56	0	1	0	0	1	0	0
07:00	**1100**	6	977	64	3	0	42	0	2	0	4	2	0	0
08:00	**866**	4	740	75	6	10	23	2	0	0	4	2	0	0
09:00	**541**	1	478	39	2	3	5	0	6	1	3	3	0	0
10:00	**498**	5	405	59	5	7	4	0	3	0	5	5	0	0
11:00	**489**	4	396	62	4	6	6	0	0	1	3	7	0	0
12:00	**418**	6	340	47	1	8	2	0	4	0	5	5	0	0
13:00	**418**	3	326	60	2	8	0	1	0	0	7	11	0	0
14:00	**477**	1	373	84	3	7	0	0	0	1	4	4	0	0
15:00	**425**	2	339	58	2	10	0	2	2	0	6	4	0	0
16:00	**531**	1	456	61	1	2	1	0	4	0	2	3	0	0
17:00	**475**	5	431	30	2	2	0	0	1	0	3	1	0	0
18:00	**424**	5	378	31	0	0	1	0	1	0	4	4	0	0
19:00	**238**	1	219	11	0	0	4	0	0	0	2	1	0	0
20:00	**145**	0	131	6	1	0	5	0	0	0	1	1	0	0
21:00	**148**	0	140	4	0	0	4	0	0	0	0	0	0	0
22:00	**86**	0	81	1	0	0	4	0	0	0	0	0	0	0
23:00	**53**	0	51	1	0	0	0	0	0	0	0	1	0	0
12H,7-19	**6662**	**43**	**5639**	**670**	**31**	**63**	**84**	**5**	**23**	**3**	**50**	**51**	**0**	**0**
16H,6-22	**8051**	**51**	**6879**	**733**	**32**	**64**	**153**	**5**	**24**	**3**	**53**	**54**	**0**	**0**
18H,6-24	**8190**	**51**	**7011**	**735**	**32**	**64**	**157**	**5**	**24**	**3**	**53**	**55**	**0**	**0**
24H,0-24	**8769**	**54**	**7523**	**765**	**32**	**65**	**186**	**6**	**24**	**3**	**53**	**58**	**0**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 21-Apr-22														
00:00	**42**	0	40	0	0	1	0	0	0	0	0	1	0	0
01:00	**15**	0	12	0	0	0	3	0	0	0	0	0	0	0
02:00	**21**	1	20	0	0	0	0	0	0	0	0	0	0	0
03:00	**47**	0	45	2	0	0	0	0	0	0	0	0	0	0
04:00	**122**	1	107	7	0	0	7	0	0	0	0	0	0	0
05:00	**322**	5	277	18	0	0	21	0	0	0	1	0	0	0
06:00	**868**	5	782	32	0	0	43	0	5	0	0	1	0	0
07:00	**1102**	6	954	86	2	4	44	1	3	0	0	2	0	0
08:00	**887**	3	784	67	4	3	17	2	2	0	4	1	0	0
09:00	**559**	4	468	71	1	4	2	1	4	0	3	1	0	0
10:00	**469**	6	367	64	4	9	3	2	3	0	4	7	0	0
11:00	**463**	3	380	52	4	7	2	0	1	1	4	9	0	0
12:00	**490**	7	381	77	2	6	2	0	2	0	8	5	0	0
13:00	**443**	5	343	57	1	10	2	0	4	0	7	14	0	0
14:00	**491**	3	391	63	4	13	3	0	3	1	5	5	0	0
15:00	**479**	0	390	67	3	5	0	0	2	0	3	9	0	0
16:00	**533**	8	453	55	0	6	0	0	0	1	4	6	0	0
17:00	**530**	5	483	32	0	1	1	0	4	0	4	0	0	0
18:00	**406**	2	373	24	0	1	0	0	1	0	2	3	0	0
19:00	**238**	5	212	18	1	0	1	0	1	0	0	0	0	0
20:00	**176**	3	163	6	0	0	2	0	1	0	1	0	0	0
21:00	**116**	1	106	2	0	0	7	0	0	0	0	0	0	0
22:00	**86**	0	81	2	0	0	3	0	0	0	0	0	0	0
23:00	**49**	1	45	2	0	0	1	0	0	0	0	0	0	0
12H,7-19	**6852**	**52**	**5767**	**715**	**25**	**69**	**76**	**6**	**29**	**3**	**48**	**62**	**0**	**0**
16H,6-22	**8250**	**66**	**7030**	**773**	**26**	**69**	**129**	**6**	**36**	**3**	**49**	**63**	**0**	**0**
18H,6-24	**8385**	**67**	**7156**	**777**	**26**	**69**	**133**	**6**	**36**	**3**	**49**	**63**	**0**	**0**
24H,0-24	**8954**	**74**	**7657**	**804**	**26**	**70**	**164**	**6**	**36**	**3**	**50**	**64**	**0**	**0**

11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 22-Apr-22														
00:00	**34**	0	34	0	0	0	0	0	0	0	0	0	0	0
01:00	**46**	0	43	2	0	0	1	0	0	0	0	0	0	0
02:00	**29**	0	28	0	0	0	1	0	0	0	0	0	0	0
03:00	**43**	0	40	1	0	0	2	0	0	0	0	0	0	0
04:00	**99**	1	90	2	0	0	6	0	0	0	0	0	0	0
05:00	**319**	2	284	19	0	0	14	0	0	0	0	0	0	0
06:00	**793**	8	706	43	0	1	31	0	1	0	1	2	0	0
07:00	**971**	2	846	66	0	7	39	0	6	0	1	4	0	0
08:00	**824**	6	718	66	1	4	21	1	2	0	1	4	0	0
09:00	**553**	5	470	58	1	6	2	1	1	0	5	4	0	0
10:00	**531**	7	437	54	5	7	7	0	3	0	5	6	0	0
11:00	**516**	9	423	61	5	8	1	0	2	0	2	5	0	0
12:00	**505**	2	406	72	4	5	2	0	0	0	4	10	0	0
13:00	**481**	4	404	52	2	4	2	0	2	0	6	5	0	0
14:00	**556**	5	459	72	2	5	0	0	3	0	4	6	0	0
15:00	**485**	0	418	55	1	1	0	0	3	0	4	3	0	0
16:00	**497**	4	428	50	2	3	1	0	1	0	3	5	0	0
17:00	**478**	2	433	35	1	2	0	0	0	0	2	3	0	0
18:00	**436**	1	401	29	0	0	1	0	1	0	0	3	0	0
19:00	**269**	1	250	13	0	0	1	0	1	0	2	1	0	0
20:00	**172**	1	151	12	0	1	7	0	0	0	0	0	0	0
21:00	**127**	0	120	2	0	0	5	0	0	0	0	0	0	0
22:00	**101**	0	98	1	0	0	2	0	0	0	0	0	0	0
23:00	**56**	0	53	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**6833**	**47**	**5843**	**670**	**24**	**52**	**76**	**2**	**24**	**0**	**37**	**58**	**0**	**0**
16H,6-22	**8194**	**57**	**7070**	**740**	**24**	**54**	**120**	**2**	**26**	**0**	**40**	**61**	**0**	**0**
18H,6-24	**8351**	**57**	**7221**	**744**	**24**	**54**	**122**	**2**	**26**	**0**	**40**	**61**	**0**	**0**
24H,0-24	**8921**	**60**	**7740**	**768**	**24**	**54**	**146**	**2**	**26**	**0**	**40**	**61**	**0**	**0**

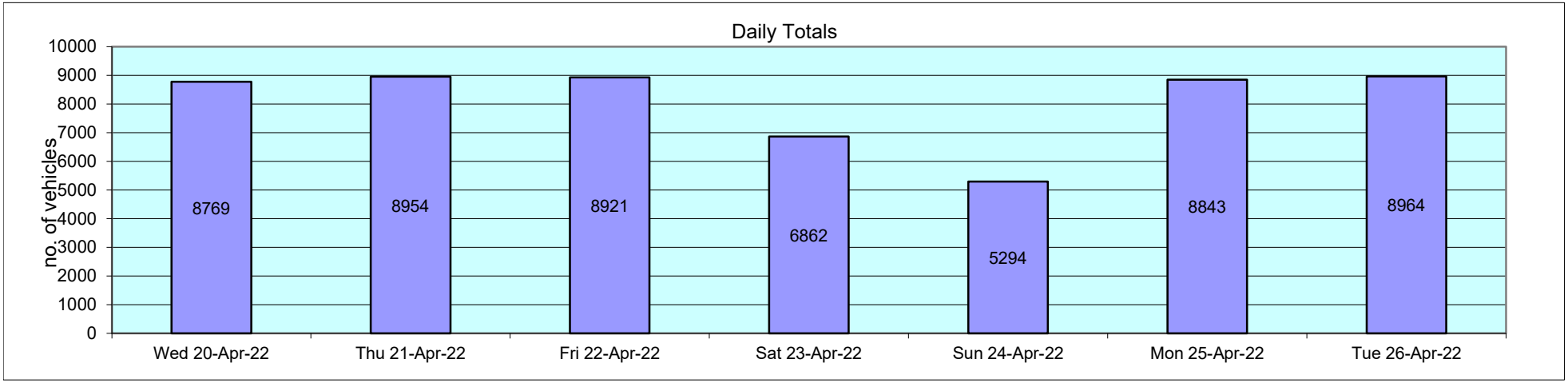
11246		HAVERHILL				Site No: 11246001		Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 23-Apr-22														
00:00	**52**	1	46	1	0	0	2	0	1	0	0	1	0	0
01:00	**32**	0	32	0	0	0	0	0	0	0	0	0	0	0
02:00	**34**	0	33	1	0	0	0	0	0	0	0	0	0	0
03:00	**39**	0	38	1	0	0	0	0	0	0	0	0	0	0
04:00	**56**	3	47	2	0	0	3	0	0	0	0	1	0	0
05:00	**156**	0	146	4	0	0	6	0	0	0	0	0	0	0
06:00	**267**	0	240	11	0	1	15	0	0	0	0	0	0	0
07:00	**357**	3	308	33	0	1	10	0	0	0	0	2	0	0
08:00	**448**	3	393	38	0	3	7	0	2	0	0	2	0	0
09:00	**535**	1	499	27	1	1	5	0	1	0	0	0	0	0
10:00	**599**	1	559	30	0	3	2	0	0	0	0	4	0	0
11:00	**632**	2	595	26	1	2	0	0	2	0	1	3	0	0
12:00	**642**	4	608	28	0	1	0	0	0	0	0	1	0	0
13:00	**509**	6	471	26	0	1	0	0	2	0	0	3	0	0
14:00	**425**	3	390	21	2	2	2	0	4	0	0	1	0	0
15:00	**396**	8	365	18	0	1	0	0	2	0	0	2	0	0
16:00	**356**	1	327	20	0	1	3	0	1	0	1	2	0	0
17:00	**366**	4	343	14	0	1	2	0	0	0	1	1	0	0
18:00	**316**	2	296	13	0	1	1	0	0	0	2	1	0	0
19:00	**193**	2	177	8	0	0	6	0	0	0	0	0	0	0
20:00	**144**	0	126	6	0	0	9	0	1	0	0	2	0	0
21:00	**128**	0	118	4	0	0	5	0	1	0	0	0	0	0
22:00	**96**	0	86	4	0	0	6	0	0	0	0	0	0	0
23:00	**84**	0	77	4	0	0	3	0	0	0	0	0	0	0
12H,7-19	**5581**	**38**	**5154**	**294**	**4**	**18**	**32**	**0**	**14**	**0**	**5**	**22**	**0**	**0**
16H,6-22	**6313**	**40**	**5815**	**323**	**4**	**19**	**67**	**0**	**16**	**0**	**5**	**24**	**0**	**0**
18H,6-24	**6493**	**40**	**5978**	**331**	**4**	**19**	**76**	**0**	**16**	**0**	**5**	**24**	**0**	**0**
24H,0-24	**6862**	**44**	**6320**	**340**	**4**	**19**	**87**	**0**	**17**	**0**	**5**	**26**	**0**	**0**

11246		HAVERHILL				Site No: 11246001	Location	A1307 Haverhill (NW of A1017)						
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 24-Apr-22														
00:00	**40**	0	34	1	0	0	5	0	0	0	0	0	0	0
01:00	**36**	0	34	0	0	0	2	0	0	0	0	0	0	0
02:00	**35**	0	33	0	0	0	2	0	0	0	0	0	0	0
03:00	**27**	2	21	3	0	0	1	0	0	0	0	0	0	0
04:00	**40**	0	38	0	0	0	1	0	0	0	1	0	0	0
05:00	**92**	0	86	4	0	0	2	0	0	0	0	0	0	0
06:00	**191**	2	179	4	0	0	4	0	2	0	0	0	0	0
07:00	**205**	0	189	9	0	1	6	0	0	0	0	0	0	0
08:00	**238**	7	210	16	0	0	1	0	2	0	0	2	0	0
09:00	**355**	7	312	27	1	2	2	0	1	0	2	1	0	0
10:00	**502**	11	464	20	0	2	1	1	0	0	2	1	0	0
11:00	**535**	7	491	31	0	1	0	0	3	0	1	1	0	0
12:00	**520**	9	480	25	0	1	0	0	2	0	1	2	0	0
13:00	**433**	3	399	22	0	2	0	1	2	0	3	1	0	0
14:00	**351**	5	331	9	0	1	0	0	0	0	5	0	0	0
15:00	**370**	6	338	20	0	1	0	0	0	0	3	2	0	0
16:00	**311**	7	285	14	0	1	1	0	0	0	3	0	0	0
17:00	**249**	4	226	12	0	1	0	0	1	0	3	2	0	0
18:00	**264**	1	248	12	0	0	1	0	1	0	0	1	0	0
19:00	**181**	1	167	8	0	0	2	0	1	0	1	1	0	0
20:00	**121**	0	109	5	0	0	7	0	0	0	0	0	0	0
21:00	**90**	0	81	2	0	0	7	0	0	0	0	0	0	0
22:00	**68**	2	62	0	0	0	4	0	0	0	0	0	0	0
23:00	**40**	0	38	0	0	0	1	0	0	0	1	0	0	0
12H,7-19	**4333**	**67**	**3973**	**217**	**1**	**13**	**12**	**2**	**12**	**0**	**23**	**13**	**0**	**0**
16H,6-22	**4916**	**70**	**4509**	**236**	**1**	**13**	**32**	**2**	**15**	**0**	**24**	**14**	**0**	**0**
18H,6-24	**5024**	**72**	**4609**	**236**	**1**	**13**	**37**	**2**	**15**	**0**	**25**	**14**	**0**	**0**
24H,0-24	**5294**	**74**	**4855**	**244**	**1**	**13**	**50**	**2**	**15**	**0**	**26**	**14**	**0**	**0**

11246		HAVERHILL				Site No: 11246001	Location	A1307 Haverhill (NW of A1017)						
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 25-Apr-22														
00:00	**24**	0	22	0	1	0	0	0	1	0	0	0	0	0
01:00	**18**	2	15	1	0	0	0	0	0	0	0	0	0	0
02:00	**29**	0	27	0	0	0	1	0	0	0	1	0	0	0
03:00	**41**	0	39	1	0	0	1	0	0	0	0	0	0	0
04:00	**108**	1	100	2	0	2	3	0	0	0	0	0	0	0
05:00	**361**	2	318	20	0	0	18	0	1	0	1	1	0	0
06:00	**904**	5	813	39	1	1	43	0	1	0	0	1	0	0
07:00	**1126**	2	1005	62	1	1	49	1	2	0	2	1	0	0
08:00	**876**	6	789	50	0	0	27	0	1	1	1	1	0	0
09:00	**539**	3	463	48	1	5	14	0	1	1	2	1	0	0
10:00	**458**	3	377	49	4	6	4	1	4	0	7	3	0	0
11:00	**488**	1	399	53	6	7	5	1	4	0	6	6	0	0
12:00	**438**	2	359	55	3	5	6	0	3	1	2	2	0	0
13:00	**404**	0	337	33	3	5	11	0	1	1	3	10	0	0
14:00	**504**	1	416	66	2	4	4	1	2	1	2	5	0	0
15:00	**466**	1	386	58	1	4	1	0	2	0	10	3	0	0
16:00	**554**	5	484	50	3	3	3	0	0	1	4	1	0	0
17:00	**513**	4	466	29	0	5	3	0	2	0	3	1	0	0
18:00	**390**	2	350	32	0	0	0	0	0	0	5	1	0	0
19:00	**227**	0	212	13	0	1	1	0	0	0	0	0	0	0
20:00	**173**	2	155	9	0	0	6	0	1	0	0	0	0	0
21:00	**109**	1	96	4	0	0	8	0	0	0	0	0	0	0
22:00	**63**	0	61	2	0	0	0	0	0	0	0	0	0	0
23:00	**30**	0	29	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**6756**	**30**	**5831**	**585**	**24**	**45**	**127**	**4**	**22**	**6**	**47**	**35**	**0**	**0**
16H,6-22	**8169**	**38**	**7107**	**650**	**25**	**47**	**185**	**4**	**24**	**6**	**47**	**36**	**0**	**0**
18H,6-24	**8262**	**38**	**7197**	**652**	**25**	**47**	**186**	**4**	**24**	**6**	**47**	**36**	**0**	**0**
24H,0-24	**8843**	**43**	**7718**	**676**	**26**	**49**	**209**	**4**	**26**	**6**	**49**	**37**	**0**	**0**

11246		HAVERHILL				Site No: 11246001	Location	A1307 Haverhill (NW of A1017)						
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 26-Apr-22														
00:00	**28**	0	27	1	0	0	0	0	0	0	0	0	0	0
01:00	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
02:00	**27**	0	25	0	0	0	2	0	0	0	0	0	0	0
03:00	**50**	0	49	0	0	0	1	0	0	0	0	0	0	0
04:00	**99**	0	91	3	0	0	5	0	0	0	0	0	0	0
05:00	**384**	1	335	16	0	0	32	0	0	0	0	0	0	0
06:00	**922**	9	824	22	0	0	63	3	0	1	0	0	0	0
07:00	**1155**	4	1035	60	1	2	48	1	0	0	1	3	0	0
08:00	**972**	6	859	68	4	9	15	2	1	1	3	4	0	0
09:00	**581**	3	481	73	3	6	3	0	2	0	6	4	0	0
10:00	**475**	4	380	59	6	5	3	0	4	0	6	8	0	0
11:00	**414**	0	323	55	4	7	2	1	7	0	6	9	0	0
12:00	**408**	8	312	60	0	7	4	0	3	0	10	4	0	0
13:00	**408**	4	340	43	1	4	3	0	4	0	4	5	0	0
14:00	**451**	2	369	57	1	10	4	0	2	0	4	2	0	0
15:00	**449**	2	374	59	1	1	1	0	2	0	3	6	0	0
16:00	**532**	3	475	40	0	1	1	0	6	0	4	2	0	0
17:00	**575**	4	527	37	0	1	4	0	1	0	0	1	0	0
18:00	**381**	2	352	22	0	0	1	0	1	0	2	1	0	0
19:00	**236**	2	218	8	0	0	7	0	0	0	1	0	0	0
20:00	**162**	0	143	9	0	0	10	0	0	0	0	0	0	0
21:00	**110**	1	102	2	0	0	5	0	0	0	0	0	0	0
22:00	**83**	0	78	1	0	0	4	0	0	0	0	0	0	0
23:00	**42**	0	38	1	0	0	3	0	0	0	0	0	0	0
12H,7-19	**6801**	**42**	**5827**	**633**	**21**	**53**	**89**	**4**	**33**	**1**	**49**	**49**	**0**	**0**
16H,6-22	**8231**	**54**	**7114**	**674**	**21**	**53**	**174**	**7**	**33**	**2**	**50**	**49**	**0**	**0**
18H,6-24	**8356**	**54**	**7230**	**676**	**21**	**53**	**181**	**7**	**33**	**2**	**50**	**49**	**0**	**0**
24H,0-24	**8964**	**55**	**7777**	**696**	**21**	**53**	**221**	**7**	**33**	**2**	**50**	**49**	**0**	**0**

11246		HAVERHILL				Site No: 11246001	Location	A1307 Haverhill (NW of A1017)						
	APRIL 2022					Channel: Northwestbound								
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID/BUSES**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Daily Totals														
Wed 20-Apr-22	**8769**	54	7523	765	32	65	186	6	24	3	53	58	0	0
Thu 21-Apr-22	**8954**	74	7657	804	26	70	164	6	36	3	50	64	0	0
Fri 22-Apr-22	**8921**	60	7740	768	24	54	146	2	26	0	40	61	0	0
Sat 23-Apr-22	**6862**	44	6320	340	4	19	87	0	17	0	5	26	0	0
Sun 24-Apr-22	**5294**	74	4855	244	1	13	50	2	15	0	26	14	0	0
Mon 25-Apr-22	**8843**	43	7718	676	26	49	209	4	26	6	49	37	0	0
Tue 26-Apr-22	**8964**	55	7777	696	21	53	221	7	33	2	50	49	0	0
Total Vehicles														
[--]	**56607**	404	49590	4293	134	323	1063	27	177	14	273	309	0	0



11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 20-Apr-22											
00:00	**31**	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
01:00	**29**	0	0.0	27	93.1	0	0.0	2	6.9	0	0.0
02:00	**23**	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
03:00	**49**	0	0.0	41	83.7	2	4.1	6	12.2	0	0.0
04:00	**96**	1	1.0	83	86.5	6	6.3	6	6.3	0	0.0
05:00	**351**	2	0.6	308	87.8	22	6.3	19	5.4	0	0.0
06:00	**858**	7	0.8	750	87.4	42	4.9	59	6.9	0	0.0
07:00	**1100**	6	0.6	977	88.8	64	5.8	50	4.6	3	0.3
08:00	**866**	4	0.5	740	85.5	75	8.7	41	4.7	6	0.7
09:00	**541**	1	0.2	478	88.4	39	7.2	21	3.9	2	0.4
10:00	**498**	5	1.0	405	81.3	59	11.9	24	4.8	5	1.0
11:00	**489**	4	0.8	396	81.0	62	12.7	23	4.7	4	0.8
12:00	**418**	6	1.4	340	81.3	47	11.2	24	5.7	1	0.2
13:00	**418**	3	0.7	326	78.0	60	14.4	27	6.5	2	0.5
14:00	**477**	1	0.2	373	78.2	84	17.6	16	3.4	3	0.6
15:00	**425**	2	0.5	339	79.8	58	13.7	24	5.7	2	0.5
16:00	**531**	1	0.2	456	85.9	61	11.5	12	2.3	1	0.2
17:00	**475**	5	1.1	431	90.7	30	6.3	7	1.5	2	0.4
18:00	**424**	5	1.2	378	89.2	31	7.3	10	2.4	0	0.0
19:00	**238**	1	0.4	219	92.0	11	4.6	7	2.9	0	0.0
20:00	**145**	0	0.0	131	90.3	6	4.1	7	4.8	1	0.7
21:00	**148**	0	0.0	140	94.6	4	2.7	4	2.7	0	0.0
22:00	**86**	0	0.0	81	94.2	1	1.2	4	4.7	0	0.0
23:00	**53**	0	0.0	51	96.2	1	1.9	1	1.9	0	0.0
12H,7-19	**6662**	**43**	**0.7**	**5639**	**84.6**	**670**	**10.1**	**279**	**4.2**	**31**	**0.5**
16H,6-22	**8051**	**51**	**0.6**	**6879**	**85.4**	**733**	**9.1**	**356**	**4.4**	**32**	**0.4**
18H,6-24	**8190**	**51**	**0.6**	**7011**	**85.6**	**735**	**9.0**	**361**	**4.4**	**32**	**0.4**
24H,0-24	**8769**	**54**	**0.6**	**7523**	**85.8**	**765**	**8.7**	**395**	**4.5**	**32**	**0.4**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 21-Apr-22											
00:00	**42**	0	0.0	40	95.2	0	0.0	2	4.8	0	0.0
01:00	**15**	0	0.0	12	80.0	0	0.0	3	20.0	0	0.0
02:00	**21**	1	4.8	20	95.2	0	0.0	0	0.0	0	0.0
03:00	**47**	0	0.0	45	95.7	2	4.3	0	0.0	0	0.0
04:00	**122**	1	0.8	107	87.7	7	5.7	7	5.7	0	0.0
05:00	**322**	5	1.6	277	86.0	18	5.6	22	6.8	0	0.0
06:00	**868**	5	0.6	782	90.1	32	3.7	49	5.7	0	0.0
07:00	**1102**	6	0.5	954	86.6	86	7.8	54	4.9	2	0.2
08:00	**887**	3	0.3	784	88.4	67	7.6	29	3.3	4	0.5
09:00	**559**	4	0.7	468	83.7	71	12.7	15	2.7	1	0.2
10:00	**469**	6	1.3	367	78.3	64	13.7	28	6.0	4	0.9
11:00	**463**	3	0.7	380	82.1	52	11.2	24	5.2	4	0.9
12:00	**490**	7	1.4	381	77.8	77	15.7	23	4.7	2	0.4
13:00	**443**	5	1.1	343	77.4	57	12.9	37	8.4	1	0.2
14:00	**491**	3	0.6	391	79.6	63	12.8	30	6.1	4	0.8
15:00	**479**	0	0.0	390	81.4	67	14.0	19	4.0	3	0.6
16:00	**533**	8	1.5	453	85.0	55	10.3	17	3.2	0	0.0
17:00	**530**	5	0.9	483	91.1	32	6.0	10	1.9	0	0.0
18:00	**406**	2	0.5	373	91.9	24	5.9	7	1.7	0	0.0
19:00	**238**	5	2.1	212	89.1	18	7.6	2	0.8	1	0.4
20:00	**176**	3	1.7	163	92.6	6	3.4	4	2.3	0	0.0
21:00	**116**	1	0.9	106	91.4	2	1.7	7	6.0	0	0.0
22:00	**86**	0	0.0	81	94.2	2	2.3	3	3.5	0	0.0
23:00	**49**	1	2.0	45	91.8	2	4.1	1	2.0	0	0.0
12H,7-19	**6852**	**52**	**0.8**	**5767**	**84.2**	**715**	**10.4**	**293**	**4.3**	**25**	**0.4**
16H,6-22	**8250**	**66**	**0.8**	**7030**	**85.2**	**773**	**9.4**	**355**	**4.3**	**26**	**0.3**
18H,6-24	**8385**	**67**	**0.8**	**7156**	**85.3**	**777**	**9.3**	**359**	**4.3**	**26**	**0.3**
24H,0-24	**8954**	**74**	**0.8**	**7657**	**85.5**	**804**	**9.0**	**393**	**4.4**	**26**	**0.3**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 22-Apr-22											
00:00	**34**	0	0.0	34	100.0	0	0.0	0	0.0	0	0.0
01:00	**46**	0	0.0	43	93.5	2	4.4	1	2.2	0	0.0
02:00	**29**	0	0.0	28	96.6	0	0.0	1	3.5	0	0.0
03:00	**43**	0	0.0	40	93.0	1	2.3	2	4.7	0	0.0
04:00	**99**	1	1.0	90	90.9	2	2.0	6	6.1	0	0.0
05:00	**319**	2	0.6	284	89.0	19	6.0	14	4.4	0	0.0
06:00	**793**	8	1.0	706	89.0	43	5.4	36	4.5	0	0.0
07:00	**971**	2	0.2	846	87.1	66	6.8	57	5.9	0	0.0
08:00	**824**	6	0.7	718	87.1	66	8.0	33	4.0	1	0.1
09:00	**553**	5	0.9	470	85.0	58	10.5	19	3.4	1	0.2
10:00	**531**	7	1.3	437	82.3	54	10.2	28	5.3	5	0.9
11:00	**516**	9	1.7	423	82.0	61	11.8	18	3.5	5	1.0
12:00	**505**	2	0.4	406	80.4	72	14.3	21	4.2	4	0.8
13:00	**481**	4	0.8	404	84.0	52	10.8	19	4.0	2	0.4
14:00	**556**	5	0.9	459	82.6	72	13.0	18	3.2	2	0.4
15:00	**485**	0	0.0	418	86.2	55	11.3	11	2.3	1	0.2
16:00	**497**	4	0.8	428	86.1	50	10.1	13	2.6	2	0.4
17:00	**478**	2	0.4	433	90.6	35	7.3	7	1.5	1	0.2
18:00	**436**	1	0.2	401	92.0	29	6.7	5	1.2	0	0.0
19:00	**269**	1	0.4	250	92.9	13	4.8	5	1.9	0	0.0
20:00	**172**	1	0.6	151	87.8	12	7.0	8	4.7	0	0.0
21:00	**127**	0	0.0	120	94.5	2	1.6	5	3.9	0	0.0
22:00	**101**	0	0.0	98	97.0	1	1.0	2	2.0	0	0.0
23:00	**56**	0	0.0	53	94.6	3	5.4	0	0.0	0	0.0
12H,7-19	**6833**	**47**	**0.7**	**5843**	**85.5**	**670**	**9.8**	**249**	**3.6**	**24**	**0.4**
16H,6-22	**8194**	**57**	**0.7**	**7070**	**86.3**	**740**	**9.0**	**303**	**3.7**	**24**	**0.3**
18H,6-24	**8351**	**57**	**0.7**	**7221**	**86.5**	**744**	**8.9**	**305**	**3.7**	**24**	**0.3**
24H,0-24	**8921**	**60**	**0.7**	**7740**	**86.8**	**768**	**8.6**	**329**	**3.7**	**24**	**0.3**

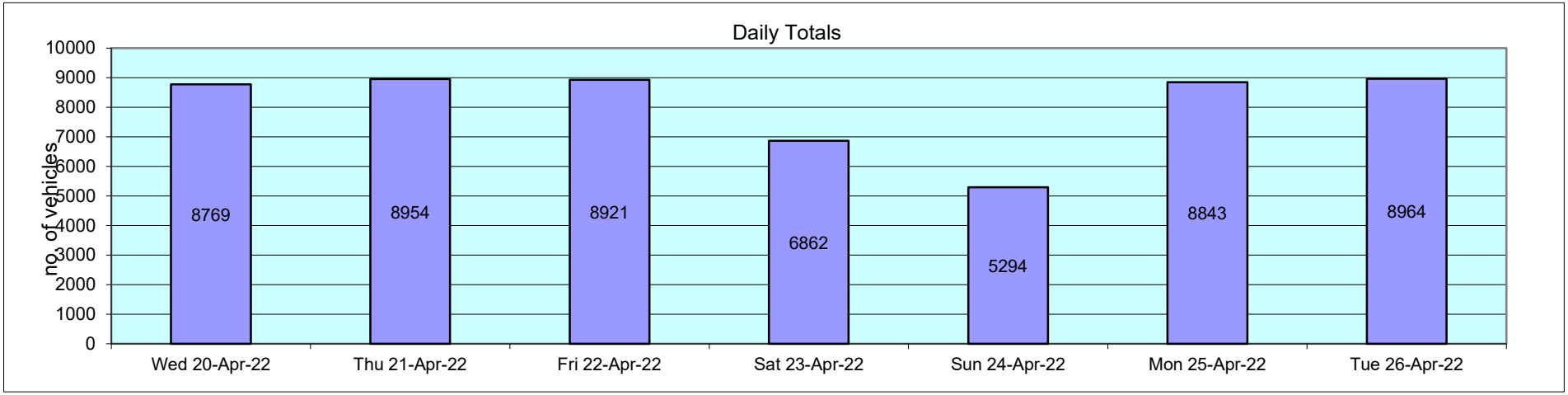
11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 23-Apr-22											
00:00	**52**	1	1.9	46	88.5	1	1.9	4	7.7	0	0.0
01:00	**32**	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
02:00	**34**	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
03:00	**39**	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
04:00	**56**	3	5.4	47	83.9	2	3.6	4	7.1	0	0.0
05:00	**156**	0	0.0	146	93.6	4	2.6	6	3.9	0	0.0
06:00	**267**	0	0.0	240	89.9	11	4.1	16	6.0	0	0.0
07:00	**357**	3	0.8	308	86.3	33	9.2	13	3.6	0	0.0
08:00	**448**	3	0.7	393	87.7	38	8.5	14	3.1	0	0.0
09:00	**535**	1	0.2	499	93.3	27	5.1	7	1.3	1	0.2
10:00	**599**	1	0.2	559	93.3	30	5.0	9	1.5	0	0.0
11:00	**632**	2	0.3	595	94.2	26	4.1	8	1.3	1	0.2
12:00	**642**	4	0.6	608	94.7	28	4.4	2	0.3	0	0.0
13:00	**509**	6	1.2	471	92.5	26	5.1	6	1.2	0	0.0
14:00	**425**	3	0.7	390	91.8	21	4.9	9	2.1	2	0.5
15:00	**396**	8	2.0	365	92.2	18	4.6	5	1.3	0	0.0
16:00	**356**	1	0.3	327	91.9	20	5.6	8	2.3	0	0.0
17:00	**366**	4	1.1	343	93.7	14	3.8	5	1.4	0	0.0
18:00	**316**	2	0.6	296	93.7	13	4.1	5	1.6	0	0.0
19:00	**193**	2	1.0	177	91.7	8	4.2	6	3.1	0	0.0
20:00	**144**	0	0.0	126	87.5	6	4.2	12	8.3	0	0.0
21:00	**128**	0	0.0	118	92.2	4	3.1	6	4.7	0	0.0
22:00	**96**	0	0.0	86	89.6	4	4.2	6	6.3	0	0.0
23:00	**84**	0	0.0	77	91.7	4	4.8	3	3.6	0	0.0
12H,7-19	**5581**	**38**	**0.7**	**5154**	**92.4**	**294**	**5.3**	**91**	**1.6**	**4**	**0.1**
16H,6-22	**6313**	**40**	**0.6**	**5815**	**92.1**	**323**	**5.1**	**131**	**2.1**	**4**	**0.1**
18H,6-24	**6493**	**40**	**0.6**	**5978**	**92.1**	**331**	**5.1**	**140**	**2.2**	**4**	**0.1**
24H,0-24	**6862**	**44**	**0.6**	**6320**	**92.1**	**340**	**5.0**	**154**	**2.2**	**4**	**0.1**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 24-Apr-22											
00:00	**40**	0	0.0	34	85.0	1	2.5	5	12.5	0	0.0
01:00	**36**	0	0.0	34	94.4	0	0.0	2	5.6	0	0.0
02:00	**35**	0	0.0	33	94.3	0	0.0	2	5.7	0	0.0
03:00	**27**	2	7.4	21	77.8	3	11.1	1	3.7	0	0.0
04:00	**40**	0	0.0	38	95.0	0	0.0	2	5.0	0	0.0
05:00	**92**	0	0.0	86	93.5	4	4.4	2	2.2	0	0.0
06:00	**191**	2	1.1	179	93.7	4	2.1	6	3.1	0	0.0
07:00	**205**	0	0.0	189	92.2	9	4.4	7	3.4	0	0.0
08:00	**238**	7	2.9	210	88.2	16	6.7	5	2.1	0	0.0
09:00	**355**	7	2.0	312	87.9	27	7.6	8	2.3	1	0.3
10:00	**502**	11	2.2	464	92.4	20	4.0	7	1.4	0	0.0
11:00	**535**	7	1.3	491	91.8	31	5.8	6	1.1	0	0.0
12:00	**520**	9	1.7	480	92.3	25	4.8	6	1.2	0	0.0
13:00	**433**	3	0.7	399	92.2	22	5.1	9	2.1	0	0.0
14:00	**351**	5	1.4	331	94.3	9	2.6	6	1.7	0	0.0
15:00	**370**	6	1.6	338	91.4	20	5.4	6	1.6	0	0.0
16:00	**311**	7	2.3	285	91.6	14	4.5	5	1.6	0	0.0
17:00	**249**	4	1.6	226	90.8	12	4.8	7	2.8	0	0.0
18:00	**264**	1	0.4	248	93.9	12	4.6	3	1.1	0	0.0
19:00	**181**	1	0.6	167	92.3	8	4.4	5	2.8	0	0.0
20:00	**121**	0	0.0	109	90.1	5	4.1	7	5.8	0	0.0
21:00	**90**	0	0.0	81	90.0	2	2.2	7	7.8	0	0.0
22:00	**68**	2	2.9	62	91.2	0	0.0	4	5.9	0	0.0
23:00	**40**	0	0.0	38	95.0	0	0.0	2	5.0	0	0.0
12H,7-19	**4333**	**67**	**1.6**	**3973**	**91.7**	**217**	**5.0**	**75**	**1.7**	**1**	**0.0**
16H,6-22	**4916**	**70**	**1.4**	**4509**	**91.7**	**236**	**4.8**	**100**	**2.0**	**1**	**0.0**
18H,6-24	**5024**	**72**	**1.4**	**4609**	**91.7**	**236**	**4.7**	**106**	**2.1**	**1**	**0.0**
24H,0-24	**5294**	**74**	**1.4**	**4855**	**91.7**	**244**	**4.6**	**120**	**2.3**	**1**	**0.0**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 25-Apr-22											
00:00	**24**	0	0.0	22	91.7	0	0.0	1	4.2	1	4.2
01:00	**18**	2	11.1	15	83.3	1	5.6	0	0.0	0	0.0
02:00	**29**	0	0.0	27	93.1	0	0.0	2	6.9	0	0.0
03:00	**41**	0	0.0	39	95.1	1	2.4	1	2.4	0	0.0
04:00	**108**	1	0.9	100	92.6	2	1.9	5	4.6	0	0.0
05:00	**361**	2	0.6	318	88.1	20	5.5	21	5.8	0	0.0
06:00	**904**	5	0.6	813	89.9	39	4.3	46	5.1	1	0.1
07:00	**1126**	2	0.2	1005	89.3	62	5.5	56	5.0	1	0.1
08:00	**876**	6	0.7	789	90.1	50	5.7	31	3.5	0	0.0
09:00	**539**	3	0.6	463	85.9	48	8.9	24	4.5	1	0.2
10:00	**458**	3	0.7	377	82.3	49	10.7	25	5.5	4	0.9
11:00	**488**	1	0.2	399	81.8	53	10.9	29	5.9	6	1.2
12:00	**438**	2	0.5	359	82.0	55	12.6	19	4.3	3	0.7
13:00	**404**	0	0.0	337	83.4	33	8.2	31	7.7	3	0.7
14:00	**504**	1	0.2	416	82.5	66	13.1	19	3.8	2	0.4
15:00	**466**	1	0.2	386	82.8	58	12.5	20	4.3	1	0.2
16:00	**554**	5	0.9	484	87.4	50	9.0	12	2.2	3	0.5
17:00	**513**	4	0.8	466	90.8	29	5.7	14	2.7	0	0.0
18:00	**390**	2	0.5	350	89.7	32	8.2	6	1.5	0	0.0
19:00	**227**	0	0.0	212	93.4	13	5.7	2	0.9	0	0.0
20:00	**173**	2	1.2	155	89.6	9	5.2	7	4.1	0	0.0
21:00	**109**	1	0.9	96	88.1	4	3.7	8	7.3	0	0.0
22:00	**63**	0	0.0	61	96.8	2	3.2	0	0.0	0	0.0
23:00	**30**	0	0.0	29	96.7	0	0.0	1	3.3	0	0.0
12H,7-19	**6756**	**30**	**0.4**	**5831**	**86.3**	**585**	**8.7**	**286**	**4.2**	**24**	**0.4**
16H,6-22	**8169**	**38**	**0.5**	**7107**	**87.0**	**650**	**8.0**	**349**	**4.3**	**25**	**0.3**
18H,6-24	**8262**	**38**	**0.5**	**7197**	**87.1**	**652**	**7.9**	**350**	**4.2**	**25**	**0.3**
24H,0-24	**8843**	**43**	**0.5**	**7718**	**87.3**	**676**	**7.6**	**380**	**4.3**	**26**	**0.3**

11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)				
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 26-Apr-22											
00:00	**28**	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
01:00	**20**	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
02:00	**27**	0	0.0	25	92.6	0	0.0	2	7.4	0	0.0
03:00	**50**	0	0.0	49	98.0	0	0.0	1	2.0	0	0.0
04:00	**99**	0	0.0	91	91.9	3	3.0	5	5.1	0	0.0
05:00	**384**	1	0.3	335	87.2	16	4.2	32	8.3	0	0.0
06:00	**922**	9	1.0	824	89.4	22	2.4	67	7.3	0	0.0
07:00	**1155**	4	0.4	1035	89.6	60	5.2	55	4.8	1	0.1
08:00	**972**	6	0.6	859	88.4	68	7.0	35	3.6	4	0.4
09:00	**581**	3	0.5	481	82.8	73	12.6	21	3.6	3	0.5
10:00	**475**	4	0.8	380	80.0	59	12.4	26	5.5	6	1.3
11:00	**414**	0	0.0	323	78.0	55	13.3	32	7.7	4	1.0
12:00	**408**	8	2.0	312	76.5	60	14.7	28	6.9	0	0.0
13:00	**408**	4	1.0	340	83.3	43	10.5	20	4.9	1	0.3
14:00	**451**	2	0.4	369	81.8	57	12.6	22	4.9	1	0.2
15:00	**449**	2	0.5	374	83.3	59	13.1	13	2.9	1	0.2
16:00	**532**	3	0.6	475	89.3	40	7.5	14	2.6	0	0.0
17:00	**575**	4	0.7	527	91.7	37	6.4	7	1.2	0	0.0
18:00	**381**	2	0.5	352	92.4	22	5.8	5	1.3	0	0.0
19:00	**236**	2	0.9	218	92.4	8	3.4	8	3.4	0	0.0
20:00	**162**	0	0.0	143	88.3	9	5.6	10	6.2	0	0.0
21:00	**110**	1	0.9	102	92.7	2	1.8	5	4.6	0	0.0
22:00	**83**	0	0.0	78	94.0	1	1.2	4	4.8	0	0.0
23:00	**42**	0	0.0	38	90.5	1	2.4	3	7.1	0	0.0
12H,7-19	**6801**	**42**	**0.6**	**5827**	**85.7**	**633**	**9.3**	**278**	**4.1**	**21**	**0.3**
16H,6-22	**8231**	**54**	**0.7**	**7114**	**86.4**	**674**	**8.2**	**368**	**4.5**	**21**	**0.3**
18H,6-24	**8356**	**54**	**0.7**	**7230**	**86.5**	**676**	**8.1**	**375**	**4.5**	**21**	**0.3**
24H,0-24	**8964**	**55**	**0.6**	**7777**	**86.8**	**696**	**7.8**	**415**	**4.6**	**21**	**0.2**

11246		HAVERHILL		Site No: 11246001		Location		A1307 Haverhill (NW of A1017)			
	APRIL 2022			Channel: Northwestbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 20-Apr-22	**8769**	54	0.6	7523	85.8	765	8.7	395	4.5	32	0.4
Thu 21-Apr-22	**8954**	74	0.8	7657	85.5	804	9.0	393	4.4	26	0.3
Fri 22-Apr-22	**8921**	60	0.7	7740	86.8	768	8.6	329	3.7	24	0.3
Sat 23-Apr-22	**6862**	44	0.6	6320	92.1	340	5.0	154	2.2	4	0.1
Sun 24-Apr-22	**5294**	74	1.4	4855	91.7	244	4.6	120	2.3	1	0.0
Mon 25-Apr-22	**8843**	43	0.5	7718	87.3	676	7.6	380	4.3	26	0.3
Tue 26-Apr-22	**8964**	55	0.6	7777	86.8	696	7.8	415	4.6	21	0.2
Total Vehicles											
[--]	**56607**	404	0.8	49590	88.0	4293	7.3	2186	3.7	134	0.2



11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 20-Apr-22																
00:00	**31**	53.4	45.7	6.2	0	0	0	3	20	0	6	2	0	0	0	0
01:00	**29**	55	48.8	8.2	0	0	1	1	9	6	9	1	1	1	0	0
02:00	**23**	50.6	46.8	4.9	0	0	0	2	6	12	3	0	0	0	0	0
03:00	**49**	55.6	48.2	9.8	0	2	0	3	11	16	10	3	3	1	0	0
04:00	**96**	56	50.9	5.7	0	0	0	3	11	35	32	13	1	1	0	0
05:00	**351**	55.1	49.4	6	0	0	0	22	57	140	96	30	3	3	0	0
06:00	**858**	52.6	47	5.9	0	0	6	81	242	354	146	25	2	1	1	0
07:00	**1100**	50	44.9	5.4	0	0	1	177	450	379	83	9	1	0	0	0
08:00	**866**	49.9	44.4	5.9	0	0	0	186	334	275	57	12	0	0	0	2
09:00	**541**	52.3	45.4	7.1	0	0	19	80	176	162	84	19	1	0	0	0
10:00	**498**	50.8	45.3	6.1	0	0	0	88	192	150	48	16	4	0	0	0
11:00	**489**	50.8	45.3	6.2	0	0	0	79	214	128	46	17	3	2	0	0
12:00	**418**	51.8	44.7	7.1	0	0	8	96	127	115	58	13	1	0	0	0
13:00	**418**	53.8	47.4	6.7	0	0	1	46	126	136	83	17	4	3	1	1
14:00	**477**	51.2	45.4	6.8	0	0	4	99	132	168	53	16	5	0	0	0
15:00	**425**	52	45.8	6.4	0	0	0	73	152	125	53	19	2	1	0	0
16:00	**531**	52.3	46.1	6.7	0	2	9	63	168	187	81	17	3	1	0	0
17:00	**475**	54.3	47.5	6.9	0	0	4	55	118	170	85	35	7	0	0	1
18:00	**424**	53.8	47.3	6.8	0	0	0	56	113	149	74	23	5	3	1	0
19:00	**238**	54.8	48.4	6.6	0	0	2	18	57	84	54	19	3	1	0	0
20:00	**145**	53.6	46.6	7	0	0	1	23	42	43	26	9	0	1	0	0
21:00	**148**	50.9	46.4	6.5	0	0	0	23	38	65	15	4	2	0	1	0
22:00	**86**	53.1	46.4	6.5	0	0	0	14	26	25	18	2	1	0	0	0
23:00	**53**	51.9	46.9	6.1	0	0	0	8	9	26	9	0	1	0	0	0
12H,7-19	**6662**	**51.4**	**45.6**	**6.5**	**0**	**2**	**46**	**1098**	**2302**	**2144**	**805**	**213**	**36**	**10**	**2**	**4**
16H,6-22	**8051**	**51.8**	**45.9**	**6.4**	**0**	**2**	**55**	**1243**	**2681**	**2690**	**1046**	**270**	**43**	**13**	**4**	**4**
18H,6-24	**8190**	**51.8**	**45.9**	**6.4**	**0**	**2**	**55**	**1265**	**2716**	**2741**	**1073**	**272**	**45**	**13**	**4**	**4**
24H,0-24	**8769**	**52.3**	**46.1**	**6.5**	**0**	**4**	**56**	**1299**	**2830**	**2950**	**1229**	**321**	**53**	**19**	**4**	**4**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 21-Apr-22																
00:00	**42**	56.3	50.2	9.2	0	0	0	3	10	14	8	4	0	0	2	1
01:00	**15**	58.8	50.2	9.1	0	0	0	2	2	6	0	4	0	1	0	0
02:00	**21**	46.6	39.7	8	0	0	2	10	5	3	0	1	0	0	0	0
03:00	**47**	53.7	49	4.6	0	0	0	1	9	23	12	2	0	0	0	0
04:00	**122**	57.6	50.5	6.7	0	0	0	4	24	46	24	16	6	2	0	0
05:00	**322**	55.1	49.4	5.7	0	0	0	19	52	130	87	33	1	0	0	0
06:00	**868**	51.7	45.7	6.2	0	0	0	156	264	301	124	21	1	0	1	0
07:00	**1102**	49.9	44.8	5.3	0	0	6	155	500	351	82	7	1	0	0	0
08:00	**887**	50	44.4	5.8	0	0	1	186	360	255	71	13	1	0	0	0
09:00	**559**	50.9	45.6	5.9	0	0	0	99	167	211	73	9	0	0	0	0
10:00	**469**	51.2	44.6	7.4	0	1	10	107	141	137	59	9	2	1	1	1
11:00	**463**	50.8	44.9	6.6	0	0	2	98	167	130	49	13	2	2	0	0
12:00	**490**	50.8	44.3	7.6	1	3	1	131	152	132	53	10	4	1	1	1
13:00	**443**	51.4	45.8	6	0	0	0	67	159	145	58	10	3	1	0	0
14:00	**491**	51.5	45.7	6.6	0	0	9	73	150	179	65	11	3	1	0	0
15:00	**479**	53.1	46.6	6.6	0	0	0	79	126	170	74	27	2	0	0	1
16:00	**533**	51.9	45.9	6.5	0	1	2	83	182	170	77	12	4	1	0	1
17:00	**530**	53.2	47.3	6.3	1	0	1	58	124	223	97	20	5	1	0	0
18:00	**406**	53.7	46.8	6.9	0	0	0	70	100	134	76	21	3	1	1	0
19:00	**238**	53.6	47.3	6.5	0	0	1	26	65	90	38	13	5	0	0	0
20:00	**176**	54.3	47.5	8	0	0	2	22	51	55	29	9	3	2	2	1
21:00	**116**	52.8	46.7	5.9	0	0	0	14	37	40	20	5	0	0	0	0
22:00	**86**	54.6	46.7	8.9	0	0	2	17	23	17	19	3	3	1	1	0
23:00	**49**	57.5	49.8	8.6	0	0	0	3	16	12	8	7	1	0	1	1
12H,7-19	**6852**	**51.1**	**45.4**	**6.4**	**2**	**5**	**32**	**1206**	**2328**	**2237**	**834**	**162**	**30**	**9**	**3**	**4**
16H,6-22	**8250**	**51.4**	**45.6**	**6.4**	**2**	**5**	**35**	**1424**	**2745**	**2723**	**1045**	**210**	**39**	**11**	**6**	**5**
18H,6-24	**8385**	**51.5**	**45.6**	**6.5**	**2**	**5**	**37**	**1444**	**2784**	**2752**	**1072**	**220**	**43**	**12**	**8**	**6**
24H,0-24	**8954**	**51.9**	**45.8**	**6.6**	**2**	**5**	**39**	**1483**	**2886**	**2974**	**1203**	**280**	**50**	**15**	**10**	**7**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 22-Apr-22																
00:00	**34**	58	49	8.6	0	0	0	5	8	8	5	6	1	1	0	0
01:00	**46**	48.6	42.5	6.3	0	0	1	14	20	7	4	0	0	0	0	0
02:00	**29**	55.4	51.2	5.2	0	0	0	1	3	7	15	3	0	0	0	0
03:00	**43**	55.4	49.7	7.1	0	0	0	2	10	17	8	3	1	2	0	0
04:00	**99**	55.2	50	6	0	0	0	4	21	26	39	6	2	1	0	0
05:00	**319**	54.4	48.6	5.9	0	0	0	25	64	119	91	17	3	0	0	0
06:00	**793**	51.9	46.3	6.1	0	0	3	112	232	305	115	21	4	1	0	0
07:00	**971**	49.8	44.3	5.7	0	0	9	182	393	320	60	4	3	0	0	0
08:00	**824**	50.2	44.7	6	0	0	2	164	317	257	66	15	2	1	0	0
09:00	**553**	50.8	45.1	6.4	0	0	0	112	200	165	56	15	3	2	0	0
10:00	**531**	50.3	44.3	6.4	0	0	7	122	181	165	47	7	2	0	0	0
11:00	**516**	50.7	44.9	6.2	0	0	1	105	191	150	56	10	3	0	0	0
12:00	**505**	50.5	43.9	6.6	1	1	0	143	163	134	58	5	0	0	0	0
13:00	**481**	51.3	45.7	6.1	0	0	0	79	169	157	59	15	1	1	0	0
14:00	**556**	50.7	45.2	6.4	0	0	1	112	184	186	51	17	5	0	0	0
15:00	**485**	51	44.9	6.6	0	0	2	116	135	159	59	12	2	0	0	0
16:00	**497**	52.2	46.5	6.1	0	1	0	67	140	195	76	16	1	1	0	0
17:00	**478**	53.9	47.4	6.9	0	2	1	57	124	157	111	19	4	1	2	0
18:00	**436**	53	46.8	6.2	0	2	1	42	144	147	85	12	3	0	0	0
19:00	**269**	54.3	47.8	7.1	0	0	5	26	59	104	52	14	8	1	0	0
20:00	**172**	53	47.3	6.1	0	0	1	18	42	72	31	6	2	0	0	0
21:00	**127**	54.5	47.9	6.4	0	0	0	15	33	33	38	8	0	0	0	0
22:00	**101**	55.3	49.6	7.4	0	0	0	8	20	33	28	7	3	0	1	1
23:00	**56**	54.7	47.3	7.8	0	0	0	10	14	15	11	4	1	1	0	0
12H,7-19	**6833**	**50.9**	**45.2**	**6.3**	**1**	**6**	**24**	**1301**	**2341**	**2192**	**784**	**147**	**29**	**6**	**2**	**0**
16H,6-22	**8194**	**51.2**	**45.4**	**6.4**	**1**	**6**	**33**	**1472**	**2707**	**2706**	**1020**	**196**	**43**	**8**	**2**	**0**
18H,6-24	**8351**	**51.3**	**45.5**	**6.4**	**1**	**6**	**33**	**1490**	**2741**	**2754**	**1059**	**207**	**47**	**9**	**3**	**1**
24H,0-24	**8921**	**51.8**	**45.7**	**6.5**	**1**	**6**	**34**	**1541**	**2867**	**2938**	**1221**	**242**	**54**	**13**	**3**	**1**

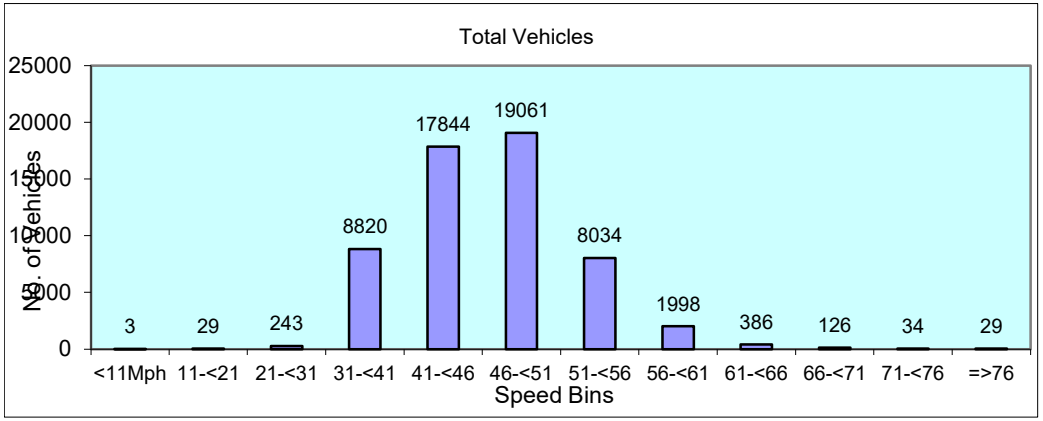
11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 23-Apr-22																
00:00	**52**	56.6	48.1	9.4	0	0	0	15	5	7	16	6	2	1	0	0
01:00	**32**	55.2	50.3	5	0	0	0	1	2	17	8	4	0	0	0	0
02:00	**34**	49.9	43.1	6.5	0	0	0	12	11	7	4	0	0	0	0	0
03:00	**39**	51.7	46.6	6	0	0	0	5	11	16	5	2	0	0	0	0
04:00	**56**	55.8	50.4	6.2	0	0	0	4	5	20	19	7	1	0	0	0
05:00	**156**	55.5	50.1	6.2	0	0	0	7	24	63	42	14	5	0	1	0
06:00	**267**	55.3	49.2	6.5	0	0	0	23	43	100	70	26	2	3	0	0
07:00	**357**	53.3	47.2	6.7	0	0	1	55	66	152	63	14	5	0	0	1
08:00	**448**	53.2	46.8	6.7	0	0	3	58	128	160	71	22	4	1	0	1
09:00	**535**	53	47.4	5.7	0	0	0	50	135	233	92	23	1	1	0	0
10:00	**599**	51.1	46.5	5.6	0	0	0	64	204	239	68	22	1	0	1	0
11:00	**632**	52.7	46.8	5.9	0	0	0	74	185	243	105	19	6	0	0	0
12:00	**642**	51	46.2	5.6	0	0	4	61	247	233	78	16	2	1	0	0
13:00	**509**	51.4	45.7	6.7	0	1	6	87	143	190	64	14	3	0	1	0
14:00	**425**	51.9	46.2	6.1	0	1	0	50	164	135	59	12	2	1	1	0
15:00	**396**	54	48.1	6	0	0	0	30	98	163	74	28	1	1	0	1
16:00	**356**	53	46.8	6.4	0	0	1	47	101	131	56	15	4	1	0	0
17:00	**366**	54.3	47.9	6.7	0	1	1	34	93	135	71	23	6	2	0	0
18:00	**316**	54.1	47.8	6.7	0	0	2	34	73	117	68	14	5	3	0	0
19:00	**193**	55.4	48.2	7.8	0	0	0	33	30	65	40	19	3	1	2	0
20:00	**144**	53.1	46.5	6.8	0	0	0	21	50	42	21	6	3	1	0	0
21:00	**128**	54.8	48.4	7.5	0	0	0	13	31	50	19	9	3	1	1	1
22:00	**96**	51.8	45.6	7.7	0	0	1	22	25	32	7	7	1	1	0	0
23:00	**84**	54.1	48	6.5	0	0	0	6	28	27	16	4	2	1	0	0
12H,7-19	**5581**	**52.8**	**46.9**	**6.2**	**0**	**3**	**18**	**644**	**1637**	**2131**	**869**	**222**	**40**	**11**	**3**	**3**
16H,6-22	**6313**	**53.1**	**47**	**6.4**	**0**	**3**	**18**	**734**	**1791**	**2388**	**1019**	**282**	**51**	**17**	**6**	**4**
18H,6-24	**6493**	**53.1**	**47**	**6.4**	**0**	**3**	**19**	**762**	**1844**	**2447**	**1042**	**293**	**54**	**19**	**6**	**4**
24H,0-24	**6862**	**53.3**	**47.1**	**6.4**	**0**	**3**	**19**	**806**	**1902**	**2577**	**1136**	**326**	**62**	**20**	**7**	**4**

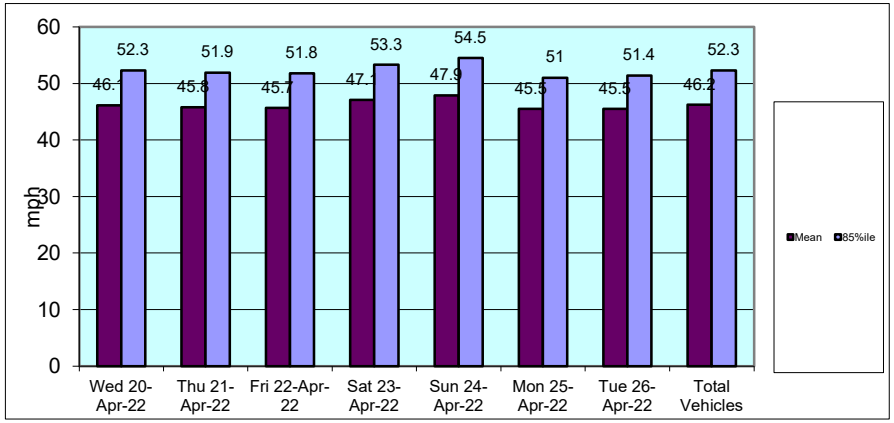
11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 24-Apr-22																
00:00	**40**	55.6	50.2	6.8	0	0	0	5	3	8	19	5	0	0	0	0
01:00	**36**	54.5	46.1	9	0	0	3	4	11	3	13	2	0	0	0	0
02:00	**35**	47.6	39.9	8.3	0	0	2	21	5	4	1	1	1	0	0	0
03:00	**27**	56.5	49.1	9.3	0	0	2	2	4	3	11	5	0	0	0	0
04:00	**40**	56.8	49.2	9.8	0	0	0	7	10	5	11	3	2	1	0	1
05:00	**92**	56.7	52.5	5.4	0	0	0	1	6	24	45	12	3	0	1	0
06:00	**191**	56	49.7	7.2	0	0	0	16	34	63	49	21	5	2	0	1
07:00	**205**	55.4	49.5	6.5	0	0	0	18	26	81	56	17	6	1	0	0
08:00	**238**	54.4	48.5	5.8	0	0	0	14	57	98	48	17	4	0	0	0
09:00	**355**	55	48.6	7.2	0	0	0	43	70	114	93	22	10	1	1	1
10:00	**502**	53.7	47.2	6.7	0	3	0	59	132	172	110	19	7	0	0	0
11:00	**535**	52.8	46.5	6.6	0	1	1	89	125	206	91	15	6	1	0	0
12:00	**520**	53.4	47.2	6.6	0	1	2	68	114	209	97	23	5	1	0	0
13:00	**433**	54.1	47.4	6.7	0	1	2	46	123	141	89	25	4	2	0	0
14:00	**351**	54.2	47.2	7.2	0	1	1	43	108	110	55	25	3	5	0	0
15:00	**370**	53.8	47.7	6.4	0	0	2	35	95	143	69	19	5	2	0	0
16:00	**311**	55	49.1	6.1	0	0	0	20	60	126	73	25	5	2	0	0
17:00	**249**	55	48.2	7	0	0	0	25	67	83	45	21	2	6	0	0
18:00	**264**	55.6	49.2	6.7	0	0	0	19	56	97	57	23	10	2	0	0
19:00	**181**	53.9	47.3	6.7	0	0	0	26	42	68	30	12	2	1	0	0
20:00	**121**	54.2	47.2	7.6	0	0	2	19	24	40	27	6	2	1	0	0
21:00	**90**	55.7	48.3	7.7	0	0	0	11	24	25	17	11	1	0	0	1
22:00	**68**	52.1	46.8	8.1	0	0	1	10	18	27	6	3	0	2	1	0
23:00	**40**	54.3	47.2	7	0	0	0	7	10	8	13	2	0	0	0	0
12H,7-19	**4333**	**54.3**	**47.8**	**6.7**	**0**	**7**	**8**	**479**	**1033**	**1580**	**883**	**251**	**67**	**23**	**1**	**1**
16H,6-22	**4916**	**54.4**	**47.8**	**6.8**	**0**	**7**	**10**	**551**	**1157**	**1776**	**1006**	**301**	**77**	**27**	**1**	**3**
18H,6-24	**5024**	**54.4**	**47.8**	**6.8**	**0**	**7**	**11**	**568**	**1185**	**1811**	**1025**	**306**	**77**	**29**	**2**	**3**
24H,0-24	**5294**	**54.5**	**47.9**	**6.9**	**0**	**7**	**18**	**608**	**1224**	**1858**	**1125**	**334**	**83**	**30**	**3**	**4**

11246	APRIL 2022	HAVERHILL			Site No: 11246001 Channel: Northwestbound					Location	A1307 Haverhill (NW of A1017)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 25-Apr-22																
00:00	**24**	53.7	48.3	5.6	0	0	0	2	5	8	9	0	0	0	0	0
01:00	**18**	55.5	51.1	9.1	0	0	0	1	4	4	6	2	0	0	0	1
02:00	**29**	54.2	46.9	6.8	0	0	0	4	10	7	5	3	0	0	0	0
03:00	**41**	57.5	52.9	5	0	0	0	0	2	12	18	8	0	1	0	0
04:00	**108**	57.1	51.9	6.2	0	0	0	1	13	35	39	15	2	2	0	1
05:00	**361**	55.4	49.5	6.2	0	0	1	21	55	160	79	34	10	1	0	0
06:00	**904**	50.6	45.9	5.3	0	0	0	93	386	313	90	19	2	0	0	1
07:00	**1126**	49.1	43.8	5.2	0	0	1	225	535	317	42	6	0	0	0	0
08:00	**876**	50.2	44.7	5.7	0	0	6	150	367	265	78	10	0	0	0	0
09:00	**539**	50.8	45.3	5.9	0	0	0	88	221	154	60	14	2	0	0	0
10:00	**458**	50.2	43.4	6.9	0	0	8	142	141	117	40	9	1	0	0	0
11:00	**488**	49.4	43.4	5.9	0	0	0	136	194	125	27	6	0	0	0	0
12:00	**438**	50.7	45.1	6.5	0	1	5	74	159	142	47	5	4	0	1	0
13:00	**404**	49.5	43.5	5.9	0	0	1	107	167	98	26	5	0	0	0	0
14:00	**504**	50.1	44.3	6	0	0	0	113	204	136	37	12	2	0	0	0
15:00	**466**	50.7	45.2	6.1	0	0	0	87	174	142	49	12	1	1	0	0
16:00	**554**	52.4	46.1	6.3	0	0	5	74	193	175	85	20	2	0	0	0
17:00	**513**	52.1	47	5.1	0	0	0	34	182	201	84	11	1	0	0	0
18:00	**390**	53.1	46.9	6.4	0	0	0	56	100	148	63	18	4	1	0	0
19:00	**227**	54.9	48.2	7.1	0	0	2	23	48	86	43	19	4	1	1	0
20:00	**173**	54.4	48.8	5.9	0	0	0	12	32	72	45	7	5	0	0	0
21:00	**109**	54.6	47	8.6	0	0	1	19	32	30	14	7	2	3	0	1
22:00	**63**	54.3	49.6	4.6	0	0	0	0	12	30	17	3	1	0	0	0
23:00	**30**	54.3	46.4	8.2	0	0	1	4	11	5	6	2	1	0	0	0
12H,7-19	**6756**	**50.4**	**44.8**	**6**	**0**	**1**	**26**	**1286**	**2637**	**2020**	**638**	**128**	**17**	**2**	**1**	**0**
16H,6-22	**8169**	**50.7**	**45.1**	**6.1**	**0**	**1**	**29**	**1433**	**3135**	**2521**	**830**	**180**	**30**	**6**	**2**	**2**
18H,6-24	**8262**	**50.7**	**45.2**	**6.1**	**0**	**1**	**30**	**1437**	**3158**	**2556**	**853**	**185**	**32**	**6**	**2**	**2**
24H,0-24	**8843**	**51**	**45.5**	**6.2**	**0**	**1**	**31**	**1466**	**3247**	**2782**	**1009**	**247**	**44**	**10**	**2**	**4**

11246		HAVERHILL			Site No: 11246001					Location	A1307 Haverhill (NW of A1017)					
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 26-Apr-22																
00:00	28	55.7	50.6	6	0	0	0	0	9	3	12	3	1	0	0	0
01:00	20	54.6	52	7	0	0	0	0	1	9	9	0	0	0	0	1
02:00	27	55	48.7	8.1	0	0	0	6	2	4	13	1	1	0	0	0
03:00	50	52.7	48.2	5.4	0	0	0	5	4	30	9	2	0	0	0	0
04:00	99	56.8	50.6	6.8	0	0	0	5	17	31	29	11	4	2	0	0
05:00	384	55.2	50	5.6	0	0	0	18	51	149	128	34	3	1	0	0
06:00	922	51	46.2	5.6	0	1	0	119	271	396	119	14	1	1	0	0
07:00	1155	49.8	44.4	5.8	0	0	11	218	448	398	65	12	2	1	0	0
08:00	972	49.7	43.4	6.6	0	1	18	255	369	250	56	18	4	1	0	0
09:00	581	51.3	45.4	5.9	0	0	0	99	218	171	83	10	0	0	0	0
10:00	475	51	45.2	6.8	0	0	4	98	152	150	53	14	2	0	1	1
11:00	414	50.6	44.7	6.3	0	0	0	93	149	119	41	9	3	0	0	0
12:00	408	50.8	45.5	6.8	0	0	1	77	132	141	41	11	0	3	0	2
13:00	408	50.5	45.1	6	0	0	1	75	150	133	37	10	2	0	0	0
14:00	451	51.2	45.2	6.9	0	1	1	104	124	151	50	16	3	1	0	0
15:00	449	50.3	44.6	6.2	0	0	3	90	179	127	40	8	1	1	0	0
16:00	532	50.6	45.3	5.8	0	0	1	92	180	193	59	6	0	1	0	0
17:00	575	51.8	45.2	6.9	0	0	5	127	172	172	80	14	3	0	2	0
18:00	381	53.5	46.7	6.9	0	0	0	68	91	129	72	15	4	1	1	0
19:00	236	53.4	47.1	6.5	0	0	0	29	71	82	38	11	4	1	0	0
20:00	162	53.3	47.1	6.6	0	0	1	21	39	63	29	8	0	0	1	0
21:00	110	53.9	47.6	6.3	0	0	0	9	37	39	14	9	1	1	0	0
22:00	83	56.5	50.1	6.8	0	0	0	4	15	33	17	10	1	3	0	0
23:00	42	55.2	49.9	8.4	0	0	0	5	7	9	17	2	0	1	0	1
12H,7-19	6801	50.6	44.9	6.4	0	2	45	1396	2364	2134	677	143	24	9	4	3
16H,6-22	8231	50.8	45.1	6.4	0	3	46	1574	2782	2714	877	185	30	12	5	3
18H,6-24	8356	50.8	45.2	6.4	0	3	46	1583	2804	2756	911	197	31	16	5	4
24H,0-24	8964	51.4	45.5	6.5	0	3	46	1617	2888	2982	1111	248	40	19	5	5

11246		HAVERHILL			Site No: 11246001			Location	A1307 Haverhill (NW of A1017)							
	APRIL 2022				Channel: Northwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Wed 20-Apr-22	**8769**	52.3	46.1	6.5	0	4	56	1299	2830	2950	1229	321	53	19	4	4
Thu 21-Apr-22	**8954**	51.9	45.8	6.6	2	5	39	1483	2886	2974	1203	280	50	15	10	7
Fri 22-Apr-22	**8921**	51.8	45.7	6.5	1	6	34	1541	2867	2938	1221	242	54	13	3	1
Sat 23-Apr-22	**6862**	53.3	47.1	6.4	0	3	19	806	1902	2577	1136	326	62	20	7	4
Sun 24-Apr-22	**5294**	54.5	47.9	6.9	0	7	18	608	1224	1858	1125	334	83	30	3	4
Mon 25-Apr-22	**8843**	51	45.5	6.2	0	1	31	1466	3247	2782	1009	247	44	10	2	4
Tue 26-Apr-22	**8964**	51.4	45.5	6.5	0	3	46	1617	2888	2982	1111	248	40	19	5	5
Total Vehicles																
[---]	**56607**	52.3	46.2	6.5	3	29	243	8820	17844	19061	8034	1998	386	126	34	29

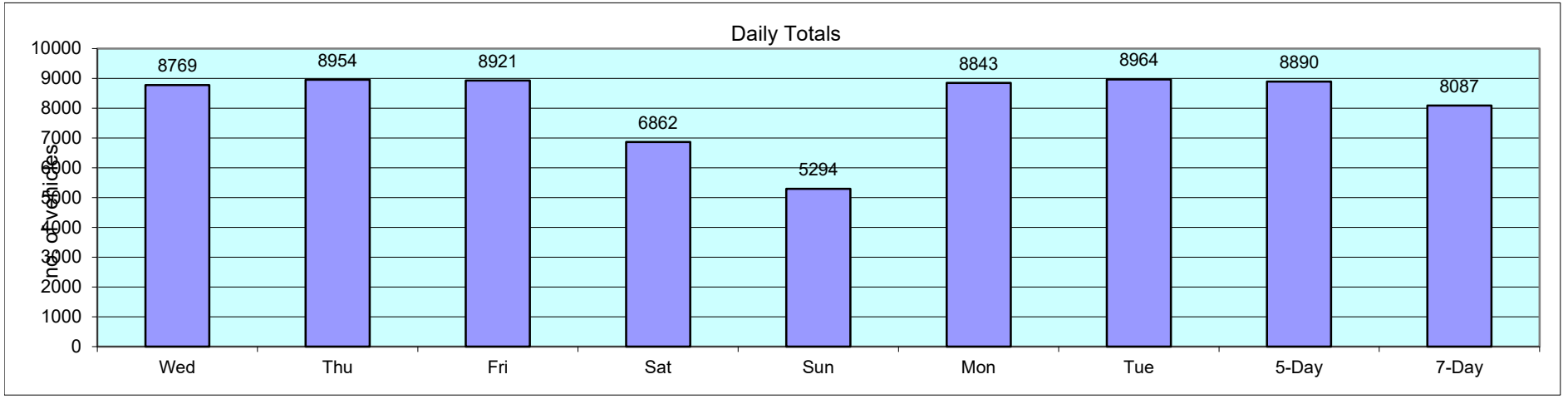




11246		HAVERHILL		Site No: 11246001		Location	A1307 Haverhill (NW of A1017)		
	APRIL 2022			Channel: Northwestbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	20/04/2022	21/04/2022	22/04/2022	23/04/2022	24/04/2022	25/04/2022	26/04/2022	Av	Av
Week Begin: 20-Apr-22									
00:00	**31**	42	34	52	40	24	28	32	36
01:00	**29**	15	46	32	36	18	20	26	28
02:00	**23**	21	29	34	35	29	27	26	28
03:00	**49**	47	43	39	27	41	50	46	42
04:00	**96**	122	99	56	40	108	99	105	89
05:00	**351**	322	319	156	92	361	384	347	284
06:00	**858**	868	793	267	191	904	922	869	686
07:00	**1100**	1102	971	357	205	1126	1155	1091	859
08:00	**866**	887	824	448	238	876	972	885	730
09:00	**541**	559	553	535	355	539	581	555	523
10:00	**498**	469	531	599	502	458	475	486	505
11:00	**489**	463	516	632	535	488	414	474	505
12:00	**418**	490	505	642	520	438	408	452	489
13:00	**418**	443	481	509	433	404	408	431	442
14:00	**477**	491	556	425	351	504	451	496	465
15:00	**425**	479	485	396	370	466	449	461	439
16:00	**531**	533	497	356	311	554	532	529	473
17:00	**475**	530	478	366	249	513	575	514	455
18:00	**424**	406	436	316	264	390	381	407	374
19:00	**238**	238	269	193	181	227	236	242	226
20:00	**145**	176	172	144	121	173	162	166	156
21:00	**148**	116	127	128	90	109	110	122	118
22:00	**86**	86	101	96	68	63	83	84	83
23:00	**53**	49	56	84	40	30	42	46	51
12H,7-19	**6662**	**6852**	**6833**	**5581**	**4333**	**6756**	**6801**	**6781**	**6260**
16H,6-22	**8051**	**8250**	**8194**	**6313**	**4916**	**8169**	**8231**	**8179**	**7446**
18H,6-24	**8190**	**8385**	**8351**	**6493**	**5024**	**8262**	**8356**	**8309**	**7580**
24H,0-24	**8769**	**8954**	**8921**	**6862**	**5294**	**8843**	**8964**	**8890**	**8087**
Am	**07:00**	**07:00**	**07:00**	**11:00**	**11:00**	**07:00**	**07:00**		
Peak	**1100**	**1102**	**971**	**632**	**535**	**1126**	**1155**		
Pm	**16:00**	**16:00**	**14:00**	**12:00**	**12:00**	**16:00**	**17:00**		
Peak	**531**	**533**	**556**	**642**	**520**	**554**	**575**		

11246	HAVERHILL	Site No: 11246001	Location	A1307 Haverhill (NW of A1017)
	APRIL 2022	Channel: Northwestbound		

TIME PERIOD	Wed 20/04/2022	Thu 21/04/2022	Fri 22/04/2022	Sat 23/04/2022	Sun 24/04/2022	Mon 25/04/2022	Tue 26/04/2022	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Data produced by
Auto Surveys Ltd

APPENDIX 03

Road Traffic Collision Data

Accidents between dates **01/12/2016** **and** **30/11/2021** (60) months

Selection:

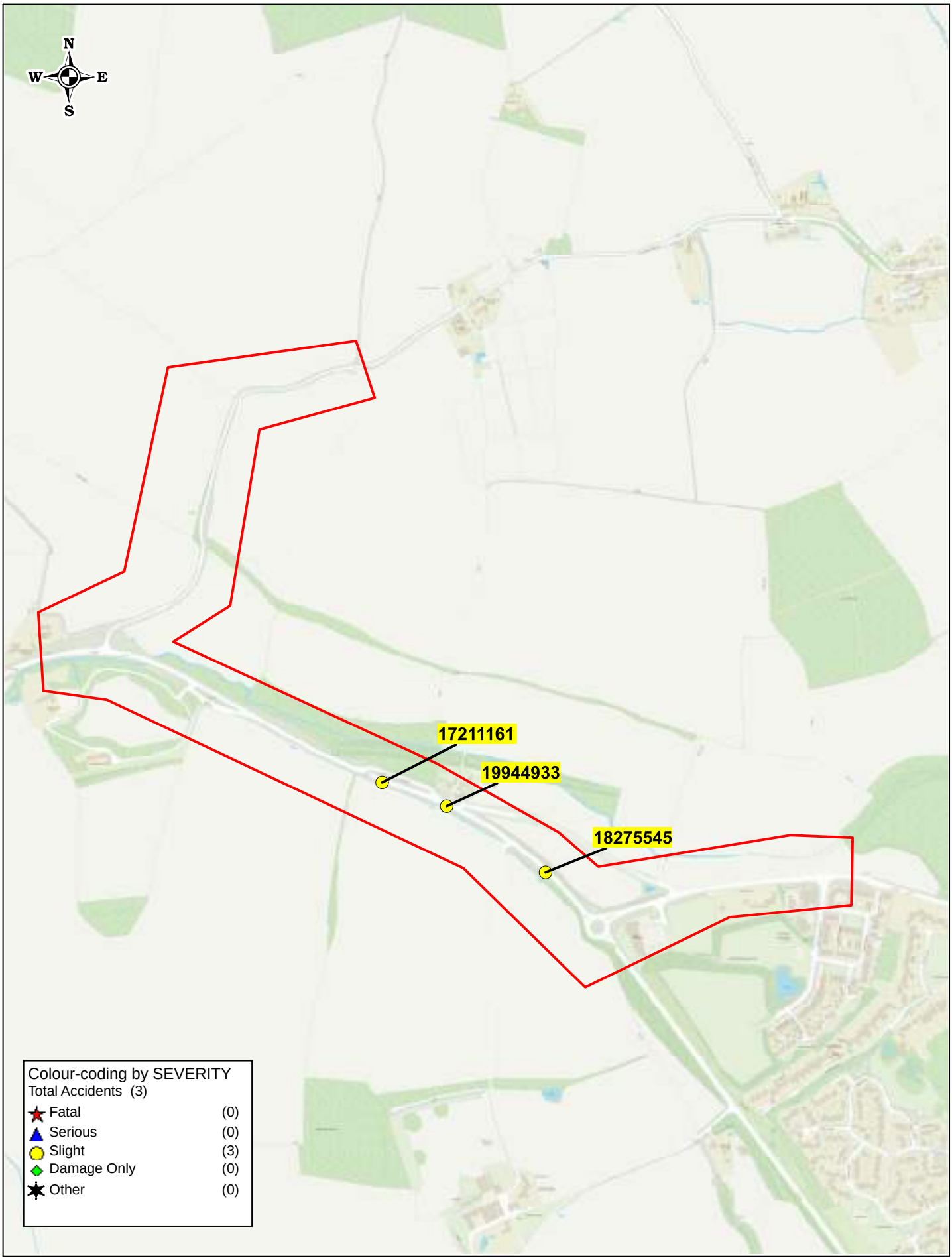
Selected using Manual Selection

Notes:

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
17211161	Slight	26/07/2017	Wed	1125	564041 246773	0	0	1	406V1A 602V1A 103V1A	0 0 0	Light	Raining without high winds	Wet/Damp	98 98
18275545	Slight	28/02/2018	Wed	0550	564342 246607	0	0	2	103V1A 707V1A	0 0 0	Dark	Snowing without high	Snow	9 9
19944933	Slight	16/09/2019	Mon	0956	564160 246729	0	0	1	510V1A 308V1B 406V1A 408V2B	0 0 0	Light	Unknown	Dry	9 9

Column Totals	**Slight :** 3	0	0	0	**Light :** 2	**Dry :** 1
	Serious : 0				**Dark :** 1	**Wet :** 1
	Fatal : 0					

Total number of accidents listed: 3



Suffolk County Council

JVanWin_A1307 Haverhill_011216-301121_Location Plan

SCALE	1 : 9230
DATE	08/03/2022
DRAWING No.	
DRAWN BY	

APPENDIX 04

Stage 1 Road Safety Audit

vectos.

STAGE 1 ROAD SAFETY AUDIT

Acorn Bioenergy Ltd

Acorn Biogas Site 05 Thurlow Estate

A1307 Cambridge Road

June 2022

Suffolk County Council

Stage 1 Road Safety Audit

vectos.

Report control

Document: Stage 1 Road Safety Audit
Project: Thurlow Estate
Client: Acorn Bioenergy Ltd
Job number: 226748D
File origin: H:\Projects\W220000\226748 - Anaerobic Digestion Facilities\226748D - Thurlow Estate\Technical\RSA\Documents\R01-BB-Stage 1 RSA Thurlow Estate.docx

Document checking

Primary Author: Ben Brogan — Initialled: BB

Contributor: — Initialled:

Review by: Patrick West — Initialled: PW

Issue	Date	Status	Checked for issue
1	24/06/2022	FINAL	PW
2			
3			
4			
5			
6			

Contents

Appendices

1 Introduction

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Thursday 23rd June 2022. The Audit was carried out on behalf of SLR Consulting for their client Acorn Bioenergy Ltd. The site is located off the A1307 Cambridge Road to the north west of Haverhill.

1.2 A RSA Brief was prepared by Adam Turner of SLR Consulting on 21st June 2022 and was subsequently accepted by the Audit Team on the same date.

1.3 This Road Safety Audit team was as follows:

BEN BROGAN – MCIHT, MSoRSA.
Audit Team Leader
Principal Transport Planner
Vectos (South) Limited

PATRICK WEST BA (Hons), MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Associate Director
Vectos (South) Limited

1.4 A site visit was undertaken on Tuesday 21st June 2022 between the hours of 13:00 and 14:00. The weather was fine and the road surface dry. At the time of the site visit moderate levels of traffic were observed. During the time of the site visit there were low levels of non-motorised user (NMU) movements observed in this location.

1.5 A site location plan can be found at **Appendix A** of this report.

1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.

1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

1.8 The scheme subject to Stage 1 RSA relates to changes to an existing priority junction on the northern side of the A1307 Cambridge Road and the closure of the adjacent access. The proposals include a proposed connection to an existing off-road cycle path which crosses the site access. This Audit does not cover the internal site layout of the proposed site.

1.9 A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B.**

1.10 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 Road Safety Audit. These plans can be found at **Appendix C**.

1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

1.12 The Audit Brief advises that there are no departures from standards.

2 Matters Arising From This Stage 1 RSA

Drawing 404.11923.00004.0005.001.2

2.1 Problem 2.1.

General Cycleway Maintenance

Summary: The existing cycleway to the east of the access junction was observed to have vegetation covering the surface of the route which restricted the effective width of the route and when wet, could cause cyclists / users to lose control and fall.

In the vicinity of the site access, the vegetation was overgrown on both sides of the route which restricted the effective width of the route for Non-Motorised Users (NMU) and when wet, the vegetation could cause users to lose control and fall.

Recommendation

It is recommended that the cycle route in the vicinity of the site access is maintained and the vegetation cleared to provide a suitable width for cyclists and users to pass.

2.2 Problem 2.2.

Location A: Cycle crossing at site access

Summary: It is unclear if the cycle route which crosses the site access junction will provide a flush surface with the carriageway or if dropped kerbs will be provided; failing to provide a smooth transition whilst crossing the site access could cause cyclists to lose control and fall.

The drawing provided does not indicate whether the transition from the cycle path to carriageway will be flush or if dropped kerbs will be provided. If cyclists are required to drop down to the carriageway suddenly this could result in a loss of control type collision and could cause cyclists to fall.

Recommendation

It is recommended that either a flush surface is provided between the cycle path and the carriageway or dropped kerbs are provided on both sides of the site access to connect to the cycle path.

2.3 Problem 2.3.

Location B: Cycle crossing at site access

Summary: No signage or markings to indicate the priority to cyclists or vehicles which could result in collisions between cyclists and vehicles

The drawing provided does not indicate any form of signage or markings will be included to indicate that vehicles or cyclists have priority at the intersection of the cycle path and carriageway.

If cyclists do not know who has priority at this junction, it could result in cyclists travelling straight across the junction without stopping which could result in side-on collisions between cyclists and vehicles using the site access junction.

Recommendation

It is recommended that signage and or give way markings are provided to alert cyclists of the junction and the priority in place.

2.4 Problem 2.4.

Location C: Proposed hatching on the carriageway north of the site access

Summary: The proposed hatching does not taper / tie-in which could cause drivers to position themselves incorrectly on the carriageway when travelling in either direction.

The proposed white lining scheme does not taper at its southern end which could result in drivers overrunning the centreline of the carriageway (depending on the direction of travel). This could result in head-on or side swipe collisions between vehicles travelling in opposite directions.

Recommendation

It is recommended that the white lining is tapered at its southern end.

2.5 Problem 2.5.

Location D: Site Access junction frontage with A1307 Cambridge Road

Summary: Existing signage is shown on the drawing but it is not confirmed that these signs will be removed as part of the proposed works. Signage located within the carriageway could result in collisions with vehicles and could restrict visibility.

It was observed on site that existing highway signage was located in a position which would sit within the revised carriageway layout and if not relocated outside of the carriageway could result in collisions between inbound vehicles and the signage. The sign could also restrict visibility for vehicles exiting the site which could result in drivers undertaking egregious manoeuvres if they have reduced visibility onto A1307 Cambridge Road.

Recommendation

It is recommended that the existing signage is relocated outside of the carriageway.

2.6 Problem 2.6.

Location E: Site Access junction frontage with A1307 Cambridge Road

Summary: There is an existing lighting column on the grass verge which would then sit within the carriageway as part of the proposals which could result in collisions between vehicles and the lighting column.

It was observed on site that an existing lighting column was located in a position which would sit within the revised carriageway layout and if not relocated outside of the carriageway could result in collisions between outbound vehicles and the lighting column.

Recommendation

It is recommended that the existing lighting column is relocated outside of the carriageway.

3 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Ben Brogan

Signed: 

Position: Principal Transport Planner
Organisation: Vectos (South) Ltd.
Date: 24/6/2022

Road Safety Audit Team Member

Name: Patrick West

Signed: 

Position: Associate Director
Organisation: Vectos (South) Ltd.
Date: 24/06/2022

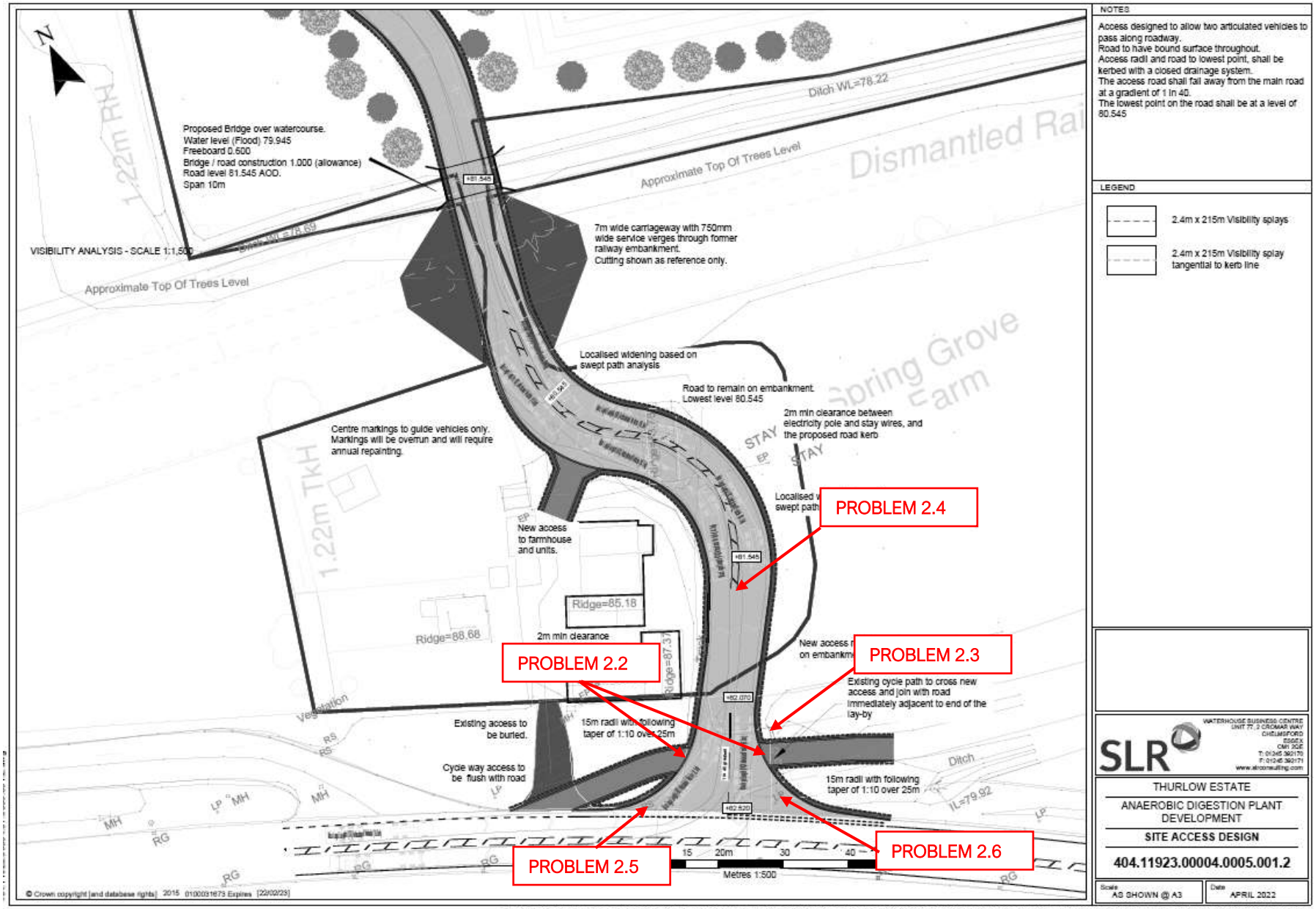
Appendix A


LEGEND
Site Boundary
500m Site Boundary Buffer
2km Site Boundary Buffer
Residential Receptors within 500m
Electrical Overhead Line
County Wildlife Site (CWS)
Site of Special Scientific Interest (SSSI)
Local Nature Reserve (LNR)
Ancient Woodland
Scheduled Monument
Conservation Area
Listed Building (Grade)
I
II
II*
Statutory Main River
Watercourse
Waterbody
Environment Agency Flood Zone 2
Environment Agency Flood Zone 3
Drinking Water Safeguard Zones - Surface Water
Drinking Water Protected Area - Surface Water
Historic Landfill Site
A Road
Minor/Local Road
Minor Road
Public Right of Way
Roman Road
Employment Area
Strategic Housing Land Availability Assessment (SHLAA)
N.B. Data Unavailable for LWS, RIGS, SINC, SHLAA in South Cambridgeshire District.
Data Unavailable for LWS, RIGS, SINC in West Suffolk District.
N
Over and Lawn Woods SSSI
Over and Lawn Woods SSSI
Roman Road via Devana
South Cambridgeshire District
West Suffolk District
Haverhill Research Park
Castle Manor Academy
Haverhill Railway Walks LNR
Cardinals Green East
Cardinals Green West
Puddle Brook Tip
HAVERHILL
0
0.5
1
Kilometres
P3P PARTNERS LLP
SLR
4/5 LOCHSIDE VIEW
EDINBURGH PARK
EDINBURGH
EH12 9DH
THURLOW ESTATE NO. 2, SUFFOLK
SITE FEASIBILITY SCREENING
SITE LOCATION AND CONSTRAINTS
FIGURE 1
Scale
1:20,000 @ A3
Date
JANUARY 2021

Appendix B

DOCUMENT	*DOCUMENT TITLE*
Audit Brief	RSA1 Brief Checklist_Thurlow Estate
Design Drawing	Site Access Design_404.11923.00004.07.0005.001.0
Design Drawing	Indicative Proposed Site Layout
Site Location Plan	Site Designations Plan
Collision Data	Accident Data
Traffic Data	ATC Data
Highway Boundary Data	Highway Boundary

Appendix C



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